Transport for NSW

Frequently asked questions – Preferred option confirmed

Milton Ulladulla bypass

September 2025

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Transport for NSW recognise and celebrate the diversity of Aboriginal peoples and their ongoing cultures and care of Country. We pay respect to traditional custodians and Elders past and present.

What is the preferred option?

Following the appointment of Aurecon in December 2024 to develop the concept design and environmental assessment, the team has carried out rigorous design work to consider community feedback and property and environmental impacts.

During the design phase, various options were explored to ensure the bypass design meets the project objectives.

Aurecon and Transport for NSW's project team have worked together to refine the corridor and have confirmed the preferred option design.

The preferred option is generally within the original planning corridor and gives property owners more certainty of the project's impact.

What refinements have been made to the corridor?

The preferred option includes refinements to the corridor at the northern, central and southern connection points.

The northern connection has moved slightly south, with a roundabout south of Little Forest Road. This change reduces some of the geotechnical earthworks required due to the presence of monzonite at this location.

To ensure the bypass provides access to local facilities and surrounding villages, the central connection will link the bypass to an extension of Bishop Drive.

At the southern connection, the preferred option is a roundabout just north of Canberra Cresent.

The roundabout design includes a northbound slip lane, which will improve the flow of traffic by allowing easy access onto the bypass for northbound traffic.

What are the key features of the preferred option?

- **Northern connection** – The connection to the existing Princes Highway in the north will be a roundabout located just south of Little Forest Road. This option shortens the length of the bypass and avoids difficult geological conditions near Little Forest Road.
- **Croobyar Road** - The bypass will go over Croobyar Road to reduce impacts to local traffic during construction. The location of the road crossing prevents relocation of utility services (such as overhead powerlines) and reduces geological challenges including Milton Monzonite.
- **Wilfords Lane** - A loop road will connect Wilfords Lane under the bypass to reduce property and local traffic impacts.
- **Slaughterhouse Road** – Slaughterhouse Road will end at the bypass on both sides. This avoids construction of an additional bridge and provides a safer outcome for road users. Local access will be maintained via the central connection near Bishop Drive.
- **Central connection** – The connection to the existing Princes Highway in the centre is a key point for road users to leave the bypass and head into the local towns and villages. The central connection will be a grade separated

interchange to allow for free-flowing traffic movements in every direction via Pirralea Road and an extension to Bishop Drive.

- Green Street – The bypass will go over Green Street with the local road moved to the east. This will provide a safe road alignment which maintains local traffic movements during construction.
- South of Green Street – In this area, there are significant ecological constraints in the densely vegetated forest, which is home to many native species, including the Greater Glider. We will minimise impacts as much as possible and maintain fauna connections across the bypass by building connectivity structures.
- Kings Points Drive – A new bridge will allow the bypass to go under Kings Point Drive. This option maintains local access during construction, reduces the impact to nearby utilities and minimises impact on surrounding vegetation.
- Southern connection – The connection to the existing Princes Highway in the south will be a roundabout just north of Canberra Crescent. Access to the Princes Highway from Canberra Crescent will be maintained. Pedestrian connectivity options will be developed as the design progresses.

Have you considered the environmental impacts in the design?

The preferred option design is environmentally led and reflects our vision to minimise impacts to the environment and property owners.

We have conducted thorough investigations to ensure we minimise impacts to flora and fauna in the area, including the consideration of connectivity structures to minimise impacts on the greater glider habitat.

We moved the northern connection south of Little Forest Road. This option shortens the length of the bypass and avoids difficult geological conditions near Little Forest Road.

Where can I see the bypass design?

An image of the preferred option alignment can be viewed on our webpage, via this link.

Transport will also provide printed copies of the Community update at various local locations and the map will be displayed on community notice boards in the area.

Why are the intersections at the northern and southern connections roundabouts, not grade separated interchanges, like the central connection?

Roundabouts were selected for the northern and southern connections to minimise impacts to the environment. Roundabouts will provide access for local roads and will connect the bypass to the Princes Highway, while having a smaller construction footprint (than other intersection design styles).

Due to the geometry of the area, the bypass requires a deep cutting at the central connection which favours a grade separated interchange (overpass). A grade separated interchange will allow traffic to access from multiple directions, providing a safe and efficient connection, while allowing bypass traffic to flow.

Why has the location of the northern connection been moved south?

The northern connection has been moved south to minimise impacts to the environment. This design feature shortens the length of the bypass and avoids difficult geological conditions near Little Forest Road.

Overall, the bypass corridor is about one kilometre shorter in length.

What are the impacts to local access where roads will be terminated?

Due to the location of the bypass crossing, Slaughterhouse Road will end on either side of the bypass. On the northern end of Slaughterhouse Road, access to the existing Princes Highway will remain. On the southern end, access to Ulladulla will be via local roads.

How does the bypass impact access to local facilities such as the waste depot?

There will still be access to the waste depot via Green Street and Pirralea Road, Ulladulla.

How will the bypass help reduce traffic congestion at the southern connection?

The southern connection (just north of Canberra Cresent) will be a roundabout. The roundabout design includes a northbound slip lane which will

improve traffic flow, as it will provide easy access for traffic going north onto the bypass.

The bypass will increase the capacity of the road network and will offer options for road users passing through the area and those wishing to access Ulladulla and surrounding villages.

The bypass addresses 22 congestion points, which will mean less congestion overall on the Princes Highway and the build-up of congestion on the approach to the southern connection will be reduced.

What measures have been considered to protect the greater glider and other wildlife?

We know the area surrounding the bypass corridor is home to greater gliders, which has recently been classified as an endangered species. We have carried out investigations to better understand the local greater glider population to help inform the design and environmental assessment for the project.

Transport is focused on sustainability and protecting and enhancing biodiversity, which includes reducing the impact of roads on wildlife.

Our planning work will include provisions for infrastructure such as animal crossings as we work to finalise the bypass design.

When will the design be finalised?

The preferred option has now been finalised. This design will continue to be refined as we develop the concept design and carry out the environmental assessment.

The concept design and the environmental assessment will be published for community feedback during the EIS public exhibition phase in 2026.

What were the outcomes of the traffic studies carried out earlier this year?

Traffic studies were carried out in early 2025 and considered both peak and non-peak periods. Data from these studies were used to inform the preferred option, however further studies and analysis are required as refinements are made to the bypass design.

What is a grade separated intersection?

A grade separated intersection means the intersecting roads are built at different vertical levels, avoiding the conflicting traffic movements of traditional at-grade intersections (such as roundabouts and T-junctions).

Grade separated intersections generally allow vehicles to use ramps and connecting roads at different elevations to move without interruption.

The central connection will be a grade separated interchange, and more details about the design features will be provided to the community as planning continues.

How will local roads access be impacted during construction and once the bypass is operational?

The concept design phase of the project will include preparing a local access strategy, to ensure that access to properties and businesses is maintained, especially where local roads may be impacted by construction and operation of the bypass.

We will be in contact with residents and business owners to ensure impacts are minimised, where possible.

How will the community be kept informed about the Milton Ulladulla bypass project?

Transport will update the community about the project via community information sessions, email updates and updates to the project webpage.

How do I contact the project team?

To find out more information visit the project webpage, call the project information line on 1800 570 568 or email us at miltonulladullabypass@transport.nsw.gov.au