Frequently asked questions
Preferred strategic corridor option | Milton Ulladulla bypass

Preferred strategic corridor option for the Milton Ulladulla bypass – November 2020

What is happening?
The Australian and NSW Governments have announced $1.5 billion towards upgrading the Princes Highway between Nowra and the Victorian border.

The Milton Ulladulla bypass project is a short term priority identified in the Princes Highway strategic roadmap; a 20 year plan to deliver a safe, reliable, efficient and connected transport network.

Following community consultation carried out between 16 March and 13 April 2020, a range of bypass corridors were identified during the strategic design and investigation process, including bypass corridors that extended beyond Milton and Ulladulla. Transport for NSW (Transport) undertook an extensive planning and development process including a value management workshop. This process involved key local, state and federal government specialists who assessed a range of design options against criteria before making a group recommendation for a preferred strategic corridor option.

As a result of this process, the existing bypass corridor in the Shoalhaven Local Environmental Plan (LEP) has been identified as the preferred strategic corridor option.

The bypass corridor chosen for the Milton Ulladulla bypass would reduce travel times on the highway, including during holiday periods. It provides opportunities to maintain connections to the local road network which will support access to current and future land uses. The bypass will reduce the number of heavy vehicle movements in the Milton and Ulladulla town centres improving liveability in these centres.

Feedback on the preferred strategic corridor option is invited between Wednesday 25 November 2020 and Sunday 20 December 2020. The feedback will be used to further develop the preferred strategic corridor option.
Why is a bypass needed?
The Princes Highway which runs through the Milton and Ulladulla town centres is a vital connection between towns and regional centres and is an important link for freight, inter-regional business, tourism and leisure travel.

The aim of the proposal is to upgrade the Princes Highway to provide a bypass to deliver safer and more reliable journeys on the South Coast as part of the Princes Highway Upgrade program.

Additionally, the proposed Milton Ulladulla bypass would contribute to the vision of the Princes Highway upgrade program by:

- Creating safer and more efficient journeys for all road users
- Improving access to local roads and reduce congestion through the Milton and Ulladulla town centres
- Providing opportunities to enhance the atmosphere of town centres and support the growth of regional economies including tourism and freight
- Catering for future growth of Milton, Ulladulla and connected communities and improve access to essential services
- Supporting network reliability and safe access, especially during emergencies.

What does the preferred strategic corridor option look like?
The preferred strategic corridor option consists of a bypass about 13 kilometres long.

The preferred strategic corridor has the potential to connect to a number of existing local roads within the Milton and Ulladulla townships. Details regarding potential future connections to the existing Princes Highway and local roads would be investigated during further design development.

A map of the preferred strategic corridor is included on the following page.
Interception treatments and potential local road connections to the bypass will be investigated as the project progresses.
How was the preferred strategic corridor option decided?

An existing Milton Ulladulla bypass corridor was established in the Shoalhaven LEP. This corridor was identified following a Route Selection Study carried out by Transport (formerly Roads and Traffic Authority) between 1996 and 1998.

The strategic investigation and design phase of the proposed Milton Ulladulla bypass has involved the identification and evaluation of the relative benefits of different bypass corridor options, including the existing bypass corridor in the Shoalhaven LEP.

Following community consultation carried out between 16 March and 13 April 2020, a range of bypass corridors were identified during the strategic design and investigation process, including bypass corridors that extended beyond Milton and Ulladulla.

These options were assessed against project and program objectives and a value management workshop was held on 23 September 2020, which involved key local, state and federal government specialists who assessed a range of design options against criteria before making a group recommendation for a preferred strategic corridor option. The existing bypass corridor in the Shoalhaven LEP was recommended as the preferred option as a result of this process.

Visit nswroads.work/miltonulladullabypass to view the preferred strategic corridor option report that explains the outcome of the value management workshop and provides more information on the options that were assessed and how the preferred strategic corridor option was identified.

What other bypass corridor options were considered?

Following initial community consultation, which included community feedback requesting for alternative bypass alignments to be considered, a number of bypass options were developed to enable an understanding of the potential benefits of bypassing a numerous town centres. These included:

- Bypassing Milton and Ulladulla
- Extending the bypass to include Milton, Ulladulla and Burrill Lake
- Further extending the bypass to include Lake Tabourie.

Additional options considered included upgrades of existing roads including the Princes Highway to meet the program and project objectives.

The options were evaluated against project objectives to identify a short list of options for further assessment. The four shortlisted options included:

- Option 1 (Black), the existing bypass corridor in the Shoalhaven LEP
- Option 2 (Red), a variation of the Shoalhaven LEP that passes to the west of the large lot residential properties on the western outskirts of Ulladulla
- Option 5 (Green), this option is located further west and has a southern access point south of Burrill Lake. It traverses Meroo National Park as well as part of Woodburn State Forest and would include two crossings of Burrill Lake
- Option 6 (Cyan), this option is located further west and connects with the existing Princes Highway south of Lake Tabourie. It traverses narrow parts of Meroo National Park, would require a number of bridges and involves sections of steep terrain.

A diagram of the shortlisted corridor options is included below.
What are the project objectives?

The project objectives were developed with consideration of the Princes Highway upgrade program as well as the key needs for a Milton Ulladulla bypass. The project objectives include:

- Improve network safety for all transport modes and customers
- Improve transport network efficiency and connectivity to support regional economic development, tourism and freight
- Improve transport network resilience
- Enhance the amenity and liveability of Milton and Ulladulla and connected communities

In addition to these project objectives, the Milton Ulladulla bypass project aims to achieve the strategic priorities of respecting our community and the environment, and increasing customer value.

Why was the preferred strategic corridor option selected?

Following the value management workshop held on 23 September 2020, the bypass corridor in the Shoalhaven LEP (Option 1) was found to deliver the best balance in terms of achieving the project objectives.

The investigations completed showed Option 1 would remove the highest number of vehicles from the Milton and Ulladulla town centres and would provide the greatest potential for local road connectivity compared to other strategic corridor options assessed. This would improve use of the bypass and provide opportunities to access businesses and properties via potential bypass connection points.

The Milton and Ulladulla town centres are destinations for some heavy vehicles. The opportunity to provide local road connectivity associated with Option 1 would enable the bypass to accommodate a higher proportion of heavy vehicles, supporting the efficient movement of freight. This would enhance amenity and liveability within bypassed town centres and provide more reliable journeys for road users.

In addition, Option 1 was found to have lower impacts to environmentally sensitive areas including Meroo National Park and Burrill Lake and would avoid greater impacts to native vegetation and wetlands.

As a result, Option 1 was recommended as the preferred strategic corridor option.
How did Transport consider strategic corridor options that extended south of Burrill Lake and Lake Tabourie?

Transport acknowledges community feedback received in March and April 2020, which expressed concern that the existing corridor in the Shoalhaven LEP did not extend further south to bypass suburbs of Burrill Lake, Lake Tabourie and further southern townships.

Following this feedback, Transport assessed a number of strategic corridor options that included bypasses of Burrill Lake and Lake Tabourie. These options were assessed and found to be less effective in reducing overall traffic volumes on the Princes Highway through bypassed town centres. The bypass corridors were constrained by a number of key environmental features including Burrill Lake and Meroo National Park. The corridors provided limited opportunities to maintain connectivity to existing local roads and therefore reduce access to current and future land uses, including businesses.

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

While the shortlisted corridor options that included a bypass connection point south of Burrill Lake and Lake Tabourie were not identified as the preferred strategic corridor option, further work is planned to understand the future needs and performance of the Princes Highway south of the preferred strategic corridor. This will include consideration of improvements as part of the Burrill Lake to Batemans Bay upgrade project.

Transport will continue to consider community feedback as we progress with the Princes Highway upgrade program. The liveability, health and attractiveness of townships south of the preferred strategic corridor option for the Milton Ulladulla bypass will be considered as we further develop plans to improve the safety and efficiency of the Princes Highway between Nowra and the Victorian border.

Does the Burrill Lake Bridge need to be upgraded?

The Burrill Lake Bridge has the potential for additional lane capacity if future traffic demand requires it.

Transport is planning further work to understand the future needs and performance of the existing highway south of the preferred strategic corridor option. This will be considered as part of the Burrill Lake to Batemans Bay upgrade project. The potential need for future upgrades to the highway, including Burrill Lake Bridge, will be assessed.

How is Transport for NSW considering future improvements to the character and liveability of town centres south of the proposed Milton Ulladulla bypass?

Our plan for the Princes Highway upgrade is for safer, more reliable and better connected journeys all the way to the Victorian border and this includes carrying out further work to consider how the Princes Highway operates through Burrill Lake and other townships further south of the proposed Milton Ulladulla bypass. Improvements to the existing highway will be considered as part of the Burrill Lake to Batemans Bay upgrade project.
We will continue to consult closely with the community to consider the character and liveability of connected communities while we carry out further work to create safer and more reliable journeys for those using the highway.

**Was a bypass corridor following the alignment of Woodstock and Woodburn roads considered?**

During development of the potential bypass corridor options, a strategic corridor option that involved upgrading the existing Woodstock and Woodburn road was explored. The geography and landscape in the area is steep, Woodstock and Woodburn roads follow a ridgeline until about Brooman Road. The option investigated here diverges from Woodburn Road at Wheelbarrow Road to continue south to connect back to the existing Princes Highway at Lake Tabourie.

Maximising the use of the existing Woodstock and Woodburn Roads alignment would also result in parts of the bypass design that do not meet the project and program objectives and may compromise safety for road users.

This option was therefore considered to not meet the project objectives and was not considered further.

**Has a design for the Burrill Lake to Batemans Bay Princes Highway upgrade been determined?**

Transport for NSW recently appointed AECOM Australia Pty Ltd for the investigation and planning phase of the Burrill Lake to Batemans Bay Princes Highway upgrade project. This stage of the project includes reviewing existing data, carrying out additional studies and commencing strategic design work.

A range of options will be identified before finalising a preferred option which will be available for community display and feedback in 2021. The Milton Ulladulla bypass team will work together with the Burrill Lake to Batemans Bay upgrade team to ensure the projects achieve the Princes Highway upgrade program’s commitment to deliver a safer and more reliable highway to the Victorian border.

**How much will the preferred strategic corridor option cost?**

The overall project cost has not yet been confirmed and will be determined following further design work and environmental assessment.

**How will the preferred strategic corridor support transport during emergencies such as bushfires?**

A key objective for the project is to improve transport network resilience including providing reliable and safe access during emergencies including bushfire and flood as well as following traffic incidents. Transport will continue to engage with NSW Rural Fire Service, Fire and Rescue NSW, NSW Police, NSW Ambulance and NSW State Emergency Service to consider the needs of our emergency services and prepare the future road network for when they are needed most.
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Next steps

How will my feedback be used?

All feedback from this display period will help to develop the concept design environmental assessment and further refine the design of the Milton Ulladulla bypass. Additional opportunities will be provided for the community to provide their feedback during the concept design and environmental assessment phase.

When will work start?

Following this consultation, Transport will commence concept design and environmental assessment of the preferred strategic corridor option. A timeframe for construction is yet to be confirmed.

What is Transport’s long term plan for the Princes Highway?

Transport for NSW has developed a strategic roadmap for the Princes Highway upgrade. It is Transport’s plan for the highway over the next 20 years and identifies what needs to be done in the short, medium and long term to deliver on its vision for the Princes Highway as a safe, reliable, efficient and connected network.

It would be a highway that enables the movement of people and goods and supports sustainable growth of the local economy, employment opportunities and population.

It would contribute to the character of the places it serves and be resilient to adapt to natural hazards and climate change, respond to changing land use, and support new technologies, industries and economic trends.

The roadmap is built on five goals:

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

Potential impacts
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How will the preferred strategic corridor impact the local environment?
We are carrying out an environmental assessment of the project that will outline any potential environmental impacts and how these would be mitigated. We will continue to keep the community updated as the project progresses.

How will potential noise impacts be managed?
Potential noise impacts will be assessed as part of the environmental assessment.

Will there be improved services for pedestrians, cyclists and public transport users?
Improved services for pedestrians, cyclists and public transport users are being investigated. We encourage all types of transport users to have their say on the preferred strategic corridor option for the Milton Ulladulla bypass, to help us further develop the design for the Milton Ulladulla bypass.

Will my property be impacted?
A number of properties and businesses may be potentially directly impacted by the construction of the preferred strategic corridor option. We will be in contact with all potentially directly impacted property owners following the identification of the preferred strategic corridor option and will be working closely with them throughout the project.

What will you do to minimise impacts to properties?
Transport for NSW may need to acquire privately owned land as part of developing or upgrading infrastructure. Minimising environmental and property impacts will be an ongoing consideration during the concept design and environmental assessment process. Visit nswroads.work/miltonulladullabypass to view the preferred strategic corridor option report that explains how we assessed options.

Stay involved

Where can I find more information?
More information on the preferred strategic corridor option will be available at an unstaffed display location between Wednesday 25 November and Sunday 20 December 2020 at Ulladulla Library.
Alternatively, please contact the Princes Highway upgrade team by:

- Phone: 1800 719 759
- Email: princeshighway@transport.nsw.gov.au

More information is also available at nswroads.work/miltonulladullabypass.