

Transport
for NSW

Milton Ulladulla bypass

Environmental impact statement

Summary

September 2026



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Acknowledgement of Country

Transport for NSW acknowledges the Murramarang People, the traditional custodians of the land on which the Milton Ulladulla bypass is proposed.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.



Connecting with Country

Transport for NSW has prepared a Connecting with Country Report for the Milton Ulladulla bypass that outlines five principles to assist the project fulfil its obligations to Connecting with Country. These include:

Connections with Country: developing a physical and spiritual connection between Country and the design teams.

Understand Country and the history of place: what does Country tell us, what knowledge exists in this place and what is the history of the site as it relates to the local community.

Identification and interpretation of cultural knowledge: what stories, lore and knowledge will be shared through the site via design – how can these be safely represented and interpreted.

Country led design: the process of action and applying designs to the project enabling culturally informed interpretation: working closely with local mob to develop a process where culturally informed design principles are applied and validated through the Knowledge Circle.

Caring for Country: how do we continue to Care for Country utilising Indigenous knowledge and sustainable practices.



EIS declaration

Project details	
Project name	Milton Ulladulla bypass
Application number	SSI-76796211, EPBC 2024/10023
Address of the land on which the infrastructure is to be carried out	Bypass just north of Little Forest Road/Princes Highway intersection, Little Forest, to Canberra Crescent, Burrill Lake. Land of the Murramarang People Shoalhaven Local Government Area
Proponent details	
Proponent name	Transport for NSW
ABN	18 804 239 602
Proponent address	Level 1, 101 Crown Street, Wollongong, NSW 2500
Details of person by whom this EIS was prepared	
Name	Lucia Coletta
Address	Aurecon Australia Level 11, 73 Miller Street, North Sydney NSW 2060
Professional qualifications	Bachelor of Science (Architecture), Master of Urban and Regional Planning
Declaration by registered environmental assessment practitioner	
Name	Carolyn McCallig
Registration number	144699
Organisation registered with	The Planning Institute of Australia
Declaration	The undersigned declares that this EIS: • has been prepared in accordance with Part 8 Division 5 of the Environmental Planning and Assessment Regulation 2021 • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates • does not contain information that is false or misleading • addresses the Planning Secretary’s environmental assessment requirements (SEARs) for the project • identifies and addresses the relevant statutory requirements for the project including any relevant matters for consideration in environmental planning instruments • has been prepared having regard to the Department’s <i>State Significant Infrastructure Guidelines – Preparing an Environmental Impact Statement</i> • contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development • contains a consolidated description of the project in a single chapter of the EIS • contains an accurate summary of the findings of any community engagement • contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature	<i>Carolyn McCallig</i>
Date	31/08/2026

Responsible person	
Name	Sean Hocking Transport for NSW
Address	Level 1, 101 Crown Street, Wollongong, NSW 2500

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Summary

Transport for NSW (Transport) is proposing a road bypass of Milton and Ulladulla (the project) (SSI-76796211). The project would provide a 12 kilometre (km) bypass of the Milton and Ulladulla town centres. The project would be located on the lands of the Murramarang People in the Shoalhaven Local Government Area (LGA) and within the localities of Yatte Yattah, Little Forest, Croobyar, Woodstock, Milton, Ulladulla, Kings Point and Burrill Lake.

The project would comprise a new road with three connection points to the existing Princes Highway and other local roads. The project would improve road safety, reduce congestion, enhance freight efficiency and support the amenity and liveability of the Milton and Ulladulla town centres by removing through traffic, particularly heavy vehicles, from high pedestrian and vehicle conflict zones in the Milton and Ulladulla townships.

The project is subject to assessment under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) and approval by the New South Wales (NSW) Minister for Planning and Public Spaces. The project also requires approval by the Australian Minister for the Environment and Water under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act). The NSW Government confirmed the action will be assessed under the Assessment Bilateral Agreement (as amended in 2020) between the Australian and NSW governments.

This project has been developed in accordance with Transport's *Sustainability Plan* (Transport, 2021a) and the *Environment and Sustainability Policy* (Transport, 2026). Avoiding and minimising impact is a key objective of this project.

What is proposed?

The project would comprise of the following key features:

Design:

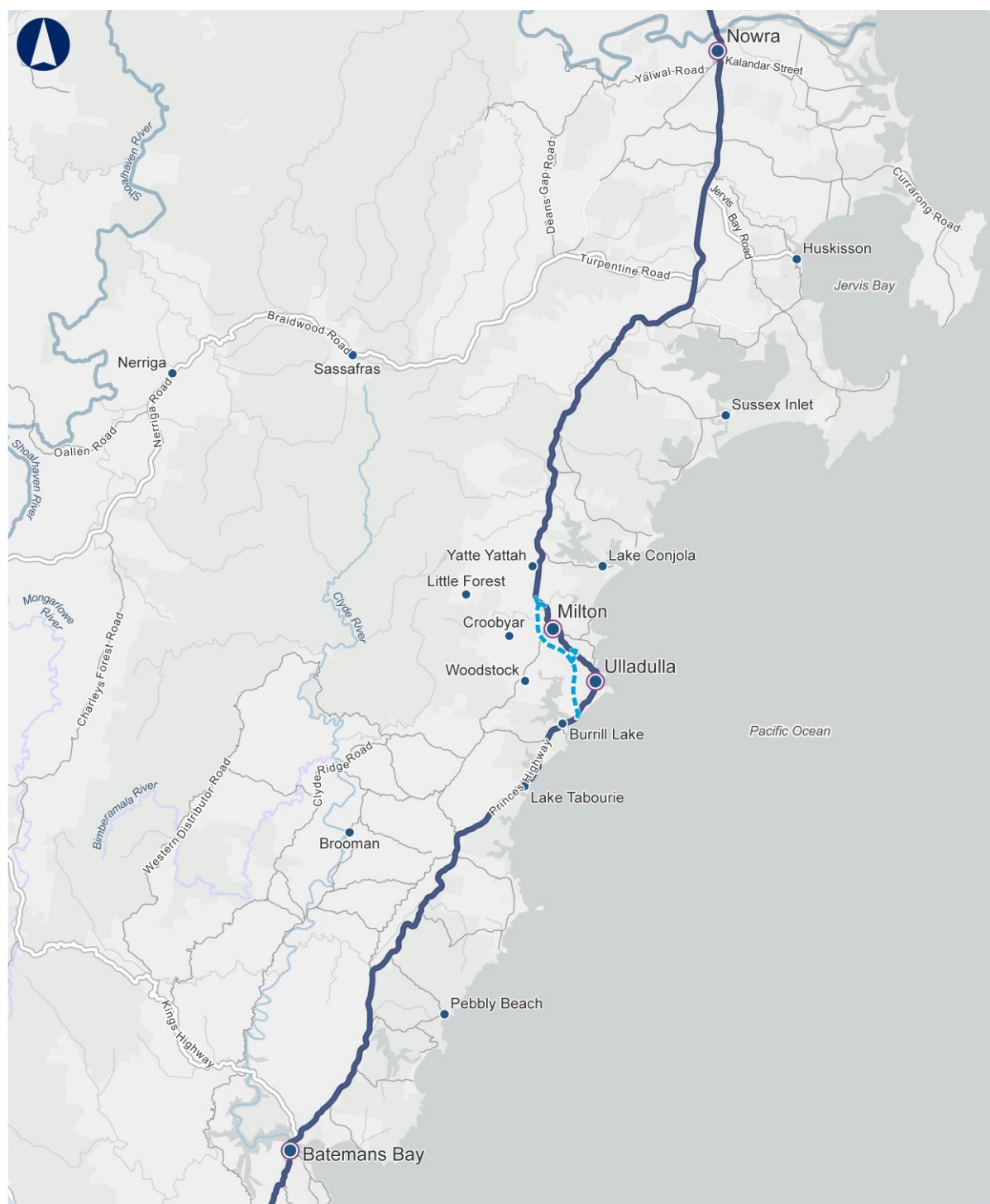
- a bypass of the Milton and Ulladulla town centres located west of the existing Princes Highway alignment
- a dual lane divided carriageway, with the exception of:
 - a length between Green Street and the southern connection where there would be a section with one southbound travel lane
 - a length between north of Kings Point Drive and the central connection where there would be a section with one northbound travel lane.
- three connections to provide access to the townships of Milton and Ulladulla via the existing Princes Highway from:
 - a roundabout at the northern connection near Little Forest Road
 - an interchange at the central connection via an extension of Bishop Drive
 - a roundabout at the southern connection near Canberra Crescent.
- overpasses of Ringland Lane, Croobyar Road and Green Street
- an underpass at Kings Point Drive
- tie-ins and modifications to the local road network to enable local road connections across and around the alignment, including (but not limited to):
 - realignment of Wilfords Lane to pass under the bypass bridge at Pettys Creek
 - closing Slaughterhouse Road and White Gum Road at the bypass
 - realignment and extension of Pirralea Road to connect to the central connection
 - extension of Bishop Drive from the existing Princes Highway to connect to the central connection
 - realignment of Green Street to pass under the bypass and connect to Pirralea Road
 - signalise and upgrade the Princes Highway intersection at Bishop Drive
 - a new service road for properties east of Canberra Crescent on the Princes Highway.
- provision of a new shared path:
 - along the extension of Pirralea Road, across the central interchange and along the extension of Bishop Drive to the existing Princes Highway

- at the southern connection, passing under the roundabout to continue the existing shared path on the western side of Princes Highway
- across the Kings Point Drive bypass overbridge.
- bridge structures and/or culverts over local waterways at Croobyar Creek, Pettys Creek and Millards Creek
- drainage and water quality infrastructure including piped drainage systems, culverts, open channels, permanent water quality basins and/or swales
- traffic management facilities including traffic signals, CCTV traffic monitoring infrastructure, electronic variable message signs, and median crossing provisions for emergency services and road maintenance activities
- operational ancillary infrastructure including noise walls, safety barriers, signage, line marking, street lighting, fauna crossing structures, fencing, and bus stop infrastructure.

Construction:

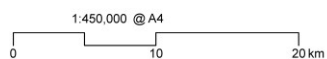
- traffic management facilities including traffic signals, electronic variable message signs, and median crossing provisions for emergency services
- rehabilitation of disturbed areas and landscaping
- ancillary work to facilitate construction and operation of the project, including:
 - adjustment, protection and/or relocation of existing utilities
 - adjustments to adjoining local roads for movement of traffic around and across the construction zones
 - property adjustments and property access refinements
 - establishment and use of temporary construction facilities, including site offices, laydown areas, stockpile sites, material processing facilities, temporary creek crossings, water quality controls, access tracks, haul roads, soil treatment and environmental controls.

Regional context and key features of the project are shown in Figure S-1 and Figure S-2 with further details included in Chapter 5 (Project description).



- Milton Ulladulla bypass (the project)
- Princes Highway
- ~ Waterway

Source: Aurecon, TNSW, NSW Spatial Services, ESRI



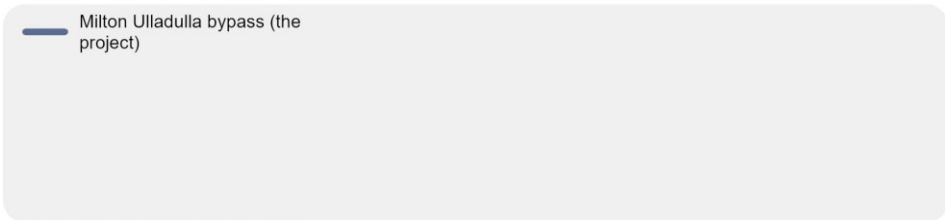
Projection: GDA2020 MGA Zone 56



Milton Ulladulla bypass EIS

S-1: Regional context of the project

Project No: F528240 Map Author: Aida Tenghu Date: 31/07/2026 Revision: 0



Milton Ulladulla bypass EIS
S-2: Key features of the project

Why is the project needed?

The Princes Highway is an arterial road connecting Sydney to Melbourne along the NSW and Victorian coasts, including the Shoalhaven LGA. As the highway supports regional industry, agriculture, tourism and local community access, it carries a mix of through and local traffic and is an important route for freight vehicles. Large traffic volumes currently passing through Milton and Ulladulla, including freight traffic using the Princes Highway to access regional NSW and Victoria, decrease the amenity of the towns and pose increased risk of vehicle-pedestrian collisions.

The existing Princes Highway through Milton and Ulladulla is congested during peak times, weekends and holiday periods. Poor intersection geometry, inconsistent speed limits and direct highway access from adjoining properties contribute to poor travel times, reduced intersection performance, road safety risks and inefficient freight movement through the town centres. These conditions would cause continued decline of the amenity and liveability of Milton and Ulladulla. Combined with predicted population growth and increasing visitor demand, the need for the project is expected to increase over time.

The objectives of the project are to:

- improve transport 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.

Additionally, the project aims to respect the community and environment and increase customer value.

The need for the project has been identified in a number of key regional strategic plans including the *Illawarra Shoalhaven Strategic Regional Integrated Transport Plan*, *Shoalhaven 2040 Strategic Land-use Planning Statement* and the *Shoalhaven 2035 Community Strategic Plan*. Additionally, the project would help support a safe, reliable and efficient transport system as identified in several national, state, regional and local plans, as outlined in Section 3.1 of Chapter 3 (Strategic context and project need).

How would the project satisfy this need?

By providing a bypass of the Milton and Ulladulla town centres, the project would address the declining efficiency of the road network from increased traffic movements along the South Coast of NSW, urban congestion in the town centres of Milton and Ulladulla, and road safety issues caused by the interaction of local traffic and through traffic, including freight. The project would improve the operation of the road network by increasing capacity, thereby facilitating safer, more efficient and reliable journeys.

The traffic and transport assessment (refer to Chapter 8 (Transport and traffic)) demonstrates that the project would redistribute traffic from the existing Princes Highway on to the bypass, reducing congestion through the Milton and Ulladulla town centres. Traffic volumes on key local roads including Croobyar Road and Wheelbarrow Road are forecast to decrease, as the bypass would reduce the need for drivers to divert through local streets. The project would result in around a 65 per cent reduction in daily traffic volumes on the existing Princes Highway north of Milton in 2031, 60 per cent in 2041 and 56 per cent in 2051, compared to without the project. On the existing Princes Highway approaching Ulladulla from the south, there would be a reduction of 15 per cent in traffic volumes in 2031 and 2041 and 12 per cent in 2051. Most intersections along the existing Princes Highway would noticeably improve in performance due to substantial traffic redistribution to the bypass and away from the existing highway, especially through the Milton and Ulladulla town centres.

Crash data from 2020 to 2024 shows that heavy vehicles were involved in 23 per cent of crashes on the existing Princes Highway through Milton and Ulladulla and the surrounding road network. The project would improve safety by diverting heavy vehicle traffic away from the existing Princes Highway, reducing interactions between heavy vehicles, local traffic and vulnerable road users including pedestrians and cyclists. Diverting freight through traffic to the bypass would provide faster and uninterrupted travel, supporting future freight demand. Heavy vehicles continuing to use the existing Princes Highway would likely be those originating from or destined for the Milton and Ulladulla town centres, or nearby industrial zones.

What is the approval process?

The project is state significant infrastructure (SSI) and requires assessment and approval under Part 5, Division 5.2 of the EP&A Act.

Transport has formed the opinion that the project is likely to significantly impact the environment and would require preparation of an EIS. On this basis the project is declared to be SSI in accordance with section 5.12(2) of the EP&A Act and operation of section 2.13 and clause 1 of Schedule 3 of the State Environmental Planning Policy (Planning Systems) 2021.

The project was referred to the Commonwealth Department of Climate Change, Energy, the Environment and Water (Commonwealth DCCEEW) in October 2024 and was determined to be a controlled action on 12 February 2025 due to the potential for the project to impact matters of national environmental significance (MNES) under the EPBC Act. The NSW Government confirmed the action will be assessed under the Assessment Bilateral Agreement (as amended in 2020) between the Commonwealth and NSW governments. However, assessment under the Assessment Bilateral Agreement does not remove the requirement for the Australian Minister for the Environment and Water to approve of this project (in addition to the NSW Minister for Planning and Public Spaces) before it can be carried out.

On 5 December 2024, Transport received the Secretary's environmental assessment requirements (SEARs) for the project from the Department of Planning, Housing and Infrastructure (DPHI) (as amended by the Supplementary SEARs issued in February 2025). This environmental impact statement (EIS) responds to the SEARs and Supplementary SEARs, describes and assesses the potential impacts of the project and identifies how those impacts would be managed and mitigated. This EIS also addresses the requirements issued on 12 February 2025 by Commonwealth DCCEEW for a controlled action, as included in Attachment A to the SEARs, and the relevant provisions of Part 8, Division 5 of the Environmental Planning and Assessment Regulation 2021 (NSW) (EP&A Regulation). Refer to Appendix A Secretary's environmental assessment requirements checklist (including Australian Government Project Assessment Notes).

Transport has prepared this EIS in accordance with the relevant provisions of the EP&A Act and EP&A Regulation and to comply with the SEARs issued on 5 December 2024 (as amended by Supplementary SEARs provided by DPHI). This report has also been prepared having regard to the DPHI's *State Significant Infrastructure and State Significant Project Guidelines* (DPHI, 2026) and is certified by a Registered Environmental Assessment Practitioner.

DPHI has placed this EIS on public exhibition to provide the community, government agencies and stakeholders with an understanding of what is proposed and an opportunity to comment.

Transport will review the submissions and provide a report to DPHI that documents and responds to the issues raised in the submissions. DPHI will prepare an assessment report for consideration by the NSW Minister for Planning and Public Spaces, who will then decide whether or not to approve the project subject to conditions. In accordance with the Assessment Bilateral Agreement, DPHI will also provide the Australian Minister for the Environment and Water with its assessment report and Infrastructure Approval, who will also decide on whether the project should be approved and, if so, what conditions (if any) should be attached.

What alternatives and options were considered?

Strategic planning for the project began in 2019 and included consideration of a range of alternatives and options to achieve the project objectives, including:

- **do nothing:** maintaining the Princes Highway in its existing state with no upgrades to the highway through Milton and Ulladulla
- **upgrade of the existing Princes Highway alignment:** duplication of the Princes Highway along its current alignment through Milton and Ulladulla with two travel lanes in each direction
- **upgrade of Wheelbarrow Road:** upgrading the existing Woodstock Road / Woodburn Road / Wheelbarrow Road. This alternative would follow the existing Woodstock Road / Woodburn Road before following Wheelbarrow Road to connect back to the existing Princes Highway at Lake Tabourie in the south
- **a new bypass of Milton and Ulladulla:** construction of a bypass of the Milton and Ulladulla town centres.

Strategic alternatives were evaluated through a series of workshops and technical briefings which considered safety and constructability, utilities and drainage, liveability, access and connections, property impacts and environmental impacts including biodiversity. The 'do nothing' approach was discounted as it would not meet the project objectives and would allow existing issues to worsen over time. The upgrade of the existing Princes Highway was discounted due to social impacts including amenity and liveability, property impacts and limited safety improvements. The upgrade of Wheelbarrow Road was likewise discounted due to poor road safety outcomes, minimal traffic diversion and substantial environmental impacts including to Meroo National Park.

While the bypass of Milton and Ulladulla would result in impacts to rural and agricultural land use and require vegetation clearing, it was identified as the best performing alternative, attracting the highest volume of traffic away from Milton and Ulladulla onto a safer and more efficient route. The bypass of Milton and Ulladulla was therefore selected as the preferred strategic alternative.

Following the selection of the bypass as the preferred strategic alternative, development and evaluation of strategic corridor options for the bypass were undertaken. The process involved consideration of community feedback, identification of key constraints, generation of a longlist of options and shortlisting through a series of workshops. This shortlisting workshop applied multi-criteria and sensitivity analysis across the project objectives. Further technical and environmental studies were undertaken for the shortlisted options, including constructability, traffic and transport, landscape character and visual impact, Aboriginal cultural heritage, biodiversity and noise. A preferred strategic corridor was recommended, comprising a bypass following the existing Shoalhaven Local Environmental Plan 2014 (LEP) corridor from north of Milton to north of Burrill Lake.

In 2023, further investigations were carried out to identify connection points from the bypass to the local road network. Multiple options were assessed through review workshops and evaluated against project objectives relating to transport network efficiency and connectivity, amenity and liveability of Milton and Ulladulla and environmental impacts. The following connections were selected:

- northern connection: a roundabout south of Little Forest Road which, compared to other options, minimises impacts to existing landholders, requires less blasting and reduces interference with utilities infrastructure
- central connection: a grade separated dumbbell interchange connecting the bypass to an extension of Bishop Drive and Slaughterhouse Road, selected based on better safety and traffic outcomes and less required earthworks
- southern connection: a roundabout with a northbound slip lane onto the bypass near Canberra Crescent at Burrill Lake, selected as it minimises disruption to the existing highway during construction and has minimal amenity and visual impacts.

Following the selection of the preferred connections, investigations were carried out in consultation with landowners to refine local access arrangements, and multiple options were evaluated for various local roads. The following local access changes were proposed:

- realignment of Wilfords Lane to wrap around and under the Pettys Creek bridge, maintaining connectivity and reducing earthworks, blasting and biodiversity impacts
- termination of Slaughterhouse Road at the bypass on both sides with local traffic diverted to the central connection, improving road safety and reducing visual and noise impacts for residents
- diversion of Green Street east of the bypass, including a local road underpass connecting to Pirrarea Road, with provision for a future connection to White Gum Road while minimising impacts to properties on Cashman Road
- an overpass carrying Kings Point Drive over the bypass in a cut section, reducing the need for embankment fill and minimising vegetation impacts.

Further details on the strategic alternatives to the project are provided in Section 4.3, strategic corridor options in Sections 4.4 and 4.5, connection options in Section 4.6 and 4.7 and local access options in Section 4.8 of Chapter 4 (Selection of the preferred project).

What are the main community and stakeholder views?

Community and stakeholder engagement has been an important part of the project since strategic planning commenced. Engagement has been carried out across four key project stages:

- strategic planning (2019-2020)
- preferred strategic corridor (2020-2021)
- design refinements (2021-2024)
- concept design and preparation of the EIS (2024-2026).

A number of engagement activities were undertaken throughout these project stages, including:

- project email and information line
- project updates and FAQs
- webpage and interactive online map
- letterbox drops
- media release, print and digital advertising
- social media and video
- livestream Q&As
- doorknocking
- face-to-face meetings
- business, shopper, community and agricultural surveys and interviews
- pop-up information stalls
- targeted local access meetings
- face-to-face community information session.

Detailed information on engagement activities is provided in Section 6.2 of Chapter 6 (Community and stakeholder engagement).

Aboriginal stakeholder engagement has been carried out since 2020 in accordance with the Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) requirements. Connecting with Country engagement commenced in 2025 to better understand the relationship between the project, Country, culture and the surrounding landscape. This work built on prior relationships established through earlier biodiversity surveys and site walks in 2024. Further information on Aboriginal stakeholder engagement activities is provided in Section 6.2.3 of Chapter 6 (Stakeholder and community engagement).

Government agency and key industry engagement has been ongoing since 2019, including briefings, workshops and correspondence with Shoalhaven City Council, NSW and Commonwealth DCCEE, DPHI, Heritage NSW, Department of Primary Industries and Regional Development (DPIRD), Environmental Protection Authority (EPA), emergency services, utility providers and bus operators. Further information on government agency and industry engagement activities is provided in Section 6.2.4 of Chapter 6 (Stakeholder and community engagement).

Table S-1 provides a summary of key issues and concerns raised throughout the consultation process. Feedback raised by the community, Aboriginal stakeholders, government agencies and industry has been carefully considered throughout project development. Key outcomes of the engagement include refinements to the bypass route and connection points, incorporation of outcomes from local access engagement, refinement of the project's environmental and social mitigation measures and integration of Connecting with Country principles into the concept design. Issues raised during engagement have been used to inform the environmental assessment and are addressed in the relevant technical chapters of this EIS.

Further detail on key findings and issues raised is provided in Section 6.3 of Chapter 6 (Community and stakeholder engagement) and Appendix D.

Table S-1: Summary of key issues and concerns raised

Key theme	Summary of concerns raised
Bypass route and alignment	• mixed views on the preferred corridor, with support for both the LEP corridor alignment and a further western bypass alternative • requests for the bypass to extend south to address congestion at Burrill Lake and Lake Tabourie.
Traffic and congestion	• concerns about existing congestion during peak and holiday periods • concerns about traffic bottlenecks shifting south to Burrill Lake • requests for updated traffic modelling • concerns about construction-related traffic impacts.

Key theme	Summary of concerns raised
Road safety	- pedestrian safety concerns - cyclist safety concerns - concerns about emergency vehicle access and potential roundabout delays - requests for improved active transport facilities.
Freight movement	- support for removing freight from town centres - identification of existing safety and efficiency challenges - concerns about holiday and residential traffic disrupting freight schedules.
Environmental impacts	- concerns about impacts on national parks, Ulladulla Wildflower Reserve, wildlife corridors and endangered species - requests for wildlife crossings - concerns about water quality, noise, air quality, visual amenity and bushfire risk.
Property impacts	- concerns about property acquisition, compulsory acquisition processes, undervaluation and prolonged uncertainty for property owners - concerns about impacts on farmland, dairy operations and heritage properties.
Community, social and economic impacts	- desire to protect town character and amenity - concerns about community division - impacts on local businesses including loss of passing trade - support for local employment and procurement opportunities during construction.
Project design	- suggestions for intersection types, connections, local road access, noise barriers, landscaping and dual carriageway design - opposition to certain on/off ramp locations.
Project timeline and cost	- desire for expedited project delivery - frustration over extended timeline - concerns about project costs and staging - questions about construction start date.
Consultation process	- concerns about consultation methods, timing and transparency - preference for face-to-face engagement - requests for ongoing and accessible project updates.
Aboriginal cultural heritage	- identification of places of cultural value including Didthul and Aboriginal cultural sites - support for integrating traditional pathways into design - support for Aboriginal employment and procurement pathways.

What are the main beneficial outcomes?

The main beneficial outcomes from the project are expected to include:

- reduced traffic volumes on the existing Princes Highway and key local roads compared to without the project, including:
 - a decrease on the existing Princes Highway north of Milton by about 65 per cent in 2031, 60 per cent in 2041 and 56 per cent in 2051
 - a decrease on the existing Princes Highway for the section south of Bishop Drive by about 15 per cent in 2031 and 2041 and 12 per cent in 2051
 - a decrease on the existing Princes Highway for the section north of Bishop Drive by about 27 per cent in 2031, 26 per cent in 2041 and 19 per cent in 2051
 - a decrease on Croobyar Road between Corks Lane and Woodstock Road by about 56 per cent in 2031, 49 per cent in 2041 and 39 per cent in 2051
 - a decrease on the existing Princes Highway approaching Ulladulla from the south by about 19 per cent in 2031, 17 per cent in 2041 and 14 per cent in 2051.

- improved intersection performance at a majority of intersections along the Princes Highway, including during holiday peak periods when substantial improvements are expected
- improved travel times along the Princes Highway from Lake Conjola Entrance Road to Wheelbarrow Road through Milton and Ulladulla, including travel time reductions of about 48 minutes northbound and 39 minutes southbound in 2031 during holiday peak times
- improved road safety by removing through traffic (light and heavy vehicles) from the existing Princes Highway which would reduce the potential for conflicts between pedestrians, cyclists and motorists
- improved level of protection for active and public transport users through revised pedestrian and cyclist crossing arrangements at the Bishop Drive / Princes Highway intersection and provision of indented bus stop facilities at Bishop Drive
- improved freight efficiency through the provision of an alternate highspeed freight connection route that bypasses Milton and Ulladulla
- improved transport network resilience through the provision of additional road capacity
- improved amenity and liveability in the Milton and Ulladulla town centres through a reduction in traffic volumes (including heavy vehicle traffic) which would decrease traffic noise and improve air quality and visual impacts.

What are the main adverse outcomes and how will they be managed?

The main adverse outcomes from the project are expected to include:

- **Biodiversity:** Construction of the project would require the clearing of around 103.89 hectares of native vegetation, including four threatened ecological communities (TECs) listed under the *Biodiversity Conservation Act 2016* (NSW) (BC Act) and two under the EPBC Act. Vegetation removal would also result in a direct impact on four threatened flora species including the Leafless Tongue Orchid (*Cryptostylis hunteriana*), Bauer's Midge Orchid (*Genoplesium baueri*), Scrub Turpentine (*Rhodamnia rubescens*) and Magenta Lilly Pilly (*Syzygium paniculatum*). Clearing would also result in the loss of habitat known to support six locally occurring threatened fauna species, including the Southern Myotis, Southern Greater Glider, Powerful, Masked and Sooty Owls and White-footed Dunnart. The project would also impact on species listed under the EPBC Act and that are Commonwealth MNES. These species include the flora species listed earlier, the Southern Greater Glider and two TECs.

The project design has been refined to avoid and minimise impacts to biodiversity where possible through changes to the alignment at the central connection, a reduction of the number of lanes south of Green Street and refinement of the project boundary to reduce the extent of clearing. Fauna connectivity structures have been incorporated into the design to maintain landscape connectivity across the project. This is proposed to include two land bridges, six fauna gantries, four dedicated fauna underpasses, as well as 10 combined structures which are intended to provide fauna connectivity. A Biodiversity Offset Strategy has also been prepared in accordance with the Biodiversity Conservation Regulation 2017 and the *No net loss guidelines* (Transport, 2024). Management measures including a Flora and Fauna Management Plan, Threatened Species Management Plan and Connectivity Strategy would further mitigate impacts.

- **Aboriginal cultural heritage:** There are 19 recorded Aboriginal sites and seven Aboriginal cultural places that may be subject to harm from the project. Throughout project design, a number of steps were taken to avoid Aboriginal heritage impacts where possible, including shifting the bypass alignment and refinement of the project boundary to avoid direct impacts on areas of high artefact density to retain subsurface archaeological deposits as much as possible. Mitigation measures have been identified, including preparation of an Aboriginal Cultural Heritage Management Plan which would outline a methodology for community collection and archaeological salvage excavations.
- **Urban design, landscape character and visual amenity:** The landscape character and views in the vicinity of the project would experience a moderate to high visual impact during construction and operation. This is largely due to the clearing of existing mature vegetation, the scale of the road infrastructure and presence of large structures including cuttings and embankments, bridges and new interchanges. Mitigation measures have been embedded within the project's urban design concept, seeking to minimise the extent of these impacts, where possible. Measures to minimise impacts include revegetation using native species where possible to strengthen and respond to the existing landscape character, using vegetation to screen views, and designing noise walls and underpasses in line with local landscapes.

- **Noise and vibration:** Construction of the project would result in noise impacts for sensitive receivers located in close proximity to the project boundary, such as in western Ulladulla. While most construction work would take place during standard daytime construction hours, extended construction working hours are proposed on weekday mornings, evenings and Saturday afternoons. Extended construction hours would apply across the full project, with potentially shorter working periods throughout winter months, and would allow the project to be completed within a shorter timeframe, reducing overall disruption to the community. Night works would also be undertaken to allow for safe management of construction on live roads when traffic volumes are low. A Construction Noise and Vibration Management Plan would be prepared for each stage of works to minimise impacts on sensitive receivers, where possible.

The operation of the project would result in increased traffic noise for a number of residential and non-residential receivers. The project would implement noise mitigation including construction of two noise walls near the central connection, as well as consideration of at property treatments at residential and non-residential buildings that require further mitigation. Noise mitigations would be further developed during detailed design.

- **Land use and property:** Construction of the project would result in impacts to 248 hectares (ha) of land, including permanent acquisition of 54.35 hectares of private property, 0.6 hectares of local government property and about 33 hectares of state government property that is currently used for a range of urban and rural land uses. The project would result in direct impacts to 72 lots. Property acquisition would be carried out in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW).
- **Agriculture:** The project would result in the permanent removal of around 96.12 hectares of land currently used for, or supporting, agricultural production. Construction of the project would also divide nine properties into 20 residual parcels, 14 of which are considered fragments (parcels with reduced or lost viability). This would result in isolation of these fragments from existing agricultural operations, with seven expected to be unviable for agriculture following construction of the project and seven potentially viable with mitigation. This fragmentation would result in an additional loss of effective agricultural land, including about 5.29 hectares of direct loss. There is potential for up to 35.67 hectares of loss, however this would be avoided or minimised through proposed mitigation measures. Additionally, the loss of farm infrastructure, including fencing, water supply systems, access tracks and sheds would reduce carrying capacity and disrupt established grazing regimes.

The cumulative effect of losses across these properties may result in a reduction in the overall productive footprint of the region. While mitigation measures are proposed, including preparation of property-specific Agricultural Business Management Plans for impacted properties (medium impact significance and above), the combined effect of land loss, fragmentation and operational disruption would be expected to result in sustained reductions in agricultural productivity and viability for several affected operations.

- **Social and economic:** Construction of the project would result in a range of temporary social and economic impacts, primarily associated with temporary changes to traffic conditions, access arrangements, construction noise, visual impacts and potential effects on local businesses and community amenity. During operation, the project would alter travel patterns across the local and regional road network, resulting in changes for residents and businesses. While residents and businesses within Milton and Ulladulla would experience long-term improvements in traffic conditions and amenity, some communities located near bypass connections may experience changes in traffic patterns, access arrangements and local travel routes. Mitigation measures and management frameworks have been identified to support the management of both construction and operational social and economic impacts.

As summarised above, a number of potential environmental impacts from the project have been avoided or minimised through the assessment of alternative options, selection of the preferred strategic corridor and through further refinement and development of the concept design (refer to Chapter 4 (Selection of the preferred project) for further detail).

However, due to its size and setting, the project would inherently have impacts on the environment and community during construction and operation. The project would include a range of mitigation measures to manage these impacts, as outlined in Appendix E Mitigation measures.

The project would also be carried out in accordance with any additional measures in the conditions of approval.

How can I comment on this environmental impact statement?

DPHI has placed this EIS on public exhibition for the period of 21 September to 19 October 2026. During the exhibition period, the EIS is available for inspection at:

- DPHI Major Project (NSW Planning Portal) website: <https://www.planningportal.nsw.gov.au/major-projects> (search for “Milton Ulladulla bypass”)
- Ulladulla Library and Information Centre, 81B Princes Hwy, Ulladulla NSW 2539
- Face-to-face drop-in sessions:
 - Tuesday 29 September – Ulladulla Civic Centre, between 11:00am and 7:00pm
 - Wednesday 30 September – Milton shopping area, between 11:00am and 2:00pm
 - Sunday 11 October – Ulladulla Harbour Markets, between 8am and 1:00pm
 - Tuesday 13 October – Milton shopping area, between 12:00pm and 4:00pm
 - Wednesday 14 October – Ulladulla Civic Centre, between 2:00pm and 7:00pm.

A project information line and email address are available throughout the exhibition period to answer questions from the community relating to the project – 1800 570 568 (toll free) and MiltonUlladullaBypass@transport.nsw.gov.au.

During the exhibition period, submissions are to be made to the DPHI via the Major Projects (NSW Planning Portal) website. All submissions received will be placed on the DPHI Major Project website.

Online submissions can be made by signing up and creating an account at <https://www.planningportal.nsw.gov.au/major-projects>. This allows you to save a submission in progress and stay up to date with the progress of an application. Once you have signed up, search for “Milton Ulladulla bypass”.

When making a submission, the following must be provided:

- your name and address, at the top of the letter only (or in a separate cover letter if you want your personal details to be withheld from publication)
- reference to the Milton Ulladulla bypass and SSI-76796211
- a statement on whether you support or object to the project
- the reasons why you support or object to the project
- a declaration of any reportable political donations made in the previous two years.

