

# Huskisson Heritage Association Inc.

## **Submission Princes Hwy / Jervis Bay Rd Intersection**

Regional and Outer Metropolitan  
Transport for NSW  
90 Crown Street Wollongong 2500

Thank you for the opportunity to provide you with a submission from the Huskisson Heritage Association. Our organisation has around 150 members and it is not possible to speak for all of them in one clear voice as there will be a range of responses to the best way to achieve an upgrade of this intersection.

Our organisation's primary concern is to promote the protection of our local environment and heritage, and so this response has been formulated from this perspective. The heritage of the area is located in its 'village' atmosphere and as this gives way to development it is important to maintain as much of this atmosphere as 'progress' allows. One of our members who is a professional planner has assisted us in arriving at the following position on this issue.

Safety of all road users at the intersection is of course also important to us. It is also well-known within the Jervis Bay communities there are often major and worsening delays turning right out of Jervis Bay Road onto the Princes Highway during peak holiday seasons. At other times of the year, we do not consider this to be so much of a problem.

From the point of view of minimizing disturbance of the low key, natural heritage of the area, the installation of traffic signals is our preferred option due to it certainly having the least environmental impact. Although it appears this option involves some reconfiguration of the existing intersection layout it, it involves significantly less ground disturbance than other options. Although the speed limit on the Princes would need to be reduced to 80km/h, we view this as acceptable to achieve the balanced outcome of improved safety and minimal environmental impacts.

Our second preference is for a roundabout and lastly for grade separation. Both roundabout options will involve significant permanent ground disturbance, for example, from earthworks. The option without the northbound bypass lanes is preferred because it involves less of this.

Both grade separation options will involve both horizontal ground disturbance and the addition of a new highly-visible vertical bridge structure. This will be very much out-of-character with the existing rural area with extensive native vegetation and a small number of single-storey buildings.

If grade separation is to occur, the two-way bridge is the preferred option, because this appears to involve less ground disturbance than the northbound-only bridge. It also provides a greater safety benefit by eliminating the right-hand turn movement into Jervis Bay Road from the south.

All roundabout and grade separation options need to include, on the basis of careful detailed design, actions to ameliorate aesthetic impacts on the location, especially from that of any bridge structure.

Whatever option is chosen we urge that all disturbance to on-site ecosystems is minimised through careful environmental controls and that appropriate offsets are provided for anything that is destroyed.

Yours sincerely

A handwritten signature in blue ink that reads "Joanne Warren". The signature is written in a cursive style with a large, looping initial 'J'.

Joanne Warren  
Public Officer  
Huskisson Heritage Association

13 April 2020