

Graham Standen
Senior Project Manager
Windsor Bridge Replacement Project
Roads and Maritime Services
Locked Bag 928
North Sydney NSW 2059


Dear Mr Standen

Windsor Bridge Replacement Project (SSI-4951) – Revised Design (condition B8)

I refer to your correspondence of 26 April 2018 submitting the '*CoA B8 Design Compliance Report, Windsor Bridge Replacement, April 2018*' (the report) and seeking the Secretary's approval of the revised design under condition B8.

Condition B8 requires the revised design to address four specific design elements, including that:

- the height of the southern approach must be consistent with the EIS,
- public access to the wharf is maintained, alternative access for coaches is provided, and arrangements made for pedestrians/ cyclists
- access to certain private properties is maintained, and
- that the northern roundabout meets Austroads design standards.

The Department has carefully reviewed the revised design and is satisfied that it adequately responds to the specific requirements of condition B8 (a) - (d).

Condition B8 also requires RMS to consider further design amendments as a consequence of compliance with conditions B1 to B7. The Department acknowledges that RMS has incorporated a number of design amendments to avoid and/or minimise heritage impacts, based on the heritage investigation and salvage undertaken to date. Design amendments are adequately described in the report and are satisfactory, subject to the requirements below.

In particular, the Department has closely reviewed the design amendments responding to the recent discovery of the 'brick barrel drain' in Area 1. The Department has reviewed the structural engineering advice from Jacobs Group (dated 9 and 23 March and 24 April 2018), material conservator's advice from International Conservation Services (ICS) (dated 24 April 2018) and Austral & Extent Joint Venture Brick Barrel Drain Heritage Mitigation and Options Report (dated 23 May 2018) to support the revised design.

Although the above documents support the design in principle, the specialists' advice identify the risk that the drain could be damaged by vibration during piling/ drilling activities and during the re-burial of the exposed sections of the drain. The reports set out recommendations to minimise these risks, including a trial to identify site specific piling methodology near the drain, monitoring of works, the approved heritage manager's oversight of construction works, and the heritage materials conservator overseeing the reburial process. Subject to these recommendations being carefully implemented and clear demonstration that construction

activities will not damage the item, the Department is satisfied the revised design has adequately addressed condition B8.

These measures, including the trial methodology, must be fully documented in the Construction Heritage Management sub-plan and submitted for the Secretary's approval under condition D4(e), prior to construction.

Following the above consideration, I approve the revised design detailed in the 'CoA B8 Design Compliance Report, Windsor Bridge Replacement, April 2018' under condition B8 for the heritage investigations and salvage works completed to date, subject to the detailed requirements above.

As you are also aware, if further heritage items are found while implementing the requirements of conditions B1 – B7, you must consider the need for further design amendments for the Secretary's approval under condition B8.

Please ensure the report setting out the revised design and its references are made publicly available on the project's website, as soon as possible.

If you have any queries regarding this matter, please contact [REDACTED] or [REDACTED]

Yours sincerely



David Gainsford
Executive Director

25/5/18

Priority Projects

As Delegate of the Secretary