



Transport
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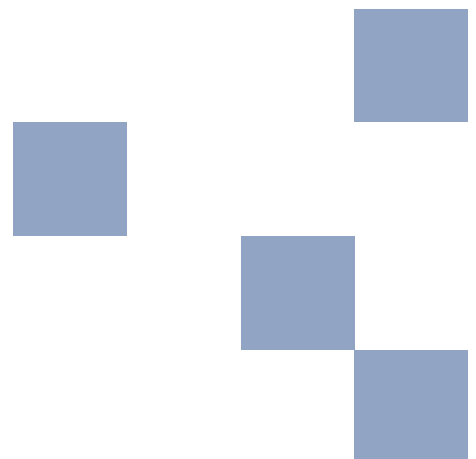
WINDSOR BRIDGE REPLACEMENT PROJECT

Community Issues Report

October 2011

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Contents

1.	Introduction	1
2.	Project background	3
3.	Communication and consultation activities	5
3.1	Phase one – preparing for consultation and informing the community: from 4 August 2011 to 9 September 2011	5
3.2	Phase two – community events, opportunities to provide feedback: from 8 August to 9 September 2011	6
4.	Community and stakeholder feedback	7
4.1	Issue 1 – Traffic	7
4.2	Issue 2 – Aboriginal and non-Aboriginal heritage	10
4.3	Issue 3 – Safety	13
4.4	Issue 4 – Removal of the existing Windsor Bridge	15
4.5	Issue 5 – Noise and vibration	16
4.6	Issue 6 – Amenity and visual impact	17
4.7	Issue 7 – Flooding	18
4.8	Issue 8 – Socio-economic impact	19
4.9	Issue 9 – Impact to businesses	20
4.10	Heritage Council of NSW submission	21
4.11	Royal Australian Historical Society submission	21
4.12	Hawkesbury Council submission	22
4.13	Comments about the preferred option	22
4.14	Requests for further information and consultation	22
5.	Next steps	23
Figures		
	Figure 1 - Project process	2
	Figure 2 - Indicative project location	23

Appendices

- Appendix A August 2011 community update
- Appendix B Heritage Council of NSW submission
- Appendix C Royal Australian Historical Society submission
- Appendix D Local government submission
- Appendix E Workshop notes

1. Introduction

Windsor Bridge is the oldest existing crossing of the Hawkesbury River. The bridge was originally built with a timber deck on cast iron piers in 1875. Over the years the bridge has undergone many alterations including raising the bridge by 2.4 metres and adding a pier in 1897. The timber deck, abutment and the same pier were replaced by reinforced concrete in 1920 and a footpath was added on the downstream side in 1968.

The bridge is 143 metres long and 6.1 metres wide. It carries an average of 18,000 vehicles per day.

While the structure of the existing Windsor Bridge is still considered safe for general traffic, parts of the existing Windsor Bridge are now 137 years old. The RTA has investigated the condition of the existing bridge and the options to rehabilitate or replace it.

In August 2011 RTA identified the preferred option for the replacement of Windsor Bridge. The preferred option is a high level bridge, 35 metres downstream of the existing bridge. Appendix A contains the RTA community update released in August 2011 which describes the preferred option.

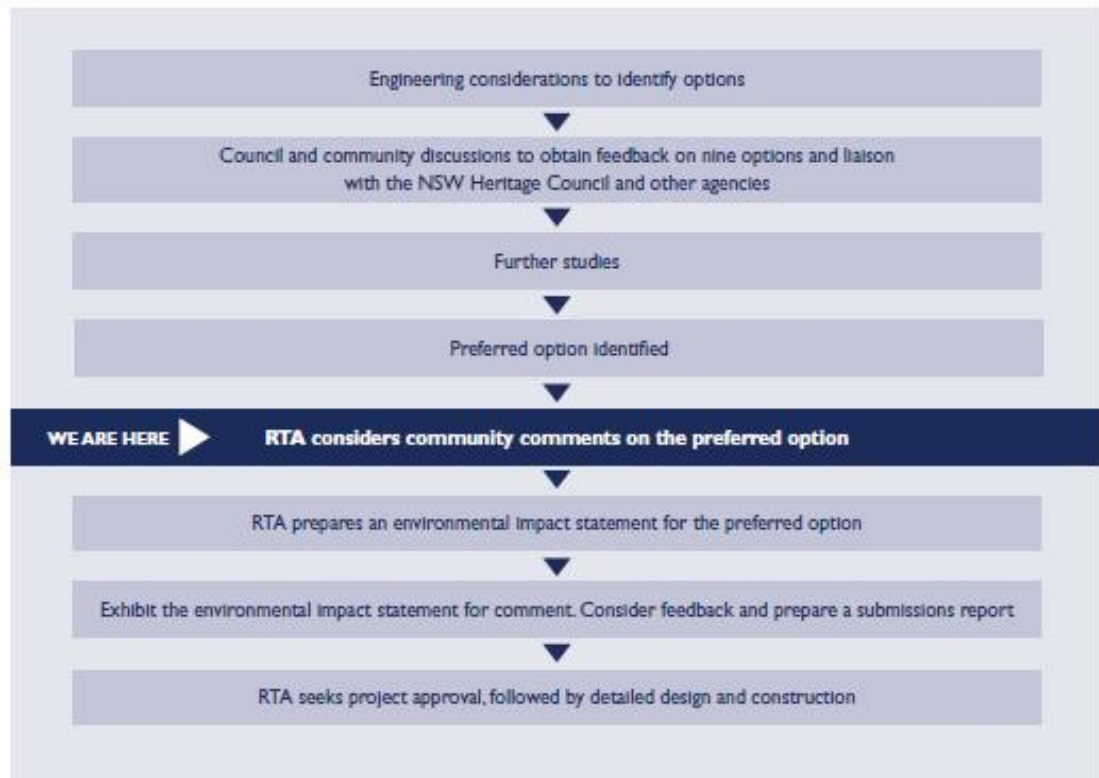
This *Community Issues Report* describes the communication and consultation activities undertaken from August 2011 to September 2011 regarding the preferred option.

It provides a summary of the issues raised in written submissions, workshops, online forum comments and discussions during this period. A total of 72 submissions were received between August 2011 and September 2011. Issues raised will be considered during preparation of the environmental impact statement and the concept design.

While this report does not respond in detail to each issue raised, it does include information on how certain issues will be addressed during preparation of the environmental impact statement and development of the concept design.

Figure 1 - Project process

The process to select a preferred replacement bridge



2. Project background

In June 2008 the NSW Government announced a commitment of \$25 million to replace Windsor Bridge.

The aim of the project is to provide a safe and reliable crossing of the Hawkesbury River at Windsor.

Objectives of the project are to:

- Improve safety for motorists, pedestrians and cyclists.
- Improve traffic and transport efficiency.
- Improve the level of flood immunity.
- Meet long term community needs.
- Minimise the impact on heritage and the character of the local area.
- Be a cost effective and an affordable outcome.

A community update describing nine options to rehabilitate or replace the existing bridge was distributed in July 2009. The community provided comments on these nine options. A total of 136 submissions were received from the community, council, businesses and groups on these options. The community indicated ideas and concerns about the following issues:

- Potential impacts on the heritage and character of the local area, including Thompson Square.
- Local community needs, such as pedestrian and cyclist connections and recreational spaces.
- Increased noise and pollution.
- Potential loss of business in the town centre.
- Traffic and transport issues.
- Safety for motorists and pedestrians approaching and crossing the bridge.
- The level of flood protection that would be provided.
- The cost effectiveness of the new bridge.

A report on community consultation was released in November 2009 summarising the consultation undertaken and community received.

A preferred option was selected by considering:

- Information on the impact of each of the options, in relation to economic, ecological, heritage, engineering and community issues.

- Community and government agency issues and comments on these options.
- Consideration of the performance of each of the options against the project objectives and criteria.

The RTA has identified a high level bridge 35 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. This option performs best on value for money. It satisfies most of the project objectives.

Importantly, the preferred option can be delivered in stages, which satisfies current funding requirements. A first stage can be built immediately, a second stage can be delivered when further funding is available and traffic requires more road capacity.

A community update released in August 2011 described the preliminary design of the preferred option and invited community feedback. The community update is attached in Appendix A.

Submissions closed on 9 September 2011.

This report describes the ideas and issues raised in community and stakeholder feedback.

3. Communication and consultation activities

The consultation activities undertaken from August 2011 to September 2011 aimed to provide information on the RTA's preferred option for a replacement bridge and identify opportunities for community and stakeholder feedback and comment on the proposal.

The objectives of the communication and consultation activities were to:

- Ensure that the local community and stakeholders are informed about the project.
- Provide stakeholders with an opportunity to provide feedback, ask questions and to identify areas of concern with respect to the project.
- Identify issues and concerns raised by the community and stakeholders for consideration in the environmental assessment.

An outline of the consultation activities completed during the development of the preferred option is provided below.

3.1 Phase one – preparing for consultation and informing the community: from 4 August 2011 to 9 September 2011

- Publication and distribution of 12,000 copies of the August 2011 community update to residents and businesses in Berkshire Park, Windsor Downs, South Windsor, Windsor, McGraths Hill, Pitt Town, Wilberforce and Freemans Reach.
- Minister's announcement of the preferred option and media release – 4 August 2011.
- Door knocking of four residents and three businesses located immediately adjacent to the proposal.
- Public information displays from 4 August 2011 to 9 September 2011, at Hawkesbury City Council, Windsor Central Library and Richmond Motor Registry, with community updates, feedback forms and reply paid envelopes available at these locations.
- Community update, options report, media release, project information and supporting documents posted on the RTA website.

3.2 Phase two – community events, opportunities to provide feedback: from 8 August to 9 September 2011

- Displays at Windsor Riverview Shopping Centre – 11 August 2011, 2pm to 8pm (140 people visited the display) and 13 August 2011, 10am to 3pm (165 people visited the display).
- Community information session at the Deerubbin Centre (Windsor Central Library) – 20 August 2011, 10am to 3pm (19 people attended).
- Letter and email of invitation to the community workshop sent to stakeholders and government agencies who have previously commented on the project – 17 August 2011.
- Newspaper advertisements in the Hawkesbury Gazette – 24 August 2011 and the Hawkesbury Courier 25 August 2011 advertising the online discussion forum and the community workshop.
- Distribution of 12,000 leaflets advertising the online discussion forum and the evening workshop to residents and businesses in Berkshire Park, Windsor Downs, South Windsor, Windsor, McGraths Hill, Pitt Town, Wilberforce and Freemans Reach.
- Newspaper article about the project included in the Hawkesbury Gazette – 31 August 2011 titled 'News – Have your say on Windsor Bridge', providing information about the preferred option and advertising the evening workshop and the online discussion forum.
- Online discussion forum – live from 26 August 2011 to 5 September 2011 on the RTA project website (22 participants).
- A community workshop at Windsor Function Centre - 31 August 2011, 5.30pm to 8.30pm (58 people attended). Notes from the workshop are attached in Appendix E.
- Feedback forms and reply paid envelopes provided to attendees of community events.
- Questions and answers and workshop notes posted on the RTA website.

4. Community and stakeholder feedback

A total of 72 submissions were received between August 2011 and September 2011. Submissions received included 26 feedback forms, 17 emails, 7 letters and 22 online forum comments. Many submissions contained comments about more than one issue.

Some respondents identified themselves as local residents, local business owners, road users, pedestrians, cyclists, community groups or government agencies.

Additional comments and suggestions noted at the shopping centre displays, community information session and community workshop have also been referred to in preparing this report.

4.1 Issue 1 – Traffic

Traffic issues were raised in 58 submissions.

A number of these issues related to the preferred option as outlined in the August 2011 community update. This option would involve line marking the bridge and approach roads with two lanes (one northbound and one southbound) and would feature a new signalised intersection at Freemans Reach Road and Wilberforce Road. Future works may include re-linemarking of the bridge and approach roads to three lanes (one northbound and two southbound) and a new signalised intersection at the intersection of George Street and Bridge Street.

Other issues raised regarding traffic included:

- Volume of traffic during and outside peak hours.
- Potential increase in the number of heavy vehicles using the bridge (e.g. semi-trailers) as a result of the proposal.
- Congestion caused by existing infrastructure (e.g. the roundabout at the corner of George Street and Windsor Road).
- Doubts that the preferred option would alleviate current congestion issues experienced in the township. This is mainly due to proposed lane numbers and traffic management features both on and at either ends of the bridge.
- Concern over the roundabout located at the corner of George Street and Bridge Street as potentially causing both traffic and safety issues, particularly during peak periods.
- The steep incline heading southbound through Windsor is currently felt to be hazardous for drivers (particularly heavy vehicles) due to delays at the roundabout at the George Street-Bridge Street intersection.

- During peak periods traffic is banked up halfway to Wilberforce along Wilberforce Road and a similar distance towards Freemans Reach on Freemans Reach Road. This congestion was seen to only be amplified by the erection of traffic lights.
- Trucks 'choking' the roads through Windsor – they need to bypass the town through an alternative route.
- A bridge with a wider road would encourage more traffic and lead to further congestion and traffic issues.
- Drivers bypass the roundabout at George Street and Bridge Street by driving through backstreets ("rat running").
- Concern regarding traffic during construction.
- Due to the traffic queues on Bridge Street it is lucky if three vehicles are able to turn left from Macquarie Street onto Bridge Street at the traffic lights.
- The traffic in Windsor seems to be worse on Tuesdays and Thursdays.
- Because people are so frustrated with the traffic delays at North Richmond they are taking a detour to Wilberforce Road and crossing the Hawkesbury River via Windsor Bridge. This is why there is so much traffic in the Windsor area as people are avoiding crossing the North Richmond Bridge.
- The increase in traffic would pollute the area with traffic fumes.

Suggestions for addressing traffic issues included:

- Have three lanes as part of proposed bridge works now instead of as future works.
- To have four lanes on the bridge and/or a detour to be built to assist during the peak traffic period.
- To include a slip lane at the intersection of Freemans Reach Road and Wilberforce Road.
- To consider installing traffic lights at the corner of George Street and Bridge Street as part of stage 1 work.
- To synchronise all three traffic lights once installed.
- To install a 'no-right turn' sign at Court Street during peak periods when travelling northbound.
- To install a roundabout with traffic lights able to operate at peak periods – this would help to manage traffic flow.

- To consider moving the alignment away from Old Bridge Street to allow southbound access from The Terrace.
- To consider replacing the traffic lights with a roundabout at Freemans / Wilberforce roads, to allow for free flowing traffic at Wilberforce to the bridge.
- To consider changeable lanes during peak periods (tidal flow system).
- To provide a left turn lane from Bridge Street into George Street at the existing roundabout.
- The RTA should remove the roundabout at George Street and replace it with 'Give Way' signs, as a lot of motorists are hesitating to drive through.

How the RTA will address this issue

The RTA will undertake a traffic and transport assessment for the preferred option. This assessment will inform the preparation of the environmental impact statement and the concept design. Part of this assessment will be to review the viability of the suggestions noted above.

The traffic and transport assessment will:

- Examine the potential impact of the preferred option on traffic and transport during both construction and operation.
- Address requirements issued by the Director-General of the Department of Planning and Infrastructure.

4.2 Issue 2 – Aboriginal and non-Aboriginal heritage

Aboriginal and non-Aboriginal heritage issues were raised in 31 submissions and were a frequent topic of discussion during the community workshop.

With access to the Hawkesbury River and associated resources, Aboriginal people long occupied the location of Windsor before European settlement. In 1794 the same area (known as Green Hills) was selected as the third settlement in NSW, primarily due to river access and arable land. The town was officially named Windsor in 1810 by Governor Macquarie

Today Windsor is characterised by many heritage buildings, reflecting Windsor's development over time. Thompson Square is one of the oldest public squares in Australia and is notable for the large number of buildings built between 1815 and 1840 which surround it. It is the only public space remaining from the original town and its significance is reflected by its listing on the NSW State Heritage Register.

Aboriginal heritage

One submission raised issues related to the impact of the replacement bridge on Aboriginal heritage. This included:

- Potential disturbance of Aboriginal archaeological artefacts (both above and underground).
- Concern that construction activities could damage Aboriginal heritage items.

Non-Aboriginal heritage

The majority of respondents who identified heritage as an issue raised concerns about the impact of the alignment of the proposed bridge.

Issues were raised about the potential impact of construction and operation of the new bridge on heritage listed areas and buildings. Issues raised regarding non-Aboriginal heritage include:

- Potential disturbance of non-Aboriginal archaeological artefacts (both above and underground).
- Construction activities could damage non-Aboriginal heritage items.
- Potential negative impact on the surrounding heritage buildings as a result of increased noise and vibration.
- Lack of confidence in the objectivity of the archaeological review of Thompson Square.
- Potential irreversible damage to archaeological evidence (including wharves, sandstone gutters, underground pipeline, tunnels and other early remains) during construction and operation.

- Potential irreversible damage to and/or the removal of old trees in the square.
- The design of the bridge could contrast with the heritage 'feel' of the town.
- To date the RTA has not indicated whether an independent archaeological investigation would occur before the concept design was finalised.
- Concerns that any negative impacts on heritage would also affect tourism and businesses.

Suggestions for addressing heritage impacts included:

- To undertake an independent archaeological investigation that further assesses the impact of option 1 on heritage items. Experts should have qualifications approved by the Heritage Council.
- To use a construction material and design that is sympathetic to the area (e.g. sandstone/paving). The bridge should be a 'lighter' looking structure to blend in with the local heritage look/values.
- To construct the bridge to land as high as possible in line with George Street, to preserve the view to the North West.

How the RTA will address this issue

Aboriginal and non-Aboriginal Heritage Assessments

The RTA will prepare:

- An Aboriginal cultural heritage assessment report.
- Statements of Heritage Impact for non-Aboriginal heritage items that may be impacted by the preferred option.

These assessments will:

- Inform the preparation of the environmental impact statement and the concept design.
- Address the requirements issued by the Director-General of the Department of Planning and Infrastructure.
- Guide any preliminary works, such as geotechnical site investigation and locating underground utilities.

Qualified and experienced heritage specialists will be engaged to prepare the Aboriginal and non-Aboriginal heritage assessments. The Aboriginal and non-Aboriginal heritage assessments will guide the preparation of the environmental impact statement and development of the concept design.

Heritage and design focus group

The RTA will establish a heritage and design focus group. This group will:

- Facilitate communication with interested and affected residents, businesses and interest and industry groups.
- Ensure that individuals and groups have opportunities to participate in the development of the concept design.
- Provide a local perspective on design issues, particularly in relation to minimising impacts on heritage as far as possible.

Invitations to participate in this group will be advertised in local newspapers.

Heritage architect

The RTA will engage an architect with extensive experience in heritage architecture. The heritage architect will work closely with the project urban and landscape designer and heritage assessment specialists, to inform the preparation of the environmental impact statement and development of the concept design.

4.3 Issue 3 – Safety

Safety was raised as an issue in 15 submissions. Safety issues related mostly to the operation of the roundabout at the intersection of George Street and Bridge Street (affecting both pedestrians and motorists).

Pedestrian safety

Issues included:

- There is no pedestrian crossing proposed at the intersection of Bridge Street and George Street in current designs.
- Pedestrian safety due to the lack of crossing facilities at the roundabout location.
- During peak periods pedestrians are often weaving through traffic stopped at the intersection of Bridge Street and George Street.
- No safe pedestrian access is proposed to popular areas such as the music store (corner of Bridge Street and George Street) and Thompson Square.

Some respondents identified themselves as students attending classes at the music store (corner of Bridge and George streets) while others stated they wanted easier access to Thompson Square from the opposite side of the road. These respondents indicated they often have difficulty crossing the road, particularly during peak hour traffic.

Motorist safety

Motorist safety was raised as an issue, particularly travelling southbound from Freemans Reach and Wilberforce roads. Issues included:

- Peak hour congestion causes southbound drivers reaching the roundabout to give way for long periods, therefore delaying the traffic behind them. This is an issue due to the steep incline on Bridge Street and can be particularly dangerous for southbound heavy vehicles idling for an extended amount of time.
- Respondents expressed support for the roundabout to be removed at the intersection of George Street and Windsor Road as part of the proposed works and replaced with traffic lights. However, drivers can experience limited vision due to a crest in the road and this reduces their ability to react quickly at a red light.

The implementation of a reduced speed limit or warning sign before the crest on Windsor Road at the intersection of George Street was suggested to counteract the above issues.

How the RTA will address this issue

As part of the concept design, the RTA will undertake a road safety audit to:

- Identify potential safety problems for road users and others affected by the project.
- Ensure that measures to eliminate or reduce road safety problems are considered fully during the development of the project.

The audit team will be:

- Independent of the design team.
- Experienced in road safety engineering with an understanding of traffic engineering, road design/construction and road user behaviour.
- Accredited and appropriately experienced in road safety auditing.

4.4 Issue 4 – Removal of the existing Windsor Bridge

Concerns were expressed over the future of the existing bridge in 14 submissions. Respondents expressed a desire for the bridge to be retained in some capacity. Comments included:

- It could be used as a pedestrian/cycleway therefore providing more space on the replacement bridge for four lanes.
- It could be used for recreational purposes such as fishing.
- It could ensure that cyclists and pedestrians are kept away from traffic, therefore reducing potential safety issues.
- It could be used as a direct access route to Thompson Square.
- It could be included as part of the town's heritage listed items.
- Keeping the bridge would negate the cost of removal.

How the RTA will address this issue

The existing bridge will require removal to protect the safety of the replacement bridge during flood events and due to high maintenance costs.

A pedestrian/cycleway would be included in the design of the replacement bridge.

4.5 Issue 5 – Noise and vibration

A total of 10 submissions raised a concern over the increase in noise and vibration during the construction and operation of the project, including:

- Potential negative impact on heritage items located above and underground.
- Noise and vibration impacts on nearby residents during construction.
- Noise and vibration impacts on nearby residents during operation.
- Increased traffic noise as a result of future traffic growth.

Noise and vibration issues are linked to heritage issues described in this report, with respondents expressing concern for the impact that vibration may have on heritage buildings and archaeological evidence.

A suggestion was made during the community workshop that the design should include a smooth road surface to reduce the noise of traffic.

How the RTA will address this issue

The RTA will undertake a noise and vibration assessment for the preferred option. This assessment will inform the preparation of the environmental impact statement and the development of the concept design. Part of this assessment will be to review the viability of the suggestions noted above.

This assessment will:

- Describe the existing noise and vibration environment.
- Assess the predicted construction and operational noise and vibration impacts.
- Detail appropriate noise and vibration mitigation measures during construction and operation.
- Address the requirements issued by the Director-General of the Department of Planning and Infrastructure.
- Include ongoing discussions with nearby residents that are concerned about vibration impacts on heritage buildings.

4.6 Issue 6 – Amenity and visual impact

Comments were made in five submissions regarding the amenity and visual appearance of the proposed works. Comments included:

- A heavy transit bridge would destroy the amenity, ambience and village atmosphere of the town.
- The height of the bridge would 'dwarf' and impact on the readability and visual sight lines of Thompson Square.
- The town should maintain its existing heritage 'feel' by incorporating design and colour schemes that already exist in Windsor into the proposed bridge design.
- A highly modern structure and/or colour scheme would contrast with the town.
- Thompson Square would be greatly enhanced with the proposed alignment, providing an opportunity to create a useable public space.
- To work with Council to ensure the work integrates with plans for Windsor wharf.

How the RTA will address this issue

Amenity issues and visual impacts will be examined as part of the preparation of the environmental impact statement and development of the concept design. This will include the preparation of heritage assessments and a socio-economic impact assessment.

A heritage architect, heritage specialists and urban designers will be engaged to meet with residents and contribute to the preparation of the environmental assessment and development of the concept design.

4.7 Issue 7 – Flooding

Concerns related to flooding were raised in three submissions. Comments included:

- The bridge design needs to reflect a 1 in 50 year flood event, as opposed to 1 in 5 as stated in the 2011 community update.
- Northern approach roads will still be under water with the new bridge.
- Raising the approach roads should be included in the design, extending as far as Wilberforce.
- The bridge could be lengthened and the height increased.
- To consider flood data for the last 50 years in the flood impact assessment.

The aim of the project is to provide a replacement bridge for Windsor. The proposed replacement bridge would provide a higher level of flood immunity than the existing bridge.

How the RTA will address this issue

The RTA will undertake a hydrology and hydraulics assessment for the preferred option. This assessment will inform the preparation of the environmental impact statement and the concept design. Part of this assessment will be to review the viability of the suggestions noted above.

The hydrology and hydraulics assessment will consider:

- Landowner concerns regarding flooding.
- Flooding and flood immunity requirements.
- Upstream and downstream flooding impacts.
- Inundation times.
- Mitigation of any adverse flooding effects.

4.8 Issue 8 – Socio-economic impact

Socio-economic issues were raised in two submissions and comments included:

- Once the bridge is constructed the homeless people living under the bridge will have nowhere to go.
- The new structure may be targeted by anti-social behaviour such as graffiti, vandalism and bad behaviour.
- The design should integrate recreational activities such as the Great River Walk, potential canoe and boat access and Windsor wharf access.
- The design should integrate regatta style access platform scoping into the river – e.g. Parramatta River Rowing Club.
- The design should include the construction of a bridge walkway to give access to a walking trail to Wiseman's Ferry.

How the RTA will address this issue

The RTA will design the bridge and approaches in accordance with community safety through environmental design principles. The RTA can provide more information to the community on safe design principles and policies.

The RTA will undertake an assessment of land use, property and socio-economic impacts of the preferred option. This assessment will inform the preparation of the environmental impact statement and the concept design.

This socio-economic assessment will:

- Describe the socio-economic values of the Windsor area.
- Describe the land uses adjacent to the preferred option and how these contribute to the local area.
- Identify existing access arrangements to and from adjacent properties.
- Identify areas of private and public land that would need to be acquired to accommodate the preferred option.
- Identify the potential impacts of the project on the socio-economic values of the area for both construction and operation.
- Identify the community recreation needs, including ongoing consultation with NSW Maritime Services.
- Identify potential mitigation and management measures to minimise these impacts.
- Address the requirements issued by the Director-General of the Department of Planning and Infrastructure.

4.9 Issue 9 – Impact to businesses

Concerns about potential negative impacts to businesses as a result of the preferred option were raised in three submissions. Some submissions agreed that the preferred option provides the most direct link to the town centre and saw that as supporting the economic function of the town.

Issues referred to:

- The lack of desire to travel through and/or work in Windsor due to current and future congestion.
- Vehicles heading north wanting to access two properties on Old Bridge Street would have to cross the bridge, turn around and travel southbound to be able to access these properties. Respondents stated that this inconvenience could result in a loss of business.
- Increased traffic congestion during peak periods would cause difficulties for travel to work, particularly if coming from a southbound direction over the bridge.
- Concerns that any negative impacts on heritage would also affect tourism and businesses.
- The physical presence of a wide road bridge and an increase in traffic would negatively impact on nearby retail and hospitality businesses.

How the RTA will address this issue

Assessment of business impacts will be considered as part of the socio-economic assessment.

4.10 Heritage Council of NSW submission

The Heritage Council submission (9 September 2011) was critical of the preferred option, indicating that they felt it would not lead to good conservation outcomes for Windsor as a whole and Thompson Square in particular, during both construction and operation.

The Heritage Council recommended that comprehensive archaeological investigations be undertaken as early as possible to find ways to reduce the impact on Thompson Square and other heritage items. The results of this investigation should inform the detailed design.

This submission is attached in Appendix B.

Detailed heritage investigations will be undertaken as part of the environmental assessment and this will inform the concept design. Design will be undertaken in consultation with a heritage architect and urban designer. While acknowledging the Heritage Council's objection to the preferred option, the RTA will continue to work with the Office of Environment and Heritage and the Heritage Council in carrying out the heritage assessments and preparing the environmental impact statement.

4.11 Royal Australian Historical Society submission

The letter from the council of the Royal Australian Historical Society (29 August 2011) outlined its concern over any bridge proposal which would affect Thompson Square as a significant heritage and historic landmark.

This submission is attached in Appendix C.

The RTA recognises that the preferred option will have a significant impact on Thompson Square. Detailed heritage investigations will be undertaken as part of the environmental assessment and this will inform the concept design. The design will be undertaken in consultation with a heritage architect and urban designer and seek to minimise heritage impacts as far as possible.

4.12 Hawkesbury Council submission

Hawkesbury City Council (7 September 2011) stated Council's support for the preferred option. This letter references a resolution to support the preferred option which was reached during a Council meeting on 30 August, 2011.

This submission is attached in Appendix D.

4.13 Comments about the preferred option

When seeking comments on the preferred option, RTA did not request comments on alternative options. Notwithstanding, 18 submissions indicated that they were in favour of the preferred option. 32 submissions supported an alternative option over the preferred option.

Many of the submissions supporting an alternative option were in favour of Option 6, which would not impact on Thompson Square. Option 6 substantially exceeds the project budget.

The preferred option was selected as it performs best on value for money and satisfies most of the project objectives. Importantly, the preferred option can be delivered in stages, which satisfies current funding requirements. A first stage can be built immediately, a second stage can be delivered when further funding is available and traffic requires more road capacity.

4.14 Requests for further information and consultation

The community and stakeholders requested further consultation and information during the carrying out of the environmental assessment studies and the development of the concept design. It was requested that consultation activities occur prior to the finalisation of the concept design and this include information and discussion on how the RTA has addressed the issues raised.

As discussed previously, the RTA will establish a heritage and design community focus group that will assist in the development of the concept design.

The environmental impact statement will be exhibited for public comment and the issues raised will be considered and responded to in a submissions report. Changes may be made to the preferred option to respond to the issues raised.

5. Next steps

The RTA will now commence an environmental assessment of the project as shown in the Figure 2 below.

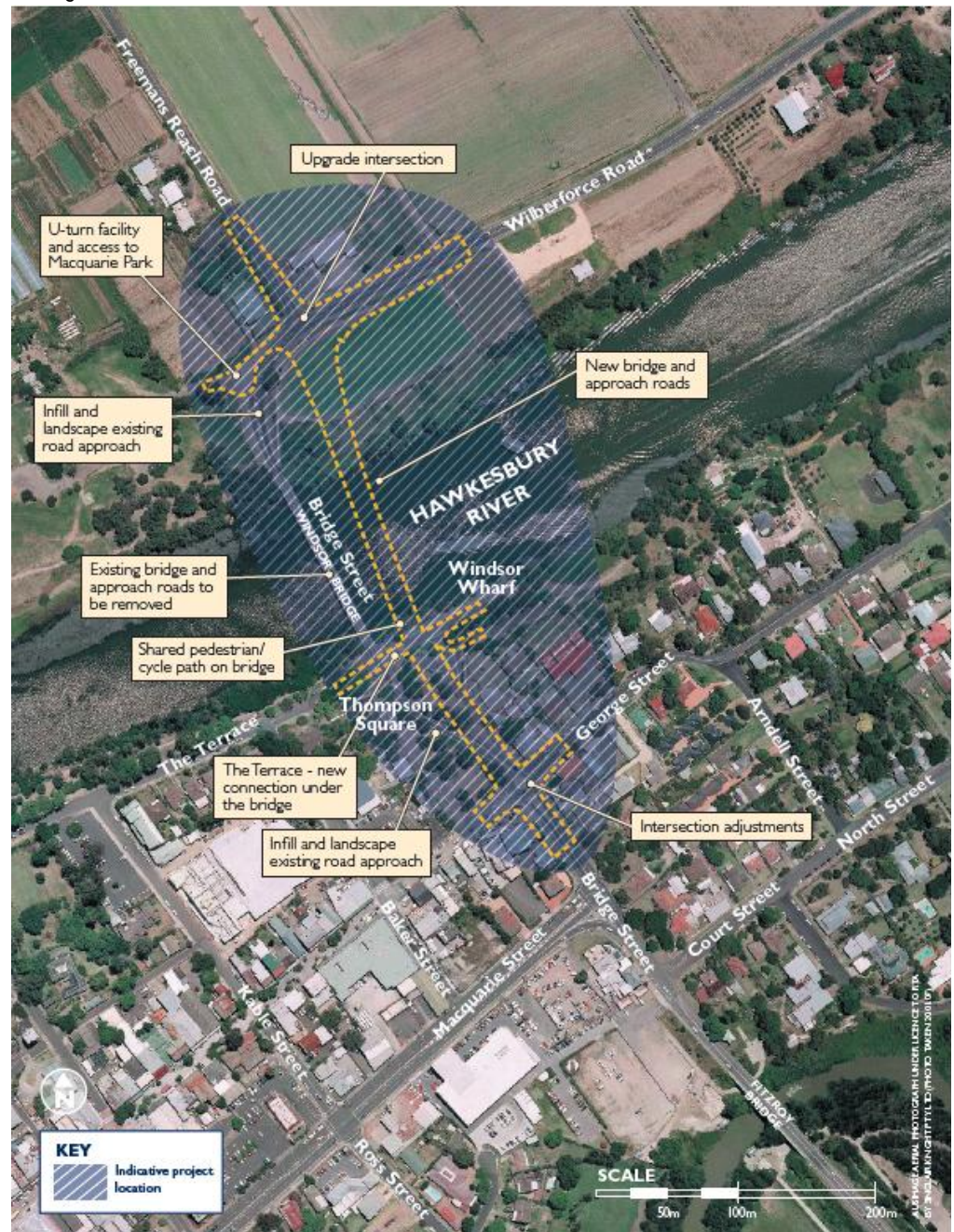


Figure 2 Indicative project location

A State significant infrastructure application has been submitted seeking approval for the project from the Minister for Planning and Infrastructure. The Director General of the Department of Planning and Infrastructure will issue environmental assessment requirements that must be addressed in an environmental impact statement.

The RTA will prepare an environmental impact statement. This will include carrying out detailed environmental and heritage studies. The concept design will also be developed based on consideration of issues raised in consultation and the outcomes of the detailed environmental studies and environmental impact statement.

The environmental impact statement will be exhibited for public comment by the Department of Planning and Infrastructure. Submissions will be read and the issues considered and responded to in a submissions report. Changes may be made to the preferred option to respond to the submissions raised.

The Minister for Planning and Infrastructure will determine whether or not to approve the State significant infrastructure application.

Appendix A

Community update -
August 2011



Windsor Bridge over the Hawkesbury River

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge 35 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge.

The RTA is seeking community feedback. Staffed displays and workshops will commence on Thursday 11 August 2011. See details inside.

This project is fully funded by the NSW Government.

Windsor Bridge is the oldest existing crossing of the Hawkesbury River. The bridge was opened in 1874, consisting of a timber deck and cast iron piers. Parts of the bridge are now 137 years old.

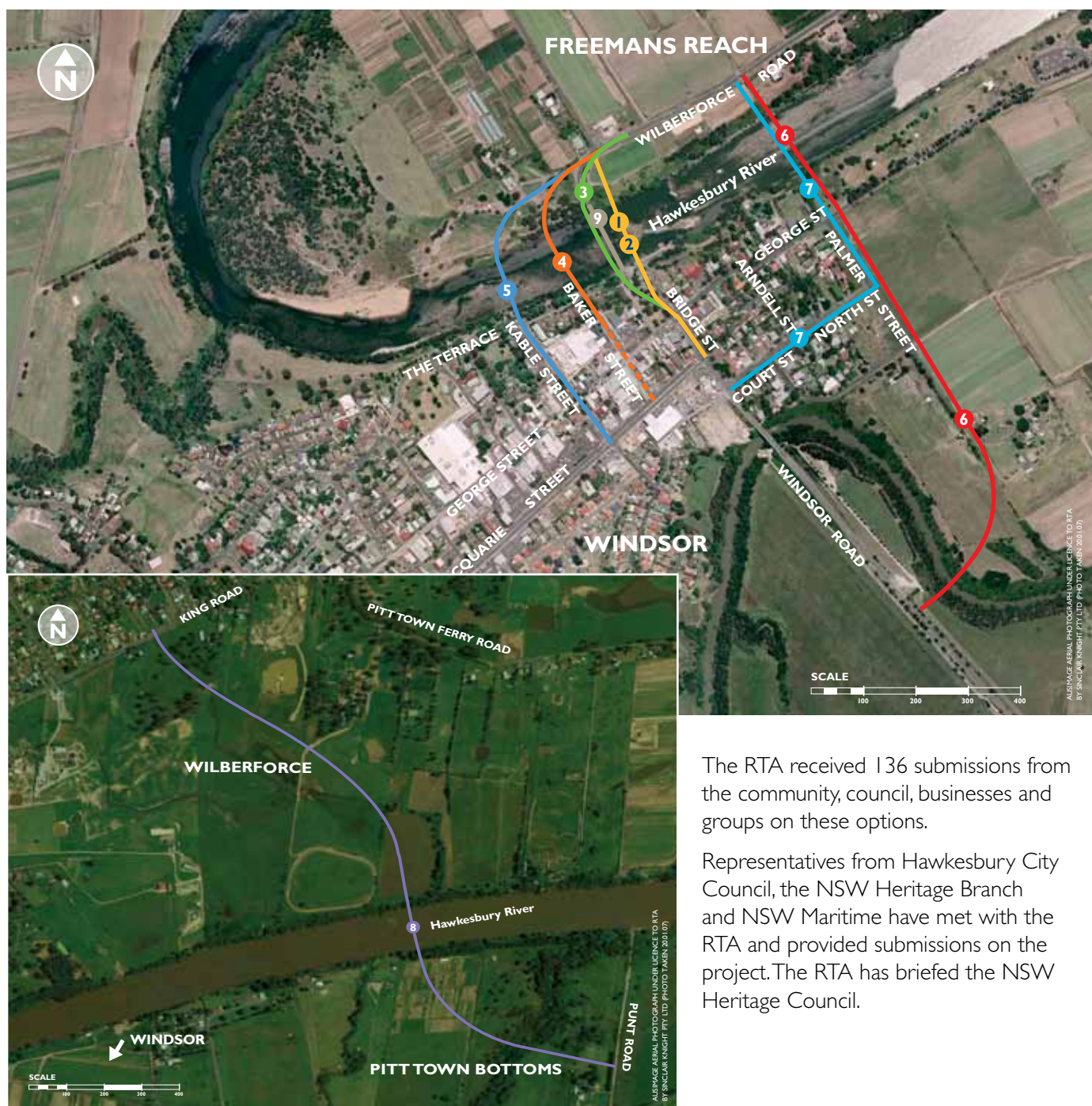
The bridge is 143 metres long and 6.1 metres wide. It carries an average of 18,000 vehicles per day.

Investigations to date

The RTA has investigated the condition of the existing bridge and the options to rehabilitate or replace it.

A community update describing nine options to rehabilitate or replace the existing bridge was distributed in July 2009. The community provided comments on these nine options (shown overpage) and a community workshop was held at Windsor Central Library on Saturday 1 August 2009.

Options considered



The RTA received 136 submissions from the community, council, businesses and groups on these options.

Representatives from Hawkesbury City Council, the NSW Heritage Branch and NSW Maritime have met with the RTA and provided submissions on the project. The RTA has briefed the NSW Heritage Council.

The community indicated concerns about the following areas:

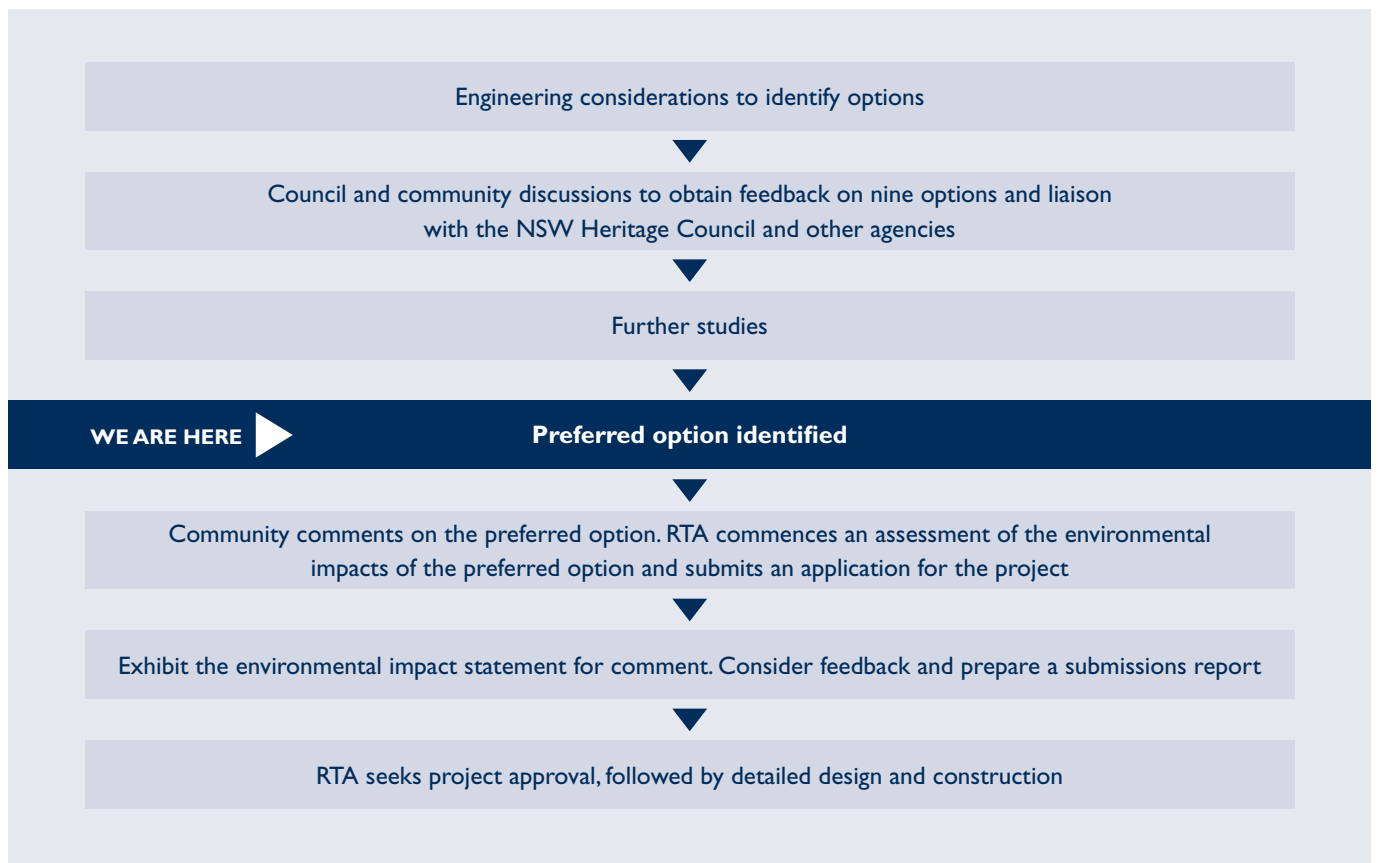
- The potential impacts on the heritage and character of the local area, including Thompson Square.
- Local community needs such as pedestrian and cyclist connections and recreational spaces.
- Increased noise and pollution.
- The potential loss of business in the town centre.
- Traffic and transport issues.
- Safety for motorists and pedestrians approaching and crossing the bridge.
- The level of flood protection that would be designed.
- The cost effectiveness of the new bridge.

The options have a range of quite different impacts. Some have strong amenity impacts, some have high construction costs, and all have heritage impacts.

The RTA has prepared an Options Report, which is on the website and summarises the relative impacts of these options.

The 2009 community consultation report and the 2011 Options Report are available to read or download at www.rta.nsw.gov.au/roadprojects.

The process to select a preferred replacement bridge



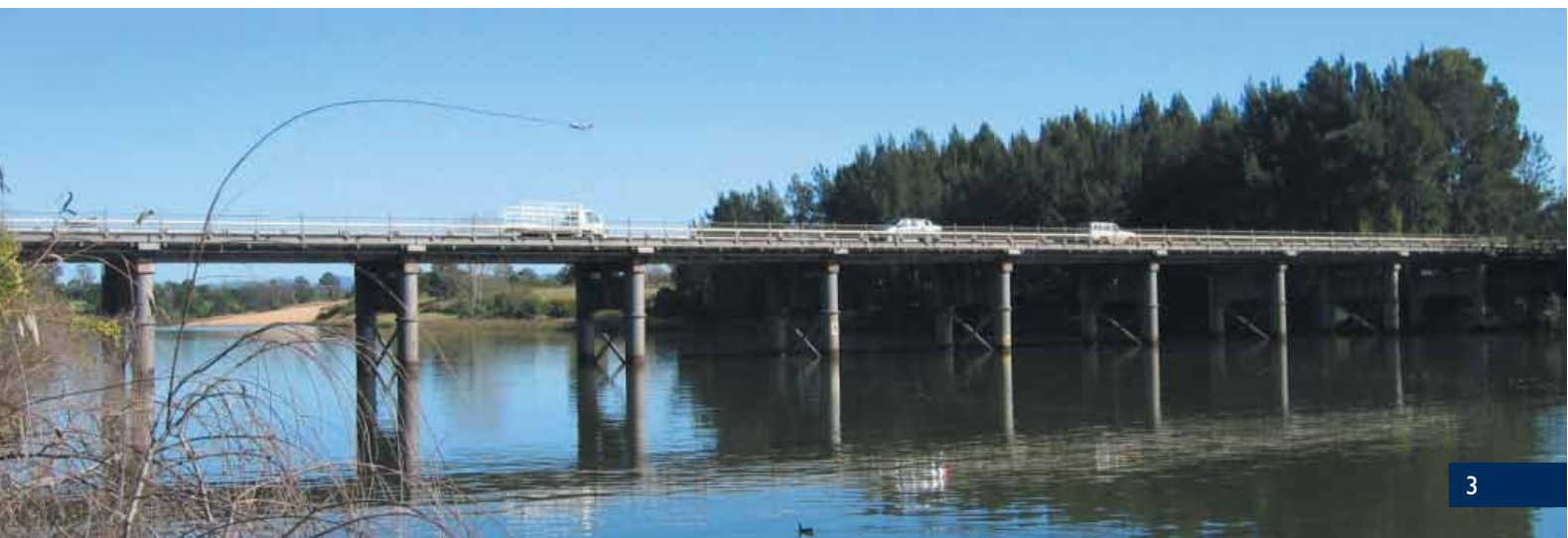
The RTA recognises the importance of achieving a balance between transport needs, social and heritage impacts, ecological, engineering and cost constraints. The replacement will result in a safer road environment. The Options Report contains an assessment of the relative performance of each option against a range of different impacts.

A preferred option was selected by considering:

1. Information on the impact of each of the options, in relation to economic, ecological, heritage, engineering and community issues.
2. Community and government agency issues and comments on these options.
3. Consideration of the performance of each of the options against the project objectives and criteria.

The RTA has identified option 1 as the preferred option. This option performs best on value for money. It satisfies most of the project objectives.

Importantly, option 1 can be delivered in stages, which satisfies current funding requirements. A first stage can be built now, a second stage can be delivered when further funding is available and traffic needs it.



Project objectives

The project is to provide a safe and reliable crossing of the Hawkesbury River at Windsor. The following objectives were considered in the process to select a preferred option:

OBJECTIVES	CRITERIA	OPTION 1
To improve safety for motorists, pedestrians and cyclists	<ul style="list-style-type: none"> Meets various design codes (eg traffic lane widths, shoulder widths and shared path widths). Meets a current road speed of 60 km/h. Pedestrian safety. 	<ul style="list-style-type: none"> Yes, a new bridge would meet current design standards. Yes, a new bridge would meet current speed of 60km/h. Yes, provides new pedestrian access along The Terrace. Stage 2 George Street traffic lights have pedestrian crossings.
To improve traffic and transport efficiency	<ul style="list-style-type: none"> Minimises queue length/delays. Improves performance of road network (level of service). Enables two heavy vehicles to pass on the bridge without waiting. Improves the load capacity of the crossing to meet current load standards. 	<ul style="list-style-type: none"> Stage 2 includes new traffic lights at George Street and a third lane on Fitzroy Bridge at South Creek. Yes, the new traffic lights at Freemans Reach intersection and provisions for a future third lane on the bridge. Yes, wider lanes are provided. Yes, the new bridge would meet current standards.
To improve the level of flood immunity	<ul style="list-style-type: none"> Provide access in a 1-in-5 year flood event. 	<ul style="list-style-type: none"> Yes, for both the bridge and approaches.
To meet community needs for the long term	<ul style="list-style-type: none"> Provide an efficient connection for local and regional traffic. Provide pedestrian and cyclist connections to surrounding locations. Minimise impact on recreational space. Minimise impact on noise. Minimise impacts to businesses and shopping environment. Minimise impact on property access and the need for property acquisition. 100 year life span for the bridge structure. 	<ul style="list-style-type: none"> Yes, it retains a central connection to the Windsor township for local traffic. Less efficient for regional northbound and southbound traffic movements compared to other options. Yes, a shared cycle and pedestrian path is proposed. Yes, the proposal includes minimal impact to water skiing activities, it also unifies a large usable space of Thompson Square. Yes, it uses the existing road alignment. Noise impact is likely especially on Bridge Street properties. Yes, retains traffic flow and direct access to the Windsor town centre. It may affect amenity at outdoor dining and shops in certain areas near Thompson Square. Yes, some land to be acquired mostly from council. Right turn restrictions into Old Bridge Street will reduce access to these properties. Yes, a new bridge would have a 100 year life span.
To minimise the impact on the heritage and character of the local area	<ul style="list-style-type: none"> Minimise impact on Aboriginal and non-Aboriginal heritage and conservation areas. Protect the built heritage of the town and its setting. Minimise visual impact of the bridge and road approaches on the character of the area. 	<ul style="list-style-type: none"> Significant impact on Thompson Square. Land will need to be acquired in the State Heritage listed area. Heritage investigations and consultations will provide more detail on the potential impacts to Aboriginal and non-Aboriginal heritage. The proposed bridge is larger and higher than the existing Windsor bridge, visual impact is likely.
To be cost effective and an affordable outcome	<p>The option provides a cost effective solution in terms of:</p> <ul style="list-style-type: none"> Capital cost. Maintenance cost. Return on investment. Minimise construction impact. 	<ul style="list-style-type: none"> Yes, this option has the best result for economic feasibility. 6 months of investigation and 18 months construction impact in Thompson Square is likely.

ALL IMAGE AERIAL PHOTOGRAPH UNDER LICENCE TO RTA BY SINCLAIR KNIGHT PTY LTD (PHOTO TAKEN 2001.07)



Preferred option

Option 1 is the preferred design for the new bridge. Option 1 is a high level, three lane bridge, linemarked with two lanes initially, and changed to three lanes in the future. There is clearance under the bridge so coaches and other high vehicles can travel along The Terrace.

Option 1 is located approximately 35 metres downstream from the existing bridge. It:

- Provides a crossing that is central to Windsor, connecting the northern side of the Hawkesbury River directly to the township.
- Connects The Terrace underneath the bridge, providing access for vehicles like garbage trucks and coaches to the new wharf.
- Includes a new signalised intersection at Freemans Reach and Wilberforce roads.
- Provides value for money.
- Retains traffic along an existing corridor.
- Would have minimal impact to traffic during construction.
- The existing bridge and road through Thompson Square would be removed. The proposal unifies a large usable space in Thompson Square, and provides approximately 500 extra square metres of open space.

Heritage issues

Thompson Square is recognised as one of the oldest public squares in Australia and vital in Windsor's town layout. The square and many of the surrounding buildings are listed on the State Heritage Register.

The RTA recognises that the realignment of the bridge approach would have significant heritage impacts. The RTA will continue to work with the heritage specialists and the local community to ensure that impacts to Windsor's heritage are minimised wherever possible.

Features

The current design is for the preferred option to be delivered in two stages. The cost of stage 1 is \$31 million.

Stage 1:

- A wide bridge marked as two lanes with 3.5 metre lanes and 2 metre shoulders, and 10 sets of piers.
- A 3 metre wide shared pedestrian/cycle path from Wilberforce Road, connecting to Thompson Square.
- A new signalised intersection at Freemans Reach and Wilberforce roads.
- The road through Thompson Square would be at a higher elevation. This means the existing road cutting would be filled in and returned to the park.

- The area to the river foreshore to be regraded and landscaped. A 1.5 metre wide footpath along the eastern side of Thompson Square would connect to The Terrace.
- The Terrace to be extended under the bridge to connect to the wharf and carpark on the eastern side of Thompson Square.
- The existing Windsor Bridge to be removed.

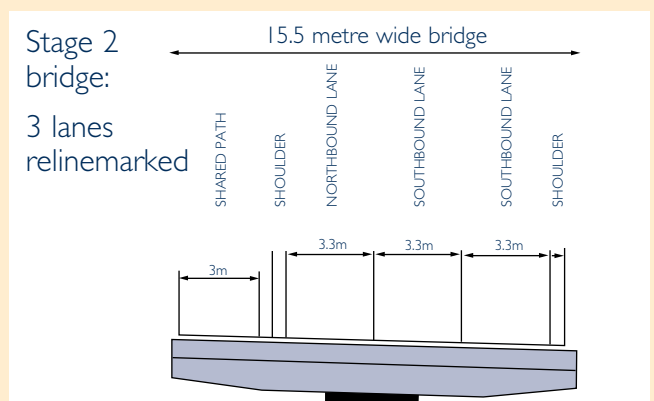
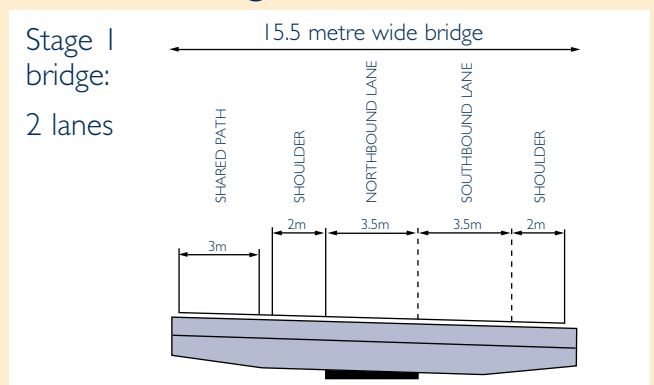
Stage 2 would be constructed when funds are available and traffic requires more road capacity.

Stage 2:

- Windsor Bridge to have two lanes southbound and one lane northbound. The shoulder widths would be reduced and a new lane added with new line marking (no additional construction work is required).
- Install traffic lights and pedestrian crossings at the George Street/Bridge Street intersection (essential for three lanes on the bridge).
- Fitzroy Bridge across South Creek to have two lanes northbound and one lane southbound.

Community consultation on the preferred option design is the next step. The RTA will be holding a community workshop to discuss and evaluate the preferred option with the community. See overpage for details of this session. The issues will be considered in the assessment of environmental impacts.

Cross section of proposed Windsor Bridge



Shopping centre displays

The RTA will hold two staffed shopping centre displays at the Windsor Riverview Shopping Centre on Thursday 11 August 2011 from 2pm to 8pm and Saturday 13 August 2011 from 10am to 3pm.

Community information session

The RTA will hold a community information session on Saturday 20 August 2011. The RTA project team will answer questions and receive your feedback. Please feel free to drop in at any time during the session.

The Deerubbin Centre (Windsor Central Library)
300 George Street, Windsor
Saturday 20 August 2011, 10am to 3pm.

A sausage sizzle will be provided at lunchtime.

Community workshop

The RTA values your views and comments about the project and invites you to participate in a community workshop on Wednesday 31 August 2011. The purpose of the workshop is to examine option 1 and any issues or concerns from a wide range of perspectives. The following issues and others would be discussed:

- Access issues.
- Visual issues.
- Heritage impacts.
- Landscaping – in particular ideas and processes for Thompson Square.

Are you interested in participating in the community workshop?

The community workshop is planned for Wednesday 31 August 2011 and will be conducted by an independent facilitator:

The community workshop will be held at:

Windsor Function Centre
2 Dight Street, Windsor
Wednesday 31 August 2011
Starting at 5.30pm, finishing at 8.30pm
Supper will be provided on the night.

If you wish to attend please contact Lilen Pautasso on 02 9239 7283 before 29 August 2011 to help with making arrangements and catering.

Display locations

The preferred option is on display until **Friday 9 September 2011** at the following locations:

Hawkesbury City Council

366 George Street, Windsor
Monday to Friday 8.30am to 5pm

Windsor Central Library

The Deerubbin Centre (ground floor)
300 George Street, Windsor
Monday to Friday 9am to 7pm
Saturday 9am to 1pm
Sunday 2pm to 5pm

Richmond Motor Registry

173 Windsor Street, Richmond
Monday to Friday 8.30pm to 5pm
Saturday 8.30am to 12pm

Your comments are invited

Written comments on the preferred option are welcome, please address these to:

Yogarathnam Suthan, Project Manager
Roads and Traffic Authority
PO Box 973
Parramatta CBD NSW 2124

Email comments to Windsor_Bridge@rta.nsw.gov.au

Comments are requested by **Friday 9 September 2011**.

All submissions from the community and interested parties will be taken into account in finalising the design and preparing the environmental impact statement. The RTA will continue to inform the community of this project.

Reports published

A range of reports on the project have been published. Go to **www.rta.nsw.gov.au**, click on Road Projects and then north western Sydney on the map.

Next Steps

- Community and agency consultations to be published in a list of issues raised.
- Seek project requirements from the Department of Planning and Infrastructure.
- Undertake environmental studies on the preferred option.
- Prepare and exhibit the environmental impact statement.
- Seek planning approval from the Minister for Planning and Infrastructure.

Other work on the bridge

- A 40km/h truck and bus speed limit on the Windsor Bridge commenced on Tuesday 14 June 2011.
- Routine inspections on Windsor Bridge were last conducted in May/June 2011. These inspections are part of the RTA's ongoing monitoring of the bridge to ensure it remains safe and serviceable for use until a replacement bridge is constructed.

Looking south to Windsor



A 3D animation of the preferred option is now on the RTA website - go to www.rta.nsw.gov.au and click on Road Projects.

Bridge Street looking north



australian
made



carbon
neutral



ISO
14001



renewable
energy



sustainable
forest



RTA uses
Greenhouse Friendly™
ENVI Carbon Neutral Paper

CONSUMER

ENVI is an Australian Government
certified Greenhouse Friendly™ Product.

Addendum: Version 2 printed 8 August 2011. The word 'archaeological' has been replaced with the word 'heritage'.

Tell us what you think. We have a new website www.rta.nsw.gov.au/roadprojects. We hope this site makes it easier to find the project information you need. We are interested in your feedback. Email us at Project_Customer_Services@rta.nsw.gov.au

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Privacy: The Roads and Traffic Authority ("RTA") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not published. Otherwise the RTA will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by the RTA at 27 Argyle Street, Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.

For more information contact:

Yogarathnam Suthan, Project Manager, Roads and Traffic Authority
PO Box 973, Parramatta CBD NSW 2124 | T 02 8849 2694 (during business hours)
E Windsor_Bridge@rta.nsw.gov.au | www.rta.nsw.gov.au | 13 22 13

August 2011
RTA/Pub. 11.326

Appendix B

Heritage Council of NSW submission



Heritage Council



of New South Wales

3 Marist Place
Parramatta NSW 2150

Locked Bag 5020
Parramatta NSW 2124
DX 8225 PARRAMATTA

Telephone: 61 2 9873 8500
Facsimile: 61 2 9873 8599

heritage@planning.nsw.gov.au
www.heritage.nsw.gov.au

Contact: Siobhan Lavelle
Telephone: 02 9873 8546
siobhan.lavelle@heritage.nsw.gov.au
Our ref: B466969
File: 10/18970
Your ref:

Mr Yogaratnam Suthan
Project Manager
Roads and Traffic Authority
PO Box 973
PARRAMATTA NSW 2124

By Email to: Windsor_Bridge@rta.nsw.gov.au

9 September 2011

Dear Mr Suthan

RE: PROPOSED BRIDGE OVER THE HAWKESBURY RIVER TO REPLACE WINDSOR BRIDGE AT WINDSOR, NSW (HAWKESBURY LGA)

I refer to the Community Update Brochure dated August 2011 and to the current process of consultation regarding the proposal to build a new Bridge through Thompson Square at Windsor. Reference is also made to considerable prior correspondence between the Heritage Council of NSW and the Roads and Traffic Authority in 2009 and 2010.

A Heritage Branch staff member, Dr Siobhan Lavelle OAM, attended the evening information session held at Windsor on 31 August 2011, and the Heritage Branch has also reviewed the specialist reports which have been made available on the RTA website during the August 2011 consultation period.

The Heritage Council previously provided advice to the RTA in letters from the Chair to the CEO Mr Michael Bushby, dated 10 August 2009 and 7 December 2010, that the strong view of the Heritage Council is that neither Option 1 nor Option 3 can be supported on heritage grounds. In the letter dated August 2009 in response to the exhibition of 9 possible options for the Windsor Bridge, the Heritage Council advised that:

Further assessment will be necessary to adequately address the potential impacts and possible benefits of a refined list of options, especially those which would affect Thompson Square. More detailed assessment including Statements of Heritage Impact and adequate field survey must be undertaken to assist in refinement of a 'short list' of options by the RTA prior to the selection of any preferred option.

In reviewing the specialist reports published in August 2011 on the RTA website for the Windsor Bridge project it is noted that the heritage, archaeology and maritime archaeology reports are all dated 2009. The information provided within the above specialist reports and also as presented by the RTA's Heritage Consultants from Godden Mackay Logan at the meeting held on 31 August 2011, indicates that the new bridge via Option 1 would have significant impacts on heritage in and around Thompson Square including impacts on the setting, views and relationships of the buildings around the Square and their relationship to the Square as a planned urban space; negative impacts on heritage buildings; the likely disturbance and destruction of archaeological evidence of the 1790s town, which predates the creation of Thompson Square, and impacts on maritime archaeology related to the early settlement of Windsor.



Heritage Council



of New South Wales

3 Marist Place
Parramatta NSW 2150

Locked Bag 5020
Parramatta NSW 2124
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Telephone: 61 2 9873 8500
Facsimile: 61 2 9873 8599

heritage@planning.nsw.gov.au
www.heritage.nsw.gov.au

The Austral Archaeology report dated October 2009 notes that Option 1 would affect 15 State Heritage listed items and that a number of other historical archaeological sites would also be likely to be affected. The GML presentation confirmed that the archaeology identified in and around Thompson Square is also assessed to be of State heritage significance. The Cosmos archaeology report dated February 2009 confirmed the existence of maritime archaeology, including specific remains related to early wharves (1816-1820), sandstone ballast and remains of the early punt landings.

The Landscape and Visual Investigations report, December 2009, notes that for Option 1: *The steep banks and relatively constrained location make the proposed bridge approaches through Thompson Square adverse to the spatial, historic and scenic qualities of the site. Option 1 offers an opportunity to unify a larger usable space of Thompson Square. However the bridge approach would be higher and closer to buildings on the east of the Square would increase the negative impacts on these heritage buildings.*

It is understood from the information provided, that the RTA intends to seek project requirements from the Department of Planning and Infrastructure, prepare and exhibit the necessary Environmental Assessment documents and seek planning approval from the Minister for Planning and Infrastructure for Option 1. This would mean that there would be no requirement to obtain Heritage Act approvals.

The Heritage Council reiterates its prior view that Thompson Square is of crucial importance to the heritage of the State and that Option 1 is likely to have a long term irrevocable and negative impact on Windsor as a whole and Thompson Square in particular. Option 1 does not adequately respect the unique history and State heritage significance of this area.

It is recommended that if further assessment proceeds urban design input, detailed design review and further heritage advice must be obtained which will allow modifications to be explored that would lower the intervention and impacts on Thompson Square. Consideration should be given to reduction of the overall bulk and scale of the road embankments and increasing the permeability of the structure to prevent the imposition of a solid barrier across Thompson Square.

It is also recommended that comprehensive archaeological investigations should be undertaken as early as possible in order that the findings of such investigations can inform the more detailed design and reduce the impacts of the proposal.

Although Heritage Act approvals may not be necessary the Heritage Council also requests that it be kept informed about the progress of the proposal and provided with further opportunity to comment as the assessment work proceeds.

Yours sincerely

Petula Samios

Director, Heritage Branch

Environment & Heritage, Policy & Programs

Office of Environment & Heritage

AS DELEGATE OF THE NSW HERITAGE COUNCIL

cc. Chris Wilson, Dept of Planning & Infrastructure.

Appendix C

Royal Australian Historical Society submission



Veteris non inscius aevi

ROYAL
AUSTRALIAN
HISTORICAL
SOCIETY

29 August 2011

Yogaratnam Suthan
Roads and Traffic Authority
PO Box 973
PARRAMATTA CBD NSW 2124

Dear Yogaratnam Suthan,

I write regarding the Roads and Traffic Authority's new Windsor Bridge proposal.

At its meeting on 26 August 2011, the Council of the Royal Australian Historical Society (RAHS) resolved that.

The RAHS regards Thompson Square as a significant heritage and historic landmark and is deeply concerned by any RTA bridge proposals which would affect it. Thompson Square was established in the 18th century, making it the oldest urban space in Australia. Thompson Square also has significant links to Governor Macquarie and was named by Macquarie as part of his replanning of the Macquarie Towns.

The Council of the RAHS requests its representative on the RTA Heritage Committee to raise RAHS concerns regarding the current preferred option (Option 1).

The above resolution is also being circulated to RAHS members in an e-newsletter.

Yours sincerely,

Emeritus Professor David Carment, AM
President

Appendix D

Local government submission

Hawkesbury City Council



Our Ref: 73621

7 September 2011

Yogarathnam Suthan
Roads and Traffic Authority
PO Box 973
PARRAMATTA CBD NSW 2141

Dear Mr Suthan

Reference is made to the proposed upgrade/replacement of Windsor Bridge and the request by the Roads and Traffic Authority for comments on the preferred option outlined within the "Options Report – August 2011".

Council at its meeting of 30 August 2011 resolved:

"That Council once again reaffirm its position in relation to the replacement of the Windsor Bridge, and support the Roads and Traffic Authority's preferred option as Option 1 (high level)."

Please accept this Resolution as Council's support for the RTA's preferred option.

Should you wish to discuss this matter further please do not hesitate to contact me on the number below.

Yours faithfully

Chris Daley
Director Infrastructure Services

Direct Line: 4560 4506

Where people make the difference.

All communications to be addressed to the General Manager
PO Box 146, Windsor NSW 2756
Website: www.hawkesbury.nsw.gov.au
Email: council@hawkesbury.nsw.gov.au
Hours: Monday to Friday 8.30am – 5.00pm.

Appendix E

Workshop notes

Name of event: Windsor Bridge Replacement Project – Community Workshop

Purpose: The purpose of the workshop was to examine option 1 and any issues or concerns from a wide range of perspectives, specifically to:

- Present information about the background to the preferred option and the preliminary design.
- Answer questions from the community and stakeholders.
- Request feedback from the community and stakeholders.
- Identify key issues to be assessed during the environmental assessment.

Date: Wednesday 31 August 2011

Time: 5.30pm – 8.30pm

Location: Windsor Function Centre

Community attendees: 58

Attendees from the RTA project team: Yogaratnam Suthan, Michael Sheridan, John Navamani, Nathan Chehoud, Lyndal Thornhill, Robert Evans, Denis Gojak, Janusz Bobryk, Tim Hufton, Neil Forrest, Sivarasa S'mutta, Fiona Court, Jennifer Gatt

Attendees from consultants: Jill Hannaford, Lynne Clayton, Lilen Pautasso (GHD Pty Ltd), Michael Wright (Spackman Mossop Michaels), Geoff Ashley (Godden Mackay Logan)

Event summary:

Session 1 – Presentations

Yogaratnam Suthan and Robert Evans (RTA Project Management, presented an overview of the project and option 1, the preferred option. Attendees asked general questions about the project.

This was followed by a presentation by Michael Wright (of Spackman Mossop Michaels – urban design consultant) and Geoff Ashley (of Godden Mackay Logan – heritage consultant). Attendees asked questions about the urban design and heritage presentations.

Key issues raised in response to the presentations included:

- Concern that the preliminary design does not provide enough flood protection and that the northern approaches on Wilberforce Road would gain no flooding benefits as they flood in a 1 in 5 year event.
- A view expressed that the RTA is taking a short-term view and that the project would be a 'white elephant'.

- Clarification requested as to why option I was selected – was it only based on cost?
- Questions about the height of the new bridge – what is the actual height above The Terrace?
- How would the bridge cope in the event of a traffic accident? – There is sufficient lane width for cars to pull over and other cars to pass under traffic direction.
- Concern about construction impact of option I.
- That the traffic lights on George Street need to be included in the current proposal and not at a later stage in the future.

Session 2 – Workshop activity

Attendees were asked to choose a topic that reflected their key area of interest. Tables were labelled with the headings:

- Traffic.
- Heritage.
- Flooding.
- General Interest/Design.

Attendees discussed with their tables the key concerns/issues relating to this topic and were asked to suggest ideas for addressing those concerns/issues. These were recorded in two columns, recorded in the tables below. A presenter from each table provided a summary of their table discussions to the whole meeting.

Traffic

Key concerns/issues	Ideas for addressing the concern/issue
<ul style="list-style-type: none"> • Option I would destroy the amenity of Windsor. • Option I would cause an increase in traffic noise and fumes in the town centre. • It could cause an increase in vibration and there would be an impact on our homes. • The design needs to ensure the personal safety for pushbike riders. • What would be the pedestrian access from the peninsular site across the road? • Traffic lights should be installed at the corner of George and Bridge Street in Stage I. • Concerns about traffic flow at Wilberforce Road. • Concern regarding traffic during construction. • Bridge Street traffic lights are a concern. 	<ul style="list-style-type: none"> • Build a tunnel under the river (major). • Build an elevated road off Pitt Town Road (which would be flood free). • The army could build a Bailey bridge anywhere.

<ul style="list-style-type: none"> • Need to consider future traffic needs, in 50 to 100 years and beyond. • This is 19th century town planning dealing with modern traffic. • Thompson Square and its heritage value would be destroyed. • What would be the potential to manage vehicle accidents? 	
<ul style="list-style-type: none"> • Concern about the traffic flow at the roundabout – would this work? • The impact of the changes in views through bridge construction – Thompson Square end. • What would the traffic interaction be on the western side? • What would be the visual impact of the roundabout on the heritage 'feel' of this area? • Recreation – interest in the potential canoe and boat access. • Potential to integrate the Great River Walk into the project. • Need to integrate Windsor wharf into the design. • Concern about the southern alignment, the effect on access to private properties. • The need to consider the future increased traffic demand. • The aesthetics of the bridge are very important. 	<ul style="list-style-type: none"> • Install a roundabout with lights able to operate at peak periods – would help to manage flow. • Construct the bridge to land as high as possible to George Street to preserve the view to the north west. • Suggest a westbound slip lane with a larger radius to Wilberforce Road. • Use a construction material and design that is sympathetic to the area (e.g. sandstone/paving). • Integrate regatta style access platform scoping into the river – e.g. Parramatta River Rowing Club. • Suggest a bridge walkway to give access to a walking trail to Wiseman's Ferry. • RTA should work with Council to ensure the work integrates with Windsor wharf. • Consider moving the alignment away from old bridge street to allow southbound access from The Terrace. • Consider extra lanes (in future work). • We don't want an M7/Freeway looking bridge – please keep lanes to a minimum.
<ul style="list-style-type: none"> • Congestion is a key issue (particularly during holiday peaks and peak hour traffic delays). 	<ul style="list-style-type: none"> • Multiple lanes should be included. • Regulatory signs are important. • Four lanes should be available or a detour during the peak period demands.

<ul style="list-style-type: none"> • The noise and volume of the traffic is an issue. • Future traffic demands to be considered. • The speed of the traffic with the new bridge and changed road conditions to be considered. • There has been an increase in the number of heavy vehicles. • The traffic needs to flow through the roundabout. • Would there be an increase in vibration? • Questioning the design of Wilberforce / Freemans Reach intersection. 	<ul style="list-style-type: none"> • A smooth road would reduce the noise of traffic. • Install the roundabout with lights – lights to work during peak times only.
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Heritage

Key Concerns	Ideas / Suggestions
<ul style="list-style-type: none"> • Heritage must be balanced with common sense. • There would be a loss of heritage value if the original crossing is moved. • Design of the bridge is important– visual and physical impacts. • Should re-establish Thompson Square to Macquarie's original design. • Bridge safety is important. • Archaeological considerations. 	<ul style="list-style-type: none"> • Need to encourage heritage to work with the local economic considerations. • There would be a loss of heritage if there is no bridge in Windsor. • There is an opportunity for the design to recreate /regain Thompson Square. • Westbus is likely to boycott the existing bridge if another accident occurs.
<ul style="list-style-type: none"> • The impact of the project on the curtilage of Windsor must be considered. • Building preservation is important. • Open space is important. • Archaeological issues must be assessed. • Aboriginal and non-aboriginal heritage must be considered. • The effect of traffic vibration and noise on the 	<ul style="list-style-type: none"> • The impacts on heritage must be objectively and responsibly researched e.g. the effect on the box drains. • Need to have archaeological research with independent review. Experts should have nomination and approval by the Heritage Council. This must take place before construction. Can this be done before the EIS?

<p>heritage structures must be assessed.</p> <ul style="list-style-type: none"> • The sandstone gutters should be retained. • Traffic management will need to take place at Freemans Reach/Wilberforce roads. • There is too much concrete proposed in Thompson Square. • Thompson Square – ‘the oldest square in Australia with the appearance of a square’- this should be retained. • People are coming into Windsor that does not need to come into town – heritage can be preserved by avoiding this. • A preference for Option 6 – will still have a bridge but not in Thompson Square. 	<p>Note: this was clarified. Yes. The environmental assessment studies must consider all heritage impacts.</p> <ul style="list-style-type: none"> • RTA should conduct traffic modelling for traffic from Kurrajong, North Richmond that runs through Windsor to Sydney, eliminating the North Richmond Bridge gridlock.
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Flooding

Key Concerns	Ideas / Suggestions
<ul style="list-style-type: none"> • The new bridge only covers a 1 in 5 year flood – this is not enough. • People on the northern side will get no benefit from the new bridge – northern approaches will still be under water with the new bridge. • What is happening with the North Richmond Bridge? 	<ul style="list-style-type: none"> • Flood data for the last 50 years should be taken into consideration. • The length of the bridge should address problem areas like Freeman's Reach Road, Glossodia and Wilberforce. • Believe that the bridge could be lengthened and the height increased. • Flood data from 1862 and 1867 should be taken into account.

General interest / design issues

<ul style="list-style-type: none"> • Social issues (anti-social) at the jetty – graffiti, vandalism and bad behaviour. There is a concern that the new structure will be targeted. 	<ul style="list-style-type: none"> • Need a bridge design that blends in with the heritage of the area.
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<ul style="list-style-type: none"> • George / Bridge Street roundabout issue - it is now a 'rat run' via Arndell Street, and blocks northbound traffic. • Arndell Street 'rat run' causes problems now. • Need to minimise the visual impact of the new bridge. • Need to make sure the new structure doesn't obstruct views out of and into the Windsor town centre. • Option 1 is not the right solution because it does not resolve traffic congestion issues. • There are too many constraints on Thompson Square. • The proposal would dominate Thompson Square. • Concern about the impact to access to residences along Bridge Street. • Construction impacts and noise of traffic flow, particularly trucks coming up/down hills and traffic on The Terrace. 	<ul style="list-style-type: none"> • Need to build traffic lights at the George/Bridge streets now – not as part of stage 2. • Need to ban the rat run on Arndell Road now. • Option 6 is preferred – could be larger to allow for future growth. • There should be a 'lighter' looking structure to blend in with the local heritage look/values. • A roundabout should be at Freemans / Wilberforce roads to allow for free flowing traffic at Wilberforce to the bridge.
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To close the community workshop, the facilitator thanked the attendees for their contributions and encouraged everyone to view and participate in the online discussion forum for the project on the RTA website.

Attendees can provide further feedback or ask additional questions by contacting the RTA through the feedback forms provided on the tables, or through the project website, phone and email facilities.