



Transport
Roads & Maritime
Services

Windsor Bridge replacement

Urban Design and Landscape Plan

Submissions report

September 2017

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[Prepared by Roads and Maritime Services

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Executive summary

This report provides a summary of Roads and Maritime Services community and stakeholder consultation for the draft Urban Design and Landscape Plan, for the Windsor Bridge replacement project.

Originally built for horse-drawn vehicles and foot traffic in 1874, Windsor Bridge is now used by up to 19,000 vehicles every day. The existing structure has deteriorated and reached the end of its useful life. It no longer meets road design standards and needs to be replaced.

Roads and Maritime investigated a number of different options including repairing and replacing the bridge. The investigations found restoration of the existing structure would only add a limited timeframe to the life of the bridge before costly repairs or replacement would be needed.

Community consultation for the project started in 2009 and has continued throughout the development process. Roads and Maritime has considered issues raised during consultation together with environmental and heritage studies in finalising the design.

In December 2013 Roads and Maritime received approval to deliver the project under Part 5.1 of the *Environmental Planning & Assessment Act 1979*. Approval was granted by the Minister for Planning subject to a number of conditions including the preparation of an Urban Design and Landscape Plan (sympathetic to the heritage value and significance of Thompson Square conservation area.) The conditions stated the Plan must be developed in consultation with the Office of Environment and Heritage, Hawkesbury City Council and the community.

Roads and Maritime prepared a draft Urban Design and Landscape Plan (the draft Plan) to show how the integrated design process carefully considered the built, natural and community environment with particular sensitivity to the unique heritage values of the area.

Key features of the draft Plan include:

- heritage values are reflected in the urban design and interpretation
- better accessibility and connectivity for all road users and pedestrians
- improved views from some locations
- landscape work, tree planting and vegetation
- the new bridge structure, piers and abutments (supports)
- new approach roads to the bridge, pathways and stairs
- new street and park furniture
- improved lighting.

The draft plan was available for public comment from 13 March to 7 April 2017. Written submissions were invited via mail, email or in person at drop-in information sessions held during this time.

Roads and Maritime received 91 submissions containing feedback on the Urban Design and Landscape Plan. This included submissions from two government agencies, one from a community group and 88 from the community.

There were a large number of submissions which contained general project feedback in relation to issues outside of the scope of the draft Plan including, traffic and the option to bypass the town. The responses to these issues have also been included in this report.

There have been changes to the draft Plan initiated by feedback received from stakeholders. Once the draft Plan is completed and finalised, it will be displayed on the project website.

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1 Introduction and background

1.1 The draft Urban Design and Landscape Plan

The draft Urban Design and Landscape Plan shows how Roads and Maritime would deliver a project of high quality, is physically and visually integrated with its surrounding environment, improves connectivity for the community, is sensitive to heritage values and benefits all road users.

This Plan has been developed to:

- fit sensitively with the existing qualities and characteristics of Windsor and its Hawkesbury River setting
- improve the existing amenity, visual character and cultural landscape of Thompson Square and Windsor
- maintain the integrity of cultural and historic buildings, structures and spaces of Windsor
- improve connectivity and convenience for vehicles, pedestrians and cyclists.

Figure 1 below gives an overview of the project area and some of the key urban design and landscape features.

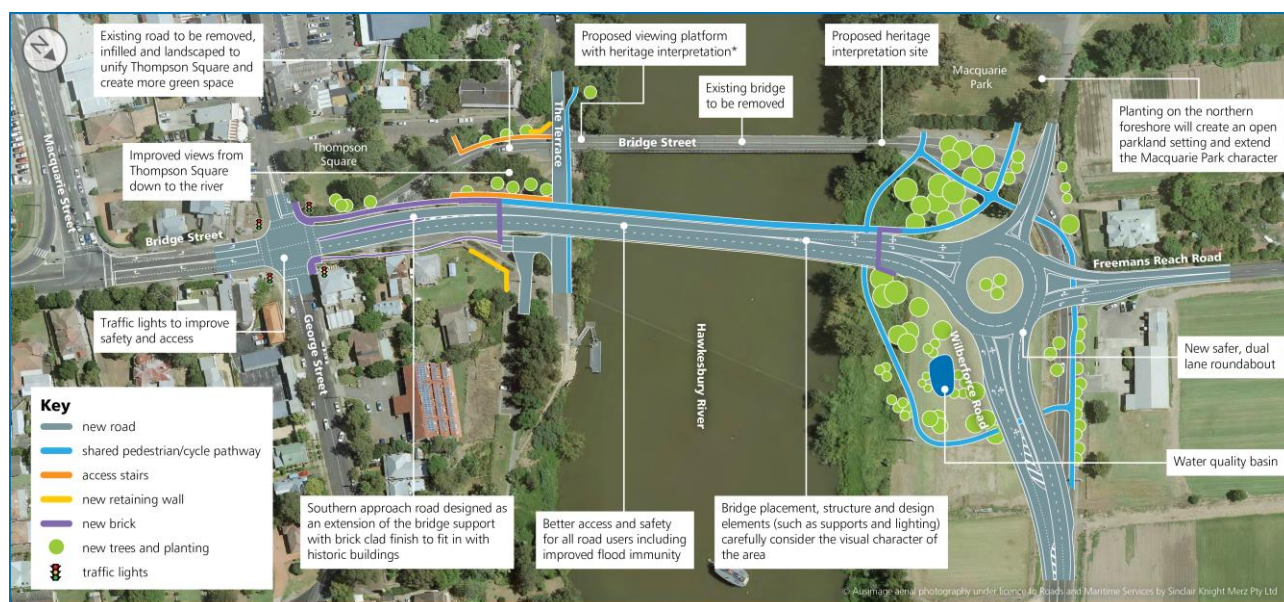


Figure 1: Urban Design and Landscape Plan overview

A more detailed description of the draft Plan can be downloaded on the project website at rms.nsw.gov.au/windsorbridge

1.2 Draft Urban Design and Landscape Plan display

Roads and Maritime prepared a draft Plan to show how the integrated design process has carefully considered the built, natural and community environment with particular sensitivity to the unique heritage values of the area.

This Plan was publically displayed for 20 business days between Monday 13 March and Friday 7 April 2017 at Hawkesbury Central Library and Richmond Service NSW Centre, as detailed in Table 1.1. The draft Plan was placed on the Roads and Maritime project website and made available for download.

In addition to the above public displays, a community update with an invitation to comment (Appendix A) was sent to about 10,000 local residents and stakeholders on the mailing list.

The display locations and website link were advertised (Appendix B) in the Hawkesbury Gazette (8 and 22 March) and Hawkesbury Courier (9 and 23 March).

Other consultation activities included two community pop-up information sessions hosted by Roads and Maritime staff and contractors outside Coles at the Windsor Riverview Shopping Centre on the morning of Tuesday 21 March and evening of Thursday 30 March.

A media release (Appendix C) was also issued by the Member for Hawkesbury Dominic Perrottet MP at the start of the consultation and a reminder media release (Appendix D) was issued by Roads and Maritime in the third week of the consultation.

Table 1.1: Display locations

Location	Address
Hawkesbury Central Library	300 George Street, Windsor
Richmond Service NSW Centre	5/173 Windsor St, Richmond NSW

1.3 Purpose of the report

This submissions report relates to the draft Plan prepared for the Winsor Bridge replacement project and should be read in conjunction with that document.

The draft Plan was placed on public display from 13 March to 7 April and submissions relating to the draft Plan were received by Roads and Maritime. This submissions report summarises the issues raised and provides responses to each issue (Chapter 2).

2 Response to issues

Roads and Maritime received a total of 91 submissions, accepted up until 11 April due to a request for extension and to also allow for any mail or email delays.

Table 2.1 and Table 2.2 detail the types of issues raised in the submissions, the number of submissions against each issue and where the issue has been addressed in chapter 2 of this report.

2.1 Overview of issues raised

Each submission has been examined individually to understand the issues being raised. The issues raised in each submission have been extracted and collated, and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided.

The issues raised by the respondents include:

- materials and finishes including bricks, street lights and street signs
- views including the bridge scale and its visual impact
- gradient of Thompson Square
- tree removal and planting
- artist's impressions
- heritage interpretation and design choices sympathetic to the heritage values

Other general issues which were raised but outside the scope of the draft Plan included:

- traffic including request for bypass option
- bridge condition
- heritage values and impact

These issues are addressed in sections 2.2 to 2.11 of this report.

There was a large number of submissions expressing opposition to the project or containing general project feedback in relation to issues outside of the scope of the draft Plan including traffic concerns. The responses to these issues raised have also been included in this report.

There were also three submissions which only provided support for the proposed road upgrade.

2.1.1 Main issues raised by individuals and community groups

There were 88 submissions were received from individuals and community groups during the display of the draft Plan as detailed in Table 2.1.

Table 2.1 lists the issues raised and each community respondent's allocated submission number. The table also indicates where the issues from each submission have been addressed in Chapter 2 of this report.

Table 2.1: Issues raised by individuals and community groups submissions

Issue raised	Submission reference numbers	Number of submissions	Section of report where issue is addressed
Materials and finishes	17, 31, 35, 40, 45, 55, 56, 81, 91	8	2.2
Views	5, 18, 22, 31, 36, 39, 51, 57, 58, 91	10	2.3
Gradient of Thompson Square	5, 23, 30, 31, 45, 39, 51, 56, 57, 79, 81, 83, 84, 85, 91	15	2.4
Tree removal and planting	31, 35, 57, 80, 91	5	2.5
Disabled access	18, 52, 56, 62	4	2.6
Artist's impressions	5, 35, 51, 55, 84	6	2.7
Heritage interpretation and sympathetic design choices	13, 17, 40, 56, 57, 79, 91	6	2.8
General project issues			
Issue raised	Submission reference numbers	Number of submissions	Section of report where issue is addressed
Traffic concerns including request for bypass option	2, 3, 4, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 32, 33, 34, 40, 41, 42, 43, 44, 46, 47, 50, 53, 54, 59, 65, 66, 71, 72, 79, 82, 83, 85, 86, 87, 88	49	2.9
Bridge condition	28, 56, 85	3	2.10
Heritage values and impact	4, 13, 16, 18, 20, 23, 24, 26, 27, 30, 33, 34, 38, 39, 40, 45, 48, 49, 50, 51, 57, 68, 69, 74, 78, 79, 81, 82, 83, 87, 88, 90, 91	32	2.11

2.1.2 Main issues raised by government agencies

The Office of Environment and Heritage and Hawkesbury City Council provided formal submissions on various issues. Table 2-2 provides the issue description and section of this report which includes a response to the issues raised.

Table 2-2: Issues raised by government

Issue raised	Submission reference numbers	Number of submissions	Section of report where issue is addressed
Materials and finishes	37, 89	2	2.2
Gradient of Thompson Square	37	1	2.5
Views	89	1	2.4
Heritage interpretation and sympathetic design choices	37, 89	2	2.8

2.2 Materials and finishes

Submission numbers

17, 31, 35, 37, 40, 45, 55, 81, 89, 91

2.2.1 Brick work

Issue description

There were 10 submissions including those made by government agencies raising concerns about the choice of brick work for the bridge abutments.

Respondents stated it is unlikely modern pressed Bowral Bricks would blend in with the historic brick fabric of the surrounding area and this proposal may produce an imitation, which is not in accordance with the aims of best practice guidelines such as the Burra Charter.

Comments also identified some areas of Thompson Square already have pressed brick pathways. The existing brick was probably chosen for its hard wearing qualities or as an historic-looking material but it is not particularly historic in character and was most likely installed in the 1980s. It is noted some new brick paving is proposed to match the existing and unify materials.

Submissions also included requests to use sandstone instead of bricks to tie in with the surrounding historic buildings and gutters.

Response

The selection of brick as the cladding material on the abutments considers the scale of the abutment, durability, maintenance, material lifecycle costing and context.

The bridge abutments will be subject to flood inundation and have rounded corners to reduce damage from flood debris. The proposed brick façades will be robust to withstand flood damage.

Since receiving submissions, the brick façades of the bridge abutments have been amended to make them more decorative to ensure it is not seen as mimicking the surrounding heritage buildings and structures. (See appendix E)

The interpretation of the flood history of Windsor on the bridge abutment and surrounds has been retained and improved. These changes are being included in the final Urban Design and Landscape Plan, which will be publicly available once completed.

In Thompson Square, Roads and Maritime has proposed brick pavement to match existing materials on site as well as for the purposes of durability, maintenance, material lifecycle costing and context.

2.2.2 Sandstone

Issue description

Concerns were raised about the loss of original sandstone guttering and kerbing and some submissions from the community and government agencies requested retaining or reinstalling.

There was also a request for scour protection in the form of a traditional sandstone wall, forming a broad walkway, which protects and enables viewing of the Francis Greenway Wharf.

Response

It is not proposed to reuse the existing sandstone kerbs within the project as it is not fit for purpose. Existing sandstone kerbs which need to be removed as part of the project will be replaced with concrete kerb and gutter.

Any removed sandstone kerbs can be salvaged and stored in Council's works depot for future use, if required.

The scour protection request has been noted. As stated in the draft Urban Design and Landscape Plan, plans for the rock shape, type and colour should replicate that used next to the recent upgrade at Windsor Wharf. More information on scour protection is on page 57 of the draft Plan.

2.2.3 Graffiti risk

Issue description

Four submissions identified the brick work could potentially attract graffiti and vandalism.

Response

Since the display of the draft Plan, Roads and Maritime and Council have discussed possible mitigation measures for graffiti. Anti-graffiti coatings will be applied to the bridge abutments and retaining walls.

2.2.4 Street lights

Issue description

Community and government agency submissions questioned the choice and location of street lights within the project area, with some commenting it may be out of context or character.

Suggestions included:

- positioning the lights away from Thompson Square to not affect the appearance of the new shared path
- 'light pollution' should be reduced as much as possible to assist in maintaining perception of minimal lighting in the area

- lighting to tie in with historical surroundings
- lighting to be in line with Endeavour Energy's list of acceptable lights for maintenance purposes.

Response

Roads and Maritime notes all comments in regard to lighting choices.

The lighting has been designed to meet Australian Standards and the location of the lights provides the required illumination.

Roads and Maritime has further consulted with Council and the Office of Environment and Heritage about lighting in Thompson Square parkland to select appropriate lights which have a heritage style. A sample is shown in Appendix F. These lights are being included in the updated Plan, which will be available on the project web page once completed.

The proposed bridge and road lights have been designed to collapse during a flood event. In order to facilitate timely repair and /or replacement after a flood, standard light poles and lights have been chosen from an Endeavour Energy standard list of approved lights. The proposed lights are a balance between meeting the asset owners and manager's requirements and respecting the unique heritage values of the area.

2.3 Views

Submission number(s)

5, 18, 22, 31, 36, 39, 51, 57, 58, 89, 91

2.3.1 Impact on views

Issue description

There were 10 community submissions raising concerns about the impact on views or questioned how views would be improved.

Response

One of the features highlighted in the draft Plan is improved views, which are achieved by:

- existing key views and viewpoints being retained on both sides of the river
- some of the views through Thompson Square and between the buildings in upper areas of the square have been retained or improved
- sightlines down Thompson Square parkland towards the river and out across the land north of the project area kept and potentially improved with the possibility of increasing the extent of the visibility of the river from some spots
- views towards Windsor and Thompson Square, from the expanded parkland area and proposed pathways on the northern foreshore, are improved. In particular from the shared pathways near the foreshore and on the bridge.

Please note, the statement on page IX of the draft Plan will be edited to change the wording to include reference to the impact of the new large structural element and what changes Roads and Maritime has made to the design to minimise impact. These include the lowering of the bridge and the selection of a bridge type which is slender.

2.3.2 Viewing platform

Issue description

There were three supportive and positive comments from both the community and government agency submissions in relation to the proposed viewing platform.

Response

Support for the viewing platform is noted and Roads and Maritime will consult with Council as to whether it will be included.

2.3.3 Bridge scale and visual impact

Issue description

There were several submissions questioning the visual impact and dominance of the new bridge and its impact on sight lines.

Response

To address the visual impact of the new bridge these initiatives have been included in the design:

1. The height of the bridge at the southern abutment has been lowered by one metre since the initial approval was granted in 2013.
2. The facades for the abutments have been made more interesting and decorative through their design, the choice of materials and colours and the incorporation of historical interpretation.
3. Plantings next to the abutments will reduce the scale of the bridge.

2.4 Gradient of Thompson Square

Submission numbers

5, 23, 30, 31, 45, 39, 51, 56, 57, 79, 81, 83, 84, 85, 91

Issue description

Concerns have been raised about the usability of Thompson Square parkland given a proposed gradient of 1:4 at its steepest point.

Response

The Infrastructure Approval Conditions state no terracing is allowed and the land between the upper parts of Thompson Square to the Terrace will be graded to 1:4.

The grade was selected after consultation with the Office of Environment and Heritage and Department of Planning and Environment, who wished for Thompson Square grades to remain in line with the existing grade as far as possible.

The designed slope strikes a balance to provide a large flat area at the top of Thompson Square and having a maintainable grassed slope.

2.5 Tree removal and planting

Submission numbers

31, 35, 57, 80, 91

Issue description

A number of existing trees in Thompson Square and on the southern foreshore would be removed as a part of the project. Page 22 of the draft Plan gives an indicative overview of the existing trees to be removed and proposed tree planting.

Five submissions raised concerns about the removal of established trees; one submission recommended all existing trees within Thompson Square be retained and protected; one submission stated the proposed new trees do not reflect the heritage values of Thompson Square and one submission suggested planting of new trees would block sight lines of the river and landscape.

In regard to specific species, one submission asked if the Bunya Pine will be retained or removed; another requested plantings on the northern riverbank to acknowledge traditional Aboriginal landscape management, with the reintroduction of Yam beds.

Response

As stated in the design principles on page 15 of the draft Plan, retention and protection of as many trees as possible will be carried out. In particular, the most significant existing trees would be incorporated into the design wherever possible. The existing Bunya Pine will be retained.

New plantings will be similar species to those existing in the parklands and would improve the parkland, visual character and use of the space, whilst maximising views to the river.

Page 59 of the draft Plan explains the use of historically appropriate plantings responds to the Heritage principles as identified in the draft Strategic Conservation Management Plan by protecting the historical associations of the area.

More detail on tree planting can be found on pages 22 and 58 of the Urban Design and Landscape Plan. The proposed plant schedule is on page 61 and plant palette is on page 62.

2.6 Disabled access

Submission numbers

18, 52, 56, 62

Issue description

Four submissions made enquiries or comments about the accessibility of Thompson Square for wheelchairs and prams.

Response

Disabled access to the top section of Thompson Square will remain as being from George Street and the Thompson Square roadway.

Disabled access to the lower section of Thompson Square is via Baker Street and The Terrace. Disabled parking close to the viewing platform and the wharf will be provided off The Terrace.

The proposed viewing platform will have disabled access, though its inclusion is still subject to further consultation with Council.

2.7 Artist's impressions

Submission numbers

5, 35, 51, 55, 84

Issue description

Five submissions were critical of the three artist's impressions contained in the March 2017 Community Update and claimed they were inaccurate.

Response

The artist's impressions are drawn from one perspective and aim to show the **visual** appearance of the project once completed. Therefore, some aspects may not be an exact representation of the final product but the artist does endeavour to correctly scale the impressions.

2.8 Heritage interpretation and sympathetic design choices

Submission number(s)

13, 17, 40, 56, 57, 79, 91, 37, 89

Issue description

Nine submissions raised concerns about heritage interpretation and design choices being sympathetic to the heritage values in the area. There were questions around how the project is displaying meaningful respect for the unique heritage values through interpretation.

Hawkesbury City Council recommended existing furniture be removed and replaced including new bins, similar to Richmond Park, which uses Street Furniture Australia Mall Style, curved frame, black powder coated, timber slats. Characteristics of a new furniture suite could be more contemporary in nature but also reflect the colonial heritage of the square. In this regard, a unique characteristic seen in colonial open space is the circular seating surrounding feature trees.

Response

The draft Plan shows how the use of interpretation within Thompson Square and surrounds would improve visitor experience by making the archaeological, historical and cultural significance of Thompson Square, Windsor Bridge, and surrounds accessible and relevant to the wider community.

Interpretation is the art of drawing out stories and revealing the significance of heritage places. Potential interpretative locations have been identified in the draft Plan including the viewing platform (subject to Council consultation and approval).

Roads and Maritime has noted comments and specific recommendations for design choices to be sympathetic to the unique heritage values of the area.

Since the exhibition of the draft plan, Roads and Maritime has consulted further with Council about the extent of furniture replacement in Thompson Square. The agreed outcomes of this consultation will be addressed in the final plan.

2.8.1 Supporting documents

Issue description

The provision of a number of future interpretation zones or nodes within the Square was supported but both community and government agency submissions stated it was difficult to consider the draft Plan design suggestions related to interpretation, in the absence of the Strategic Conservation Management Plan and the Interpretation Strategy.

Response

The Urban Design and Landscape Plan, the Interpretation Plan and the Strategic Conservation Management Plan are being developed concurrently. The draft Plan does consider the draft Strategic Conservation Management Plan.

All of these documents will be displayed on the Roads and Maritime project website once completed and approved.

2.8.2 Fencing choice

Issue description

Hawkesbury City Council's submission stated an overall fencing solution is required to ensure all fencing is consistent and integrated with heritage values and interpretation. It stated in the draft Plan an ad-hoc mixture of fencing types, and the provision and position of all rail and fencing must satisfy heritage requirements and also meet safety requirements.

Response

Since the draft plan exhibition there has been further consultation between Council and Roads and Maritime. The agreed outcomes of this consultation will be addressed in the final version of the draft plan.

2.8.3 Flood level interpretation

Issue description

The proposed interpretation of using horizontal lines of blue bricks to represent flood levels has been said by one respondent to be overly simplistic. It was suggested other opportunities might exist for improved and more meaningful interpretation through the use of historic images where flood levels could still be included but in a more creative and dynamic way. Possible use of murals or similar interpretative devices should also be considered. (See Appendix G)

One submission asked for flood markers to be incorporated into the abutment as brass rods inscribed with the height and year of each flood and for the markers to be installed horizontally (by height) on the northern abutment and vertically (by year) on the southern abutment.

Response

The draft Plan states on page 37 there is the opportunity for flood interpretation information to be installed on the southern abutment and stairs in the brick patterning.

Since the exhibition and receipt of submissions, the design of the abutment and the interpretation of the flood levels have been further developed, refer 2.2.1 above. This development will be

included in the draft Plan which will be displayed on the Roads and Maritime project website once completed and approved.

Murals on the abutment were considered but were deemed unsuitable as these would be subject to flood inundation and consequential damage.

2.9 Traffic

Submission numbers

2, 3, 4, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 32, 33, 34, 40, 41, 42, 43, 44, 46, 47, 50, 53, 54, 59, 65, 66, 71, 72, 79, 82, 83, 85, 86, 87, 88

2.9.1 Bridge lanes

Issue description

More than half of the submissions by community members were in opposition to the project as they said the proposal would not solve traffic problems in the area. A large proportion of these submissions said a three lane bridge was not satisfactory.

Response

The decision to have a three lane bridge operating from opening is based on traffic modelling carried out to assess future network performance. The three lane bridge and improved traffic intersections have been designed to improve traffic performance and efficiency in the area with the least impact on surrounding properties and community. Further traffic studies were recently carried out and the results of this will help inform the detailed design for the project.

2.9.2 Bypass option

Issue description

A large number of the 49 submissions relating to traffic requested the creation of a bypass of Windsor township as the preferred option instead of building a replacement bridge.

Response

Multiple options were considered in the strategic options phase of the project. Option 1 was consider the best option which fits with the project objectives.

A bypass option was considered as part of the options assessment process and would involve building a replacement bridge via Pitt Town.

This option was not preferred for a number of reasons:

- traffic volumes are too low to warrant a bypass
- it would not provide an efficient connection for local traffic into Windsor, which would reduce access to businesses in the town centre
- large amounts of property acquisition would be needed
- it would provide poor pedestrian and cyclist connectivity for Windsor town centre
- it would have a much higher cost than the preferred option
- it would still require the refurbishment or replacement of the old bridge once the bypass is built. This is required to provide pedestrian and cyclist access to Macquarie Park. The

refurbished bridge would have a limited lifespan at a high cost and would eventually need to be replaced.

For these reasons a bypass is not preferred at this time.

More information about the options selection process is available in the Windsor Bridge options report (2011) on Roads and Maritime's website.

2.10 Bridge condition

Submission numbers

28, 56, 85

Issue description

Three submissions questioned the deteriorating condition of the bridge and why it couldn't be restored or used as a pedestrian bridge.

Response

Parts of the existing Windsor Bridge are more than 140 years old and are deteriorating due to age and heavy use. The bridge would need extensive and costly repairs if it was to be used and maintained into the future.

In addition, the existing bridge does not meet today's engineering and road safety standards such as minimum lane widths. The roads and intersections also have safety issues including a lack of safe pedestrian crossing locations and poor vehicle sight distances.

The structure has reached the end of its useful life and needs to be replaced.

2.11 Heritage values and impact

Submission numbers

4, 13, 16, 18, 20, 23, 24, 26, 27, 30, 33, 34, 38, 39, 40, 45, 48, 49, 50, 51, 57, 68, 69, 74, 78, 79, 81, 82, 83, 87, 88, 90, 91

Issue description

A total of 32 submissions opposed the project due to the heritage impact on Thompson Square and the surrounding historic area.

Response

The heritage value of Thompson Square has been a key factor in the preparation of the draft Plan.

Design elements which reinforce the heritage value of site include the sympathetic choices of materials and finishes, the inclusion of interpretive signage and viewing points, and the removal of the existing Bridge Street which divides Thompson Square.

The removal of the existing Bridge Street through Thompson Square and associated landscaping will reconnect the visual and physical space between the town and the river.

The draft Plan shows how the use of interpretation within Thompson Square and surrounds would improve visitor experience. It will provide visitors with information on the archaeological, historical and cultural significance of Thompson Square, Windsor Bridge, and surrounds.

Interpretation is the art of drawing out stories and revealing the significance of heritage places.

Potential interpretative locations have been identified in the draft Plan; including the viewing platform (which is subject to Council consultation and approval).

Mitigation measures to reduce the heritage impact on Thompson Square and archaeological sites have been adopted in the project design. It should be noted the project does not require any buildings to be demolished.

Further, Roads and Maritime has carried out extensive archaeological testing in Thompson Square and surrounds.

Roads and Maritime will also be carrying out archaeological salvage which will exhume and preserve artefacts and provide valuable historical information.

Appendix A

March 2017 Community Update



Windsor Bridge replacement project

Community update – Urban Design and Landscape Plan
March 2017

The NSW Government is building this important project to provide a safe and reliable crossing of the Hawkesbury River at Windsor. The existing Windsor Bridge is more than 140 years old, is deteriorating and has reached the end of its useful life. Roads and Maritime Services is planning to replace the existing Windsor Bridge with a new bridge 35 metres downstream. New approach roads and intersections will be built and existing approach roads will be filled in and landscaped. The existing bridge will be removed once the new bridge is open to traffic.

The Urban Design and Landscape Plan

Roads and Maritime has prepared a draft Urban Design and Landscape Plan (the draft Plan) to show how the integrated design process has carefully considered the built, natural and community environment with particular sensitivity to the unique heritage values of the area.

The draft Plan outlines specific design approaches and benefits including:

- respect for the unique heritage values of Thompson Square and Windsor
- better views of the river, buildings and land
- improved, safe access and connectivity between the river, foreshores and town

- increased open green space including the rehabilitation of river foreshores and planting of trees
- integration of furniture, lighting and other materials with the existing visual character.

This community update provides a brief overview of the draft Plan. The detailed version is available to review online at rms.nsw.gov.au/windsorbridge.

We are seeking feedback on the draft Plan. All feedback will be considered and the final Plan will be submitted to the Department of Planning and Environment for approval. A Submissions Report will be prepared when the display closes.

Have your say

The draft Plan is on display between **13 March and 7 April 2017** at:

- Hawkesbury Central Library, 300 George Street, Windsor
- Richmond Service NSW Centre, Shop 5 173 Windsor Street, Richmond

Meet the project team at Windsor Riverview Shopping Centre between 10am and 1pm on Tuesday 21 March or 4pm and 7pm on Thursday 30 March.



Appendix B

Print advertisement



Transport
Roads & Maritime
Services

Windsor Bridge replacement – Urban Design and Landscape Plan Have your say

The NSW Government is planning to replace Windsor Bridge with a new bridge and upgraded intersections to improve traffic flow and provide a reliable, safe crossing of the Hawkesbury River.

The Urban Design and Landscape Plan has been prepared to show how the integrated design process has carefully considered the built, natural and community environment with particular sensitivity to the unique heritage values of the area.

Roads and Maritime Services is seeking feedback on the proposed plan which is available to review online at rms.nsw.gov.au/windsorbridge. The plan will also be on display at Hawkesbury Central Library, Windsor and Richmond Service Centre **from Monday 13 March to Friday 7 April 2017**.

You can meet the project team at Windsor Riverview Shopping Centre from 10am to 1pm on Tuesday 21 March and 4pm to 7pm on Thursday 30 March.

The closing date for feedback is **Friday 7 April 2017**.

For more information and feedback please phone 1800 712 909, email Windsor_Bridge@rms.nsw.gov.au or visit rms.nsw.gov.au/windsorbridge

Appendix C

Member for Hawkesbury media release



Dominic Perrottet MP
Member for Hawkesbury

MEDIA RELEASE

Monday, 13 March 2017

HAVE YOUR SAY ON THE WINDSOR BRIDGE REPLACEMENT URBAN DESIGN

Member for Hawkesbury Dominic Perrottet has encouraged members of the community to provide feedback on the Urban Design and Landscape Plan for the Windsor Bridge replacement project.

Mr Perrottet said the NSW Government is planning to build a new bridge and upgrade intersections to improve traffic flow and provide a reliable, safe crossing of the Hawkesbury River for vehicles, pedestrians and cyclists.

"Features of the project include a new three lane bridge across the Hawkesbury River, upgrades to intersections and bridge approaches and a new shared pedestrian and cycle pathway across the bridge," Mr Perrottet said.

"The key aims of the project are to ensure the new bridge is physically and visually integrated with its surrounding environment, improve community connectivity and maintain the existing heritage values of Windsor.

"The Urban Design and Landscape Plan shows how the project has been designed to meet these aims with careful consideration of the built, natural and community environment and in particular, the heritage values of the site.

"The proposed urban design and landscaping for the project also seeks to reunify Thompson Square into one open space as it originally was.

"The plan has been developed considering the history of the area from settlement, and the heritage significance of Thompson Square and its surrounds."

Mr Perrottet said feedback on the proposed plan can be viewed online at rms.nsw.gov.au/windsorbridge.

The full plan will be on display at Hawkesbury Central Library and Windsor and Richmond Service Centre from Monday 13 March to Friday 7 April.

"Community members can also view the plan and provide feedback by meeting the project team at Windsor Riverview Shopping Centre between 10am and 1pm on Tuesday 21 March and 4pm to 7pm on Thursday 30 March," Mr Perrottet said.

"Roads and Maritime will consider all feedback and continue to liaise with the community as the design progresses."

For more information about the project or to provide feedback visit rms.nsw.gov.au/windsorbridge.

Media: Dee Zegarac | Hawkesbury Electorate Office | (02) 4578 0300

Appendix D

Roads and Maritime media release



Transport
Roads & Maritime
Services

MEDIA RELEASE

28 MARCH 2017

REMINDER TO HAVE YOUR SAY ON WINDSOR BRIDGE REPLACEMENT URBAN DESIGN

Roads and Maritime Services reminds community members they have until Friday 7 April to provide feedback on the Urban Design and Landscape Plan for the Windsor Bridge replacement project.

The NSW Government is planning to build a new bridge and upgraded intersections to improve traffic flow and provide a reliable, safe crossing of the Hawkesbury River for vehicles, pedestrians and cyclists.

"The Urban Design and Landscape Plan shows how the project has been designed to meet these aims with careful consideration of the built, natural and community environment and in particular, the heritage values of the site," a Roads and Maritime spokesperson said.

"The proposed urban design and landscaping for the project also seeks to reunify Thompson Square into one open space as it was originally.

"The plan has been developed considering the history of the area from settlement, and the heritage significance of Thompson Square and its surrounds."

The proposed plan can be viewed online at rms.nsw.gov.au/windsorbridge.

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Roads and Maritime will consider all feedback and continue to liaise with the community as the design progresses.

ROADS AND MARITIME SERVICES

MEDIA UNIT

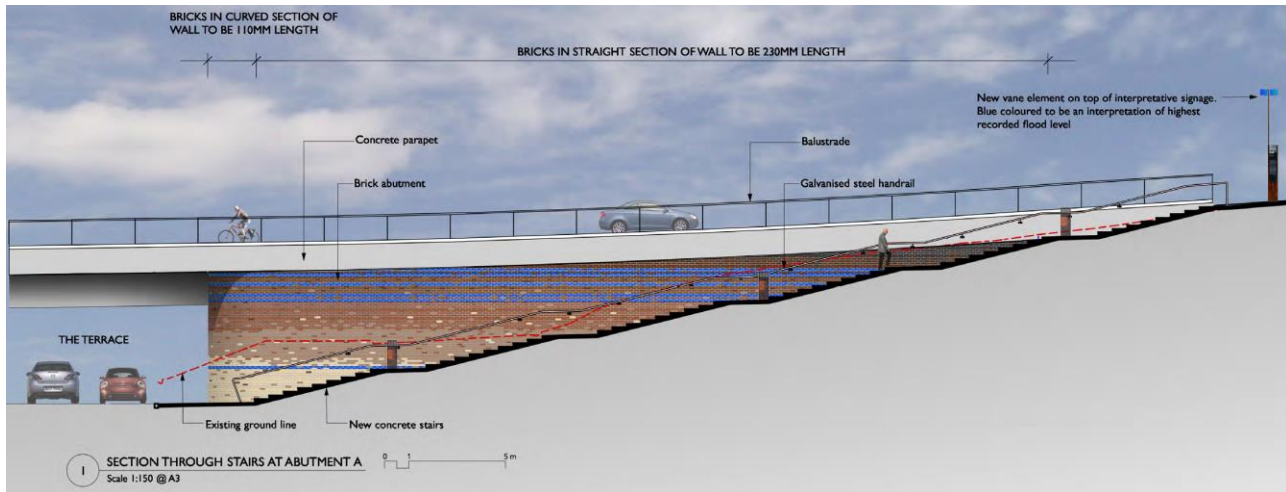
9462 6299

media@rms.nsw.gov.au

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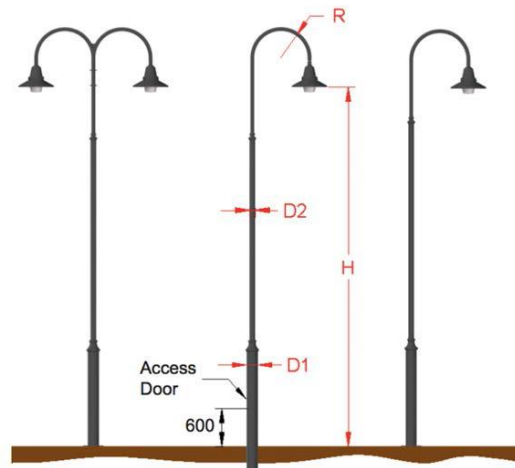
Appendix E

Example of the brick façades of the bridge abutments for Windsor Bridge



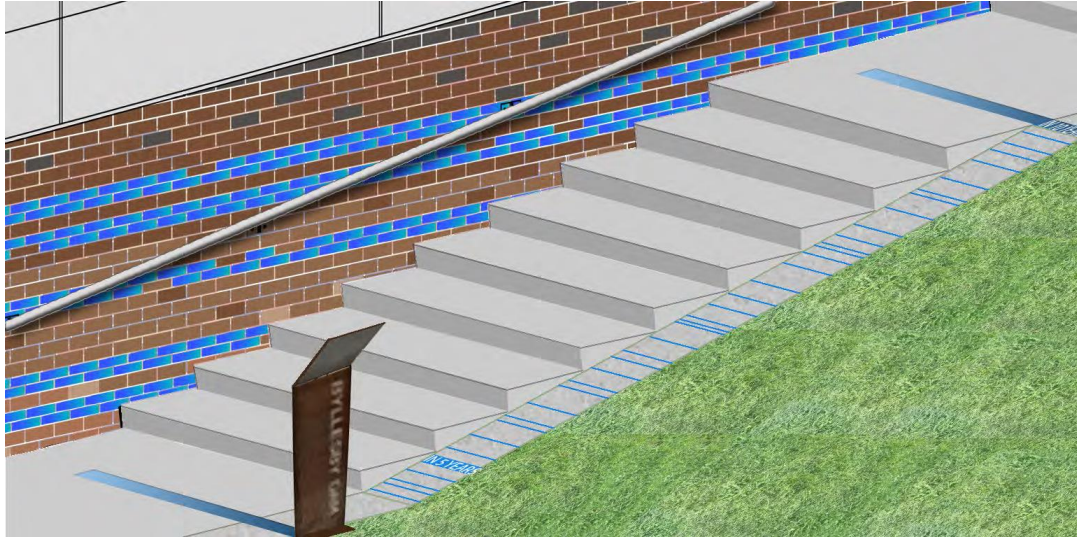
Appendix F

Example of lighting option for Windsor Bridge



Appendix G

Example of flood interpretation levels on the new bridge abutment





rms.nsw.gov.au/windsorbridge



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Windsor Bridge replacement project
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