WINDSOR BRIDGE REPLACEMENT PROJECT

Community Issues Report

October 2011

RTA/Pub.11.442
ISBN 978-1-921766-13-8
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

1. Engineering considerations to identify options
2. Council and community discussions to obtain feedback on nine options and liaison with the NSW Heritage Council and other agencies
3. Further studies
4. Preferred option identified

WE ARE HERE: RTA considers community comments on the preferred option

- RTA prepares an environmental impact statement for the preferred option
- Exhibit the environmental impact statement for comment. Consider feedback and prepare a submissions report
- RTA seeks project approval, followed by detailed design and construction
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](image-url)

**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
Community consultation

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 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.

For more information contact:

Transport Roads & Traffic Authority
RTA-Windsor, Locked Bag 22222, Richmond 2303
Ph: 132 213 (during business hours)
Email: windsor_bridges@rta.nsw.gov.au

Windsor Bridge over the Hawkesbury River

The RTA has identified option 1 – a high level bridge, 33 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.

For more information contact:

Transport Roads & Traffic Authority
RTA-Windsor, Locked Bag 22222, Richmond 2303
Ph: 132 213 (during business hours)
Email: windsor_bridges@rta.nsw.gov.au

Windsor Bridge over the Hawkesbury River

The RTA has identified option 1 – a high level bridge, 33 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.

For more information contact:

Transport Roads & Traffic Authority
RTA-Windsor, Locked Bag 22222, Richmond 2303
Ph: 132 213 (during business hours)
Email: windsor_bridges@rta.nsw.gov.au

Windsor Bridge over the Hawkesbury River

The RTA has identified option 1 – a high level bridge, 33 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.

For more information contact:

Transport Roads & Traffic Authority
RTA-Windsor, Locked Bag 22222, Richmond 2303
Ph: 132 213 (during business hours)
Email: windsor_bridges@rta.nsw.gov.au

Other work on the bridge

• A 40km/h truck and bus speed limit on the Windsor Bridge commenced on Tuesday, 14 June 2011.
• Regular inspections on Windsor Bridge were last conducted in February 2011. These inspections are part of the RTA’s rolling inspection of all its bridges to ensure its safety and serviceability until a replacement bridge is constructed.

As part of this project, an artist’s impression of the preferred option has been prepared. This impression is preliminary and the environmental impact statement will include the environmental impact of this preferred option.

Your comments are invited

Wilderness communities on the preferred option are encouraged to provide feedback to the Regional Project Manager Manager, Roads & Traffic Authority, PO Box 873, Sydney NSW 2001

Written comments on the preferred option can be sent by email to Windsor_Bridge@rta.nsw.gov.au.

Comments are requested by 7 September 2011.

Investigations to date

The RTA has investigated the location of the existing bridge and the options for a new bridge. A community update describing these options is available. The RTA will consult with the community, council, businesses and the local area on the preferred option.

An artist’s impression of the preferred option has been prepared. This impression is preliminary and the environmental impact statement will include the environmental impact of this preferred option.

The RTA is seeking your views and comments about the preferred option.

Wilderness communities on the preferred option are encouraged to provide feedback to the Regional Project Manager Manager, Roads & Traffic Authority, PO Box 873, Sydney NSW 2001

Written comments on the preferred option can be sent by email to Windsor_Bridge@rta.nsw.gov.au.

Comments are requested by 7 September 2011.

Investigations to date

The RTA has investigated the location of the existing bridge and the options for a new bridge. A community update describing these options is available. The RTA will consult with the community, council, businesses and the local area on the preferred option.

An artist’s impression of the preferred option has been prepared. This impression is preliminary and the environmental impact statement will include the environmental impact of this preferred option.

The RTA is seeking your views and comments about the preferred option.

Wilderness communities on the preferred option are encouraged to provide feedback to the Regional Project Manager Manager, Roads & Traffic Authority, PO Box 873, Sydney NSW 2001

Written comments on the preferred option can be sent by email to Windsor_Bridge@rta.nsw.gov.au.

Comments are requested by 7 September 2011.
Making arrangements and catering. Supper will be provided on the night.

Wednesday 31 August 2011

Windsor Function Centre

The community workshop will be held at:

independent facilitator.

31 August 2011 and will be conducted by an

in the community workshop?

Are you interested in participating in the community workshop?

Community workshop

The RTA values your views and comments about the project and invites you toibo participate in a community workshop on Wednesday, 31 August 2011. The purpose of the workshop is to:

• Seek project requirements from the Department of Planning and Infrastructure.
• Community and agency consultations to be
• Undertake environmental studies on the
• Prepare and exhibit the environmental
• Reports published
• Preliminary detailed design has
• Options considered
• The preferred option is on display and
• Friday 9 September 2011 at the following locations.
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high
• Traffic and transport issues.
• Of Planning and Infrastructure.
• Encourages community feedback to inform the community, council, businesses and
• The level of flood protection that would be designed.
• Increased noise and pollution.
• Option to replace Windsor Bridge.
• Investigation to date
• The RTA has prepared an Options Report, which is
• The RTA received 136 submissions from
• The options are listed in the following section.
• Options Report are available to read or download at
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge.

Options considered

The level of flood protection that would be designed.
• Increased noise and pollution.
• Option to replace Windsor Bridge.

Investigation to date

The RTA has investigated the condition of the existing bridge and the options for the RTA. A community update describing new options to consolidate, replace the existing bridge with a new bridge in three options (shown overpage) and a community workshop were held at Windsor Central Library on Saturday, 11 August 2011.

The community consultation concerns about the following areas:
• Traffic and transport issues.
• Of Planning and Infrastructure.
• Encourages community feedback to inform the community, council, businesses and
• The level of flood protection that would be designed.
• Increased noise and pollution.
• Option to replace Windsor Bridge.

The RTA has prepared an Options Report, which is
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Windsor Bridge over the Hawkesbury River

Windsor Bridge is the oldest existing cantilever bridge in Australia. The bridge is 143 metres long and 6 metres wide. It carries an average of 90,000 vehicles per day.

The bridge is 143 metres long and 6 metres wide. It carries an average of 90,000 vehicles per day.

The preferred option is on display and
Friday 9 September 2011 at the following locations.

Hawkesbury Central Library

Windsor Central Library

for a wide range of perspectives. The
following week, and more details will be released.

Acute stress.

Visual issues.

•

•

•

•

•

•

•

•

•

•

•

•

•

•

•

•

Steps next

• Community and agency consultations to be
• Preliminary detailed design has
• Options considered
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge.

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high

Options considered

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge, 33 metres downstream of the existing bridge, as the preferred option to replace Windsor Bridge. Commenced on Tuesday 14 June 2011.

The RTA received 136 submissions from
• The options have a range of quite different impacts.
• Some have strong amenity impacts, some have high
The process to select a preferred replacement bridge

The project is to provide a safe and reliable crossing of the Hawkesbury River at Windsor. The following objectives were considered in the evaluation of selected options:

- To improve safety and performance of pedestrian and cyclist paths.
- To improve traffic performance and connectivity.
- To meet community expectations for the long-term.

**Project objectives**

**Option 1 - stage 1 and stage 2 preliminary design**

- Provides value for money.
- Provides a crossing that is central to Windsor, downtown and the Windsor Bridge to have two lanes southbound and one lane northbound.
- Significantly improves traffic efficiency and safety.
- Minimises impacts to businesses and local residents.
- Provides an efficient connection for regional northbound and southbound traffic.
- Provides an improved level of service.
- Provides pedestrian and cyclist paths.
- Provides an adequate traffic lane width.
- Provides an adequate shoulder width.
- Provides a shared pedestrian/cycle path.

**Preferred option**

- Option 1 is the preferred design for the new bridge.
- The proposed bridge is larger and higher than the existing Windsor bridge, visual impact is likely.
- The RTA recognises that the realignment of the bridge will have significant visual impacts on Thompson Square. Land will be taken for the new bridge.

**Heritage issues**

- Thompson Square is recognised as one of the oldest public spaces and thus of historical and cultural significance.
- Both the current bridge and approaches would have significant heritage impacts. The RTA recommends that the realignment of the bridge will have significant visual impacts on Thompson Square. Land will be taken for the new bridge.
- The proposed bridge will have minimal impact to transport and have no impact to non-Aboriginal heritage.

- Assessments have been made of the impacts to the environment of the proposed replacement bridge. Environmental impacts are likely to be significant for the proposed line crossing.

- The preferred option satisfies most of the project objectives.
The process to select a preferred replacement bridge

### Project objectives

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

1. **Safety:**
   - Minimise risk to people and property.
   - Ensure safety during construction.
   - Minimise risk to the environment.

2. **Performance:**
   - Minimise environmental impact.
   - Minimise visual impact.
   - Minimise cost of construction.

3. **Community:**
   - Minimise disruption to local community.
   - Minimise impact on economic activities.
   - Minimise impact on heritage.

### Preferred option

**Option 1 - stage 1 and stage 2 preliminary design**

- **Stage 1:**
  - A new signalised intersection at Freemans Reach and Wilberforce roads.
  - A wide bridge marked as two lanes with 3.5 metre carriageway, 3.3 metre outside carriageway, and 3.3 metre shoulder on both sides.

- **Stage 2:**
  - 3 lanes northbound and 2 lanes southbound.
  - 2 lanes northbound and 1 lane southbound.

### Heritage issues

Thomson Square is recognised as one of the oldest public spaces in Australia and of State Heritage value. The impact on each of these cultural heritage values will be assessed in the environmental impact statement and will continue to work for the heritage specialists and the RTA to ensure that impacts to the heritage values are minimised as far as possible.

### Features

- The new bridge will be a two-lane bridge with 3.5 metre carriageway, and 3.3 metre carriageway on each side.
- The new bridge will be a two-lane bridge with 3.5 metre carriageway, and 3.3 metre carriageway on each side.
- The new bridge will be a two-lane bridge with 3.5 metre carriageway, and 3.3 metre carriageway on each side.
- The new bridge will be a two-lane bridge with 3.5 metre carriageway, and 3.3 metre carriageway on each side.
- The new bridge will be a two-lane bridge with 3.5 metre carriageway, and 3.3 metre carriageway on each side.
Community consultation on the preferred option is to commence in February 2013. The issues will be considered in the assessment of the environmental impact statement for comment. Consider feedback and prepare a submissions report on the preferred option. RTA commences an assessment of the environmental impacts of the preferred option and submits an application for the project.

The RTA recognizes the importance of achieving a balance between transport needs and heritage. The impacts of the preferred option are considered in the OPI. The OPI provides an assessment of the environmental impacts of each option using an established framework.

The OPI includes the preferred option. The issues will be considered in the assessment of the environmental impacts of the preferred option and included in a submissions report on the preferred option. The issues will be considered in the assessment of the environmental impacts of the preferred option and included in a submissions report on the preferred option. The issues will be considered in the assessment of the environmental impacts of the preferred option and included in a submissions report on the preferred option. The issues will be considered in the assessment of the environmental impacts of the preferred option and included in a submissions report on the preferred option.

The RTA recognizes the importance of achieving a balance between transport needs and heritage. The impacts of the preferred option are considered in the OPI. The OPI provides an assessment of the environmental impacts of each option using an established framework.
The project is to provide a safe and reliable crossing of the Hawkesbury River at Windsor. The following objectives were considered in the preferred option:

**Objectives CRITERIA Option 1**

- Minimise construction impact.
- Provide pedestrian and cyclist connections to surrounding locations.
- Provide an efficient connection for local and regional traffic.
- Improve the load capacity of the bridge without waiting.
- Provide access in a 1-in-5 year flood event.
- Improve the level of service.
- No additional construction work is required.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
- Yes, the new traffic lights at Freemans Reach will retain a central connection to the Windsor Terrace.
- Yes, it retains a central connection to the Windsor Terrace.
- Yes, wider lanes are provided.
- Yes, a shared cycle and pedestrian path is proposed.
The RTA has started seeking the views of the community on the Windsor Riverview Shopping Centre Bridge from 8 August 2011 to Saturday 11 August 2011 from 2pm to 8pm and Saturday 8 August 2011 from 9am to 1pm. A sausage sizzle will be provided at lunchtime.

Are you interested in participating in the community workshops?

The community workshops are planned for Friday 5 August 2011 and will be conducted in two parts:

Firstly the community workshop will be held at the Windsor Function Centre (300 George Street, Windsor)
Secondly the community workshop will be held at the Deerubbin Centre (Windsor Central Library)

Your comments are invited

Windsor community on the preferred option are welcomed to attend the following sessions to be held in Windsor at the Windsor Function Centre:

• Monday 8 August 2011 from 2pm to 5pm (in the Library)
• Tuesday 9 August 2011 from 9am to 12pm (town hall)
• Monday 15 August 2011 from 2pm to 5pm (in the Library)
• Tuesday 16 August 2011 from 9am to 12pm (town hall)

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

This project is fully funded by the NSW Government.

Other work on the bridge

• Traffic improvements to be considered on the Windsor Bridge commenced on Tuesday 14 June 2011.
• Regular inspections on Windsor Bridge will be conducted in July 2011. These inspections are part of the regular monitoring of the bridge to ensure it remains safe and serviceable until replacement bridge is constructed.

In investigations to date

The RTA has investigated the condition of the existing bridge and the options for replacement. A community update describing some options to consider, includes the options for clearing the existing bridge and comprehensively reviewing several options (three new options: one simple or two more complex and comprehensive). A community workshop was held at Windsor Central Library on Saturday 1 August 2011.

Transport Roads & Traffic Authority

AUGUST 2011

The Roads and Traffic Authority (RTA) has identified option 1 – a high level bridge 33 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 next.

Windsor Bridge over the Hawkesbury River

Windsor Bridge is the oldest road crossing of the Hawkesbury River and carries an average of 18,000 vehicles per day. It carries an average of 18,000 vehicles per day. The bridge is 143 metres long and 6.1 metres wide. The cost effectiveness of the new bridge.

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

Traffic and transport issues.

• Increased noise and pollution.

The potential impacts on the heritage and character of local area, including Thompsons Square.

• Local community needs such as pedestrian and cyclist connections and recreational spaces.

For more information contact: Transport Roads & Traffic Authority. (RTA) has identified option 1 – a high level bridge 33 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 next.

This project is fully funded by the NSW Government.

The project is a range of different options. Some have strong amenity impacts, some have high cost and others are high risk and one of these options.

The NSW Government has selected the preferred option option after a series of detailed investigations.

For more information contact: Roads and Traffic Authority OR Road Projects

This project is fully funded by the NSW Government.

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

© Roads and Traffic Authority of New South Wales


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

'Take what you think. How can we make our website: www.rta.nsw.gov.au/road_projects more useful to you?'

Tips for what you think. How can we make our website more useful to you? What can we change? What can we improve? Please give us your feedback.

For more information contact: Transport Roads & Traffic Authority. (RTA) has identified option 1 – a high level bridge 33 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 next.

This project is fully funded by the NSW Government.
The Roads and Traffic Authority (RTA) has introduced an option for a new high level bridge at Windsor Bridge, consisting of a timber deck and earth embankments instead of the present concrete piers. The bridge is 35 metres long and 6 metres wide. It carries an average of 20,000 vehicles per day.

Investigations to date
The RTA has investigated the condition of the existing bridge and the options for replacement.

Options considered
The options are a range of different designs, some have an existing piers, two have a high embankment and low level bridge. The RTA has prepared an Options Report which is available at the RTA website and summarises the relative impacts of these options.

For more information contact:
Transport Roads and Traffic Authority
26-34 River Street, Parramatta NSW 2150
Ph: (02) 8211 6200
Email: windsor.bridge@rta.nsw.gov.au

August 2011

Transport Roads & Traffic Authority

Windsor Bridge over the Hawkesbury River

The 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 now.

This project is fully funded by the NSW Government.
Appendix B
Heritage Council of NSW submission
Mr Yogaratnam Suthan  
Project Manager  
Roads and Traffic Authority  
PO Box 973  
PARRAMATTA NSW 2124

By Email to: Windsor_Bridge@rtahw.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.
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
29 August 2011

Yogaratnam Suthan
Roads and Traffic Authority
PO Box 573
PARRAMATTA CBD NSW 2124

Dear Yogaratnam Suthan,

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

At a 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,

[Signature]

Emeritus Professor David Carment, AM
President
Appendix D
Local government submission
Our Ref: 73621

7 September 2011

Yogaratnam 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

All communications to be addressed to the General Manager
PO Box 145, 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 1 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 1.
- 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

<table>
<thead>
<tr>
<th>Key concerns/issues</th>
<th>Ideas for addressing the concern/issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Option 1 would destroy the amenity of Windsor.</td>
<td>- Build a tunnel under the river (major).</td>
</tr>
<tr>
<td>- Option 1 would cause an increase in traffic noise and fumes in the town centre.</td>
<td>- Build an elevated road off Pitt Town Road (which would be flood free).</td>
</tr>
<tr>
<td>- It could cause an increase in vibration and there would be an impact on our homes.</td>
<td>- The army could build a Bailey bridge anywhere.</td>
</tr>
<tr>
<td>- The design needs to ensure the personal safety for pushbike riders.</td>
<td></td>
</tr>
<tr>
<td>- What would be the pedestrian access from the peninsular site across the road?</td>
<td></td>
</tr>
<tr>
<td>- Traffic lights should be installed at the corner of George and Bridge Street in Stage 1.</td>
<td></td>
</tr>
<tr>
<td>- Concerns about traffic flow at Wilberforce Road.</td>
<td></td>
</tr>
<tr>
<td>- Concern regarding traffic during construction.</td>
<td></td>
</tr>
<tr>
<td>- Bridge Street traffic lights are a concern.</td>
<td></td>
</tr>
<tr>
<td>Need to consider future traffic needs, in 50 to 100 years and beyond.</td>
<td>Install a roundabout with lights able to operate at peak periods – would help to manage flow.</td>
</tr>
<tr>
<td>This is 19th century town planning dealing with modern traffic.</td>
<td>Construct the bridge to land as high as possible to George Street to preserve the view to the north west.</td>
</tr>
<tr>
<td>Thompson Square and its heritage value would be destroyed.</td>
<td>Suggest a westbound slip lane with a larger radius to Wilberforce Road.</td>
</tr>
<tr>
<td>What would be the potential to manage vehicle accidents?</td>
<td>Use a construction material and design that is sympathetic to the area (e.g. sandstone/paving).</td>
</tr>
<tr>
<td>Concern about the traffic flow at the roundabout – would this work?</td>
<td>Integrate regatta style access platform scoping into the river – e.g. Parramatta River Rowing Club.</td>
</tr>
<tr>
<td>The impact of the changes in views through bridge construction – Thompson Square end.</td>
<td>Suggest a bridge walkway to give access to a walking trail to Wiseman’s Ferry.</td>
</tr>
<tr>
<td>What would the traffic interaction be on the western side?</td>
<td>RTA should work with Council to ensure the work integrates with Windsor wharf.</td>
</tr>
<tr>
<td>What would be the visual impact of the roundabout on the heritage ‘feel’ of this area?</td>
<td>Consider moving the alignment away from old bridge street to allow southbound access from The Terrace.</td>
</tr>
<tr>
<td>Recreation – interest in the potential canoe and boat access.</td>
<td>Consider extra lanes (in future work).</td>
</tr>
<tr>
<td>Potential to integrate the Great River Walk into the project.</td>
<td>We don’t want an M7/Freeway looking bridge – please keep lanes to a minimum.</td>
</tr>
<tr>
<td>Need to integrate Windsor wharf into the design.</td>
<td>Multiple lanes should be included.</td>
</tr>
<tr>
<td>Concern about the southern alignment, the effect on access to private properties.</td>
<td>Regulatory signs are important.</td>
</tr>
<tr>
<td>The need to consider the future increased traffic demand.</td>
<td>Four lanes should be available or a detour during the peak period demands.</td>
</tr>
<tr>
<td>The aesthetics of the bridge are very important.</td>
<td></td>
</tr>
</tbody>
</table>
• 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.

• A smooth road would reduce the noise of traffic.
• Install the roundabout with lights – lights to work during peak times only.

Heritage

<table>
<thead>
<tr>
<th>Key Concerns</th>
<th>Ideas / Suggestions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage must be balanced with common sense.</td>
<td>• Need to encourage heritage to work with the local economic considerations.</td>
</tr>
<tr>
<td>There would be a loss of heritage value if the original crossing is moved.</td>
<td>• There would be a loss of heritage if there is no bridge in Windsor.</td>
</tr>
<tr>
<td>Design of the bridge is important—visual and physical impacts.</td>
<td>• There is an opportunity for the design to recreate /regain Thompson Square.</td>
</tr>
<tr>
<td>Should re-establish Thompson Square to Macquarie’s original design.</td>
<td>• Westbus is likely to boycott the existing bridge if another accident occurs.</td>
</tr>
<tr>
<td>Bridge safety is important.</td>
<td></td>
</tr>
<tr>
<td>Archaeological considerations.</td>
<td></td>
</tr>
<tr>
<td>The impact of the project on the curtilage of Windsor must be considered.</td>
<td>The impacts on heritage must be objectively and responsibly researched e.g. the effect on the box drains.</td>
</tr>
<tr>
<td>Building preservation is important.</td>
<td>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?</td>
</tr>
<tr>
<td>Open space is important.</td>
<td></td>
</tr>
<tr>
<td>Archaeological issues must be assessed.</td>
<td></td>
</tr>
<tr>
<td>Aboriginal and non-aboriginal heritage must be considered.</td>
<td></td>
</tr>
<tr>
<td>The effect of traffic vibration and noise on the</td>
<td></td>
</tr>
</tbody>
</table>
heritage structures must be assessed.  
- 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.

Note: this was clarified. Yes. The environmental assessment studies must consider all heritage impacts.

- RTA should conduct traffic modelling for traffic from Kurrajong, North Richmond that runs through Windsor to Sydney, eliminating the North Richmond Bridge gridlock.

### Flooding

<table>
<thead>
<tr>
<th>Key Concerns</th>
<th>Ideas / Suggestions</th>
</tr>
</thead>
<tbody>
<tr>
<td>- The new bridge only covers a 1 in 5 year flood – this is not enough.</td>
<td>- Flood data for the last 50 years should be taken into consideration.</td>
</tr>
<tr>
<td>- People on the northern side will get no benefit from the new bridge – northern approaches will still be under water with the new bridge.</td>
<td>- The length of the bridge should address problem areas like Freeman’s Reach Road, Glossodia and Wilberforce.</td>
</tr>
<tr>
<td>- What is happening with the North Richmond Bridge?</td>
<td>- Believe that the bridge could be lengthened and the height increased.</td>
</tr>
<tr>
<td>- Flood data from 1862 and 1867 should be taken into account.</td>
<td></td>
</tr>
</tbody>
</table>

### General interest / design issues

<table>
<thead>
<tr>
<th>Ideas / Suggestions</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Need a bridge design that blends in with the heritage of the area.</td>
</tr>
</tbody>
</table>

- Social issues (anti-social) at the jetty – graffiti, vandalism and bad behaviour. There is a concern that the new structure will be targeted.
- 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.

- 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.

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.