

# Batemans Bay Bridge replacement project

Summary of feedback from the Foreshore  
Advisory Committee

Roads and Maritime Services | June 2019





# The Foreshore Advisory Committee Process

In November 2017, the Batemans Bay bridge review of environmental factors was displayed to the public.

A number of submissions were made by government agencies, stakeholders and the community regarding the foreshore areas impacted by the Batemans Bay bridge replacement and requesting that a high quality urban design and additional features be included in these areas.

Roads and Maritime Services agreed to continue to work with Eurobodalla Shire Council, agencies and the community on the final design of the foreshore.

To achieve this, a Foreshore Advisory Committee (committee) was included as a requirement for the contractor, John Holland Pty Ltd, to make sure the detailed design of the foreshore areas impacted by the construction of the new Batemans Bay Bridge effectively consider the recommendations and advice from key community stakeholders and community members.

The recommendation for a committee was suggested by Eurobodalla Shire Council in their submission to Roads and Maritime when the Review of Environment Factors was displayed in November 2017.

In July 2018, invitations were issued to key stakeholder groups that were likely to have a specific interest in the foreshore design. Advertisements were placed in local papers to seek applicants for three positions within the committee that were to be occupied by interested community members.

The project team applied the IAP2 spectrum of public participation to this engagement exercise. We worked within the ‘**collaborate**’ pillar of the spectrum with the committee. This aimed to ‘**look at the committee for advice and innovation and incorporate this in decisions as much as possible**’.

Decision making responsibility was ultimately with Roads and Maritime, however members of the committee had opportunities between October 2018 and May 2019 to present their views and opinions for consideration. More information on the IAP2 spectrum of public participation can be viewed at [iap2.org](http://iap2.org).

		INCREASING IMPACT ON THE DECISION				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL		To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
	PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

The first committee meeting took place on 9 October 2018. The first meetings were focused on gaining general agreement on the vision for the northern and southern foreshores where it was agreed that the northern foreshore should retain its more natural informal environment and the southern foreshore more formal spaces for use by the community.

In providing guidance to the project team, the committee also advised that the new design should:

- enhance tourism, enabling people to stop at and return to Batemans Bay
- create harmony between green space and parking
- integrate with the feel and functions of the wider plans for the foreshore by the land owners (including Council and Crown Land)
- include spaces for community art
- embrace Batemans Bay's European and Indigenous culture and history
- minimise duplication of functions and features with other areas of Batemans Bay
- appeal to the diversity of the community
- connect eastern areas to western areas of foreshore

The committee of 13 members includes representatives from Eurobodalla Shire Council, fishing and boating groups, local Aboriginal groups, disability groups, the wider community and local business operators. These members also brought back to the committee the advice and views from their vast networks. Advisors from Council, RMS, John Holland and other stakeholder groups were present to provide expert advice on technical matters that were raised during discussions.

Six committee meetings have taken place to provide advice on matters including parking facilities, recreational areas, access to the river for pedestrians, cyclists and river users, landscaping and how to ensure the design allows for current and future cultural, business and recreational opportunities.

# Advice from the committee and design improvements made

## 1. Optimise car and boat parking and green space on the southern foreshore impacted by the project

The areas of the southern foreshore impacted by the Batemans Bay bridge replacement project include the area under the existing bridge and area under the new bridge.

Description of feedback	Design improvements
<ul style="list-style-type: none"><li>• Parking on the southern foreshore should not be less than the existing condition.</li><li>• Extending the existing carpark on the southern foreshore to connect to the existing boat ramp parking is not desirable due to the loss of green space.</li><li>• The area under the old bridge should be turned into usable parkland.</li><li>• The number of boat and trailer parks should not be reduced from the current number</li></ul>	<ul style="list-style-type: none"><li>• Southern carpark was redesigned to remove carpark extension and relocate parking as 90-degree parking and 180-degree parallel parking on Clyde Street.</li><li>• Total number of carparks has been retained whilst maximising open space (96 carparks).</li><li>• About 1575m<sup>2</sup> (35x45m) of additional useable park land added as a result of the project.</li></ul>

## 2. Optimise car and boat parking and green space on the northern foreshore impacted by the project

The areas of the northern foreshore impacted by the Batemans Bay bridge replacement project include Korner's Park, Old Punt Road reserve, the area under the existing bridge and area under the new bridge.

Description of feedback	Design improvements
<ul style="list-style-type: none"><li>• Impact to the useable parkland should be minimised as much as possible.</li><li>• Parking on the northern foreshore should not be reduced from the existing number.</li><li>• Some parking should be provided close to the "On The Pier Restaurant".</li><li>• The number of boat and trailer parks should not be reduced. Some members of the committee suggested it would be beneficial to increase the number however this would reduce the useable green space.</li></ul>	<ul style="list-style-type: none"><li>• Northern carpark was redesigned to minimise the impact on parkland whilst increasing the number of boat and trailer and carparks.</li><li>• A 6 metre high retaining wall was added to the northern abutment to remove spill through batter which has allowed for about 400m<sup>2</sup> of impacted parkland to be returned to the northern foreshore for use as recreational space.</li><li>• Total number of carparks increased from 38 to 40 and total number of boat and trailer parks increased from 11 to 13.</li><li>• As a result of the retaining wall inclusion seven parallel parks have been added under the new bridge to provide better access to the "On The Pier Restaurant" in comparison to the original design proposal.</li></ul>

### 3. T-wharf

Roads and Maritime is exploring ways to provide better amenities for vessels on the downstream side of the bridge including better access to and from the town centre for large vessels. This includes providing a new floating pontoon/s at the existing T-wharf. Wave assessments have been carried out to check the serviceability of a floating structure in this location.

Description of feedback	Design improvements
<ul style="list-style-type: none"> <li>A floating pontoon structure would improve accessibility from the water to the land.</li> <li>Replacing the existing fixed pontoon structure with an equivalent sized floating pontoon structure is not enough to improve access between the town and river. It was also stated that the pontoon should be extendable in the future.</li> <li>On-ramps to the floating pontoons should have suitable handrails.</li> </ul>	<ul style="list-style-type: none"> <li>The T-Wharf has been redesigned in consultation with Department of Industry (Crown Lands) based on feedback received from the committee and other stakeholders.</li> <li>Existing T-Wharf will be retained which can continue to be used in its current capacity.</li> <li>Two sections of floating pontoon will be added, one on either side of the existing structure</li> </ul>

### 4. Toilet facilities

Toilets impacted by the project works will be replaced.

Description of feedback	Design improvements
<ul style="list-style-type: none"> <li>Proposed toilet block on northern foreshore were located too far away from boat ramp (about 150m walk).</li> <li>Proposal to replace toilets blocks on the northern and southern foreshore with two toilets each may not account for increased usage in the future.</li> <li>Baby changing facilities should be incorporated into the toilet block design.</li> <li>Concerns were raised about concealed doorways which were not easily visible to the public.</li> <li>Some members of the committee raised that it is preferred gender specific toilets.</li> <li>Drinking fountain and outdoor shower should be included into the design.</li> </ul>	<ul style="list-style-type: none"> <li>The toilet block has been redesigned to increase the number of toilets from two to five to account for increased usage on both the southern and northern foreshore (two male, two female and one accessible).</li> <li>Baby changing facilities have been added to the disabled unisex (DDA compliant) toilet.</li> <li>Doors have been reconfigured outwards to improve passive surveillance.</li> <li>Outdoor shower and drinking foundation have been integrated.</li> </ul>

## 5. Viewing and Fishing Platforms

Viewing and fishing platforms will be provided at the location of the abutment of the old bridge as a tribute to its history and to improve the connection between the river and the town.

Description of feedback	Design improvements
<ul style="list-style-type: none"> <li>Southern platform should be useable for fishing and viewing. Challenges of having different activities in the same space needs to be resolved.</li> <li>The southern platform should extend so it is located over the water to assist with line retrieval when fishing.</li> <li>Decks on northern and southern side need to feel connected. The decks need to clearly acknowledge the old bridge's location.</li> </ul>	<ul style="list-style-type: none"> <li>Southern fishing and viewing platform deck area is 12.5m x 7m. In addition, split committee Moruya Granite blocks have been added on both sides to increase useable area and create separation for fishermen. Additional seating has been added for viewing or fishing.</li> <li>Northern viewing platform deck area is 7m x 7m.</li> <li>Both platforms have been incorporated into the locations of the old bridge abutment. They will be connected by the axis of the existing bridge.</li> </ul>

## 6. Pathways and Shared Paths

Pathways and shared paths will be added to connect with the existing network of paths.

Description of feedback	Design improvements
<ul style="list-style-type: none"> <li>Integrate in walkway a cultural walkway with indigenous narrative.</li> <li>Clyde Street to be a shared zone with people. Road design needs to reflect this.</li> <li>Path to follow beach on northern foreshore with she-oaks.</li> <li>Provide a pedestrian/cyclist path that gives safe passage.</li> </ul>	<ul style="list-style-type: none"> <li>Two interpretive signs have been incorporated into the works (one on each foreshore) which will be located along the footpaths. Contents of the signs will be agreed in consultation with the Historical Society.</li> <li>A dedicated indigenous cultural area has also been nominated on the northern foreshore. The use of this area will be defined further in consultation with the Aboriginal elder's community.</li> <li>Raised thresholds have been incorporated for pedestrians' crossings on both the northern and southern foreshore as a traffic calming device.</li> <li>Additional footpath as been added along the dunes on the northern foreshore to allow walking by the beach. Additional tree planting has been provided to provide shade whilst also maintaining views.</li> <li>Pathways on northern and southern foreshore are all interconnected and provide safe routes for cyclists and provide accessible paths of travel to and from each foreshore.</li> </ul>

## 7. Other facilities

Description of feedback	Design improvements
<ul style="list-style-type: none"> <li>• Number of existing covered shelters and BBQs should be reinstated on the northern foreshore.</li> <li>• More park benches should be added on both foreshores to improve amenity.</li> <li>• Playground location was too distant from covered shelters which made surveillance from parents and families congregate more difficult.</li> <li>• Playground could be different shape (not just rectangular). Additional facilities could be added to improve playground.</li> <li>• More obvious additional rubbish bins to be added to both foreshores.</li> <li>• Bike racks should be added to both the northern and southern foreshores.</li> </ul>	<ul style="list-style-type: none"> <li>• Four covered shelters and two covered picnic tables (under bridge) have been incorporated into the northern foreshore design.</li> <li>• In addition to the covered seating and the existing contemplation area seating; four additional park benches have been added to the northern foreshore and two additional park benches, two feature seats and two informal seats have been added to the southern foreshore.</li> <li>• Five bins have been incorporated into the northern foreshore and four bins on the southern foreshore.</li> <li>• Playground has been reshaped and area increase from 87m<sup>2</sup> to 187m<sup>2</sup>. RMS is currently in discussion with Eurobodalla Shire Council to confirm what additional equipment can be added.</li> <li>• Bike racks added to both southern and northern foreshore.</li> </ul>

## 8. Public Art

During community consultation, Roads and Maritime received feedback that the community would like the legacy of the old bridge honoured. One way that Roads and Maritime will do this is to commission a sculpture as a tribute to the existing bridge. In addition, following feedback from the committee, a mural will be commissioned on the wall of the northern abutment of the new bridge.

Description of feedback	Design improvements
<ul style="list-style-type: none"> <li>• Art works needs to have something that draws you into the area.</li> <li>• Art work should be a visual marker.</li> <li>• Art work needs to have some link with European heritage/indigenous heritage.</li> <li>• Needs to identify areas of cultural importance.</li> <li>• Feature lighting should be considered for the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>• Two items of public art will be incorporated into the foreshore:             <ul style="list-style-type: none"> <li>• Mural on the northern retaining wall.</li> <li>• Sculpture piece on the southern foreshore.</li> </ul> </li> <li>• The mural on the northern abutment wall will be inspired by stories about the river collected by the community, local Aboriginal elders' group and the Historical Society and commissioned by Roads and Maritime.</li> <li>• A sculpture piece will be commissioned by Roads and Maritime and the contractor and developed with Council and the Public Art Committee and will be investigate using elements of the existing bridge.</li> <li>• RMS and John Holland are developing feature lighting concept design options. Once a preferred option is selected, it will be progressed to detail design.</li> </ul>

## 9. Landscaping – southern foreshore

Description of feedback	Design improvements
<ul style="list-style-type: none"><li>• Consider developing aesthetics of water basin.</li><li>• Consider choosing vegetation for safety / ecology / existing character.</li><li>• Consider best trees that won't prevent grass from growing (not include Norfolk Pines).</li><li>• Original peppercorns retained (comments from group that they didn't look healthy).</li><li>• Consider not including Tuckeroos – comments that they attract bats / spikey / not a local tree - tea trees / paperbarks.</li></ul>	<ul style="list-style-type: none"><li>• Vegetation is chosen to consider safety / ecology / existing character of the region by providing the appropriate treatments for the different areas based on their function: for example, providing shade trees near areas which will be highly used by people; providing riparian and water-based planting treatments near basins that enhance ecology / biodiversity. The planting palette is a native species selection to enhance and tie into the existing landscape character.</li><li>• Trees carefully selected, with an emphasis on locally endemic species. Use of Norfolk Island Pines has been avoided.</li><li>• Peppercorns retained in existing carpark areas. Alternate species provided for Council to consider their replacement subject to assessment of their condition.</li><li>• Tuckeroos are replaced with Watergums, do not attract bats, better suited in parking environments.</li><li>• Basin design based on integration with surrounding environment, incorporates appropriate water sensitive urban design measures, landscape treatments, enhances biodiversity, ties in with landform (not just an engineered solution).</li></ul>

## 10. Landscaping – northern foreshore

Description of feedback	Design improvements
<ul style="list-style-type: none"> <li>• Consider developing aesthetics of water basin.</li> <li>• Integrate any parking into landscape concept.</li> <li>• Concerns about trees being removed on north western side. If so, can mature trees be used.</li> <li>• Reconfigure water basin to align with landscape concept and public access.</li> <li>• Keep NATURAL FEEL - the most precious thing about the northern foreshore is that it is relatively undeveloped and in quite a natural state compared to the southern shore.</li> <li>• The landscaping concept should respond to the foreshore and She-Oaks.</li> <li>• Perfect location for a cultural walkway, telling stories of country.</li> <li>• People come to the river foreshore to be by the water not a carpark.</li> <li>• Liked the use of river reeds around basin. Visual element of basin and its maintenance is critical to area.</li> <li>• Shade either with trees or covers.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking areas have been integrated with the landscape concept. Permeable paving provided in the car / trailer parking area.</li> <li>• Appropriate measures have been implemented to retain as many trees as possible. This includes minimising excavation of cuttings and providing measures to revegetate steep batters.</li> <li>• Water basin has been reconfigured to align with the landscape concept. Public access to the basin is prohibited due to safety concerns.</li> <li>• The landscape concept retains and enhances, where possible the natural feel of the northern foreshore. This has been achieved by rearranging the facilities and the upgraded works in an informal manner.</li> <li>• Casuarinas have been provided as part of a cultural walkway along the foreshore edge to provide historical reference and opportunities for telling the stories of country and also providing continuity of the landscape character prevalent on the other side of the northern foreshore.</li> <li>• The visual element of the landscape around basins has been enhanced with the use of appropriate planting treatments that are complimentary to riparian and water-based environments, and also enhance biodiversity. The species selected will require minimal maintenance and appropriate maintenance measures have been provided for their maintenance.</li> <li>• Additional shade trees have been provided in the Korner's Park open space area, placed strategically to maintain or enhance views.</li> <li>• Basin design is based on its integration with the surrounding environment and incorporates the appropriate water sensitive urban design measures and landscape treatments to enhance biodiversity and tie in with the landform (not a mere engineered solution).</li> </ul>

## Wrap-up

The advice from the Foreshore Advisory Committee, made up of a cross-section of the community, including representatives from Eurobodalla Shire Council, fishing and boating groups, local Aboriginal groups, disability groups, the wider community and local business operators has significantly influenced the final design of the foreshore areas impacted by the Batemans Bay bridge replacement.

Based on committee feedback, the design of the foreshore has improved from the concept design, with the balance between parking and greenspace reflecting the majority of the committee's vision; the inclusion of larger floating pontoon spaces with an additional 134 metres of extra casual berthing space; upgraded toilet, biking and playground facilities; viewing and fishing platforms in keeping with the feel of the areas; waterfront footpaths, interpretive signage and a dedicated indigenous cultural heritage area to improve the experience of walking along the foreshore; and meaningful public art that will honour the culture and heritage of the area.

Roads and Maritime and John Holland Pty Ltd would like to thank the committee for their valuable advice and investment in time to help build the final design of the foreshore.

The boat ramp on the northern foreshore at Old Punt Road was also raised as an issue by the committee. Although this boat ramp will not be directly impacted by the Batemans Bay bridge replacement, and is out of the scope of the committee, based on their feedback, Roads and Maritime will further investigate improvements to the design of this boat ramp. The community will be updated on the boat ramp as the investigation and design progresses.

The committee will be called upon from time to time, to advise the project team during construction of the Batemans Bay bridge replacement.



[rms.nsw.gov.au/BatemansBayBridge](https://rms.nsw.gov.au/BatemansBayBridge)



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