



Transport
Roads & Maritime
Services

**Thompson Square and Windsor Bridge
Replacement Program Project Area
Windsor NSW**

**Strategic Conservation
Management Plan**

Volume 4: Consultation Report

Final Report
February 2018

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Executive summary

This report provides a summary of Roads and Maritime Services' consultation with the community and key stakeholders on the Strategic Conservation Management Plan (SCMP) for the Windsor Bridge Replacement Project. In accordance with condition B1 of the Infrastructure Approval SSI-4951 the SCMP is required to be prepared in consultation with the Heritage Branch, Office of Environment and Heritage (OEH) and in accordance with the relevant guidelines of the NSW Heritage Council.

Originally built for horse-drawn vehicles and foot traffic in 1874, Windsor Bridge is now used by about 20,000 vehicles every day. The existing structure has deteriorated and reached the end of its useful life. It no longer meets current road design standards and needs to be replaced.

Roads and Maritime investigated a number of different options including repairing and replacing the bridge. Roads and Maritime found restoration of the existing structure would not improve flood immunity and only add a limited period to the life of the bridge before additional costly repairs or replacement would be needed.

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

In December 2013 Roads and Maritime received approval to deliver the project under Part 5.1 of the *Environmental Planning & Assessment Act 1979*. Approval was granted by the Minister for Planning subject to a number of conditions including the preparation of a Strategic Conservation Management Plan (SCMP) for the project area on the southern side of the Hawkesbury River.

Condition B7 requires Roads and Maritime to prepare an Urban Design and Landscape Plan (UDLP) prior to the commencement of pre-construction and construction activities on the southern side of the Hawkesbury River to guide the landscaping for the project. The UDLP shall amongst other things, be prepared in accordance with the requirements of condition C47.

Condition C47 requires the Urban Design and Landscape Plan (UDLP) to be prepared in

'consultation with the OEH, and Hawkesbury Council and shall be consistent with CMP referred to in condition B1, and include but not necessarily limited to:

.....(n) evidence of consultation with the NSW Heritage Council, Hawkesbury City Council and the community, and the UDLP needs to be consistent with the SCMP. '

This requirement has triggered the need to consult with the NSW Heritage Council, Hawkesbury City Council and the community on the SCMP.

Roads and Maritime invited submissions on the SCMP in May 2017. Submissions were received from 124 stakeholders. This included submissions from various government agencies, community groups and individuals.

Some key points raised within the submissions included:

- the impact the new bridge would have on the heritage significance of Thompson Square
- how the new bridge would improve the changes to traffic flow
- the preference by some community members for the construction of a bypass, rather than the new purpose-built bridge
- the legal status of the plan upon approval given Roads and Maritime is a project proponent and not a body with planning authority over Thompson Square.

Roads and Maritime thanks everyone for considering the SCMP and for providing their submissions. It has been a valuable process for Roads and Maritime and the project team.

After considering all submissions, along with the proposal's aims and design requirements, Roads and Maritime has decided to make several significant changes to the detailed design within Thompson Square Conservation Area, in order to further reduce the potential impact to the heritage significance of the Square. These changes are outlined in section 4 of this document and will be detailed in a separate 'revised design' report required under condition B8 of the Infrastructure Approval.

The SCMP is intended to be used to consider the project in context with the surrounding area and is not intended to be used as a policy document.

The study area does not include areas beyond the façade of the buildings surrounding Thompson Square, as limited by the conditions of the Infrastructure Approval. The purpose of the study area is to consider the Windsor Bridge Replacement Project in relation to the environment and not to be a prescriptive document for other government bodies or agencies.

Roads and Maritime will continue to keep the community and stakeholders informed as the project progresses.

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1. Introduction and background

Roads and Maritime Services (Roads and Maritime) has prepared a Strategic Conservation Management Plan (SCMP) in line with the pre-construction condition of approval to submit a SCMP to the Director-General for the project area on the southern side of the Hawkesbury River (Condition B1).

The SCMP was prepared by independent heritage consultants with skills and experience in land and maritime archaeology, landscape, engineering and built heritage.

The document provides a strategic heritage management framework for the Thompson Square area and surrounds, within the limitations of the approved construction project area.

The SCMP was prepared in consultation with the Heritage Branch, Office of Environment and Heritage (OEH) and in accordance with the relevant guidelines of the NSW Heritage Council and includes, but is not limited to:

- identification of the heritage value of the Thompson Square Conservation Area, including statements of significance and any local, state or national heritage items
- the development of heritage design principles for the project to retain the heritage significance of Thompson Square
- specific mitigation measures for Thompson Square and individually listed items to minimise impact
- changes to the detailed design to mitigate heritage impacts.

1.1. Structure of SCMP

This SCMP is divided into four volumes, aimed at providing specific information for relevant audiences.

- Volume One: Site identification, historical background and heritage status. This document is aimed at a public audience.
- Volume Two: Significance assessment and policy framework. This volume is aimed at Hawkesbury City Council (HCC), as the primary land manager of the study area and local regulator, and OEH, as the regulator for Aboriginal, historic and maritime heritage. It is understood that adoption of the policies outlined in this volume either as is, or in modified form is at the prerogative of these organisations. It may also be of interest to stakeholder groups and adjacent landowners but it does not provide detailed recommendations for specific properties.
- Volume Three: Application of the Plan to the Windsor Bridge Replacement Project. This volume indicates how the project team has responded to the various heritage design principles and management issues raised in the Plan and is mainly aimed at the Department of Planning and Environment (DPE), as consent authority for the project and the OEH.
- Volume Four: provides a summary of Roads and Maritime's consultation with the community and key stakeholders on the SCMP for the Windsor Bridge Replacement Project.

This consultation report forms Volume Four of the SCMP. The SCMP has been designed so Volumes One and Two will continue to be relevant to the strategic heritage management of Thompson Square and surroundings once the new bridge has been constructed; and Volume Three and Four will become historical documents at the completion of the Windsor Bridge Replacement Project.

Figure 1 below gives an overview of the SCMP study area. The study area contains the area specified in Appendix 2 of the Infrastructure Approval SSI-4951 for the Windsor Bridge Replacement Project, and the additional areas of project impact.



Figure 1: Strategic Conservation Management Plan study area

2. Consultation approach

2.1. Consultation objectives

Roads and Maritime consulted with the community and key stakeholders on the SCMP to seek submissions for consideration in the SCMP.

2.2. How consultation was done

The approach to consultation was discussed and agreed with the DPE prior to the commencement of the consultation process. A combination of general and targeted consultation was undertaken on the different volumes of the SCMP as outlined below and in Section 1.1.

Roads and Maritime distributed 237 email notifications (Appendix A) to the database of contacts announcing the start of consultation on the SCMP in May 2017.

The notification invited submissions on Volume 1 of the SCMP. Community members and stakeholders were encouraged to share submissions with the project team via email or mail.

The notification also stated targeted consultation on Volumes 2 and 3 would be done with interested stakeholders in the coming weeks. An invitation was subsequently sent to a targeted group of stakeholders, inviting them to participate in information sessions relating to Volumes 2 and 3 (Appendix B).

The project web page was updated to announce the start of consultation and make Volume 1 of the SCMP publically available for download and review. The website announcement also invited stakeholders to register their interest to take part in consultation for Volumes 2 and 3.

During the consultation period, the project team conducted two community information sessions and distributed 237 emails concerning the consultation. The first community information session was held on 1 June 2017 from 5:30pm to 7pm and the second was held 6 June 2017 from 2:30pm to 4pm, providing the community the opportunity to attend a session within or outside of business hours.

Roads and Maritime also door knocked 20 residents and business owners in the immediate vicinity of Thompson Square, that would be most impacted by the project. Ten of these stakeholders were not present at the time, and they were left a notification in their letterbox. Three of these stakeholders subsequently responded at a later date.

Copies of the SCMP were also provided to key agency stakeholders, including OEH, HCC and DPE for comment.

3. Issues summary

3.1. Overview

Roads and Maritime received 124 submissions, with the majority of submissions voicing concerns regarding the project in general. Those submissions directly related to the SCMP raised concerns regarding the impact the new bridge may have on the cultural and heritage significance of Thompson Square and its surrounds, as well as the relevance and applicability of the SCMP document.

The submissions from community members opposed to the project in general commonly included a suggested alternative to the project by way of a bypass around the township. Submissions were also received expressing concerns the new bridge would not adequately meet the traffic needs of the community into the future, the cost of the bridge and proposed design changes.

The purpose of the consultation was to obtain submissions from agencies and the community specifically on the SCMP, not the Windsor Bridge Replacement Project in general. Nevertheless, for completeness Roads and Maritime has provided a response to all submissions received (Section 3.2).

It is important to note, the Windsor Bridge Replacement Project was approved in December 2013. The location of the bridge was determined, which limited the ability to consider alternate bridge locations as part of the SCMP.

After considering all submissions, along with the proposal's aims and design requirements, Roads and Maritime has decided to proceed with several detailed design improvements to further reduce the potential impact to the heritage significance of the conservation area. These are further outlined in Section 4 of this document and will be detailed in a separate 'revised design' report required under condition B8 of the Infrastructure Approval.

3.2. Submissions and Roads and Maritime's responses

Roads and Maritime has provided responses to all submissions received on this SCMP. The responses are provided directly to the relevant stakeholder, as well as in this report, which has been made available to the public.

All submissions have been considered to inform Roads and Maritime in relation to the SCMP and decide on any changes required. Matters raised during consultation that are not within Roads and Maritime's area of responsibility have been forwarded to the relevant departments.

The following table provides the details of the issues raised by community members and community groups throughout the period of consultation.

Issue raised	Number of submissions	Section of report where issue is addressed
Heritage impact to Thompson Square and Windsor township	112	Section 3.3.1
Traffic management (present and future)	10	Section 3.3.2
Cost of the project	104	Section 3.3.3
Request for a bypass	111	Section 3.3.4
Impact to Aboriginal heritage	3	Section 3.3.5
Design	105	Section 3.3.9

Main issues raised by government agencies and other bodies are outlined in the table below.

Issue raised	Number of submissions	Section of report where issue is addressed
Use of Subject Matter Experts	4	Section 3.3.6
Heritage conservation of the Thompson Square Conservation Area	4	Section 3.3.1
Impact to Aboriginal heritage	3	Section 3.3.5
Environmental impacts	1	Section 3.3.7
The SCMP document	4	Section 3.3.8

3.3. Responses to issues raised

3.3.1 Heritage impact to Thompson Square and Windsor township

The potential impact to the heritage value of Thompson Square and its surrounds, including concerns the Conservation Management Area only extends to the facades of buildings which form part of the square. There were also several concerns raised by both government bodies and residents regarding the conservation area itself, including the differences in the conservation study area outlined in Figure 1, and that of the conservation management area of Thompson Square.

Response

The heritage value of Thompson Square has been a key factor in the preparation of the SCMP. Mitigation measures to reduce the heritage impact on Thompson Square and archaeological sites have been adopted in the project design and it should be noted, the project does not require any buildings to be demolished.

Through the development process the design has been refined to reduce visual impact on the Thompson Square parkland and maintain views across the square. The project will enhance Thomson Square and improve its accessibility and usability. The road through Thompson Square will be relocated to the eastern edge which will create a single unified green space connecting George Street to the Hawkesbury River. Once the new bridge and new road have been built the existing road will be removed and backfilled to form part of the new green space in Thompson Square.

Significant efforts have been made to ensure no heritage buildings need to be demolished as part of this project. Information about the impact to heritage buildings is further outlined in the Chapter 7.1 of the Environmental Impact Statement.

As the SCMP is intended to be used to view the project in context with the surrounding area and is not intended to be used as a policy document, demonstrating how the bridge respects the town square and the surrounding buildings facades, is appropriate. It is not necessary for the project to have visibility over the internal structures of the buildings facing the town square, nor any other aspects of the buildings.

The study area does not include areas beyond the façade of the buildings surrounding Thompson Square, as limited by the conditions of the Infrastructure Approval. The purpose of the study area is to view the Windsor Bridge Replacement Project in relation to the environment and not to be a prescriptive document for other government bodies or agencies.

In order to ensure the preservation and protection of the heritage significance of Thompson Square and its surrounds, Roads and Maritime undertook the following in-depth studies:

- An archaeological investigation program including heritage, Aboriginal and maritime studies. There is more information regarding the archaeological investigation program on the Roads and Maritime website at rms.nsw.gov.au/windsorbridge
- Archival recording of historic sites at Thompson Square, Windsor Bridge and surrounds. This recording will be available on the Roads and Maritime website in February 2018.
- Environmental investigations including water quality monitoring, and maritime salvage work began in October 2017.
- Roads and Maritime has also worked closely with the DPE regarding the Detailed Salvage Strategy. This document is also available on the Roads and Maritime website.

These studies address the specific colonial and Aboriginal heritage issues in more detail, as well as outline how Roads and Maritime will work with the DPE, the OEH and the community to address the possible impact to Thompson Square and its surrounds.

3.3.2 Traffic management (present and future)

There were a number of submissions relating to traffic management, voicing concerns regarding traffic issues during the construction stage of the project, as well as concerns the new bridge would not adequately address traffic congestion.

Response

During construction:

A number of plans will be implemented to help minimise the construction impact including traffic management during construction. The main construction compound will be located on the northern bank to minimise the impact of construction vehicles and equipment in Windsor.

Every effort will be made to minimise the impact to traffic when construction is underway to both residents and businesses, with Roads and Maritime working closely with the community to provide suitable traffic management solutions. Notifications will be distributed to the community before any potential impact to residents or businesses, and Roads and Maritime will continue to keep the community advised of any relevant project milestones.

Further information about managing construction impact is outlined in the Chapter 7.3 of the Environmental Impact Statement.

After construction:

Key benefits of the project include improved safety for motorists, pedestrians and cyclists from a new, reliable bridge. The new bridge will also improve traffic flow, allowing two-way heavy vehicle traffic and shoulders for vehicle breakdowns.

The new bridge will allow better access for pedestrians and cyclists. A three metre wide shared pedestrian and cycle path that provides safe, efficient connections to the Windsor township and surrounds, while reducing the existing road footprint within the Thompson Square heritage precinct.

Upgrading this essential local and regional road link across the Hawkesbury River at Windsor will improve safety and traffic flow for motorists, cyclists and pedestrians. It will also improve traffic efficiency with the installation of traffic lights at the intersection of Bridge and George Streets and a new dual-lane roundabout at Freemans Reach Road and Wilberforce Road.

The new bridge will also be built to cope with higher levels of flooding, meaning there is less likelihood of disruption and inconvenience to residents and road users during weather events such as flooding and heavy rain.

Updated traffic modelling was recently carried out due to the time elapsed since the original traffic modelling in 2012. As part of a robust planning program for the Windsor Bridge Replacement Project, Roads and Maritime will continue to monitor traffic flow during the coming months to ensure the project delivers real benefits for all road users.

As with all Roads and Maritime projects of this scale, traffic modelling is an ongoing process conducted over a period of time to determine the best approach for managing future growth. Any new information regarding traffic numbers will be updated throughout the course of the project, and those details would be accessible from the Reports section of the Windsor Bridge Replacement Project webpage at rms.nsw.gov.au/windsorbridge.

3.3.3 Cost of the project

Several submissions raised concerns regarding the cost of the project.

Response

Major infrastructure projects such as the Windsor Bridge Replacement Project require a significant amount of funding. This is why Roads and Maritime takes time to ensure the planning and development of such a project is as rigorous as possible.

Due to structural deterioration, the existing bridge would require significant repairs and strengthening to continue to be used for vehicle traffic, meaning a continued and significant investment into the bridge. The required investment needed to repair the bridge would only prolong its lifespan for a limited time; therefore the option to repair and maintain the bridge is not preferred.

Maintaining the existing bridge would require implementation of a vehicle load limit in the short term and eventual closure in the long term.

Roads and Maritime's preferred option provides the community with a safe and reliable crossing, which also provides improved connectivity to across Thompson Square and surrounding areas.

3.3.4 Request for a bypass

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

Response

This option was not preferred for a number of reasons:

- it would have a much higher cost than the preferred option
- it would not provide an efficient connection for local traffic into Windsor, which would reduce access to businesses in the town centre
- it would provide poor pedestrian and cyclist connectivity for Windsor town centre
- large amounts of property acquisition would be needed
- it would have a high impact on potential Aboriginal heritage artefacts and the heritage character of Pitt Town and surrounds
- traffic volumes are too low to warrant a bypass
- it would still require the refurbishment of the old bridge once the bypass is built. The refurbished bridge would have a limited lifespan at a high cost and would eventually need to be replaced.

For these reasons a bypass is not the preferred option.

3.3.5 Impact to Aboriginal heritage

Roads and Maritime received a number of submissions concerned with the potential impact to Aboriginal heritage and artefacts within the project footprint and its surrounds.

Response

Roads and Maritime will continue to work closely with the OEH, DPE and Aboriginal stakeholders to ensure any potential adverse impact is minimised wherever possible.

An archaeological investigation program including heritage, Aboriginal and maritime studies is available to the public. There is more information regarding the archaeological investigation program on the Roads and Maritime website.

Aboriginal stakeholders will continue to play an active role in the salvage of any Aboriginal artefacts found within the excavation area. Salvage work is being performed in consultation with Aboriginal stakeholders, to document and recover any ancient Aboriginal artefacts contained in the sand body within the designated salvage area.

The sand body material will be carefully excavated. It will then be wet screened by specialist staff to recover artefacts, and will be catalogued and analysed by archaeologists. In addition, it is intended that maritime investigation and minor salvage may be carried out at the old wharf location in the Hawkesbury River.

Mitigation measures to reduce the heritage impact on Thompson Square and archaeological sites have been adopted in the project design.

3.3.6 Use of subject matter experts

Two submissions from Government agencies, requested clarification regarding the use of suitably qualified subject matter experts in the areas of:

- land and maritime archaeology
- landscape
- engineering
- built heritage
- Aboriginal history.

Response

Roads and Maritime Services has engaged the services of suitably qualified subject matter experts in a range of areas with relevance to the Windsor Bridge Replacement Project. These experts include those with expertise in land and maritime archaeology, Aboriginal history, engineering and built heritage. Roads and Maritime is also working closely with the DPE, the OEH, and the HCC to ensure the project complies with all governmental requirements.

An archaeological investigation program including heritage, Aboriginal and maritime studies are available to the public. These studies have been undertaken by suitably qualified heritage consultants approved by the DPE. There is more information regarding the archaeological investigation program on the Roads and Maritime website.

More comprehensive information regarding landscape and built heritage is contained within the draft Urban Development and Landscape Plan (UDLP), available on the Roads and Maritime website.

3.3.7 Environmental impact within the project footprint

One submission raised concerns regarding the possible impact to the natural environment, including water quality and native trees within the project footprint.

Response

The UDLP outlines in detail the retention and protection of trees and shrubs. In particular, how the most significant existing trees will be incorporated into the design wherever possible.

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

The UDLP explains the use of historically appropriate plantings responds to the Heritage principles as identified in the SCMP by protecting the historical associations of the area.

More detail on tree planting can be found in the UDLP.

Water quality monitoring, both baseline groundwater and surface water monitoring, will be undertaken before and after construction of the replacement bridge. The monitoring will take place across several borehole and surface water locations on both the southern and northern sides of the river, as outlined in the Water Quality Management Program prepared under condition C24 of the Infrastructure Approval.

3.3.8 The SCMP document

There were four submissions on the nature of SCMP document. The issues can be divided into two categories.

- The relevance and applicability of the document in matters not directly related to the Windsor Bridge Replacement Project.
- The proposed changes, edits or other comments recommended for the document itself, including formatting, language and other stylistic changes.

Response

As the SCMP is intended to be used to view the project in context with the surrounding area and is not intended to be used as a policy document, demonstrating how the bridge would respect the town square and the surrounding buildings facades, is appropriate.

The purpose of the document is to give a broader context to the Windsor Bridge Replacement Project in relation to the environment and not to be a prescriptive document for other government bodies or agencies to impose upon future development in the Strategic Conservation Area.

The SCMP provides planning and design principles that have been applied to the project itself. The document includes Volume 3 which is a commentary on the alignment of Windsor Bridge Replacement Project with these principles.

Where reasonable and appropriate, Roads and Maritime has updated the policies guiding the long term management of the area (Volume 2) and has amended any identified grammatical or spelling errors.

3.3.9 Design of the bridge

There were 105 submissions which commented on, or suggested changes to, the design of the project. Nine potential options to upgrade or replace the existing bridge were identified, including eight options to replace the bridge and one to upgrade the existing bridge.

Response

Community consultation was part of the investigation process in 2011 and has informed the selection of a preferred option. Community updates were distributed and information sessions were held for the community to provide input into the consideration of the nine options.

Following this process, a government stakeholder workshop was held to consider issues relating to each option including Aboriginal and non-Aboriginal heritage investigations, traffic investigations, landscape character and urban design investigations, socio-economic investigations, and pedestrian/retail surveys. Preliminary costs for the options were also investigated.

The Windsor Bridge Replacement Project provides the community with a new high level structure immediately downstream of the existing bridge connected by a new approach road located on the eastern side of Thompson Square.

The bridge height would accommodate a 1-in-5 year flood event. The existing bridge and road alignment through Thompson Square will be removed providing for a larger area of consolidated open space within Thompson Square.

This option performs best on value for money and performs well in relation to most of the project objectives.

4. Outcomes

Roads and Maritime thanks the community and stakeholders for considering the proposal.

After reviewing the submissions a number of changes have been made to Volumes 1 to 3 of the SCMP. In addition eight changes to the design within the Thompson Square Conservation Area have been made.

These changes will be carried out in order to further mitigate any potential impact to the heritage significance of the Square. The design changes are:

1. From Macquarie Street / Bridge Street intersection to approximately 17 Bridge Street, Roads and Maritime will not be placing pavement below 200 mm to avoid impact to the Telford pavement found in this area. Roads and Maritime will only remove and replace a 50 mm asphalt layer.
2. On the Eastern Leg of the George Street / Bridge Street intersection, Roads and Maritime will reduce the pavement reconstruction to minimise impact on unidentified heritage items in the immediate vicinity.
3. The grade of Thompson Square will be increased to 1:4 to minimise the cut in Thompson Square and reduce the impact to existing heritage in Thompson Square while still meeting the Minister's Conditions of Approval by providing access to Coaches under the bridge. Steepness is constrained by Hawkesbury City Council maintainability requirements.

4. New and replacement utilities have been designed to be relocated to the existing road cutting to avoid trenching which would have led to a higher impact to Thompson Square.
5. Scour protection on the southern bank has been designed to avoid excavation. The rock will be directly placed onto specialised fabric to protect the items and will ensure any items of significance are protected for future generations. The scour protection can also be removed if required to access the maritime heritage.
6. Should Hawkesbury City Council accept the asset and its maintenance, the first span of the existing bridge and the southern bridge abutment on the southern side of the river is to be preserved for interpretation purposes.
7. Cladding on the southern abutment has been redesigned to include heritage interpretation.
8. The foundation design for the southern abutment has been changed from an L-Shape foundation design to a piling foundation design to minimise excavation and impact on the sand body in Thompson Square.

The design changes are detailed in a separate 'revised design' report required under condition B8 of the Infrastructure Approval.

5. Conclusion and next steps

Roads and Maritime has considered all submissions raised by the community and stakeholders. Roads and Maritime has revised Volumes 1 to 3 of the SCMP where relevant to ensure consistency and also to ensure issues highlighted by stakeholders and the community have been appropriately addressed.

Roads and Maritime will continue to keep the community informed of the project progress via our project webpage at rms.nsw.gov.au/windsorbridge, and through community updates and notifications delivered directly to businesses and residents in the area.

Appendices

Appendix A – ‘Have your say’ letter May 2017



May 2017

Windsor Bridge replacement project

The NSW Government is building this important project to provide a safe and reliable crossing over the Hawkesbury River at Windsor.

Strategic Conservation Management Plan

Volume 1 of the draft Strategic Conservation Management Plan is now available to review online at rms.nsw.gov.au/windsorbridge. If you require a hard copy please contact the project team via the email at the bottom of this letter.

The Strategic Conservation Management Plan will be used as a guide for the conservation of Thompson Square and surrounding area. Volume 1 provides background for Volumes 2 and 3 by giving an overview of Thompson Square, its history and heritage. It has also been used to inform the policies and recommendations for the future management and development of the area, to ensure the values of the place are maintained and, where possible, enhanced.

We invite you to download Volume 1 and share your feedback by **6 June 2017**. Please send your written comments to:

- Windsor Bridge replacement
PO Box 973
Parramatta NSW 2124
- Windsor_bridge@rms.nsw.gov.au

All feedback will be considered before the Strategic Conservation Management Plan is finalised and submitted to the Department of Planning and Environment for approval. Following this, the final approved document and consultation summary report will be made available online.

To ensure we get feedback from a range of interested stakeholder organisations, community groups and individuals, targeted consultation for Volumes 2 and 3 of the Strategic Conservation Management Plan will be carried out in coming weeks.

What happens next?

Roads and Maritime is progressing the detailed design and when this is complete, tenders would be called for construction of the project, subject to funding. Timing for construction has not been confirmed.

Contact

Contact our Project Manager, Gurjit Singh via Windsor_bridge@rms.nsw.gov.au.



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 712 909.

Appendix B – Invitation to participate in targeted consultation May 2017



29 May 2017

Anna Timbrell
Planning Officer – Infrastructure Management
NSW Department of Planning and Environment
320 Pitt Street, Sydney NSW 2000

Dear Ms Timbrell,

Windsor Bridge replacement project – Invitation to a stakeholder briefing session for the Strategic Conservation Management Plan

Roads and Maritime Services is hosting stakeholder briefing sessions in early June as part of our targeted consultation for Volumes Two and Three of the draft Strategic Conservation Management Plan.

About the Strategic Conservation Management Plan

The Strategic Conservation Management Plan (the Plan) will be used as a guide for the conservation of Thompson Square and the surrounding area.

Preparation of the Plan is required under the Infrastructure Approval Conditions for the Windsor Bridge replacement project, and has been developed to provide a strategic heritage management framework for the Thompson Square area and surrounds, within the limitations of the approved construction project.

The Plan has been split into three volumes:

- Volume One: Site background, history and heritage item inventory. This document is aimed at a public audience.
- Volume Two: Significance assessment and policy framework. This volume is aimed at Hawkesbury City Council, as the primary land manager of the study area and local regulator, and the Office of Environment and Heritage, as the regulator for Aboriginal, historic and maritime heritage. It will also be of interest to other stakeholder groups and adjacent landowners but it does not provide detailed recommendations for specific properties.
- Volume Three: Application of the Plan to the Windsor Bridge replacement project. This volume indicates how the project has responded to the various heritage design principles and management issues raised in the Plan and is mainly aimed at the Department of Planning and Environment, as consent authority for the project and the Office of Environment and Heritage.

The document has been designed so that Volumes One and Two will continue to be relevant to the strategic heritage management of Thompson Square and surroundings once the new bridge has been constructed; and Volume Three will become an historical document at the completion of the Windsor Bridge replacement project.

Targeted consultation

Volume One of the draft Plan is currently available for public review online at rms.nsw.gov.au/windsorbridge. We also invite your organisation to take part in targeted consultation to provide comment on Volumes Two and Three of the draft Plan.

The content and intended audience of Volumes Two and Three has led us to conduct targeted consultation with relevant and interested stakeholder groups and individuals to allow more focused interactions and the effective and efficient generation of valuable expertise and feedback.

Briefing sessions

Up to **two** representatives from your business, property or organisation are invited to **one** of the below stakeholder briefing sessions to be held in at the **Deerubbin Centre**, 300 George Street, Windsor:

- **After hours: Thursday 1 June (5.30pm - 7pm)** Tebbutt Room **OR**
- **Business hours: Tuesday 6 June (2.30pm – 4pm)** Stan Stevens Room.

Please RSVP via the below email. Copies of Volumes Two and Three will be provided on USB at the briefing sessions for review. If you are unable to attend, but would still like to view the documents and provide comment, please contact the project team via the below email.

Confirm your attendance

Please contact Roads and Maritime Services Liaison Manager Lauren Nicholls to **accept or decline** this invitation via Windsor_Bridge@rms.nsw.gov.au or phone 0427 338 089 (during business hours).

What can you expect?

The briefing will be run by Dr MacLaren North of Extent Heritage Pty Ltd, who has had primary responsibility for the management and development of the Plan. This will include a presentation of the key findings of the Plan and how those findings have been applied to the approved Roads and Maritime project.

What happens next?

Feedback will be open on the Strategic Conservation Management Plan for four weeks following the briefing sessions, until **3 July 2017**.

Feedback will be used to identify gaps which may need to be addressed and to refine and develop the strategic policy framework for the management of heritage in the vicinity of Thompson Square into the future.

All feedback will be considered before the Strategic Conservation Management Plan is finalised and submitted to the Department of Planning and Environment for approval. Following this, the final approved document and consultation report will be made available online.

For more information on the project, visit rms.nsw.gov.au/windsorbridge.

Yours sincerely,



Gurjit Singh
Roads and Maritime Services Project Manager



rms.nsw.gov.au/windsorbridge



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Windsor Bridge replacement project
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