

Submission to
Transport for NSW
Proposed Foreshore Plans
Batemans Bay Bridge



Prepared in consultation with Council 12 July 2019

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Executive Summary

Eurobodalla Shire Council thanks the NSW Government for continuing to engage and work with the community on the Batemans Bay Bridge project, including the proposed draft plans for the foreshore works in the areas impacted by the Batemans Bay bridge project.

We thank the Roads & Maritime Services (now Transport for NSW) and John Holland for agreeing to engage via a community based Foreshore Advisory Committee to prepare draft plans for public comment. We recognise the significant contribution made by the individuals on the FAC, and the many ideas shared as part of the draft plan development process.

We thank Transport for NSW and John Holland for listening to the FAC and incorporating many of the ideas presented through the FAC, and acknowledge the substantial changes made to the proposed draft plans for the foreshore works as a result of this initial engagement process.

We look forward to hearing about the feedback received from the broader community engagement on the draft foreshore plans prior to further engagement with Council on those assets proposed to become Council assets.

Council offers its support for the concepts outlined in the draft foreshore plans and looks forward to working with the RMS and John Holland to finalise the technical and detailed designs.

Key additional matters Council would like to see addressed by Transport for NSW outlined in this document include:

- i) Pathway connections to Mackay Park and Surfside via Lincoln Downs
- ii) Boating facilities
- iii) Parking for oyster growers
- iv) Parking configuration within Clyde Street
- v) Bus facilities, loading zones and taxi rank
- vi) Wayfinding solutions.

We would also like to acknowledge the special effort by John Holland in accompanying the Mayor to Batemans Bay Primary School to gain insights from our children as to the future inclusions they would like to see. We recognise the inclusion of the new play and picnic facilities within the foreshore area under the draft plans. We also acknowledge that some of the ideas from the children may be matters for Council to consider as part of the broader Batemans Bay foreshore planning which is beyond the scope of this submission.

We record our disappointment that the proposed project does not include a northbound off-ramp from the Princes Highway to Clyde Street west. That said, we recognise the many positive inclusions sought by Council in our original submissions.

We note the limits of the work being undertaken to the Bay foreshore area associated with the bridge. We also note that Council has commenced a separate process to tie the works to be delivered in conjunction with the bridge, with the remainder of the Batemans Bay CBD.

Our previous submission to the Batemans Bay bridge can be found at:

<http://www.esc.nsw.gov.au/inside-council/project-and-exhibitions/advocacy/infrastructure-priorities/Eurobodalla-Shire-Council-Batemans-Bay-Bridge-Submission-Final-Adopted-12-December-2017.pdf>

Further queries on Council's submission on the draft foreshore plans may be directed to Council's Director Infrastructure Services Warren Sharpe OAM.

Inquiries regarding feedback to the draft foreshore plans prepared by John Holland should be directed to Transport for NSW via the contacts on their website, which can be found at:

<https://www.rms.nsw.gov.au/projects/south-coast/batemans-bay-bridge/index.html>

1. General

The draft foreshore plans have incorporated the vast majority of Council's requests. The plans offer a wonderful new foreshore area on both the northern and southern foreshore areas with new facilities meeting accessibility provisions.

The draft plans:

- i) respect both Aboriginal and European heritage and offer opportunities for the incorporation of public art and interpretative elements to recognise and celebrate this heritage
- ii) provide for fully accessible shared pathways from Surfside to Batemans Bay CBD and to North Street. New pathway linkages are also provided along Old Punt Road and to Wharf Street
- iii) provide for retention and upgrade of the boat ramps with additional boat/trailer parking
- iv) provide for recreational fishing, both from formal platforms, the T-wharf and informally along the beach areas on the northern side of the river (as occurs now)
- v) open up and provide connectivity along the foreshore under the new bridge on both sides of the river
- vi) provide additional parking on both foreshores with landscaping to soften the streetscape in keeping with the recent works undertaken by Council
- vii) provide for a significant upgrade to the NSW Government owned and operated T-wharf with the addition of two large pontoon structures, more than tripling the capacity of this facility
- viii) provide for adequate clear space on the foreshore areas to support events such as the Bay Paddle Challenge.

We acknowledge the commitment of Transport for NSW and John Holland to continue to work with Council on the technical and specific design elements of the infrastructure proposed to become assets of Council. We also acknowledge the commitment to develop the public art components working closely with our Public Arts Advisory Committee and Council in line with our Public Art policy.

We also acknowledge Transport for NSW has incorporated into the overall bridge project:

- i) upgrade of the Kings Highway roundabouts to help meet peak period traffic demand
- ii) upgrade of the Princes Highway/North Street intersection to cater for delivery trucks accessing the CBD
- iii) a wide shared accessible pathway across the new bridge
- iv) improved environmental controls for all stormwater falling onto the new bridge
- v) removal of the old bridge upon completion of the new bridge to free up the waterway and allow the new bridge to be a new point of interest in its own right.

2. Pathway Connections

Council has undertaken a significant body of work across Eurobodalla to progressively improve walkability and cycling of our towns and CBD areas.

We acknowledge the incorporation of a shared pathway across the new bridge, and underneath the new bridge.

Consistent with our previous submissions, we advocate strongly that these additional measures be incorporated:

- i) extension of the shared pathway on the Princes Highway from Batemans Bay primary school to north of Lincoln Downs connecting to the Princes Highway and Kings Highway roundabout. This is essential from a road safety and connectivity perspective. This work should be funded immediately to allow construction as part of the current works.
- ii) provision of a footpath along the face of all on-street parking in Clyde Street to ensure improved accessibility and reduced ongoing maintenance. This has been discussed previously and verbally agreed.
- iii) extension of the shared pathway from Clyde Street west to Mackay Park. This shared pathway should be incorporated now to retain connectivity along the western side of the highway back to the Mackay Park precinct.

3. Boating Facilities

Council acknowledges the inclusion of the existing boat ramp facilities in Clyde Street west and Old Punt Road consistent with Council's previous submissions on the Batemans Bay bridge. We also acknowledge the minor increase in boat and trailer parking.

We request that the final detailed designs be discussed with users and Council to ensure user needs are met.

i) Clyde Street west

The turning area should be checked to ensure manoeuvrability. The ramp and all features should be restored to Council's satisfaction following the works.

ii) Old Punt ramp

We note the agreement to:

- widen the ramp to improve manoeuvrability given the new arrangement
- investigate further the impacts on the northern bridge pier on sand build up and take appropriate measures to protect the ramp from erosion and mitigate sand build up

iii) Proposed T-wharf upgrade

We welcome the decision to upgrade this NSW Government owned and operated facility to incorporate two additional large floating pontoons either side of the existing concrete T-wharf as advocated by Council. This will triple the waterway interface capacity at this location providing a major win for the Batemans Bay CBD and foreshore environment, as well as boaters.

We understand these pontoons will need to be engineered for the Clyde River wave environment (albeit this is significantly less at this site than other areas of the Bay foreshore area to the east).

We note:

- i) the agreement to design these pontoons to meet user needs, including giving consideration to the placement of piles, to best allow easy access by commercial operators, future tourism operators (eg charter vessels, cruise ship tenders, sea planes) and recreational vessels
- ii) the proposed refurbishment of the existing concrete structure
- iii) this new facility will continue to be owned and managed by the NSW Government.

We request that the new and existing structures include features that recognise that the first visit to Batemans Bay, and indeed Eurobodalla, may well be from the water. Therefore, the design should include appropriate welcoming features including signage as people exit from the T-wharf to the foreshore. We encourage the use of both English and the local Aboriginal language in this signage (as Council is doing elsewhere). We are available to assist with advice on the design of this important feature.

We urge Transport for NSW to fast-track the delivery of the eastern pontoon structure to support the emerging cruise ship market.

4. Parking – Western End of Clyde Street

Further to the calls received from local oyster growers, and our previous advice to Transport for NSW and John Holland, we re-affirm our position that right angled parking needs to be retained in the cul-de-sac area in Clyde Street west.

We welcome discussions on the detailed design to facilitate this important outcome.

5. Parking – Clyde Street

We acknowledge:

- i) provision for on-street right angled parking within Clyde Street
- ii) the agreement to link these parking spaces with formal pathways (not shown on the exhibited drawings).

We further request that the existing angled parking spaces within Clyde Street (between the Princes Highway and North Street) be altered to the same right angled format as the western end of Clyde Street. The existing angled spaces were designed to service the heavy movement

of traffic off the Princes Highway into Clyde Street. With this movement being removed, the parking will need to be reconfigured.

This change should be combined with improvements to reduce the actual speed of travel in Clyde Street and provide for marked pedestrian crossings (similar to that provided by Council in Orient Street).

6. Bus facilities, loading zones, taxi rank – Clyde Street

The removal of the direct access from the Princes Highway to Clyde Street significantly impacts the current parking provisions for local, intrastate and interstate buses; loading/unloading arrangements; and taxi movements.

We request further detailed discussions with Transport for NSW on the funding of alternate provision for these key transport facilities.

7. Wayfinding solutions

A detailed wayfinding solution will be needed to direct people to the foreshore areas and adjoining commercial activities on both sides of the river.

We request further detailed discussions with Transport for NSW on the various solutions to deliver an appropriate outcome consistent with Council's own strategies. These solutions should give consideration to emerging smart cities technology and options to pre-inform drivers of destinations and parking availability.

We also note the additional traffic directed into North Street and Beach Road off the Princes Highway as a result of the closure of the Princes Highway and Clyde Street intersection to traffic movements.

We request further detailed discussions with Transport for NSW on:

- i) the funding and implementation of the wayfinding solutions
- ii) the provision of incentives to provide a new entry and exit from the Village Centre underground car park direct to the Princes Highway, with appropriate electronic signposting to better inform drivers of the access and available parking.

These inclusions are need to ensure drivers are informed of the options available, and so vehicle movement is more evenly distributed. This also has significant potential to remove the added congestion in Beach Road, North Street and Perry Street that will result from the consequential changes associated with the new Batemans Bay bridge.