

Bennelong Parkway Bridge - adjacent landowner consultation summary

Date	Meeting	Issues Raised	Response
7/06/2023	On site meeting with heads of Mariners Cove Community Associations	<p>Concern over the ability to turn in and out of driveways whilst giving way to traffic, pedestrians and cyclists.</p> <p>Why isn't the bridge on the southern side of Bennelong Parkway?</p> <p>Why is the bridge so wide?</p> <p>Can bus shelters be provided</p> <p>Can a swing gate be installed instead of re-instatement of u-rails</p> <p>Can an arrangement be made with SOPA for parking in the archery carpark</p>	<p>An informal turning lane is proposed for both driveways and the archery carpark. It will allow drivers a space to wait outside of moving traffic to turn.</p> <p>The southern side of the existing bridge has a listed Endangered Ecological Community, significant utilities and would require pedestrians and cyclists to cross Bennelong Parkway twice to complete the Homebush Bay Circuit</p> <p>A 5m wide bridge will allow for current and future volumes of pedestrians and cyclists. It also allows for visual separation of the two user groups as they travel at different speeds.</p> <p>Bus shelters can be considered, but it will depend on space and the number of bus customers.</p> <p>The foreshore path around Mariners Cove has a requirements to be available to pedestrians. In re-grading the eastern entrance, Council must adhere to DDA requirements that set minimum standards and clearances for people in wheelchairs. A Swing gate is unlikely to meet these requirements.</p> <p>The request has been forwarded to SOPA for their review.</p>
		<p>Do cars have to give way to pedestrians and cyclists.</p> <p>Concern over the ability to turn in and out of driveways whilst giving way to traffic, pedestrians and cyclists.</p> <p>What will happening with lighting?</p> <p>Concern and support for the bridge on the northern side of Bennelong Parkway?</p> <p>Were other options considered for the bridge?</p> <p>Can the electricity supply be upgraded?</p> <p>The sightlines are poor coming out of the driveways.</p> <p>Can Council close Bennelong Parkway at Haslams Creek</p> <p>What is happening to the roundabout at the Piazza?</p> <p>Can Holker Street east of Hill Road be opened up to general traffic</p> <p>Can this section of Bennelong Parkway be signposted for 40km/h</p> <p>There will be increased wear and tear on the pedestrian path around the Mariners Cove foreshore</p> <p>What does the bridge and paths connect to?</p>	<p>All turning vehicles, or those entering or exiting a driveway must give way to people on the paths.</p> <p>An informal turning lane is proposed for both driveways and the archery carpark. It will allow drivers a space to wait outside of moving traffic to turn.</p> <p>Additional measures such as signage, mirrors or geometry changes will be considered as the project is designed.</p> <p>Council is required to light crossing points and paths to a certain standard, however on the bridge the colour and nature of the lighting will be carefully considered to minimise impacts to the ecology.</p> <p>The bridge on the northern side completes the Homebush Bay Circuit, if the bridge were on the southern side it would require pedestrians and cyclists to cross Bennelong Parkway twice. It would also impact the mapped Endangered Ecological Community on the southern side as well as be closer to the large utilities on that side.</p> <p>A smaller clip on structure for both sides was considered, but dismissed early on. Access to the utilities on the northern side would be challenging, and at that stage it was unknown if the road bridge would need renewal. By having a separate structure, it allows either bridge to be replaced independently.</p> <p>Re-use of the existing road bridge for pedestrians and cyclists with a new road bridge to the south was considered in the feasibility, however there were significant cost, utility and ecological impacts.</p> <p>The project will underground the power lines, however power upgrades outside of the needs of the project will not be delivered.</p> <p>Council has completed a Road Safety Audit of the project that did not identify this as an issue. This will be re-checked during detail design and appropriate mitigation measures will be identified if required.</p> <p>Council will not close Bennelong Parkway as it is critical to the functioning of Wentworth Point.</p> <p>The roundabout is proposed to be replaced with one that meets current standards. The larger size allows for improved circulation for larger vehicles, greater deflection to reduce vehicle speeds, and allow vehicles to store outside of the main circulation whilst pedestrians and cyclists are crossing the entrance to the Piazza.</p> <p>Access to Holker Street is not controlled by Council, however Council officers will make enquiries with TfNSW on whether it would be considered.</p> <p>Speed limits are controlled by TfNSW. Council will apply to TfNSW to shift the current 50km/h speed limit east of the Wentworth Common crossing. Council officers will make enquiries with TfNSW on whether a 40km/h speed limited would be considered.</p> <p>There will likely be an increased number of pedestrians on the foreshore path, however following Bennelong Parkway may be more attractive to some due to good passive surveillance and a sealed surface. The pedestrian path was a condition of the original Mariners Cove consent and must be maintained with public access. This information was registered on the title and would have been available for all unit owners at the time of purchase.</p> <p>On the east, the paths connect to the Badu Mangroves shared path and boardwalk. On the west, pedestrians can use the Mariners Cove foreshore path, other users can continue to the foreshore promenade cut through, or the Hill Road paths on the far side of Hill Road.</p>

		<p>There will be more people using Bennelong Parkway with the bridge, can a noise wall be installed on the bridge or approaches to buffer the residents of Mariners Cove?</p> <p>During the Royal Easter Show, it is impossible to turn right out of the driveways due to the volume of traffic, this proposal will make this worse.</p> <p>When will the bridge be built?</p>	<p>It is unlikely that Council would install noise walls on a public street to mask the sound of pedestrians and cyclists. Should it be required, a noise study could be considered that would identify current and future noise levels and whether it poses an acceptable impact on residents. In addition, installation of solid acoustic panels on the bridge would place unacceptable wind loading on the current design, solutions that consider soft landscaping or similar measures will be preferred.</p> <p>The feedback regarding traffic during the Royal Easter Show will be passed on to SOPA and Council's Traffic team for their review and consideration.</p> <p>Should: (1) Council endorse the EIS for public exhibition, (2) the design be substantially the same after exhibition, and (3) construction funding be secured in a timely manner, the bridge could begin construction in 2025.</p> <p>Council could secure access through an Easement (public access secured on title but the Association retains ownership) or Acquisition. In either case, the association will have all reasonable costs covered by Council as well as compensation of the land. Acquiring the land can be through negotiation (Council's preference) or through compulsory acquisition.</p>
11/10/2023	Meeting with residents of Mariners Cove	What are the options available to Council and the Community Association regarding securing access to the land	<p>The load limit on the existing road bridge is a conservative, precautionary measure by Council's assets team. The detour for buses and heavy vehicles will be in place as they complete a further series of inspections. The outcome and the timing of that outcome is still unknown, but it does not change the need for a pedestrian and cyclist bridge on the northern side. Having a separate pedestrian and cyclist bridge means whatever happens with the current road bridge can be completely independent of completing the Homebush Bay Circuit.</p> <p>Pedestrians are free to choose any of these paths as they are publically accesible, however in the evening are more likely to choose the street and wider path as they include lighting.</p> <p>Cyclists are likely to use a formed path as it is easier, the painted bike path also shows they get space and priority down Bennelong Parkway.</p>
17/10/2023		If the existing road bridge is closed to heavy vehicles, does that mean it will now be replaced and there is no need to build the separate pedestrian and cyclist bridge?	
24/10/2023	Subsequent emailed questions	There is already a double pathway between buildings 27 and 25 Bennelong Pkwy. The link-up of your new path should have a clear connection/ continuity with that path. That should be the obvious turn rather than the small one before building 29, which cannot cater for large numbers of walkers, cyclists etc.	