

10 May 2012

Your reference: MP10_0192

Mr Andrew Beattie
Senior Planner
Infrastructure Projects
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Mr Beattie,

Homebush Bay Bridge (MP10_0192)

Thank you for the opportunity to provide comment on the Homebush Bay Bridge Environmental Assessment (EA) dated February 2012. The Sydney Olympic Park Authority (the Authority) as the potential future owner of the bridge would like to provide the following comments for your consideration and response.

Generally the draft EA provides a comprehensive assessment of the proposed bridge across Homebush Bay. The Authority supports the construction of the bridge as it will provide a valuable public transport link with positive benefits to the surrounding local area, including direct access for pedestrian and cyclists to Rhodes Train Station and retail facilities at Rhodes Shopping Centre. It will also provide access to Sydney Olympic Park Parklands and has the real benefit of removing a significant number of vehicle trips off local roads.

The EA mentions that in terms of future ownership the Authority would need to obtain a licence from both the City of Canada Bay and the City of Auburn in respect of access on to the bridge from both local government areas. This matter has the possibility of being unnecessarily complex and untimely, as such, the Authority requires that this matter is sorted to our satisfaction prior to any approval. A similar but equally important aspect is that land owner's consent is obtained from the Department of Roads and Maritime Services (RMS).

In relation structural design matters the EA mentions, in several sections, Australian Standards that relate to bridge construction. Give that the bridge will become NSW Government infrastructure it is a requirement of the Authority that it meet the satisfaction of the RMS. I note that this is given as part of the commitments.

As the Homebush Bay Bridge has been designed to provide a public transport link there needs to be more definitive information as to the ultimate load bearing capacity

in relation to what type of vehicles may use the bridge. Whilst this is almost the same point to that made above in relation to RMS Standards, I note that there are a number of different types of road bridges in use in NSW. There is also a need for additional information in regard to the carrying capacity of the bridge for trunk utilities.

The location of the Homebush Bay Bridge will introduce a new structure in an area that currently serves as an integral part of the extension of the estuarine wetlands of the southern end of Homebush Bay. The significance of the waterway as a waterbird flight path has not been identified as part of the EA. The EA should broaden the study to the estuarine wetlands and mudflats located at the southern end of the Bay as the 10 hectare Waterbird Refuge is of National significance being listed by the Commonwealth. The existing investigations into birds relied heavily on one daytime investigation and largely consisted of a desktop study and may not have captured the full extent as to how birds use the waterways in Homebush Bay.

It is also noted that the EA states that construction of the bridge will not impede the operation of any rowing activities that occur on Homebush Bay, both now and those that are intended to occur in the future. The Authority fully supports the continued use of Homebush Bay for rowing activities.

In relation to the proposed Voluntary Planning Agreement it is noted that this will form a separate matter and will be dealt with accordingly.

Please contact me on 9714 7300, should you require any further assistance.

Yours faithfully,



Andrew Brown
Executive Manager
Urban Planning & Design