



Planning for a future Murray River crossing at Swan Hill

Community feedback summary report

May 2021

Executive summary

About this report

This report summarises Transport for NSW's consultation with the Swan Hill and Murray Downs community and stakeholders about the preferred alignment of a future Murray River crossing at Swan Hill.

Between Monday 14 September and Friday 13 November 2020, Transport for NSW called for community feedback and comments about two options for the alignment of a future bridge in Swan Hill. These two options are:

1. Option 9a, located about 120 metres upstream (east) of the existing bridge, and
2. McCallum Street Option, located at the existing bridge alignment at McCallum Street.

All feedback received has been reviewed and is summarised in this report to help inform future planning for a future bridge.

Transport for NSW would like to thank the community and stakeholders for taking the time to participate in this consultation process and for the valuable feedback provided.

Background

Transport for NSW, in collaboration with the Victorian Department of Transport, is leading early planning for a future Murray River crossing at Swan Hill to improve connectivity between the border communities and provide safer, more reliable journeys for locals and visitors to the region.

Between 2007 and 2011, the Victorian Department of Transport (formerly VicRoads) led investigations to identify the best location for a new river crossing. At the time, due to its heritage listing, the existing Swan Hill Bridge was to be retained.

Following extensive consultation with stakeholders and the community, Option 9a - was endorsed as the preferred alignment option.

However, a recent Statewide review of timber truss road bridges in NSW has identified that the existing Swan Hill Bridge will be removed, and the bridge delisted from NSW and Victorian stage heritage registers.

As a result of these changes to the timber truss road bridges strategy, it was possible to consider building a new bridge on the existing alignment at McCallum Street.

Maps showing Option 9a and McCallum Street Option are provided at Appendix A.

Community consultation

Transport for NSW called for community feedback about two options for the future bridge alignment in Swan Hill from Monday 14 September to Friday 13 November 2020.

During the consultation period, 146 submissions were provided to Transport for NSW by email, phone, post and via an online consultation tool.

This feedback is instrumental in helping Transport for NSW understand the community's preferences for the future Murray River crossing alignment and will inform further planning for a new bridge.

All comments and suggestions received have been provided to the project team for consideration during planning. Appendix G contains a complete list of all submissions received during the consultation period.

A number of comments were also received on the NSW Roads social media posts which provided further examples of community sentiment about the alignment options and design preferences.

Recommendation and next steps

The community and local government has voiced a clear preference for a future Murray River bridge crossing to be located on the existing McCallum Street alignment.

In response to community feedback, Transport for NSW will seek endorsement from NSW and Victorian governments to change the preferred alignment option from Option 9a to McCallum Street.

Individual feedback, comments and suggestions about the future bridge design have been captured and will be considered during the next phase of planning for this project, subject to endorsement of the McCallum Street Option.

This report and other project information will be published on Transport for NSW's project web page. The community will be kept informed as planning for this project progresses.

For further information or any questions about the consultation process or outcomes contained in this report, please contact the South West project team at south.west.projects@transport.nsw.gov.au.

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Introduction

Background

In June 2011, the Victorian Department of Transport (formerly Vic Roads), in conjunction with Transport for NSW (formerly Roads and Traffic Authority (RTA)) published the Planning Assessment Report (Victoria) and Environmental Investigation Report (NSW) for a replacement Murray River bridge crossing at Swan Hill.

The proposed replacement Murray River bridge crossing would provide an improved connection between northern Victoria and southern New South Wales and included a two-lane two way crossing of the Murray River, with provision for cyclists and pedestrians.

The planning assessment detailed the development of options, including potential future transport corridors, alignment options, environmental, social and economic findings and the evaluation process that was carried out to determine the preferred alignment option.

At the time this report was prepared, the existing Swan Hill Bridge was listed on the NSW State Heritage Register and the Victorian Heritage Register, which includes restricting a new crossing with 250 metres upstream and downstream due to the current bridge's heritage setting. Planning was carried out with the understanding that the existing bridge would need to be retained, and its future use to be determined through further consultation with the local community.

Endorsement of a preferred alignment option

The preferred alignment option, Option 9a, was subsequently endorsed by the NSW and Victorian governments and the project placed on the prioritisation list to be considered for future infrastructure funding.

In April 2019, the Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Michael McCormack announced a commitment of \$60 million towards replacement of the existing Swan Hill Bridge, as part of the Australian Government's investment under its Roads of Strategic Importance (ROSI) initiative.

Changes to the NSW Timber Truss Road Bridges strategy

Later the same year, the NSW Government published an update to the 2012 Timber Truss Road Bridges strategy which identified seven bridges for removal and eight bridges to be retained.

The seven bridges removed from the list were to be progressively replaced and removed, with appropriate heritage interpretation being installed. Swan Hill Bridge was included on the list of bridges to be removed.

When planning studies for a replacement Murray River bridge crossing at Swan Hill were carried out between 2007 and 2011, the heritage status had been a known constraint to considering removing the existing bridge and building a replacement on the same alignment at McCallum Street.

With this constraint removed, it is now possible to consider a replacement bridge at McCallum Street.

Objective assessment

To determine whether a replacement bridge at McCallum Street could meet the project objectives and goals, Transport for NSW and the Victorian Department of Transport completed a preliminary objective assessment (refer to Appendix B) which

compared a McCallum Street Option against Option 9a, the previously endorsed preferred alignment option, and a 'do nothing' base case.

This assessment considered the following objectives:

1. To improve freight movements and meet the long-term future transport needs of Swan Hill and the wider region
2. To meet current safety and road design standards while maintaining existing navigation clearances for boats, access to properties and provision for rail operations
3. To protect existing land uses and the character of landscapes, amenity, open space and recreation values
4. To minimise impacts on Indigenous cultural heritage
5. To minimise impacts on post-settlement heritage and provide appropriate mitigation measures
6. To minimise impacts on biodiversity, water quality and sustainability and provide appropriate mitigation measure
7. Ability to meet community and key stakeholder expectations.

The objective assessment indicated a replacement bridge at McCallum Street would strongly support the project objectives.

Based on this outcome, Transport for NSW began preliminary investigations to support community consultation about the preferred alignment for a future Murray River bridge crossing.

Community consultation

Objectives

Transport for NSW consulted with the community and key stakeholders to:

- understand the level of community support for the McCallum Street Option
- understand issues of community concern or importance when planning for the future Murray River bridge crossing
- establish a database of interested community members for future engagement.

Values

Transport for NSW's values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- **Customer focus:** We place the customer at the centre of everything we do.
- **Collaboration:** We value each other and create better outcomes by working together.
- **Solutions:** We deliver sustainable and innovative solutions to NSW's transport needs.
- **Integrity:** We take responsibility and communicate openly.
- **Safety:** We prioritise safety for our people and our customers.

Approach

The community consultation process involved three phases: awareness, education and engagement.

Table 1 Consultation approach

Consultation phase	Desired outcomes	Techniques
Awareness	Create community awareness about Transport for NSW's intention to consult with the community about options for the alignment of a future Murray River bridge crossing, the purpose of consultation and intended outcomes.	Community update Social media Website – Have your say

Consultation phase	Desired outcomes	Techniques
Education	Provide interested community members with additional information about the project to help formulate educated opinions, including: <ul style="list-style-type: none"> • more detail about the two alignment options such as design considerations, limitations, impacts and benefits • overview about planning process, approvals and indicative timing • Q&A with the project team for specific questions. 	Community update Online information session Website update Frequently asked questions Radio advertising Media release
Engagement	Encourage community member to provide feedback submissions and share their opinions about the preferred alignment option.	Social media Media release Website - update

Consultation approach

Because this consultation activity took place during COVID-19 and the Victorian border closure, engagement shifted from traditional face-to-face activities to a more digital focus.

Restrictions on community gatherings and in-person consultation activities required Transport for NSW to look to modern, online engagement techniques, supported by an expanded social media presence.

This allowed the community to actively participate in the consultation process and receive the information required to make an informed decision about the preferred alignment option.

However, Transport for NSW acknowledges not all community members may be able or comfortable engaging digitally, so these solutions were complemented by a traditional media strategy, using print and radio to further share information and updates.

Digital consultation solutions

Transport for NSW held an online information session via Facebook on Monday 21 September 2020. This was the first time online engagement had been used for this project and the community supported the trial, providing a number of positive comments in submission feedback.

This interactive event provided the opportunity for interested community members to engage directly with project representatives, ask questions and receive answers in real-time. A recording of this session was published on the project website for viewing immediately after the event.

An online 'Have your say' platform was developed that could be accessed from anywhere with internet connectivity. This provided the most up-to-date information about the project, including Frequently Asked Questions, key dates, relevant planning documents and the submission feedback form.

Submissions were also accepted via email, post and phone to ensure community members were able to provide their feedback through a channel that was comfortable and familiar to them.

Techniques

The key techniques used during this consultation activity are explained in more detail in Table 2 Consultation techniques.

Table 2 Consultation techniques

Technique	Details
Community update	<p>A community update was provided via letterbox drop to 5,167 residents and businesses in Swan Hill and Murray Downs to inform the community that Transport for NSW was seeking feedback about the alignment for a future bridge.</p> <p>The community update included:</p> <ul style="list-style-type: none"> • a brief history about prior planning led by the Victorian Department of Transport • changes to the NSW Timber Truss Road Bridges strategy and impacts to Swan Hill Bridge and Tooleybuc Bridge • the purpose of consultation, including the process, channels to provide feedback and timing • how to find out more about the project. <p>A copy of the community update is available at Appendix C.</p>
Media release	<p>A media release was issued on 19 September 2020.</p> <p>A copy of the media release is available at Appendix D.</p>
Website – Have your say	<p>The ‘Have your say’ project website was published on 14 September 2020, providing background information and access to the online consultation tool.</p> <p>URL: nswroads.work/hysswanhill</p> <p>Between 14 September and 13 November, this site received more than 2,000 visitors. 109 visitors registered their interest in staying informed about the project and 86 provided a submission via the online feedback tool.</p> <p>When the consultation period closed, information contained on this site was relocated to the Transport for NSW project website and this page was archived.</p> <p>URL: https://www.rms.nsw.gov.au/projects/murray-river-crossing-at-swan-hill</p>

Technique	Details
Online consultation platform	<p>An online feedback tool was available for the community to submit feedback.</p> <p>86 submissions were received via this platform.</p> <p>URL: nswroads.work/hysswanhill</p>
Print and radio advertisement	<p>An advertisement for the online information session was printed in local papers on Friday 18 September 2020.</p> <p>Radio advertisements promoted the online information session on 3SH and Mixx 107.7 from 16 September to 21 September 2020.</p>
Facebook event	<p>A Facebook event promoted the online information event on the NSW Roads Facebook page from 14 September 2020.</p> <p>The post linked to the online information session and encouraged readers to register their interest in attending.</p>
Online information session	<p>The online information session was held on Monday 21 September 2020.</p> <p>268 people registered their interest in attending the event and about 55 participants joined the session.</p> <p>A recording of the livestream session was made available after the event on the project webpage.</p>
Social media	<p>A Facebook advertisement inviting comment was published on the NSW Roads Facebook page on 14 September 2020.</p> <p>Follow up Facebook posts were also published from 2 – 6 November and 7 – 13 November 2020 to remind the community to have their say.</p> <p>These geo-targeted posts achieved a combined reach of more than 29,000, including 292 reactions, comments, shares and link clicks.</p> <p>Facebook posts are provided at Appendix E.</p>
Community update – frequently asked questions	<p>Following the online information session, a frequently asked questions update was delivered to more than 5,000 residents in Swan Hill and Murray Downs. The update was also published to the project web page.</p> <p>A copy of the Community update frequently asked questions is provided at Appendix F.</p> <p>URL: https://www.rms.nsw.gov.au/projects/murray-river-crossing-at-swan-hill</p>

Submission summary

Comments closed on Friday 13 November 2020, with 142 submissions received during the feedback period.

Four submissions were received the consultation period closed which have been accepted and included in this submission summary.

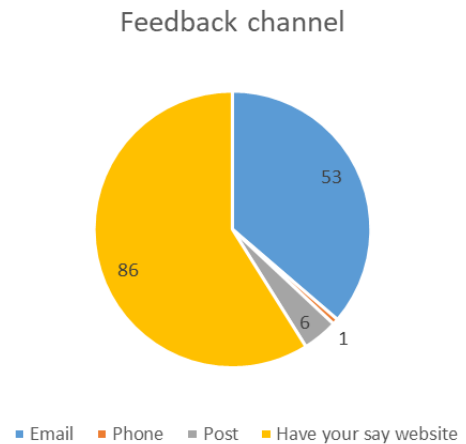
In total, 146 submissions were received via the following channels:

- 86 submissions were received through the online 'Have your say' consultation tool
- 53 submissions were received via email
- 6 submissions were received by post
- 1 submission was provided via telephone to the Senior Project Manager.

All formal submissions have been recorded and considered by the project team as part of this community consultation activity.

In addition to formal submissions, a further 30 comments were posted on two NSW Roads Facebook posts.

It is acknowledged these comments provide an indicator of current community sentiment however, they have not been registered as feedback submissions.

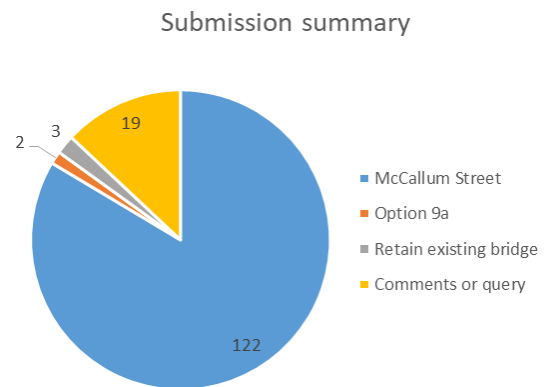


Consultation outcomes

Community feedback strongly supports the McCallum Street Option, with 98%¹ of submissions indicating a clear preference for this to be the future bridge alignment.

An analysis of submissions determined:

- 122 submissions stated a clear preference for the McCallum Street Option
- 2 submissions stated a clear preference for Option 9a
- 3 submissions stated that neither option was preferred and/or the existing bridge should be retained
- 19 submissions asked a question (either related or unrelated to this consultation) or provided comments that were unable to determine a clear preference for either option.



A copy of all submissions received is provided at Appendix G.

In addition to formal submissions, a further 30 comments were posted on two Facebook posts.

Several comments supported the McCallum Street Option while others covered a range of topics including calls to hurry up and build the new bridge, suggestions to revisit other alignments and scepticism about whether a bridge will ever be built.

It is acknowledged these comments provide an indicator of current community sentiment however, as they are not formal submissions, they have not been included in the analysis summary provided above.

Local government support for McCallum Street

During the community consultation period, Swan Hill Rural City Council wrote to Transport for NSW following an extraordinary meeting on Friday 18 September 2020, to provide a formal submission supporting the McCallum Street Option.

In correspondence dated 29 September 2020, Chief Executive Officer John McLinden advises “Council believes that the McCallum Street alignment is a suitable alignment that will address the needs of the community and will allow a new bridge to finally be built.”

Following their ordinary meeting held 24 November 2020, Murray River Council also wrote to Transport for NSW advising that council resolves to “support the McCallum Street alignment over the 9A alignment for the Swan Hill – Murray Downs Bridge in the Transport for NSW open community consultation.”

Submissions received from Swan Hill Rural City Council and Murray River Council are included in the count of submissions provided in this report. This is correspondence provided at Appendix H.

¹ After eliminating submissions that did not indicate a preference for either alignment option, raised a question or provided a suggestion.

Comment themes

In addition to providing preference for the future bridge alignment, community feedback also included comments that will be considered by the project team during the next stage of planning.

Individual comments have been grouped into several themes that are provided in Table 3 Feedback themes summary, along with the Transport for NSW response.

Table 3 Feedback themes summary

Summary of feedback	Transport for NSW response
Preference for a 'flyover' design or high-level bridge, not a lift span	<p>The close proximity of the river to Curlewis Street and the rail line and the need to maintain river navigation clearances will mean that it is almost certain that we cannot design a fly over bridge that meets the required safety, operational and technical design standards.</p> <p>It is acknowledged that the existing lift span is antiquated and cumbersome in its operation. A replacement lift span structure will need to meet the future operational and response requirements for road transport and river navigation.</p> <p>It should also be noted that a flyover bridge will mean that a road connection to Monash Drive will not be feasible.</p>
Access must be maintained for agricultural machinery and heavy vehicles, e.g. B-doubles during construction	<p>A future bridge will be designed to current Higher Mass Limit (HML) vehicle standards.</p> <p>During detailed design, we will work with engineers, agricultural and freight specialists to ensure the future bridge is built to standards that will support access for these larger, heavier vehicles.</p> <p>Future work may be required to the surrounding road network to enable connectivity in the region, but the bridge itself would be built to accommodate modern agricultural machinery and freight vehicles.</p>
Existing bridge has historical value and should be retained	<p>There are 31 crossings over the Murray River and quite a number of these bridges have heritage significance.</p> <p>Swan Hill Bridge and Tooleybuc Bridge are both examples of Allan Truss bridges and when the timber truss strategy was reviewed in 2019, Tooleybuc was identified to be retained as a more representative example of type.</p> <p>The strategy set out to achieve a balanced mix across NSW of the diversity of timber truss styles that function as part of the road network and the communities they service, meaning the option to retain both bridges could not be supported.</p> <p>The existing Swan Hill Bridge will be removed.</p>

Summary of feedback	Transport for NSW response
Impacts to swimming pool and Riverside Park precinct need to be better understood	<p>Transport for NSW acknowledges the potential impacts to the Riverside Park revitalisation project being led by Swan Hill Rural City Council, as well as the potential impacts on Monash Drive and the swimming pool.</p> <p>We are already liaising with council about the Riverside Park Masterplan and will continue to work closely with them to better understand these impacts. We will communicate with the community as more information becomes available.</p>
Access for marine vessels needs to be maintained during construction of the new bridge	<p>It is a requirement that Murray River crossings do not impede or restrict navigation on the river.</p> <p>Consideration will be given during the detailed planning phase to the needs of existing river traffic. For example, if the construction of a new bridge also requires a temporary crossing, the project team will investigate how river traffic can be accommodated during each construction stage.</p> <p>Further consultation about access for marine vessels is planned during 2021.</p>
The water tower should be retained, if possible	<p>The next stage of planning will investigate design options for a future bridge, taking into consideration existing infrastructure including the rail line and water tower.</p> <p>Transport for NSW will prioritise options during concept and detailed design that enable the water tower to be retained.</p>
Concerns about traffic congestion and heavy vehicles being channelled into the Swan Hill CBD	<p>Traffic impacts were assessed in the 2011 Planning Assessment Report, where a number of road corridors and alignments were considered for a future Murray River bridge crossing.</p> <p>Studies carried out at the time determined 79 per cent of west-bound traffic using the bridge had a destination within Swan Hill and heavy vehicles made up only 13 per cent of all traffic movements over the bridge.</p> <p>Because the predominant users of the bridge are local motorists, the greatest benefit would be to build the replacement bridge in a central location close to the existing crossing that caters for this demand.</p> <p>Current traffic counts will be carried out as part of the project's detailed design phase to validate these earlier findings.</p>

Recommendation

In response to strong support from the local community, Swan Hill Rural City Council and Murray River Council, Transport for NSW recommends the preferred alignment for a future Murray River bridge crossing at Swan Hill be changed from Option 9a to McCallum Street.

Transport for NSW thanks all community members and stakeholders who participated by providing feedback, comments and suggestions about the future bridge at Swan Hill.

Next steps

Transport for NSW will seek endorsement from the NSW and Victorian governments to change the preferred alignment option from Option 9a to McCallum Street.

If the NSW and Victorian governments endorse McCallum Street as the preferred alignment option for the future bridge alignment, the next steps are to:

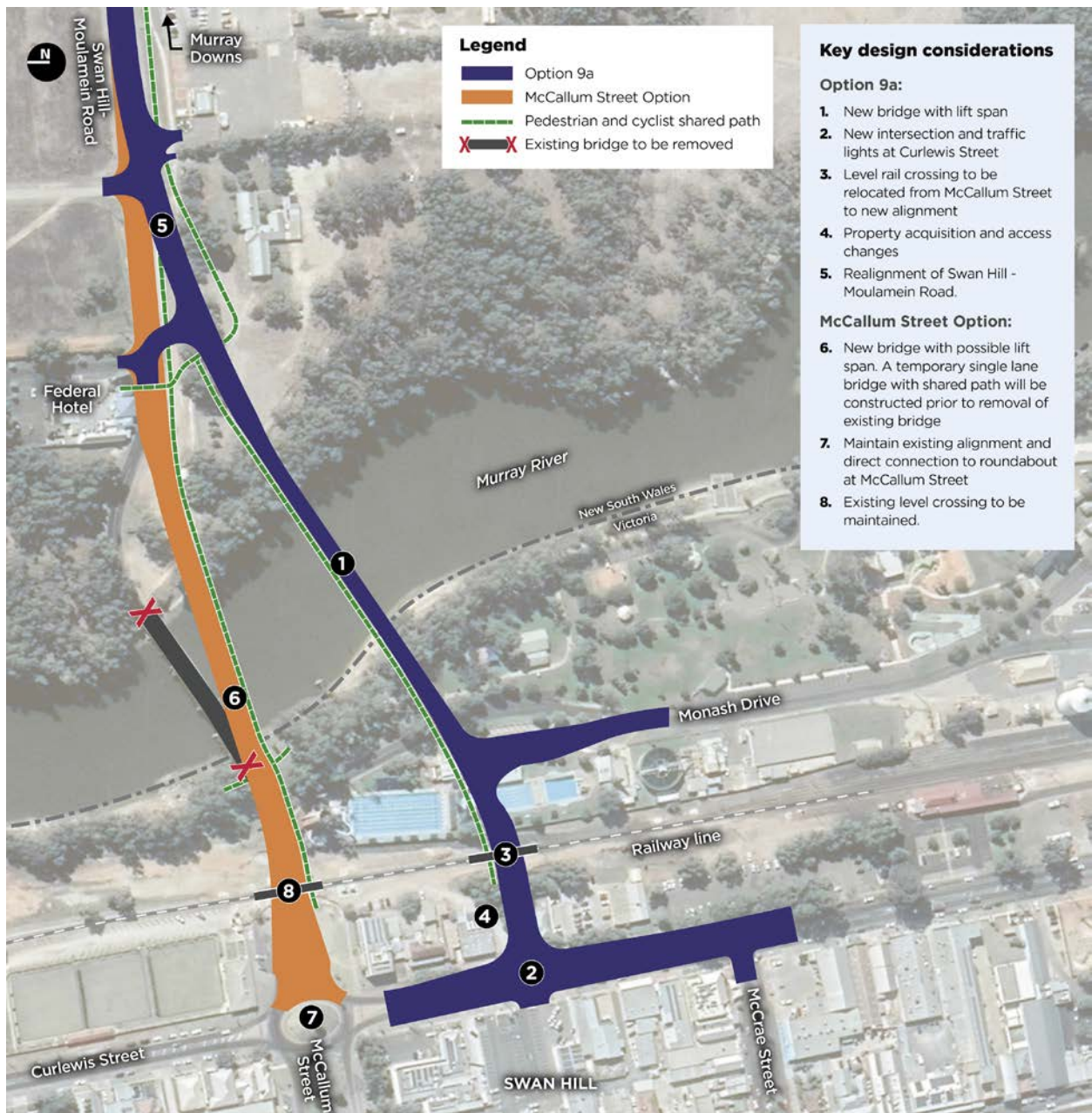
- Develop the concept and detailed designs which will include considering bridge height and design, connections on either side of the river, construction staging and cost estimates. We will inform and consult with the Swan Hill and Murray Downs communities as we progress this work.
- Consult with the relevant authorities in NSW and Victoria about removing the existing Swan Hill Bridge from state heritage registers. As part of this work, the community will be invited to help develop appropriate ways to recognise the history of the bridge before it is removed.
- Seek project approvals, including planning and environmental approvals, from Australian, NSW and Victorian governments and additional funding (if required) to proceed to the construction phase.

Major infrastructure projects are planned, designed and delivered using a gated approval process. Each phase ensures the necessary due diligence has been completed before a project is approved for construction. Subject to endorsement of the preferred alignment option, it is anticipated that planning and design will take between two and three years.

Throughout this process, Transport for NSW will keep the community informed and provide opportunities to be involved or provide feedback about planning for a future bridge.

To stay up to date with the latest information, visit the project website <https://www.rms.nsw.gov.au/projects/murray-river-crossing-at-swan-hill> or interested community members can register for project updates by emailing south.west.projects@transport.nsw.gov.au

Appendix A Option 9a and McCallum Street Option – alignments



Appendix B Objective assessment

	Alignment Option	Base Case	Option 9a	McCallum St Option
Freight and Economics	<p>Objective 1: To improve freight movements and meet the long-term future transport needs of Swan Hill and the wider region</p> <ul style="list-style-type: none"> Remove constraints that prevent the crossing accommodating future transport including HML, HPFV and OD movements (including agricultural machinery) Travel time, reliability and efficiency gains Act as an enabler for economic growth in the region – remove current constraints Reduce bridge maintenance costs Minimise delays and closures due to maintenance activities Improve connectivity between Victorian and NSW communities for access to services and employment Improve journey experience Minimise impact on rail operations Improve business access to Swan Hill as a regional centre 	1	4	5
Safety	<p>Objective 2: To meet current safety and road design standards while maintaining existing navigation clearances for boats, access to properties and provision for rail operations</p> <ul style="list-style-type: none"> Ability to meet current safety and road design standards Minimise pedestrian/vehicle conflict – minimise risk of harm (safe system design) Provide for active transport Maintain river navigation clearance requirements Improve emergency services response times for Murray Downs residents 	1	4	5
Landscape, Amenity and Landuse	<p>Objective 3: To protect existing land uses and the character of landscapes, amenity, open space and recreation values</p> <ul style="list-style-type: none"> Impacts on residential areas and their amenity including noise Minimising impact on formal open spaces Impact on approved Riverside Park Master Plan Minimising impact on significant views Minimise impact on existing land use and businesses Minimise flood risks Improve access to open space and recreation 	4	2	4
Cultural Heritage	<p>Objective 4: To minimise impacts on indigenous cultural heritage</p> <ul style="list-style-type: none"> Impact on identified heritage sites Impact on areas of high archaeological potential 	5	3	4

Heritage	<p>Objective 5: To minimise impacts on post settlement heritage and provide appropriate mitigation measures</p> <ul style="list-style-type: none"> Impact on identified heritage sites Impact on areas of high archaeological potential Ability to maintain heritage status as an operational structure Ability to attract maintenance funding as a non-operational structure Qualified representativeness as Allan truss timber structure for retention in TTBCS 	2	1	2
Environment	<p>Objective 6: To minimise impacts on biodiversity, water quality and sustainability and provide appropriate mitigation measures</p> <ul style="list-style-type: none"> Occurrence of threatened flora and fauna species including aquatic fauna Impact of frequency of maintenance activities Potential habitat for threatened species Native vegetation losses 	4	3	4
Community and Key Stakeholders	<p>Objective 7: Ability to meet community and key stakeholder expectations</p> <ul style="list-style-type: none"> Fit for purpose facility Sympathetic to the heritage values of the existing crossing Provides safe crossing for pedestrians and cyclists Facility that promotes use through improved perception of safety and security Provide a crossing that is not prone to maintenance closures or delays 	1	2	5
Overall Option Rating & Score		18	19	29

Rating Scale	Score
Very Well	5
Well	4
Moderate	3
Poor	2
Very Poor	1

Appendix C Community update – September 2020



Transport for NSW

Planning for a future Murray River crossing at Swan Hill

Community update



Aerial view of Swan Hill Bridge



Improved freight
and business
productivity



Safer, more
reliable journeys



Improving connectivity
for access to healthcare,
education and employment

Transport for NSW, in collaboration with the Victorian Department of Transport, is planning for a future crossing over the Murray River at Swan Hill. You are invited to provide feedback about the preferred alignment following changes to the heritage status of the existing Swan Hill Bridge.

September 2020

Early planning for a future bridge

Between 2007 and 2009, the Victorian Department of Transport (formerly VicRoads) led early planning studies into a future bridge crossing over the Murray River at Swan Hill. At the time, the state heritage-listed Swan Hill Bridge would be retained.

A number of potential bridge route options were investigated and, following extensive community consultation, the NSW and Victorian governments approved Option 9a as the preferred route for a future bridge.

Changes to the timber truss road bridges strategy

In 2019, the NSW Government's timber truss road bridges strategy was amended after considerable work to better understand the structural capabilities of the various timber bridge types and the strengthening methods available.

Changes to the strategy included removing Swan Hill Bridge from the list of bridges to be retained. Tooleybuc Bridge was added to the list of bridges to be retained.

More information about these changes can be found by viewing *Timber Truss Road Bridges - A Strategic Approach to Conservation* on the project website at nswroads.work/hysswanhill.

Reviewing the preferred option

Previously, the heritage status of the existing bridge was a constraint to considering building a future bridge on the existing alignment at McCallum Street. As the bridge will be removed, it is now possible to investigate a McCallum Street Option. If community feedback strongly supports the McCallum Street Option we will seek endorsement from the NSW and Victorian governments before progressing to the next stage of planning.

We are seeking your feedback about the two options.

No new options, or those previously investigated and subsequently ruled out as being unviable or lacking local government or community support, will be considered.

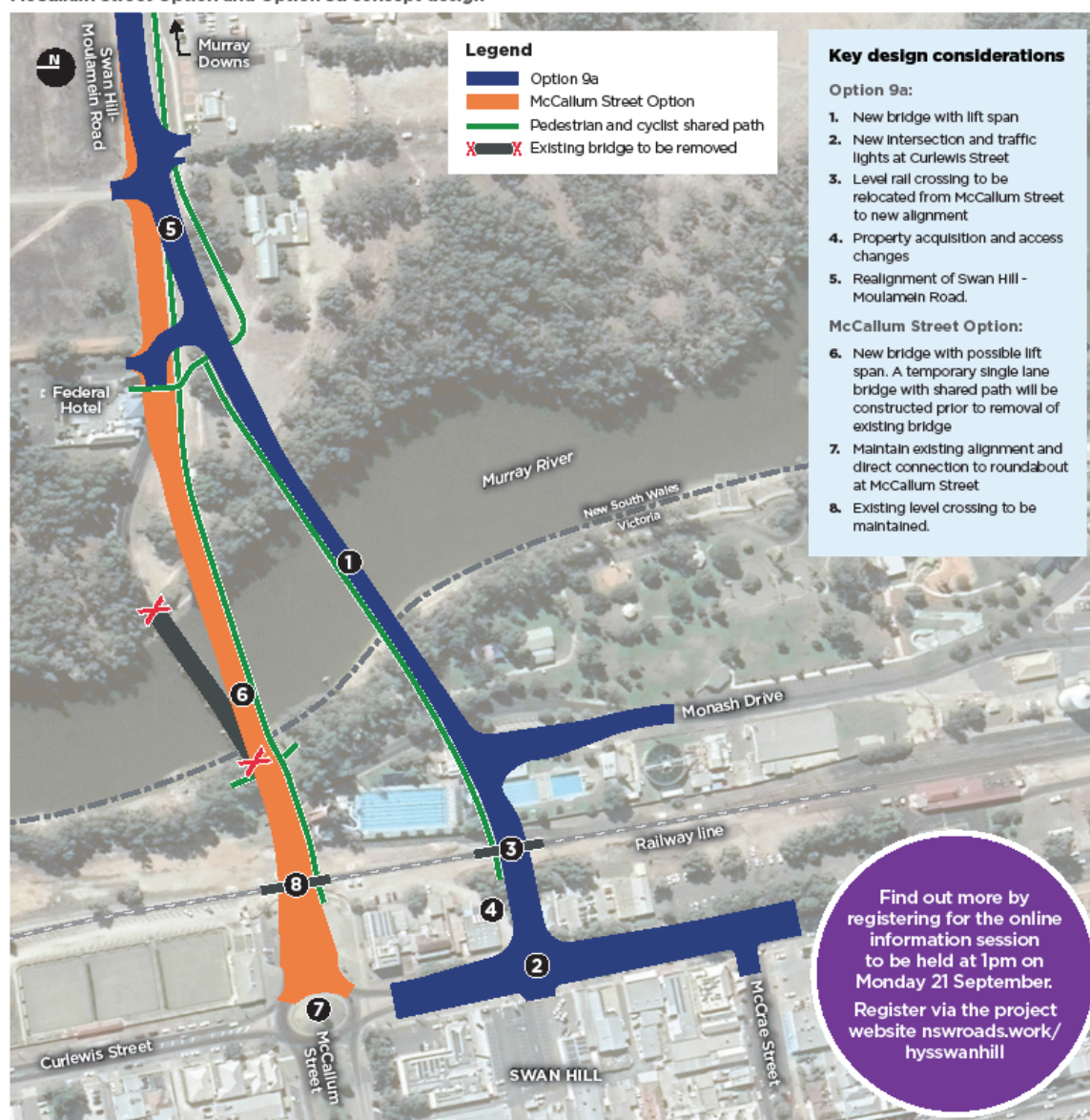
Recognising the history of Swan Hill Bridge

The existing bridge must be delisted from NSW and Victorian heritage registers before it can be removed.

As part of this process, we will consult with you about an appropriate way to recognise its history and importance in connecting the Swan Hill and Murray Downs communities.

We will let you know when we are starting this process so you can have your say.

McCallum Street Option and Option 9a concept design




transport.nsw.gov.au


New Murray River bridge crossing at Swan Hill - Community update


Have your say

Your feedback will help to inform the preferred alignment for a future bridge at Swan Hill.

You can submit your feedback about Option 9a or McCallum Street Option:

 nswroads.work/hysswanhill

 south.west.projects@transport.nsw.gov.au

 Swan Hill Bridge, PO Box 484,
Wagga Wagga, NSW 2650

Comments and feedback will be accepted until **5pm on Friday 16 October 2020**.

What happens next?

We will consider your feedback on the preferred option and prepare a community feedback summary report.

If feedback strongly favours the McCallum Street Option over Option 9a, we will seek endorsement from the NSW and Victorian governments.

The NSW and Victorian governments have not committed funding for a future bridge at this stage. Transport for NSW will continue working closely with the Victorian Department of Transport to progress this important project.

Find out more

An Information session will be held online on **Monday 21 September at 1pm**.

Register at nswroads.work/hysswanhill today!

Why Is the Information session being held online?

We are hosting an online Information session due to current COVID-19 restrictions including border closures, and for the health and safety of the community and staff.

The event is an opportunity to learn more about the two options, ask questions and get real-time answers from the project team. A recording will be available for viewing on the project website after the event.


More information, including links to previous planning documents, the timber truss strategy and frequently asked questions, can also be found on the project website.


Contact us:

If you have any questions or would like more information about planning for a future bridge over the Murray River at Swan Hill please contact our project team:

Senior Project Manager: Jonathan Tasker

 02 6923 6550

 south.west.projects@transport.nsw.gov.au

 nswroads.work/hysswanhill



The existing Swan Hill Bridge



This document contains important information about Transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call 02 6923 6550. The interpreter will then assist you with translation.

Pub No. 20.301

transport.nsw.gov.au

Appendix D Media release



Paul Toole
Minister for Regional Transport and Roads

MEDIA RELEASE

Saturday, 19 September 2020

HELP SHAPE MURRAY RIVER CROSSING AT SWAN HILL

The community is encouraged to have its say on shaping the NSW Government's future plan to replace the Swan Hill Bridge over the Murray River.

Minister for Regional Transport and Roads Paul Toole said anyone interested in providing feedback on the future of the Swan Hill Bridge was invited to join the upcoming information session and talk to Transport for NSW team members.

"The 124-year-old Swan Hill Bridge is an important bridge for local residents, visitors and the agricultural and freight industries, but it's time to think to the future and start planning for an upgrade," Mr Toole said.

"We are seeking feedback from the community on the preferred alignment for the future bridge.

"One option is to build a bridge over the Murray River on a new alignment connecting at Curlewis Street. This is Option 9a, which was endorsed as the preferred route option by the NSW and Victorian governments following extensive planning studies and community consultation.

"The alternate option is the McCallum Street Option, which would replace the bridge at its current location; an option which is now possible following a change to the heritage status of the existing bridge.

"Local residents, business owners and road users are encouraged to attend the upcoming online information session to find out more about the project.

"Early concept designs for the future bridge aim to provide a safer and faster crossing connection over the Murray, with more lanes and a dedicated pedestrian and cycle path."

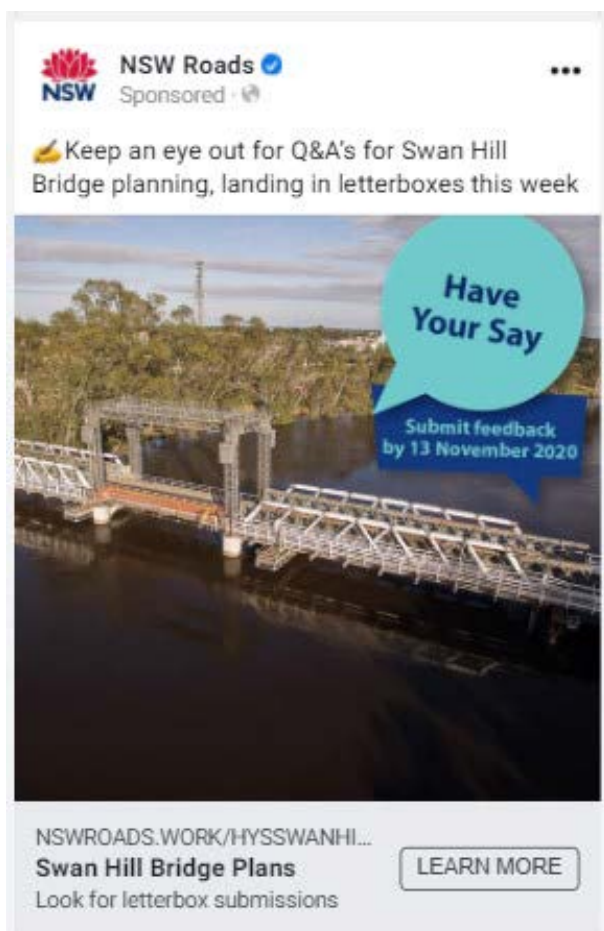
The Swan Hill Bridge was removed from the list of timber truss road bridges to be retained after the NSW Government's statewide review to better understand the structural capabilities and the strengthening methods of various timber bridge types.

As part of the project process, Transport for NSW will work with the community on ways to recognise the bridge's history and importance to the local area.

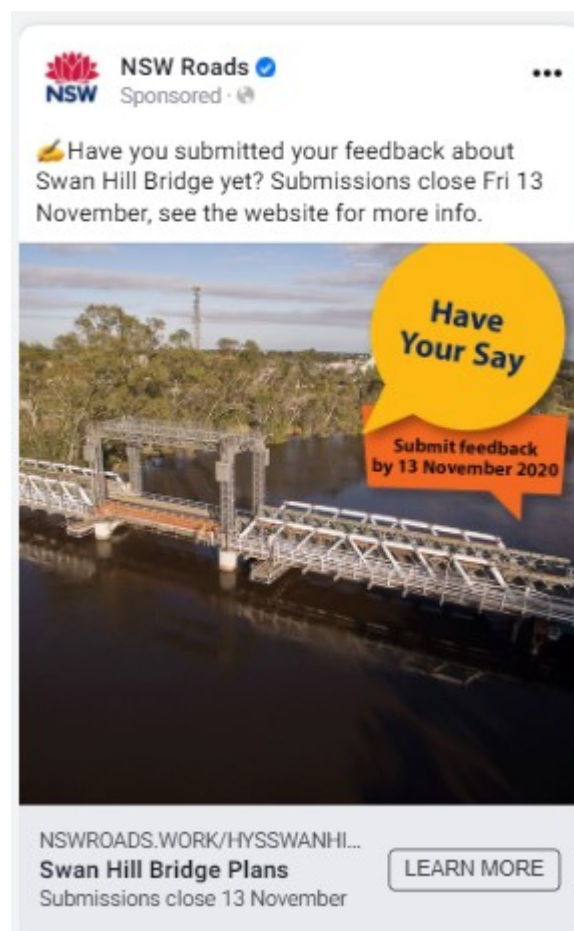
The community is invited to register for the online information session to be held on Monday, 21 September from 1pm, to speak with the project team and learn more about the proposed upgrade.

Appendix E Facebook posts

Post 1: 2 – 6 November 2020



Post 2: 7 – 13 November



Appendix F Community update frequently asked questions – November 2020



Transport for NSW

Planning for a future Murray River crossing at Swan Hill

Frequently Asked Questions | November 2020

Transport for NSW, in collaboration with the Victorian Department of Transport, is leading early planning for a future Murray River crossing at Swan Hill to improve connectivity and provide safer, more reliable journeys for locals and visitors to the region.



Aerial view of existing Swan Hill Bridge

We are seeking your feedback about two alignment options for a future bridge:

- Replacing the bridge at its current location (McCallum Street Option)
- Building a bridge over the Murray River on a new alignment that would connect at Curlewis Street (Option 9a).

Thank you to everyone who participated in the online information session on 21 September. This update includes a summary of the questions and answers from this discussion.

For more information visit the project website or contact the project team directly.

Submit your feedback by **5pm on Friday 13 November 2020** online at nswroads.work/hysswanhill, via email south.west.projects@transport.nsw.gov.au or write to us at Swan Hill Bridge, PO Box 484, Wagga Wagga NSW 2650.

November 2020

Planning

Why is a future bridge being planned?

Planning studies carried out between 2007 and 2011 found the condition of the existing bridge is deteriorating at a faster rate than originally expected and a new crossing is required to meet the demands of future regional growth.

While planning is under way, we are continuing to carry out regular maintenance work to ensure the bridge remains safe and accessible.

Which road authority is leading the project?

Transport for NSW is leading the planning for a future bridge at Swan Hill.

The Victorian Department of Transport (formerly VicRoads) carried out earlier planning studies and will continue to support Transport for NSW as the project progresses.

Wasn't a preferred option already chosen?

Yes. Following a comprehensive planning process and extensive community consultation, the NSW and Victorian governments endorsed Option 9a as the preferred route for a future bridge in 2012. Option 9a involves building an intermediate level bridge upstream of the existing bridge.

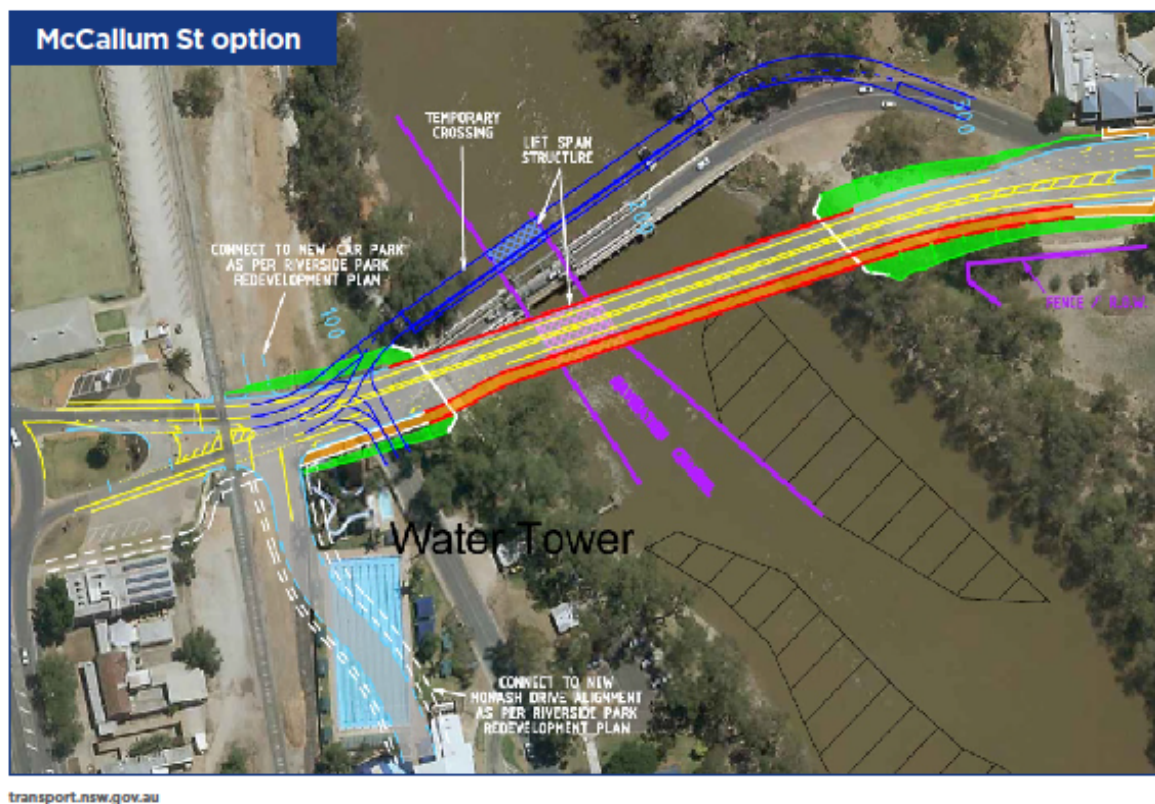
However, changes to the heritage status of the existing bridge means it can now be removed. By removing the bridge, consideration can be given to building a future bridge on the existing alignment at McCallum Street. This option is being referred to as the McCallum Street Option.

Option 9a seems to have more significant impacts, including compromising the amenity of Riverside Park and the courthouse, closing McCallum Street and building a new T-junction at Curlewis Street. Why was it previously selected as the preferred option?

Yes, Option 9a does require more changes to existing infrastructure and was chosen as the preferred option when the existing bridge was going to be retained.

We acknowledge the potential impacts to the Riverside Park revitalisation project being led by Swan Hill Rural City Council, as well as the likely impacts on Monash Drive and the swimming pool.

Now that the heritage listing of Swan Hill Bridge is being changed we are able to consider McCallum Street an option, however both options are likely to have some impact on Monash Drive and the community swimming pool. We are already liaising with council about this and will continue to work closely with them to better understand these impacts during development of the business case.





Why is Option 4b not being considered again?

Option 4b is an alignment further north near Hastings Street that was considered during very early planning. One of the limiting factors for this option was the amenity in the area as Hastings Street is a residential area. It was determined the impacts of building a new crossing at this location would have resulted in massive visual and amenity intrusion. Another issue with this option was raised following discussions with the local Traditional Owners when it was understood that Option 4b would have significant detrimental impacts on their land.

Can the existing bridge be retained for used by pedestrians and cyclists?

No, the existing bridge has been identified for removal in the updated timber truss strategy. It will be decommissioned and removed as part of this project, regardless of which option is progressed to detailed design. The cost to maintain the bridge for pedestrians and cyclists would be as much as it is for motoring traffic as the lift span would need to continue to operate for large vessels.

Will the existing bridge stay open until a new bridge is built?

While planning for a future crossing over the Murray River continues, the existing bridge will stay open and safe for all road users as long as required.

The closing date for submissions has been extended to Friday 13 November 2020. Thank you to everyone who has already provided their feedback and comments.

Design and construction

What would a future crossing look like?

Planning for a future crossing is still in the early stages, but it is anticipated that a future bridge would have two lanes, be suitable for wider vehicles and machinery, cater for Higher Mass Limit (HML) vehicles and have a shared path for pedestrians and cyclists. It's likely that a lift span will be required and this will be further investigated during the planning process.

What is the estimated timeline to build a replacement bridge?

Currently, the future crossing project is in the very early stages of planning. The next step is to confirm the preferred alignment - either Option 9a or McCallum Street.

Once this has been selected, a business case is required to seek full construction funding for a new bridge. Detailed design, cost estimate and environmental studies are necessary to complete the business case which can take around two years to be finalised for endorsement.

We will keep you informed throughout this process and, if funding is secured, we will provide more information about the timing for start of construction.

Will the new bridge be built for future trucks weights?

A future bridge will be designed to current Higher Mass Limit (HML) vehicle standards.

During detailed design, we will work with engineers and freight specialists to ensure the future bridge is built to standards that will support access for these larger, heavier vehicles.

Future work may be required to the surrounding road network to enable connectivity in the region, but the bridge itself would be built to accommodate freight vehicles.

Is a temporary bridge (McCallum Street Option) really necessary?

If McCallum Street receives strong community support, we will investigate the need for a temporary crossing during detailed design.

There may be options to use the existing bridge during the deconstruction/construction work but how this could be achieved will need further investigation.

Why build another lift span bridge when there is still a 'fly over' option that potentially has not yet been explored?

Increasing the height of the bridge, what is sometimes referred to as a 'fly over' design or high level bridge, was considered during concept design. The primary constraint with raising the height of the bridge is the elevation that would be required.

For larger vessels to safely pass under the bridge, it would need to be around 12 to 15 metres high. Particularly in Swan Hill, there is only a short distance from the river bank to the connecting road network and the approach to and from the bridge would be exceedingly steep. This could make the bridge difficult for larger vehicles and freight to use and would have a greater impact on land owners and nearby residents.

That being said, once the alignment has been determined, we will reinvestigate a high level bridge during detailed design.

Will the water tower be removed in the McCallum Street Option?

One of the benefits of a lift span, or mid level bridge, is that we would not need to remove the water tower, however this will be considered further during the detailed design phase.

At the old northern fertiliser railway track line close to the river, could the train tracks be lowered down a few metres and the train go underneath the bridge?

This is another project constraint that will be investigated and addressed during detailed design. Moving or relocating existing train tracks can present complex challenges due to the technical nature of this work and we will consult with experts in the field to explore all available options.

Are there other examples of bridges along the Murray River that are similar in design to the one proposed at McCallum Street?

A 1960's bridge across the Darling River at Wentworth in western NSW is a similar example. The design is known as a table lift span bridge. Vehicles are required to stop while the span lifts up to allow boats to pass underneath however it does have height constraints for some vessels.

The detailed design process involves assessing all lift span options. We will provide more information about these options during development of the business case.

Why is maintenance work still being carried out if the bridge is going to be removed?

Bridge strengthening and maintenance work is essential for safety and ensures the bridge can remain open and accessible to motorists and pedestrians while planning for a future bridge continues.

The planning process may take several years and, if the project receives funding for construction, the build can also take one to two (or more) years depending on the complexity of the project and whether temporary infrastructure is needed.

Funding

Has funding been committed for a new bridge.

The Australian Government has committed \$60 million towards a future bridge at Swan Hill.

As planning progresses and a cost estimate for the detailed design is completed, we will have a more accurate picture of the total cost for construction. When the business case is finalised, we will work with the NSW and Victorian governments to seek project approval and any additional funding, if required.

What is the cost of the project, including new access to the Federal Hotel, Monash Drive which leads to the grain silos and caravan park, the new railroad crossing and the property acquisitions in Curlew Street?

We are still in early stages of planning and are not yet in a position to estimate the cost of the detailed design, including these access changes and any required acquisitions.

This stage of the project is about establishing the best location for a crossing over the Murray River. Part of the detailed planning will include the costing and the functionality of the new road and bridge, and this will be included in the business case that is presented to the NSW and Victorian governments for approval.

History and environment

The existing Swan Hill Bridge is one of the last remaining pre-federation bridges over the Murray River. Why is it not being kept?

There are 31 crossings over the Murray River and quite a number of these bridges have heritage significance.

Swan Hill Bridge and Tooleybuc Bridge are both examples of Allan Truss bridges and when the timber truss strategy was reviewed, Tooleybuc was identified to be retained as a better example of this work.

The strategy set out to achieve a balanced mix of the diversity of timber truss styles that function as part of the road network and the communities they service, meaning the option to retain both bridges could not be supported. The existing Swan Hill Bridge will be removed.

Will environmental approvals be conducted under a Review of Environmental Factors (REF) or an Environmental Impact Statement (EIS)?

Because the bridge will be constructed across two states, environmental approvals will need to be obtained from both the NSW and Victorian governments.

The level of environmental impact is used to regulate whether an REF or EIS is required, and is determined during detailed design.

The environmental assessment (either REF or EIS) will be made available for public comment during the consultation phase.

Community Involvement

What level of community consultation will determine the preferred option?

Part of the consultation process is to understand which option is preferred by the community and local councils. We do this by providing information and holding events such as livestreams to share information about the options to help the community provide informed opinions and feedback.

This feedback will help us to determine which option is better supported, allowing us to share community sentiment with the NSW and Victorian governments.

Although a unanimous view is unlikely, it is our role to genuinely listen and consider all views before recommending a preferred option. We strongly encourage you to submit your feedback online, via email or by post to make sure your comments are considered during this process.

What will happen to the old bridge and how can I get involved?

We are committed to working with the community to develop an appropriate way to recognise the history of the bridge and its importance to the region.

We hope to start these discussions early in 2021 and will let you know when this is happening so you can get involved.

The removal of the heritage listing on the existing Swan Hill Bridge is going to impact on the Tooleybuc community. Is there any consultation or community engagement planned for this project?

The 2019 review of the timber truss strategy has put our plans to build a new bridge at Tooleybuc on hold for now. This doesn't mean that a new crossing won't be required at some stage, but it won't be in the near future.

The timber truss strategy review identified Tooleybuc Bridge for retention and we have established a project team to begin planning maintenance and upgrade works for the bridge. We will keep the community informed as this work progresses.

How do you plan to communicate with the community going forward, especially during border closures and COVID-19 restrictions? Online does not suit everyone.

We agree and are very aware of the constraints of online consultation. These are challenging times and we will continue to use a mix of traditional media as well as online engagement methods to ensure we keep as many people as possible informed about the project.

So far we have established a project website at nswroads.work/hysswanhill (including a frequently asked questions section and links to previous planning documents), sent out a community update to residents in Swan Hill and Murray Downs, advertised in local media (paper and radio) and held an online information session. A recording of the information session has been posted on our website, and this Frequently Asked Questions document will also be available online.

Local council offices can help with access to the project website for more information and to view the livestream recording during or after an event. If you need further help, please reach out to the project team.

What happens after this community consultation has been completed?

We will consider your feedback on the preferred option and prepare a community feedback summary report. It is anticipated the report will be released publicly early next year.

Your feedback will help to inform the recommendation that is provided to the NSW and Victorian governments about the preferred option.

We will share more information as it becomes available. Stay informed by signing up for project updates via the project website.

Have your say today


Submissions are open until Friday 13 November 2020 and can be made:


- Online at: nswroads.work/hysswanhill
- By emailing: south.west.projects@transport.nsw.gov.au
- In writing to: Swan Hill Bridge, PO Box 484, Wagga Wagga NSW 2650.

Contact us:

If you have any questions or would like more information about planning for a future bridge over the Murray River at Swan Hill please contact our project team:

Senior Project Manager: Jonathan Tasker

 02 6923 6550

 south.west.projects@transport.nsw.gov.au

 nswroads.work/hysswanhill



This document contains important information about Transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Transport Projects on 02 6923 6550. The interpreter will then assist you with translation.

Pub No. 20.344

transport.nsw.gov.au

Appendix G Feedback submissions

Date received	Feedback channel	Submission
14/09/2020	Website - Have your say	McCallum Street option for Murray River crossing at Swan Hill
14/09/2020	Website - Have your say	<p>I am an enthusiastic supporter of the McCallum Street option and have been for years and submitted this idea way back in 2017 in a comprehensive report developed in conjunction with the Victorian Division of the Institution of Engineers Australia.</p> <p>There is far too much community objection and engineering challenges to the option 9A. This has been well canvassed over the last few years ever since it was adopted as the preferred route. Both Municipal Councils on either side of the River have been persuaded to express their lack of support for it and have urged for a better route to be suggested. The McCallum Street option offers this solution.</p> <p>The McCallum street option also offers a better solution to keep Monash Drive operational and allows the dog leg on the Moulamein Road outside the Federal Hotel to be straightened. This will allow better vision for vehicles approaching the bridge from NSW.</p> <p>I support the need for heritage listing but not when it causes severe community disruption. Honouring the Percy Allan heritage makes much more sense to keep Tooleybuc's Allan truss bridge in the river and eventually remove Swan Hill's and thus allowing room for the McCallum Street proposal.</p> <p>I look forward to the ongoing consultation and urge for expedition. I have worked very hard to achieve the \$60 M Commonwealth offer of funding but warn, that offer will not last forever if we continue to muck about with deciding on a route.(like what nearly happened at Robinvale before 2000)</p>
14/09/2020	Website - Have your say	Finally, an option that I can fully support. The McCallum Street option is, in my opinion, the only way forward.
14/09/2020	Website - Have your say	After all the angst in our Community over the bridge, I am very happy that the new alternative location of being placed where the old bridge is, has finally come about. This had been talked about by various members of the community for years and was the only option that would satisfy the varying opinions in town. Prior to this I supported 9A as did a few locals who could see this location as being of benefit if the old bridge had to remain.
14/09/2020	Post	<p>I am writing about the bridge options in Swan Hill.</p> <p>I feel the McCallum Street option is the best choice ever.</p> <p>If 9A was chosen, we would lose the pool and that would be a severe loss to the community.</p> <p>I sincerely hope McCallum Street is chosen for our new bridge.</p>
14/09/2020	Website - Have your say	I strongly believe the McCallum Street option is the most viable and less disruptive option.
15/09/2020	Website - Have your say	I prefer McCallum street option

Date received	Feedback channel	Submission
15/09/2020	Website - Have your say	I strongly support the McCallum Street option as it is a practical, workable and sensible way to establish a new bridge at Swan Hill. We need to move promptly to ensure the \$60m from the Commonwealth is secured. As I see it 9A is not a viable option as it has too many logistics and engineering problems and should not be the preferred route
15/09/2020	Website - Have your say	I vehemently oppose the option of position 9a for the following reasons (not exhaustive). It will destroy the swimming pool complex, and the Court house building, it will affect the Sound Shell in the park (Noise intrusion) and create traffic problems when more than one truck is trying to enter Curlewis Street when exiting the 9a bridge. Although my original passion was for a high level bridge as in option 4b, it is obvious that some authorities will not consider that option and I now support the McCallum Street option which will be a much more economical result than 9a. During the many public meetings under the banner of BPAC I can confirm that the public opposition to option 9a is significant throughout the community and it is imperative that extensive consideration be engaged to satisfy the future needs of the transport facility. Thank you in advance for your consideration.
15/09/2020	Website - Have your say	McCallum street option
15/09/2020	Website - Have your say	I would like to endorse McCallum Street concept design for the Swan Hill bridge. Keeping the bridge in its original position would be of best interest to the community as our town has been built around the McCallum street entrance. A beautiful wide open road to enter the town on with businesses situated to suit. It also seems much more cost effective. Option 9a doesn't allow for travel past the Federal Hotel which is very important for a country hotel to not be cut off from the roads around it. You also don't want to enter Swan Hill and look straight towards a usually empty car park on Curlewis Street. McCallum street please!
15/09/2020	Post	I would like to submit my feedback re S H Bridge. I think "McCallum St" option is the only one to do.
15/09/2020	Email	Register support for McCallum St option
15/09/2020	Website - Have your say	I strongly support the McCallum St option for the new bridge in Swan Hill. The 9a option is less desirable as it impacts negatively on the precious Riverside Park environment, changes traffic flow and introduces additional concrete and built up structure required for truck turning and traffic movement. It is disappointing to think the old bridge needs to be removed as it plays an important part in the history and character of Swan Hill. Please consider if part of the old bridge could be retained with the McCallum St option possibly for a riding/cycling crossing.
15/09/2020	Website - Have your say	Bridge crossing at McCallum street makes most sense for swan hill
15/09/2020	Website - Have your say	McCallum Street option is the practical current & long term option
16/09/2020	Website - Have your say	I believe the McCallum Street option to be the best with minimal upheaval to the infrastructure already in place in Swan Hill. If the bridge was built high enough then a lift span bridge would not be required
16/09/2020	Website - Have your say	McCallum Street Option

Date received	Feedback channel	Submission
16/09/2020	Website - Have your say	I would like the bridge the McCallum St Option
16/09/2020	Website - Have your say	My vote is for the McCallum St. option. The Curlewis St. roundabout already exists and it makes sense to take traffic away from the central position in town. The bridge should not be a Lift bridge.
16/09/2020	Email	<p>We operate several prime movers</p> <p>Together, our staff cross the bridge on average 8 times a day</p> <p>We support the McCallum St option.</p> <p>Although we would much prefer the bridge to be located outside of the Swan Hill city limits, it would be preferable to use the existing location that is already dealing with the large level of traffic rather than take more traffic into the township centre.</p>
16/09/2020	Website - Have your say	Both the McCallum St and the Option 9a are appropriate however I think the McCallum St option would better fit into the current infrastructure in place, causing less disruption to the current surrounds.
16/09/2020	Website - Have your say	The McCallum Street option is the Only sensible option of the two.
16/09/2020	Website - Have your say	Neither of the new bridge locations is ideal. Why we persist with building a new bridge which will direct all traffic into the heart of Swan Hill is beyond me. Transport vehicles including livestock, B-doubles, farm machinery and other industrial equipment will all be landing adjacent to the town CBD. This is an opportunity to plan for the next 100 years and position the bridge away from the town centre so as traffic increases it will not clog up our roads in and around the built up areas. If we have to choose one of these options please make it the option that DOES NOT have a lift span bridge. The existing bridge with its lift span is a major obstacle for river traffic and an inconvenience for road users when the span is in operation.
16/09/2020	Website - Have your say	The proposed 'orange' bridge option at McCallum Street is the best and most logical choice to minimise disruption to the citizens and property. It will be sad to see the old bridge go as it is an iconic part of the landscape however we need to move with the times and the positives of keeping the bridge as near to its current location as possible clearly outweigh the emotional ties to the existing bridge. The rigmarole and cost of the compulsory acquisition of the properties that are in the path of 9a, combined with the noise and visual impact on the Riverside Park (does this option also mean that there would no longer be vehicle access to the river side of the park?), make 9a a non-viable option.
16/09/2020	Website - Have your say	McCallum St option
17/09/2020	Website - Have your say	McCallum Street option

Date received	Feedback channel	Submission
17/09/2020	Website - Have your say	<p>I have been a resident of Swan Hill now for more than 60 years and have witnessed the debate of where to put the bridge in all that time.</p> <p>I am an enthusiastic supporter of the orange option now known as the McCallum Street option.</p> <p>I am strongly opposed to the 9a option as I feel that if this option is chosen it will destroy our river front which is Swan Hill's greatest asset.</p> <p>The benefits of the McCallum street option provides the opportunity of removing the bend outside the Federal Hotel.</p> <p>I have in the past, had to negotiate this bend with large agricultural machinery and it impossible to observe oncoming traffic.</p> <p>I am therefore an enthusiastic supporter of the McCallum Street option.</p>
17/09/2020	Website - Have your say	<p>The new swan Hill bridge option 9a has too many changes to it. Taking away our local pool will be disastrous for all locals and visitors to the area. Closing off Monash drive will also be a negative result. Many local activities are held in this area and you will causing Traffic, access and parking problems. Also running the bridge into a T intersection will also be a problem with the amount of trucks and buses and cars entering the area. We need to have the new bridge running with the McCallum St option. This way there is less changes, the pool and Monash drive stay the same.....and starting/finishing at a roundabout is more sensible. Please don't use 9a as the route for the new bridge.</p>
17/09/2020	Email	<p>I write to you seeking clarification of Swan Hill Option 9A plans</p> <p>I advise I am the land owner of the property located at the traffic lights on Curlewis St, Swan Hill (Reference Item 2 on your brochure map distributed to letter boxes in Swan Hill)</p> <p>My property address is 183-185 Campbell Street. Our store employs 14 staff and is one of the larger stores in this town. At the rear of our store we have a customer car park and goods delivery entrance. In order for you to get a precise idea of our store location we advise that if the option 9A Bridge road were to continue west the road would virtually go straight into our car park. In short our car park entry would seem to be in the middle of the intersection. Customer cars and goods delivery vehicle's movements would number approx. 100 per day. Deliveries include trucks in many cases delivering pallets of stock. Further we rely on our customer carpark to keep a regular stream of customers through the store</p> <p>In addition I advise that I rent the store at 173 Campbell St, Swan Hill. The goods delivery entrance for this store is via the council lane way beside my store at 183 Campbell. The entry to this laneway is also</p> <p>My question is - What provision in the plans has been made in order that I maintain further long term access to my carpark and goods delivery area?</p> <p>Some 10 years ago I attended an information session at the Swan Hill Information Centre. I did see detailed plans of Option 9A at that time with multiple turning lanes at the intersection on Curlewis St. I did ask this same question at this</p>

Date received	Feedback channel	Submission
		<p>time but those in charge of the presentation were unable to answer my question.</p> <p>I trust you would take my concerns into account. I would appreciate a prompt reply in order to ally my concerns</p>
18/09/2020	Email	<p>I as one of 10 Community Consultation Group Members (CCG) the selected persons to find suitable position for the above bridge was disappointed that those chosen to represent both sides of the river which took more than one and a half years of meeting to find head engineers unable to meet the various blurred problems, also costing as put to CCG would not be an issue within reason as quoted, a fly over bridge would cost no more than installing a lift span, despite your select group (CCG) submission being at the time acceptable by general acclamation and City Council, however some time later being overturned by an incoming Council by 1 vote this invariable lead, and leads to non-cooperation by exhausted communities representatives such as the one put in place at Swan Hill.</p> <p>So now we have before us one or the other 9a or McCallum street option.</p> <p>As a boat owner I have had difficulty in bridge opening as a time factor and notice required of 2 days as they needed to come from Moulamein 1hour away to lift the bridge, then a further notice again of two days to return this was not acceptable to the boating community and falling short of modern times.</p> <p>The present bridge and site at the time unavailable to CCG thinking together with the railway line as a further problem in approach, however as a group we debated how could a low level bridge be constructed to advance boating needs to ease the continuing lifting somewhat, across a year of changing water heights we did not receive what extra waterway in bridge height could be gained for boating purpose at that site, or indeed at 9a, today a curving in construction could this be achieved? Further I note on your proposed No 6 McCallum Street Option it states (new bridge with a Possible Lift Span) is there an explanation?</p> <p>To look at Option 9a site there is substantial more room available for a fly over type construction and as explained at the meeting costing not an issue we together were informed that a fly over bridging has no more expense involved than as to construct a lift span?</p> <p>I pose these various points only to be constructive prior to my submission as to which option to vote for</p>

Date received	Feedback channel	Submission
18/09/2020	Email	<p>I wish to put in an objection in regards to the 9a bridge proposal for Swan Hill.</p> <p>Being an owner of a large paddleboat in Swan Hill, and on behalf of other large water vessels, I know a lift span bridge is not suitable for navigation along the river.</p> <p>There is no dedicated areas up stream or downstream for large boats to tie up while waiting for the bridge to open.</p> <p>It is the year 2020 not the 18 hundreds.</p> <p>I have travelled the length of the rivers and all the new bridges are fly overs.</p> <p>Contact Wentworth shire and they will tell you the inconvenience of a low level bridge with the local residents.</p> <p>I believe the bridge should be able to accommodate for larger vessels without the inconvenience to the local residents and emergency services.</p>
18/09/2020	Email	<p>My views are based on my previous role at the Swan Hill Rural City Council, being a Councillor for 16 years.</p> <p>I have attended many meetings at Swan Hill and Murray Downs regarding the preferred location, as well as attending many meetings regarding the relocation of the replacement bridge at Tooleybuc.</p> <p>Whilst my preferred option is a flyover bridge (4B Option), I believe this may be an unworkable option at this time.</p> <p>As I have been involved with the community of our region on both sides of the river, I have found that there is very little support for the 9A Option. I am on the opinion that McCallum street option would have the majority support throughout the community and therefore, I do support the McCallum street option.</p>
18/09/2020	Email	McCallum St
18/09/2020	Website - Have your say	Flyover not lifespan
18/09/2020	Website - Have your say	I vote McCallum Street
18/09/2020	Website - Have your say	<p>Swan Hill is a major service centre for the vast Victorian Mallee [upwards of 20 plus million acres], the city is continually expanding hence we must look to the next 100 plus years when we consider a bridge to new south wales over the Murray River, Swan Hill also services a vast area of the southern Riverina. The 9a option through riverside park, bulldozing the swimming pool, bulldozing the court house, uprooting several old established trees spilling out in Curlewis with traffic lights in the middle of the CBD block is the brainchild of someone in a high well paid office who is not very smart.</p> <p>Almost 50 years ago we had a city engineer, a man with vision for the future he surveyed a crossover 400mts downstream from the present bridge which brought the traffic out on the northern side of Swan hill which allows the city to expand it is referred to as the 4b option which is the most sensible, logic & preferred site of 90% of Swan Hill people. The McCallum Street option is a good one for today only, no vision for tomorrow</p>
18/09/2020	Email	McCallum Street option

Date received	Feedback channel	Submission
18/09/2020	Website - Have your say	I believe that the best route to cause the least disruption to the community would be the McCallum St alignment. You say a possible lift span. It needs to be either a lift span or a flyover, get it right.
18/09/2020	Email	The proposed Swan Hill bridge option SIX. 6. Is my choice. The option 1 will only cause problems with heavy haulage vehicle. The bridge planner group should take a few trips with a B Double driver and obtain firsthand experience on how tight planners expect these drivers to manipulate there rig in. My choice is six. If any.
18/09/2020	Email	I am a resident of Swan Hill. I have feedback as to your 2 proposed options for a new bridge. I believe either of these 2 options will be hugely detrimental to the area and to heritage values if it involves destruction of the existing 1896 bridge. If a new bridge were constructed without harm to the old bridge that would be a different matter. Swan Hill has invested a great deal of money and community effort in building up the Pioneer Settlement. The beautiful and historic bridge completes the Pioneer Settlement and greatly adds to the town's appeal as a destination. It is one of very few remaining lift-span bridges from the 1890's. It is situated in a place where it can be enjoyed by so many. I believe that Transport NSW has greatly underestimated the strength of local opposition to the destruction of our bridge. It would be far better to apply the funds required to a project with popular support rather than to a scheme which will be vigorously opposed by so many locals. It may be that influential people in the construction and transport industries are powerful advocates for a new bridge, but it is incumbent upon government to also listen to local voices and to give them proper weight. I ask that Transport NSW reconsider the entire proposal, or at least defer removal of the existing bridge for, say, 10 years. Over recent decades, public support for the retention of historical structures has increased and I am sure this trend will continue. If the bridge is given a 10 year reprieve from destruction I am convinced that public opinion at the end of that period will be even more in favour of retention. In the interim, there must be many high-priority projects which require funding and enjoy popular support.
19/09/2020	Email	McCallum Street
19/09/2020	Website - Have your say	I prefer the McCallum St option. It does not impact on existing park and other buildings and uses the current route

Date received	Feedback channel	Submission
19/09/2020	Email	Thank you for informative brochure. I would like to vote for the McCALLUM STREET OPTION - preferable without a lift span (similar to Robinvale and Mildura bridges). Less expensive Less invasion into park etc. Just seems a simpler easier option See no advantage in option 9a
19/09/2020	Email	McCallum option
20/09/2020	Email	I support the McCallum Street Option. Logical, less CBD disruption, shorter roadworks, even misses the swimming pool and Riverside Park. Let's get it done!
20/09/2020	Website - Have your say	I believe the orange bridge on the pamphlet is the best choice. It's easier for heavy semi-trucks to get through town than the blue marked one.
20/09/2020	Email	McCallum Street
20/09/2020	Email	Not a lift span, but a flyover
21/09/2020	Website - Have your say	I support the McCallum St option. It allows traffic a 3 way choice when entering the McCallum/Curlewis roundabout so traffic in McCallum & Curlewis streets will be less congested. This option does not impact Riverside Park which is such a beautiful place & would be very spoilt & fractured by option 9a going through it or overhead. Option 9a & traffic lights at the Curlewis St intersection would result in a lot of congestion along Curlewis St with cars stopping & waiting at lights & would make access to carparks along Curlewis St very difficult.
21/09/2020	Website - Have your say	Have any allowances been made for the removal of the NBN 'hub' that is situated on the nature strip directly in front of the Court House?
21/09/2020	Website - Have your say	Strongly agree that the McCallum Street Option should be used for the new bridge - so much less infrastructure changes and it just makes better sense
21/09/2020	Email	Congrats on a well-run webinar...far better to see and hear what we needed in comfort and without interjection! Please add us to your data base for info updates on this project.
21/09/2020	Email	McCallum Street
21/09/2020	Website - Have your say	Thank you very much for the online chat session. Very impressed with the information provided. The McCallum St option is the better location for the new river crossing. Look forward to seeing the final concept design if this option gets up.

Date received	Feedback channel	Submission
22/09/2020	Website - Have your say	<p>I opt for the McCallum Street option.</p> <p>The new bridge could be designed as high as possible close to the NSW side of the river to lessen the need for the lift feature to be used as often.</p> <p>This idea may require the river to be made wider and deeper at this site.</p>
23/09/2020	Email	<p>Thank you for providing the online information session last Monday. It gave us all an informative and balanced view on the subject of the location of a new bridge.</p> <p>The location seems almost settled, since the local council has changed its mind yet again – this time for the best option. It has taken so much time to eventually reach this conclusion. I think the silent majority of local people want the site proposed as the McCallum Street option.</p> <p>It seems, the old bridge will be removed, which will allow the new structure to be seen without visual interference. I agree it should be moved once the new structure is in place.</p> <p>I appreciate the historic value of the old bridge, but it is not practical to keep it operational in its present position. The bridge has carried modern heavy loads for a long time, when it was designed for horses with wagons and livestock. It has lasted because of regular costly quality maintenance.</p> <p>The 1896 bridge is historic and so too is the bridge site. The forerunner to the bridge was a punt (ferry) and before that, a shallow crossing where man and beast once forded the river. That crossing place caused Swan Hill to become a village, which grew to be a rural city. The Murray River was treeless when the bridge was built. It is good to know this historic site may continue to be used.</p> <p>Attached is some text I wrote for a history published eleven years ago, which gives an outline of the old bridge and its site. The book, available through libraries, has photos of the old bridge under construction.</p> <p>I wholeheartedly support the excellent McCallum Street option for the new bridge.</p>
23/09/2020	Email	<p>I understand that we have been offered two options only for the alignment of a new bridge at Swan Hill. This being the case, my preferred of the two is the McCallum Street option.</p> <p>Having said that, I still feel that having high, heavy vehicle traffic entering the main city area is a very short sighted plan. Not a first I admit as far as Swan Hill is concerned.</p>
24/09/2020	Website - Have your say	I would like to see the McCallum Street option implemented

Date received	Feedback channel	Submission
25/09/2020	Post	<p>May I say well done for the excellent presentation of the planning forum for the Murray River crossing at Swan Hill, which prompted me to offer my thoughts for a high level bridge in the position of the McCall um Street option for your consideration.</p> <p>I have given much thought to the future requirements of the communities of Swan Hill, Murray Downs, and Moulamein, in addition to the river traffic, and I believe that if the bridge approach ascent started East of the Federal Hotel and reached its apex above the NSW riverbank there would be sufficient room to descend back to ground level prior to entering the McCallum Street roundabout. This would mean that the NSW riverbank directly underneath the Apex of the bridge, would need to be excavated and deepened to allow for larger boats access. The spoils for this operation could be used in the NSW approaches.</p> <p>This proposal will be much better served if the 9a option is utilised from the Murray Downs end of the illustrated legend to a point mid-way between numbers 5 and 1 on your concept design brochure.</p> <p>From a point of approximately opposite the Federal Hotel the fly-over bridge would ascend across the river where the apex would be achieved where number 6 is shown. The question is if there is sufficient distance for the descent before the entrance to Curlewis street roundabout.</p> <p>The many advantages of this approach includes a much kinder access to the Hotel and facilitation for non-stop paddle boat operation. This is not a new proposal, all it does is combine some of the 9a approach with the McCallum Street Option, and negates the need for a disruptive opening bridge.</p>

Date received	Feedback channel	Submission
25/09/2020	Email	<p>There is now pretty much virtually universal community support for the McCallum street proposal. There are still a few old diehards still arguing for the original route 4B. After discussing with them that it is just not going to happen and why, they will reluctantly support the McCallum street option. I can also declare that there is now universal rejection of option 9A. The die hards concede that anything is better than 9A. I have spoken and had email exchanges with XXXX from Kerang who submitted yet another alternative very similar to the option 4C previously considered and dismissed. He has since sent an image of what he was suggesting. (XXXX submitted a question on the information session and asked for someone from NSW Roads to email him in return). I hope I have persuaded him that his suggestion should be dismissed and why.</p> <p>The only ongoing difficulties for McCallum Street are the need for a temporary crossing and the Monash drive intersection to McCallum Street. This impacts the swimming pool and waterslide. We know that the pool leaks like a sieve and maintenance is an ongoing problem for us Swan Hill ratepayers. The pool will need to be relocated eventually, that's for sure. Although difficult to accept, this is generally conceded. The only question from ratepayers is how relocation is to be paid for..</p> <p>In regard to the temporary crossing, boaters are concerned that it will need a lift span, and this was shown on the image posted to the screen during the information session. This makes my suggestion to use the existing bridge for that purpose more palatable. I have undertaken a measure up and sufficient room could be created by modifying the round log approaches to the main span on the Swan Hill side.(subject to the elevation of the new bridge on the Victorian bank) Motion initiated traffic lights would need to be installed because, with the existing bend on the NSW side, the additional bend would make visibility for oncoming traffic difficult for a single lane bridge.</p> <p>I understand the difficulty of Monash Drive given the anticipated elevation of the new bridge on the Victorian bank, but the pool and water slide are very much significant tourist attractions for tourists and locals in the summer season. These would both need to be demolished. There is also very tight space between the water tower and railway line. The railway line is here to stay for the immediate and long term future for grain freight trains from the Woorineen grain storage. There have been two grain freight trains in the last couple of months alone.</p> <p>These two challenges of the temporary crossing and Monash Drive will need a lot of consideration and forethought before consulting the community further. I am currently having difficulty in explaining the reasons at the moment.</p>
25/09/2020	Phone	An aboriginal elder from Waddy Country. Expressed interest in participating in the project
27/09/2020	Website - Have your say	I support the McCallum St option, it makes more sense to maintain the existing alignment rather than disrupting the swimming pool and exiting into Curlewis St where there is currently no intersection.

Date received	Feedback channel	Submission
27/09/2020	Website - Have your say	Please don't go with Option 9a and wreck the only bit of decent riverfront in Swan Hill. The only sensible option remaining is the McCallum Street option which is still totally bonkers as a new bridge SHOULD have been built so that it would adjoin somewhere with Karinie Street thus removing heavy vehicles from the shopping/main street precinct. You people are totally nuts!
30/09/2020	Website - Have your say	We would like to see the McCallum Street option for the new Swan Hill bridge be approved and go ahead ASAP.
30/09/2020	Website - Have your say	The McCallum St option is clearly the most convenient and cost saving of the two. There appears to be no impact on the current buildings and infrastructure in the area. No traffic lights to stall traffic as proposed in 9A. A more free-flowing direct route in to NSW businesses such as the Fed hotel and Pickering's transport. The level crossing can remain where it is. The riverside park will not be impacted. With the current bridge, I propose it is removed and reassembled on land, parallel to the bowls club nearby. The current walking path could veer onto the bridge where pedestrians would walk over it continuing north along the river walk before veering back onto the current path towards Fed square.
30/09/2020	Email	As a Property owner and Rate payer and soon to be relocated in Swan Hill I write to register my preference vote for the location of Swan Hill Bridge: I vote for the McCallum Street option. I do not think the old bridge should be removed. It would make a fantastic facility for Community Markets to be held on, with street stalls, craft stalls and pedestrian/cycle bridge.
1/10/2020	Email	Upon review of the options presented at the recent Online Community Update regarding a new bridge at Swan Hill, our preference is for the new bridge to be built at the McCallum Street Option. We feel that this option is far more practical for many reasons. There will be very little impact on the River Precinct area and Monash Drive. Traffic will flow smoothly as in the past and will not require the disruption of the railway line, purchase of land, installation of traffic lights/roundabout etc in regards to option 9A. Due to the age of the Water Tower, we would like to see this retained, if at all possible.
1/10/2020	Website - Have your say	McCallum Street Option
2/10/2020	Email	As a person of over the 85 year of age and don't think I will ever see a new bridge across the Murray River at Swan Hill in my opinion out of the 2 options suggested I would prefer the McCallum Street position. BUT surely in the year of 2020 to have a single lane lift bridge is going back into the building age of the existing bridge. If a fly-over bridge is not suitable because of the geography of the site, a double lane tilt bridge would be more effective. Surely with engineering of today this would be more popular.

Date received	Feedback channel	Submission
3/10/2020	Email	<p>I am a broad acre and irrigation farmer on both sides of the Murray River at Swan Hill.</p> <p>I am a strong advocate for a new bridge crossing using the McCallum street option. With today's modern agricultural machinery to drive efficiency; a bridge that was built in the late 1800's is not suitable. Currently I have to detour via the Nyah Bridge in heavy agricultural machinery about once a week at a huge cost to my business. Agricultural equipment travels approximately at 40 kph and this creates a huge time cost for myself and my employees. The current narrow Swan Hill bridge largely influences what agricultural machinery I purchase to run my business which is not always the most efficient. Gaining access to competitive contractors to do work for me is also affected by them not being able to cross the river.</p> <p>The current Swan Hill Bridge has served us well but it is well overdue to be replaced because of its inability to keep up with today's modern Agricultural machinery.</p>
6/10/2020	Website - Have your say	I would like the bridge to go on the McCallum Street option as there would be less confusion and hindrances to the public whilst in construction. I do NOT like the 9a option as it mean interfering with Riverside Park and the Swan Hill Swimming pools
6/10/2020	Website - Have your say	I support the McCallum Street bridge alignment. I do not support Option 9a because it would destroy our Riverside Park and funnel heavy vehicle traffic into a T-intersection at Curlewis Street, causing traffic congestion.
9/10/2020	Email	<p>Thank you for the Community Update that was provided by mail to our house.</p> <p>We watched the recording of the online session as we could not make the live session.</p> <p>As a resident of Swan Hill that regularly travels over the existing bridge to NSW, we view the McCallum St option as a much preferred option to the existing 9a option.</p> <p>The advantages of this new option are many with less disruption to existing services, traffic being able to utilise existing thoroughfares and a quality two lane bridge being the main ones for us.</p> <p>Please note our strong household support for this new option.</p>
10/10/2020	Email	I would like to get a bridge that provides routes for heavy vehicles, vehicles, bikes and foot traffic in a timely manner, with my preference being McCallum St option to save park land and make the process quicker and disruption less.
12/10/2020	Email	As a Swan Hill resident, I would like to submit my preference for the position of the new Swan Hill bridge to be the McCallum St option.

Date received	Feedback channel	Submission
13/10/2020	Email	<p>I am in possession of your brochure “Planning for a future Murray River crossing at Swan Hill”</p> <p>I am aware that you are seeking community feedback re 2 options for a replacement Swan Hill Bridge</p> <p>I advise I have lived in Swan Hill for the past 23 years and have throughout that time owned a business employing approx. 15 staff in the Swan Hill CBD. I am well aware of the history and planning over the years in relation to the Swan Hill Bridge and where it is today. Over the years there have been several options put forward. There has been much debate over the years re where the bridge should be located.</p> <p>With the change of heritage status a couple of years ago I feel we finally have an option which seemed to make sense. I am therefore writing in support of the McCallum Street Option.</p> <p>Why does it make sense?</p> <p>Reduced impact during construction and upon completion on Riverside Park – used by I would suspect 1000 residents and visitors on a weekly basis. Used for walking, playground, farmers market, skate park, picnics, and community events</p> <p>Less impact on Swan Hill infrastructure</p> <p>Use of current existing road via slight re-alignment on both sides of the river</p> <p>Easy distribution of traffic via the current roundabout (Number 7 on brochure map) which distributes traffic North, South and West. Option 9A would cause traffic congestion between the traffic light (Number 2 on the map) and the roundabout (Number 7). The traffic light (Number 2) only distributes traffic North and South</p> <p>The option 9A traffic light (Number 2) would require turning lanes on Curlewis St with the substantial loss of car parking and access to Curlewis St and Campbell St business. My business is one which is located in the area of this traffic light. It is my belief that access to my customer car park, delivery vehicle’s and customer street parking would all be severely impacted along with other business around me</p> <p>My business is in retail and on a daily basis I am lucky enough to talk to many locals and hear many community thoughts. I believe that since the McCallum option has been put on the table that the bulk of community sentiment in Swan Hill has shifted to fully support the McCallum St option because it just seems to make sense</p> <p>Thank you for the opportunity to contribute to this vital discussion. Should you require any clarification on any points raised please contact the undersigned</p>
15/10/2020	Post	In this day of age I would like to say why do we need a lift span bridge in Swan Hill? Why just build a bridge like in Robinvale and Mildura 2 line not one bridge. Thank you.
15/10/2020	Website - Have your say	McCallum Street option

Date received	Feedback channel	Submission
16/10/2020	Email	<p>I hereby submit my humble, but considered, opinion for the abovenamed project. In simple terms, the McCallum Street Option is a 'no brainer'. There will be minimal short term and long term disruption to traffic, facilities, amenities, etc. etc. whilst keeping costs in check. It also means that existing facilities and amenities will not be ruined as is the case with the Option 9a with loss of park area and new railway crossing and new set of traffic lights which will be a major concern for the heavy traffic that flows on Curlewis Street. The existing access on both sides of the river will require the minimum of works for the McCallum Street option as opposed to Option 9a and at a considerably lower cost. Technically, the simplest option is always the best option.</p> <p>In summary, the McCallum Street option will be the most efficient, effective and beneficial for Swan Hill and surrounding communities.</p>
16/10/2020	Email	<p>I am writing to you in regard to a Flyer from Swan Hill Council that was put in my home mail box in regard to the 2 options of a new bridge to be built in line with the old bridge position at Swan Hill.</p> <p>I have lived in this area all my life and have listened to what our local Council has proposed about a new bridge for years and I feel there has been no consultation with residents in regard to this decision. It just appears to be a take this option now or have no bridge. One of these options has already been protested against years ago.</p> <p>I feel it is a total waste of funds for either of these 2 bridge crossings.</p> <p>I will list why I believe a New Bridge should not be built near the old Bridge site.</p> <ol style="list-style-type: none"> 1. Both designs are dumped into a congested area for Trucks and Road Trains to manoeuvre around. 2. Both designs are far too close to our beautiful Riverside Park. 3. One route goes through the middle of the Swimming pool complex which is an excellent spot to have this pool for the use of the park users and the Caravan Park visitors. <p>A lot of people with children cannot afford to use the heated pool in Pritchard Street so I guess a new cold water pool would have to be built elsewhere.</p> <ol style="list-style-type: none"> 4. A new bridge has to last for about the next 120 years so we need to have a Flyover Bridge. <p>I was involved with the 100 year celebration of the Melbourne Paddle Steamer in Mildura which had 100 plus Paddle Steamers attend.</p> <p>There was only one came from Echuca which had hassles even getting one through the Swan Hill Bridge opening and I believe waited for a long time.</p> <p>All the other Paddle Steamers came from Adelaide direction and some local Mildura ones.</p> <p>Our Murray river is a huge asset to our town and it is about time more thought was put into this. Like easier travelling for the Paddle Steamers and also promote the House Boats as well.</p>

Date received	Feedback channel	Submission
		<p>We need something to attract them here and they will come. They won't come with a lift bridge to have opened for transit.</p> <p>I would like an investigation done into the Bridge crossing to come into the Curlewis Street and Karinie Street round-about.</p> <p>Earlier on when this site was first mentioned a man having land on the NSW side of the river offered to donate some of his land to enable the crossing to then come across to this large round-about at Curlewis and Karinie Streets. Was this ever followed up or is there a reason this site is not suitable?</p> <p>I have spoken to quite a few Truckies and they agree with this site being the preferred option.</p> <p>It is so much easier for transports to travel to Piangil, then straight to Adelaide or turn left to Melbourne. It also has a new Servo opened up nearby as well as the Saleyards just across the road.</p>
16/10/2020	Website - Have your say	<p>I think it great that a new Bridge is being proposed as long as it will be functional, efficient, have a low cost of maintenance, fit for purpose and enable growth.</p> <p>Let's get it done the best way we can with as much efficiency as possible.</p> <p>Australians are great.</p> <p>Let's not let perfect get in the way of better.</p>
16/10/2020	Post	<p>My preferred alignment for future bridge at Swan Hill is McCallum Street option.</p> <p>Level crossing is already there will connect to the existing roundabout.</p> <p>NO to 9A cutting through Riverside Park and new intersection in the middle of town.</p>
16/10/2020	Website - Have your say	<p>The McCallum Street option seems far more practical, given its exit location and less extreme changes required than the ever unpopular 9a (whose cost I can only image is substantially more wasteful and unnecessary). Let's leave things upgraded but close to where they are vs interrupting the scenic Riverside even more and requiring so much disruption and expense that could be better distributed.</p>

Date received	Feedback channel	Submission
17/10/2020	Website - Have your say	Option 9a is sub-optimal, the further north the crossing can be the better.
20/10/2020	Post	We support McCallum Street Option
25/10/2020	Website - Have your say	The McCallum Street options makes sense - connecting roads remain, pool is left alone for now and it appears to have more broad community support than 9a. All of these things seem to make McCallum Street a more achievable and possibly cost effective option than 9a. Let's get McCallum St scoped and get on with building it. Then our community can have the modern bridge it deserves and can shift its focus to other important priorities.
25/10/2020	Website - Have your say	Better functioning bridge is paramount to the community! Better pedestrian access included! Using the exiting bridge area and intersections makes total sense!
28/10/2020	Website - Have your say	We live very close to the bridge in NSW and use it every day. We have been heavily involved in the process for the last 10 years with both my husband and daughter getting on Swan Hill Rural City Council and myself on Wakool Shire Council over dissatisfaction of the 9A alignment. I am currently on a joint sub-committee between Swan Hill and Murray River Council. I am also the Chairperson of the Murray Downs Advancement Group on the NSW side of the river. I believe this current process has been very good and the McCallum Street alignment looks a very obvious fit to me. I have had heard no negative feedback from communities on either side of the river to date both business and private individuals. The online meeting was very informative and I believe was well attended. The fact that the bridge will be slightly higher so there will be very few lifts in a year for the biggest watercraft only is a winner also. The capacity to use the current road infrastructure is very attractive also. The flyer for the consultation was very informative even though we did struggle with getting it out of the post in a timely fashion. I see that you have extended deadline for consultation which is really good Many thanks to all involved
3/11/2020	Website - Have your say	McCallum street is a much more sensible option with less impact on the current town structure.
3/11/2020	Website - Have your say	The McCallum Street option would be the best, easiest and most cost effective option for the new bridge. Option 9a would mean major road works, relocating the swimming pool and making a new level rail crossing, this would take much longer to build and would be a huge inconvenience for a lot of people.
3/11/2020	Website - Have your say	Plan 9a
4/11/2020	Email	I prefer McCallum St option. Swan Hill resident.
4/11/2020	Website - Have your say	I work, have a business in Swan Hill. And live at Murray Downs NSW. So I travel over the bridge several times daily. I think the McCallum Street Option would be the obvious choice. Less disruption to surrounding businesses and facilities. And less disruption to the riverside park, pool and roads associated in this area.

Date received	Feedback channel	Submission
4/11/2020	Email	I wish to say that I think the best option for the Swan Hill Bridge is the McCallum Street Option. I believe it provides for freer flowing traffic. I also believe that a flyover bridge is required to provide for the future needs of the town. The current bridge is choking Swan Hill economically.
4/11/2020	Website - Have your say	I don't particularly care where the bridge is but unless it is a flyover bridge there is little point in building it. This is a once in a century opportunity to provide future options for opening up the river. Any sort of bridge that require lifting or stopping of traffic will be a backwards step. I understand there are issues with gradients with this type of bridge but I believe everything should be investigated to ensure the bridge is a flyover one
4/11/2020	Email	I vote for McCallum Street option.
4/11/2020	Email	We need a new bridge it's rough it needs to be widen so we can fit two cars at a time 2 lanes. Robinvale has a great bridge I don't get how a small place like that can have a beautiful bridge and for years we have been wasting money repairs after repair
4/11/2020	Website - Have your say	McCallum St Option
4/11/2020	Website - Have your say	I vote for McCallum St option.
4/11/2020	Email	I wish to offer my support once again for the McCallum St option for the new Swan Hill bridge.
4/11/2020	Email	As a rate payer within the Swan Hill electret. Our preference for the Bridge is the McCallum St Option. Reasoning for this is. Movement of Heavy Vehicles. It would create too much congestion with option 9a. Also the loss of parkland.
4/11/2020	Website - Have your say	I'm against option 9a because there's too much to the community and existing infrastructure in those areas. McCallum street option however is a bare minimum change to the community. The biggest issue that the local folk have is the destruction of the water tower, pool and a little damage to the park. The water tower is of original value but it's wasting space that needs to be occupied. The swimming pool can always be relocated elsewhere and there's not too much damage/change being done to the park. I say go for it. It's a far better option than 9a. Do what needs to be done for the community and future travellers.
5/11/2020	Website - Have your say	I think the McCallum St option is the best. I think it would cause less disruption to the general public. I don't agree with the lift span. Surely it could be a continuous bridge.

Date received	Feedback channel	Submission
5/11/2020	Email	<p>Having received an updated mail out in my mailbox today the following are a few comments to consider</p> <ul style="list-style-type: none"> • The online website and links appear to no longer be available!!!! • Why are we dumping heavy traffic into the centre of the city while everywhere else eg Echuca are doing a genuine bypass of the city? You only have to see the traffic negotiating the McCallum street roundabouts to see the flaw in this plan. • The attraction of the riverfront area/walking & bike path/pool etc will be decimated by the proposed carparks and new access routes to Monash Dr which have only come to my attention in the literature received today and to my knowledge have not been previously mentioned but obviously have great bearing on the outcome. • The fact that there is not room for a flyover bridge indicates to me that both options are nothing but stopgap measures for a quick fix. • Why have connections to the roundabout in Karinie St to the north or to Aerodrome Rd or similar in the south not been canvassed as options to consider? • If the cheapest option is what is required, a bypass of the city would have to be cheaper and simpler than replacing the pool and courthouse, the amenity of the parkland, redesigning roads from the river to McCallum St, resetting railway lines and all that these items entail as well as actually building the bridge. • It is hard to see the logic in having commercial traffic using four roundabouts and one set of traffic lights through the centre of the city (McCallum St) as the preferred route and the best that engineers in the twenty-first century can come up with. The turnoff from McCallum St into Monash Dr is already problematic at best and neither option gives me confidence that this would be improved without more traffic lights or yet another complicated roundabout. • The works as shown in the latest publication will do nothing to enhance the riverfront-----carparks and roads instead of grassed areas and paths----yet this is supposed to be one of the aims of the Swan Hill Council and the community.
5/11/2020	Website - Have your say	<p>I suggested placing a "NEW" bridge alongside the current bridge, at a meeting approximately 7 years ago. It's not only after a former politician suggested the same location, before it is being considered as a possibility. What a bloody joke.</p>

Date received	Feedback channel	Submission
5/11/2020	Email	<p>We would like to express the opinion of the Murray Downs Advancement Group Inc. on this potential new location for a bridge across the Murray River at Swan Hill/ Murray Downs. It seems that we can find very little to not like about this new potential location and would therefore support the McCallum Street option moving forward.</p> <p>The earlier consultation where the 9A option was selected was never an inclusive process with Murray Downs. Wakool Shire Council had chosen 9A purely from officer's reports to Council with no on site perusal of the impacts of this option and no consultation with the Murray Downs community.</p> <p>We are very pleased to see that we now have an option which seems to have very little negative feedback around both communities. This will provide an excellent piece of cost-effective infrastructure, using much of the existing road infrastructure and minimal destruction of existing facilities. It will not encroach on our Riverside Park at Swan Hill which is a very important space to many for social gatherings, events such as markets, music events walking tracks, playground, skate park and excellent BBQ facilities for families to come and celebrate life events.</p> <p>We see no reason for delay given that we have an allocated \$60 million worth of Federal funding for the project and hope that the States may see this as an appropriate project for a post covid19 piece of work. The flow on effects to our communities with an upgrade to the transport network for business will be significant and the ease of use to everyday users of this bridge will be more than appreciated after many years of shutdowns and interruptions for roadworks.</p> <p>Thank you for your time.</p>
5/11/2020	Email	<p>I would like to see McCallum St option as it should be less cost and makes sense to drive in to McCallum St trucks and all, as to stop in Curlewis then have turn left or right I think you could see accidents driving straight through</p>
5/11/2020	Email	<p>I have taken a long interest in the new bridge options at Swan Hill and am interested to see the result of this current proposal.</p> <p>While there has been no decision made on the future of the current bridge, I think that its future use is vital to the decision of the replacement bridge, an issue that has restricted previous decision making.</p> <p>My main point of this email is to register my concern that the current bridge is to be delisted as a heritage bridge. Because an item no longer serves its purpose does not mean it is not historic.</p> <p>Swan Hill Bridge is a colonial bridge representing pre-Federation times and should not be replaced on the register by the Tooleybuc Bridge as an equivalent.</p> <p>Whether it takes two years or 20 years to replace the bridge, during that time the Swan Hill bridge will be considered not historic and Swan Hill loses another heritage item.</p> <p>Further to this, I would like to see other options for a bridge investigated that were previously ruled out as many people prefer a fly-over bridge.</p>

Date received	Feedback channel	Submission
		I would also like to see forums where the community can gather as a group to discuss the options and where everyone gets the same story - the online briefing was a good concept.
6/11/2020	Website - Have your say	I believe neither of the two options are viable, it should be a big flyover bridge coming in behind the Federal Hotel over the old skate park and railway line into Curlewis St towards the big roundabout near United Petroleum, that would address all the traffic issues. Thanks for accepting feedback on this very important issue for our town.
6/11/2020	Website - Have your say	I would like to see a fly over bridge out near Karinie Street. But if there is no other options. I would pick McCallum Street.
6/11/2020	Email	4B is still the best option. McCallum St is an acceptable option. Option 9A is NOT an option that should even be considered.
6/11/2020	Website - Have your say	I prefer option McCallum St as it has less impact on Riverside Park and does not create another roundabout on Curlewis St.
6/11/2020	Website - Have your say	Both of these options are not practical! The bridge should be at Karinie street. The best out of the two is McCallum Street, but please look at other options!
6/11/2020	Website - Have your say	Would like to see the bridge on the current bridge alignment, ideally as a fly over bridge
7/11/2020	Website - Have your say	I think McCallum St is the better option of the two but think Karinie St roundabout should be investigated as a better option
7/11/2020	Website - Have your say	I would prefer the McCallum St option but as a fly over. What is the point of putting an old fashioned, out of date, stopping traffic while it lifts, lift span.
7/11/2020	Website - Have your say	The McCallum St option is the only one that makes any sense, why destroy the town swimming pool, part of a park, several buildings and realign roads when you don't have to.
7/11/2020	Website - Have your say	I prefer the McCallum Street option. It preserves the current line up with a major road so bridge entrance and exist doesn't require a turn onto the bridge road and doesn't change the public pool and other existing properties as well as preserving the end of Riverside Park.
7/11/2020	Website - Have your say	Please put the bridge in the McCallum Street option.....for the betterment of Swan Hill
8/11/2020	Website - Have your say	I believe the only option for Swan Hill is 9A. We can't take down the old bridge which is a lovely part of the town's history and story, we have already lost so much history in our town as it is, with people pulling down buildings and structures before they were heritage listed. I believe the only option for Swan Hill is 9A and it shouldn't have taken this long to build it

Date received	Feedback channel	Submission
8/11/2020	Email	<p>I wish to comment on the paper 'Planning for a future Murray River Crossing at Swan Hill' Transport for NSW, September 2020.</p> <p>I am a local resident and rate payer in the Swan Hill Rural City municipality. I am also a qualified archaeologist, heritage consultant and listed Heritage Advisor in Victoria.</p> <p>The Swan Hill Bridge is listed on the NSW State Heritage Register (SHR) under the Heritage Act 1977 (NSW) [Heritage Act], s170 NSW State Agency Roads and Traffic Register, Victorian State Heritage Register and as a local heritage item on the Wakool Local Environmental Plan and on the Heritage Overlay of Swan Hill Rural City.</p> <p>This is the first opportunity the public has had to comment on the Swan Hill Bridge since the Timber Trust Road Bridges list was revised in October 2019 which detailed the Swan Hill Bridge was to be removed from the listing and removed from service. Previously the Timber Trust Bridge Conservation Strategy (August 2012) identified retention of the Swan Hill Bridge. The 2012 strategy stated, "planning for a modern duplicate bridge will allow the retention of Swan Hill to carry light vehicles" (p.32). As a local resident, I was not aware of any consultation undertaken with the Swan Hill and Murray Downs local communities with this change that the existing bridge would be removed.</p> <p>The announcements in the local newspaper The Guardian that the bridge would be removed over the past 12 months has led to considerable distress in the Swan Hill community. Many community voices have not been heard and the social and other significance of the bridge has not been adequately or fully assessed.</p> <p>The assumption made in the updated 2019 list that the Tooleybuc and Swan Hill Bridges are of equivalent heritage significance and interchangeable in terms of swapping one for the other is not correct. While both bridges are of the Allan Trust type, the age difference is considerable. Swan Hill bridge is one of the originals of its type and is pre-Federation, dating to 1896. The Tooleybuc bridge dates to the later period of 1924. The physical setting and history of the bridges is also different. Tooleybuc is small town of around 300 people. The site of the Swan Hill bridge, formally the site of a punt, customs house and police reserve dating back to the 1850s, has grown into a regional city of 11,000. The result is the Swan Hill Bridge has a longer history and is significant to many more people and a larger community than the later Tooleybuc Bridge. The Swan Hill Bridge is recognised for historical significance (criteria A NSW Heritage Act), aesthetic significance (criteria C NSW Heritage Act) and social significance (criteria D NSW Heritage Act) to the Swan Hill and regional community.</p> <p>Indeed the Swan Hill Bridge on construction was the site of a customs house and facilitated inter-colonial trade. Historic photos show the Customs House was next to the brick water tower on the Victorian side (also a significant heritage item). The customs house was removed in the twentieth century. Any works should consider archaeological remains of the customs house, nineteenth century timber wharf and other structures and deposits.</p> <p>2</p> <p>Options presented</p>

Date received	Feedback channel	Submission
		<p>In terms of the options presented option 9a would impact on the historical integrity of the Reserve for Police Purposes (Police Reserve). The reserve dates to the 1850s and the foundation of the Swan Hill township. Much of section of the Police Reserve along the River later became Riverside Park. Riverside Park is used for recreation by Swan Hill residents and visitors. As such, option 9a would have a major impact on Riverside Park, Swan Hill's most important asset. Option 9a would result in a loss of public land as well as impact on the historical integrity of the reserve and views and setting of the riverfront.</p> <p>The McCallum Street option as presented would result in the destruction of the Swan Hill Bridge which would be a distressing loss for many in our community and a loss for NSW and Victoria's cultural heritage.</p> <p>Other historic Murray River bridges sit dissected and idle in cages beside the Highway (e.g. Robinvale) or the lift span uprooted and placed in a location where they do not belong (Wentworth and Mildura). If the bridge is moved or relocated, the significance is lost. So much of the bridge's significance is in its setting, aesthetics, functionality and use. Moving sections of a bridge into a location where it does not belong is not a conservation outcome.</p> <p>The Swan Hill Bridge was designed by Percy Allan, a civil engineer who designed many public works in NSW. The NSW SHR statement of significance states: the Swan Hill Bridge was one of Percy Allan's major works, and "a significant advancement in technology. He was extremely proud of this bridge and prepared a technical paper on it. The bridge demonstrates a major step in the evolving pattern of our moveable bridge history".</p> <p>The Swan Hill bridge is a cultural icon and symbol for our region. The Swan Hill bridge is one of the most significant heritage items, arguably the most significant heritage item in this cross border region. The bridge is an important tourist attraction and has interpretative signage which outlines its age, technical design and significance to visitors. The area surrounding the bridge has the potential for increased use for recreation, community use and tourism incorporating the existing historic bridge as the centrepiece.</p> <p>The Swan Hill bridge is irreplaceable and non-renewable cultural heritage of State Significance. The Swan Hill Bridge may potentially meet criterion under the Environment Protection and Biodiversity Conservation Act 1999 (Cth) [EPBC Act] for National Significance as a representative of its type and the site of pre-Federation inter-colonial trade. The Swan Hill bridge is exceedingly rare as one of the few surviving pre-Federation Murray River Bridges (along with Corowa and Echuca). The NSW SHR statement of significance states "the bridge is the original of its type, and extremely rare." The bridge could therefore potentially meet NSW Heritage Act criterion (f) An item possesses uncommon, rare or endangered aspect of NSW's cultural or natural history.</p> <p>The Swan Hill Bridge is a signature representative example of the Allan type and could potentially meet NSW Heritage Act criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments.</p> <p>The relationship of the bridge to other heritage items – The Red Brick Water Tower (1883), the Former Customs House</p>

Date received	Feedback channel	Submission
		<p>(1891), former wharf and Riverside Park is significant, as is the setting. The bridge has served our community for 124 years and is part of our region's cultural identity.</p> <p>All options should be explored for in situ conservation of the bridge. Other examples of early bridges conserved are Corowa and Gundagai. The bridge could be used for local traffic, cycle and pedestrian way in accordance with the 'Timber Trust Bridge Conservation Strategy' (2012). The bridge could</p> <p>3</p> <p>potentially form a second crossing, should there be any required maintenance on a future bridge placed elsewhere. I urge Transport for NSW to:</p> <ul style="list-style-type: none"> • undertake community consultation on the future use of the historic Swan Hill bridge, • undertake an updated significance assessment looking at NSW Heritage Act criteria and the EPBC Act criteria; and • explore options for in situ retention, conservation and ongoing use of the bridge.
9/11/2020	Website - Have your say	<p>It would appear the McCallum street option would have less impact on existing infrastructure thus reducing costs...maybe.</p> <p>I am in favour of a fly over bridge but I appreciate the space constraints. Unless you're planning to put a weir in, I don't see a lift span being used overly often and therefore quite adequate. The upgrading for heavy vehicle access is extremely important and so, I believe, the McCallum street option is more 'user friendly'.</p> <p>Thank you for the opportunity to have a say</p>
9/11/2020	Website - Have your say	<p>I believe the McCallum St option is most practical & hopefully cost effective. Not sure why the Pool may still be relocated as it wasn't clear in the webinar session I watched. This bridge absolutely needs to move forward now. We moved to Swan Hill 36 YEARS AGO with talk of new bridge then.... ridiculous! Heritage listing being removed is a positive step with constant maintenance nothing more than a money drain.</p>
9/11/2020	Website - Have your say	<p>I think the McCallum St option would be better suited for traffic management and looks a lot more streamlined in road layout, best to keep it stupid simple</p>
9/11/2020	Email	<p>I prefer the McCallum St option.</p>
9/11/2020	Email	<p>It seems obvious that the replacement of the bridge at Swan Hill should be in its current position. The sooner the better, before a loaded semi-trailer goes through it</p>
9/11/2020	Website - Have your say	<p>Just build it please - McCallum Street</p>
10/11/2020	Website - Have your say	<p>If no other options will be considered then I believe the McCallum Street option should be the preferred option.</p>

Date received	Feedback channel	Submission
10/11/2020	Website - Have your say	McCallum St Option is the most sensible & responsible plan. 9a would take away too many of the peoples recreation areas like a huge change to Riverside Park, the pool would have to go & God & council only knows what else. Hear hear for McCallum St Option!!!!
11/11/2020	Website - Have your say	Keep bridge in same location and upgrade this so we don't lose car parks or space from the park area.
11/11/2020	Website - Have your say	I think the McCallum street option is by far the most appropriate location for the new bridge. It also has the least impact on the community and existing structures and better traffic flow minimizing CBD congestion. The old bridge would be great relocated to the Pioneer settlement as a heritage display and foot bridge over the Little Murray at the wharf replacing the existing wooden foot bridge which is also in need of repair. An alternative use for the old bridge could be as a pedestrian overpass over the railway track connecting the CBD directly with our beautiful Riverside Park.
11/11/2020	Website - Have your say	We use the existing bridge often, because we have property in both states and we desperately need a new high level bridge, not a lift bridge! We believe the McCallum Street option is by far the best option and a high level bridge is very achievable at this site using clever engineering. There is plenty of distance for ramping up the height of the new bridge on the NSW side and allows the bridge to come down before the railway line on the Victorian side. Or lowering the railway line on the Victorian side to allow trains to pass underneath the bridge is also a good option. The removal of the old bridge must happen for economic reasons and will allow for the construction of a beautiful new high level concrete bridge with a slightly different and more convenient alignment to the old one. Also, an exit off the bridge onto Monash Drive is very achievable without interfering with the swimming pool complex. As residents of Swan Hill and NSW we appeal to you for action on this project and again reaffirm to you, our belief in the McCallum Street option high level bridge. Absolutely! McCallum Street option. Definitely! Not a lift bridge. Come on guys, look to the future and let us all see some clever engineering for the long term benefit of Swan Hill and surrounding communities. Don't hesitate to call me.
11/11/2020	Website - Have your say	McCallum Street is the only place to put that bridge. Too many things to shift with other place. Both will end up in Curlew St so why would you shift railway line go through the park through the swimming pool.
11/11/2020	Email	Of the 2 options listed my preferred option would be the McCallum street option. But I'm concerned with heavy traffic ie B-double trucks and in the near future the trebles entering the centre of Swan Hill. Surely there would be a better option in the north end of town

Date received	Feedback channel	Submission
11/11/2020	Email	<p>We are both long term Swan hill residents...70 years...we live in Swan Hill and also own a life style property on the Murray river in NSW.</p> <p>We travel regularly over the current bridge....this bridge has served us well but it is long overdue for replacement.</p> <p>We are both in favour of the McCallum St option.</p> <p>Get it done ASAP.</p>
12/11/2020	Website - Have your say	<p>This household would prefer the McCallum Street Option for the Swan Hill Murray River crossing, for the following three main reasons:</p> <p>1) Continuity - the least changes to the existing road/s.</p> <p>2) Riverside Park disruption - the council has created a beautiful area alongside the river; Option 9a would really disrupt this in a negative way.....</p> <p>3) Access to the Federal Hotel - we try and do the right thing, and walk to/from the hotel (less risk of drink/driving); if the roads change to Option 9a, it is a fair bit longer to walk there.</p>
12/11/2020	Website - Have your say	<p>McCallum Street option appears to be the most logical and economical option. A fly over bridge would require less maintenance over time and would prevent traffic disruption. The old bridge lift span should be preserved and located somewhere along the river precinct as a monument of the many years the old bridge has served the area. This could be beautified with a few shrubs and trees and garden tables and seating around it.</p>
12/11/2020	Email	<p>The Swan Hill bridge is of no historical significance, Swan Hill city council have already gotten rid of all historical buildings in and around Swan Hill, and are just about to embark on the destruction of the Pioneer settlement.</p> <p>Swan Hill city council can't even introduce a "tree management" program let alone be involved in a new bridge, initiative is something that appears to be missing by all council employees It is my opinion Swan Hill Rural city are basically incompetent and should play no part in the erection of a new bridge.</p> <p>The MCCALLUM STREET OPTION is the only option, it is a no brainer.</p>
13/11/2020	Website - Have your say	<p>As a resident of Swan Hill I support the McCallum St option, we need a high clear span bridge that intersects with the roundabout in McCallum St, that allows marine traffic to go under unobstructed and two lanes each way for traffic to cross the bridge to allow for future growth in the region. I am NOT in favour of any type of lift bridge.</p>

Date received	Feedback channel	Submission
13/11/2020	Email	<p>Due to being unable to access your web option I, and my wife would like to indicate our preference for the new lift span bridge at Swan Hill.</p> <p>Our preferred option, of the two presented in your planning brochure, is for the present bridge to be replaced and traffic flow enter McCallum street, with minimal disruption to the present riverside park, including the swimming pool. My original preference was for the Flyover bridge a little downstream from the present bridge as it would be able to allow unhindered stream flows in times of flood events such as 1956. This option once built would require far less maintenance and labour costs to service as do the Cobram, Robinvale and Mildura crossings. Why this option was left out is disappointing.</p>
16/11/2020	Website - Have your say	McCallum Street Option
18/11/2020	Email	Re Swan Hill future bridge over the Murray River NSW. Our preferred option is definitely McCallum Street, the only one, the T intersection into Curlewis Street should not be an option, it's laughable that it is even considered in 2020.
18/11/2020	Email	<p>Two years ago I was in Victoria, Canada and observed their new lift bridge.</p> <p>Very modern engineering and aesthetically pleasing.</p> <p>I suggest that this type of lift structure be considered for the McCallum St Option.</p>

Appendix H Council correspondence

REF: 2793/20/
JM/SKL

29 September 2020



south.west.projects@transport.nsw.gov.au

Dear Transport for NSW

FORMAL SUBMISSION FOR THE SWAN HILL BRIDGE ALIGNMENT

Swan Hill Rural City Council would like to make a formal submission for the Swan Hill Bridge alignment.

Council and the community have had much debate over the years around the proposed Swan Hill Bridge alignments and the merits of each alignment.

Until now, Council had endorsed option 4B or a 4B variation, a decision made at a Council Meeting held on the 15 April 2014.

Council recently observed the Transport for NSW Community Consultation. Council held an Unscheduled Meeting on the 18 September 2020, at this meeting Council resolved its support for the McCallum Street bridge alignment over the 9A alignment, for the purpose of the community consultation.

Council believes that the McCallum Street alignment is a suitable alignment that will address the needs of the community and will allow a new bridge to finally be built. Council still prefers Option 4B or Alternative over any plans for a 9A bridge alignment and will maintain that position if the McCallum Street alignment is not able to be built.

Council thanks you for the opportunity to make a submission and I enclose the Council report for your consideration.

If you require any further information please contact me on 5036 2348.

Yours sincerely

John McLinden



9 December 2020

Mr Jonathan Tasker
Senior Manager, Regional Infrastructure Services, Regional and Outer Metropolitan
Transport for NSW

Email: jonathan.tasker@transport.nsw.gov.au

Dear Jonathan

Re: **Murray River Council position for the Swan Hill – Murray Downs Bridge Alignment**

At the Murray River Council Ordinary meeting held on 24 November, the following recommendations were put forward for consideration:

1. That Council support the McCallum Street alignment over the 9A alignment for the Swan Hill – Murray Downs Bridge in the Transport for NSW open community consultation.
2. That Council make a submission to Transport for NSW community consultation on the alignment of the Swan Hill – Murray Downs Bridge setting out Council's position.

Please see the below excerpt from the minutes confirming the support for the McCallum Street alignment published https://murrayriver.infocouncil.biz/Open/2020/11/CO_20201124_MIN_5191_WEB.htm.

8.3.3 ADVOCACY - SWAN HILL - MURRAY DOWNS BRIDGE ALIGNMENT - MCCALLUM STREET

RESOLUTION 161120

Moved: Cr Ann Crowe
Seconded: Cr Nikki Cohen

That Council:

1. Support the McCallum Street alignment over the 9A alignment for the Swan Hill – Murray Downs Bridge in the Transport for NSW open community consultation
2. Makes a submission to Transport for NSW community consultation on the alignment of the Swan Hill – Murray Downs Bridge setting out Council's position

CARRIED

If you require any further information, please do not hesitate to contact this office.

Yours sincerely



Des Bilske
Chief Executive Officer