

# KAROL AVENUE COOKS RIVER BRIDGE REPLACEMENT

## Community Information

A new bridge is proposed to be built to replace the existing and Council is seeking feedback from the community on the development of the new bridge.

### Background

The existing footbridge over the Cooks River spanning from Karool Ave to Sugar House Rd is owned by the City of Canterbury - Bankstown and was constructed in the 1980's. The bridge forms part of the local pedestrian and cycleway and is an important crossing of the Cooks River.

Inspections and lifecycle costings have been conducted by the City of Canterbury - Bankstown in conjunction with qualified engineers and quantity surveyors, which have concluded it is more economical in the medium to long term to replace the bridge rather than to invest in ongoing maintenance regimes. In addition to the economic advantage, a new bridge will provide improved amenity and accessibility which will benefit the wider community. Council is seeking feedback from the community on the development of the new bridge.

### Design Factors

In 2016 Council commissioned KI Studio to prepare a Bridge Style Manual that would define the urban design guidelines for the pedestrian / cycle bridges across the Cooks River. Council has recognised the importance in setting a minimum aesthetic standard considering the important role these bridges have for the community. While the intent is to provide consistency in the overall resolution of bridge designs, it is expected that they would each have their own identity.

#### Review of Environmental Factors (REF)

An environmental assessment (REF) will be undertaken to assess the suitability of the proposed design and to define planning, design and construction requirements / controls. This study will be undertaken by specialist consultants and will include an assessment of the following:

- Location and alignment;
- Flora, fauna and aquatic;
- Aboriginal and non-Aboriginal heritage;
- Consultation with DPI Fisheries, Maritime, RMS;
- Flooding;
- Geology;
- Contamination.

#### Location and alignment

The new bridge is proposed to be constructed approximately 10 to 15 metres West of the existing bridge. The Alignment will include gentle horizontal curves for the approach spans at each end of the bridge. These curves provide a smooth transition into the existing footpath network and will be designed to maximise sight lines and is designed to minimise impact on the existing vegetation and embankments. Council considers it desirable to maintain the existing bridge during the construction of the new bridge to allow for continued access across the bridge during construction. The selected location will maintain the existing river views and vistas but also importantly avoid disruption to the protected mangrove habitats that are mainly found immediatly east of the bridge.

#### Bridge Style and Identity

The proposed bridge creates a sensitive solution that is site specific and reduces visual impacts compared to the existing structure. The filigree nature of the superstructure, choice of colour and materials minimise the visual contrast of the proposed bridge in its setting.

#### Bridge Levels and Flooding

The height of the bridge has been selected with a number of criteria in mind: bridge style and aesthetic, existing bridge height, flood levels, river craft and pathway gradients. The banks on each side of the river provide a good opportunity to keep the bridge above severe flood levels. A minimum target of being above a 1 in 20 year flood event can be achieved. This approach maintains a similar height as the existing bridges and provides clear access under the bridge for watercraft.



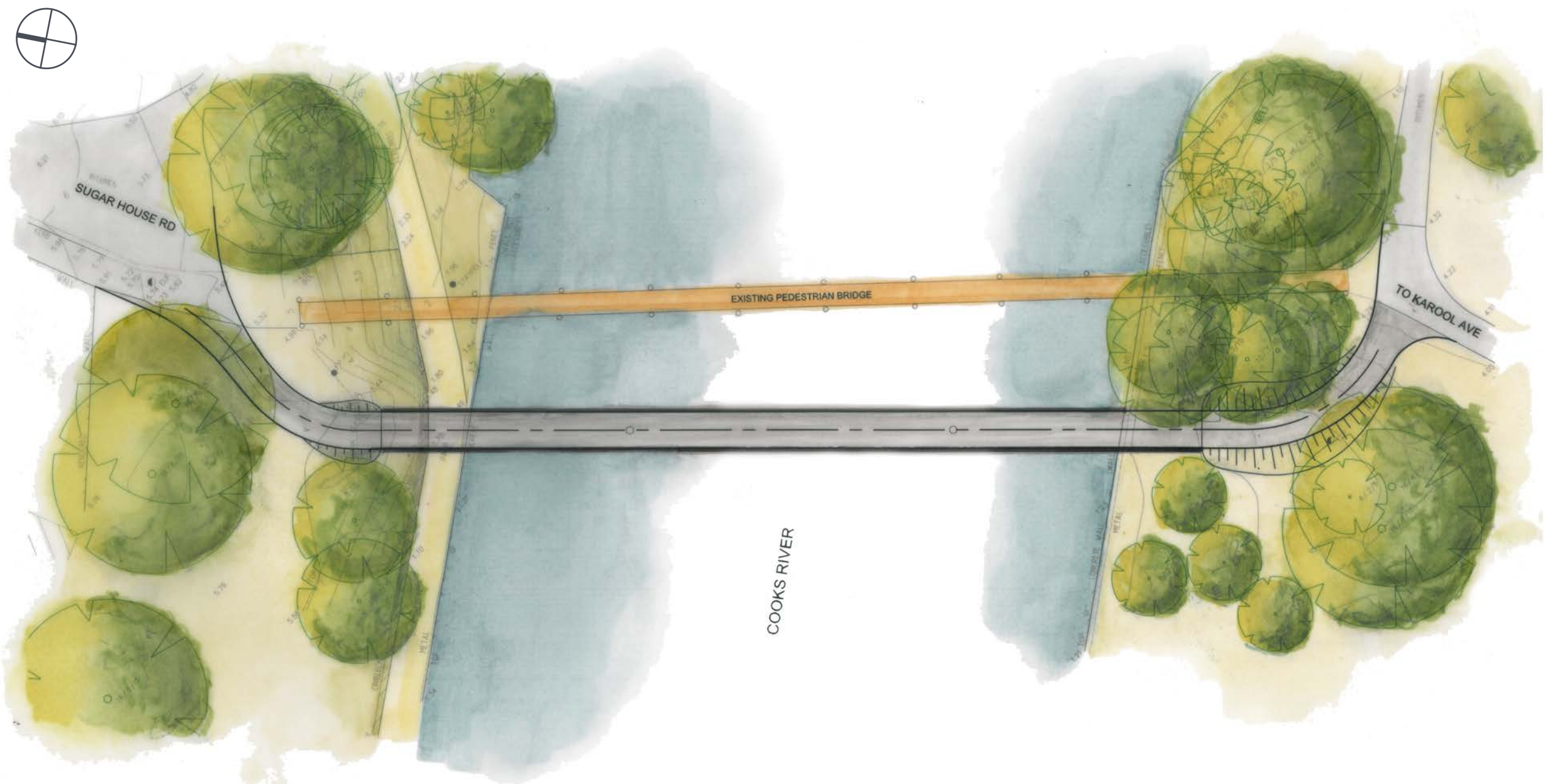
Existing bridge



Indicative 3D image of the proposed bridge



Indicative 3D image of the proposed bridge



Plan showing the new bridge alignment.

#### Bridge Width

The Karool Ave bridge is a shared pedestrian / cycleway with commuter and recreational traffic. While it would be ideal to separate pedestrians and cyclists the approach proposed is to provide a controlled safe cycling / safe walking environment. This can be achieved by providing wider than minimum bridge widths, lane markers, signage, traffic calming islands and bollards. The bridge approaches will also include sweeping curves which will further control cyclist speeds but also ensure good visibility.

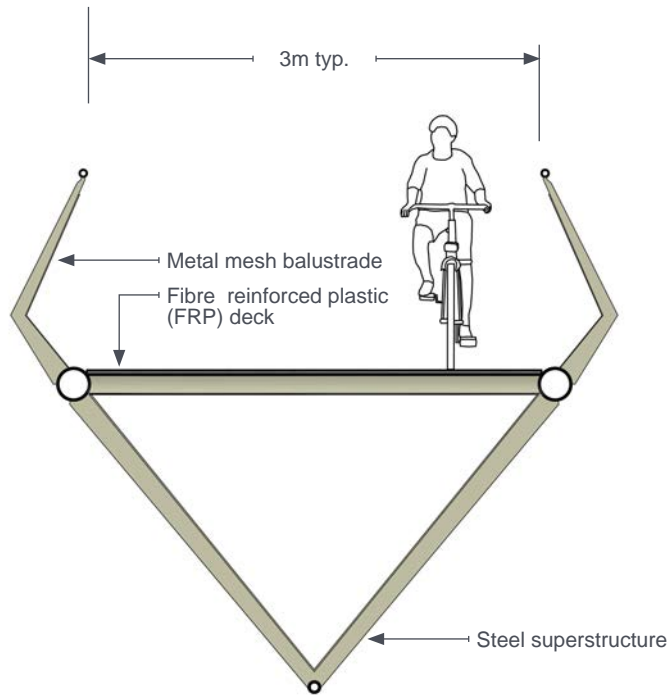
#### Accessibility

The new bridge will comply with the accessibility requirements of the Disability Discrimination Act 1992.

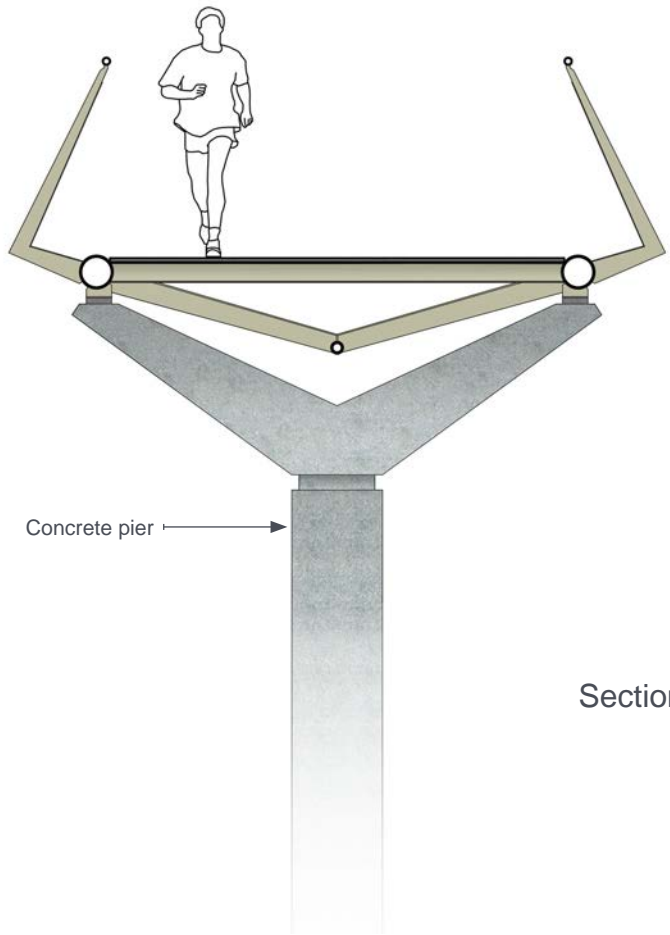
#### Amenity

The amenity of the bridge will be improved as follows:

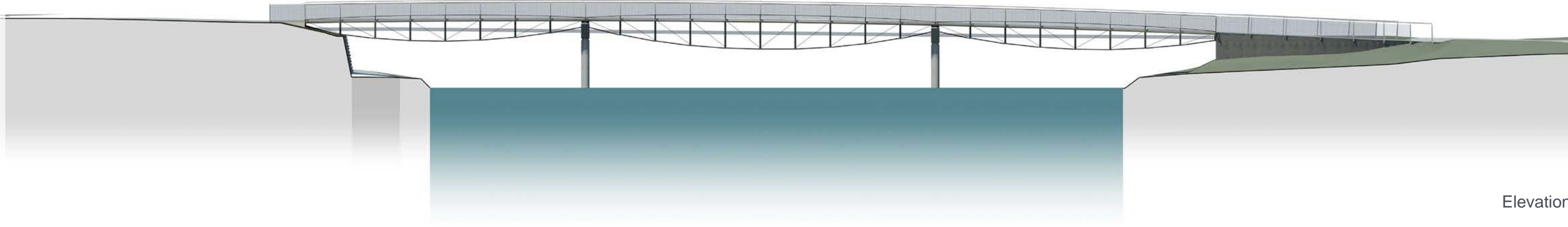
- Wider path;
- Smooth and continuous surface;
- Improved lighting;
- Less obstruction in river (less piers);
- Improved balustrade and safety;
- Improved slip resistance and removal of trip hazards;
- Fibre reinforced micro-mesh decking surface - anti-slip, UV stable, flame resistant.



Typical section



Section at pier



Elevation

### Feasibility Assessment

At the completion of the community consultation period, Council will consider the feedback received and further develop a preferred option which will undergo a final feasibility assessment prior to being tendered for construction.

Prepared for



By



### Have Your Say

Council is inviting the community to have their say and provide feedback on the proposed bridge alignments and design options. Council also encourages any other general comments in relation to the project.

Residents can provide feedback and comments using any of the following options.

- Email to: [council@canterbury.nsw.gov.au](mailto:council@canterbury.nsw.gov.au)
- Online survey located at <https://www.cbcity.nsw.gov.au/resident/haveyoursay>
- Telephone: (02) 9707 9000
- Writing to: The General Manager, City of Canterbury - Bankstown
- PO Box 8 Bankstown NSW 1885