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## RECOMMENDATIONS

### PART A. CORRECTIVE

#### **Recommendation 1**

The immediate cessation of "Option One" and commencement of the renovation of Windsor's historic 1874 bridge using the methodology outlined in the Independent Engineering Report prepared by Peter Stewart.

#### **Recommendation 2**

Immediate delivery of intersection improvements at Freemans Reach and Wilberforce Roads and improvements to the approaches to the historic Windsor Bridge.

#### **Recommendation 3**

Project funding is reallocated to immediately commence proper investigations into the route for a Windsor town bypass with construction of the bypass, including an additional river crossing, to commence within the next 12-18 months. Plans for the bypass to take into account flood mitigation requirements of the Hawkesbury Valley Flood Mitigation Strategy by allowing for and anticipating future flood evacuation routes, with regard to the deck level of the new road bridge.

#### **Recommendation 4**

All planned archaeological work to be cancelled immediately. Work to date be reviewed by an independent expert and reported upon as a matter of urgency. The colonial history of Australia, specifically the unique and potentially nationally significant archaeology of Thompson Square, both in situ and salvaged, be recognised, preserved and presented with the creation of the Australian Colonial History Museum at Windsor.

#### **Recommendation 5**

Forthwith - and as the RMS advises has already been the case on the WBRP project - any and all contracts, entered into regarding the project, be on the basis of termination without penalty and the recovery of legitimate costs only, incurred up to the date of cancellation, in the event the project is halted at any point and for any reason.

### PART B. PREVENTIVE

#### **Recommendation 6**

(This recommendation related to establishing a permanent Upper House Committee similar to the recently announced Public Works and Public Accountability Committees).

### **Recommendation 7**

The Public Works Committee examine the commercial operations of the RMS, including procurement practices, contract arrangements and project approvals generally; and specifically, in relation to the WBRP, all approvals, including from Treasury as well as project funding arrangements and an audit of contracts and costs to date.

### **Recommendation 8**

Due to probity considerations, the planning and delivery functions for State Significant Infrastructure projects, particularly in the transport portfolio, be handled by two different and completely independent agencies and a verifiable project justification be published with the announcement of a Construction Budget.

### **Recommendation 9**

Immediately establish the position of Planning Ombudsman for State Significant Infrastructure projects. The Ombudsman to be supported by a Public Infrastructure Charter specifically identifying the exemplary standards expected of all public infrastructure projects and to have the power to:

- Review, against the expectations of the Public Infrastructure Charter, the decisions and regulatory actions of the Department of Planning and the behaviour of Infrastructure agencies;
- Advise Parliament on matters of non-compliance.
- Refer matters to the Upper House Committees referred to in Recommendation 6;
- Refer matters to the ICAC;
- Refer matters to other law enforcement agencies;
- Issue regular, and when required ad hoc, public reports regarding the commissioning and delivery of State Significant Infrastructure projects.

### **Recommendation 10**

NSW Planning laws are urgently amended to:

- Reinstate and expand the community's right to merit appeal on State Significant Infrastructure projects;
- Establish the legislative primacy of State Heritage significance over State Infrastructure significance
- Reinstate the NSW Heritage Council's authority to refuse approval of projects impacting items of NSW State Heritage significance.