

Submission
No 250

INQUIRY INTO WINDSOR BRIDGE REPLACEMENT PROJECT

Name: Name suppressed

Date received: 25 January 2018

Partially
Confidential

I make this submission under **1 (c) any other related matters** of the Terms of Reference of the Inquiry into the Windsor Bridge Replacement Project under Portfolio Committee No. 5.

My objection to the current Windsor Bridge Replacement Project approval and construction is made on the basis of probity, due diligence and transparency, or the lack thereof.

Since the announcement of the Windsor Bridge Replacement Project, I have spent an immeasurable amount of time researching, and advocating for, a better, less destructive solution to this issue, one which provides both relief to residents in terms of traffic, and which also prevents destruction of the heritage and archaeology of Thompson Square.

Considerable and comprehensive research has shown that Thompson Square, in particular, is of a high level of significance in terms of Australia's National history. In a bizarre and warped turn of events, the introduction of the State Significant policies by Barry O'Farrell in 2011 ensured that heritage would be targeted and destroyed, by the subsequent declaration of State Significant Infrastructure status for the Windsor Bridge Replacement Project in order to 'protect heritage'.

The project proposed by the NSW Government is not a traffic mitigation project, nor is it a flood mitigation project – this is stated repeatedly in documents attached to the project. When the community was asked to comment and engage in selecting a location for this project in 2009, a number of the options offered were patently ridiculous and completely unworkable. The entire process was designed to ensure Option 1 was the only choice.

However a number of 'influencers' in government have repeatedly made misleading statements to this community, using fear of bridge collapse and blatant promises of significant traffic and flood relief to prosecute the project. This is unacceptable. The supposed perilous condition of the structure has been repeatedly debunked by professionals. A campaign of intimidating language, insinuation and blatant declaration of impending disaster has been prosecuted upon this community in the name of the 'greater good'.

The community has repeatedly called for successive Premiers of this state to engage with them regarding the project and have been rejected at every turn.

The current Member for Hawkesbury has blocked a number of his own constituents on social media, and persistently refuses to meet with those opposed to the project in a public manner.

The government refuses to release the Business Case for the project. Despite the original announcement of \$25M in 2008, to date, the Windsor Bridge Replacement Project has racked up a bill of around \$30M, without construction having commenced. There is currently no solid estimate as to the projected total cost of the project available to the public.

Former Members for Hawkesbury, Londonderry and Riverstone have belittled and derided the community for opposing this project. The former Member for Hawkesbury (current Member for Castle Hill) has been the strongest proponent of this project, to the point of

verbally assaulting a member of this community in front of a room of approximately 300 members of the business community, just for daring to ask a question which made no mention of the Windsor Bridge.

The entire process of this project has damaged our community, with the RMS pitting neighbour against neighbour, including during RMS staff attendance at private meetings in loungerooms.

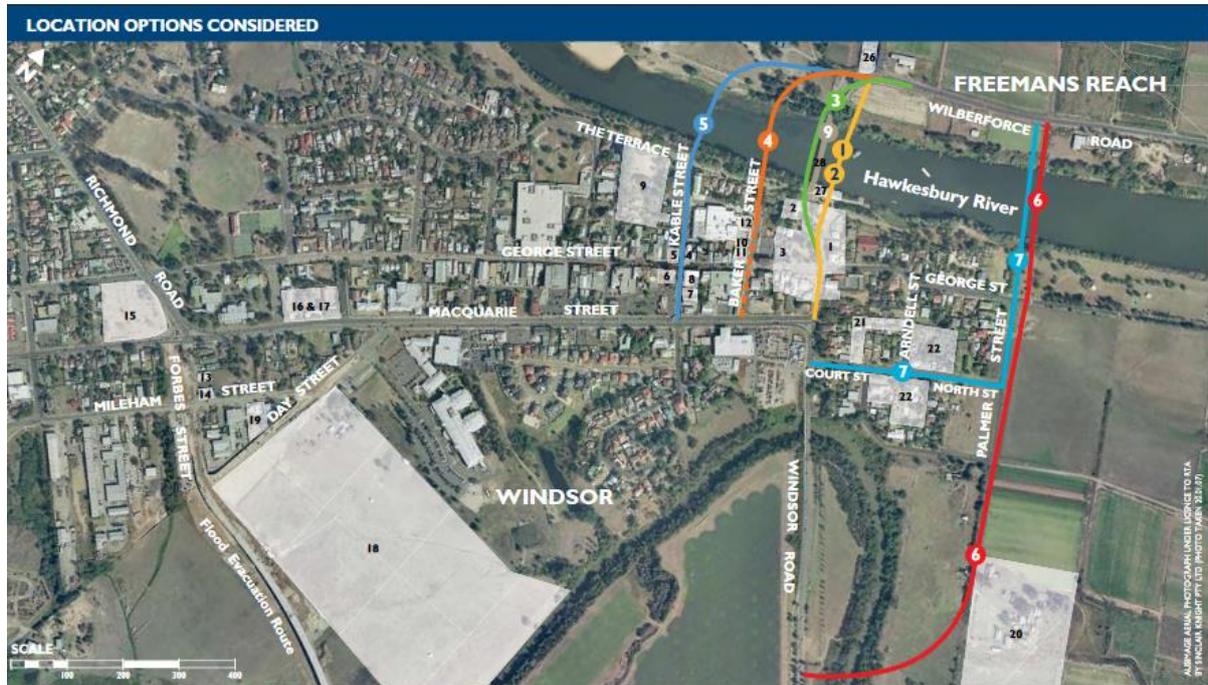
Many people have spent months and years of their lives in defending our community against this duplicitous assault. It must not be in vain.

In terms of the reasoning behind selection of Option 1 by the RMS, the issue of influence and misinformation to the public and parliament must be scrutinised. By the information below, it will be noted that there are property developers in lock-step with this project, however that is not the picture which has been presented to our community or the public in general.

We have been lied to.

This submission does not detail every step in the chronology of the project, however focusses on matters of influence and misinformation.

The Windsor Bridge Replacement Project was first brought to the attention of the public, in real terms, in July 2009 when the RMS (then RTA) distributed brochures to residents detailing the options being presented, however moves to prosecute the project in this location began approximately 5 years prior to the public being notified.



A summary of the options to improve the Hawkesbury crossing at Windsor

| | | | | |
|--|--|---|---|---|
| <p>OPTIONS 1 and 2 DOWNSTREAM OF EXISTING BRIDGE</p> <p>Approximately 35 metres downstream from the existing bridge, aligned with Old Bridge Street.</p> <p>OPTION 1 - HIGH LEVEL BRIDGE</p> <p>Option 1 would provide clearance of approximately 45 metres for the bridge from the Terrace. This would allow access for service vehicles including garbage trucks, cars and coaches under the bridge from the Windsor side.</p> <p>OPTION 2 - LOW LEVEL BRIDGE</p> <p>Option 2 would provide clearance of approximately 15 metres for the bridge from the Terrace. This would allow access for cars only under the bridge from the Windsor side.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> These options are a continuation of the existing Windsor Road corridor. Control to the Windsor township, connecting the northern side of the Hawkesbury River from within the township of Windsor. Easier access to southern river bank by continuing The Terrace under the bridge. Safe pedestrian and vehicle access to the southern river bank. Potential for the bridge Street road cutting to be backfilled and landscaped to maintain the shape of Thompson Square. The bridge approach would cut through part of Thompson Square which is listed on State Heritage Register. Existing north-south right turn from bridge Street to heritage properties in Old Bridge Street would be removed. Aboriginal heritage is likely to be found in areas near the presence of permanent water. Tree loss would be required along both river banks. Traffic would be closer to existing properties on the east side of bridge Street. Property would be acquired from the turf farm on the northern river bank. | <p>OPTION 3 HIGH LEVEL - UPSTREAM OF EXISTING BRIDGE</p> <p>Slightly upstream of the existing structure, crossing the Hawkesbury River 10 metres to the west of existing bridge and using the same road approach.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> This option goes through the middle of Thompson Square. Existing north-south right turn from bridge Street to heritage properties in Old Bridge Street would be removed. Approach roads would need to be realigned, affecting Thompson Square and Macquarie Park. Existing service road access for through traffic would be closed in front of the properties in Thompson Square immediately west of bridge Street. Access for buses and other vehicles would be provided along The Terrace under the new bridge. Aboriginal heritage is likely to be found in areas near the presence of permanent water. Tree loss would be required along both river banks. A retaining wall or the full acquisition of property is likely from the Doctors House in Thompson Square. Property would be required along the northern river bank, through Macquarie Park. Difficult construction due to the close proximity to the existing bridge. | <p>OPTION 4 HIGH LEVEL - UPSTREAM OF EXISTING BRIDGE</p> <p>Along Macquarie Street via Baker Street, crossing the Hawkesbury River at Macquarie Park on the northern river bank.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> As Baker Street is narrow, existing parking would need to be reallocated between Macquarie Street and George Street. Potential for the bridge Street road cutting to be backfilled and landscaped to maintain the shape of Thompson Square. Reconstruction of the intersection at Macquarie Street and Baker Street, providing an extended right turn bay to accommodate additional turning traffic. Increased traffic along shopping precinct in Baker Street reducing pedestrian and parked vehicle safety. Traffic lights would be required at The Terrace to manage the increased traffic volumes. Alternatively this access may be closed. Potential for traffic to queue back onto Windsor Road if the right turn bay cannot meet the needs of traffic during peak or busy periods. | <p>OPTION 5 KABLE STREET - FROM WINDSOR ROAD, ALONG MACQUARIE STREET</p> <p>Along Macquarie Street through to Kable Street, crossing the Hawkesbury River at Macquarie Park on the northern river bank.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> As Kable Street is narrow, existing vehicle parking would need to be reallocated between Macquarie Street and George Street. Potential for the bridge Street road cutting to be backfilled and landscaped to maintain the shape of Thompson Square. Reconstruction of the intersection at Macquarie Street and Kable Street, providing an extended right turn bay to accommodate additional turning traffic. Traffic lights required at The Terrace to manage the increased traffic volumes. Alternatively this access may be closed. Removal of raised pedestrian threshold at George Street and replacement with traffic lights would allow pedestrians to cross safely. Increased traffic along shopping precinct in Kable Street reducing pedestrian and parked vehicle safety. Potential impact to the heritage-listed Masonic Centre on Kable Street. Tree loss would be required along both river banks. Aboriginal heritage is likely to be found in areas near the presence of permanent water. Property would be acquired on Kable Street, along the southern and northern river banks and from Macquarie Park. | <p>OPTION 6 PALMER STREET</p> <p>The option begins at a new T intersection on Windsor Road, north of Pitt Town Road, travels east by a new bridge/duct across South Creek to run parallel to the east of Palmer Street, proceeding to a new bridge over the Hawkesbury River.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> Safe navigation for river traffic around bridge piers. Potential access difficulties to properties east of Palmer Street. Increase in traffic noise to properties along the route. Potential for the bridge Street road cutting to be backfilled and landscaped to maintain the shape of Thompson Square. Tree loss would be required along both river banks. Aboriginal heritage is likely to be found in areas near the presence of permanent water. Property would need to be acquired for the entire proposed route. |
| <p>OPTION 7 COURT STREET</p> <p>This option would provide a signalled T intersection on Windsor Road to enable traffic to turn right into Court/North streets, meeting at a T intersection with Palmer Street and proceeding north along Palmer Street to a new bridge over the Hawkesbury River.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> Safe navigation for river traffic around bridge piers. Widening of Court Street and North Street. Potential for queuing around Henry Bridge along Windsor Road. Widening of the bridge may be necessary to accommodate right turn queuing along Windsor Road/Bridge Street. Increase in traffic noise to properties along the route. Potential access difficulties to properties along Court, North and Palmer streets. Potential impact to the North Street Conservation Area in Windsor. Potential for the bridge Street road cutting to be backfilled and landscaped to maintain the shape of Thompson Square. Tree loss would be required along both river banks. Aboriginal heritage is likely to be found in areas near the presence of permanent water. Property would be required at Windsor Road/Court Street intersection and along Court and North streets. | <p>OPTION 8 PIT TOWN ROAD</p> <p>Access from Pitt Town Road onto Pure Road, then by subcut or low embankment and bridge across Banderung Creek, across the floodplain crossing the Hawkesbury River to King Road/Wilberforce.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> Safe navigation for river traffic around bridge piers. Pure Road is a gravel road and would require reconstruction to accommodate anticipated traffic volumes. Banderung Creek is narrow and would require widening and upgrading to accommodate anticipated traffic volumes. Increase in traffic through Pitt Town. Potential access difficulties to properties along the route. Increase in traffic noise to properties along the route. Potential for the bridge Street road cutting to be backfilled and landscaped to maintain the shape of Thompson Square. Tree loss would be required along both river banks. Aboriginal heritage is likely to be found in areas near the presence of permanent water. Property would be acquired across the flood plains on both river banks. | <p>OPTION 9 REHABILITATE THE EXISTING BRIDGE</p> <p>The rehabilitation of the existing bridge with a 25 year life span would cost between \$14 million and \$17 million. The bridge would have to be closed for up to 12 months during the work and a significant diversion (approximately 20 km) would be required to cross the river during the work.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> Replacing the deck requires substantial modifications to the piers. There would be no additional impact on Thompson Square. Provides for a 1 to 2 year flood event. Heritage vegetation would be disturbed. No property acquisitions would be required. Potential safety hazard for traffic could be created with current sight distances along approaches to the bridge. <p>CHALLENGES OF RETAINING THE EXISTING BRIDGE</p> <p>If the preferred option is to construct a new bridge the following needs to be considered:</p> <ul style="list-style-type: none"> Potential risk to the new bridge if constructed downstream of the existing bridge. The ongoing cost of maintaining the existing bridge. The heritage of the existing bridge. Pedestrian and cyclist connectivity to local areas. | | |

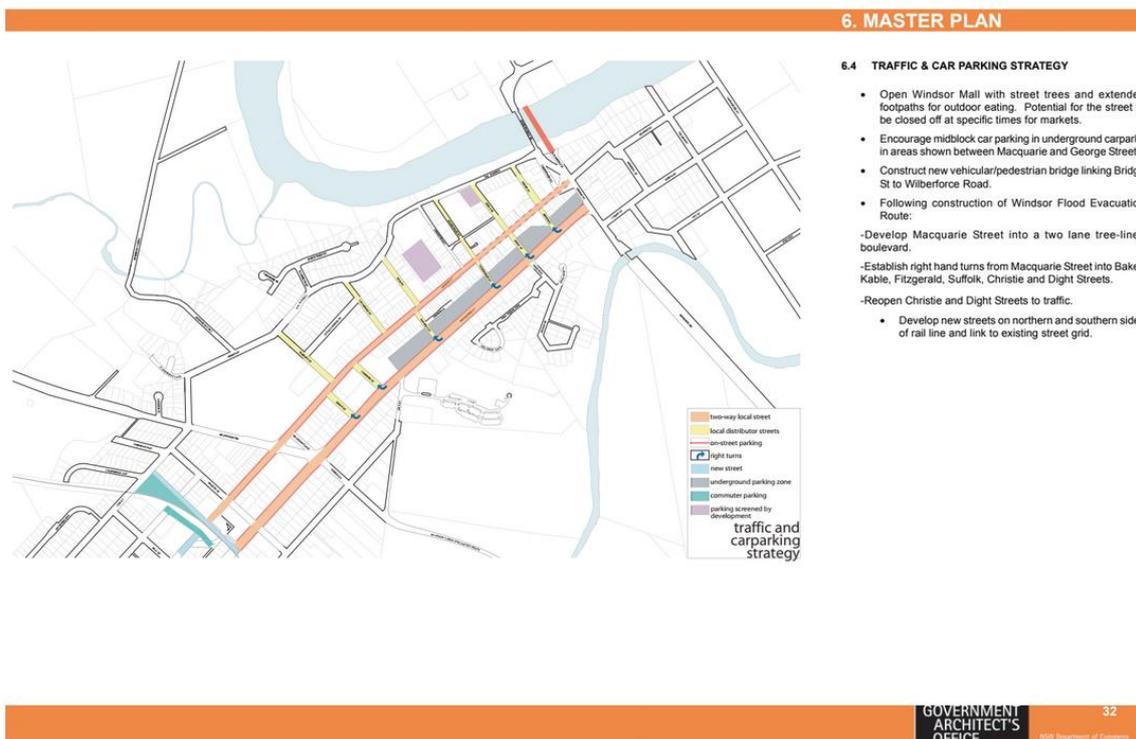
<http://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-cu-july2009.pdf>

Bart Bassett, as the Member for Londonderry was quoted in 2012 as saying “The former Labour Government started the process to replace the Windsor Bridge between 2000 and 2008.”

<https://www.parliament.nsw.gov.au/Hansard/Pages/HansardResult.aspx#/docid/HANSARD-1323879322-50414>

2004

The earliest documented evidence I have been able to find is from 2004, when a Masterplan was drawn up for Windsor by the Government Architect, including an image of a replacement bridge in approximately the same location as the current Option 1. **The Masterplan was never adopted by Hawkesbury City Council, however to this day it is frequently used as a “guideline” by council planning staff.**



(Note orange line drawn across river adjacent to current bridge)

Chris Johnson was the Government Architect at the time of creation of the Draft Windsor Masterplan.

“Chris Johnson (1995–2005)

Chris Johnson, the son of Peter Johnson (a former head of architecture at The University of Sydney and Chancellor of the [University of Technology Sydney](#)),^[23] oversaw the

transformation of the office from a bureaucracy to an office run on a fully commercial basis.^[24]

During the [Sydney 2000 Olympic Games](#) he established a design review panel and a design directorate to oversee the design and procurement of the public domain for [Sydney Olympic Park](#) and other significant projects.^[24]

A range of important projects were designed in the office, most noticeably the Conservatorium of Music (2002), the upgrade of Circular Quay (2002) and the upgrading of George Street and Railway Square (2000). Another major achievement was the "Houses of the Future Exhibition" during the Year of the Built Environment (2004). Johnson retired as Government Architect in July 2005,^[24] and went on to become Executive Director of the Department of Planning, and is currently Chief Executive of Urban Taskforce, a property development lobby group.^[25]

Johnson's tenure was not without criticism, given major opportunities for development of the city fringes at both [Barangaroo](#) and the former Carlton and United breweries site at [Broadway](#) that, according to some critics, failed to lack vision.^{[26][27][28]} He is a major proponent of increased housing density.^[29]

Article in Issue 38 of the Hawkesbury Independent in July 2013, Kevin Conolly MP states:

Mr Conolly said the eventual outcome of Option 1 would be an enhancement of the historic precinct as recommended by the NSW Government Architect's Office in the Windsor Town Masterplan of 2004.

That master plan recommended the construction of "a new vehicular/ pedestrian bridge as an extension of Bridge Street" and "enlarging the existing park with attractive terraced grassed platforms descending to the river", Mr Conolly said.

In 2004, (exact date unknown) the RMS (then RTA) conducted an inspection of Windsor Bridge, reporting that the overall condition was good, as was the substructure. The RMS Heritage Register was updated in May 2004.

Physical condition
and/or
Archaeological
potential:

Original condition assessment: 'Overall the bridge is in good condition, with the deck showing no signs of leaching. However, there is some spalling on the outer beams where they are more exposed to the weather. **The substructure appears in good condition.**' (Last updated: 28/05/2004.)

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4309589>

2004 – Bart Bassett was elected to Hawkesbury Council in 2004 and became mayor later that year. He held the post until 2006 when he became deputy mayor, until regaining the position a year later. Bob Porter is elected as a councillor of Hawkesbury City Council where he remained until declining to run in the 2016 council election. Bob Porter is a long time member of and advocate for the Upper Hawkesbury Powerboat Club, located at Governor Phillip Park, the proposed location of Options 6 and 7.

2005

In 2005, a development application was submitted for the property known as 'Grasslands Stud' at 88 Spinks Road, Glossodia. At that time it was Lot 1 in DP550593. This property has/had an area of approximately 80 hectares. I am unable to obtain a copy of the DA itself, as it is prior to 2007, when council's records began to appear on their web site, however the development is noted as being subject to a Land & Environment Court challenge which was ongoing in 2007. The DA is attributed to owners 'Town & Country Holdings Pty Ltd'.

http://www.hawkesbury.nsw.gov.au/data/assets/pdf_file/0006/9267/ORD_NOV2_2007_Attach1toItem-261.pdf

That Application was subsequently withdrawn on 2nd April 2008

Application Details

close all open all DA0593/05

Details

Description: Seniors Living Housing
Submitted: 11/07/2005

Categories

Properties

116 Mitchell Drive, GLOSSODIA
Lot 218 DP 21750488 Spinks Road, GLOSSODIA
Lot 1 DP 550593

People

| Role | Details |
|------|---------|
| | |

Estimated Cost

\$4,600,000.00

Events

Related

Determination

Withdrawn on 2/04/2008 1:34:39 PM

2006

In 2006, (exact date unknown) the RMS conducted a safety audit of the bridge and determined it was in a safe condition to carry legal loads.

2007

At this point, it should be noted that Ray Williams MP was elected as Member for Hawkesbury in March 2007. In his inaugural speech, he thanked Eric Cooper for assistance in his election.

*"I would also like to thank Rick Forbes, Joe Saliba and **Eric Cooper** for everything they have done."*

(Note that Eric Cooper is the namesake of EJ Cooper and Sons, which is now known widely as Celestino.)

Mr Williams also advocated for small acreage development in rural areas of the Hawkesbury.

"In these rural areas of the Hawkesbury there is an opportunity for further five acre development."

<https://www.parliament.nsw.gov.au/members/DBAssets/39/Ray%20Williams%20inaugural%20speech.pdf>

28th August 2007, Councillor Bob Porter raises a Notice of Motion regarding Windsor Bridge.

ORDINARY MEETING
MINUTES: 28 August 2007

SECTION 3 - Notices of Motion

NM1 - Use of Windsor Bridge by B Double Trucks - (90477, 80741, 107)

MOTION:

RESOLVED on the motion of Councillor Porter, seconded by Councillor Books.

Refer to RESOLUTION

279 RESOLUTION:

RESOLVED on the motion of Councillor Porter, seconded by Councillor Books

That:

1. The Roads and Traffic Authority be requested to provide an urgent structural and safety report on Windsor Bridge and justification regarding use of the bridge by B Double trucks which cross into the oncoming traffic lane when negotiating the Bridge and the results of the Roads and Traffic Authority's B Double Assessment be made public when provided.
2. Council invite the State and Federal Road Ministers to inspect the Bridge and observe traffic flows on and off the Bridge.
3. The Mayor approach Mr John Aquilina, Member for Riverstone, as soon as possible and ask that he lead a delegation to the Minister for Roads on this issue.

http://www.hawkesbury.nsw.gov.au/data/assets/pdf_file/0020/9317/ORD_AUG2_2007_Mins.pdf

2007-2008 Electoral Funding Authority Annual Report names Baiada Pty Ltd as having failed to lodge a donor declaration by the due date. I have been unable to locate the recipient details of such a donation, however it shows involvement in the political landscape around the time of the funding announcement for Windsor Bridge. Baiada is the parent company controlling EJ Cooper & Sons, now Celestino.

Appendix 26 List of Donors the Authority referred to the Crown Solicitor for failing to lodge a declaration by the due date of 30 August 2007

Ataki Holding P/L

Audi Australia Pty Ltd

Auspro Building Services Pty Ltd

B Dillion

B-1st Choice Constructions Pty Ltd

Baiada Pty Ltd

https://www.elections.nsw.gov.au/data/assets/pdf_file/0019/206146/EFA_Report_2008.pdf

At this point, it should be noted that Celestino is the current name of the development company behind the Jacaranda Ponds housing development at Glossodia. At the time the Planning Proposal was raised for Jacaranda Ponds, the company's name was EJ Cooper & Sons. The Jacaranda proposal was prepared and managed by EG Property Group, with Jeremy Spinak as the development contact/liaison.

<http://www.celestino.net.au/jacarandaponds/residential>

Celestino are also the proponents of The Gables at Box Hill, Sydney Science Park, 31-35 Bank Street Pyrmont (Sydney Fish Market redevelopment site), and 46 George Street Parramatta as well as a number of other developments, some of which are located in other states.

Celestino is a major stakeholder in corridor planning for the new Outer Sydney Orbital/M9.

Celestino is also a major stakeholder and Partner in the Innovation Corridor planned for university campuses in the Sydney basin.

Celestino is mentioned as participating in the Greater Sydney Commission's planning activities.

They have significant influence in government.

On 29th August 2007, an article appeared in the Hawkesbury Gazette which used some startling and disturbing phrases and words and in which Councillor Bob Porter was the only spokesman quoted:

"Old bridge a **deathtrap**"

"Windsor Bridge is a **major hazard** for Hawkesbury motorists and is in urgent need of being replaced "**before someone dies**", Hawkesbury City Councillor Bob Porter said this week.

Cr Porter has been complaining to Council about the state of the bridge for the past three and a half years but "still nothing's been done".

"When a large truck crosses the bridge, the whole thing **flexes dramatically**. It can be **frightening to see**," Cr Porter said.

Cr Porter said the bridge's guardrails were '**smashed in** at either end' and they are getting hit more regularly by motorists.

"The guard rail on the western side, to the north of the bridge has been hit over and over and there have been **a number of bad accidents at the site**," he said.

“To allow B Double trucks to go across the bridge is ridiculous. They are **65 odd tonne vehicles which cross into the oncoming traffic lane when negotiating the bridge.**”

Cr Porter said the bridge should be replaced as quickly as possible.

“It’s crazy that the bridge is still there. It was built back in the 1800’s to withstand flooding, but not the withstand the kind of **punishment and fracturing** that you can see on the bridge today.”

“Something has to be done before there is a **major disaster.**”

Cr Porter was due to move a motion that the RTA be requested to provide a structural report on Windsor Bridge and justify the use of the bridge by B Double trucks at last night’s Council meeting.”



https://web.archive.org/web/20070830074157/http://www.hawkesbury.yourguide.com.au/detail.asp?class=news&subclass=general&story_id=1044517&category=general

2008

In March 2008, Hawkesbury City Councillor, Bob Porter, organised a demonstration on Windsor Bridge, of a B-double truck passing a bus. An RTA spokesperson was reported in the Hawkesbury Gazette as stating that the bridge was in overall good condition. Bart Bassett, (then Hawkesbury Mayor, later Member for Londonderry) supported Councillor Porter’s call to replace Windsor Bridge.

*“HAWKESBURY GAZETTE
Wednesday, March 19, 2008
by Amanda Perry*

THE fight for a new bridge at Windsor has been stepped up. Hawkesbury Council, in co-operation with the RTA, last week held a demonstration on Windsor Bridge of a B-double truck and a bus passing each other.

It highlighted Councillor Bob Porter's concerns that the bridge was dangerous, and an accident waiting to happen. "It's not my intention to put truck drivers off the roads or out of business," Cr Porter said. "The bridge is totally inadequate for today's traffic."

Cr Porter has been campaigning for the bridge to be replaced since he was first elected to Council in 2004. Cr Porter said the guardrails have been smashed out for years.

Hawkesbury City Mayor Bart Bassett is also worried about the potential for serious accidents. He said RTA officials attended last week's demonstration, one of them a passenger in the B-double organised by the RTA. Council organised the bus through Westbus, which was keen to participate as some of its drivers had raised concerns about the bridge.

"The short-term fix is to get the approach on the Wilberforce side and bring it in line so it's not quite so sharp on approach," Mayor Bassett said. He said heavy vehicles needed a straightforward approach to help them stay on the right side of the road when crossing the bridge. Heavy vehicles need the road straightened out, says Mayor Bart.

But, Mayor Bassett said, the only "true fix" was a new bridge.

He said it would achieve two things: it would improve safety for vehicles and therefore safety for the community by widening it because of the heavy vehicles, and it would also mean the bridge's height would be raised, ensuring it is not cut off during medium-sized floods.

"The RTA is aware of the issue," Mayor Bassett said. "We've got to encourage our MPs, Allan Shearan and John Aquilina, to get money allocated in this year's budget."

In September last year 2007, Cr Porter moved that the RTA be requested to provide a structural report on Windsor Bridge. To date, neither Cr Porter nor Mayor Bassett have seen that structural report.

Despite the demonstration, the RTA has yet to be convinced of safety issues on Windsor Bridge.

An RTA spokesperson told The Gazette that "both vehicles passed without incident and the B-double was able to remain within its lanes during the crossing". "Windsor Bridge was constructed in 1874 and although it represents an ageing asset, it continues to perform adequately. Over the past few years the RTA has carried out geotechnical investigations and structural assessments to assist in developing a future maintenance strategy for the bridge. As with most ageing infrastructure, the reports have highlighted areas that require attention, however they have also confirmed the bridge is structurally adequate for current traffic loadings. "At this time the RTA has yet to finalise a future strategy for the bridge."

At an unknown date in 2008, the RTA conducted a further structural inspection of Windsor Bridge and a condition of simply one word “Poor” was added. It is hoped that this inspection was carried out prior to March 2008, otherwise it **raises serious questions regarding RTA/RMS processes**. The Heritage register was not updated in this regard until April 2009.

2007-08 condition update: 'Poor.' (Last updated: 17/4/09.)

Date condition updated: 17 Apr 09

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4309589>

On 17th June 2008, a “surprise funding announcement” was made that Windsor Bridge would be replaced. This appeared in the Hawkesbury Gazette the next day.

New bridge for Windsor

18/06/2008 10:17:00 AM

THE State Government will spend \$25 million replacing the Windsor Bridge across the Hawkesbury River, Roads Minister Eric Roozendaal said yesterday. Mr Roozendaal said that while the existing bridge was still considered safe, the structure was now 132 years old and reaching the end of its economic life.

*The **surprise funding announcement** follows concerted lobbying by Councillor Bob Porter for the past four years.*

On an undisclosed date in 2008, Ray Williams MP was visited by two RTA officers in his Rouse Hill Office. He was briefed on the project. He supported their preferred option, which was Option 1. At that time, Ray Williams **was in Opposition and the Windsor Bridge was not within his electorate. It would appear to me that it is highly unusual for employed staff members of a government authority to approach an Opposition backbench member in such a fashion, particularly regarding a project which is not within that Member’s electorate.**

*“I return to an item that the member for Canterbury commented on earlier. In 2008 bureaucrats from the Roads and Traffic Authority, now Roads and Maritime Services, came to see me. **In 2011, after the last State election, the same bureaucrats came to see me in my office to discuss the same things that they discussed with me in 2008.** The newly elected Liberal members for Riverstone and Londonderry—this speaks volumes—were also there. In 2008 those bureaucrats said to me, and I place on the record again, that the bridge*

would be started in 2009. I asked that bureaucrat mentioned by the member for Canterbury, "Why didn't you start the bridge?" He said to me, "I was hoping you wouldn't ask me that question." That speaks volumes about the previous regime and bureaucracy."

(Hansard, 18 October 2012)

<https://www.parliament.nsw.gov.au/Hansard/Pages/HansardResult.aspx#/docid/HANSARD-1323879322-50414>

December 2008 – Baiada proposes purchase of Bartter Enterprises. The ACCC is subsequently conducting a review. Details emerge of the relationship between Baiada and Cordina.

26. Together with Baiada and Cordina, Red Lea is a part owner of Hi-Chick, which owns a distribution licence for the Cobb breed of chicken. Red Lea has its own breeder rearing farms which are located at Menangle, Tamworth, Wellington & Cooranbong in New South Wales.

<http://registers.accc.gov.au/content/item.phtml?itemId=853997&nodeId=ce8fc8c20a66925bef835a1bfaa1689a&fn=Baiada+Poultry+Pty+Ltd+-+proposed+acquisition+of+Bartter+Enterprises+Pty+Ltd+-+17+Dec+2008.pdf>

2009

July 2009 – RTA distributed brochures to residents detailing the options being presented.

July/August – RTA holds open community consultation events at shopping centres. They also hold private discussions with residents of the Peninsula (later to be named Windsor Residents First Group) who are actively encouraged to mount a campaign in opposition to residents opposed to Option 1 (later to become "CAWB")

A petition is raised by the Windsor Residents First group. It is reported that signatures on the petition are being collected at Powerboat club events at Governor Phillip Park and that the preamble of the petition states the signatories are opposed to Options 6 and 7, but does not mention a preference for Option 1.

November 2009 – RTA releases Community Consultation Report in which there is no mention of Windsor Residents First Group nominating a preferred option in their petition.

Various representative groups and stakeholders submitted feedback and submissions on the proposal. This included a petition generated by the Windsor Residents First Group.

2010

2010 – Grasslands Stud development applications were lodged by John Camilleri, whilst the property was still under ownership by Town and Country Holdings Pty Ltd. This would indicate that an Option was possibly held over the property by Mr Camilleri, however as Options are not recorded in the Land Titles system or any public register, it is impossible to confirm such Option, nor to determine when it was put in place. A copy of the Company Extract for Town and Country Holdings is available if required.

Page 1

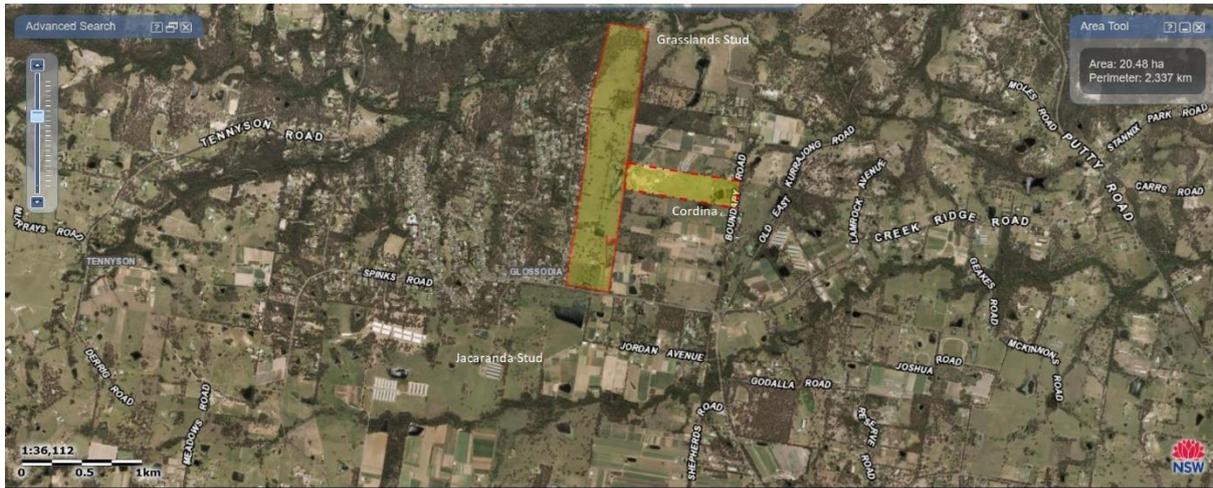


Development Assessment Report

| | |
|-----------------------|--|
| Date Received: | 5/11/2010 |
| File No: | DA0761/10 |
| Applicant: | Mr J Camilleri |
| Address: | PO Box 21 PENDLE HILL NSW 2145 |
| Owner: | Town & Country Holdings Pty Limited |
| Property: | 88 Spinks Road GLOSSODIA NSW 2756 |
| Zoning: | Mixed Agriculture Mixed Agriculture under Hawkesbury Local Environmental Plan 1989. |

Following successful approval of the Development Applications above, Grasslands Stud sells to John Camilleri in July 2011, apparently for the sum of \$6,500,000.00. To date, no development has occurred on the Grasslands Stud property.

Also in 2010, a Development Application (DA0657/10) was lodged over a property at 89 Boundary Road Glossodia proposing a chicken farm, apparently with the involvement of Cordina. That property backs onto the boundary of Grasslands Stud. The application was prepared for Mr Brent Bugeja. It was subsequently refused by the Joint Regional Planning Panel on 2nd November 2011. During the Development Assessment process, objections were received from EG Property Group (proponent representative for Jacaranda Ponds Development, located directly across Spinks Road from Grasslands Stud).



6. On the 14th of September, 2010 an email was received from the EG Property Group and in particular a Mr Jeremy Spinak on behalf of adjoining property owners at No 88 Spinks Road, Glossodia, with a copy of that letter found at Annexure 13. Basically, this property is that land parcel adjoining the subject site along the western boundary. The adjoining property owner was identified as EJ Cooper & Son. Following receipt of this email, a Mr John Camilleri contacted the office of AconsuIT by telephone who is the owner of Baiada Chickens. Basically, Mr Camilleri advised our office that EJ Cooper & Son was a subsidiary company of the Baiada Group and they held major concerns with what was being proposed upon our clients property. Mr Camilleri basically detailed that the contact was a courtesy call to basically introduce himself in consultation with EG property group as his representatives in looking to organise a meeting.

Comment

A meeting was organised and attended to on Tuesday the 21st of September, 2010 in the company of Mr Jeremy Spinak of EG Property Group and a Mr John Vassallo being a direct representative of the Baiada Group and in particular Mr John Camilleri. The meeting took place at Cordina Chicken Farms head office located at 55 Mandoon Road, Girraween. On behalf of our client's, Lorelle Fitzpatrick of AconsuIT, Mr Dick Benbow of Benbow Environmental and Mr Paul Elias of Cordina Chickens was in attendance at that meeting.

The purpose of the meeting was to discuss the concerns that the adjoining property owner held in respect of what was being proposed.

During the course of the meeting, there was concerns raised as to the likely impacts in terms of odour, noise, traffic and so forth upon the adjoining property to the west. Although technical discussion in terms of odour and noise was discussed at the meeting, there was no further resolution. It was requested by our client's representatives at that meeting of Mr John Vassallo and Mr Jeremy Spinak of EG Property Group that a letter be forwarded detailing the concerns of the adjoining property owner and any solutions that they may deem appropriate in satisfying these concerns. As at the date of lodgement, this letter was yet to be received.

There were several references in the emails and letter received from the concerned public seeing access to or details of the poultry farm that the owner of the subject site currently manages. For bio-security reasons and the requirements of the processor, such access is not able to be made readily available to the public. We include this in order to answer that request made and the reason why an inspection was not able to be carried out.

Within the above excerpt from the Environmental Impact Statement for that development, it is erroneously stated that EJ Cooper & Sons are the owners of the Grasslands Stud property. In September 2010, that property was still under the ownership of Town & Country Holdings Pty Ltd (as shown previously). Also within that excerpt, Jeremy Spinak of EG Property Group and John Vassallo representative of Baiada are named. A copy of this document is available if required.

It should also be noted that Ray Williams MP (then Member for Hawkesbury, now Castle Hill), was a fierce objector to the proposed chicken farm in Boundary Road, Glossodia. Ray Williams MP was assisted in his fight against the chicken farm by a Mr Joe Vassallo, solicitor, who is now CEO of Celestino.

November 2010 – Glossodia Broiler Farm protest:

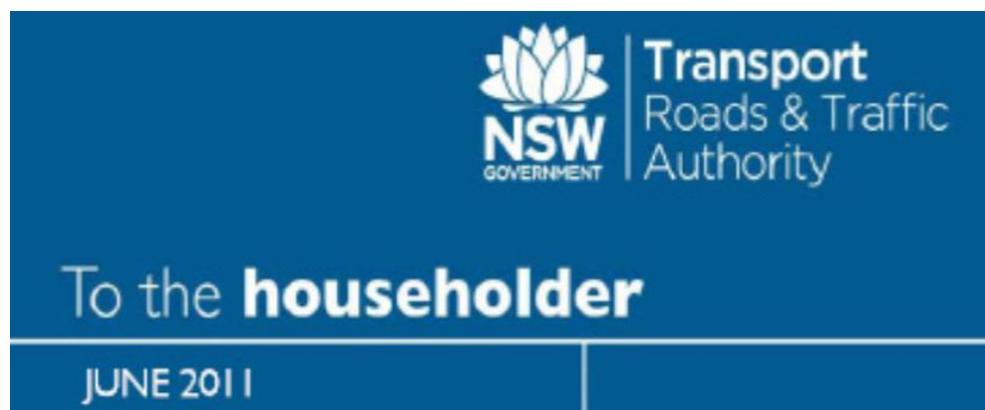
<https://www.youtube.com/watch?v=pybjvHVMCiQ>

December 2010 – Community meeting at Glossodia Community Centre

<https://www.youtube.com/watch?v=srQD7za6uNE>

2011

June 2011 – RMS introduces a 40km truck speed limit for Windsor Bridge.



Dear resident/business operator,

Re: Windsor Bridge, Windsor - 40km/h truck and bus speed limit - commencing Tuesday 14 June 2011

The Roads and Traffic Authority (RTA) will be installing a 40km/h truck and bus speed limit on the approaches to Windsor Bridge, Windsor.

<http://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-40km-speed-restrictions-june2011.pdf>

July 2011 – Grasslands stud sells to John Camilleri, apparently for \$6,500,000. There appears to have been no construction or development activity occur on the site to this date,

with Google Earth showing the property to have no more than the same structures on it as at the time of approval of the 8 lot subdivision. The only planning issue subsequent to the 2010 subdivision has been DA0056/17 which was an application for removal of a single tree encroaching on a neighbouring property.

88 Spinks Road Glossodia Sale and Rental History

| | All | Sold | Rent |
|----------|--------------|-------------|-----------------------|
| Date | Sale Type | Price | Agent |
| Aug 2013 | For Rent | \$350 pw | Cutcliffe Properties |
| Oct 2011 | For Rent | \$350 pw | Cutcliffe Real Estate |
| Jul 2011 | Private Sale | \$6,500,000 | |

<https://www.realestateview.com.au/property-360/property/88-spinks-road-glossodia-nsw-2756/>

Land and Property Information Division

ABN: 84 104 377 806
GPO BOX 15
Sydney NSW 2001
DX 17 SYDNEY

Telephone: 1300 052 637



Land & Property
Information

A division of the Department of Finance & Services

TITLE SEARCH

Title Reference: 1/550593

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH
-----
FOLIO: 1/550593
-----
SEARCH DATE      TIME      EDITION NO      DATE
-----
11/9/2014      6:39 AM      1              11/8/2011

LAND
----
LOT 1 IN DEPOSITED PLAN 550593
AT GLOSSODIA
LOCAL GOVERNMENT AREA HAWKESBURY
PARISH OF CURRENCY COUNTY OF COOK
TITLE DIAGRAM DP550593

FIRST SCHEDULE
-----
JOHN MARTIN CAMILLERI                      (T AG412124)

SECOND SCHEDULE (1 NOTIFICATION)
-----
1  RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)

NOTATIONS
-----
UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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August 2011 – RTA issues Windsor Bridge Options Report in which they state:

A petition with over 600 signatures from community members was received in August 2009 from the Windsor Residents First group. This petition indicated support for options 1, 2 and 8 (in order of preference), whilst strongly opposing options 6 and 7 as the group felt that they failed to meet the project objectives.

Locals who were part of that group have stated that there was never any preference for options 1, 2 or 8 on the petition, simply objection to options 6 and 7 with a suggestion that a bypass be pursued.

Page 47

<http://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-options-report-aug2011.pdf>

August 2011 – RTA issues Community Update advising that Option 1 has been selected as the ‘preferred option’ for the project.

<http://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-cu-aug11.pdf>

September 2011 - Ray Williams states that the new bridge will give flood free access to residents west of the river.

The Government has decided on a specific option for Windsor Bridge, and when the project is completed it will afford safe access across a significant span of the Hawkesbury River. The height of the bridge, being almost level with Putty Road at Wilberforce, will be above the level reached by every significant flood in the area for the past two centuries, except for a flood in 1867. So when the bridge is built we will have flood-free access for the first time between Windsor and outer rural areas towards Wilberforce, Freemans Reach, Glossodia and onwards up the Putty Road to the Hunter Valley. Once again, as the very proud member for Hawkesbury, I am absolutely thrilled that the Premier and the Minister for Roads and Ports have committed to that project, with millions of dollars announced in the budget to begin the upgrade.

(Hansard, 13 September 2011)

It should be noted that there are in excess of 44 floods recorded at Windsor which have overtopped the projected level of the completed Option 1 bridge, which is to be 9.8m on the Wilberforce side of the river. This statement by Mr Williams cannot be explained in terms of confusion as he has previously spoken at length about flooding in the Hawkesbury and appears to be fully informed on the subject. There is no excuse for this blatantly untrue statement.

<https://www.parliament.nsw.gov.au/Hansard/Pages/HansardResult.aspx#/docid/HANSARD-1323879322-45172>

November 2011 – Jacaranda Ponds proponents become involved in funding discussions for Windsor Bridge.

Additional Information Submitted by the Applicant

EJC understands that the local community believes development should be accompanied by a commensurate increase in infrastructure provision.

EJC is therefore prepared to enter into a voluntary planning agreement that will specifically designate up to 2/3rds of its development contributions to local road upgrades.

Furthermore, EJC understands that the Windsor Bridge upgrade is now on exhibition. Stage One, which will provide for one lane in each direction, is to be fully funded by the NSW State Government.

It is also apparent that there is no funding for Stage Two of the project. Stage Two is necessary in order to deliver the works that will allow the bridge to become three lanes. Currently, it appears that there is no funding available from any level of Government for this second stage of the project, which means that the bridge will remain one lane in each direction for the foreseeable future.

EJC would be more than willing to, as part of its voluntary planning agreement with Council, designate 1/3rd of its total contributions specifically to Stage Two of the Windsor Bridge upgrade (being 1/2 of the contributions for local road upgrades referred to above). Depending on the density achieved at Jacaranda Ponds, this would be several million dollars worth of contributions set aside specifically towards delivering three lanes over the Hawkesbury at Windsor.

ORDINARY MEETING

Meeting Date: 29 November 2011

Response

This response attempts to address one matter of concern discussed in the report of 26 July 2011, that being the capacity of Windsor Bridge. It does not address the other concerns relating to the development's likely impacts on the Grose Vale Road/Terrace Road/Bells Line of Road intersection, the proponent's claim that the new community would be flexible during peak periods in switching between using either North Richmond or Windsor bridges, and the undesirable proposed northern access point located along the bend section of Spinks Road.

In principle no objection is raised into entering into a voluntary planning agreement for infrastructure upgrades. The rationale behind the proposed ratio of 2/3 for local roads and 1/3 for Windsor Bridge has not been explained by the proponent and there is no indication as yet in regards to the quantum of contributions applicable. However, this could be further examined by Council, RTA and the proponent.

Order

Within the same business papers, as part of the Jacaranda Ponds VPA documents prepared in 2010:

Freemans Reach Road/Wilberforce Road intersection at Windsor

During peak hours vehicles queue on Freemans Reach Road waiting for gaps to turn right into Wilberforce Road, approaching the Windsor Bridge. The intersection analysis reveals that the intersection is functioning safely and operating reasonably smoothly with minimal overall traffic delays. The current Level of Service 'A' at AM Peak and 'B' at PM Peak periods remains unchanged as a result of the proposed development, although there is a marginal increase in delay pre and post development (AM Peak from 10.8 to 11.3 sec (+0.5 sec) and PM Peak from 16.4 to 17.1 sec (+0.7 sec) however the values are within the LOS range.

The RTA propose to replace the Windsor Bridge in the near future. The preferred option (Option 1) proposes a new bridge about 35 metres downstream of the existing bridge. It is assumed that the design and construction of the new bridge at this location will address the current intersection issues at Freemans Reach Road and Wilberforce Road. However, until this option and design is confirmed it would be premature to assume this improvement.

The forecast site external traffic generation rate is estimated as being slightly higher than the standard RTA residential traffic generation rate, e.g. approximately 10 vehicle trips per lot per day. The forecast peak hour distribution of this traffic has been analysed from the 2006 Household Census data for the journey to work for persons currently living in Glossodia.

The traffic capacity of both the bridges has been determined based on the AUSTRROADS Guide to Traffic Engineering Practice, Part 2. The spare bridge traffic capacity assessment in the peak hour, as summarised in Table 4, indicates that in the am peak hour although North Richmond Bridge is at capacity, there is still some spare capacity on Windsor Bridge. On the other hand in the pm peak hour, the Windsor Bridge is at capacity but the North Richmond Bridge has about 20% spare capacity. Overall, when considered in combination, the two bridges have spare traffic capacity to accommodate the planned development in either peak period.

The RTA has commenced public consultation for the construction of a "higher level" replacement bridge at Windsor, at or close to the existing bridge alignment. In June 2008, the NSW Government announced that it had committed \$25 million to the project. A new 2-lane bridge at this location with wider traffic lanes and road shoulders would increase the peak period traffic capacity of the bridge by 20-30% approximately in comparison to the existing bridge, and would also provide improved flood free access to the Freemans Reach, Wilberforce and Glossodia areas.

However, either with or without a new bridge at Windsor, there will probably be some future redistribution of the peak hour site traffic from the proposed Glossodia rural residential subdivision and other locality traffic, in response to the actual future peak hour traffic conditions and congestion

Jacaranda Ponds Gateway documents – Traffic study, page (!) (pdf page 6)

Hawkesbury Shire Council has asked the land owner to investigate the effect that the proposed development will have on the current level of peak hour traffic congestion at both of the two Hawkesbury rivers bridges and the adjoining intersections. Therefore, this report examines the existing and predicted future peak hour traffic congestion situation at these locations.

Page 2 (pdf page 9)

The RTA has commenced public consultation for the construction of a "higher level" replacement bridge at Windsor, at or close to the existing bridge alignment. In June 2008, the NSW Government announced that it had committed \$25 million to the project. A new 2-lane bridge at this general location, with wider traffic lanes and road shoulders, would increase the peak period traffic capacity of the bridge by 20-30% approximately in comparison to the existing bridge, and would also provide improved flood free access to the Freemans Reach, Wilberforce and Glossodia areas.

2.3.2 North Richmond Bridge

The North Richmond Bridge was originally built in 1905 and was widened in 1926 to carry the Railway Line extension to Kurrajong until 1952. The wider bridge lane and shoulder

https://www.hawkesbury.nsw.gov.au/data/assets/pdf_file/0018/41832/ORD_NOV2_2011_BP.pdf

(Link to all Gateway documents on NSW Planning for Jacaranda Ponds

<http://leptracking.planning.nsw.gov.au/proposal/details.php?rid=777>)

NOTE: The original Jacaranda Ponds Planning Proposal appears to have been lodged in 2010, as indicated in the footer of the image above.

The 2011 Hawkesbury Residential Land Study identified Jacaranda Ponds as the ONLY 'greenfield' site within the locality, after noting issues with road infrastructure, particularly crossing the river.

https://www.hawkesbury.nsw.gov.au/data/assets/pdf_file/0003/62319/Copy-Final-HRLS.pdf

2012

March 2012 – Council resolves to support the Jacaranda Ponds proposal once they are satisfied that “satisfactory progress” has been made on replacement of the Windsor Bridge.

ORDINARY MEETING

Meeting Date: 27 March 2012

2. The concept plan titled “Jacaranda Ponds Planning Proposal Concept Plan, November 2011” and plan titled “Glossodia - Jacaranda Ponds Proposed Layout and Recreational Areas”, reference number 9420/SK07 A, prepared by J. Wyndham Prince attached to this report be adopted for the purposes of preparing the planning proposal.
3. EG Property Group, in consultation with Council staff, be requested to provide Council with a planning proposal consistent with resolution 1 and 2 and Department of Planning and Infrastructure’s “A guide to preparing planning proposals”.
4. The planning proposal be forwarded to the Department of Planning and Infrastructure for a “gateway” determination.
5. If the Department of Planning and Infrastructure determines that the planning proposal is to proceed, Council commence Voluntary Planning Agreement negotiations with EG Property Group and any other relevant party.
6. The Department of Planning and Infrastructure and EG Property Group be advised that in addition to all other relevant planning considerations being addressed, final Council support for the proposal will only be given if Council is satisfied that satisfactory progress has been made:
 - a. Towards resolving the existing traffic problems.
 - b. Replacement of the Windsor Bridge.
 - c. Measures to upgrade local roads affected by the proposal.

In accordance with Section 375A of the Local Government Act 1993 a division is required to be called whenever a planning decision is put at a council or committee meeting. Accordingly, the Chairperson called for a division in respect of the motion, the results of which were as follows:

| For the Motion | Against the Motion |
|--------------------|----------------------|
| Councillor Bassett | Councillor Calvert |
| Councillor Conolly | Councillor Paine |
| Councillor Ford | Councillor Rasmussen |
| Councillor Mackay | Councillor Williams |
| Councillor Porter | |
| Councillor Reardon | |
| Councillor Tree | |
| Councillor Whelan | |

71 RESOLUTION:

RESOLVED on the motion of Councillor Rasmussen, seconded by Councillor Bassett that the meeting continue past 11:00pm.

This is Page 11 of the Minutes of the ORDINARY MEETING of the HAWKESBURY CITY COUNCIL held at the Council Chambers, Windsor, on Tuesday, 27 March 2012

At the same meeting, a motion was moved by councillors Williams and Calvert that Thompson Square is a highly significant part of Australia's heritage and further recognise that it be respected and maintained.

NM2 - Historical Significance of Thompson Square - (80105)

Mrs Jan Barkley-Jack, Mr Graham Edds and Mr Peter Reynolds, proponents, addressed Council
Mr Noel Butler, respondent, addressed Council.

MOTION:

A MOTION was moved by Councillor Williams, seconded by Councillor Calvert.

That Council:

1. Recognise that Thompson Square, Windsor, is the oldest civic square in Australia, the only such square surviving from the eighteenth century, and that as a result it is a unique and highly significant part of Australia's heritage, and;
2. Further recognise that the heritage values of Thompson Square should be respected and maintained.

RESOLVED on the AMENDMENT moved by Councillor Conolly, seconded by Councillor Mackay.

Refer to RESOLUTION

The amendment was carried.

The amendment then became the motion which was put and carried.

Councillors Conolly and Mackay moved an amendment reinforcing the Option 1 route through Thompson Square. The amendment was subsequently carried.

ORDINARY MEETING
MINUTES: 27 March 2012

66 RESOLUTION:

RESOLVED on the AMENDMENT moved by Councillor Conolly, seconded by Councillor Mackay.

That Council:

1. Recognise that at least since 1814, when a punt service connected the town of Windsor to land on the western side of the river, there has been a traffic corridor on approximately the alignment of Bridge Street.
2. Recognise that the road connection through Thompson Square is as much a part of the square's heritage as the buildings which were subsequently built around it.
3. Supports Option 1 for the replacement of Windsor Bridge on the basis that the alignment and design are to be prepared to respect the heritage of Thompson Square, including specifically the 50km per hour design gradient to ensure the road enters Thompson Square at a level no higher than the lowest house.

Councillors Calvert and Williams requested that their names be recorded as having voted against the motion.

Document pages 6 & 7

https://www.hawkesbury.nsw.gov.au/data/assets/pdf_file/0010/46765/ORD_MAR2_2012_Mins.pdf

April 2012 – RMS issues community update advising that archaeological testing will begin.

<http://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-archaeological-geotech-invest-letter-april2012.pdf>

May 2012 – RMS issues community update regarding the project

<http://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-replacement-project-update-may2012.pdf>

May/June 2012 – Article by Bob Meyer appears in “Architecture Bulletin”

(“Bob Meyer is Director of Planning with Cox Richardson. He worked for the NSW Department of Planning (1969-1989). Transport committees and projects he has been involved with include: • Transport Blueprint for NSW— Reference Panel, 2009 • Action for Transport 2010 Peer Review Committee for Department of Transport, 1998 • Urban Design, Capacities Study and Master Plan for CBD Metro, 2009–2010 • Land Use Component for NW Rail and NW Metro for DOT, 2008 • Land use component for Western Sydney Orbital for RTA • City West Rail options for DOT • Route evaluation for Airport

As Sydney grows towards a population of 7 million by 2051, it is foreseeable that the North–West Sector will be joined by Dural, Londonderry and Glossodia as future greenfield suburbs, to which the rail network could be expanded. It is possibly fortunate that development of the North–West Sector was delayed, as the new rail line will now give an opportunity to build up a highly sustainable subregion that could be a benchmark for future Australian growth areas. ■■

This publication does not appear to remain online, however a copy is available if required.

2012 – 27th June – Planning Proposal for Jacaranda Ponds development is submitted to NSW Planning

https://dpe-lep-files-prod.s3-ap-southeast-2.amazonaws.com/documents/PP_2012_HAWKE_003_00/7416/Cover%20Letter.pdf?x-amz-security-token=FQoDYXdzEGsaDGM%2FxrZCRknO%2FgG%2FjiLBAwdsfcC6z3YvKxTs%2BVwkFjJNLiB2DqdX0%2Bepec6%2FPXv%2BtiKa7wgtqKikQCOO82AFUB3UIHlaHz0F9t6krBWQpv2IJ4q1HmZxHaBws33qGGQRZI6Wg%2FgZLGdhtgUys172T3cdwJgZ1wnBimu3YMyy3vK3Tm9xc3CuW1WMyAvQfawqREN26UJLGUApMdy19vkrXiMFwlnHi%2B6PTiT3crD5pzoqahYIVJgWriGManki%2F3DH%2BJXw9vDpF6aJjnfma8jdYZLHbuUkfdIEhkkVYqylnTE%2F7z0rFIXF4%2FndzFbZpCWw%2BoYddAeAJpiFrOUY6RfEfok1RBkBWLO29urbQNf%2BfSbdj%2BCQyoe7KOdfgWXMgBK0Pd3z3BMN5jllJggQ1hZ2PAREEZrfASy7DvtTpKjSJJdXCXbr4lwrTxjYmEVs9lkHd%2Fpvi7aOtSl8OQ%2B7a9JhoZnp5VCqH2wtBEfPRbtJvVv%2BAfR4Ou7PN39eICFMzhZr%2FPjGBDOgLCuGH1v9FtDFcCzL5UU3D0toZ2VfwFgmwfjtczUdE8fcZ1Ci3PVQgr2FIKUfrSlwpjABqoZdnY8g1sZ97Wsw7eFhxvnlMLhTvLKPnNMF&AWSAccessKeyId=ASIAIQTYEFAYHP4HN7WQ&Expires=1516846834&Signature=hV36FAMmZf1zNuuuNngkgTPFsE%3D

27th July – Determination by Sam Haddad, Director General, that the Jacaranda Ponds proposal should proceed.

https://dpe-lep-files-prod.s3-ap-southeast-2.amazonaws.com/documents/PP_2012_HAWKE_003_00/7664/3.01%20Hawkesbury%20Gataway.pdf?x-amz-security-

[token=FQoDYXdzEGsaDGM%2FxrZCRknO%2FgG%2FjiLBAwdsfcC6z3YvKxTs%2BVwkFjJNLiB2DqdX0%2Bepec6%2FPXv%2BtiKa7wgtqKikQCOO82AFUB3UIHlaHz0F9t6krBWQpv2IJ4q1HmZxHaBws33qGGQRZl6Wg%2FgZLGdhtgUys172T3cdwJgZ1wnBimu3YMyy3vK3Tm9xc3CuW1WMyAvQfawqREN26UJLGUApMdy19vkrXiMFwlnHi%2B6PTiT3crD5pzoqahYIVJgWriGManki%2F3DH%2BJXw9vDpF6aJjnfma8jdYZLHbuUkfdlEhkkVYqylnTE%2F7z0rFIXF4%2FndzFbZpCWw%2BoYddAeAJpiFrOUY6RfEfok1RBkBwLO29urbQNf%2BfSbdj%2BCQyoe7KOdfgWXMgBK0Pd3z3BMN5jllJggQ1hZ2PArEEZrfASy7DvtTpKjSJJdXCXbr4lwrTxjYmEVs9lkHd%2Fpvi7aOtSl8OQ%2B7a9JhoZnp5VCqH2wtBEfPRBtJvVv%2BAfR4Ou7PN39eICFMzhZr%2FPjGBDOgLCuGH1v9FtDFcCzL5UU3D0toZ2VfwFgmwfjtczUdE8fcZ1Ci3PVQgr2FIKUfrSlwpjABqoZdnY8g1sZ97Wsw7eFhxvnMLhTvLKPnNMf&AWSAccessKeyId=ASIAIQTIEFAYHP4HN7WQ&Expires=1516846834&Signature=915EnZ%2FY0dc60yXp4yv1mVQDq0s%3D](https://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-comm-update-nov2012.pdf)

November 2012 – RMS issues a community update announcing that a Concept Design has been drafted.

<http://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-comm-update-nov2012.pdf>

November 2012 – Environmental Impact Statement for the project is released for public consultation.

Many, significant and extensive submissions are made by the community, despite a number of critical referenced documents being inaccessible. Many people spend the holiday period reviewing, researching and preparing submissions.

2013

May 2013 – RMS releases Submissions Report in response to community and agency submissions to the EIS.

June 2013 – Iain Macleod of the RMS sends a response to a resident stating that just over \$57K had been spent on maintenance of the Windsor Bridge since 1994.

This completely debunks the claim that the current bridge is too expensive to maintain and highlights questionable practice by the RMS in ensuring the safety of users of this busy river crossing.

Apologies for the delay in responding.

The EIS has detailed information regarding the structural integrity of the bridge. Information can be found via the link below to our website where the structural reports are published: http://www.rta.nsw.gov.au/roadprojects/projects/sydney_region/western_sydney/windsor_bridge/project_documents.html

RMS undertakes survey monitoring of the bridge deck every six months. The last one was done on 23 April 2013. We also do a weekly visual inspection of the bridge.

From 1994 to date, bridge maintenance has cost just over \$57k.

As detailed in the EIS section 3.2.1 the existing bridge is rated as poor and while suitable for current use, would need extensive rehabilitation works if it was to be used and maintained in future.

Appendix G of the submissions report details the chronology of investigations undertaken between 2003 and 2013.

I hope this information is of assistance.

Regards

Iain

Iain MacLeod | Project Services Manager | Project Management - Team 3 |

1st July 2013 - Community Cabinet held at Penrith Panthers – Ray Williams states that the new Windsor Bridge will be 13 or 14 metres high and repeats the false claim that the new bridge will give flood free access to residents West of the River for the first time in 200 years “in all bar the very worst of floods such as in 1867”.

<https://www.youtube.com/watch?v=AL9jGbg-5oU>

Mr Williams was asked to retract these statements numerous times by members of the Hawkesbury Community. He did not respond.

20th December 2013 – Minister for Planning, Brad Hazzard, approves the State Significant Infrastructure status of the project, together with 32 pages of conditions.

<http://www.rms.nsw.gov.au/documents/projects/sydney-west/windsor-bridge-replacement/windsor-bridge-instrument-of-approval.pdf>

2015

March – Dominic Perrottet is elected as the Member for Hawkesbury. He does not make Windsor Bridge a campaign issue.

In 2015. Draft VPA for Jacaranda Ponds to go up for public exhibition. Questions were raised re the 2012 resolution to hold back council support for the development, pending Windsor Bridge. An amendment was proffered by 2 councillors regarding that issue, however it was lost.

An AMENDMENT was moved by Councillor Calvert, seconded by Councillor Rasmussen.

That the:

1. Draft Voluntary Planning Agreement (VPA) attached to this report be placed on public exhibition for a minimum of 28 days. During this time the draft VPA be made available at the Council offices in Windsor and on the Council website.
2. Draft VPA be the subject of a meeting with the Glossodia Community Reference Group.
3. Draft VPA be reported back to Council following public exhibition.
4. Draft VPA not be placed on public exhibition until information is provided from the RMS regarding the scheduled upgrading or replacing of Windsor Bridge.

https://www.hawkesbury.nsw.gov.au/_data/assets/pdf_file/0009/67779/20150224-Council-resolution.pdf

Whilst not comprehensive, this submission has been written to highlight the issues which appear to have influenced the prosecution of this project.