



Duncan Gay MLC

Minister for Roads and Ports

Deputy Leader of the Government Legislative Council

MEDIA RELEASE

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COMMUNITY THANKED FOR FEEDBACK TO WINDSOR BRIDGE EIS

Minister for Roads and Ports Duncan Gay today thanked the communities of north western Sydney for their strong response to the Environmental Impact Statement (EIS) display for Windsor Bridge.

Mr Gay said during every step of the way in the planning process the community has been consulted and its submissions taken into account.

“During the display period late last year, four shopping centre displays and two community feedback sessions were held on the EIS and over 100 submissions were made with many locals expressing support for the wider safer bridge design,” Mr Gay said.

“Community consultation on nine options for an alternative began in July 2009. Three options for a replacement bridge were shortlisted, others including two by-pass options were found not to be viable.

“I commend the community for constructive feedback which has resulted in some good refinements to the design.

“These include the replacement of the George Street roundabout with an intersection with traffic lights to improve pedestrian safety and lowering the speed of the approach road to enable a reduction in the height of the road to minimise the impact on heritage views across Thompson Square.

“It’s further evidence of how seriously the NSW Government takes the community’s feedback and how committed we are to getting the balance right.

“The robust consultation process has included community briefings and meetings, shopping centre displays, design and heritage community focus group meetings, door knocking, online discussion forums, business group meetings, community mail outs and animations on the RMS website.

“Parts of the existing Windsor Bridge are over 130 years old and are deteriorating due to age and heavy use.

“The primary aim of the Windsor Bridge project is to provide a safe and reliable crossing of the Hawkesbury River for motorists, pedestrians and cyclists. The preferred option, a new bridge 35 metres downstream, not only achieves this objective but also performs well in terms of minimising impacts on heritage and the character of the local area whilst delivering transport benefits and improved flood immunity.

“The next stage of the process is for the project to be assessed for planning approval, later this year,” Mr Gay said.

MEDIA: Marie Scoutas 0467 739 976