

**IN-CAMERA PROCEEDINGS BEFORE**

**PORTFOLIO COMMITTEE NO. 5 – INDUSTRY AND  
TRANSPORT**

**INQUIRY INTO WINDSOR BRIDGE REPLACEMENT PROJECT**

**CORRECTED**

**At McKell Room, Parliament House, Sydney, on Monday 18 June 2018**

**The Committee met in camera at 9.30 a.m.**

**PRESENT**

The Hon. Robert Brown (Chair)

The Hon. Rick Colless

The Hon. Wes Fang

Dr Mehreen Faruqi

Mr Scot MacDonald

The Hon. Daniel Mookhey

The Hon. Peter Primrose

Evidence in camera by **KENNETH KANOFSKI**, Chief Executive, Roads and Maritime Services, affirmed

**Dr MEHREEN FARUQI:** There is another email from Mr Greg Flynn dated 4 May as well. That talks about similar things with the significant land use changes in five years. It says the current thinking has been that these projects need to be consistent with the Outer Sydney Orbital [OSO] corridor alignment. Do you think the Windsor Bridge project is consistent with that alignment or does it have any link to that alignment?

**Mr KANOFSKI:** It has no link. The Windsor Bridge project is actually really quite separate. The reason for that is when you look at the usage of the Windsor Bridge, the Windsor Bridge has a very large chunk of local connectivity in it. Quite a lot of the people using the Windsor Bridge are accessing Windsor. It also services the Wilberforce, Freemans Reach area and what I would call district connectivity, rather than through connectivity. I think one of the documents you have in front of you is the 2015 Urban Research and Planning report [URaP] which pretty much notes that the OSO and the river crossings are independent of each other. It also notes that the Castlereagh corridor and the Windsor Bridge are independent of each other. The Windsor Bridge is actually entirely independent of both the OSO corridor issue and the Castlereagh corridor issue.

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**Mr SCOT MacDONALD:** Do you see a point when you will not allow heavy vehicles on this bridge?

**Mr KANOFSKI:** Absolutely. Effectively, the next step for this bridge is a load limit. Currently, it does not have a significant load limit; what it has is a speed limit in order to reduce the pressure of heavy vehicles on the bridge.

Evidence in camera by **RODD STAPLES**, Secretary, Transport for NSW, on former oath

**Dr MEHREEN FARUQI:** You may be aware that during this inquiry, representatives from the Hawkesbury City Council have given evidence. They said that they would like to pause the Windsor Bridge Replacement Project to consider an expanded range of options, because the Government has recently "released its Western Sydney transport corridors plan". In your view, is there a link between the corridors strategy and the Windsor Bridge Replacement Project? Should there be some time to look at whether they are integrated well or they have an impact on each other? Has that already been done?

**Mr STAPLES:** The role of Windsor Bridge over the Hawkesbury at Windsor is quite distinctly different from the corridors work that has been put forward recently for public exhibition. I have no doubt that Roads and Maritime Services [RMS] will talk about the function of Windsor Bridge as being very much about access and a feed to Putty Road, heading towards the Hunter. We see that as important and see there is a need to do something with that bridge in terms of improving amenity, ongoing maintenance and so forth. The corridors work is more around Richmond, servicing that area and connecting that into the future motorway network in Western Sydney and its relationship to Bells Line of Road. We do see the decision around those two matters as relatively independent.