

To whom it may concern:

I am writing to voice my objection to the Option 1 Bridge Project.

By not creating a **'bypass'** bridge

It seems we are missing a once in a lifetime (or more) opportunity to rid our town of traffic noise ;pollution, congestion and all the health and safety risks associated.

The EIS admits the the bridge will **not improve capacity**

The construction work on the bridge, road re-alignment, traffic lights and the decimation of Thompson Sq will cause huge disruption to an already congested area for many months if not years. The resulting economic damage to already struggling businesses will be devastating.

I don't agree with your modelling of projected traffic impacts.
The Blues Festival shows that a slight increase in local traffic can cause serious bankups.

The new bridge will still only be 2 lanes for the foreseeable future so will not provide an improved "level of service" (3.2)
In fact with the additional set of traffic lights , there will likely be longer queues and increased delay times

The height of the bridge will not significantly reduce the flood risk.

The EIS seems to admit that this is only a short terms 'solution' with a limited period of useful benefit- before another solution needs to be found.

I respectfully suggest that it would be more prudent , sustainable and inevitably economically viable to seek the best possible solution from the start

To continue using this thoroughfare for heavy vehicle usage for the main route to Singleton is dangerous, unhealthy and provides for a poor amenity in and around the north end of Windsor.

With the number of pedestrians at the Thompson sq -school children going to the music school, motel guests, local residents etc. The traffic light changes imposed by pedestrians will cause further mayhem.

Look how effective the flood evacuation route has been in eliminating unnecessary traffic from the centre of Windsor. We should be trying to divert traffic to bypass Windsor rather than route it through the centre of town , with all of the health and safety issues it creates.

The operation of the northern roundabout will be problematic if it funnels 2 lanes into 1 across the bridge. The result could be more accidents than at present.

Traffic often banks up across the bridge and along Putty Road on many mornings in peak hour. By introducing another set of lights at George/Bridge the likely result will be an increase of bank-up and lengthening of queues.

The speed limit will be 50 k/hr, hardly a way to move more traffic through the area !

The raising of the road level will result in increased noise levels in and around Thompson Sq. By forcing heavy vehicles through the centre of town , this will result in pedestrians having to shout to hear themselves and shop owners experiencing excessive noise levels- further diminishing local amenity

Projections have shown that local businesses will be severely impacted by the construction process and with the RTA's preferred traffic flow arrangements, will be permanently disadvantaged by limiting access to shops and businesses in the area

it's interesting that you say a '4 lane bridge was not considered as it would impact too much on the square'. So you're admitting that the position of the bridge itself is reducing its effectiveness- further reason to place it elsewhere and do the job properly- rather than this half-baked attempt

The EIS statement that the impacts of construction work on local traffic would be 'negligible' is optimistic at the extreme and most likely a reckless underestimation.. Just the construction of the roundabout at Putty Rd/Freemans Reach Rd is likely to cause major disruption for months.

Aesthetically, the Square's heritage 'look and feel' will be greatly damaged. It will not look like a square anymore- it will look like a pleasant urban park, just like thousands of urban parks in Sydney- stripped of most of its heritage characteristics. The sudden destruction of the trees could be managed on a staged replacement basis if the square was allowed to remain.

The NSW heritage commission says that the project will have an irrevocable negative impact on the heritage values of the Square.

As the Q&A says the letterbox drop did not cover my residence in Glossodia, so I was unaware of the initial plans in 2009

One just has to look around most regional centres in NSW which have had major roads flowing through them- and at the traffic solutions which have been arrived at. The solution is overwhelmingly a BYPASS. For so many reasons it is BEST PRACTICE. . It is shameful that not only are Hawkesbury residents being given a half-baked , wasteful project which fails on so many levels to provide any positive benefits- one of the most precious areas of European heritage will be destroyed.

It is not too late to re-consider. So many horrific mistakes have been made thanks to political expediency. Let this not be another one

Yours sincerely

Russell Stapleton