



Mr Rodd Staples
Secretary, Transport for NSW
corridors@transport.nsw.gov.au

Dear Mr Staples,

Re: Bells Line of Road - Castlereagh Connection corridor identification

Transport for New South Wales is charged with a significant role in the development of this State. It is a task requiring sensitivity, vision, imagination, high-level technical skills, foresight and a connectedness to the communities being affected by your plans.

Regrettably, in the case of the Hawkesbury local government area it might be argued the community has not been well served by recent transport planning. This region's predominant topographical characteristics relate to the Hawkesbury River and its location on a major floodplain, combined with the challenging topography of the foothills and River escarpment areas, these matters undoubtedly present a major difficulty in conceptualising and delivering road and transport infrastructure.

Additionally, the Hawkesbury is the third oldest settlement of mainland Australia, a treasure trove of heritage buildings and landscapes, which require sensitivity, imagination and perhaps some lateral thinking in conceptualising 21st century infrastructure.

Disappointingly the proposed plans for the Bells Line of Road - Castlereagh Connection corridor and the Outer Sydney Orbital are as poorly conceived as the current RMS plan for Windsor Bridge – brutal, inappropriate for the location and failing to deliver genuine benefit.

Perhaps, at the heart of this problem lie the two stated objectives of the corridor preservation project:

- *Provide certainty for communities, businesses and land owners*
- *Reduce cost of providing infrastructure in the long term*

The certainty your organisation has delivered to date is the certainty of misery, disorientation, family disruption, financial loss, habitat destruction, environmental degradation and community fury. To add insult to injury we are then told this is to save money at some unidentified future point. This takes on

the dimensions of rather nasty cost shifting, where current landowners lose the value of their homes, to the benefit of a future government.

Of perhaps greatest concern is the longevity of these plans; which stretch far beyond the time when we are likely to be reliant on the type of transport being planned for. This must not only be a matter of concern for all residents of New South Wales, as tax dollars are wasted on this facile exercise, but is particularly disturbing given the government is potentially locking the State economy into transport investment, both public and private, that will see a disproportionate contribution to planetary warming from this State.

It is extremely disappointing such considerations do not appear to have informed current plans. Whilst it is acknowledged the objectives for the corridor preservation project differ from your overall organisation objectives, in light of these concerns the very strong recommendation from Community Action for Windsor Bridge is the abandonment of current plans and an urgent review of the objectives of transport planning in New South Wales.

Yours sincerely

Harry Terry
President
CAWB