

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation: Woodburn to Broadwater Community Group

Name: Mr David McDonald

Telephone:

Date Received: 18/08/2005

Subject:

Summary

Legislative Council
GENERAL PURPOSE
STANDING COMMITTEES

18 AUG 2005

RECEIVED

15 August 2005

Jenny Gardiner
Inquiry Chair
General Purpose Committee 4
Parliament House
Macquarie Street
Sydney NSW 2000

Dear Ms Gardiner

Please find attached our submission to the Parliamentary Inquiry into the Pacific Highway Upgrade. The signatories to our submission represent all residents who live, work and own property along the highway from the northern edge of Woodburn to the southern edge of Broadwater.

We are unanimous in our desire that the proposed route for the new highway be moved further east, either to the "Flood Free Route" or if that is unacceptable to our suggested route 1D (see attached map).

We submit our proposals and trust that the Inquiry will recognize the rights and needs of our community.

Yours sincerely

DC McDonald

David McDonald
For the Woodburn to Broadwater Community Group

PLEASE FIND ATTACHED

- submission to the Inquiry
- original submission to the RTA
- map of proposed superior routes

SUBMISSION TO THE PARLIAMENTARY INQUIRY INTO THE PROPOSED PACIFIC HIGHWAY UPGRADE – WOODBURN TO BALLINA

15 August 2005

This submission is on behalf of all residents (including farmers, rural businesses and families) along the existing Pacific Highway between Woodburn and Broadwater and is unanimously supported by the signatories attached.

•IMPACT ON PRIME AGRICULTURAL LAND

•IMPACT ON FLOODING IN THE MID RICHMOND

1. The RTA provided the public, through the Community Liaison Group, with criteria for generating route options, then ignored the criteria.

For example, the RTA criteria as outlined in its brochures, claimed it wished to cause the least possible impact on flooding, agricultural land and acid sulphate soils, but the 3 routes between Woodburn and Broadwater all cut through flood prone sugar cane land (some on acid sulphate soils) when there are routes which do not have this impact (see attached community submission to the RTA).

2. The RTA generated the routes without even visiting many of the sites.

For example, routes 1B and 1C were generated by the RTA computer program taking no account of terrain, agricultural land, flooding patterns or property boundaries. Weeks after the routes were generated, RTA representatives including
finally visited cane farms along these routes and admitted that the properties weren't even inspected. It was at this meeting (9 June 2005) that residents and farmers were able to point out a route slightly further east that had less

flood prone, acid sulphate, agricultural land and didn't cut properties in half. (see attached submission to the RTA).

3 The RTA's terms of reference are too limited.

For example, they looked only to the catchment area west of the "study area" for the source of flooding in the Mid Richmond when there is a major additional catchment area in the Bungawalbyn Creek basin just to the southwest of Woodburn. All data on Mid Richmond flooding represents this area as contributing equally to major flooding in the "study area" yet the RTA has ignored its impact completely.

•IMPACT ON THE WOODBURN AND BROADWATER COMMUNITIES

The RTA route options 1A and 1B, and 2D and 2E are by its own admission, (in the Route Options Display booklet) very close to Woodburn and Broadwater and are in "close proximity to residential areas: potential noise impact". Although the RTA maps make the road line look distant from existing houses, if you visit the sites you can see that the road cuts right through Broadwater and skirts closely round the east of Woodburn affecting many properties.

•GENERAL

The RTA, though claiming to liaise with and listen to the community, does so in name only. In practice, the RTA has its plan and makes a pretence of listening.

For example, the RTA met with the Woodburn to Ballina Community Liaison Group on 18th May 2005 where route options were still being discussed while at the very same time the Route Options display brochure had been written, printed and was in the mail to residents.

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SIGNATURE

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L Jill Lickiss

for

ARTHUR LICKISS

Jill Lickiss

Michael Githoes
(age 16)

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John Githoes (age 13)

J. W. Githoes

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