

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

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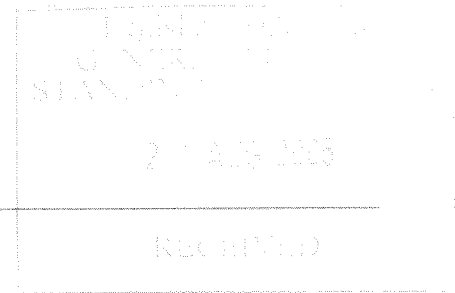
Date Received: 22/08/2005

Subject:

Summary

Glenda Baker - Fwd: Parliamentary inquiry into pacific highway

From: Jenny Gardiner
To: Steven Reynolds
Date: 19/08/05 16:30:28
Subject: Fwd: Parliamentary inquiry into pacific highway

**Tintenbar to Ewingsdale Pacific Highway upgrade:**

I am a Councillor of Ballina Shire, and the first I heard of the expanded study route for the T2E was when it was announced in the newspapers. The RTA never contacted the Council regarding the expanded study area prior to this announcement. Had the RTA applied common courtesy principles instead of being so high-handed in its actions, it would have been advised that:-

1. The expanded study area is an area which the Council and Dept of Infrastructure Planning & Natural Resources have earmarked for a future township along the Cumbalum Ridge.
2. Over 10 years of planning at State and Local Government level have already gone into this future township.
3. Country Energy have already established the need for a new substation for the supply of electricity, and a DA is currently before Council for its construction.
4. Rous Water have been working with Council for the supply of town water infrastructure to service this future township.
5. The future township will house approximately 20,000 people within the entire Cumbalum Ridge. More than half of the proposed development area is affected by the RTA's expanded study area.
6. Many of the properties on the Cumbalum Ridge are already in the hands of developers, and the cost of resuming a route in this area will be prohibitive, as the developers will be demanding prices well above what farmland commands.
7. The State Government has already earmarked much of the land in the mid-northern part of the study area within its "Farmland Protection Policy". This prevents the land being fragmented by urban uses and protects the farms commercial viability. These farms are contributing extensively to the economy of the North Coast, as they produce sugar, and macadamias which are becoming a valuable export.
8. Telstra have been upgrading their supply network to service the proposed future development.
9. The RTA hired Connell Wagner some 7 or 8 years ago as their consultants to carry out an engineering and environmental assessment of the area south of Ross Lane. These studies are being withheld by the RTA and the Coastal Environment Protection Society has an FOI in with RTA to look at them.
10. Connell Wagner carried out soil tests across Sandy Flat to find the most suitable route for the Ballina Bypass as far back as the Ross Lane interchange.
11. The Ross Lane Interchange has been designed at enormous cost to the public purse and RTA.
12. The Council hired Eppel Olson & Partners to carry out a traffic survey so that the highway traffic could be integrated from Ross Lane. This predicted approx 14,000 vehicles a day for Ross Lane within about 10 years time. No consideration has been given to the Eppel Olson study.
13. The Ballina Bypass route has already been approved by the State Government and Ballina Council as far north as Ross Lane Interchange. The EIS was signed off and the DA approved. It is all ready to go.

14. The expanded study route comprises many barristers, solicitors and people who are prepared to put \$1000 cheques in when the hat is passed round instead of 50c pieces. The RTA will be given the best run for its money it has ever had, as these people will not be walked on by any government.

15. It is very poor planning practice to put a major highway with its related noise and pollution so close to urban centres.

16. The highway route should be kept within the existing highway corridor north of Ross Lane, and south of Ross Lane it should go as per the DA approved for the Ballina Bypass.

Margaret Howes,
Ballina Shire Councillor,