

## INQUIRY INTO PACIFIC HIGHWAY UPGRADES

**Organisation:**

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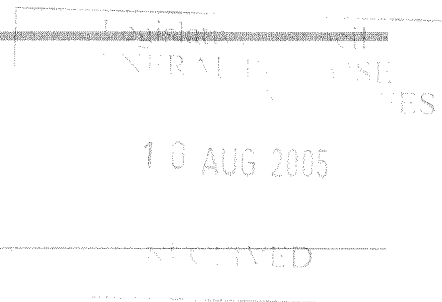
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**Subject:**

**Summary**

**GPSC4 GPSC4 - Pacific Highway Upgrade - Woodburn to Ballina**

**From:**  
**To:** <gpscno4@parliament.nsw.gov.au>  
**Date:** 09/08/05 21:57:52  
**Subject:** Pacific Highway Upgrade - Woodburn to Ballina



**Annette Coghill & Denis Fullarton**

9th August, 2005

By E-mail : gpscno4@parliament.nsw.gov.au

Inquiry Chair

Ms Jenny Gardner,

General Purpose Special Committee 4,

Parliament House,

Macquarie Street, Sydney NSW 2000

**Re: Pacific Highway Upgrade - Woodburn to Ballina, NSW Parliamentary Inquiry**

We have a number of concerns regarding the information that has been presented to us by the RTA & Geo Link in relation to the Pacific Highway Upgrade ( Woodburn to Ballina). Our concerns are listed as follows :

1 - The details shown by the RTA in their brochure 'Woodburn to Ballina - Route Options Display May 2005' was not detailed enough to express an informed opinion as to any of the proposed routes. At best, the drawings provided a very rough guide as to where the proposed routes were to go.

2 - The large maps that were on display from the 23/5 to the 17/6 were of the same calibre as the above & did not provide any additional information to that which the RTA had already provided in their brochure to residents. From these maps, it appeared that our property was not in any of the 'corridors', however this is not the case as we are affected by two of the proposed corridors.

3 - The proposed routes share common section starting & ending positions & this appears to have been made in an attempt to limit the number of available options. It appears logical that section 2 routes A,B & C should include an option to join section 3 option A to the west of the residential section. A similar situation exists with section 2 option A where there should be an option to extend 2A in a straight line to join section 1 further south than is currently proposed.

4 - In Section 1, the three proposed routes indicate that at least 75% of their length are in the 1 in 100 year flood plain. No 'Flood Free' route proposal was indicated & no comments have been made for the possible effects during a major flood on Woodburn & surrounding areas following the construction of this section of the

highway. It appears that this section would consist of a series of viaducts & levee type banks to raise the highway out of the flood zone & in the case of a flood, stop the spread of water to the east (coast) & force the rising waters back to the west (Woodburn), increasing the flood level.

5 - On the 10/6 at Broadwater, detailed maps were made available by RTA staff from 10 am to 6pm for viewing by residents, however no detailed maps or sections of maps were available to take away & study. Likewise, access to the 200 plus page reference book that was referred to by RTA staff was not available for residents. It was from the detailed map of Broadwater that we discovered that our property was affected by two corridors. Any detailed 'study' had to be undertaken on site & between 10 am & 6pm. We used a camera to photograph part of the map to take home & study, but by this method, we were only able to cover a & concentrate on a very small section of the entire route.

6 - The accuracy of information provided at this meeting by RTA staff is suspect :

a - we were provided with verbal information from RTA staff that they only required a 32 metre corridor through affected properties yet it appears from discussions with other residents that some were told by the RTA they required a corridor of 100 metres, others 150 metres. We are confused.

b - costing information provided by the RTA staff was presented in such a manner as to be misleading. No dollar values have been provided, only units of measure. Proposed routes have been expressed as a percentage of a base route, there being a base route for each section, each section base route bearing no relationship to each other. To further explain, section 1, the base is route B = 100 %, route C = 98% of B

section 2, the base is route A = 100%, route F = 160% of A

section 3, the base is route B = 100%, route A = 102% of B

As there is no monetary reference & as each section is unrelated to each other, it is possible that section 2 route F (160% of A) is less, in dollar value, than section 1 route C (98% of B). The relevance of this is that route F in section 2 appears to effect the back portion of sugar cane blocks with little or no effect on residences. Because of the minimal 'people' effect, this route becomes the residents preferred route, however as the 'cost' is shown as 160, residents assume that this route is far to expensive & therefore unacceptable.

7 - We requested information considered important in making any submission by e-mail request to Geo Link (Rob Van Iersel) on 27/5 & followed this request up with a copy request to the RTA (Shane Higgins) 1/6 with a reply finally from Geo Link in a letter dated 7/7 with a CD attached. This information was not made available in time for us to use in making our submissions. With the information that is now available to us on the CD, our prior submission was made on incorrect information & assumptions. We can only assume that most residents are in the same situation, submissions made were made on incorrect information & assumptions.

8 - We do express our concern over the manner in which the RTA has handled & presented information to residents relating to the proposed upgrade of the Pacific Highway. All the routes on display by the RTA in relation to sections 1 & 2, with the information that we now have , are unacceptable. The 'flood free' route through Woodburn & the Broadwater National Park is commented on in the CD, so the RTA was aware of this route as a 'residents' option & appears to have rejected this route for inclusion in discussion by residents due to :

a- route crosses the Evans Head Woodburn Road too far away from Woodburn for Woodburn to become a 'service town'.

b- 'problems' associated with the rezoning of the corridor through the National Park, however this same 'problem' exists with the proposed routes in section 1.

We request that the 'Flood Free Route' be put to the residents for consideration as the preferred route & that all residents have reasonable access to the information available on the RTA CD. This request is made to you

as we consider the reasons provided for the non inclusion of this route by the RTA to be not valid, that the Woodburn flood plain will not be affected by road construction, that there is minimal effect on property & that this route would play an important role in minimising fires in the National Park spreading to the surrounding townships.

Yours sincerely,

Annette Coghill & Denis Fullarton