

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

Name: Mr Michael Ward

Telephone:

Date Received: 22/08/2005

Subject:

Summary

19-AUG-85 11:00
P.02

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

Residents from the Broadwater Community
(See names and addresses attached)

This letter and its attachments together make up a submission to the General Purpose Special Committee 4, and seeks to address the committee's terms of reference Nos.

- 2.c) Impact on communities at Broadwater and Woodburn, and
- 3) Any other related matters

Dear Committee members,

We would like to take the opportunity afforded by this parliamentary inquiry to brief you on three concerns in particular relating to the proposed upgrading of the Pacific Highway between Woodburn and Ballina. We are concerned residents who believe these issues are not being considered by those involved in the planning process.

1. We are concerned that the option of placing the upgrade along the existing Summerland Way road between Grafton and Casino has not been thoroughly pursued. The upgraded highway could continue north from the Grafton area along the Summerland Way and then turn North East from the Casino region, passing between Lismore and Casino and then joining up with the existing works at Yelgun (see attached Map). The advantages of increased tourism, visitors and economic flow-ons has backed up our preliminary enquiries which have revealed interest in this proposed route from Council staff at the Grafton City, Richmond Valley and Lismore City Councils. I have sent letters outlining this proposed route to all three councils and will let you know of the feedback I receive as it comes to me.

Letters have been sent to:

General Manager, Clarence Valley Council
Stuart McPherson
Locked Bag 23
Grafton, 2460

General Manager, Richmond Valley Council
Brian Wilkinson
Locked Bag 10
Casino 2470

Roads Manager, Lismore City Council
Gary Helmsworth
PO Box 23a
Lismore, 2480

2. Secondly, we find it necessary to say that the Community Liaison Group's proposed 'Flood Free/Sugar Industry route'¹ in our opinion, is not a serious route option.

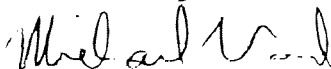
This newly proposed route, according to our preliminary research, will also adversely affect many properties, livelihoods and households

The fact that it proposes to go through substantial parts of Broadwater National Park is also concerning. This National Park represents a highly significant example of heath vegetation and the adjoining properties (also affected), share similar qualities that are also worth preserving.

3. Thirdly, in the event that it is deemed necessary for the highway to proceed through the Broadwater area (in our opinion an undesirable prospect in the first place), then the options that pass between Riley's Hill and Broadwater (routes 2A & 2B), must be considered first.

It is alarming to us that that another route is even being considered on the eastern side of Broadwater (CLG's Flood Free/Sugar Industry route), when the routes between Riley's Hill and Broadwater (routes 2A & 2B), i) affect significantly less properties, ii) are considerably shorter (2B) and therefore cheaper to construct, and iii) are virtually flood free!²

Yours sincerely



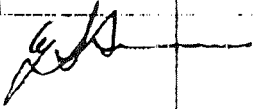
Michael Ward

On behalf of:

Name	Address	Phone number	Signature
Michael Ward			

¹ As disclosed at the Public meeting at Broadwater Community Hall on Monday 18th July, 2005.

² See attached RTA publication 'Route Options Display' (Section 2).

G. SPENCER			
Carmyl Malony			
Kate Ward			