

## INQUIRY INTO PACIFIC HIGHWAY UPGRADES

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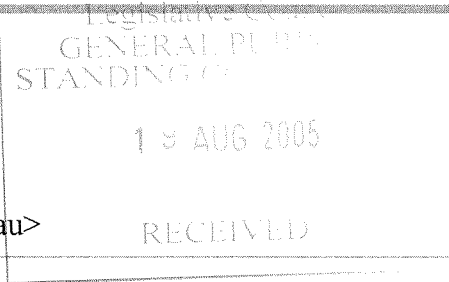
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**Subject:**

**Summary**

## GPSC4 GPSC4 - Pacific Hway

**From:**  
**To:** <gpscno4@parliament.nsw.gov.au>  
**Date:** 18/08/05 13:40:36  
**Subject:** Pacific Hway  
**CC:** "neville newell" <neville.newell@parliament.nsw.gov.au>

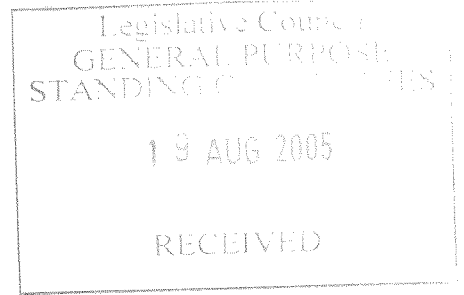


<http://www.ratbags.org>

Please visit the above site for a virtual tour of the proposed road/rail freight corridor connecting SEQ & FNC networks.

ronni hoskisson  
president  
tweed district residents & ratepayers assoc

TWEED RESIDENTS & RATEPAYERS ASSOCIATION



The Chairman  
General Purpose Standing Committee 4  
Parliament House  
SYDNEY 2000

August 18, 2005

Good Morning:

Re: General Purpose Standing Committee No 4

Looking at the TOR for the above, it appears very restrictive, and could be said to insufficiently address comprehensive regional planning and future strategic freight throughput for the eastern corridor. Comments are in *italics*.

1. Ewingsdale & Tintenbar

1c The impact of the highway upgrade on prime agricultural lands

- i) *Alternative links, such as the Summerland Way exist, which could be up-graded at considerably less cost than the current proposals and which does not impact on prime agricultural lands.*
- ii) *That lands of high environmental value are not considered is, perhaps an oversight?*

1 e The impacts of B-doubles on the Pacific Highway (PH)

*B triples are already in use in Victoria. Should further upgrades occur, these freight vehicles will be on the PH compounding the traffic mix risks*

1 f The impacts of interstate heavy transport on the PH and of the mixing of interstate and local transport

*In the north coast areas under study, alternative western corridors exist which with upgrade would negate this impact, i.e. Summerland Way*

*It makes economic sense to provide towns on the Summerland route, with the benefit of freight traffic income and removal of the everyday clashes between interstate and local transport on the coastal route*

1i Existing or proposed strategic transport plans which seek to deal with the forecast doubling by 2025 of the NSW freight task

*Where can these existing or proposed strategic transport plans be found?  
Is the doubling of the NSW freight task only to be considered as being moved by road?*

## Ballina & Woodburn

1a Impact on prime agricultural land – *see above*

1b Impact on flooding in the mid-Richmond area – *intensive lengthy negotiations required. Computer modelled studies do not appear, in most instances, to replace local knowledge*

### Any Other Related Matters

The predication of the TOR appears to be based on the C4 route at Tugun going ahead. Please bear in mind cost of the C4 route is \$60, yes \$60 million per klm compared to the Yelgun Chinderah Motorway at \$11.7 million per klm. *It's a duplication of the existing Tweed Bypass, to solve a Queensland Government problem to provide benefits for private enterprise at the expense of NSW RESIDENTIAL AMENITY from the Border to Broadwater.*

Should the C4 route proceed, the following occurs –

1. Kennedy Drive, the prime east west link in the Shire looks like downtown Los Angeles with pedestrians unable to access “at grade”
2. Sextons Hill will see the raising of the 26 metre high viaduct for freight traffic dividing the Banora Point community like the Berlin Wall, with local traffic having to deal with seven sets of traffic lights between Barneys Point Bridge and Tweed City
3. The C4 provides no possibility of linking the SEQ rail terminus at Coolangatta airport and/or Tugun with Murwillumbah Rail and only contribute to local road traffic
4. Gold Coast Airport Ltd gains access to the C4 bypass (provided by taxpayers) for industrial freight from the western lands it proposes to leasehold to fund its runway extension
5. The runway extension of 500 metres will also sterilise all current Sepp 14 wetlands, Environmental Protection Zones and Public Open Space which provides a buffer between current flight operations, the existing bypass and majority residents.
6. Lands in (5) have been identified as being suitable for industrial uses under a study whose funding is very dubious (i.e. vested interests)
7. Should the C4 route go ahead GCAL gets the funds to lease its western lands and fund the extension, giving
  - a) Kennedy Drive residents flights lower at 130 feet for longer, total removal of their buffer zone and increased freight traffic from industrial areas

- b) Banora Point residents, the Sextons Hill Berlin Wall and longer and lower flight paths (BP is the straight in/out preferred runway)
8. There is a solution which is the western road/rail route proposed from Reedy Creek Rail Station in Queensland to Oaks Avenue at Chinderah.

*Please visit: <http://www.ratbags.org> for a virtual tour of the proposed road/rail corridor*

- a) provides total separation of local/freight traffic for all SEQ and Tweed Shire towns
- b) requires securement of only 8klms of corridor along Oaks Avenue to connect with the existing rail reserve at Condong
- c) Murwillumbah Rail Station has the capacity to provide “junction” facilities for change-over of rail gauges
- d) Rail commuter service could therefore be provided to further reduce local road traffic and provide total linkage of NSW & SEQ rail infrastructure
- e) XPT services could be re-introduced to Murwillumbah “Junction” with changeover to commuter train to Brisbane
- f) Connects with existing Yelgun-Chinderah Motorway

Our Association believes the current TOR do not address the aims of the North Coast Regional Regional Environmental Plans (Annexure 1) and ask that the TOR be expanded appropriately.

Regards

Ronni Hoskisson