

**Submission
No 6**

INQUIRY INTO PACIFIC HIGHWAY UPGRADES: COFFS HARBOUR

Organisation:

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Subject:

Summary

Now is the time for a decision that EVERYONE can be proud of !

BEST OPTION FOR HIGHWAY REDIRECTION IS A MUST FOR NORTHERN RIVERS

We would like to know why the only current options involve directing the highway east of the current route.

We feel that not enough research has been done on the possibility of redirecting the Pacific Highway inland.

The benefits from a New Inland Route would be win-win, with the Northern Rivers benefitting from Isolation from the highway the same way that the Sunshine coast in Queensland did once their highway passed west of that region, it thrived! It wouldn't stop people going to the coast, People will always move to the coast like they always have, for the reasons they always have, The New Inland Route would just relieve our area of traffic that is bound for other places, our area will always attract people on its own merits, it does not need a highway promote it! The current highway route would be much easier to upgrade and maintain as a local road with less flow as a result of through traffic being on this New Inland Route. The inland regions would greatly prosper from the highway delivering both business and real estate gains, the benefits from these could go on for a long time.

The much needed New Inland Route is very possible and can be done by:

1. Building a new bridge just north of Grafton, possibly design to also help toward resolving the extreme pressures on the current Grafton Bridge, an exit on the either side of this new bridge would allow traffic originating from the highway to arrive on the either side, rather than passing through South Grafton as it must now, thus reducing pressure on the current Grafton Bridge, which is considered a problem needing a Project in itself, this New Inland Route could very possibly, drastically reduce the need for such a separate Project!

2. Adopting the Summerland Way and Rail Corridor as the corridor for a New Inland Route, using this largely flat and strait corridor must surely be considered an option for a new Highway with many positive factors including but not limited to: less complicated exchange problems, removed from the cane trucks that need to be on the current route and will be safer with the bulk of the traffic on the New Inland Route, less flooding problems than in the low lying coastal floodplains, construction could begin and progress with no impact on the current route until near completion. As well as the mentioned benefits to business and real estate in this area that would only prosper from a New Inland Route. There are many more benefits!

3. Directing the northern stretch of the New Inland Route Eastwards, could occur by either following the Rail corridor toward Bangalow onto Byron Bypass and completed Yelgun-Chindarah Freeway or by turning toward Wardell, just south of Casino passing across already dead lands, grazing land and farms, with the benefit then of being on the northern shore of the Richmond River and alleviating the need for a new bridge construction there. Lands to be used/acquired on this New Inland Route must surely receive less opposition than compared to the sensitive coastal lands and valuable coastal real estate that will need acquisition on the currently considered routes. Once this New Inland Route possibly reaches the northern shores of Wardell then it is in position to be connected to a Ballina Bypass, that is if the option to continue through to the Bangalow/Byron 4 Lane stretches is not taken. This alternative could even eliminate the need for a Ballina Bypass!

So many benefits from this New Inland Route also include: No Bypass needed at Woodburn and Broadwater, no lengthy construction of new bridges alongside existing Harwood and Wardell and the impact on traffic that would be caused, the current route would become a more than adequate local traffic main road.

The list of benefits will continue to grow the more this logic alternative is investigated and accepted.

We plead that the RTA take this chance to shape this region in a way that will enhance the many aspects that make it one of the most very special areas in the country.

Surely there are people who can make a difference and realize that all of these benefits are real!

This collection of ideas must be passed on to anyone that you feel can make a difference, and bring to reality, the chance to preserve the nature of this region, Forever.

PLEASE REALIZE THE BENEFITS OF THE NEW INLAND ROUTE WILL FAR OUTWEIGH ANYTHING NEGATIVE.
LET THIS UNIQUE ART OF OUR STATE PROSPER IN UN-IMAGINED WAYS.
BY MOVING THE PACIFIC HIGHWAY INLAND BY REDIRECTING IT,
PAST GRAFTON, ALONG THE FLAT/STABLE SUMMERLAND WAY TOWARD THE FREEWAY AT THE BORDER.

There has got to be someone who can eventually see this option will outweigh ALL 4 of the current options put forward by the RTA.
Time is running out before we get stuck with the biggest blunder, regret and MISSED OPORTUNITY in Road Planning The State, if not The Country has ever seen, the time to act is NOW !!!