

Submission
No 39

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

Name: Mr & Mrs John & Debra Pick

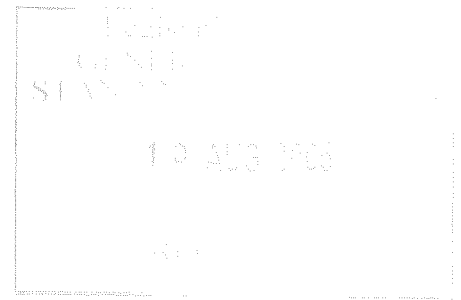
Telephone:

Date Received: 15/08/2005

Subject:

Summary

SUBMISSION



INQUIRY INTO PACIFIC HIGHWAY UPGRADE

**General Purpose Standing Committee No 4
Parliament House
Macquarie Street
Sydney NSW 2000**

Due: 19 August 2005

Submitted by:

IN CONFIDENCE

SUBMISSION: RE: INQUIRY INTO PACIFIC HIGHWAY UPGRADE.

We have been residents of Newrybar Valley for some 35 years, owning properties to the south of our present holdings that had a diversified agriculture production of sugar cane and specialized breeder cattle. We also had undertaken rural residential subdivisions along Ross Lane. Our present holdings are of a diversified nature being sugar cane, cattle and the manufacturing of topsoil. Having children interested in residing in this area our family company has developed an alternative strategy to cope with the increasing urban encroachment into rural lands along this highly sought after coastal plain. We are progressively changing the agriculture focus from sugar cane to specialized stud breeding cattle. We have been working towards the evolution of a plan to develop our farms as a golf course with a surrounding adjoining residential element. The major asset of town water for Lennox Head and Ballina runs through and along side our properties. As the adjoining properties are zoned future urban we are developing this plan as a mechanism of continued cash flow and future development that our family may work towards achieving.

With the unconsulted announcement of the expanded area of investigation of the Tintenbar to Ewingsdale Highway Upgrade, it has resulted in putting our plans on hold and has put at jeopardy considerable financial outlay, planning and development of our farms. Our farms and adjoining land owners farms arguably are being cut in half by this proposed highway route that will result in adversely affecting the agricultural or diversified production viability.

As a Community Liase member and Agricultural Focus Group member to this Pacific Highway Upgrade expanded area, it has been confirmed to me that the announcement to expand the study area for Tintenbar to Ewingsdale Highway Upgrade has been undertaken in response to a vocal minority taking over the agenda of the first four meetings that were run by the RTA and ARUP without a chairperson to formally run the meetings and maintain the groups focus on the original highway upgrade zone that continues on from the approved Ballina Bypass to Ross Lane (Tintenbar) along the zoned corridor for highway upgrade and joining the constructed Bangalow Bypass and the Bangalow to Ewingsdale approved and designed highway upgrade corridor.

This flawed process has resulted in the unruly minority of the previous highway upgrade investigation route liase group over riding not only the RTA and their consultants but also overriding the silent majority of the wider community in favour of their preferred development investigation area away from the existing zoned highway corridor solely on the grounds of 'not in my backyard'. There has not been found along the existing and zoned area for the highway upgrade, an eminent volcanic eruption point or an earthquake fault zone or any other logical reason that has not allowed the zoned route to be developed for the Tintenbar to Ewingsdale Pacific Highway upgrade along the existing zoned highway route. This may seem a minor matter to the casual observer but again this has thrown the wider community into uncertainty as the Ballina bypass and Bangalow to Ewingsdale Highway upgrade corridor has already gone through due process of community consultation over the last ten years and is now put in jeopardy and seemingly thrown out the window resulting in a gross waste of tax payers funds and of the wider community of Ballina, Lennox Head, Bangalow and Ewingsdale (on both ends of this investigation corridor)

plunged into uncertainty when they had previously had the assurance that this process had been completed and the highway upgrade area identified and approved.

Furthermore we would like to point out that neither the Ballina nor Byron Shire Councils were consulted prior to the expansion of the investigation area. The Ballina Shire Council and the Byron Shire Council but particularly the Ballina Shire Council over the last decade that the Ballina Bypass and highway upgrade consultation process have been in progress, have identified future urban development areas and have zoned them as such. As a result of this process undertaken over such a long period of time individual developers and development companies have outlaid considerable funds and purchased large adjoining properties so they and their shareholders would be well placed for the future development of residential lands based on the knowledge that the highway upgrade would be located on the zoned, proposed and approved route for the Pacific Highway upgrade. (Roads and Traffic Authority of NSW Pacific Highway Ballina Bypass Environmental Impact Statement February 1998, January 2002). Considerable financial outlays have taken place over the ensuing period by ourselves and other land owners as well as the urban residential development companies, that is now whimsically thrown aside because of the flawed due process undertaken in expanding the original investigation zone for the Pacific Highway Upgrade, Tintenbar to Ewingsdale Upgrade **and not** along and connecting to the approved Ballina Bypass route and to the constructed Bangalow Bypass and the Bangalow to Ewingsdale approved upgrade highway corridor.

We take this opportunity to again point out that our family's company future investment strategy and ourselves personally have been adversely impacted and foisted into uncertainty by the proposed extension of the Pacific Highway Upgrade, Tintenbar to Ewingsdale study zone. This is also the case for the newly zoned urban development area of northern Ballina and western Lennox Head as this investigation zone and any highway resulting within it, would dramatically and adversely affect the future development prospects and the amenity of any future urban release residential development land furthermore devaluing the land substantially.

The only thing that can be undertaken to alleviate the wider community concerns and the concerns and uncertainty of those landowners within and adjoining the expanded study area is to realise that the minister concerned may have been poorly advised and the due process of expanding the highway corridor investigation zone is so flawed that a return to the original Pacific Highway Tintenbar to Ewingsdale Upgrade study area is the only remedial action possible. This would result in community certainty and the impact on the wider community would be minimised so that the highway upgrade may take place along the route that is zoned for that purpose.

I would like take this opportunity of requesting consideration to be interviewed by the parliamentary inquiry if this board of inquiry standing committee is convened in this area to look at the flawed process of the Tintenbar to Ewingsdale expanded study area. I hope that my feelings are adequately expressed and my concerns for the lack of consideration for the wider community being again plunged into uncertainty is clear and in line with your terms of reference.

Sincerely
John and Debra Pick