

**Submission  
No 2**

**INQUIRY INTO ECONOMIC AND SOCIAL DEVELOPMENT  
IN CENTRAL WESTERN NEW SOUTH WALES**

**Name:** Mr Spencer Ferrier

**Date received:** 4/08/2011

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4<sup>th</sup> August, 2011

The Director,  
Standing Committee on State Development  
Parliament House  
Macquarie Street  
Sydney NSW 2000  
Telefax No: 02 92302981

Dear Sir,

## **Inquiry into economic and social development in Central Western New South Wales**

This letter comprises a Submission to the Standing Committee concerning the above issues.

I write to press the point of access to the Central West of NSW (herein called the Region), which in my view is a major blockage to the proper and orderly development not only of the Region but also for the State as a whole.

The most outstanding issue that requires attention is the provision of a high speed road to a major centre in the Region. In my view that requires attention forthwith to the development of a medium-high steady-speed, multi lane roadway from the Sydney ring road to the Western outskirts of Bathurst, NSW.

The distance between Sydney and Bathurst by road miles is alternatively 204 kms by the Bells Line of Road and 215 kms via the Great Western Highway. The point to point distance between the two centres is 160 kms.

Significantly, the expected times for travel between these centres is are 2 hrs 54 minutes and 3 hrs 13 minutes respectively.

The average speed for negotiating this trip is therefore in the order of 70 km per hour.

The issue for consideration is access. In my submission whilst the existing roadways allow access in absolute terms, they are a serious barrier to the development of the Central West of NSW, the City of Sydney and the State itself. The resources of the Region should be readily exchanged between the two regions on a much less fraught and

and dangerous communications system.

I am aware of an extended study dealing with the costs and benefits of the installation of a roadway to replace the Bells Line of Road.

My submission is that such a roadway must take into account the present understanding of safe and rapid highway travel. The cost of producing a road which itself does not more than replicate the present sinuous accommodation to terrain will not properly address the problem. A reasonably straight, 100 km/h road must be the basis of any deliberate attempt to open the Central West of NSW to proper development.

In my view, based on regular use of the two roadways to the Region, neither is even faintly suitable for use as a major communications route. It seems self-evident that whilst the barrier of slow and dangerous roadways stands between the wealth and benefits of proper connection between the regions that the Region will languish for development...

Yours truly,  
Spencer Ferrier