

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation: McGeary Bros Earthmoving Contractors

Name: Mr W.O. McGeary

Position: Director

Telephone:

Date Received: 26/07/2005

Subject:

Summary



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21st July 2005

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

Proprietors: McGEARY BROS PTY LTD

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PACIFIC HIGHWAY UPGRADE- WOODBURN TO BALLINA

Dear Ms Gardiner,

This Company was recently invited to an executive discussion with management of the New South Wales Sugar Milling Co-Operative (NSWSMC) to be made aware of a proposal to promote the investigation of an alternative route to those exhibited by the RTA to preserve cane land and provide a flood free route for the new Highway.

The reason for the discussion is the route chosen passes along the boundary of a large shale quarry and through a licensed sand pit operated by this Company. The shale quarry is approved by DA 125/1999 for extraction of 70,000 tonnes per annum and the sand pit approved by DA 124/1999 for extraction of 50,000 tonnes per annum.

Both these resources will be lost if this route is approved and the Company strongly objects to its location in this proximity. Loss of these natural resources is significant to the district particularly for Ballina as existing sand supplies are nearing depletion. The overall result would be devastating to this Company's long term planning programme.

A copy of a previous submission to the consultants is enclosed and it is noted the eastern route proposed bears similarity to the NSWSMC proposal. We have attached two other variations (marked 1& 2) which minimise the loss of cane land and address our problem of preserving our resources. The National Park through which the routes traverse could utilise the existing road reserve where possible and the remainder becoming redundant and rehabilitated as has been done when the area was sand mined prior its park status

A suitable interchange to service Evans Head, Woodburn and Broadwater could be constructed where the proposal crosses the existing Woodburn Evans Head road.

Variation 2 is most favoured by this Company as it utilises existing road reserves through cane land and the longer bridge over the Richmond east of Broadwater would be necessary to accommodate the river flow in flood periods.

We would appreciate being informed of the progress of the inquiry and its outcomes.

Yours truly,

W.O. McGeary Director

PLANT HIRE

QUARRIES

SUBDIVISIONS

CLEARING

DRAINAGE



