

Submission
No 195

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

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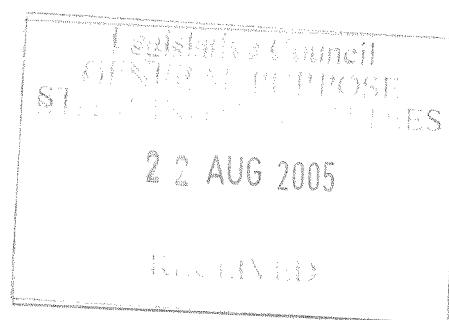
Date Received: 22/08/2005

Subject:

Summary

SUBMISSION FROM:

Greg James CRONAN and
Lynne Frances CRONAN.



RE: PROPOSED PACIFIC UPGRADE, WOODBURN TO BALLINA.
SECTIONS 1 and 2. ROUTES 2A & 2B.

TO THE NSW GREENS LEADER
MR IAN COHEN
PARLIAMENT HOUSE
MACQUARIE STREET
SYDNEY
NSW 2000

FAX NO: 02 9230 2267

Dear Mr Cohen,

Please accept this as our formal submission against the proposed upgrade of the Pacific Highway between Woodburn and Ballina. We strongly oppose route options 2A and 2B in section 2 of this study area.

We feel that if option 2B were to be taken up as the new route for the Pacific Highway, it will impact on the joint community of Broadwater and Rileys Hill in such a negative way that any future residential development west of Broadwater along Rileys Hill Road and Chester Street will be taken up by a super 110km Hwy that is one of the largest infrastructural projects carried out on the region.

I am a refrigeration/air con service technician and can spend as much as 20-40% of my day travelling, much of it on the existing two lane highway. I see the tragedy of the many fatal accidents because of large volumes of traffic on out dated national highway system that says that the new highway is very much needed and over due.

This infrastructure will be here for the next 100 years, and if positioned in areas around villages that virtually split the community in two, what hope is there for the future growth of the community. None.

We have listed several points of concern after reading the Woodburn to Ballina Pacific Highway upgrade route option development report – stage 1. We would be pleased if they could be taken into consideration on this matter.

I. DESCRIPTION OF ROUTE OPTION 2B.

In the description of 2B it is stated that no residential area within 200metres. We are Lot 1, Rileys Hill Road, Broadwater. The option corridor is only 50metres from our boundary, therefore at least 12 residential properties are within 200 -250 metres of the corridor.

Rileys Hill and Rileys Hill Road contain approximately 45% of Broadwater/Rileys Hill residential properties.

II. SUMMARY OF SECTION 2 ROUTE OPTION.

Route 2B on chart shows long bridge lengths. Flood level alleviation structures will be required because of damming effect of bridging on Richmond River and Tuckean / Broadwater flood plain.

Disturbance of high acid sulphate soils in areas such as that could result in large fish kills, similar to that which has already occurred in Cudgen on the Burringbar by-pass recently. As the Richmond River is classified highly under stress, do we really want or need to take such high risks? This will be one the greatest impacts of the route options.

III. STRATEGIC COST ESTIMATE.

As both routes 2A and 2B will require two water way crossings compared to the one on all other options; this will require a lot of extra cost in materials and engineering.

IV. APPROACH TO ROUTE SELECTION.

(clause 2.2.1 Hyder Consultant Report re: COMMUNITY INVOLVEMENT.)

Community liaison group meetings were conducted some 8 months ago. They had approx. 7 months knowledge of proposed route selections but were made to sign confidentiality agreements.

We, the community at large were only given the proposed route options in the mail, sent by Geolink. This came with a time period of originally 3weeks to close of submissions. A very small extension has allowed us another few weeks. For people who have been away there is even less time.

This highway proposal has split the community. There has been no time to digest all the information, organise community meetings to discuss route options or alternative options possibilities and to discuss long term impacts on the community as a whole. To this day the town of Broadwater has only held one meeting to discuss the proposals and many residents were insufficiently notified to be able to attend. Many other villages have already had several meetings in the time frame since the public were made aware of this proposal to upgrade the Pacific Highway. The main feeling is that nobody is happy about any of the route selections on offer and they definitely do not want it over the top of them or in their backyards. More time is needed to appreciate the scope of a project this size to be impacted on such small villages in the study area.

V. **NORTH COAST REGIONAL ENVIRONMENT PLAN. NCRED.**

We believe that route 2B goes directly against section C in NCRED page 19.

VI. **TRANSPORT CONTEXT.**

With personal experience of highway traffic volume, having lived on at 126 Pacific Highway, Broadwater before and after the opening of the Burringbar by-pass; it is very important to keep local and highway traffic separate. Local traffic includes heavy and slow cane buggies, cane transport vehicles and local traffic. If option 2B were opted as the favoured selection Rileys Hill Road would need major upgrading at the southern end and western side of the river.

VII. **ECOLOGY.**

The comprehensive report released by Hider Consultants stated no Koala Habitat around 2B. The state government purchased a parcel of land from the McVeigh family for part of the Broadwater and Rileys Hill Koala Corridor. There is a high habitat of significant importance in this area. The proposed route choices of 2A and 2B will destroy parts of these corridors with severe impact on the Koala colonies themselves.

The Tuckean / Broadwater area is also of high value habitat. Natural wetlands will be impacted on interfering with bird life breeding habitats, fish breeding areas and wildlife corridors.

The Blackwall Ranges are another high valued area. Rainforest pockets will be destroyed; impact to coastal environment will be huge.

CONCLUSION.

-We strongly object to route selection 2A and 2B and if selected will strongly fight against them.

-We find the time period for community consultation has been far too short for a project of this size. We had 2 weeks to read and understand a 250 page R.T.A. report.

Had not the submission time been extended many people would not have read it before writing their submissions. This is a very important document and should have been made more readily available to access. We read the one copy attained by our community liaison group representative. One copy for a whole community to read has not been adequate enough. The public do have the right to know of possible impacts that can occur during a construction of this proportion. Many residents will not be able to read this document before submission time expires.

-This decision will affect our lives and dreams.

-Land to the east of Broadwater and Woodburn that borders National Park and cane land has common knowledge to be the highway route most likely to have the least impact on the study area. Boundary discussions have not been made with land holders directly affected. Instead a map showing dissections of their properties and homes have appeared for public viewing. It would only be fair to consider taking part of their boundaries and part of the before mentioned National Park. As this is considered very low grade National Park, with a rating of 1, it would not be highly missed; compared to that of the land value habitats that will be affected by routes 2A and 2B. These areas of wildlife corridors hold far more value to the local residents than that of the fire ravaged, sand mined areas of the National Park.

Thankyou for reading our submission and we anticipate a positive outcome to these proposals that will have the least impact on the communities of this study area. This area is one of the quietest and beautiful areas of the Northern Rivers area of New South Wales.

Yours Sincerely,

Greg and Lynne CRONAN.

