

## INQUIRY INTO PACIFIC HIGHWAY UPGRADES

**Organisation:** Whytes Lane West Action Group

**Name:** Ms Elizabeth Paton

**Position:** Secretary

**Telephone:**

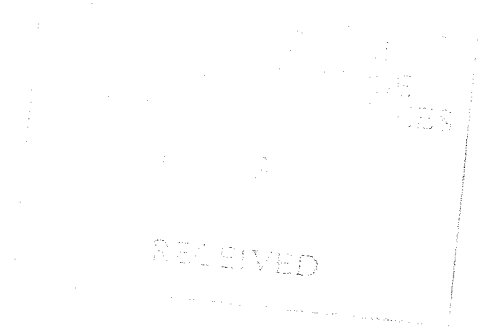
**Date Received:** 19/08/2005

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**Subject:**

**Summary**

General Purpose Standing Committee No. 4  
Parliament House  
Macquarie Street  
SYDNEY NSW 2000



15 August 2005

WLWAG

To the Committee Members,

Please accept this group submission for consideration in the parliamentary inquiry into the Pacific Highway Upgrades.

The submission focuses on Section 3 of the Woodburn to Ballina Upgrade.

The terms of reference have been addressed and include facts (supported by references), opinions, arguments and recommendations for action.

All contributors to the submission have signed as authorization and in agreement of this document.

Considerable effort has gone into producing a clear, concise and factual submission and we appreciate your fair hearing in this matter.

Yours sincerely

Elizabeth Paton

# Submission

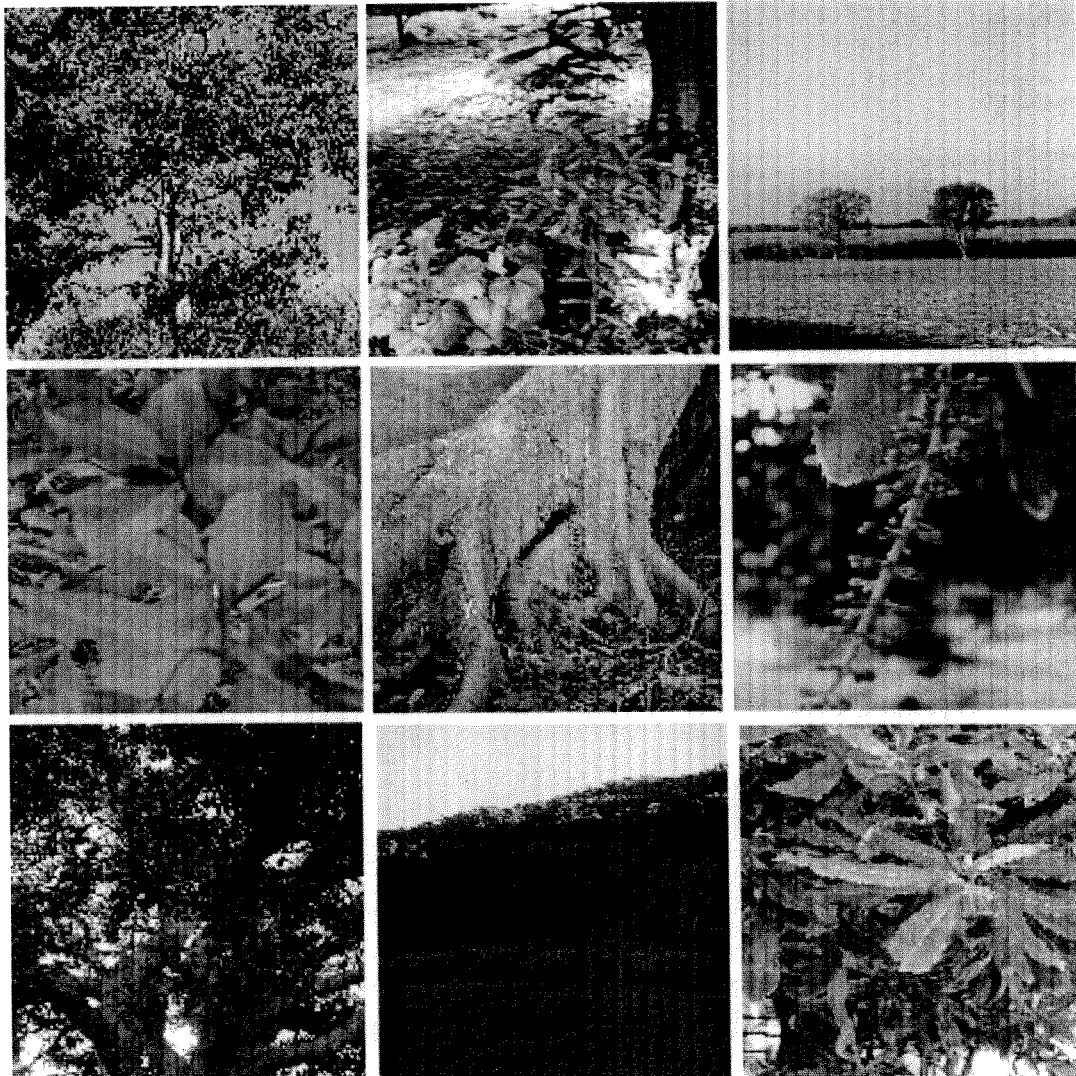
Township Council  
GENERAL PURPOSE  
COMMITTEES

19 AUG 2005

RECEIVED

Inquiry into Pacific Highway Upgrades: Woodburn to Ballina

## Section 3



Whytes Lane West Action Group

Submission

Inquiry into Pacific Highway Upgrades  
Woodburn to Ballina

**To the Committee Members**

The Hon Jenny Gardiner MLC  
(Chair) (The Nationals)

The Hon Jan Burnswoods MLC  
(Australian Labor Party)

The Hon Greg Donnelly MLC  
Australian Labor Party

The Hon David Oldfield MLC  
(Independent)

Ms Sylvia Hale (Deputy Chair)  
(The Greens)

The Hon David Clarke MLC  
(Liberal Party)

The Hon Kayee Griffin MLC  
(Australian Labor Party)

**From**

Concerned residents of Whytes Lane West, McAndrews Lane and Sartories  
Road, Pimlico, NSW 2478

[whyteslanewesthwyactiongroup@hotmail.com](mailto:whyteslanewesthwyactiongroup@hotmail.com)



Richard Paton (Chair)



Elizabeth Paton (Secretary)



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## Contributors to submission

Tracey & Michael Archer		
Norm & Judy Archer		
Phil & Lyn Allan Russell Craft		
John & Elisabeth Lawler		
Brent & Julie Leete		
Richard & Elizabeth Paton		

## About the Group

The Whytes Lane West Action Group(WLWAG) was formed out of necessity after the RTA announced the proposed route options for the Pacific Highway Upgrade, Ballina to Woodburn, Section 3.

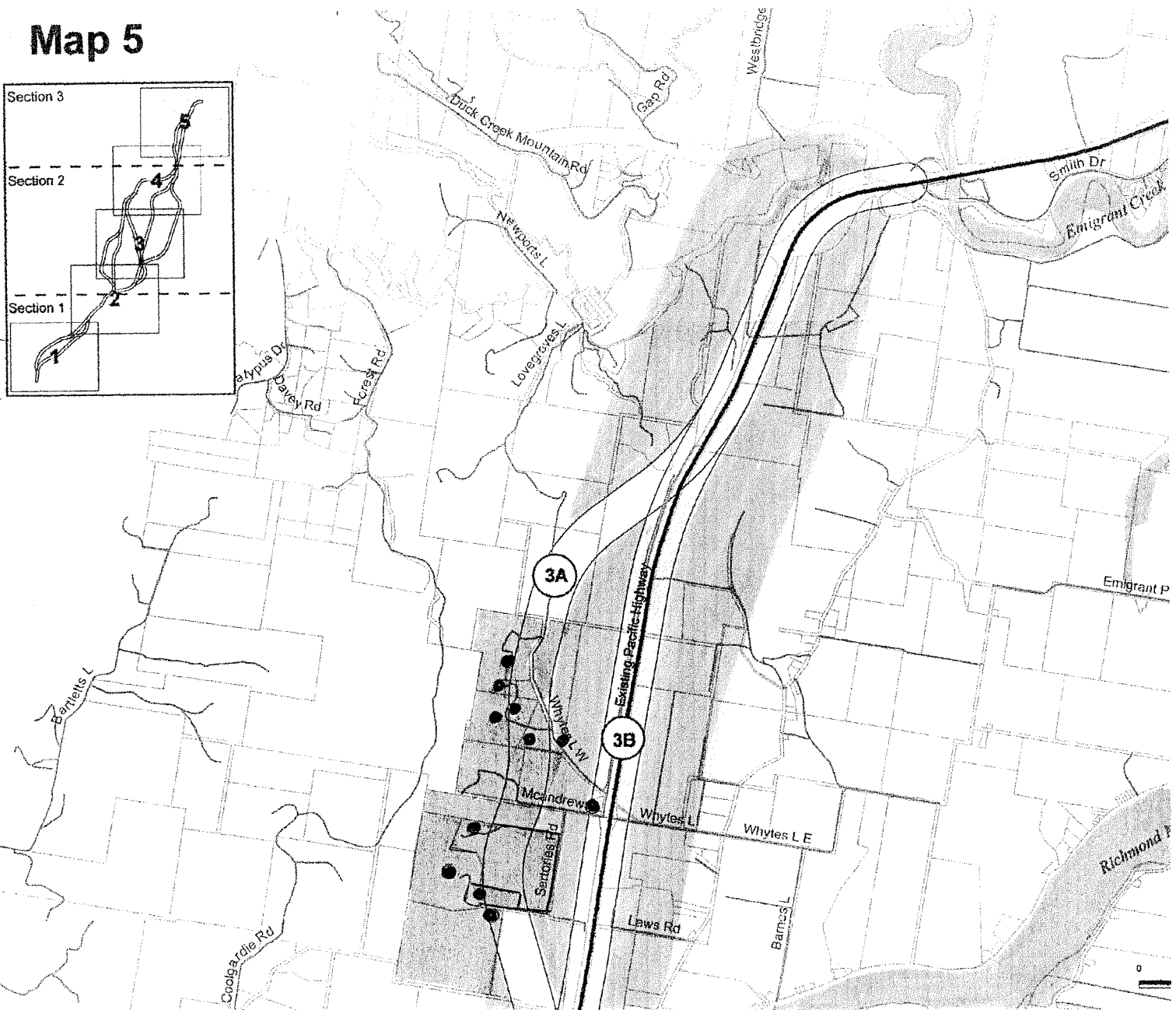
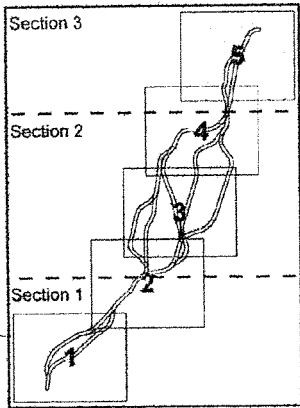
Whytes Lane West is situated west of Pimlico and the Pacific Highway at the foothills of the Blackwall Range. The group encompasses the majority of residents of Whytes Lane West, McAndrews Lane and Sartories Road, Pimlico.

The following map<sup>1</sup> made available by the RTA indicates the proposed route options of Section 3. The WLWAG has marked in the approximate locations of residences of the area affected by Option 3a.

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<sup>1</sup> RTA publication; Draft date Monday, May 23, 2005.

# Map 5



- Indicates house location
- Indicates property location
- study area

## **Summary of group concerns**

Several issues have arisen from group meetings, the main issues are listed below (not prioritized) further details on these aspects are provided in individual submissions (page 19).

**1 Properties that are not listed as RTA affected have suddenly become proposed options for a new highway.** Residents of Whytes Lane West are angry that their homes will be jeopardized by Option 3a. This option impacts severely on homes, business, lifestyle and future.

**2 Option 3a poses a SEVERE threat to the environment** Option 3b being the existing highway is a relatively straight and wide stretch of highway. Option 3a suggests detouring from the existing route to follow the edge of the Blackwall Range. Council studies have identified this area as having 8 threatened flora species and 52 threatened fauna species.<sup>2</sup> The area is a known migratory corridor for fauna, and is identified as the last coastal remnant of the Big Scrub.

**3 The conduct of the RTA in their methods of presenting the project.** The presentation of the project is far from transparent. The Whytes Lane West Action group feels they have been unjustly represented, mislead and ill-informed. The residents of Section 3 have received no community consultation from the CLG in the due process. Section 3 had no representation on the CLG until as late as 19<sup>th</sup> July (one month after original closure of submissions).

**4 The unavailability of information and the short time frame.** The RTA has made access to information limited, and has made false claims of detailed information being available. Information presented has been misleading and contains major discrepancies.

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<sup>2</sup> Wood, Matthew (2005) Land Use Zoning Review: Coolgardie to Uralba by GeoLINK.

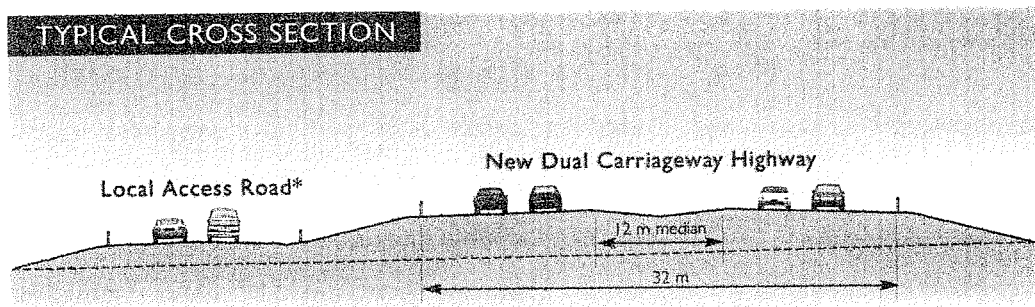
## Presentation of the Project to the Community

The following map forms part of a 6 page brochure<sup>3</sup>, presented to the community for comment. Accompanying the map was a feedback form which asked people to prioritise their concerns to help the project team identify issues and differences between the routes. In regards to section 3 (pictured) the map information is misleading, incomplete and biased in its presentation.

- The baseline data for the map including cultural features and drainage data was provided by the Department of Lands and is dated 1981-1985. More recent maps are available on the Dept. of Lands website.
- The map fails to indicate major landmarks such as Whytes Lane, which intersects the Pacific Highway.
- The scale of the map is inaccurate and as a result is hard to gauge (even as residents) where individual homes are situated.
- The comments are biased, and in favour of supporting option 3a, as 3b states 'potential traffic impact during construction'. The report does not suggest that traffic could continue uninterrupted on the existing road while the additional lanes are built.
- Option 3b indicates a 'minor high value habitat impact' but fails to mention the 'scenic escarpment classification of the Blackwall Range.'
- The statistics quoted are misleading as there is no established context for these figures. The number of 'properties' within the corridor does not give a realistic impression of the number of 'homes' that will be directly impacted on. In reality 3a has 6 homes within the corridor, 3b has nil.
- The statistics fail to note that option 3a is in an area prone to flooding as it receives considerable runoff from the Blackwall Range catchments.
- The option of commenting/providing feedback is open to the entire public, but the impact on residences and the environment is not clearly stated.

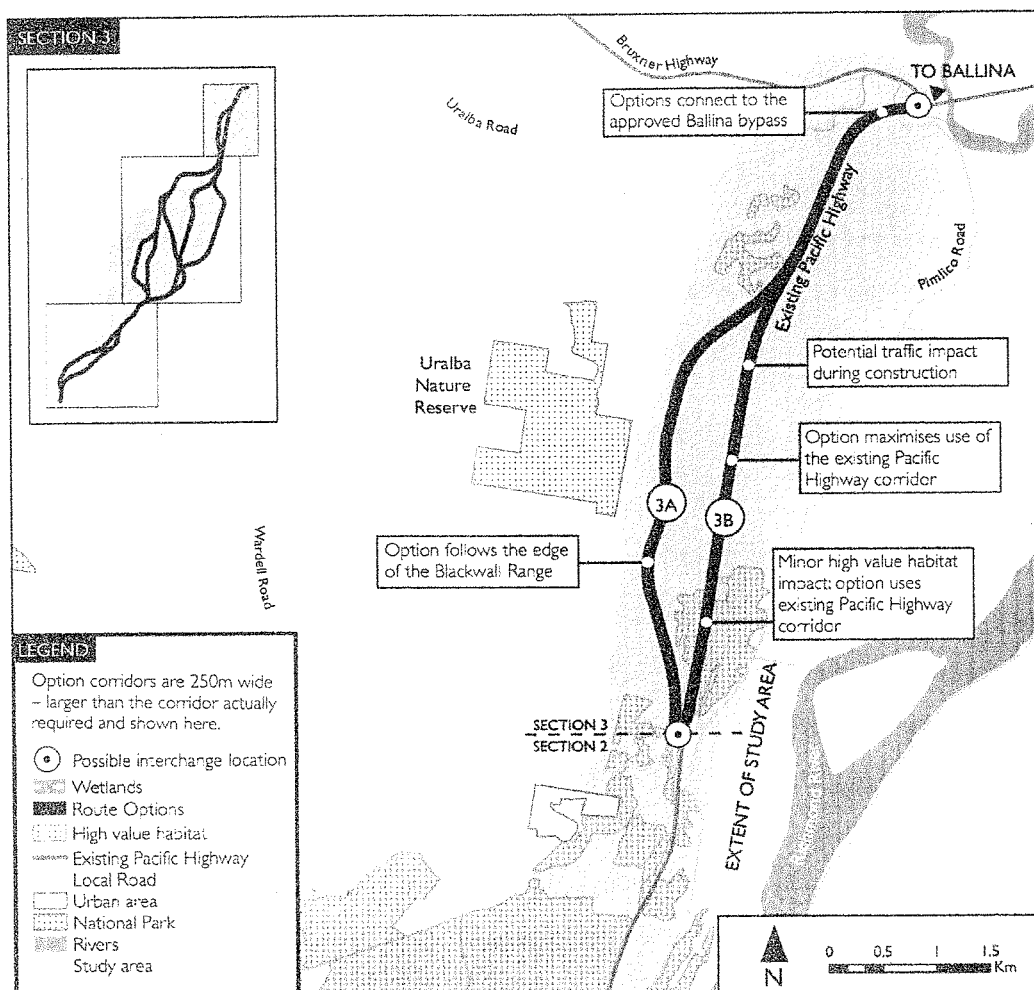
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<sup>3</sup> RTA/Pub.05.102: Woodburn to Ballina – Upgrading the Pacific Highway, Route Options Display, May 2005.



\*Options for local access include using the existing highway, upgrading local roads, or new local access roads.

This cross section shows a typical arrangement of a highway upgrade, with a 12 metre wide median and 32 metres from shoulder to shoulder. The final arrangement may vary as conditions, for example topography, change.



Option	3A	3B
Route length (km)	6.7	6.4
Percentage of option within the 1 in 100 year flood plain	0%	33%
Approximate number of private properties within 250m corridor	35	40

## Lack of information

- The first formal notification, that residents directly affected by the proposed upgrade received, was through a letter sent by standard post dated 20 May (3 days prior to route option display). However, several residents did not receive this notice due to an incorrect address data base. Some residents received notification (on request) as late as 11 June, leaving only nine days for submission.
- It is noted as early as December 2004, in the Community Liaison Group minutes meeting no. 1, that “not all persons within the study area received notification of the project, information sessions or the community liaison group” To rectify this, the planned action to be carried out by the project team was **‘investigate alternative means of delivering information to residents.’**<sup>4</sup> An alternative means would have been to use registered mail; this would ensure the correct and timely receipt of mail and adequate notification.

The route options display period was from 23 May to 17 June, 2005. The original closing date for submissions was 20<sup>th</sup> June, 2005. The public was expected to gain an insight into the project through the route options brochure<sup>5</sup> and the staffed displays.

- The route options display states that the options were on display at the Ballina Motor Registry, Ballina West Shopping Centre, it reads ‘these displays include maps that show more detail about the issues in this area and how they relate to the route options.’<sup>6</sup> At no time during the display period was any map/information available at the registry.

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<sup>4</sup> [http://www.woodburntoballina.com.au/pdfs/clg\\_1\\_meeting\\_notes.pdf](http://www.woodburntoballina.com.au/pdfs/clg_1_meeting_notes.pdf) accessed 29 July, 2005.

<sup>5</sup> RTA/Pub.05.102: Woodburn to Ballina – Upgrading the Pacific Highway, Route Options Display, May 2005.

<sup>6</sup> *ibid*



### **Lack of information cont.**

- The first staffed display was held on the 9 June 2005, allowing only 11 days comprehending the project and writing a submission. Option 3a came as a shock to residents of Section 3 who were under the impression that the existing highway would be upgraded. This short time frame put undue pressure on residents resulting in writing submissions under stressful circumstances.
- The staffed display at Wardell failed to supply an adequate number of maps. Maps were requested by residents, which were to be posted out, and still have not been received.
- The staffed display had one copy of comprehensive project information<sup>7</sup> on hand, which went missing throughout the course of the morning.
- The project presents route options that are outside the original study area.
- The staffed display presented a topographical map and an aerial photograph indicating the proposed route; there was a major discrepancy between these two maps as to how the route would affect properties.
- A project line was set up (1800 887 112) to answer enquiries, several residents have expressed concern at the unavailability of this line, and the lack of attention to calls left on the answering service. (This is also noted in CLG minutes, Meeting 6<sup>8</sup>, several months into the project).

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<sup>7</sup> RTA/Pub.05.101 SH10 Pacific Highway Upgrade, Woodburn to Ballina – Route Options Development Report Stage 1, ISBN 1920907270

<sup>8</sup> [http://www.woodburntoballina.com.au/pdfs/clg\\_6\\_meeting\\_notes.pdf](http://www.woodburntoballina.com.au/pdfs/clg_6_meeting_notes.pdf) accessed 29 July, 2005.

## Community Liaison Group

The residents of Whytes Lane West consider section 3 has not received adequate representation and feels the community consultation process is flawed;

- The CLG minutes revealed a gross under representation of Section 3.
- RTA stated this is of little significance as the CLG represents the whole community, yet CLG members were asked to identify on a map where their interests lay and were asked to indicate if they thought any areas were not adequately represented.<sup>9</sup>
- Riley's Hill was identified as not having enough interest, so 2 new members were nominated.
- Bagotville was also identified as not having enough representation, so more members were inducted.
- The CLG overlooked the under representation of Section 3. This was rectified after residents requested nomination; the RTA was not forthcoming with acceptance. Section 3 was not represented until as late as the last meeting held on 19<sup>th</sup> July, 2005.
- CLG Minutes Meeting No. 7 includes feedback from individuals, almost all whom express dissatisfaction with the consultation process. One member states "there is evidence that the community consultation process had been staged, as the proposed route corridor options were released far too close to the date of the last meeting to be able to have any impact on changing the outcome of the selected route corridor options."<sup>10</sup>

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<sup>9</sup> [http://www.woodburntoballina.com.au/pdfs/clg\\_1\\_meeting\\_notes.pdf](http://www.woodburntoballina.com.au/pdfs/clg_1_meeting_notes.pdf) accessed 29 July, 2005.

<sup>10</sup> Community Liaison Group – Meeting no. 7, 7 June 2005, Ref: 00561786.

## Incomplete Study

The following map is indicative of the maps used to demonstrate various aspects of the project study and have been reproduced in part and without alteration except Section 3 has been added for clarification.

The first map (page 13) shows a computer generated route option using a program called Quantm<sup>11</sup>. This map raises questions especially in regard to Section 3 (North of Coolgardie Road). The Quantm route stops at Section 3, indicating insufficient or no data has been collected. This is a serious concern for the residents of Section 3 as it indicates a lack of study in the area where their homes are located. It also raises the question as to whether the upgrade was intended to deviate from the existing highway at this point or whether the proposed routes for section 3 are an afterthought.

Further to the Quantm study there are several maps showing specific studies including; broad vegetation communities, threatened species located during field surveys and SEPP14 Wetlands. There is an unbalanced depiction of information for example; broad vegetation communities are evident in Section 3, indicating that field studies have been carried out. However, the threatened species map<sup>12</sup> (page 14) shows no indication of any study undertaken north of Coolgardie Road. Contrary to this, this section has several species including those rated vulnerable or endangered. For example there are several specimens of *Macadamia Tetraphylla* (commonly known as the rough shelled bush nut) in this locale. This area is a known corridor of koala habitat, but the report makes no reference to this. At no time have any residents been contacted in regard to their local knowledge, observations and experience of the area.

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<sup>11</sup> RTA/Pub.05.101 SH10 Pacific Highway Upgrade, Woodburn to Ballina – Route Options Development Report Stage 1, ISBN 1920907270, pg. 106.

<sup>12</sup> Ibid, p.76.

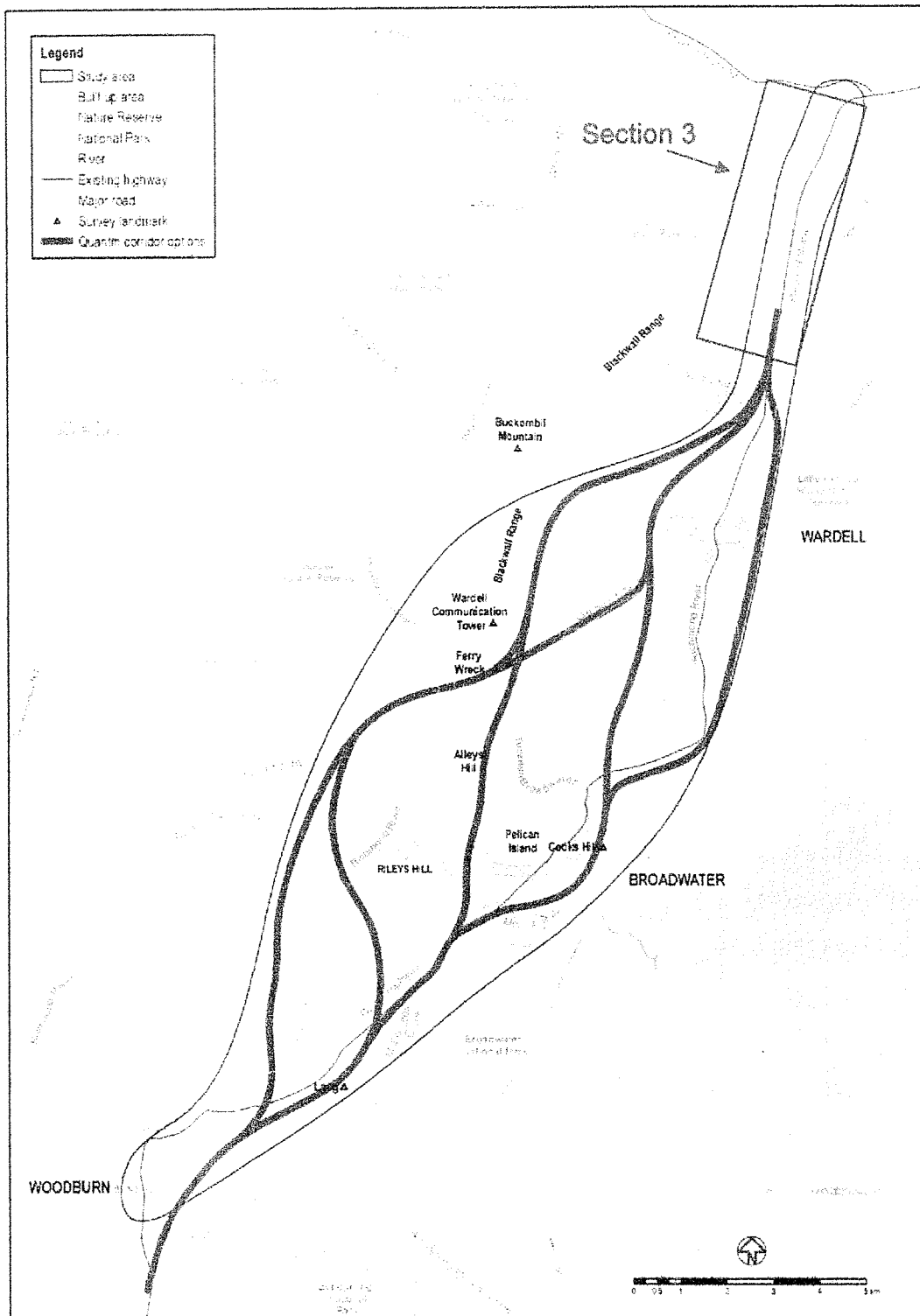


Figure 6-4 Quantm corridor options

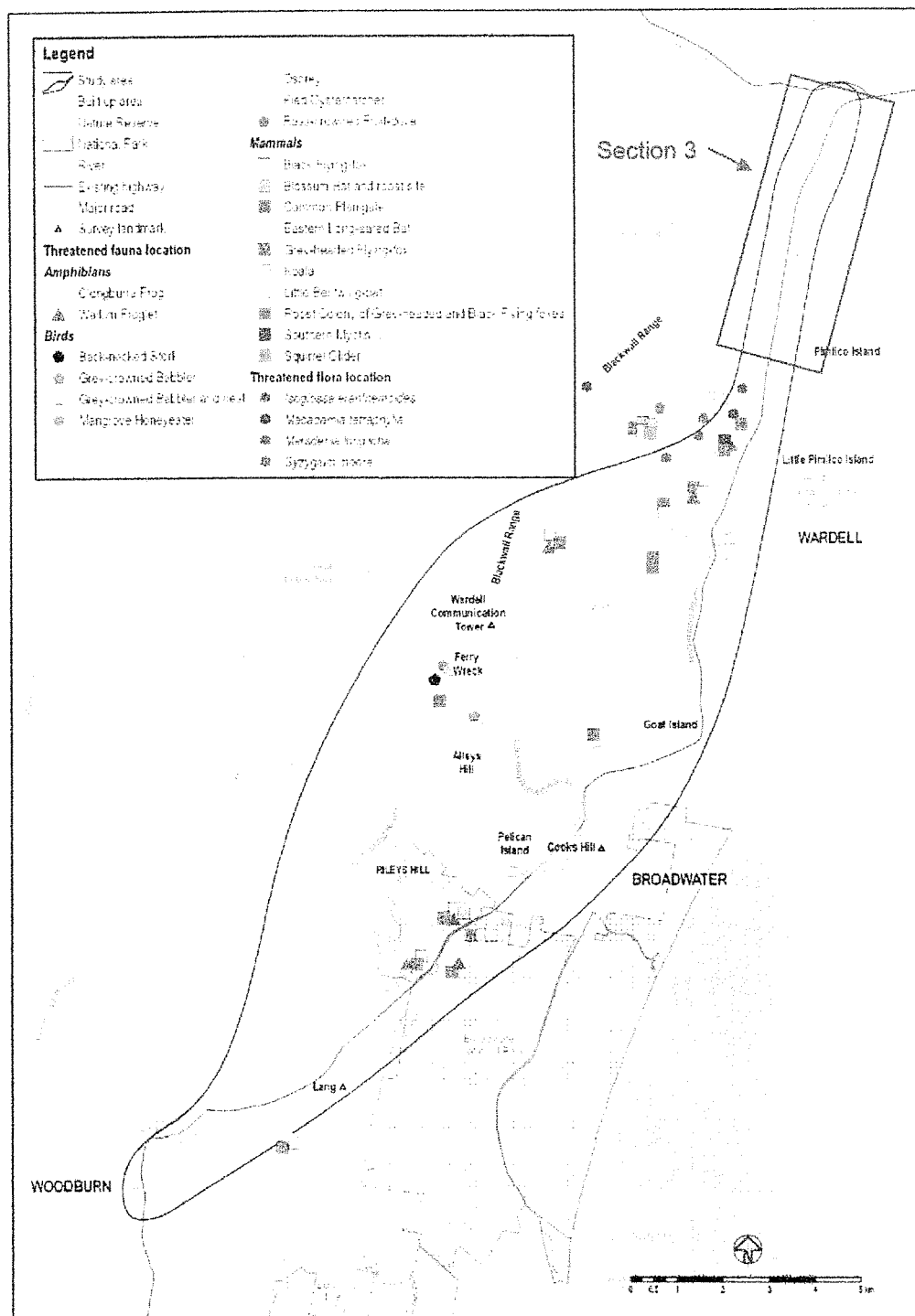


Figure 5-12 Threatened species located during field surveys

## Flora & Fauna species of the Blackwall Range area

Listed below are a number of indigenous fauna and flora species which have been observed in or near the proposed highway relocation Section 3, no. 3a, over the past 11 years. While the list is not exhaustive it is an indication of the types of species inhabiting the area.

☼ indicates ENDANGERED status

<b>Frogs</b>	
Graceful Tree	▲
Green Tree Frog	
Emerald – Spotted Tree Frog	▲
Dwarf tree Frog	
Rocket Frog	
Striped Marsh Frog	
Australian Marsupial Frog	▲
<b>SNAKES</b>	
Carpet Snake	
Bandy Bandy	▲
Blind Snakes	▲
Green Tree Snake	
Brown Tree Snake	
Fresh Water Keel Back	
White Crowned Snake	▲
Small Eyed Snake	
Yellow Faced Whip Snake	
Eastern Brown Snake	
Red-bellied Black Snake	
Australian Coral Snake	▲
<b>Mammals</b>	
Brush Tailed Rock Wallaby	▲
Eastern Pigmy Possum	▲
Yellow Bellied Glider	▲
Blossom Bat	▲
Eastern Long Eared Bat	▲
Koala	▲

▲ indicates VULNERABLE status

<b>Birds</b>	
Little Grebe	
Cormorants	
White Necked Heron	
Stock Egret (Observed eating small Cane Toads)	
Large Egret	
Jabiru	
Royal Spoonbill	
Black Duck	
Chestnut Teal	
White Eyed Duck	
Wood Duck	
Crested Hawk	
Brahminy Kite	
Sparrow Hawk	
Brown & Grey Goshawk	
Spotted Harrier	
Wedge Tailed Eagle	
Stubble Quail	
Brown Quail	
King Quail	
Lotus Bird	▲
Masked Plover	
Wompoo Pigeon	
Top Knot Pigeon	
White Headed Pigeon	
Brown Pigeon	

## Flora & Fauna species of the Blackwall Range area continued.

Fish	
Oxleyan Pygmy Perch	☼
Fresh Water Cray fish	▲
<b>Threatened Flora</b>	
Lindsea Brachypoda	☼
Narrow Leaf Finger Fern	☼
Dark Greenhood	▲
Hibbertia Hexandra	☼
Rough-Shelled Bush Nut	▲
<b>Birds</b>	
Red Backed Wren	
Eastern Bristlebird	☼
Chestnut Mannikin	
Double Barred Finch	
Red Browed Firetail	
Silvereye	
Pardalote	
Mistletoe bird	
Scarlet Honeyeater	
Lewins Honeyeater	
Bluefaced Honeyeater	
Friar Birds	
Wattle Birds	
Fairy Warbler	▲
Scrub Wren	
Scrub Turkey	

Brown Pigeon	
Peaceful Dove	
Emerald Dove	▲
Wonga Pigeon	▲
Superb Fruit Dove	▲
Red Tailed Black Cockatoo	▲
Galah	
Sulphur Crested Cockatoo	
Rainbow Lorikeet	
Scaly Breasted Lorikeet	
King Parrot	
Eastern Rosella	
Channel Billed Cuckoo	
Pheasant Owl	
Tawny Frogmouth	
Masked Owl	▲
Sacred Kingfisher	▲
Rainbow Bee Eater	
Noisy Pitta	
Alberts Lyrebird	▲
Rose Robin	
Superb Blue Wren	
Rufous Fantail	

Classification status of NSW National Parks & Wildlife<sup>13</sup>

List compiled by Philip & Lyn Allan,

7 June 2005.

<sup>13</sup> NPWS, *Threatened Species of the Upper North Coast of New South Wales: Fauna*, 2002, and  
NPWS, *Threatened Species of the Upper North Coast of New South Wales: Flora*, 2002

## **Characteristics of the Blackwall Range – Flooding**

The following photographs were taken at the property known as \_\_\_\_\_ which is situated within the area identified as Section 3 by the RTA.

Image1 has been taken looking west toward the base of the Blackwall Range.  
Image 2 has been taken from Sartories Road, looking South West towards the base of the Blackwall Range.

- The images are an example of localized flooding resulting from runoff from the Blackwall range.
- Option 3a proposes a corridor that covers the extent of the property visible within image 1.
- A characteristic of the range is the forming of temporary waterfalls during heavy rainfall which culminate in flooding of the properties that border the escarpment.
- The flooding causes soil erosion and shifts significant quantities of topsoil including large rocks and forest debris onto the properties.

**This localized flooding does not impact on the existing highway (Option 3b) as it is diverted through the established cane drainage system.**

The RTA/Hyder Study does not indicate flooding of this nature and only mentions the 1 in 100 year flood.

Consideration of the impact of localized flooding is a point of significance when choosing a preferred route.





Image 1: Flooding in section of route option 3a (photo courtesy of Lyn Allan)



Image 2: Sartories Road, house pictured is in the centre of the proposed 250m wide corridor, route option 3a, Blackwall Range in background. (photo courtesy of Lyn Allan)

## **Brief Summary and Contents List.**

### **Submission Contents:-**

**Sequence of Events** – This states reasons for our submission to the parliamentary enquiry.

**Personal and Environmental Issues** – This outlines our own personal social, environment and economical concerns.

**Existing Highway Option 3B** – The reasons this option should be chosen

### **Summary**

**Attachments:-**

- Attachment 1 – Map
- Attachment 2 – Letter from Hyder Consulting
- Attachment 3 – Minutes from CLG Group December 2004
- Attachment 4 – Letter from Don Page
- Attachment 5A,B,C,D,E.F – Photo's of Koala's

24<sup>th</sup> July, 2005.

**Parliamentary Enquiry – RTA – Woodburn to Ballina Routes**  
**Submitted by Michael and Tracey Archer and children**  
**(Section 3)**

Dear Sir,

Please accept our submission to the parliamentary enquiry. Please find below the sequence of events, resulting in our frustration and the reason we have submitted information to this enquiry.

1. Received map in the normal mail on a "Section 3" (named "Route Options Display May 2005") on Tuesday 24<sup>th</sup> May. This map depicted a route option which left everyone in our section unclear as to the position of the proposed route 3A. It also confused us as it left a safe straight stretch of highway that has been undergoing upgrading to a wider highway for at least the last 12 months and is still continuing. The line in the map then proceeded up along the Blackwall Range out of the study area and winded back out to the original straight stretch of highway.
2. This map with the 3A option showed no environmental, social or economic impact. It was like nobody lived there and there were not environmental issues. There were simply no comments boxed in this route, unlike the existing 3B option. **(See Attachment One)**
3. 2 days later, we received a vague letter in the normal mail **(Attachment Two)**. We were still unsure of where we were along that 3A Route Option and confused as to why they would leave a logical option and wind into a residential area then back to the same highway.
4. With no idea of the actual route or study area, or reasons as to why this was an option, we were given only 4 weeks to respond. This equated to even less time, as we didn't received the letter until after Monday 23<sup>rd</sup> May.
5. There weren't any accurate maps detailing properties, homes, environment, or studies available to the general public or affected landholders until close to the submission closing time. The RTA brochure

states that a more detailed map was on display at Ballina RTA, West Ballina. This was untrue for a time, as the only map on display was at a small shop in Woodburn that only opens 2.5 days per week.

6. We met with \_\_\_\_\_ from Hyder Consulting 2 weeks prior to the end of the original submission period. Apart from finally being able to see a detailed map which showed the Option 3A going straight through our 10 acre property which backs on to the forests of the Blackwall Range, there was no other information forthcoming as to why this option had been included. We left there distressed and confused.
7. From there, we had information from different sources saying one of the reasons for 3A was so the RTA could take the fill from the Blackwall Range behind us. Another reason put forward was for the scenic value. This was not a good enough reason to bulldoze a whole community and the environmental habitat it would disturb.
8. We have since found out that there was a Community Liaison Group formed back in November/December of 2004. None of the residents in Section 3 were represented in this, as none of us had any idea that this upgrade would affect our area, as this option 3A route wasn't put forward until the middle of January by this group. We remained unrepresented throughout the whole discussions of the selection and elimination process of existing route options selected by the RTA and new route options put through from members of this CLG committee. On reading the minutes of the CLG discussions (**Attachment 3** held on 14 December 2004) it stated CLG members were asked whether they felt there were any groups or area's not adequately represented. We were not mentioned in this and there was no attempt from the RTA to include our section on the CLG.
9. We secured a book on Saturday 16<sup>th</sup> July that was compiled of all map options done by Hyder Consulting through the quantum program which shows best route options. Nothing was selected for section 3 except for the existing highway until a few members of the CLG put forward this

option 3A which we feel only represented their own interests.

10. We contacted RTA so we could have representatives on the CLG Committee even though it was at a late stage. This was not an easy task. Out of 3 representatives put forward, the RTA allowed one person from this whole section 3. We felt this was inadequate, as there were 33 members from 2 other sections (Section 1 and 2) and they would only allow one person from this section. A meeting with local member Don Page and a phone call to \_\_\_\_\_ by Michael Archer and Richard Patton, and a separate phone call from Michael to \_\_\_\_\_ of the RTA, 2 people were finally allowed to take part in this Community Liaison Group. **Attachment 4** is a letter from Don Page to Michael stating that Don Page himself has made representation for us in regards to the CLG. We attended the 1st meeting Tues 19<sup>th</sup> July, some 6 mths after the initial formation.

As fairly new residents of this area, we have a list of personal concerns, particularly as the RTA stated they wanted to minimise the social, environmental and economic impact of these route options.

1. We purchased our property on July 1, 2004. We worked and saved to buy this property which includes 10 acres, a 7 year old 4 bedroom brick and tile home, and 3 large workshops to cater for our building business. We also have 7 acres of cane within our 10 acres which also provides us with a small income. We represent not just from a residential/social point of view, but also from a farming and small business view. We bought this property for ourselves and our children in order to have a better lifestyle and to fulfil a 20 year personal and business goal.
2. The thought of losing our home so soon after we bought and the information available on compensation would see us lose a substantial amount of money and lose our equity from our 20 year plan. We just cannot think about this, as it is too distressing that this option would be chosen for the reasons of land fill and scenic values for an upgraded highway.

3. The Blackwall Range is the back door of our property and hosts 100's of species of flora and fauna, one of which is a Koala Colony. Please see our photo's attached of the Koala's that can be seen in our trees on any given day, less than 50 metres from our home. It disturbs us that they would be forced to retreat further back into the bushland of the Blackwall Range. **(Attachment 5A, 5B, 5C, 5D, 5E, and 5F)**

The Ballina Shire Council has commissioned a study and is now at the stage where it is considering rezoning the range from a scenic escarpment to a major habitat. Hyder Consulting advised us that, regardless of this study, the RTA can over-ride this.

There have been no studies done in this area on the environment.

4. Our property is approximately 10 minutes from the centre of Ballina, close to town and the sporting, school and social activities for our family. It is important as we are close to work, yet still enjoy the friendship of neighbours, and our own private open space.
5. Our children are also feeling upset and disturbed that the RTA can come in and just take the safe place they call home, and with no regard for the Koala's and other flora and fauna that surrounds their home.

The existing highway option (3B):-

1. The reason we thought these upgrades south of our area would not affect us is because it is a safe straight stretch of highway which is being widened, and already has a number of overtaking sections.
2. It does not impact any person or land area that is not already impacted.
3. The RTA owns a corridor of approximately 33 metres on the western side of the existing highway and may own some on the eastern side also.
4. Land fill can be sourced from at least 5 working quarries in our area.
5. It does not pose any further environmental, social or economic impact.

We are for option 3B, and against option 3A. The reasons are listed above. We have

been railroaded as a community and have been ill-informed until the very late stages of this process, to the point where we feel very helpless and our concerns to be very unimportant to both Hyder Consulting and the RTA.

We do agree that there are sections of the highway that must be upgraded due to safety reasons, but at no point has this been an issue or raised in our section. In fact, option 3A takes a straight highway and turns it into a winding highway which would be more damaging from a safety perspective. It is not a known "black spot" area. To the majority of people, upgrade means straightening and shortening. In our section, 3A, the opposite is happening.

From both a landholder, farming, residential and small business perspective, the highway must stay where it is (Option 3B). The Cane Growers association have also put forward that the existing highway running north of section 2 should stay on the existing highway 3B.

Thankyou for recognising the need for a parliamentary enquiry, finally giving us a voice, and breaking the silence on the poor handling of this upgrade by the RTA and State Government. There has been little regard for anybody and information has not been easy to get, making our submission process difficult.

Regards,



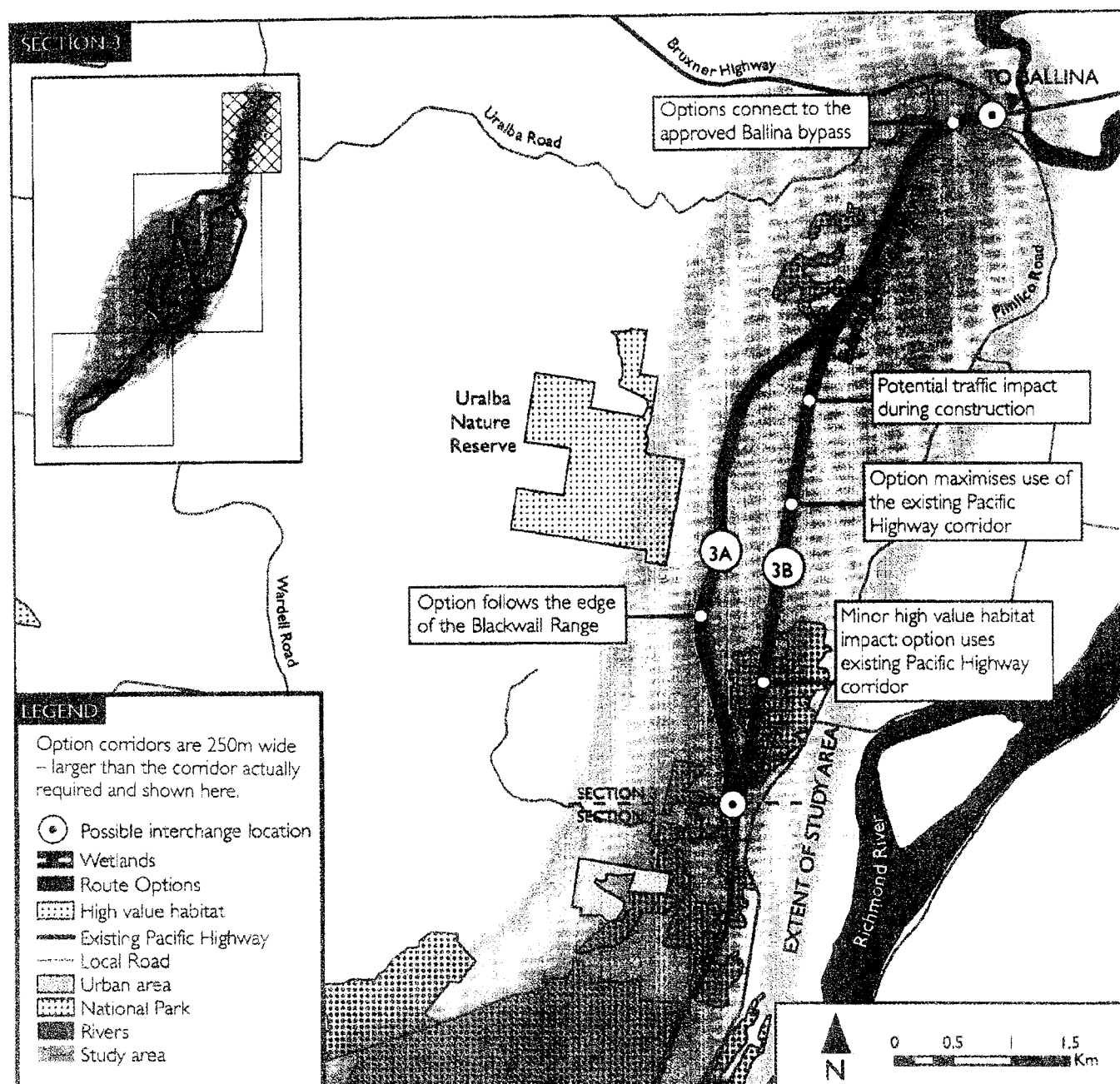
Michael and Tracey Archer and family,

## TYPICAL CROSS SECTION



\*Options for local access include using the existing highway, upgrading local roads, or new local access roads.

This cross section shows a typical arrangement of a highway upgrade, with a 12 metre wide median and 32 metres from shoulder to shoulder. The final arrangement may vary as conditions, for example topography, change.



Attachment One

Option	3A	3B
Route length (km)	6.7	6.4
Percentage of option within the 1 in 100 year flood plain	0%	33%
Approximate number of private properties within 250m corridor	35	40



20 May 2005

TRACEY LEE WILLIAMS

Your Ref:

Our Ref:

Property (Lot / DP):

Dear Tracey

**Route Options for the Woodburn to Ballina Upgrade of the Pacific Highway**

I would like to inform you about developments regarding the planned upgrade of the Woodburn to Ballina section of the Pacific Highway. The proposed upgrade will improve safety and relieve traffic congestion on this section of the State Road Network.

Following extensive consideration of community input, specialist investigations and workshop findings, a number of route options for the upgrade have been decided, and will be exhibited for community comment from **Monday, 23 May 2005 until Friday, 17 June 2005** at the following locations.

- Wardell Community Access Space, 9 Sinclair Street, Wardell  
(Wed – Fri 9am – 4pm)
- Broadwater BP, 171 Pacific Highway, Broadwater  
(Mon – Sat 5.20am – 7.30pm, Sun 7am – 7.30pm)
- Woodburn to Ballina Community Information Centre, 93 River Street, Woodburn  
(Thurs and Fri 10am – 4pm, Sat 9am – 12pm)

A preferred option has not been selected at this stage. A decision will be made by considering information on the economic, social, environmental, engineering and cost factors of each option, while considering the community's issues and continuing to provide for future transport needs.

As the owner of the above property(s) noted above, which is/are potentially impacted by Option 3A, I would like to extend an opportunity for you to ask questions and discuss details with representatives of the project team. You are invited to call the Project Information Line on **1800 887 112** to speak with one of our consultants about this matter. The latest community update is enclosed for your information.

Yours sincerely

**Project Manager  
Civil Infrastructure**

Encl Community Update – Route Options



Attachment Two

## WOODBURN TO BALLINA – COMMUNITY LIAISON GROUP MINUTES OF MEETING NO.1 - TUESDAY 14 DECEMBER 2004

Rob Van Iersel opened the meeting at approximately 7.00 pm, and welcomed members. Each member of the CLG was provided with an information pack prior to the commencement of the meeting.

### ITEM 1 Project Team

The project team, including Hyder Consulting, GeoLINK and RTA staff introduced themselves to the community representatives, outlining project roles and experience.

### ITEM 2 Community Representative Introductions

Members of the CLG provided an overview of their reason for nominating to join the CLG and their key issues relating to the project. Key issues raised included the following:

- Commercial impacts;
- Social impacts;
- Property impacts;
- Agricultural land and activities;
- Noise;
- Safety;
- Environmental impacts and conservation;
- Flooding;
- Water quality;
- Acid sulfate soils;
- Access;
- Quality of life;

Members of the CLG were also asked to indicate on a map the location of their properties to enable the project team to determine geographical representation on the CLG. CLG members were also asked whether they felt there were any groups or areas not adequately represented. The following groups were suggested for representation on the CLG by community members:

- Rileys Hill, Meerschaumvale and Bagotville;
- Local Aboriginal Land Council;
- Commercial fishing industry; and
- National Parks and Wildlife Service.

The Local Aboriginal Land Council and National Parks and Wildlife Service (Department of Environment and Conservation) are being engaged in separate forums. It may be appropriate for representatives of these groups to attend at future CLGs.

The following statements were made during discussion of Item 2:

- Planning for the CLG was poor given that a Community Information Session for the Illuka to Woodburn project was being held on the same night as the CLG.
- Not all persons within the study area received notification of the project, information sessions or the community liaison group.

Attachment 2



PARLIAMENT OF NEW SOUTH WALES  
LEGISLATIVE ASSEMBLY



**DON PAGE, M.P.**  
MEMBER FOR BALLINA

**OFFICE:** Shop 1  
7 Moon Street  
Ballina NSW 2478  
**PHONE:** (02) 6686 7522  
**FACSIMILE:** (02) 6686 7470  
**MAIL:** PO Box 1018  
**BALLINA NSW 2478**  
**WEBSITE:** [www.donpage.com.au](http://www.donpage.com.au)

6 July 2005

Mr Michael Archer

Dear Mr Archer

I refer to our meeting in our office last week with Tracey, Libby, Richard, Brent and Julia regarding the proposed Woodburn to Ballina upgrade of the Pacific Highway.

Thank you for bringing your areas of concern in this matter to my attention.

In an effort to assist, I have made representations on your behalf to the Hon M Costa MLC, Minister for Roads concerning your request for another representative to be appointed to the Community Liaison Group being from the Whytes Lane West Action Group.

I shall contact you again as soon as the Minister's response comes to hand.

Yours faithfully

Don Page MP  
MEMBER FOR BALLINA

DP:tg

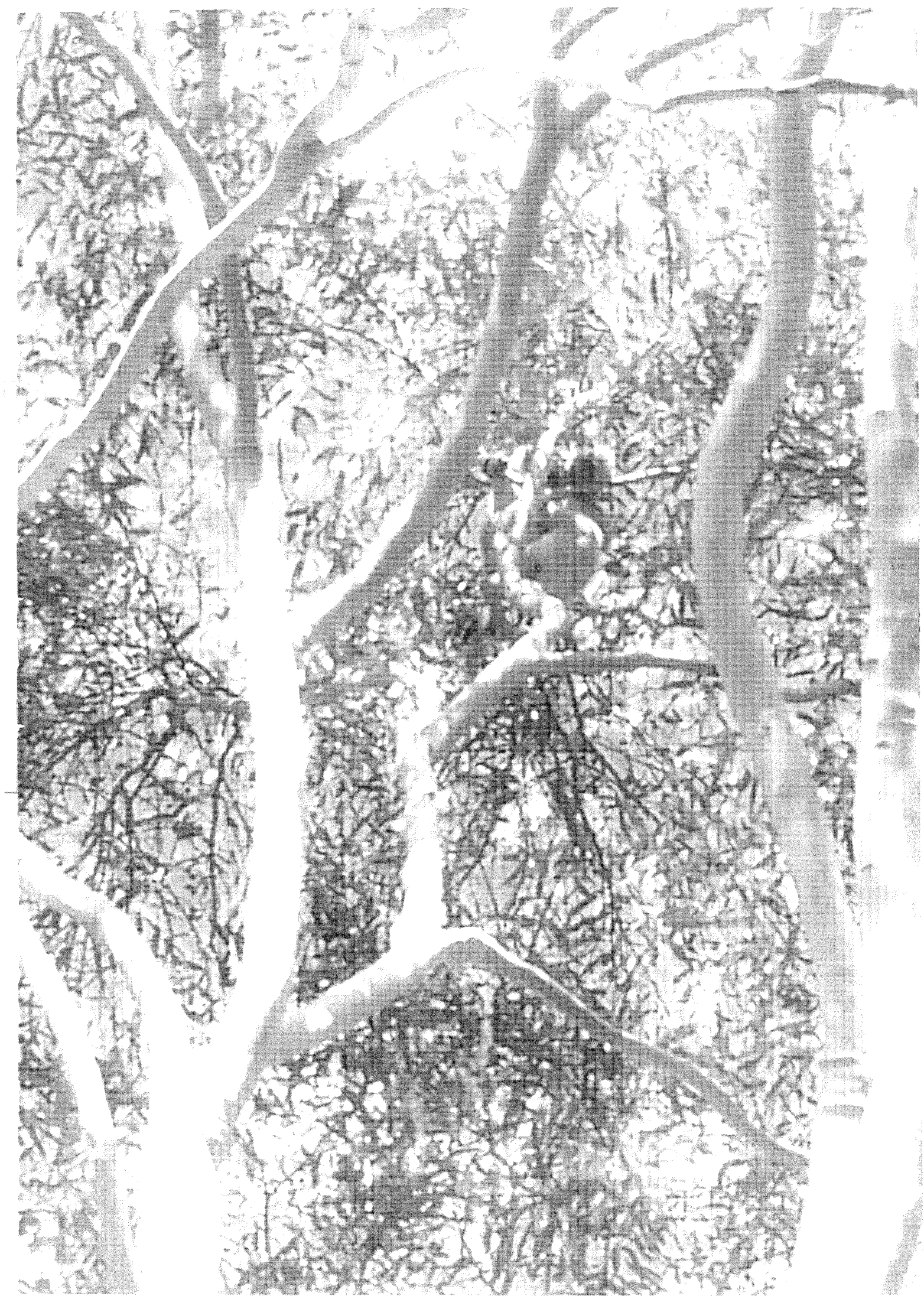
Attachment 34











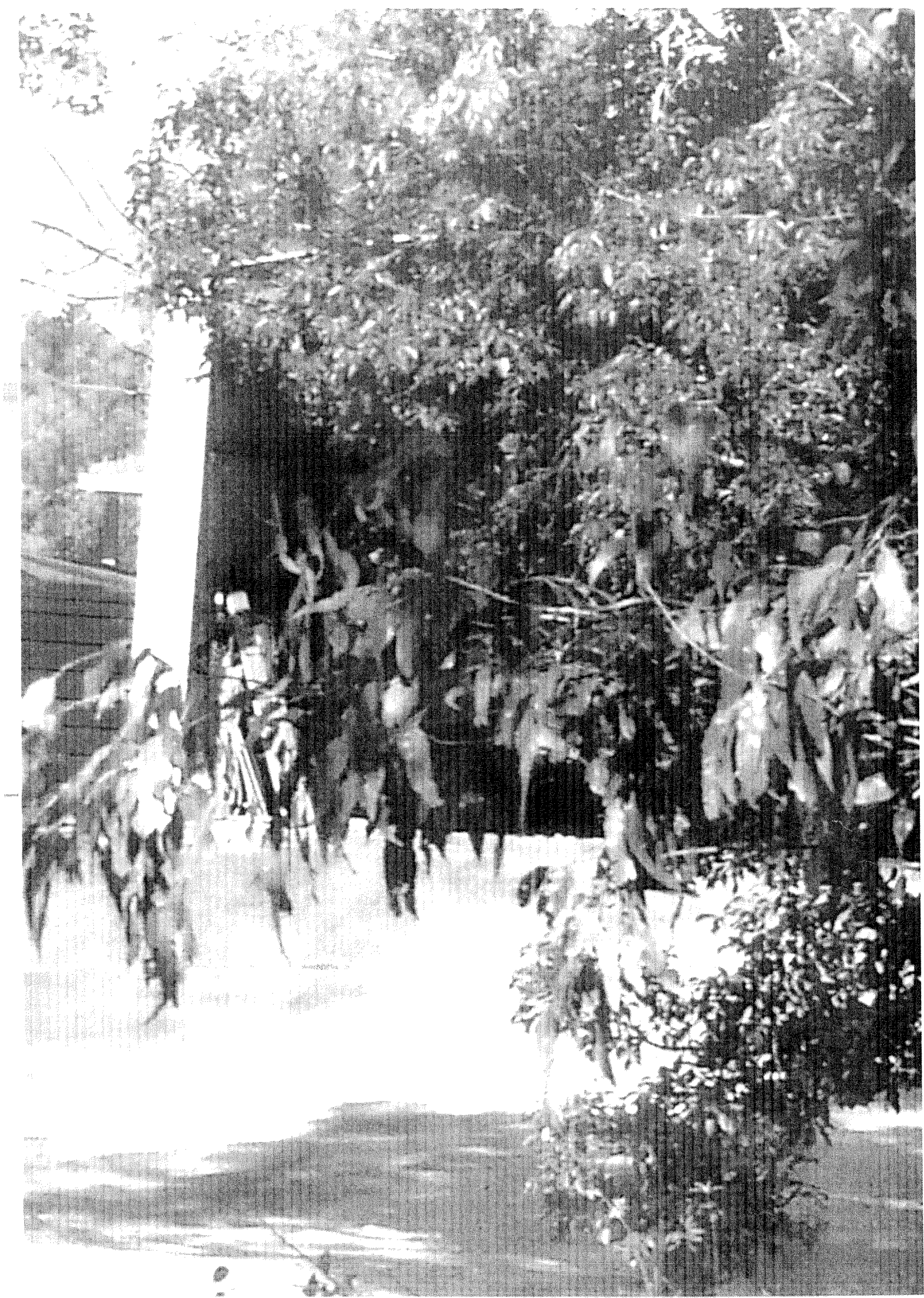












23<sup>rd</sup> July, 2005.

Norman and Judy Archer,

Dear Sir,

We are writing about the proposed upgrade of the Pacific Highway between Wardell and Ballina.

We are **NOT** against the upgrade of the highway, as we know this is necessary. However, we would like to voice our objection very strongly, to route option 3A. We are completely against this option – 3A.

However, we are greatly in favour of route option 3B and would be quite happy with this option – 3B.

Attached, we have listed why we are completely against route option 3A and also attached I have listed why the highway route should be with option 3B.

Yours faithfully,

*N. J. Archer.*

*J. K. Archer (Mrs)*

Norman and Judy Archer.

### **Argument for route option 3B – Pacific Highway between Wardell and**

#### **Ballina (where existing highway is)**

1. This is a much more practical solution as the main infrastructure is already there – i.e. the existing highway.
2. It is the most direct route from Wardell to Ballina.
3. There are no known “black spot” traffic areas along this predominantly straight stretch of road.
4. The RTA has already acquired land along this existing strip of road to widen the highway.
5. The RTA has been upgrading the existing highway for over 12 months. Why waste all this money and work for nothing?
6. Flooding along this existing highway is not a big issue contrary to what has been put forward. Also, the foundation of the existing highway is quite strong and stable contrary to what we are led to believe.
7. Less homes would be affected along this existing highway using route 3B.
8. Gravel for road fill and base can be obtained relatively close by. Cost of royalties for road fill would ~~not~~ be that great compared to overall costs.

We would quite happily accept route option 3B as less people and less of the environment would be affected.

## **Argument against route option 3A. Pacific Highway between Wardell and**

### **Ballina.**

1. Our family is devastated to think our home and peaceful lifestyle is to be “ripped away” from us. The stress and emotional upheaval is very great on us all. This route option completely wipes out the family’s home and farm.
2. People have gone into considerable debt to acquire this peaceful sanctuary and they will never have the opportunity<sup>again</sup> to find what they have now.
3. Our son and daughter-in-law conduct their building business from this farm and have their workshops here. They do not want to have to start setting up their business again.
4. This is a sugar cane~~farm~~ and it will be lost as will other cane farms. People’s homes will be lost or rendered worthless.
5. There is a koala colony near our home – about 35-50 metres away. The highway will go right over their habitat and wipe the koalas out and any other native fauna and flora will be destroyed also.
6. Compensation does not make up for the loss of our homes, peaceful lifestyle, business, agricultural land, endangered fauna and flora and their habitat.

We cannot stress strongly enough that route option 3A is ruining our lives and it will most certainly ruin the fragile environment of the koalas and other fauna and flora. Please listen to our family and all the families living where route option 3A is to go. We do not want Option 3A.

Phil & Lyn Allan

24<sup>th</sup> July, 2005

Dear Committee Members,

This is a summary of our concerns regarding the relocation of the Highway section between Wardell and Ballina being known as Section 3 – 3a.

In previous submissions we have listed;

1. We have had flooding,
2. We have fauna and flora here now that we did not have 11 years ago, when we arrived. Some of these species are classed as endangered and vulnerable.
3. We have seen such good regeneration of our creek lines and up the range.
4. My dad lives with us, he is 80 years old and is a war veteran and now feels he needs to be in a nursing home so he won't be in our way concerning this matter.
5. Our income is from here, on this land.

Our main objection to this proposal (3a) is that it seems to be so unnecessary, when there is such a good part of the highway (3b) right there now! We do need progress – that is part of life, but this? Where is the logic or the research?

Think of people, their homes, our great wildlife. Please don't take our little piece of heaven away from us all!

Yours most sincerely



Lyn & Phil Allan and Russell Craft (father)

The following is a copy of a submission sent to GeoLINK as part of the project process.

Please accept this submission for consideration, written on behalf of Mr. Russell Norman Craft, of by Elizabeth Paton of

Mr. Craft states his intention that he;

1. strongly supports the upgrading of the existing highway (3b), and
2. strongly opposes Option 3a.

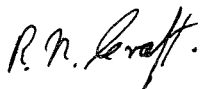
Mr. Russell Craft is a resident of , where he has lived for the past 10 years. He was born on the 31<sup>st</sup> October 1924, and is a War Veteran having served his country in the Second World War.

Mr. Craft has expressed his deep concern and the distress he feels at the proposed Option 3a. Mr. Craft lives a peaceful and private life, and thoroughly enjoys his home and the environment in which it is situated.

The proposed corridor of Option 3a, regardless of the actual road alignment, impacts directly on his home, which would force Mr. Craft to relocate.

Mr. Craft fears that Option 3a would jeopardize his availability to amenities such as health care and local social activities. Over the years Mr. Craft has established trust with local health professionals and worries about having to repeat this process if he were to move. He has suffered ill health recently and does not feel he can cope with a proposition as immense as Option 3a.

Mr. Craft acknowledges the need for a safe road, and says that in his experience the existing highway in section 3 is not dangerous nor could be considered a black spot. He sees the upgrading of the existing highway as a sensible option as it is economically viable, has less impact on the environment than Option 3a, and will preserve a community that he knows and loves.



Signed by Mr. Russell Craft, as a true reflection of his opinion, 29 July, 2005.

## Submission to Parliamentary Inquiry

### Ballina to Woodburn Highway Upgrade – Section 3

John and Elisabeth Lawler

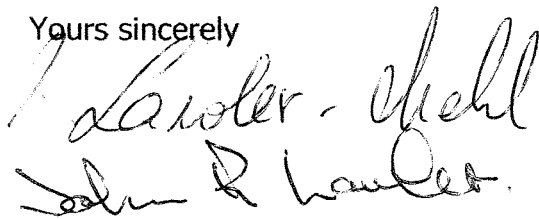
29<sup>th</sup> July 29, 2005

- Option 3a in the planned Highway Upgrade would be a disaster to the remaining wildlife. Moving the highway even closer to the protected habitat is irresponsible in this day and age. The focus should be on protecting these last remnants of natural bush; we already lose far too many native animals on this stretch of highway.
- Option 3a directly affects our farm, cutting it in half. It will be unviable as productive farmland and really puts our future here in doubt as well as our neighbours' both sides and further up the ridge.
- The acquisition of more land seems so crazy to us when the land has already been acquired, being the existing highway. There is enough width to build the new highway without buying peoples homes, livelihoods and futures, putting at risk the environment of our kids and their kids heritage.
- It is obvious that this area was not in the Quantum Study area which finished at Coolgardie Road.

- The option 3a really looks like a bad joke to us locals whom know the area very well. How so called experts could come to the conclusion that this is a good option is beyond us.
- Turning a straight stretch of road into a winding one is crazy and any of the RTA or their hired help has not answered this fundamental question, "Why move it at all?"
- Moving the highway closer to the ridge is going to create a nightmare with redirecting the runoff water from the ridge catchment, whereas the existing option 3b works fine and has served us well.
- The highway has never been cut off as a result of flooding in this section in the twenty years I have lived here and can obviously handle B-Doubles weight etc.

Option 3a in our opinion has been very poorly thought out and has put a lot of unnecessary stress on local people.

Yours sincerely

The block contains two handwritten signatures in black ink. The first signature is 'Lawler - Uehl' and the second is 'John & Elisabeth'. Both are written in a cursive, flowing style.

John and Elisabeth Lawler



## Brief Summary and Contents List

Author: Mr. Brent Leete

### Submission Contents

<u>The Project Process</u> -	Outlines the disappointment in community consultation, including the stressful, misleading and unjust quality of the entire project process.
<u>The Process &amp; its affects</u>	Lack of information Misleading information Maximum use of the existing highway corridor Environmental concerns Common sense
<u>Appendix</u>	Flora Fauna
<u>Conclusion</u>	Argues the value of environment based on council studies

## Woodburn to Ballina - Upgrading the Pacific Highway

Please receive this Submission dated 26<sup>th</sup> July 2005.

My name is Brent Leete. My address is

This is the home to myself, my wife, two daughters and a son.

Our family is severely affected by one of the options of the proposed upgrade.

Option 3a) of the upgrade - the re-direction of the highway to the foot of the Blackwall Range - moves the highway to directly in front of our home and property.

If this Option proceeds, the amenity of our home will be very degraded by loss of rural views and particularly by noise and pollution. The high environmental values of the local fauna and flora will be directly affected and compromised. The resale value of our home will obviously drop.

The social cost to our family is real and will be high in both emotional and economic terms.

There are several points I would like to make.

### The process as a whole.

This is not a very nice way of doing things.

The basic idea seems to be that the RTA and consulting engineering firms do a big study in liaison with some CLG's and identifies a number of preferred options. It then consults over 3 or 4 weeks with the community as a whole, has a couple of displays and asks for more information and comment. The RTA then makes a decision some months down the track.

i) This process is very flawed in the community consultative process.

a) The CLG's are not representative. How are these people chosen? I know the RTA advertises for members. If you turn up do you get in? How do you ensure balance of views? How do you avoid weighting by special interest groups? How do you ensure people of capacity, fairness and intelligence are selected? How much consideration is given to the recommendation of the CLG's by the RTA – too much or not enough? Our part of the proposed upgrade was Section 3. No person who actually lived in Section 3 was on a CLG! Surely we deserved a representative as one of the three Sections of the upgrade. Why didn't someone volunteer? – maybe we did not know or maybe we were all too busy or most likely we thought no one in the RTA who had an ounce of common sense would propose an option anywhere near us.

If the CLG's are to have serious worth and not to be some token of community involvement then the RTA has a responsibility to be active and to choose members in

an open and planned way that professionally ensures balance and representation and not just simply say we advertised and these are the people who turned up.

One additional negative is the apparent fact that CLG members are sworn to secrecy. This hardly reflects open and transparent community involvement and would surely foster attitudes of “what are they hiding?” or “don’t let the cat out of the bag”. It certainly would not encourage community volunteers who must become part of an inner and secret circle who are then told they can’t discuss or report anything with the very community they are meant to represent and reflect.

b) In the 3 to 4 weeks in which the RTA asks for community feedback, community members are asked to submit for and against arguments to the proposed options. This process is supposed to represent the search for additional information that will help the RTA to decide on the preferred route. It’s supposed to be some sort of empowering of the community as it involves itself in the decision making process. I do not think this is an empowering of the community. I do not think a process empowering that effectively says “ We have to put the highway somewhere. We have decided it is to be on one of these options. In the next 3 to 4 weeks come up with as many arguments why it should not be on the option that affects you but should be on the option that affects your neighbours.” To me this is similar to saying “ In 3 to 4 weeks I am going to knife one of you four people. In that time convince me why I should knife someone else and not you.”

This is not consultation. It is not empowering. This is a form of community blackmail. It is divisive (which might be it’s unsaid purpose). It creates winners and losers. It asks neighbour to speak against neighbour.

## ii) The process is very stressful.

It is difficult to describe what it is like to receive a letter in the mail from the RTA in which you find you are affected by the proposed upgrade.

You open the letter saying to yourself, “ Now what’s this all about? RTA upgrade? What’s this got to do with me?” You read the letter and open the map. Dawning comprehension brings, “This can’t be right. It doesn’t make sense. Why would they move the highway way over here?”

You find out more. You place the proposed option in it’s physical context – cutting through there, over that tree, through that field. You talk to the neighbours. You ring up the RTA. It’s true. They tell you to write your concerns down. Make a submission.

You think about the noise, the pollution, the B-doubles. You think about the affect on your property value. You get angry. You get upset. You feel overwhelmed. You feel threatened. Your wife is upset and blames you because it was your idea to move here in the first place.

You make your submission. It takes a long time to type with one finger. You find out more. You meet with your neighbours. You talk often with the RTA. They nod sympathetically when you say it will wreck your amenity. They say to write it down.

So you write it down again thinking "Aren't I just stating the obvious. Surely they already know this. Will it make any difference anyway? They'll just put it where they want it, probably where it's cheapest."

You know people who aren't affected don't really care. You feel isolated. You know people who you tell and agree that it's awful are thinking "Poor bastards, they're stuffed. I'm glad it's not me".

You think can this really happen in Australia? Can your rights just be steamrolled and trampled for the so-called common good. You think the answer is "yes they can and bad luck to you".

### iii) The process is not fair

The new freeway will be a national asset. It is owned and available to all Australians. The cost of construction of the freeway will be met by the tax-payer through the tax system. This process serves to fairly distribute the cost to all Australians.

The construction of the freeway will not impact on all Australians. It will only impact on those Australians on or near the freeway corridor.

Attempts are made to compensate those Australians "directly affected" by the freeway by property acquisition. The RTA defines those "directly affected" as those whose property is physically crossed. You are not "directly affected" if the freeway is next to or adjacent to or parallel to your property. The attitude and indeed policy seems to be "it is unfortunate (but it is your bad luck) – that's the price of progress and it's for the greater good."

There is no compensation or even official recognition to these people. Their loss of amenity or property value for some reason is invisible.

This is blatantly and obviously not fair. It is not just. The social cost of the freeway is not being borne equally by all Australians. The economic cost of the freeway is not being borne equally by all Australians. It is being borne disproportionately by those property owners "unlucky" to be adjacent to the freeway.

This should be recognised and addressed.

### iv) The process is sneaky

I would ask governments and their departments(RTA) to please be more open and honest.

a) The very name "Woodburn to Ballina - Upgrading the Pacific Highway" is misleading and deceptive and therefore dishonest. When options are chosen that are nowhere near the existing highway corridor, when the existing highway is not in itself upgraded and is to function as the local service road and when the new highway is to be a four lane (minimum) divided 110 km/h freeway, you are not upgrading the existing Pacific Highway. You are building a new freeway that parallels the existing Pacific Highway.

Perhaps "Woodburn to Ballina – New freeway" is not as politically acceptable or saleable as "Woodburn to Ballina - Upgrading the Pacific Highway".

It would be really nice if politicians and their departments could stop treating us as idiots and just be honest and upfront. They might even be surprised.

b) I feel this so-called consultative process is in name only. The "fixed deck" of letting the community respond to already chosen options, the lottery like selection of CLG representatives and then their enforced secrecy, the response period of 3 to 4 weeks and the whole overwhelming sense of the unstoppable, unresponsive unthinking bureaucratic juggernaut that is the RTA do not serve a real consultative process. They seem to be there so boxes can be ticked that the community was consulted.

c) I feel underlying this whole process is the perceived need for better and faster city to city transport between Sydney and Brisbane. I think safety issues are a by-product of this need and are being exploited to achieve this faster city to city transport corridor. Locals will still use the local roads (on which no extra money is being spent to improve safety). B-doubles and other trucks will use the freeway but if safety was a real concern they could be told tomorrow to go back to the New England Highway.

### The process as it particularly affects us

I wish to speak **against Option 3a)** - the re-direction of the highway to the foot of the Blackwall Range and **for Option 3b)** – using the existing Pacific Highway corridor.

I have a number of concerns about the process.

#### i) Lack of information.

On the community feedback sheet it states "A route is to be selected that has the least impact on the community, the environment and economy." This sounds great but what does it mean? Are these given equal weighting? How are they measured? Who determines this impact? What does impact mean – noise, pollution, amenity, views, social cost? How is it measured and quantified for each of these different factors. How do you compare a small impact for many against a bigger impact for perhaps a fewer number? What does economy mean? Does it mean local economy, the state economy or the cost of construction?

Why can't we get a small information sheet that actually provides some detail of the methodology? Since this process can have such an enormous direct impact on myself and my family, surely we deserve more information than the nine words that describe the process above.

The only real detail we received was on an information day where there was a single book to be shared and read on the spot by the 200(?) or so attendees. At the same

venue there were artist drawings of the landscaping for sections 1 and 2 but unfortunately ours ( section 3 ) had gone missing.

There was only one large detailed map provided for the whole area (at Wardell). It was available only three days a week and only during work hours. On the day I went to see it, I couldn't because someone had borrowed it for a meeting.

Surely the process of providing information to the RTA to assist in their identification of community differences and issues between route options includes the process of responding to and debating the detail on which the RTA has based the selection of route options.

## ii) Misleading information

The information sheet provided by the RTA on which the public were asked to comment was misleading in several instances.

a) The extreme environmental value of the Uralba Nature Reserve that Option 3a) would newly adversely impact on was not mentioned. The minimal impact on an already degraded section on the existing highway was however mentioned.

b) Potential traffic impact was mentioned as a negative to use the existing highway corridor- Option 3b). Nowhere else was this mentioned in any of the other sections when the options joined the Highway. It was as if the map makers had nothing much to say so just said this. It might be also be mentioned that the highway has been undergoing a major upgrade in this exact length of road for the past 6 months with not one traffic stoppage!

c) The "number of properties within a 250 m corridor" statistic is a very blunt measuring device - Option 3a) supposedly affecting 35 and Option 3b) affecting 40. It gives no information about the degree of impact or affect on the properties. I would suggest categories of "very affected" and "moderately affected " on a before and after basis would give much more useful and comparable information. A "newly affected" category would also be useful. Option 3b) affected more properties as it ran down both sides of the highway while however having only a small impact on these while Option 3a) cuts properties in half and places the highway immediately adjacent to numerous previously unaffected properties.

d) Option 3a) has a smaller % in the 100 year flood plan than Option 3b) (0% vs. 33%). I would ask why can't the road be built up if this was a problem. I would also point out this is still significantly less than that of options 1A, 1B , 1C , 2D and 2F (78%, 76%, 76%, 58% and 74% respectively) and on a par with 2A, 2B and 2C (29%, 27% and 26% respectively). If it floods at Woodburn and/or at Broadwater then no-one is going north or south and it does not really matter what is happening at Pimlico. I would question whether the public would consider these things especially with only a quick and face value reading of the statistics.

I find it particularly rude that the public is invited to comment on matters that can have great adverse impact on me and the information that the RTA has provided for the public to base these comments on is inaccurate, vague and misleading in the least.

### iii) Maximum use of the existing highway corridor

The maximum use of the existing corridor of the highway should be a basic and guiding principle and given the highest weighting as a design parameter. Deviations from the existing highway should only be considered if absolutely necessary (for example for providing noise, pollution or congestion relief for large population areas).

If required, a service road could be placed parallel to and adjacent to this corridor (which is the "typical" situation in the RTA's own information brochure on the upgrade!). Why does Option 3a)'s service road, the existing highway, need a 500 m gap!?

### iv) Environmental concerns.

Ballina Council has recently completed a study that recommends our entire property and the whole escarpment area to be zoned to 7(1) Environmental Protection (Habitat) – (reference: "Coolgardie to Uralba Land Use Zoning"). This is the highest conservation zoning possible by our council. It reflects the high flora and fauna values of the area and the biodiversity and importance of the habitat. Surely the location of the proposed option immediately adjacent to our property and the Blackwall Range would be detrimental environmentally. Surely the resultant noise, air pollution and road-kill would degrade this habitat.

I would have thought environmental concerns and considerations in these times would be of the highest importance. They certainly are stated by the RTA as being one of the three determining factors (community, environment and economy).

Please see the attached Appendix for more information on the environment particular to this area.

### v) Common Sense

Why have this option at all? My neighbours and I could not believe it was even being considered. Why deviate from a lovely straight section of wide and recently upgraded highway? How could intelligent people even consider this as a viable alternative? It almost is that the RTA has to have an option for every section. Why put people through this enormous stress just to have an alternative?

Thankyou for your time in reading this submission.



B. Leete and family

## Appendix

Ballina Council has recently (5<sup>th</sup> April 2005) published a commissioned study that recommends our entire property and the whole escarpment area to be zoned to 7(l) Environmental Protection (Habitat) – (reference: “Land Use Zoning Review - Coolgardie to Uralba by GeoLINK”). **Option 3a) places the highway adjacent to and parallel to this Coolgardie to Uralba area and indeed directly opposite the Uralba Nature Reserve- probably the heart of the habitat area.**

**Obviously, environmental considerations and concerns are extremely relevant.**

I am not trained as an environmental scientist. However, I will quote from the report prepared by someone who is an environmental scientist.

### Flora

From pages 10 and 11 of the report:

“A search of the National Parks and wildlife Atlas of NSW wildlife for an area within a 5km radius of the study area **identified eight threatened flora species** recorded in the locality. Three of these, namely Stinking Cryptocarya (*Cryptocarya foetida*), Ball Nut (*Folydia praealta*) and Rough Leaved Queensland Nut (*Macadamia tetraphylla*) have been recorded within the study area boundaries. It must be noted the NPWS Atlas of Wildlife provides limited data regarding threatened species in the area as data is based only on reported sightings. For example, Red Lilly Pilly (*Syzygium hodgkinsoniae*) is identified within an alternative data source as occurring within the Coolgardie Scrub (Australian Heritage Database). **A number of other threatened species may also occur within the study area boundaries.** Examples includes Arrowhead vine (*Tinospora tinctoroides*) and Rusty Rose Walnut (*Endiandra hayesii*) (NPWS wildlife database). **Vegetation in the study area may also provide good habitat for a member of rare plants.** For example, *Acronychia bauerlenii*, *Archidendron muellerianum*, *Corynocarpus rupestris* subsp. *morescens* and *Trichosanthes subvelutina*, **all ROTAP ( Rare or Threatened Australian Plants) are known to occur within the study area** ( Australian Heritage Data base).

**The study area also contains regional and sub-regional wildlife corridors** identified by the Department of Environment and Conservation ( DEC). **There corridors extend from the Uralba nature reserve along the eastern extent of the study area to the Wardell Heath, and along the Blackwall Range** through the central part of the site to the southern western corner and southern boundaries of the land and beyond to the SW and S. The mapped corridors correspond with substantial tracts of existing vegetation, although in parts the mapped corridors extend over agricultural lands.”

“In addition to the above ecological values, **the Coolgardie Scrub is located in the central portion of the study area and is identified on the register**



of the National Estate as a remnant of the Big Scrub, of which only approximately 0.74 % remains. Remnants of the Big Scrub are important stepping stones for the birds and bats which seasonally migrate between the forests of the coasts. **The Coolgardie remnant is identified as important as it contains seven plant species that are either nationally listed as rare or vulnerable or that have been recently recommended for listing as rare. Additionally, two vulnerable and rare species of fauna have been found within the remnant."**

## **Fauna**

From Page 12 of the report:

**"The study area supports a large number of fauna species including 29 threatened species** which have been recorded within the study area. A search of the NPWS Wildlife database within a 5 km radius of the study area **revealed a total of 52 threatened species that have been recorded in the locality.** A number of these species are significant in this area. In particular, the Albert's Lyrebird (*Menura alberti*) is significant as this species is highly dependant on rainforest land and has a limited distribution (reaches its southern limit as this location). **The Albert's Lyrebird population at Coolgardie has recently been nominated to the NSW Scientific Committee for inclusion on Schedule 1 (Endangered Population) of the Threatened Species Conservation Act 1995** (H. Bower and M. Graham. pers comm.). Additionally a number of other species such as the White Eared Monarch and the Koala have been recorded, with the existing vegetation within the study area providing high quality habitat for these and other threatened species. **The regional corridors identified in the area are also important for a number of bat species including the threatened Black Flying Fox (*Pteropus alecto*).**

Given the above, the existing habitat in the locality is considered to be of local and regional significance and represents a significant constraint to land uses that may impact upon native fauna in the locality.

*With respect to the Commonwealth Environmental Protection and Biodiversity conservation Act 1999 ( EPBC Act), ..... a number (28) of vulnerable or threatened flora and fauna species listed under the ACT have been recorded within a 5 km radius of the site of Coolgardie. Furthur, twelve(12) migratory bird species are identified on the EPDC database as potentially occurring in the area.*

## **My Conclusions**

- i) This area has very high environmental value.**
- ii) There are numerous rare flora species in the area.**
- iii) There are numerous endangered flora species in the area.**
- iv) There are numerous rare fauna species in the area.**
- v) There are numerous endangered fauna species in the area.**
- vi) Protecting the habitat of this rare and endangered flora and fauna is very important.**

**vii) Option 3a) places the new four lane (six?) freeway immediately adjacent to and parallel to the very base and foot (about 100 metres away) of the Blackwall Range for an approximate length of two kilometres. Cars and an increasing number of very large trucks (doubles) would use the new freeway at high speed.**

**The resulting tyre and engine noise, braking noise, vibration, high intensity lights and air pollution and fumage would rise up an over the escarpment in an amphitheatre effect. Additionally, one would expect there to be a large amount of road-kill from large vehicles travelling at high speed. This would occur especially at night since a freeway is a 24 hour operation.**

**This would be very detrimental and damaging to this area of high environmental value. It would degrade the special habitat of these rare and endangered flora and fauna species.**

**All this is unnecessary if the upgraded highway was to follow the existing highway corridor as Option 3b) suggests. The existing highway is approximately 750 metres away, a distance that would help to mitigate these effects.**

Concern and regard for the environment is mentioned as one of the three pillars upon which your decision making process is based – “ A route is to be selected that has the least impact on the community, the environment and economy.” – quoted from the RTA community feedback form.

It is my opinion the environment would be much better served by Option 3b) and not Option 3a). Please show concern and regard for the environment by selecting Option 3b) and not Option 3a).

## Submission

This is a copy of a submission which was sent to GeoLINK as part of the project process.

Please be advised that the property of \_\_\_\_\_ houses several specimens of the threatened *Macadamia Tetraphylla*, more commonly known as the Rough Shelled Bush Nut. **The RTA publication RTA/Pub 0.5.101<sup>1</sup> shows no indication of this species existing north of Coolgardie Road.** The property on which the species are located will be directly impacted on by Option 3a.

Please consider this information as relevant when deciding a preferred route option for section 3 within the Pacific Highway Upgrade.

Elizabeth Paton

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<sup>1</sup> Hyder Consulting, (2005) *Roads and Traffic Authority, SH10 Pacific Highway Upgrade Woodburn to Ballina: Route Options Development Report – Stage 1*, RTA/Pub.05.101, ISBN 1920907270.

Copy of the Submission sent to GeoLINK as part of the project process

Please accept this submission dated 18 June 2005, from;

Richard & Elizabeth Paton

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Dear Sir,

This submission relates to the area known as **Section 3**, of the Woodburn to Ballina segment of the proposed Pacific Highway upgrade.

We wish to speak in,

- a) **Support of upgrading Option 3b**, and in
- b) **Opposition of proposed Option 3a.**

Our family has lived at Sartories Road, Pimlico, for 3 years. We purchased our property after **careful consideration**. We **chose** to purchase in the area for a variety of reasons, including;

- Quiet lifestyle
- Unique Environment
- Close proximity to amenities
- Acreage/Small business
- Small community

We fully support the upgrading of the highway, but see no validity in changing the existing route.

If Option 3a were to become the preferred route it would have the following impact;

- Our quiet lifestyle would be impinged upon (or taken wholly) due to excess noise, air pollution, and limiting of property area.
- **Loss of educational experience**; this lifestyle carries with it the opportunity to impart on the younger generation an appreciation of the environment. Our children are actively involved in maintaining and regenerating the existing environment. They have the chance to see species in their natural habitat and to

understand the fragility of this unique ecosystem they call home.

**We value and have worked hard to provide this opportunity for our children.**

- **Unique environment would be under threat;** this is a fragile ecology that is in the process of regeneration. It is recognized as being a significant migratory corridor for species of fauna, and houses several rare and endangered species of both flora and fauna.
- Wildlife fencing and tunnels would be taken into consideration but it is doubtful to their effectiveness. The tunnels would create easy pickings for scavengers as the wildlife exit.
- **Loss of amenities** - this is a valuable location to us as it is in close proximity to towns, our work situations, school and social contacts. There is doubt as to whether a similar lifestyle is still available this close to Ballina at a suitable price.
- **Significant decline in property value** – depending on the final footprint of the road, our property may only be partially affected. In this case, is a 100 year old, elevated, weatherboard house suitable for architectural treatment?
- **Loss of community** - One of the greatest advantages of living in a community such as this is the ability to call on ones neighbour when required without encroaching on their peace and privacy daily.
- **Loss of autonomy** – Our freedom of choice of location is severely hindered, as we have visions of how we intend to utilise our property for business purposes.
- **Increased personal stress** – An unexpected proposal, such as Option 3a, causes undue tension and affects all members of the family. Our children are extremely concerned that they will have to leave the area to find a new home. As parents we endeavor to provide our children with a sense of security at all times; this is difficult when our security has been jeopardized.

Listed below are several positive and negative aspects of highway options, 3a and 3b.

### Positive and Negative aspects of Option 3b The Existing Pacific Highway

NEGATIVES	POSITIVES
	<b>DISTANCE</b> – utilizing the existing highway would not require adding further distance to the route
	<b>SAFETY</b> – while exact figures have not been sourced, local opinion does not identify this 6.4km stretch of highway as a 'blackspot.'
	<b>ENVIRONMENTAL IMPACT</b> – as there is an existing road, the land has already been highly impacted on.
	<b>LIMITED LOSS OF INDUSTRY</b> – This route would impact on property use to a minimal extent – <ul style="list-style-type: none"> <li>• Grazing 0.3 ha</li> <li>• Sugar 3.0 ha</li> <li>• Timber 0.4 ha</li> <li>• Urban 0.05</li> </ul>
	<b>NO LOSS OF HOUSES</b>
	<b>ECONOMIC</b> – Cheapest option, which capitalizes on existing infrastructure
<b>FLOODING</b> (minor)	Much of the Pacific Highway is already subject to flooding. This established road has compact soil which could be built up using fill sourced from <b>established</b> local quarries, providing a boost to local economy during construction.

### Positive and Negative Aspects of Option 3a

Negative	Positive
<p><b>DISTANCE</b> – the distance of option 3a is longer than that of the existing highway 7.066km compared to 6.724km</p>	
<p><b>ENVIRONMENTAL IMPACT – OPTION</b> POSES DETRIMENTAL IMPACT ON ENVIRONMENT</p>	<p><b>Scenic Route</b> While it was suggested by Hyder that this would be a scenic option, this is negligible as this section is extremely close to the proposed interchange/bypass of Ballina.</p>
<p><b>LOSS OF INDUSTRY –</b> Option would have a significant impact on local industry –</p> <ul style="list-style-type: none"> <li>• Grazing – 12.4ha</li> <li>• Sugar cane- 17.8ha</li> </ul>	
<p><b>LOSS OF HOMES and COMMUNITY –</b> Option 3a will directly impact on 6 homes and indirectly on the wider community</p>	
<p><b>ECONOMIC</b> – A more expensive option.</p>	
	<p><b>High Ground</b> – Not a great significance as the existing highway can be built up.</p>
	<p><b>Source of Fill</b> – considering there are active quarries locally, this is not a viable consideration.</p>

From the above accounts it is apparent that the positives of Option 3b far out weigh the positives of Option 3a.

The RTA claims to,

*Recognize(s) the importance of achieving a balance between social, ecological, engineering cost factors while continuing to provide for future transport needs.<sup>1</sup>*

**The RTA preliminary studies demonstrate Option 3a as incapable of providing this important balance.**

Option 3a would have *substantial social and ecological impact* as it requires crossing through land that houses a community and is recognised as having significant environmental value. In a report commissioned by local council the area is identified on the register of the National Estate as being a remnant of the Big Scrub. The study area is acknowledged as having eight threatened flora species and 29 threatened fauna species (52 threatened species within a 5km radius of the study area).<sup>2</sup>

So as not to be misleading in providing information further details of the abovementioned report can be obtained from Ballina Shire Council.

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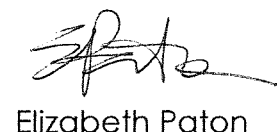
If the proposed upgrade of the Pacific Highway between Woodburn and Ballina (specifically Section 3) is to be developed in,

*...a way that is both ecologically sustainable and achieves the best overall outcome for the whole community<sup>3</sup>*

Then Option 3a cannot possibly be considered a viable alternative.

We thank you for your consideration in this matter,

  
Richard Paton

  
Elizabeth Paton

<sup>1</sup> RTA (2005) Woodburn to Ballina: Upgrading the Pacific Highway, Route Options Display, RTA Pub.05.102

<sup>2</sup> Wood, Matthew (2005) Land Use Zoning Review: Coolgardie to Uralba by GeolINK.

<sup>3</sup> RTA (2005) Woodburn to Ballina: Upgrading the Pacific Highway, Route Options Display, RTA Pub.05.102



**The following is a copy of a submission for Woodburn to Ballina Upgrading the Pacific Highway sent to GeoLINK as part of the project process**

Dear Sir

Please receive this submission dated 14<sup>th</sup> June 2005, written by Carrie Grace-Paton (12) and Allie Grace-Paton (10).

We wish to speak **against option 3a** – the redirection of the Highway, and **for option 3b** – upgrading the existing Pacific Highway.

☺ We have lived in our home in Sartories Road Pimlico for 3 years. We enjoy a unique environment that is home to several vulnerable species of the North Coast.

☺ Our home is at the foot of the Blackwall Range, which is a known habitat of Koalas, scrub turkeys, and wallabies.

☺ We are very interested in preserving the environment, and have helped plant 130 rainforest trees on our property.

☺ We are worried about losing our home.

☺ We are also worried about our neighbours and our friends homes.

☺ If the highway came near us it would ruin the environment.

☺ We really care about the environment and know that we are lucky to live in such a special place.

☺ We like living here because it is close to our school and we are worried we might have to change schools if we have to find somewhere else to live.

☺ We have a pet dog and some chickens too.

☺ We really love living here, so please think carefully about leaving the highway where it is.

Thank you

Carrie & Allie Grace-Paton

**Submission** dated 22 June 2005 (previously submitted to the project)

Written by Elizabeth Jane Paton of

**One reason why 3a cannot be considered a viable option**

The following submission is written in response to the RTA's planned upgrade of the Pacific Highway and refers specifically to page 76 of the Route Options Development Report – Stage 1.

Proposed Option 3a plots a course directly through native habitat. Figure 5-12, Threatened Species Located during Field Surveys<sup>1</sup>, does not indicate any species, flora or fauna, north of Coolgardie road. This description cannot be considered accurate as there are several species, including koalas which inhabit the area.

The foot of the Blackwall range provides the last strip of coastal rainforest and is recognised as a remnant of the Big Scrub. This rainforest is vital to maintaining vulnerable and endangered species. If Option 3a was to be implemented it would divide the migratory corridor, inhibiting their patterns of movement; for example, wallabies graze the cane fields at dawn and take shelter in the foothills during the day.

As the study shows no species north of Coolgardie road, it could be considered incomplete. Fortunately a Hyder representative has visited properties located in the path of Option 3a, and has experienced the diversity of flora and fauna including resident koalas which should add a deeper understanding of the characteristics of Section 3.

Please consider this as a significant reason for why Option 3a is not a sound choice.

  
Elizabeth Paton

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<sup>1</sup> Hyder Consulting Pty Ltd, (June, 2005) *Woodburn to Ballina: Upgrading the Pacific Highway, route options development report – Stage 1*, RTA/Pub.05.101, Report No. 5004-NS02500-NSR-11, pg. 76.

Submission (previously submitted to the project)

Please accept this submission dated 28<sup>th</sup> June, 2005, written by Elizabeth Paton of

The North Coast of NSW is often endorsed with imagery depicting an abundance of wildlife, unique rainforests and surfing beaches. The climate, and the lifestyle it offers, is used to seduce tourists and prospective residents.

Building on the utopia like experience, the project management team presents a sales brochure approach and envisages that;

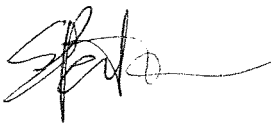
*"The Pacific Highway between Woodburn and Ballina will be a sweeping green corridor providing a rich and varied experience of the natural and built setting and sensitively integrated with the Richmond River Valley"*<sup>1</sup>

A 'sensitively integrated' option would be option 3b for the following reasons;

- it is already degraded land,
- it will not impact heavily on the natural environment of the Blackwall Range foothills,
- it utilises existing infrastructure which satisfactorily fulfills a purpose and importantly can be upgraded to accommodate further transport needs.

Please consider carefully the ramifications on the natural habitat of the Uralba Nature Reserve and the Blackwall Range Scenic Escarpment when choosing a preferred option.

Option 3a does not easily lend itself to 'sensitive integration' as it will dissect land inhabited by endangered species of flora and fauna and further encroach on the little rainforest that is left.



Elizabeth Paton

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<sup>1</sup> Hyder Consulting, (2005) *Roads and Traffic Authority, SH10 Pacific Highway Upgrade Woodburn to Ballina: Route Options Development Report – Stage 1*, RTA/Pub.05.101, ISBN 1920907270, p.44.