

## INQUIRY INTO PACIFIC HIGHWAY UPGRADES

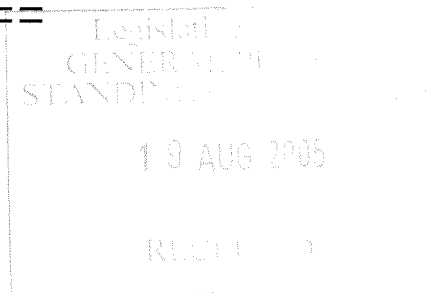
**Organisation:** Richmond Valley Council  
**Name:** Mr Brian Wilkinson  
**Position:** General Manager  
**Telephone:** 6660 0300  
**Date Received:** 19/08/2005

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**Subject:**

**Summary**

=== COVER PAGE ===



TO: \_\_\_\_\_

FROM: RICHMOND VALLEY CL

FAX: 0266621342

TEL:

COMMENT:



**RICHMOND VALLEY COUNCIL** RECEIVED  
**ENVIRONMENTAL DEVELOPMENT SERVICES**

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Local Council  
GENERAL PURPOSE  
STANDING COMMITTEES  
19 AUG 2005

**FAX COVER SHEET**

DATE: 29/8/05 TIME: \_\_\_\_\_  
TO: Inquiry into Pacific Hwy upgrades  
ATTENTION: Hon Jenny Gardiner MLC  
FAX NUMBER: 9230 3416  
FROM: Ken Exley  
RE: \_\_\_\_\_

NOTE: Richmond Valley Council is the amalgamation of Richmond River Shire and Casino Councils and was proclaimed on 21 February 2000.

Number of Pages Including Cover Sheet: 5

**MESSAGE**

Please find attached  
Gina's submission

Regards

13/08/2005 10:07 0266621342 RICHMOND VALLEY CL PAGE 02



RICHMOND

V A L L E Y

Valley of Surprises!

Councils Reference:

I.05.8403 - KE:BM

Telephone enquiries to:

Kenneth Exley

19<sup>th</sup> August 2005

Hon. Jenny Gardiner MLC  
Committee Chair  
Parliament House  
Macquarie Street  
**SYDNEY NSW 2000**

Dear Madam,

**Submission to the Inquiry into  
Pacific Highway Upgrades**

I refer to the Legislative Council General Purpose Standing Committee No.4 "Inquiry into Pacific Highway Upgrades", Richmond Valley Council requests that the following matters be considered by the inquiry. Council submission relates directly to the RTA route options development report with reference to that report included.

**Section 1**

1. Interchange location - suggest that Woodburn interchanges be located north and south of the village to best utilise this as a travel rest area with great river front facilities. This arrangement would also benefit the commercial sector as the rest areas would continue to be utilised, albeit with improved amenity due to reduced traffic volumes, and Woodburn would continue to be a focal point for traffic destined for Lismore, Casino, or Evans Head.
2. Noise (Woodburn-Trustrums Hill) - the proposed highway alignments pass close to existing residential areas. Noise attenuation measures should be factored into all options when selecting the most appropriate routes.
3. An area at Trustrums Hill, just south of Woodburn, has been zoned as Rural 1(d) - Urban Investigation under the Richmond River LEP. This same area also has suitability for rural residential. Trustrums Hill is the only flood free vacant land at Woodburn and all route options should be designed to ensure it remains a viable future growth option.
4. The Gap Road (over/underpass arrangements) - The Gap Road, Sharpes Road and Trustrums Hill Road (former alignment of Pacific Highway) are located on the southern approach to Woodburn, to the east. The Gap Road provides access to the Bundjalung National Park. Arrangements need to be made for these roads to access Woodburn. Continuing on from point 1 an overpass/underpass could be provided South of Woodburn and jointly operate as an interchange.

*All correspondence should be addressed to:*

**The General Manager,**

**RICHMOND VALLEY COUNCIL**

*Administration Office: Cnr. Walker St. & Graham Place (Locked Bag 10) CASINO NSW 2470*

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5. Groundwater - Rous Water have a groundwater filtration plant at Lot 3 DP705502. This plant is used to supplement the Rous reticulated water supply for the Lower Richmond River area, particularly during drought conditions. It is important that route option 1C does not jeopardise or impact upon this facility or the groundwater resource.

## Section 2

6. Rileys Hill-Broadwater connectivity - Options 2A and 2B may sever the connectivity between Rileys Hill and Broadwater. These small Villages have a traditionally strong connection with all services such as education, post office, employment, retail, a service club & hotel, fuel, and access to the coast being provided in/or through Broadwater. As a result it is important that provision is made for an underpass/overpass along the Rileys Hill Road if either of these options are selected.
7. Interchange - the route options brochure did not identify an interchange at Broadwater. As you would be aware the sugar industry is a major agricultural commodity grown in the Woodburn/Broadwater/Wardell area. Harvested cane is transported directly by truck to the Broadwater Mill. The cost of transport, particularly now that sugar prices are low, is a major factor in determining the viability of this industry.

The nearest interchanges to Broadwater are proposed at Woodburn and Wardell. This arrangement would be inadequate as it would increase traffic along local roads that are not designed for large volumes of trucks. Furthermore, the cost of transport and travel distances would be increased. It is therefore essential that provision is made for access to the Village of Broadwater from the highway.

Several options exist for the establishment of at least one interchange at Broadwater. These being immediately south of Broadwater at the end of Section 2, or at bridge approaches to the Richmond River at Options 2B, 2C, 2D or 2E.

8. Noise (Broadwater-Rileys Hill) - several options propose locating the highway close to residential areas. Noise attenuation measures need to be employed for these locations. A future growth area exists along Rileys Hill Road where land is currently zoned 2(v) - Village under the Richmond River LEP. This should also be considered when assessing likely impacts.

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9. Quarry resources – Option 2E traverses the eastern side of Cooks Hill and is located directly in line with a major extractive resource for the area. Gittoes Quarry is identified under S.117 Direction G28 as an important source of road material with about 15 years capacity. Options to traverse the eastern side of Cooks Hill should avoid sterilising this extractive resource.
10. Future Residential/Rural Residential – an area of land to the south-east of Broadwater, along Broadwater-Evan Head Road, is zoned Rural 1(d) – Urban Investigation under the Richmond River LEP. This same area has been identified as having rural residential potential. Several land-owners have been negotiating with Council since 1999 to rezone this land for Rural Residential 1(c) purposes, and concurrently processing a development application No. 2000-0014. Council has resolution to support the rezoning application, in principle. A tremendous amount of time and resources have been expended into ensuring the application complies with statutory policy and that all constraints have been considered. Route options 2C, 2D, 2E & 2F all propose to traverse through the middle of this proposed rezoning site. Council undertook consultation pursuant to S.62 of the EP&A Act with the Roads and Traffic Authority and there were no objections raised to this proposal. If the highway does intersect with this property there would be no hope that this development could proceed. The land owners involved would expect compensation on the basis of lost profits.
11. Sugar Mill – Co-generation conveyor belt – a Development Application No. 2002-0292 was granted consent for alterations to the Broadwater Sugar Mill to establish co-generation facility. Part of the proposal involves the construction of a conveyor belt between the mill and generation facility, in Broadwater village, and the bagasse fuel storage facility on Lots 204, 207 and 435 DP755624. This conveyor belt will be intercepted by route options 2C, 2D, 2E & 2F. Provision will be required to accommodate this conveyor belt into any future design encompassing these options.
12. Former Landfill Broadwater – Route options 2A and 2B will traverse a disused land fill that has recently been remediated by Council at great expense. It would be imperative that any construction of these options avoids intersecting the former land fill or at least avoids the uncovering and dispersal of its contents.

#### **Generic Comments Relating to Sections 1 and 2**

13. Local Road provision between Sections 1 & 2 – The utilisation of the existing alignment of the Pacific Highway between Woodburn and Broadwater will sever a direct link between the two villages. This situation is further intensified by the

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absence of a proposed interchange at Broadwater. Alternative local road route options exist along Rileys Hill Road or via Evans Head, however, these roads are inadequately designed for any increase traffic generation, particularly heavy haulage of cane to the Broadwater sugar mill.

It is requested that the following options be given consideration:

- an interchange for Broadwater;
  - upgrading of various local roads to carry additional traffic (including heavy haulage); and/or
  - a local access road be constructed parallel to the upgraded highway through this section.
14. Wildlife Corridor passage - Broadwater National Park - provision should be made for wildlife passage across/under the proposed highway upgrade within Broadwater National Park.
15. Endangered Species - The wet heath "Wallum" habitat contained in and around the Evans Head and Broadwater National Park area will soon be identified as critical habitat for the oxlyean pygmy perch (*Nannoparca oxleyana*). This species is listed as endangered in the *Fisheries Management Act*. All works involving freshwater creeks, gullies, and wetlands will require actions to protect this species.
16. Water & Sewer Infrastructure - there are a number of bulk reticulated water mains criss-crossing throughout Sections 1 & 2. Furthermore, there is a high pressure sewer rising main running parallel to the Woodburn-Evans Head Road between Woodburn and Evans Head. This main is aging and proposed future augmentation works at the Evans Head sewerage treatment plant propose to replace this line. Provision for these services will need to be given during design and construction, particularly there future replacement/upgrade.

Should you require any further information please contact the undersigned.

Yours faithfully,

  
Brian Wilkinson  
**GENERAL MANAGER.**