

## **INQUIRY INTO PACIFIC HIGHWAY UPGRADES**

**Organisation:** The Community Liaison Group (CLG)

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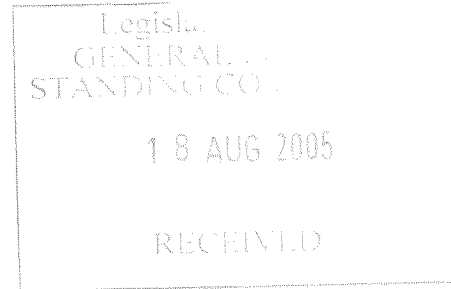
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**Subject:**

**Summary**

9 August 2005

Committee Director  
General Purpose Standing Committee N4  
Parliament of NSW  
Parliament House  
Macquarie Street  
SYDNEY NSW 2000



## PARLIAMENT INQUIRY INTO THE PACIFIC HIGHWAY UPGRADE

### TERMS OF REFERENCE

#### 2. BALLINA & WOODBURN

The Community Liaison Group (CLG) comprises thirty members of the communities between Ballina and Woodburn. Twenty-one members of the CLG strongly object to the route options displayed publicly in May 2005.

Please find enclosed our submission relating to Route options for the Ballina – Woodburn section.

A further option now under consideration is the Flood Free Route. We strongly support this option.

### TERMS OF REFERENCE

#### (a) *Impact on Prime Agricultural Land*

Routes on display (1A, 1B, 1C, 2A, 2B, 2C, 2F) have a negative impact on prime agricultural land.

Large parcels of land would be lost to farming. The worst case scenario is Route 1A or 1B connecting with Route 2F.

946 hectares of prime agricultural land would be lost to farming causing a loss of 69,200 tonnes of sugar cane annually.

(b) ***Impact on Flooding in the Mid-Richmond Area***

- Routes 1A, 1B, 1C are in the path of the relief valve during flooding of the Richmond Flood Plain. During a major flood, waters flow into the Evans River across this area. Any structures would have serious impact and delay the release of flood water.
- Routes 2A, 2B traverse an area considered the bottle neck in the Richmond river. Any structures would further delay the release of water in the main Richmond River.
- Route 2F. The area is seriously affected by flood and any structures built will worsen the flooding locally and will have an adverse impact on the flow of floodwater from Broadwater to Ballina.

(c) ***Impact on communities at Broadwater, Rileys Hill and Woodburn***

- Any worsening of the flood duration would adversely affect the communities because:
  - Businesses would be closed longer
  - Communities Rileys Hill and Broadwater would be isolated e.g. schools, medical etc
  - Loss of income
  - Trauma and stress
  - Farming communities cut off and isolated
- The number of people living on the Mid Richmond Flood Plain is 3,600. This number includes the communities of Coraki, Woodburn, Rileys Hill and Broadwater and rural residents within that area.
- The coastal village of Evans Head, permanent population of 1,800 people, is isolated during major flooding with similar social impacts.
- The northern end of Route 2F passes through an established caravan park north of Wardell. There are forty residents living in the park with provisions for another thirty sites by 2008 and a further fifty sites thereafter. This route would impact on residents living there and put into questions the long term financial viability of the park.
- The routes 2A and 2B would adversely affect the community of Rileys Hill because
  - the highway would pass too close to the community disturbing their peaceful lifestyle.
  - It would annihilate the koala population in the area (approximately 10 koala families).
- Access to the new highway to be at Broadwater as well as for Woodburn and Wardell residents.

## RECOMMENDATION

### THE FLOOD FREE ROUTE OPTION

- The route will not adversely impact on flooding in the area.
- The route will be 98% flood free.
- Minimum of fill required.
- Would be cheaper to construct and maintain.
- Would not dissect the only cane farm affected.
- Would not affect any vehicular movements and access on local roads.
- Big savings on reduced land acquisition.
- Only seven hectares of sugar cane land affected.
- It has the least negative impact on our communities.
- With the highway used as a fire break, a long needed fire control possibility in the Broadwater and Bunjalung National Parks. This will have a positive impact on our national parks in the prevention of total fire devastation which has burnt out the park from Evans Head to Broadwater on numerous occasions with large loss of fauna and flora.
- This route would assist the plan of management for fire control within the Bunjalung and Broadwater Parks.

For and on behalf of the supporting members of the CLG.

Yours faithfully



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J.C. MATTHES



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B M PLENKOVICH