

## INQUIRY INTO PACIFIC HIGHWAY UPGRADES

**Organisation:** Ballina Bypass Action Group

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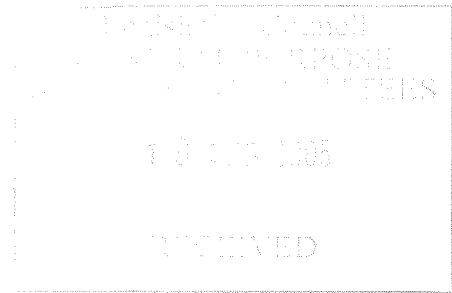
**Date Received:** 19/08/2005

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**Subject:**

**Summary**

## **SUBMISSION**



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## **Inquiry into the Pacific Highway Upgrades**

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**Due: 19 August 2005**

**Submitted by:**

**Name: Alan BROWN,  
On Behalf of: Ballina Bypass Action Group**

**SUBMISSION: RE:** Extension of Study area to an area east of area T2E.

In this submission we as members of the Ballina Bypass Action Group made up of a committee formed in February 2003 from the community of Ballina to undertake to encourage the State Government of New South Wales to press on with plans to construct the Ballina Bypass. This Bypass has been on the drawing board for longer than **27 years** and promised by successive governments to complete due mainly to the congestion of highway traffic being required to traverse through a large town thus slowing and preventing the continuous flow of traffic on the Pacific Highway. The Bypass Action Group was formed as a result of numerous serious traffic smashes, a large number of which have been fatal, occurring within the 12 kms designated to become bypassed with the re-routing of the highway from the centre of Ballina.

It is not really our contention to draw your inquiry members' attention towards the issues of many other groups who will be submitting their points of view of the route study between Tintenbar and Ewingsdale and Woodburn and West Ballina, but to give a common sense view of the absurdity of altering the Pacific Highway route at Tintenbar to investigate a route east of the T2E area which would effectively change the route of the already approved path of the Pacific Highway Ballina Bypass.

The Ballina Bypass route has been approved with the EIS signed off by State Government bodies and major works and designs already in place for its construction. If it is intended to alter the route to the east of the T2E area this would substantially alter the approved plan of the northern section of the Ballina Bypass. The utter thought of altering the route of the Pacific Highway at the southern end of the Ewingsdale/Tintenbar section of the present Pacific Highway is totally absurd.

There is no doubt that other submissions will give your committee of inquiry a very vivid view from their position of the failings of altering the present route of the Pacific Highway to the east from Tintenbar to Ewingsdale and we have no intention of repeating what those submissions are, however we do add that we agree entirely with them.

We merely wish to point out that the alteration of the present route of the Pacific Highway which has planned approval for the Ballina Bypass to join the present section of the highway at Ross Lane, would require major alterations to be carried out to the Ballina Bypass already approved planned route thus delaying this absolute vital and urgent works for the safety, health and convenience of the community of Ballina, not to mention that of the traveling public.

It is respectfully submitted that such a serious alteration to the planned bypass of Ballina would delay this project further when it has already been in place, as earlier stated, at least **27 years**. The Ballina Bypass has been long awaited by this community and to now have the plans, which have progressed to almost completion, threatened by a proposal which is unthinkable and unworkable as well as preposterous, clearly has this community up in arms.

Another aspect of an alteration to the proposed route of the Ballina Bypass is that Ballina Shire has identified through the Shire's Urban Land Release Strategy the future development of housing estates to the north of Ballina known as the Cumbalum Ridge area which is to cope with the rapid growth within the Shire. This has been carried out in conjunction with the already accepted increase in the population of the far North Coast of this State. The Council's strategy has been planned and approved by the appropriate State Government Departments for at least 10 years and this strategy has embraced and taken into consideration the approved route taken for the construction of the Ballina Bypass. Should there be any realignment of the Pacific Highway affecting the path of the approved Ballina Bypass enormous costs to Ballina Shire Council would be involved as well as the concern of the delay for the construction of the long awaited Bypass.

More over it is the uncertainty that the community is again plunged into and the potential for considerable litigation and compensation claims from the people who have invested millions to participate in the Ballina Shire's Urban Release Strategy. It has become certainly accepted by those concerned that the Ballina Bypass route would be pivotal to the Cumbalum Ridge area's projected involvement in that planned strategy.

Another cost imposition would be added to the State Government should the Ballina Bypass be required to be re-routed in the northern section with the acquisition of private land in that area together with the already spent cost of tests carried out on the planned route in this area.

In conclusion the following is submitted and summarised for your attention:

- 1) Concern for further delay for the construction of the long awaited Ballina Bypass;
- 2) Safety and health concerns for Ballina community with a delay in any associated redirection of the proposed route of the Bypass;
- 3) Further costs to the State Government in the present acquisition of land on the planned route with loss of costs already spent on testing and planning;
- 4) Costs to the Ballina Shire and its community with any interference to the present accepted route of the Ballina Bypass;
- 5) Any alteration of the planned Ballina Bypass at the northern section would have serious consequences upon the Ballina Shire Council's Urban Land Release Strategy in that area.

Yours sincerely,

Alan Brown JP  
For and on behalf of  
BALLINA BYPASS ACTION GROUP.