

Wednesday, 5 March 2003

Time	Medical Staff to meet with *Consultant(s)	Department	Meeting Venue
07.00 – 07.30	Dr Chris Ingall * Ian McDonnald * Dr Rashinda Webb	Paediatrics	129 Orion Street, Lismore
08.00 – 08.30	Dr Howard Hope * Ian McDonnald * Dr Rashinda Webb	Medicine	Suites 8 & 9 St Vincents Hospital 20 Dalley Street, Lismore
09.00 – 10.00	Dr William James * Ian McDonnald * Dr Rashinda Webb	Renal/Physician	43 Dalley Street, Lismore (turn left from SVH, across the street & up the hill)
10.30 – 11.30	Sue Belsham * Ian McDonnald	Area Director Clinical Services	Sue Belsham's Office Area Clinical Services Crawford House
11.00 – 12.00	Anne O'Donnahue * Ian McDonald	Area Director Nursing & Quality	Anne O'Donnahue's office Ground Floor, Room 2 Crawford House
12.00 – 01.00 Lunch Mtg	Wayne Jones * Ian McDonald	Executive Officer	Wayne Jone's Office Room 17 Level 2, Crawford House
01.00 - 02.00	Maryanne Garrett * Ian McDonnald	Employee Services Officer LBH	Maryanne Garrett's office Room

Resisting the RTA juggernaut

The RTA does not design their highways for peak traffic such as that experienced at Easter. Members of the community, including those who signed petitions to get on with the upgrade, may not realise that, when the upgrade is completed, we can still expect traffic delays at peak periods such as Christmas and Easter.

Completing this highway is of concern to us all. However, closer analysis of the timeframes involved with the A2 compared to a western route, show that those advocating getting on with the A2 are ignoring future safety, noise, health, environmental and cultural issues in favour of expediency.

Residents of Ocean Shores and Brunswick Heads will have to live with the impact of this highway for the rest of their lives and for generations to come.

It is obvious to anyone that traffic volumes and noise levels are increasing. RTA's Noise Taskforce is now producing figures to show that B-doubles are quieter than semi-trailers. Their logic is that we need more B-doubles for hauling freight (future B-triples?). They are creating the illusion that the debate is about B-doubles versus other heavy vehicles. The issue is noise and related health issues, no matter what type of vehicle it comes from!

It's unlikely that the proposed 1750 metres of sound walls along the Brunswick-Yelgun section of highway, with the possibility of an additional 1300 metres adjoining Orana Road and Coolamon Scenic Drive, will help mitigate noise for Ocean Shores and Brunswick Heads residents.

We should learn from Ew-

ingsdale-Tyagarah residents' noise problems on their completed sections of the highway. They are now taking legal proceedings against the RTA for promises not kept. The RTA are making sure that they cover themselves for any such scenario in future on this section.

Byron Shire Councillors will shortly be asked to approve the RTA's DA to allow sections of sensitive SEPP14 Wetlands to be used for the new highway and A2 bridge. It's imperative that we oppose this DA because it is the lynch-pin to the RTA's road corridor. The date of the Council meeting looks like May 27 but may be shortly after.

Take responsibility and contact Councillors, Council's general manager (email: pamela.westing@byron.nsw.gov.au) and the Planning Minister Craig Knowles, NSW State Government, Macquarie Street, Sydney and register your objection to DA 10.2002.641.1.

Ray Ellis
President Ocean Shores
Community Assoc.

■ I read that the Ewingsdale community is raising funds for legal action against the RTA. Unfortunately for them, the highway has been built already and they are trying to address huge planning botch-ups after the fact. Residents are losing sleep, air quality, lifestyle and property value.

To the thousands of residents further north, please pay serious attention. The Yelgun to Brunswick Heads section is not yet built and we should insist that the RTA planners go back to the drawingboard with our needs paramount.

Once a highway is built, it's rather tricky to change it. There is no reason why a through-highway should be fifth-rate or even second-rate. If as a community we unite and stay consistent, we can have an excellent highway solution which will suit the Pacific Highway needs and respect those of local residents.

Currently the RTA has a development application submitted to Council to build the highway through protected wetlands. This is absolutely not acceptable, and we ask all Councillors, especially the Green Councillors, to reject this DA. I understand this will be put to Council on Tuesday May 27, so all who want to put a stop to the RTA vandalism, please be there at the Council Chambers in Mulumimbby.

I plan to live here for a long time. My children live here. I love the clean air, the quiet, the beauty of the natural environment, and I will defend what I love and value.

Let's not rush ahead and allow the RTA to build something we will regret forever.

Ri Fraser
Ocean Shores

■ The RTA's Development Application for the wetlands covered by the State Environmental Protection Policy (SEPP 14) is vital to the approved Brunswick/Yelgun road corridor. Council can, with written approval from the Minister for Planning, refuse this DA. Without these wetlands the RTA would then be obliged to look for another route across the Brunswick River.

In defence, the RTA will argue that Council had given consent for its previous DA through these wetlands and

this current DA represents only a minor change. What the RTA deliberately dismisses is the change in public awareness and political sensitivity of the impact of the Brunswick-Yelgun section.

The DA covers two pieces of land within SEPP 14 Wetland Nos 65 and 62. Fig 6.1 of the EIS shows that 0.08ha of Wetland 62, located on the western side of the existing highway between Rajah Rd and the river, will be needed for construction of two northbound lanes and one southbound lane of the upgraded Pacific Highway. Evidence strongly suggests that the figure of 0.08ha grossly understates what the RTA will need for this construction.

On the southern foreshore the RTA needs 0.38ha of Wetland 65 for construction of 2 southbound lanes of the Pacific Highway and 2 lanes for local traffic.

To achieve this roadwork Wetland 62 will be earth filled by at least 7.7m (25.6ft) behind a retaining wall of undisclosed height. In Wetland 65 earth fill will be rising to at least 7.8m (25.8ft). In addition there is the strong possibility that a stability berm will be needed on the southern foreshore. The height of this berm is unknown.

The RTA has dismissed notions of any change in river hydrology as a consequence of this earth fill when compared with its original DA. This position ignores the question of how construction will affect the function of each wetland either totally or partially, as a natural flood mitigation tool, slowing peak flows and retaining water.

They have also ignored the edge effects of construction in the wetlands.

Then there is the compensation package attached to the DA. At best this has to be described as a crafted illusion.

The mandatory 10:1 ratio of compensatory land is composed of 0.3ha of restoration of the Brunswick River foreshore and 4.3ha of restoration and monitoring of the degraded saltmarsh also on the southern foreshore.

In the first instance the RTA, as a developer, is responsible for cleaning up its demolition/construction site. This should not be confused with compensation. The proposed compensatory bikeways/walkways could be easily incorporated into the existing draft plans for the village of Brunswick Heads.

Secondly, rehabilitation of the saltmarsh can be funded under the Department of Land and Water Conservation's Catchment Blueprint programme and is not reliant upon the RTA's proposed compensation package.

Then there is the contingency compensation package. Part of this is transferring the LEP road corridor of 1.53ha through the Brunswick Heads Nature Reserve and SEPP 14 Wetland 62 to National Parks and Wildlife Service.

This is simply transferring deselected RTA land to NPWS. It is therefore peculiar that the RTA would label its redundant land as contingency compensation.

When Council debates this DA, it will not only be testing the fragility of SEPP 14 legislation but determining whether or not it can be traded for a compensatory package that looks more and more like the Emperor's new clothes.

Patricia Warren
Brunswick Heads