

Bangalow Chamber of Commerce

Access to the Pacific Highway
preferred route

A stylized silhouette of a mountain range in shades of teal, located at the bottom right of the slide.

Bare Facts

- ◆ The Bangalow Chamber of Commerce believes that the RTA has failed yet again to consult with the local community and local businesses on the issue of access to and from the preferred route for the Pacific highway upgrade into Bangalow
- ◆ The RTA may well have spoken to individuals but it has not addressed the community wide requirement as laid down in its guidelines on community consultation. It also failed to hold any public meetings or provide a discussion paper for local businesses to review. (Other than the SAR Jan 08 which is a complex document)
- ◆ Certainly, as a Business Chamber which represents over 125 local businesses, no consultation has occurred.
- ◆ The RTA has failed to respond to questions other than to acknowledge the letter that the BCC wrote a number of months ago.
- ◆ The following points have been taken from the Strategic Access Report published in January 2008 and is now part of the EA Papers.

Points of contention.

- ◆ Traffic volumes will increase.
- ◆ Noise will increase.
- ◆ Pollution will increase.
- ◆ The weather patterns are predominately from the south east.
- ◆ The series of pictures from the Heartbeat show that the wind/rain will funnel the above issues into Bangalow once the cutting for the new road is in place.
- ◆ The RTA's response to the EA has used weather modelling that is based on data from Coffs Harbour!



Airborne Pollution on local property from existing Highway

Access options

A number of Access options are discussed in the SAR document these being:

Ivy Lane

- ◆ North (RTA Preferred solution) facing ramps are proposed. This intersection would be less than 4 km from the preferred route's planned Ross Lane intersection

Watson's lane

- ◆ South facing ramps only. Due to topographical constraints this possible access point was discounted

Lawler's Lane

- ◆ This access point was rejected due to topographical constraints which were below acceptable design standards

Bangalow

- ◆ Options to have both north and south facing ramps were investigated and discarded.
- ◆ The provision of south facing ramps would replicate the existing Bangalow bypass which is less than 6km from the main Ewingsdale intersection (RTA Preferred solution)

Possible options for Bangalow businesses and community to consider

These formed the BCC survey

- ◆ **Option one – No direct access to Bangalow from the new highway**
No access from the existing Bangalow bypass as planned by the RTA this will make northbound traffic leave the highway at the Ross lane intersection and travel on local roads to Bangalow or from the Ewingsdale intersection and return to Bangalow.
Southbound traffic will continue to use St Helena hill from the Ewingsdale intersection
- ◆ **Option two – One single North/South intersection to the south of Bangalow**
Propose that further study into a single north/south intersection be considered which at a later date could be the part of the Bangalow bypass. Consideration to its location to the south of Bangalow is mentioned in the RTA report
- ◆ **Option three - One single North/South intersection at Bangalow**
This is a version of option two and would support an intersection that would feed directly into and around Bangalow with all the inherent issues of increased traffic noise and pollution.
- ◆ **Option four - As proposed by the RTA**
South facing Ramps at Bangalow Road (same as existing access from Bangalow Bypass)

Survey outcomes

- ◆ Very Low response
- ◆ The majority did not want any access
- ◆ There was a number of opinions voiced at BCC Meetings and individually that:
 - The RTA had not made the information very easy to understand
 - The RTA had not considered Emergency Service access
 - The RTA had not Consulted
 - There were divergent views on a Southern Bangalow Bypass

Points to Note

- ◆ **RTA guidelines for intersections**

The normal minimum distance between interchanges for this type of upgrade is 10km and the distance between Tintenbar and Ewingsdale interchange (Ross lane and Ewingsdale interchange is 17km apart).

- ◆ **The RTA proposed access is outside their own guidelines**

Ivy lane access is 4km from Ross Lane, and the proposed Bangalow access is 6km from Ewingsdale

- ◆ **Action being taken within post code 2479**

WC&WD are resisting additional roads within the Environmental Protected water catchment of Emigrant Creek

Residents around Ivy lane have submitted a protest and petition (280+) to the Proposed Ivy Lane access



Write Individual letters
Responding to the E A

SILENCE IS ACCEPTANCE

- ◆ **Fail to respond** to the EA and the RTA will take that as acceptance by the community to build the Preferred Route with Access points where the RTA decide
- ◆ Do you want **THIS** to happen?- Take Action

