

18th July 2014

The Secretariat

Northern Australia Taskforce

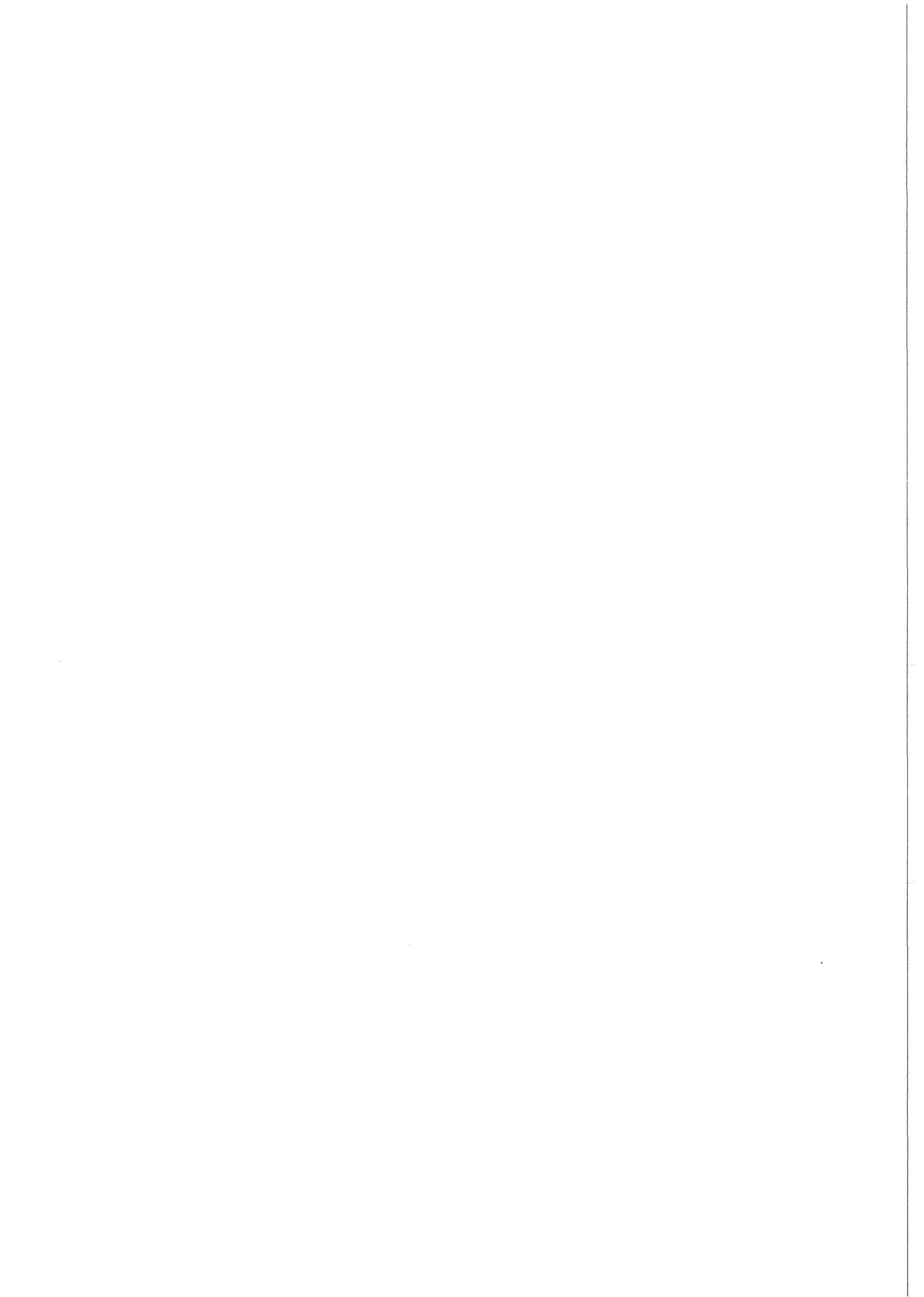
Department of the Prime Minister and Cabinet.

In April, Senator Ian Macdonald suggested we make a submission to the select committee on Northern Australia. His officer, James Hawthorn has since suggested we also forward the submission to your department (see attached email).

Please find the submission included and if you need any further information or need to contact me, please use my email; [REDACTED] or mobile [REDACTED].

Yours Faithfully,

Bob Smith
[REDACTED]



Bob Smith

From: [REDACTED]
Sent: Thursday, 17 July 2014 10:34 AM
To: [REDACTED]
Cc: McMullen, Marie (Sen I. Macdonald)
Subject: RE: Bob Smith/ Northern Australia Development submission.

Good Morning Bob,

Marie McMullen has referred your enquiry regarding Northern Australia to me.

The Joint Select Committee on Northern Australia has concluded its public hearings and is expected to table its final report later in the year. You can monitor the Committee's progress via the Parliamentary website:

http://www.aph.gov.au/Parliamentary_Business/Committees/Joint/Northern_Australia/Inquiry_into_the_Development_of_Northern_Australia

I would also encourage you to forward your submission to the Northern Australia Taskforce at the Department of Prime Minister and Cabinet. The Taskforce (details below) is responsible for producing the White Paper that is expected to be published later this year.

<http://northernaustralia.dpmc.gov.au>
Northern Australia Taskforce
Department of the Prime Minister and Cabinet
PO Box 6500
CANBERRA ACT 2600, Australia

Neither the Committee nor the Taskforce have provided feedback on submissions at this stage.

I hope this information is of some help.

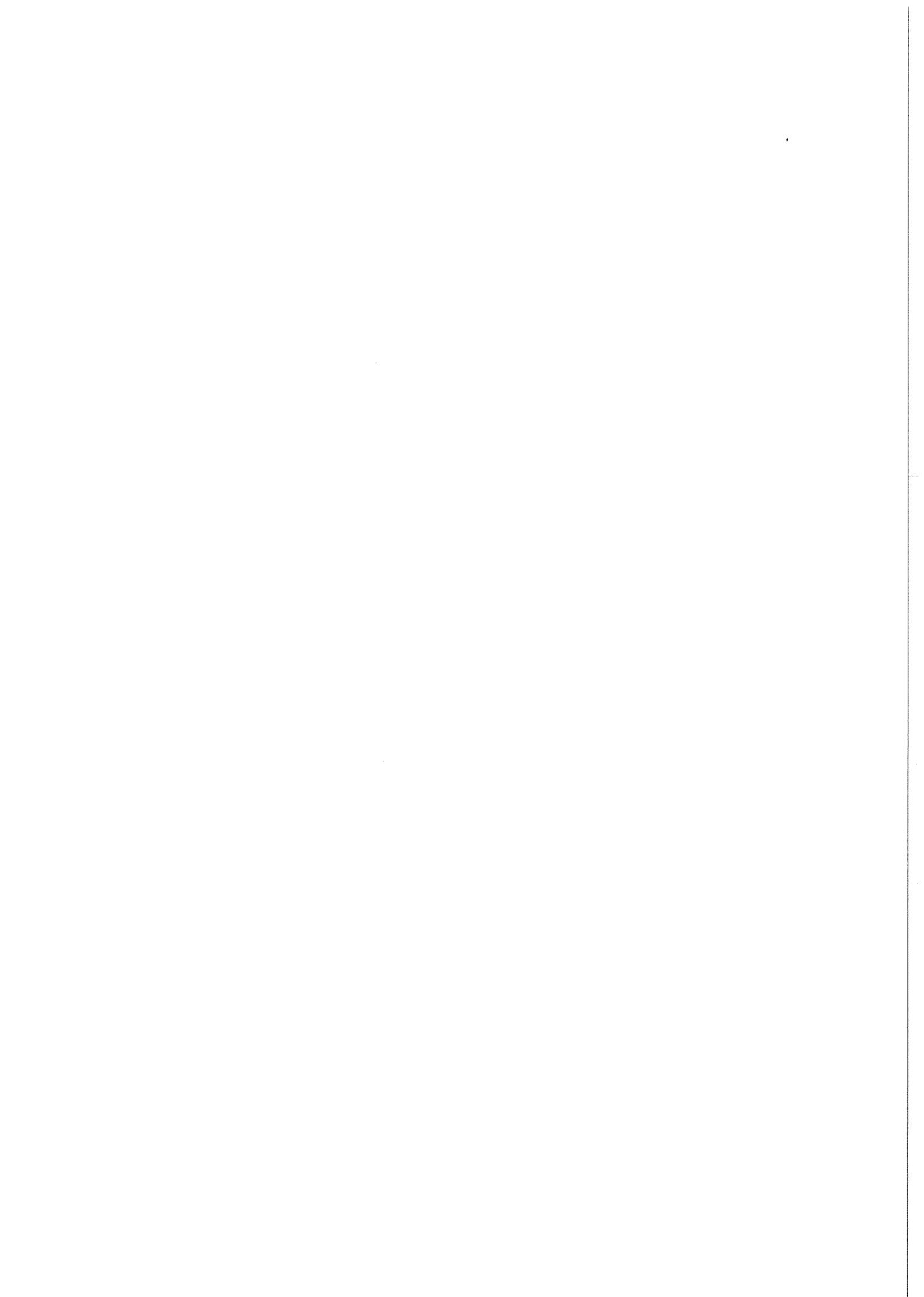
Kind regards,

James

James Hawthorn

Office of LNP Senator for Queensland The Honourable Ian Macdonald
Chair Legal and Constitutional Affairs Legislation Committee
Suite S1.38 | Parliament House | CANBERRA ACT 2600 | [REDACTED]
131 Denham Street | PO BOX 2185 | TOWNSVILLE QLD 4810 | [REDACTED]
E: [REDACTED]

From: [REDACTED]
Sent: Thursday, 17 July 2014 9:45 AM
To: [REDACTED]
Subject: FW: Bob Smith/ Northern Australia Development submission.



24 – 04 -2014.

Chairman
Senate Committee
Northern Australia Plan

Re: FUTURE BRUCE HIGHWAY ALIGNMENT

On behalf of Paul Fordyce, Neil Whitson, John Formosa and Bob Smith, I would like to make a submission to your committee which promotes the proposal to have the existing roadway from Sarina to Hampden via Eton and Marian as the future Bruce Highway alignment at Mackay.

The original highway was formed to service the city of Mackay which was established close to the mouth of the Pioneer River and crossed the river at the Forgan Smith Bridge. This alignment was very indirect and a narrow corridor and despite the recent construction of the Ron Camm Bridge, the highway has continued to track right through both the business and community centres of South, Central and North Mackay.

We believe that the essential requirements of the nation's no.1 highway are:

- A highway design to the highest safety standards;
- Accommodates speeds of 100kms/hr.
- Supports minimum travel times between major centres; and
- Is an all-weather route.

The essential purpose or role of a national highway is:

- To keep transport and travel cost to a minimum;
- Facilitate long distance transport of produce, business and people movements;
- Allow rapid movements of defence and emergency services personnel and equipment; and
- Allow a viable alternative to flying for those people and tourist who wish to travel long distances quickly.

The existing section of the Bruce Highway from Sarina through Mackay does not meet the requirements or fulfil the role of a national highway.

It is severely compromised and far too expensive and impossible to correct in the future because of the interaction with the heavy mining industry and the community of Mackay. There are already 13 sets of traffic lights, much of it is narrow, no room for centre barriers, much of it is 60kms/hr and it passes right through Mackay's accommodation and business centre.

The fact is that every town or community interferes with the efficiency of a national highway and long distance travellers should ideally not mix with local traffic.

In contrast, all Australian capital cities, and in Queensland, places such as the Gold Coast, the Sunshine Coast, Nambour, Gympie, Maryborough, Bundaberg, Gladstone and Townsville etc all have a high speed alternative route to keep the separation of two conflicting and different uses.

It is economically essential for the State of Queensland and Australia that we have an uninterrupted route through the Mackay region for our National highway.

Because of the close proximity of the Connors and Clarke ranges to the west of Mackay there is really only one option which fits the requirements of a future highway alignment. This alignment also connects perfectly with the only viable western pass through the Connors range at Eton. This is the Peak Downs Highway which arguably is the supply route to and from one of Australia's largest sources of revenue. Presently much of the transport from the South, destined for the Peak Downs highway travels into the centre of Mackay to join this highway.

The planning of highways of national importance needs to be instigated by State and Federal authorities, not left to local government as there are two different agendas and priorities. However local knowledge and history is vitally important to make sure past mistakes are not continued and problem areas are identified.

We believe there is a real need for urgency with this proposal:

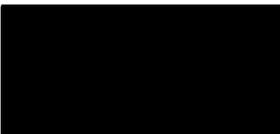
- To have the corridor around the existing roadway preserved;
- Congestion and poor traffic flow is worsening each year with the growth of the region; and
- To provide highway transport an option or alternative in times of highway blockage.

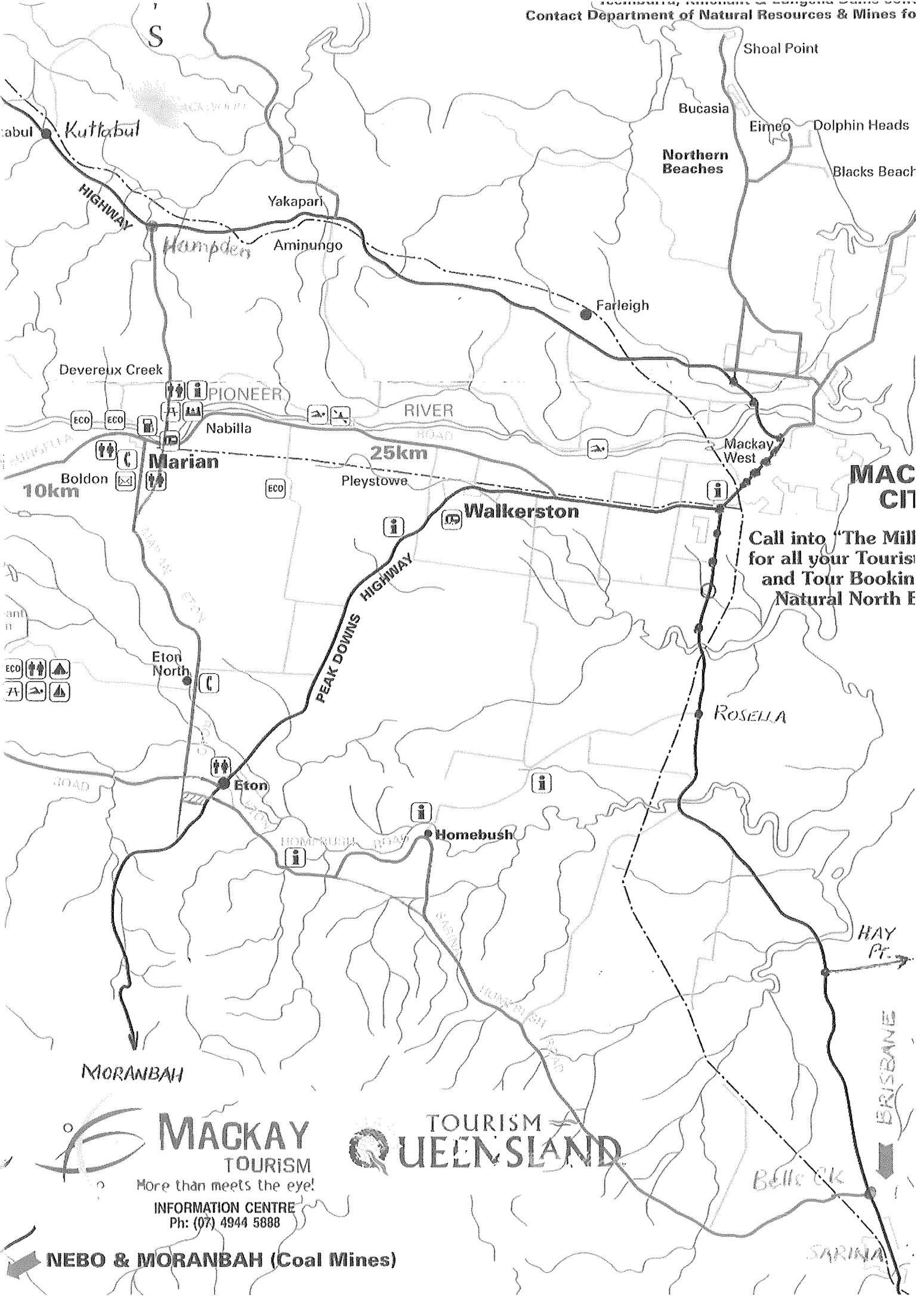
This project does not entail large capital expenditure immediately, however an immediate benefit would be gained and a modest amount spent now would actually reduce the increasing amount of capital being required in an unsuccessful attempt to upgrade and improve the present route through Mackay.

We ask that you seriously consider this proposal and encourage you to contact myself by email or phone [REDACTED] if you require further information.

Yours faithfully,

Bob Smith.





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