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VIA BRUSHGROVE NSW 2460

18 February 2013

Attention: Director Infrastructure Projects
Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

WOOLGOOLGA TO BALLINA PACIFIC HIGHWAY UPGRADE APPLICATION NO. SSI-4963

Dear Sir/Madam

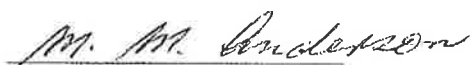
I object to the proposed highway upgrade for the following reasons:

- The highway passes through my property at 121 Shark Creek Road, Lot 1 DP 751372. This will cause the following problems;
 - a) The proposed highway passes through a high point on our property that currently houses our cattle yards and is used by us during times of flood to hold our cattle.
 - b) The highway will split our property into two sections making it extremely difficult for us to move our cattle from one side of the property to the other.
 - c) The grazing land for our cattle is located on the lower floodplains which, is subject to flooding. The remaining high ground that is needed to hold our cattle during floods will be difficult to access due to the highway cutting the property in half.
 - d) The highway will also be located on prime sugar cane land on the floodplains of our property. This will reduce the area available to us for sugar cane growing which will have a direct impact upon our livelihood.
 - e) The home that is located on our property will be located right on the edge of the highway. The property will be adversely affected by the earthworks required to construct the highway. These effects will be structural and aesthetic. There will likely be ongoing drainage issue with this home as a result of the location of the highway.
- The proposed bridge passes through our land that is under cane and crosses Shark Creek. Unless there is sufficient clearance and piers under this bridge the natural flow of flood waters will be altered such that it will cause large volumes of water to flow through our land at a higher rate than would normally occur thus causing far more extensive damage than usual. This would also be the case for the land to the south of Shark Creek in the vicinity of the bridge.
- As highlighted above we require access to both sides of the highway to relocate our cattle for yarding and flood safety. The proposed access is totally inadequate and unsatisfactory. Further discussion needs to be had around this area otherwise our property will become totally un-useable for our agricultural activities.
- This route is the most expensive of all proposed routes.

- This route passes through the lowest flood prone land. For the construction to occur it will require huge amounts of fill which in itself will have negative environmental impacts, not to mention the additional costs involved.
- From South of Harwood Bridge to Tyndale the highway passes through the largest wetland on the Lower Clarence River. Our wetlands are home to hundreds if not thousands of native birds, reptiles and marsupials not to mention the native vegetation. Wetlands are very fragile and this proposed route will surely have significant environmental impact upon our local flora and fauna.
- This route takes first class agricultural land from farmers. This will have a significant impact upon the local farming community as well as reduce the supply of the agricultural products produced in this region to the wider community.
- Other proposed routes seek to use land to the East which is closer to the coast, less flood prone and provide shorter routes.
- There will be an increase into maintenance due to construction on soft soils. You only have to look around the local Shark Creek area after every flood to see that there is extensive damage to existing roads due to subsidence and unstable foundations. There will be expensive and continuous maintenance costs involved with this route.
- The road will effectively create a levee which will force flood waters further east and create more damage to farms located in these areas.
- The new highway will drastically change the behaviour of flood waters in the South Arm and Shark Creek areas not to mention the flow on effects for townships downriver such as Maclean, Harwood, Palmers Island etc. These areas have been effected by recent floods and Maclean very nearly escaped full inundation as its levee wall was extremely close to be breached. By changing the landscape of the floodplains along the Clarence River to the extent that this route will, there are unknown ramifications for the populations living along the river.
- Cane farmers including myself will suffer large losses of cane land affecting the viability of the industry. The industry was supposed to be considered favourably but more cane land could not have been lost without increased effort.
- Additional agricultural land will be lost to new arterial roads that will be constructed to connect to the new highway. This impacts upon agricultural industries in the Clarence Valley. Given that the Sugar Cane Industry is one of the biggest industries and employer's of local people in the Clarence Valley, the economic impacts of the loss of prime agricultural land will be felt by our entire community.

It is not only us but the generations to come who will be left to live with the consequences of this ill considered proposal.

Yours Sincerely



Marline Anderson