

Andrew Beattie - Proposed Pacific Motorway, Woolgoolga to Ballina section

From: Patricia Edwards <patricia.edwards.ncec@gmail.com>
To: plan_comment@planning.nsw.gov.au
Date: 18/02/2013 3:30 PM
Subject: Proposed Pacific Motorway, Woolgoolga to Ballina section

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18th February 2013

Roads & Maritime Services

plan_comment@planning.nsw.gov.au

Dear Sirs

Pacific Highway upgrade, Woolgoolga to Iluka section

The following email has been forwarded to the Federal Prime Minister. Please consider these comments as a submission into the proposed upgrade section of the Pacific Highway, on behalf of members of the Land for Wildlife program in the Clarence Valley, and also the Clarence Valley branch of the Wildlife Information, Rescue and Education Service.

I congratulate Federal Government for not contributing undue funding to the proposed project, subject of this email. This for the following reasons -

- 1) By all maps displayed by the RMS, the proposed route is clearly no shorter, and may be even slightly longer, than the existing highway.
- 2) Despite RMS' claims to the contrary, it will obviously be considerably cheaper to add another lane to the existing highway, than it will be to purchase land, clear forests and build entirely new major infrastructure to a 100m width, including numerous bridges and flyovers to negotiate difficult and significant wetlands
- 3) The current highway will continue to be used by local commuters. A new 80km motorway dissecting the Clarence Valley will be of little to no benefit to Clarence Valley residents
- 4) The existing highway is overdue for an upgrade. This will need to happen, independent of the new motorway construction. It stands to reason that upgrading just the one section through the Clarence Valley will save enormously on the overall cost of the motorway project, and would be completed in considerably less time
- 5) More and more roads absorb more and more residential, farmland, state forests and wildlife spaces. They also continue to contribute massively to the problem of greenhouse gas emissions from their construction phase onwards. Our focus now needs to be firmly on the future of rail, for both freight and passenger convenience and safety

6) A brief meeting between cane farmers and Minister McDonald led to a change in the proposed motorway route. It should be just as simple now to change it again. With cane farmers being detrimentally impacted by regular flood events and already considering their future options, there is a chance that cane farming will cease in the Valley in the relatively near future. Hence this activity should not be a major driving influence in this case.

7) The destruction of 120ha of high value wildlife habitat, 8ha of riparian vegetation by 40 major waterway crossings, and up to 1,000 hectares of habitat for over 125 threatened terrestrial flora and fauna species, including traditional habitat of the seriously threatened Coastal Emu and tracts of important koala habitat can be avoided by simply upgrading the existing highway.

I would sincerely welcome your attention to this highly concerning issue, and hope for your timely input and advice to your relevant ministers

Yours sincerely

Patricia Edwards

(CV Land for Wildlife regional coordinator, CV WIRES koala & threatened species coordinator)

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<http://www.savethekoala.com>