

**Nathan Stringer - DRAFT SUBMISSION TO PACIFIC HIGHWAY UPGRADE ENVIRONMENTAL IMPACT STATEMENT**

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**From:** Yuraygir Coast and Range Alliance <yuraygir-coast-range@hotmail.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 18/02/2013 10:42 PM  
**Subject:** DRAFT SUBMISSION TO PACIFIC HIGHWAY UPGRADE ENVIRONMENTAL IMPACT STATEMENT

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18.2.13

Major Projects Assessments, Department of Planning and Infrastructure,  
GPO Box 39  
SYDNEY NSW 2001

Dear Sir/Madam,

Submission on Woolgoolga to Ballina Pacific Highway Upgrade

I wish to comment on the recently released Environmental Impact Statement (EIS) on the upgrade of the Pacific Highway between Woolgoolga and Ballina. In particular I have serious concerns about the route through the Clarence Valley from Glenugie to Maclean.

The potential impact on the environments supporting threatened species, some protected by International agreements known to breed and inhabit the area including Sepp 14 wetlands, Coldstream and Chaffin Creek wetlands connected to the Coldstream River catchment must be avoided.

It's unacceptable to experiment with the proposed tunnels and bridges for wildlife to pass through. Over 80 threatened species and all of the non-threatened species will lose their habitat when the forests are cleared for the highway. The protection of compensatory habitat elsewhere will not assist these habitats and species. We have a small population of coastal emus who migrate through the selected route. Brolgas breed here, many species of endangered frogs live here. Migratory birds continue to habitate the area nominated for the highway.

I object to the preferred route and ask you to use the orange option which will ensure the city of Grafton maintains it's position as centre for passing travellers and tourists.

Tourism is a major contributor to the Clarence Valley economy and much of this is nature based. The many visitors to our region appreciate the great biodiversity of the Coldstream Wetlands, and the presence of rare and threatened species inhabiting the sensitive ecosystems we have.

The route adjacent to the existing highway is the sensible option having the least impact on important natural environments. Further clearing and fragmenting our forests and wetlands, habitats vital to the survival of protected species guarantees their decline.

Yours sincerely

Denise Deane

Minnie Water  
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