

## INQUIRY INTO PACIFIC HIGHWAY UPGRADES

**Organisation:** Zenvestments Pty Ltd

**Name:** Mrs June Zentveld

**Position:** Director

**Telephone:**

**Date Received:** 19/08/2005

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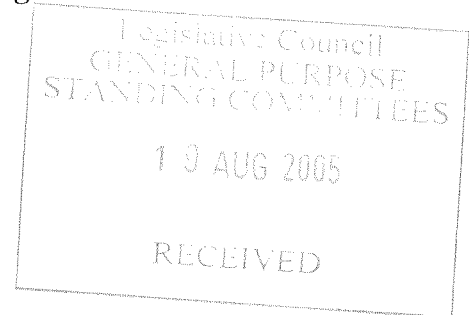
**Subject:**

**Summary**

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**Enquiry into the Pacific Highway Upgrade: Tintenbar to Ewingsdale**

The Hon Jenny Gardiner MLC,  
The General Purpose Standing Committee No 4,  
Parliament House  
Macquarie Street  
Sydney NSW 2000



Dear Madam,

We wish to bring to your attention our concern regarding the proposed RTA upgrade of the Pacific Highway. We submit our concerns relating to the terms of reference.

**1b) The level of upgrade proposed for this section and the remainder of the Pacific Highway.**

It would appear that the level of upgrade as stated by the RTA, that is for a six lane motorway, is specifically designed for freight traffic between states and not for local traffic. It does not seem reasonable that freight is given a greater priority than the ordinary motoring public's safety and comfort. The fact that the Pacific Highway is urgently in need of an upgrade for safety reasons alone is uncontested and supported by all, however the LEVEL of 'upgrade' is seriously questioned. It appears that a whole new highway would have to be constructed to accommodate the RTA's intention to build a six lane highway with capacity to handle traffic at 110 kilometres per hour. The present highway footprint could not accommodate that requirement, consequently magnificent agricultural land and the lifestyle and homes of residents is under threat to satisfy freight demands away from this area. We totally and absolutely reject this proposal.

All 'through' trucks should return to the New England Highway. They do not belong in an area of high population density with intensive horticultural production and an ever increasing tourist demand. This area had a magnificent future, it would be criminal to short change it for the sake of a highway for trucks.

**1c) The impact of the highway upgrade on prime agricultural land.**

The area which was selected by the RTA as the 'first' study area is designated either 'Regionally Significant' or 'State Significant land'; drought free, highly productive deep, rich red soil capable of producing some of the best horticultural products of Australia. Macadamias, coffee, passion fruit, bananas, vegetables & stone fruit all grow in the area under threat of a six lane highway.

Zentveld's have a coffee plantation which not only has 35,000 coffee trees in production it also has an import/export business of coffee processing equipment which turns over around \$0.5 million annually. Zentveld's employs 10 people at present with prospects of employing more in the future. The property is a showcase for coffee growing and encourages people from all over the coffee growing world to learn from us and to see the latest in processing equipment. Zentveld's also serves as an education facility bringing university teams, Tafe students and prospective coffee growers to look over the property. The largest coffee nursery in Australia is also on the property producing coffee seedlings for growers in Queensland and NSW.

Because of the central location of the plantation it is easy for interstate and overseas visitors to find the property and to research coffee growing and mechanical processing. Visitors are highly impressed by the 'clean green' image of Zentveld's coffee. We do not spray pesticides and

Because of the central location of the plantation it is easy for interstate and overseas visitors to find the property and to research coffee growing and mechanical processing. Visitors are highly impressed by the 'clean green' image of Zentveld's coffee. We do not spray pesticides and consequently the coffee is seen as very desirable. However, if the highway was to be positioned close by the plantation we would be out of business. The toxic emissions from the highway, plus the noise pollution would render our situation undesirable as a 'shop front' promoting Australian coffee.

### 3) Any related matters

One aspect of the RTA's imposition of 'study areas', indicating the possible area where they could impose a new motorway, is the placement on the 'backburner' any immediate plans for action by those in the study area.

For instance:

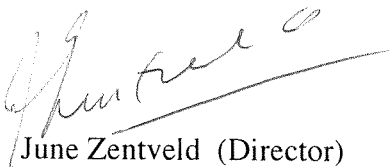
1. People would be seriously disadvantaged if they were to sell their homes or properties before the RTA decide where to put the new road. All properties were immediately de-valued upon publication of the study areas
2. A number of people will not enter into expansion programs with the present uncertainty. Zentveld's are proposing an expansion of processing and roasting equipment to the probable cost of more than \$250,000.00 And there are a number of other horticultural producers, as well as residents, who are not going ahead with improvements and renovations. This alone is costing the area huge amounts of money and employment opportunities.
3. The future economic potential for this area is enormous, the production per annum from macadamia and coffee plantations alone would be in the millions. The tourism potential more millions. It is inconceivable that anyone with any intelligence would endanger such an economic certainty by destroying the land with a road.

And another thing:

Zentveld's plantation has been declared by Ballina Council as a 'Land for Wildlife' zone. We have set aside a minimum of 2Ha for wildlife. We have also been granted just under \$10,000.00 from the Envirofund for restoration to Skinner's Creek, which runs at the bottom of the property. On our property we have a number of endangered flora, plus platypus, echidnas and numerous aquatic and flight birds. We have planted over 1000 cabinet timbers which will enhance the environment and in future years be selectively logged for timber. Meanwhile, the timbers will help encourage wildlife and enrich the beauty of the area. All of the above indicate the level of care and consideration placed by us on the environment and future of the land.

Decisions such as freight routes should not be made on economic grounds alone. Considerations for the environment, aesthetics, communities and future generations should be counted as well. And if such things are counted, then I am confident that the outcome will be that freight is returned to the New England and the Pacific Highway will be maintained as a 'regional road'

Yours sincerely



June Zentveld (Director)  
Zenvestments Pty.Ltd.