

**Submission
No 194**

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

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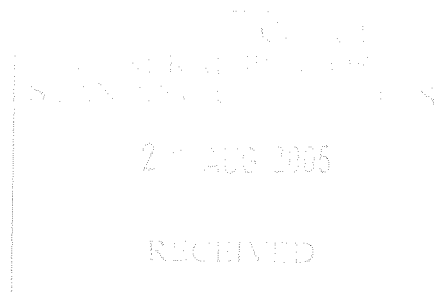
Subject:

Summary

Mr M Gray

16 August 2005

Mr Ian Cohan
Member of the Legislative Council
NSW Greens Leader
Parliament House
Macquarie Street
SYDNEY NSW 2000



By Email: ian.cohen@parliament.nsw.gov.au

Dear Sir

**RE: SUBMISSION WOODBURN TO BALLINA HIGHWAY UPGRADE
INQUIRY INTO PACIFIC HIGHWAY UPGRADE**

LET'S GET IT RIGHT PLEASE!

An upgrade would be just great but get the bulk of the heavy transport currently using the Pacific Highway away from this area and onto a more suitable route.

Keep the highway on its current path as much as possible – it shouldn't be that difficult.

80% or more of the current route proposals seem designed to destroy as much of the environment as possible. Is there someone in charge of the RTA who hates trees, birds and animals and the natural environment so much that they really wish to destroy it all?

Whilst some cane farms seem to fall under the route proposals and they are fighting hard to preserve their livelihood there is no doubt in my mind or the minds of many in the area that the only rational, sane and logical route listed in the Hyder Consulting Report would be Corridor D (eastern route) – a combination of (1C-2F-3B). If the governments of this country are to be left with any green credentials this should be the chosen route simply because it causes the least environmental impact.

Unfortunately for the cane farmers, world sugar prices, rising fuel prices and rising fertilizer costs are all signifying a near future breakdown of their industry which cannot be ignored.

From what has been written in the local press, the Cane Farmer's Association seems to be pressing for much of the highway to go through National Park. This is obviously an arbitrary knee-jerk reaction to the possible loss of their land although logic dictates it will occur in the not too distant future as their industry becomes less viable.

I was recently given the opportunity to tour many of the environmentally sensitive areas listed in Section 2 of the proposal and I am appalled that the areas to the west of the current highway would even be considered. I also doubt anyone who has actually seen these areas would even contemplate developing a motorway across this fragile ecology.

Another matter seriously worth considering is the volume of fog which regularly pours down off the Alstonville plateau, right across the proposed western routes, reducing visibility to virtually zero. This isn't exactly conducive with road safety.

The biggest single destruction would be caused by bisecting natural corridors essential for the continued biodiversity in the region – a well-known tourist destination.

Whilst not wishing to sound malicious, I feel knowing the general feeling in the area in relation to the environment you will save us all – the government and the people – vast resources by not choosing any route west of the highway because these people will fight tooth and nail to save that which cannot fight for itself – “The Environment”.

Many of our local cities and towns recently had Tree Planting Ceremonies (National Tree Day) where thousands of trees were planted. If the highway goes west of the current route, hundreds of thousands of trees will be destroyed totally negating the positive work of many in the area and indeed this country. Please don't slap us in the face in this way.

Yours faithfully

M Gray

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