

Submission  
No 9

## INQUIRY INTO PACIFIC HIGHWAY UPGRADES: COFFS HARBOUR

**Organisation:** Ulitarra Conservation Society

**Name:** Mr Steve Clemesha

**Telephone:**

**Date Received:** 2/11/2005

---

**Subject:**

**Summary**



# ULITARRA CONSERVATION SOCIETY

**AFFILIATED WITH THE NATURE CONSERVATION COUNCIL**

"dedicated to the preservation of our environment"

steve Clemesha

The Director,  
General Purpose Standing Committee  
No. 4 Legislative Council  
Parliament House  
Macquarie St  
Sydney 2000.

Dear Sir,

This is a submission on the proposed Pacific Highway upgrades near Coffs Harbour. First the proposed upgrade of the Pacific Highway near Bonville. A short list of contractors has been drawn up & work is expected to begin in the second half of 2006. Our members support this and if it is possible to speed up the planning stage so it can start earlier it would be better still.

The highway between Coffs Harbour & Woolgoolga this has been divided into 2 parts. 1 That between Coffs Harbour and Sapphire. The corridor for this is being reserved & work not expected to begin on it for about 20 years. The existing highway through Coffs Harbour ... 2

13 sets of traffic lights. - More than anywhere else on the highway between Sydney and Brisbane, so it is preferable to commence work on it much sooner than in 20 year time.

The section from Sapphire to Woolpool is being prepared for work now. Surveyors have been working beside the highway & soil & environmental & soil studies have been done and an Environmental Impact Assessment will be the next step.

Work on this section should continue

A large number of people in this area support a western by pass of Coff's Harbour & Woolpool. Unfortunately in this area the mountains come close to the sea and there is no possible viable route for a western by pass of the area.

The campaign by supporters of the by pass caused the route selection process which should have taken 18 months to take 4 years.

Investigating the western options by the RTA cost over ~~\$100~~ \$150,000 and all this for what many people knew was an impossible area for highway construction.

The RTA, on investigating the western options stated they are not viable, as they present significant engineering challenges, are of high cost, provide poor value for money, have significant impacts on native flora & fauna, and impact on a landscape of Aboriginal significance. They also attract less traffic of the existing

highway and result in longer travel times<sup>3</sup> and higher operating costs than the coastal route options."

The supporters of western bypasses ignore all this & continue to try for a western bypass & to stop work on the coastal route & option E.

As they already have caused more than \$150,000 of public money to be wasted & also have caused a 2½ year delay in the route selection process they should not be allowed to cause further delays or to waste more public money.

Option E was selected by a Value Management workshop because it effects about 100 fewer houses than the other option, its environmental impact is not great & it does not go between the rural residential areas & close settled parts of woolyards like the other option. I think Option E is a good one and that is why I consider work on it should continue.

I was present at the Value Management Workshop and the great majority of those present recommended option E. The only ones that did not are leaders in campaigns for western bypasses.

That's all so I will close now.  
Steve Clemesho

(Immediate past president)