

Supplementary
Submission
No 59a

INQUIRY INTO PACIFIC HIGHWAY UPGRADES

Organisation:

Name: Ms Angela Davison

Telephone:

Date Received: 22/08/2005

Subject:

Summary

15th August 2005

To Committee Members regarding the Woodburn to Wardell Highway Upgrade.

It would be absolutely sacrilegious to put any sort of public road through the valley below Blackwall Range. Proposed routes 2A, B & C would all do this.

18yrs ago we started our search for special land. We started from Noosa QLD looking at land within 20kms of the coast. We worked southwards and found this special place in 1988. We then conducted all the searches regarding this place to ensure nothing like this could ever happen. The Ballina Shire Council zoned the hill with the highest environmental restrictions. Suited us fine. We have trodden very lightly on this land and enriched rather than taken away.

Blackwall Range and Wardell Heath house approximately 50 threatened species of wildlife -- the valley in between is the major wildlife corridor between the two and is of enormous significance. The families farming this valley work in harmony with the wildlife.

The valley land carried 1½ head (cattle) per acre throughout the drought --further out west a lot of the land is rated 1 unit (cow) per 10 acres in good times.

The farm at the southern end of Blackwall Range has been worked by 5 generations of that family. It is a very productive / viable property with cane and a high tonnage of root crops harvested every year.

You cannot build a road through here and maintain any sort of biological diversity. It may look good on a desktop study but in practice they're not worth a cracker. The area is very QUIET and CLEAN. Such a rare environment must be preserved for posterity.

We need an upgrade of the EXISTING highway with MINOR deviations around villages.

The Hyder report 1.1.3. States the existing highway experiences significant traffic congestion through Woodburn, Broadwater and Wardell. Absolute rubbish -- having lived, worked and travelled the highway almost every day for the last 17yrs I'm more than qualified to make this statement. Ballina experiences significant traffic congestion twice yearly at Christmas and Easter. Carrs government should be held accountable for allowing B-doubles and other heavy freight on this regional highway since '03. Whose narrow blinkered vision was this?

The motorway/tollway should go west at least 40 kms from the coast and ALL the heavy freight should be out there. So much of the coastal area -- particularly Northern NSW relies on eco/tourism and clean air and peaceful communities are all part of this. Looking to the future the fallout from the forecasted tripling numbers of B- doubles / trebles would totally negate all those things which make this area so attractive to residents and tourists alike.

The public health bill would conservatively triple also with a huge rise in asthma / respiratory / ear, nose and throat and cancer at best.

There is plenty of scientific data to substantiate the fact that Australia is getting drier. Let's look to the future and not pollute and destroy these wetlands and surrounding viable rural land.

We need a minor upgrade of the EXISTING highway for the mainly regional traffic it carries and move the heavy freight back out west --Road Rail Freight Interchange looks likely to go ahead at Parkes so surely that would change the future freight routes anyway.

Regarding Hyder and their dodgy route options development report Stage 1.

- > The terms and conditions for this study were set down by the R.T.A. on 23rd August 04.
- > We had NO knowledge of this at all until January 05 when a neighbour informed us that we were in the study area. Since then we have received ONE article of mail containing a cartoon like map and a submission form to be sent back to them within a 3wk time frame. This is called community liason? I met a man on Sunday last who had only known for one week that his house is under option 2C. We have aggressively sought information as we have 18yrs of our lifes work at stake here and we love this land with passion.
- > These monumental decisions are being made with no REAL data and the time frame has been less than 12 MONTHS. Elsewhere a minimum of 6 YEARS research has taken place.
- > WHY the appalling haste?
- > As for the report -- FLAWS, FLAWS and more FLAWS on practically every page. Who is paying for this ?

Yours Sincerely
A. De

SUBMISSION TO: WOODBURN & BALLINA

16.6.05

Freeway

To whom should be concerned:

- Mr. Rob Van Iersel, GERRINK

As a frequent visitor to friends on Wardell Mountain, Blackwall Range, I am appalled to learn that a 250metre-wide freeway is proposed to run through paddocks just below the scenic ridge; [ref: routes 2A 2B & 2C].

Have you considered..?

1. People move to this area to escape pollution, noise and the aggressive pace of life. Those very facilities entice tourist dollars from frazzled city dwellers and overseas visitors.
2. The well-documented and sensory evidence as to the distressing levels of pollution in the Sydney basin are engendered by the topography of high levels of industrial and vehicular activity between the sea and a mountain range – exactly what is being proposed for the North coast.
3. Properties zoned 7d [for environment protection], that lie along this proposed juggernaut freeway have created their own systems of sustainability, feeling secure in the knowledge that the highway was designated for a "modest upgrade". There is room NOW for "modest upgrade" to divided road for the Woodburn North section to link up with the already decided Ballina By-pass.
4. It is acknowledged by consulted experts in many fields [See SMH 29.5.05], that we HAVE to adjust our expectations of availability of "imported" commodities. WE HAVE to develop decentralised areas of sustainability, many of these already exist on the North coast and you propose to destroy them, divide them and make life in that region noisy and unhealthy. Compensation dollars are not the answer, and only add to the cost.
5. How can you justify the overwhelming capital outlay for a commodity with a finite functional life? Reducing supplies of increasingly expensive fuel and projected ingress of water to coastal land makes the whole proposal appear grossly illogical.
6. To invade wetlands accommodating approximately 50 threatened species of fauna would be an ecological disgrace. The area is used as a wildlife corridor through to the heath land above.

Why not spend the proposed money to improve and extend freight and passenger rail resulting in less fumes less noise and less accidents, utilise technological advances in train/truck combinations whereby trucks can be part of the train and then detach for short delivery. Or at least, try to consider these factors in your proposals and find a route which does not disturb the area in such a detrimental and destructive fashion.

Let's have a dose of reality and apply a little sanity

Let's have some long-term thinking, instead of just to the next election.

Yours sincerely

Leanne Waller

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