



**Respondent No:** 507

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**Responded At:** Jul 11, 2018 21:29:14 pm

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**IP Address:** n/a

- Q1. **First name** lan
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- Q2. **Last name** Bailey
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- Q3. **Phone** [REDACTED]
- Q4. **Mobile** [REDACTED]
- Q5. **Email** [REDACTED]
- Q6. **Postcode** [REDACTED]
- Q7. **Country** Australia
- Q8. **Stakeholder type** Community group
- Q9. **Stakeholder type - Other**  
not answered
- Q10. **Stakeholder type - Staff**  
not answered
- Q11. **Organisation name** Birding NSW
- Q12. **What is your preferred method of contact?** Email
- Q13. **Would you like to receive further information and updates on IFOA and forestry matters?** Yes
- Q14. **Can the EPA make your submission public?** Yes
- Q15. **Have you previously engaged with the EPA on forestry issues?** Yes
- Q16. **What parts of the draft Coastal IFOA are most important to you? Why?**  
The government must now look at what forests we have left in NSW and why we need to preserve them. We need to keep our unique bush to entice tourists to Australia.
- Q17. **What parts of the draft Coastal IFOA do you think have a positive outcome on the management of environmental values or the production of sustainable timber? Why?**  
Produce timber from plantations not native forests.

**Q18. What parts of the draft Coastal IFOA do you think have a negative outcome on the management of environmental values or the production of sustainable timber? Why?**

No native trees removed. The problem stems from the fact that a tree lives for 500 years. A man only 80. We humans do not see the results of our destruction.

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**Q19. What are your views on the effectiveness of the combination of permanent environmental protections at the regional, landscape and operational scales (multi-scale protection)?**

I believe all native forests should be protected.

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**Q20. In your opinion, would the draft Coastal IFOA be effective in managing environmental values and a sustainable timber industry? Why?**

n/a

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**Q21. General comments**

Tourism is a growing and vital long-term industry for Australia. They do not come to see buildings. they come to see our forests, beaches and wildlife.

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**Q22. Attach your supporting documents (Document 1)**

[Redacted]

**Q23. Attach your supporting documents (Document 2)**

[Redacted]

**Q24. Attach your supporting documents (Document 3)**

not answered

# NSW BUSH CARERS

Environment Advocates & Consultants

[corridors@transport.nsw.gov.au](mailto:corridors@transport.nsw.gov.au)

14 May 2018.

Ian G Bailey OLO

ABN 89 766 903 252

To Whom it Concerns.

**RE: The Bells Line of Road Castlereagh Corridor and Outer Sydney Orbital.**  
We submit a strong objection to Government Plans to reserve land without a long-term plan.

## Tourism in Australia – is it too little and too late?

If the thinking and planning of today were applied by the planning in the 1920s, Sydney Harbour Bridge would have been a two-lane pontoon!

The governments of the east coast of Australia, Qld, NSW and ACT, Vic Tas and SA would do well to look further into the future for the security of national income and the welfare of this Nation. Tourism is already a major industry in this country. It will only remain so if long-term planning preserves the natural attractions of Australia and we are capable of moving tourists quickly.

It is critical to consider:

- Population Cap: "Sydney is full" said Bob Carr as Premier in 1990. He was right.
- Protect the Blue Mountains National Park and the Lake Burragorang our water supply including Prospect Reservoir.
- Plan infrastructure to move people and goods around the country, not just Sydney.

## Government must think about and plan to the bigger picture:

**A Hi-speed rail link from Cairns Qld to Adelaide, South Australia.** (see attached map). With such infrastructure, Tourists, whether environment, education, holidaying, family visits or business can move quickly from city to city and major infrastructure is at a comfortable distance from the coast. This could be called The Australian East-Coast Expressway.

**Sydney city will be connected** by air and by a fast train under the Blue Mountains from the Bathurst region. Can one imagine, otherwise, the frustration of a tourist flying into Western Sydney only to discover they are at least two hours from the Harbour City? No practical solution to inter-airport travel has yet been made public.

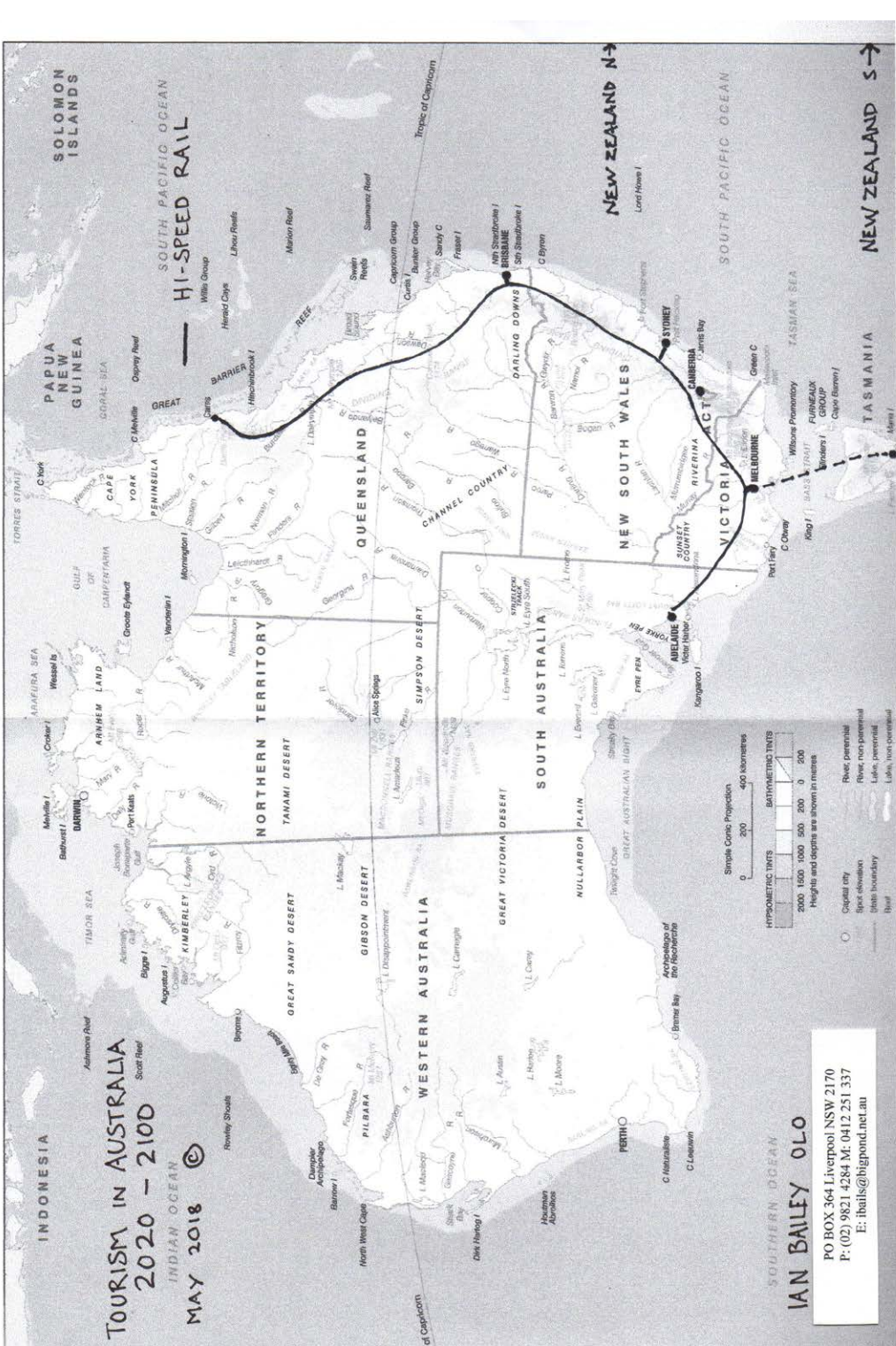
**If planning for the medium to long term** as suggested above, *current plans will be redundant.*

**If tiny countries like Japan and Switzerland** can address the need to move people around quickly and safely, why can't we? Jobs and growth will come from building the infrastruc

**It is not too late, but it soon could be.**

Sincerely

Ian Bailey, Director NSW BUSH CARERS. Att: map of the Australian East-Coast Expressway.



INDONESIA

**TOURISM IN AUSTRALIA**  
**2020 - 2100**  
 INDIAN OCEAN  
**MAY 2018**

**IAN BAILEY OLO**

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Single Conic Projection  
 0 200 400 kilometres

**HYPSONOMETRIC TINTS**  
 2000 1500 1000 500 0 200  
 Heights and depths are shown in metres

**BATHYMETRIC TINTS**  
 2000 1500 1000 500 0 200  
 Depths and depths are shown in metres

Capital city  
 Spot elevation  
 State boundary  
 Rail

River, perennial  
 River, non-perennial  
 Lake, perennial  
 Lake, non-perennial

SOUTH PACIFIC OCEAN  
**HI-SPEED RAIL**

NEW ZEALAND N →  
 SOUTH PACIFIC OCEAN  
 NEW ZEALAND S →

SOLOMON ISLANDS

PAPUA NEW GUINEA

INDONESIA

INDONESIA

INDONESIA

INDONESIA