

Responses to submissions on the Yelgun Rest Area (last printed 3-Feb-05)

Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5967	34	Conservation of North Ocean Shores	EIA process	adequacy	Section 3.2 of the REF states that opportunities to locate a rest area are limited by the presence of urban and rural development, ecological constraints and topography. This is a contradiction because these constraints are present at the proposed rest area. The writer recommends that the RTA look at the bigger picture and take into account surrounding lands and the impact the proposal will have on receiving environments.	While the topography of the site for the rest area is steep, the battering of the slope provides a suitable site at its base. The cut is similar to cuts which are constructed along other sections of the Pac Hwy. Urban and rural development would not adjoin the rest area. The ridge to the south of the rest area, the Service Road and the BH2Y Upgrade, would isolate it from land uses to the east, south and west. BNR separates the rest area from rural land uses to the north. Other than the two Davidsons Plum plants and associated juveniles, the site has no ecological constraints because it is highly modified farm land. The proposed site is consistent with constraint analysis criteria.
5967	35	Conservation of North Ocean Shores	EIA process	adequacy	The writer criticises the RTA for not including in the REF information on alternative sites reviewed between Ballina and the Queensland border. It is most unfortunate that the reports and studies were not made available for public comment.	The Pacific Highway/F3 Freeway Truck Rest Area Strategy provides locational criteria for rest areas. The RTA has broadly considered other locations on the Pacific Highway between Ballina and the Queensland border which could satisfy the locational criteria and concluded that the Yelgun site best satisfied the locational criteria. The selection process described on pages 11 to 14 of the REF is appropriate for this type of project.

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Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5967	36	Conservation of North Ocean Shores	Design	alternative design	The writer recommends that the RTA extend the existing rest area at Sleepy Hollow.	<p>The Sleepy Hollow light and heavy vehicle rest area provides facilities on each side of the Yelgun to Chinderah Freeway. There are several unshielded rural residences in the area surrounding it. It can only accommodate five heavy vehicles on each side of the Freeway and surveys show that it is well-used, sometimes to capacity. The RTA cannot practically expand parking to accommodate more vehicles within the existing RTA-owned road reserve.</p> <p>In addition, the presence of heavy vehicles at the Sleepy Hollow rest area has created detrimental noise impacts for adjoining residences. The Northern Pacific Highway Noise Taskforce Report, prepared by the Taskforce (which included local, industry and government representatives) in August 2003, reviewed existing and potential noise issues. Section 4.15 of the Report notes that the location of truck rest areas near noise sensitive receivers is a contributing factor to increasing road traffic noise along the Pacific Highway. Heavy vehicles decelerating on approach and entry to a rest area, and then accelerating as they leave, particularly at night, are a significant concern for residents at, among other locations, Sleepy Hollow. The Report presents long term strategies for action by 2008. For the Yelgun to Chinderah Freeway, one of the long term strategies is to review the siting of the heavy vehicle rest area at Sleepy Hollow to resolve existing noise disturbance.</p> <p>As recommended by the Northern Pacific Highway Noise Taskforce Report, the RTA proposes to remove heavy vehicles from the Sleepy Hollow rest area to reduce noise impacts on adjoining residences. Once heavy vehicles are removed, the RTA would need to provide a heavy vehicle rest area within 35 to 50 km of the Queensland border, in accordance with its strategies for locating rest areas on the Pacific Highway. The proposed facility for light and heavy vehicles at Yelgun would satisfy the need for a heavy vehicle rest area once Sleepy Hollow is closed to heavy vehicles. It would also be located in a position that is removed from nearby residents and minimise the extent of noise impacts. The site for the proposed facility has been selected, in part, because it is well-shielded by landform, and is isolated from nearby residences. This would reduce potential adverse noise impacts. The REF considers road traffic noise impacts, including heavy vehicles decelerating and accelerating while entering and leaving the proposed rest area, and recommends safeguards to mitigate noise exceedance.</p> <p>The objection to the rest area being located in any part of Byron Shire is not based on suitability or constraints and is not supported.</p>
5967	37	Conservation of North Ocean Shores	EIA process	location	The writer objects to the proposal being located anywhere in the Byron Shire area. The proposal is not appropriate or acceptable to a majority of people in the Byron Shire who elected a predominantly Green Council and Green Mayor at the last election.	

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Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5967	38	Conservation of North Ocean Shores	EIA process	location	The writer recommends that the RTA locate a smaller rest area for southbound traffic opposite the existing rest area at Tyagarah in the site used by the contractor for a batch plant. The rest area would benefit the existing service station. The site would not require major fill or excavation and services are in place. There would be less impact on threatened species and no impact on SEPP 14 wetlands. The rest area would be less costly.	When the Sleepy Hollow rest area is closed to heavy vehicles, a heavy vehicle rest area should be provided within 50 km, and preferably 35 km, of the Queensland border. Several submissions suggest that the RTA use the areas either side of the Pac Hwy at Tyagarah. However, this location is too far south to satisfy the location criterion in the Pacific Highway/F3 Freeway Rest Area Strategy. In addition, the site does not provide sufficient area to accommodate heavy vehicle parking areas, and it would be less efficient than the proposed facility at Yelgun because rest area facilities, and the operational resources needed to maintain them, would be duplicated for each carriageway.
5967	39	Conservation of North Ocean Shores	SEPP 14 wetlands	impacts	The writer is surprised that the RTA could propose a development that discharges pollutants into a Nature Reserve dominated by wetlands and containing habitat of a high number of threatened plants and animals.	Pages 21 and 53 of the REF show that stormwater would be treated using a Humeceptor or similar device to remove oils, grease and suspended sediments before discharge to the existing culverts under the Pac Hwy. The use of such a device is a commonly-accepted practice for sites with large impermeable surfaces adjacent to sensitive receiving environments. The RTA would consider the need for a trash rack during the detailed design of the stormwater drainage system. During the detailed design phase for the proposed facility, the RTA would investigate options to contain spills, including a downstream storage basin with a lockable outlet. If spills occurred, then the basin outlet could be locked by emergency services and any spills or pollutants could be removed from the storage basin. The REF also shows that effluent would be treated using commercial systems that are designed in accordance with manufacturers' and local government requirements and regularly approved by local councils. No untreated effluent would leave the rest area.
5967	40	Conservation of North Ocean Shores	EIA process	adequacy	The writer recommends that the RTA adopt the precautionary principle and go back to the drawing board as better alternative options are available.	The Precautionary Principle is based on refraining from undertaking an action if its likely impacts cannot be assessed. In the case of the proposed facility, the REF identifies likely environmental impacts and includes safeguards to minimise adverse impacts. The RTA does not agree that better alternative options are available, or that there is uncertainty regarding the likely impacts of the proposed facility.
5968	1	Scanlon	See 5967.	See 5967.	The writer supports the position of Submission 5967.	See responses to Submission 5967 above.

①

64 Stock Route Rd B4-1-5316
Zillnudge 2483
02-66 801350
wato17@optusnet.com.au.

To whom,

I am writing to object to the
rest stop at Yelcum.

• Our house is situated a few hundred
mtrs (as the crow flies) from this stop. We
will be severely affected by the off &
on traffic - the loud noise of trucks
decelerating or accelerating. This noise will
affect not only us but many other people.

• There is a wildlife reserve nearby
& the noise & traffic will affect them.

• We have great doubts about putting
this rest stop in a gully. Why not
expand Pottsville or put it on a
flat - straight piece of road (Tyagarah)

• We know the trucking industry has
de facto control of the R.T.A. & we

② ask the R.T.A. to have some sign
& refuse this part a better location

• We are already severely affected
by the speeding trucks, & we know
trucks operate under different rules
than the rest of us. Truckies have
no respect for residents & there
is no way they will do the
right thing.

Please Reconsider

M. Wilson &
family

Mark LATSON.

The Project Manager,
Yelgun Rest Area
Roads and Traffic Authority
P.O Box 576,
GRAFTON NSW 2460.

9th December 2004

Dear Sir,

We are residents of Crabbes Creek and find the proposed rest area to be very dangerous in its layout with the confusing mix of heavy and light traffic that will result if it is constructed.

We travel regularly to Ocean Shores and are alarmed at the thought of encountering B Doubles and large trucks near the already confusing exit and entrance to the highway at Yelgun.

There is already a perfectly safe rest area close by at Sleepy Hollow therefore we say this is unnecessary and these heavy vehicles should not be allowed any where near ordinary cars once the highway is built.

Please count us as being firmly against the proposal.

Yours sincerely



Barry and Jan Larracy
Wooyung Road,
Crabbes Creek NSW 2483.



10th December 2004

10 DEC 2004

B4-1-5865

The Project Manager,
Yelgun Rest Area
Roads and Traffic Authority
P.O Box 576,
GRAFTON NSW 2460.

9th December 2004

Dear Sir,

SUBMISSION YELGUN REST AREA


We object strongly to the proposed Yelgun Truck rest area as it is in a very dangerous location too close to the confusing clover leaf type exit and entrance onto the new highway.

There is already a good truck stop area nearby at Sleepy Hollow and this is very close to that facility which allows vehicles to enter and leave safely, unlike this proposal.

Any suggestion that B Doubles be mixed with local traffic on the old road after the highway is opened is too dangerous to contemplate and we wish to have our opposition recorded against this absurd suggestion.

We shall be asking Council to also not support the idea.

Yours sincerely


Julie Brown
Timothy Hachero
10 Terrara Court,
Ocean Shores. NSW 2483.

RECEIVED
10 DEC 2004
ROADS AND TRAFFIC AUTHORITY
GRAFTON

The Project Manager,
Yelgun Rest Area
Roads and Traffic Authority
P.O Box 576,
GRAFTON NSW 2460.

SUBMISSION

The Ocean Shores Community Association wishes to raise several concerns regarding the proposed Yelgun Rest Area.

The fact that this was never even discussed during the route selection process is another appalling insult to the residents of Ocean Shores.

There would have been a huge outcry had this been suggested as recently as the publication of your proposed signage for this area, comment which was only closed for comment at the end of January 2004.

On that matter we have already informed the RTA that Ocean Shores still continues to be the only large urban town between Newcastle and Tweed Heads that is bisected by the Pacific Highway without any forward signposting and again urgently seek that situation to be remedied.

We are also opposed to any name change for the Pacific Highway without input from the residents when the highway is eventually upgraded.

We again place on record that there has been no community consultation with any community representative organization such as ours and feel the limited documentation for this proposal is hard to access or comprehend.

To restrict the Ocean Shores community to very limited and hard to find exposure of the proposal in the local shopping centre would hardly qualify as community consultation and we expect at the least to have the RTA meet with the local community in an organized meeting such as was held by the RTA with environmental groups prior to the A2 route selection.

The material at Byron Council is behind the counter out of sight and only provided upon request.

Hardly what one would expect for a \$3,000,000 project that will severely impact on the unfortunate users of the old Pacific Highway.

One of the most obvious dangers is the proposal to mix heavy through trucking with local traffic and this is at direct odds with every publication put out by the RTA justifying the need to separate these two types of traffic.

The suggestion that heavy trucks will now be directed to turn across the paths of our local traffic heading north or south is insanity at it's best and criminal negligence at it's worst.

There has to be a simpler method to enter a truck rest area and the method used at Sleepy Hollow is clearly the best solution where north and south bound traffic do not have to merge.

We note also that the RTA does not encourage any similar mixes with the heavy vehicle checking stations or rest areas throughout the state. They are usually one way in and out and are entered and exited by the inside lane not to interfere with through traffic.

We are totally opposed to heavy vehicles using the existing Pacific Highway adjoining Ocean Shores once the highway is upgraded as there has never been any sound mitigation planned to accommodate this use on the already heavily impacted residents.

We have also been continually informed by the RTA that the old Pacific Highway would revert to a local road once the highway was upgraded and this categorization would not allow B Doubles to utilise the road as is suggested in this proposal.

The scale of the proposal is at odds with the RTA's own Pacific Highway Safety Review Report of May 2004 which recommends on page 28 that rest areas to cater for "6 to 10 B Doubles" be made.

This massive proposal is to cater for than 15 cars, 4 cars with caravans, 5 light trucks and up to another 21 heavy vehicles ie.B Doubles.

A total of 45 vehicles of one type or another not counting the trailers or caravans.

You have to be joking.

There are already two facilities in place 8 kilometres from this site which safely accommodates the required and preferred number of heavy vehicles, cars and caravans which can access and exit the Pacific Highway safely at Sleepy Hollow.

We have been unable to ascertain the actual capacity of these rest areas but we have been verbally informed that they have a capacity of 10 large vehicles plus cars etc.. A visual inspection appears to show room for expansion if further capacity is required but neither facility has ever been observed by our members to be full during the period they have been open.

These areas also have toilet facilities and children's playground.

Reviver was closed at Brunswick Heads to alleviate highway blockage over the Australia Day Weekend.

As already stated these rest areas at Sleepy Hollow are only 8 kilometres from the proposed Yelgun rest area and the recommended distance for rest areas in the Pacific Highway Review of May 2004 is for no more than 50 kilometres between the rest stops with the desirable spacing being 35 kilometres.

35 kilometres from Sleepy Hollow is closer to Bangalow not Yelgun.

To build this massive truck stop so close to this established safe stop would be, apart from the danger created to local traffic users, among the greatest amount of money wasted to date by the RTA.

We are totally and completely opposed to the proposal on the above grounds and will acquaint the Minister of the inherent dangers and nonsensical waste of limited funds proposed by the RTA.



James H. Mangleson
Traffic Delegate for
Ocean Shores Community Association Inc.
P.O Box 6. Ocean Shores NSW 2483

12/12/04.

The Project Manager,
Yelgun Rest Area
Roads and Traffic Authority
P.O Box 576,
GRAFTON NSW 2460.

10/12/04

Dear Sir,

We reside at Ocean Shores and our families will be forced to use the old highway to get into and out of Ocean Shores while traveling north or south, even after the highway is upgraded.

We are horrified to think that the RTA is even considering putting B Doubles in our path again once the highway is upgraded.

At present we take our lives into our hands every time we try to enter the highway because of the speed of the huge B Doubles and the unsafe unprotected turning bays in the middle of the road.

We object to the plan which shows these trucks will be encouraged to harass us further when entering or leaving this huge truck stop. The idea is extremely dangerous and there is no need for such a rest area as the trucks already have 2 rest areas nearby at Sleepy Hollow.

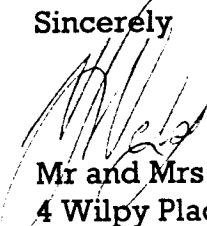
Every publication we have seen by the RTA says that local traffic should be separated and this mixes the lot together.

On behalf of our family we wish to object in the strongest possible terms to this insane, dangerous, ill thought out proposal.

Incidentally, we found it very hard to find the information at the Ocean Shores Shopping Centre but having eventually found and studied the proposal after finding it, we can't help but feel the RTA doesn't want the public at Ocean Shores to be aware of this monstrous idea.

Hence the lack of a proper, clear display.

Sincerely,



Mr and Mrs R. Nelson.
4 Wilpy Place, Ocean Shores. NSW 2483.

Tuesday 14th December 2004

Michelle Begg
11 Woggoon Terrace
Ocean Shores NSW 2483

The Project manager
Yelgun Rest Area
Roads and Traffic Authority
P O BOX 576
GRAFTON NSW 2460

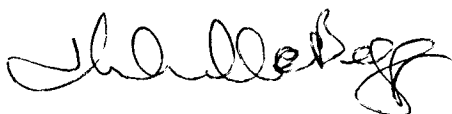
To Whom It May Concern:

I totally object to the construction of a truck rest area at Yelgun, my reasons are as follows:

- The proximity to housing, Yelgun and North Ocean Shores, I don't believe a 500m buffer is sufficient
- Trucks would be cutting across local traffic to get into and out of the huge truck stop
- Further danger to locals by mixing of heavy and light traffic contravening the RTA's publications that state that local traffic should be separated from through traffic.
- There are already two truck stops at Sleepy Hollow (only 8 kilometres away)

Why not construct another rest area further to the north of Sleepy Hollow if it's really necessary in an area surrounded by cane fields? It appears the RTA is rubbing salt into the wounds of the people of Ocean Shores once again.

Yours faithfully,



Michelle Begg.

BORRELLI Peter

From: patricia warren [patriciana@yahoo.com]
Sent: Thursday, 16 December 2004 11:57 AM
To: BORRELLI Peter
Subject: REST AREA AT YELGUN - A BAD RTA JOKE

Dear Peter,

Re: Rest Area at Yelgun

I have to respond to this proposal as a grave joke on the part of the RTA.

The practical of having a facility of 15cars, four cars with caravans, five light trucks and up to 21 heavy vehicles with development to include toilets, shelters, tables, information displays and accommodation of a Driver-Reviver station with a footprint of approx 4 hectares with the precautionary statement about the residual 36 ha of the agwen property attached is mind-boggling. This proposal has all of the earmarks in its planned and potential scale to be a indeed very very large.

The traffic and noise generated from what is initially proposed on the 4ha site flies in the face of the concept "REST" area.

As for the proposed entry and exit to this "REST AREA", I can only visualise it as a "Chicken Run" to the music of a fast Straus waltz.

In any future rest area to be sited at a more appropriate place and at a more appropriate smaller scale, please include a shower block and a decent sized fence dog-run. These are essentials to long-distance travel and given the change in personal circumstances I certainly know about the need for these latter structures!!!!

Patricia Warren
0266851994

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The Project Manager
Yelgun Rest Area
Roads and Traffic Authority
PO Box 576
Grafton NSW 2460

SUBMISSION

As a result of consultations with members of the Middle Pocket/Yelgun Progress Association and some research of the opinions of local residents the following concerns have been raised regarding the proposed Yelgun Rest Area.

It is quite apparent that this project is only a recent consideration of the RTA. It was not mentioned in the last two years by the RTA. This being said, part of this submission is that there has been insufficient research as to its effects.

The vehicles using the Rest Area will add substantially to the volume of traffic on the interchange and potentially dangerous situations can arise as large trucks and vehicles towing caravans make their way via the service road to the Rest Area and back to the Freeway.

There is a significant population growth in this area and the local service road is being used daily by residents to go shopping, access services etc. As tourism is booming and with the ever increasing number of visitors, especially during peak holiday periods, the impact on local service road and the Yelgun interchange could result in traffic disruptions.

The Association has obtained some legal advice which states that the RTA should be aware that in the event of it creating a situation which adds to the risk of death, injury or property damage in circumstances where it is imprudent, inappropriate or contrary to public policy can mean the RTA may run the risk of being joined in future actions for compensation by affected parties.

I am sure that safe roads and safety of motorists is the utmost aim and concern of the RTA. When a new project is to be constructed to serve the community for many years to come all considerations must be explored to create a correct design.

If the project cannot be relocated to a safer site, please consider the proposal of our association to widen the local service road in the area of the interchange and the rest area so that the traffic flowing on the service road north and south is completely separated from the vehicles entering and exiting the Rest Area.

A.K. Stupka, president of the Middle Pocket/Yelgun Progress Association. 111 Yelgun Road, Yelgun 2483.

16 TH DECEMBER 2004



THE PROJECT MANAGER
YELGUN REST AREA,
R.T.A.
PO BOX 576
GRAFTON
NSW 2460

2, Jimbunna Place,
Ocean Shores,
NSW 2483

16.4.04

Dear Sirs,

We, my wife and I believe that the vehicles that decide to use the YELGUN REST AREA should not access this REST AREA via our local service road or mingle with our local traffic, we find this unacceptable and very dangerous and urge the R.T.A. to change their design so that this traffic is completely separate from our local road.

Yours faithfully,

John & Helen Nuttall

P.S. We will be pleased to receive a reply concerning this submission.



Our Ref: nw/pl/infras/rd/rest area Yelgun ref
Your Ref: PM65180.05 PB:PB-Document Ref:BY-0-3600

13 December 2004

Mr Peter Borrelli
Senior Project Manager, Strategic Projects
Pacific Highway Upgrade Brunswick Heads to Yelgun
Roads and Traffic Authority
Post Office Box 576
GRAFTON NSW 2460

Dear Peter

**Combined Heavy Vehicle/Light Vehicle Rest Area at Yelgun
Review of Environmental Factors**

I refer to your letter of 1 December 2004 accompanied by a copy of the above REF for information and comment. The REF has been reviewed and DPI offers the following advice.

1. New or alternate access to the residence located on the Jagwan property may need to be provided depending on the acquisition required for the rest area.
2. Appropriate fencing and separation between the rest area and adjoining rural land should be addressed to ensure any stock on adjoining lands are not put at risk by users of the rest area and that users of the rest area are not injured by fencing, stock or other typical rural and farm risks.
3. Risk of trespass should be addressed so that any persons occupying the residence on the Jagwan property do not feel they or their property is threatened by the proximity of the rest area.
4. Rubbish and general litter should be monitored and managed so as to not pollute adjoining farmland or waterways nor create problems for adjoining landowners and their enterprises.
5. Typical erosion and water quality protection measures should be employed during and post construction.
6. The proposed landscape measures appear sound and beneficial.
7. There are no fisheries or aquatic habitat issues arising from the development.

Thank you for the notification of the project and the opportunity to comment.

Yours faithfully

John Williams
**Regional Director
AGRICULTURE & FISHERIES
NORTH COAST**

WOLLONGBAR AGRICULTURAL INSTITUTE

1243 Bruxner Highway
WOLLONGBAR NSW 2477

ABN 51 734 124 190
www.dpi.nsw.gov.au
Tel: 02 6626 1200
Fax: 02 6628 1744

The Project Manager,
Yelgen Rest Area,
Roads & Traffic Authority,
P.O. Box 576
GRAFTON N.S.W. 2460

Dear Sir,

We were recently made aware by an outside source rather than any official notification from the RTA of a proposal to construct a rest area for light and heavy vehicles at Yelgen.

It would seem from the plan, that the entry to the rest area particularly for vehicles traveling south is going to be a very hazardous and dangerous manoeuvre.

As it is, the entry to the highway for local traffic is a very tense and anxious time without having to combat the prospect of negotiating the coming and going of rest area traffic.

Our property is situated just about opposite to where the rest area is proposed. As we are now experiencing a substantial increase in traffic noise since the introduction of B Double trucks to the highway, it appears we will now have to put up with additional noise from heavy vehicles entering and leaving the rest area.

I understand the normal distance between rest areas is approx. 35km. And whilst there is already a suitable rest area at nearby Sleepy Hollow, I would like the RTA to explain to me why Yelgen has been selected when in accordance with distance, it should be south, in the vicinity of Bangalow.

We most strongly object to this proposal on the basis of residential safety and noise pollution, and we trust that commonsense will prevail to arrive at a satisfactory outcome.
Yours truly,

G.J. & M.J. FARQUHAR,
64 Stock Route Rd
BILLINUDGEL, N.S.W. 2483 (P.O. BOX 320, BILLINUDGEL)



M. J. Farquhar

17th December 2004



20 December 2004

Mr Peter Borrelli
Senior Project Manager, Strategic Projects
Pacific Highway Upgrade Brunswick Heads to Yelgun
Roads and Traffic Authority
PO Box 576
GRAFTON NSW 2460

Dear Mr Borrelli

Proposed Combined Heavy Vehicle / Light Vehicle Rest Area at Yelgun

Thank you for forwarding a copy of the Review of Environmental Factors (REF) for the proposed rest area.

As required by the Guidelines stated on page 7 of the REF, this letter follows the stated format as closely as possible in order to ensure that the points raised are given due consideration. In this regard, as the Local Government Authority responsible for the area in which the proposed Activity is to be undertaken, Byron Shire Council is a significant stakeholder in this matter.

There is no objection to the stated principle of improving road safety by providing rest areas to reduce the impact of fatigue on the State's roads. However, there are significant adverse impacts of road safety for the local / regional community who will become the principle users of the soon to be Old Pacific Highway.

It is noted in the REF that the facility is planned for the Pacific Highway, which is a classified road under the Roads Act 1993, and is also an approved B Double route. It is also noted that it can stand alone as a mutually exclusive facility without the planned upgrade of the Pacific Highway. However, it is also noted that this portion of the Pacific Highway will, after the completion of and after a period of maintenance under the construction contract, become a service road with local status and be the responsibility of Byron Shire Council.

The issues of concern and questions requiring answers relating to the proposed activity are:

Road Pavement

- If the Activity were to proceed, what will be the maintenance arrangements, after the initial ten years, for the section of the "Old Highway" from the Yelgun interchange to the Rest Area?
- In view of the nature of the traffic using this portion of the road would the RTA retain maintenance rather than handing over this portion of the road to Council?

Existing Facilities

- What consideration has been given to upgrading the two existing facilities, on each side of the Highway at Sleepy Hollow, rather than developing the site at the former Jagwan property?

ALL COMMUNICATIONS TO BE ADDRESSED TO THE GENERAL MANAGER
PO Box 219 Mullumbimby New South Wales 2482
Tel: (02) 6626 7000 DX 20007 Mullumbimby
Fax: (02) 6684 3018 Email: council@byron.nsw.gov.au
Web: www.byron.nsw.gov.au ABN: 14 472 131 473

Road Safety

The road safety benefits to be gained by the provision of a major rest area on the Pacific Highway are acknowledged. The major concern in this regard for Council is the mix of heavy vehicle movement to and from the proposed Rest Area with the local and regional traffic using the "Old Pacific Highway". In this regard:

- There are a number of conflict points created by virtue of right turn movements into and out of the rest area;
- There are a number of conflict points created by merging traffic approaching the interchange roundabouts from either direction to or from the rest area;
- The mix of heavy vehicles with small vehicles through these points of conflict is highly undesirable;
- These conflict points and the undesirable mix of heavy and light vehicles would not exist other than for the development of the Rest Area;
- Can grade separation of the ingress/egress of the Rest Area be considered if this site is to remain the preferred site?

Council seeks your assurance that the development of the proposed Yeilgun Rest Area will not proceed until the concerns for road safety raised above can satisfactorily be addressed. Please feel free to contact me on 02 6626 7103 if you would like to discuss this submission further.

Yours sincerely



Brett Lee
Director
Asset Management Services

The Project Manager,
Yelgun Rest Area
Roads and Traffic Authority
P.O Box 576,
GRAFTON NSW 2460.

17/12/04

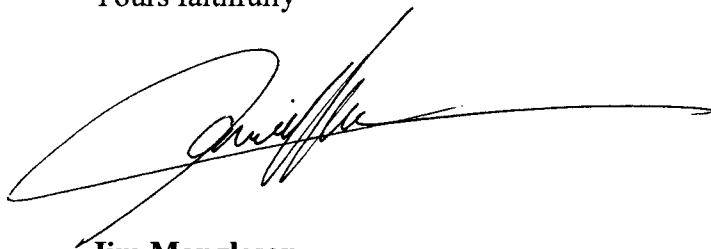
Dear Sir,

Further to the meeting with our President, Mr Frank Mills and other community representatives which confirmed general community opposition to the proposed truck rest area at Yelgun because of safety issues and your appeal for alternative suggestions we offer the following:

1. Enlarge the current rest areas at Sleepy Hollow, although we note they appear to be at the recommended size requirement at present.
2. Enlarge the current rest areas at Tyagarah on the north bound lanes adjacent to Kennedys Lane.
3. Establish a similar facility on the old southern road adjacent to the south bound lanes in the vicinity of the Wreckers at Tyagarah.
4. We understand the recommended spacing for these facilities is in the order of 35 kilometres and would suggest examining the existing highway corridor that distance south of Sleepy Hollow for a suitable site.

Might we take this opportunity to thank you for indicating the RTA's readiness to assist in a cycle bikeway access to the Old New Brighton Road at Ocean Shores.

Yours faithfully



Jim Mangleson
Traffic Delegate for
Ocean Shores Community Association Inc.
P.O Box 6, Ocean Shores 2483