

4 Gloria St.
Sth Golden Beach
N.S.W. 2483.

Re: Yelgun Rest Area:
Attention:

21st Dec 2004.

Project Manager.

I am very much against this project for the reasons below.

1/ In your booklet you mention that community liaison was carried out with the LAST (and I stress that word last) Community Liaison Group meeting (as I'm a member of this group) which was held on the 15th Dec. That only gave the community reps 7 "I repeat" 7 days in which to try & distribute (pictures, places and info) where this information could be accessed & viewed.

2/ Putting a LOCAL ACCESS road on the same Exit Rd as an extremely lge & Busy major Truck & Rest Stop is just unacceptable.

2a) In your first Brief there was absolutely no mention of the Truck Rest Stop, or else we could have let you know then that this was unacceptable.

2b) You are putting our community at great risk, especially our youth. Tonight on the local news it stated that, new figures showed that, 1 person every six days is either killed or badly injured, on State Rds. They are mostly P. Platers, & you want to put our youth, on a Rd to contend with B Doubles, light trucks Holiday makers, Day trippers from QLD. etc. Plus we also have an ageing population. THIS MUST NOT HAPPEN, THINK OF YOUR FAMILY MEMBERS.

3). Please only some kilometres away is Sleepy Hollow which is already up & running. Expand this area. Or a suggestion is, heading Sth from Brunswick Heads. The area, again Sth of, the Tyagrah Service Station 200 - 300 metres, is the old Ballderstone & Hornbrook crushing plant, a large enough area to hold your Truck stop Rest area.

4). I'm still worried about residue from this Truck stop, impacting on the S.E.P.P. 14 wetlands in the Billinudgell Nature Reserve which the Govt, spent over 4 million on.

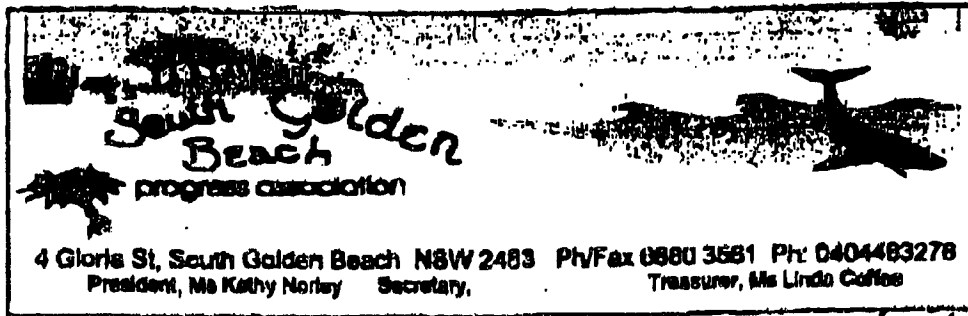
3/. Translocation even in the best of climate times, is a risky business and as we have over 40 threatened species of fauna in our area, moving the Davis Plum trees from this area could be a disaster.

4/. The light & noise pollution is an extremely sensitive issue, as this will impact on people probably for the rest of their lives. The light from the round about will be enough to contend with, plus compression braking. This is not the place for this Rest Stop when we have one already at Sleepy Hollow.

The local access Road was promised and documented as a Road away from the Highway for locals only, plus delivery, an holiday makers. Do not turn it into a Black Spot Rd which will turn into a killer of our youth & community members. We are a shire of 5500,000 acres with a Highway that's like the Great Wall of China through it. Please don't impose this nightmare on us.

Kathy Nolley.

BY-1-5919



21st Dec 2004

Roads & Traffic Authority
 Re: Yelgun Rest Area.
 Attention:- Project Manager

The members of our Progress Assoc. are very much against this Rest Area, for the reasons set out below:

- 1/ Locals having to mix with B.Doubles & Commercial traffic heading to rest area. P.Plates, Elderly being placed under undue pressure from Heavy Commercial traffic. When they were under the strong impression that the locals Road would not have

2/.

a rest area or truck stop incorporated into the local Rd.

- 2/ It is so close to the Bellbridge Reserve, & we have worries re the residue from truck stop impacting on the S.E.P.P. 14 wetlands.
 - 3/ Sleepy Hollow is only a short distance from this proposed truck stop. Why can't this be enlarged. Alternative site is 200-300 metre Sth of Tyagra Service Station Bauldstone & Hornibrook existing plant. No properties in close proximity enough land to be quiet & on Highway not a local Rd.
 - 4/ Lighting & Air compression brakes. Noise is another factor, it doesn't matter if this is behind a hill, when the wind direction changes, the noise will be heard.
 - 5/ Community liaison was non-existent. Community Group met on 15th Dec. not enough time to let community have say.
- Sincerely S.G.B. P.A.
Executive

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Kathy Norley.

Hardcopies in Mail.

**New Brighton Progress Association Inc
PO Box 85, New Brighton, 2483**

22 December 2004

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

Dear Sir

Proposed Combined Heavy Vehicle/Light Vehicle Rest Area At Yelgun

The New Brighton Progress Association strongly objects to the proposal for a Combined Heavy Vehicle/Light Vehicle Rest Area at Yelgun. Our objections are based on the following:

- We believe that the proposal contradicts the traffic engineering principle that separates local traffic from through traffic.

The Yelgun roundabout will be our northern access and egress point to the new highway. The location of the proposed rest area means that local traffic and highway traffic will have to share the local road (the old Pacific Highway). This will greatly increase the danger to local drivers as Trucks, B Doubles, caravans and vehicles entering and exiting the rest area must travel along and turn across the local road. The adjacent residential area is still growing and is home to increasing numbers of families, young people and drivers of all ages. The virtual absence of public transport in the area necessitates that we drive cars and the many locals who work and/or shop in the Tweed Shire will be using the Yelgun roundabout on a daily basis.

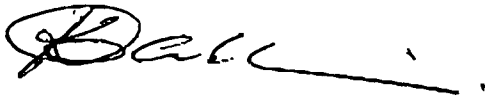
- The residents of New Brighton, South Golden Beach and Ocean Shores were promised a local road to access and egress the new highway. A truck stop area at the Yelgun roundabout would effectively deny us this local road. It would greatly increase the number of vehicle movements on and off the roundabout both day and night, and encourage travelers to use our local roads instead of the highway.
- We are already exposed to excessive noise from the highway. The sheer size of the rest area will mean increased noise pollution from vehicle movements and air braking.

- There is already considerable light pollution from the Brunswick roundabout and highway lighting in our area. The additional lighting required for a rest area of this size will add to the pollution.
- A truck rest area for south bound traffic already exists at Sleepy Hollow just to the north of our community. Access and egress is directly off the highway and the site is not adjacent to a large residential area, thereby mitigating the problems outlined above.
- A truck rest area for northbound traffic already exists at Tyagarah just to the south of our community, complete with playground and toilets. This is also accessible directly off the highway and is not adjacent to a large residential area.

We request that you consider our objections and suggestions, thereby minimizing detrimental impact on our communities.

Please acknowledge receipt of this submission either by post or to phone (02) 6680 1465

Yours sincerely



Kaylene Chamberlain
President

04-1-5920



NATROAD

Representing Long Distance & Regional Trucking

Phone: 02 6295 3000
Fax: 02 6295 3500
E-mail: natroad@natroad.com.au
Web site: www.natroad.com.au
ABN: 83 066 531 013

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25 National Circuit
FORREST ACT 2603
PO Box 3656
MANUKA ACT 2603

17 December 2004

Mr Peter Borrelli
Project Manager
NSW Roads and Traffic Authority
PO Box 576
GRAFTON NSW 2460

RE: Yelgun Rest Area

Dear Mr Borrelli,

NatRoad is the Association representing long distance and regionally based trucking operators. A large number of our members are based in or operate through New South Wales, many of which utilise the Pacific Highway.

Safety is a priority for NatRoad and our members. Consequently the management of driving hours and fatigue, and in particular the need for adequate resting facilities for heavy vehicles is fundamentally important.

Recently we undertook a survey of our members who identified that, inclusive of several other major freight routes in NSW, the Pacific Highway needed urgent attention in terms of rest stop facilities. In this regard the Yelgun rest area as proposed by the NSW Roads and Traffic Authority (R&TA) is significantly important.

In the Yelgun area there exists currently a substantial shortfall of appropriate rest areas, in particular for B Doubles. This was identified as a concern to our members in our survey.

I understand that the R&TA have consulted with a wide range of stakeholders on this issue and have taken their issues into account. Having reviewed the NSW R&TA's associated Review of Environmental Factors we support the development of this rest area, as proposed.

I would like to note that the Minister for Transport, the Hon Carl Scully, MP, gave a commitment at our conference in Coffs Harbour to address the short fall of rest areas for heavy vehicles. We see this development as a first step in delivering on the Minister's commitment to work with the trucking industry to improve rest areas in NSW.

Regards

B B Belacic
Bernard Belacic
Member Services Manager

Foundation Partners



NatRoad Supporters: Ebsworth & Ebsworth Solicitors – Global Motor – National Transport Insurance Premium Card (Aust) – T.I.S. Super – Today's Truckies Clothing – Westpac

Member of Australian Trucking Association

Mr J van Twest
PO Box 939
Mullumbimby NSW 2483

The Project Manager
Yelgun Rest Area
Roads & Traffic Authority
PO Box 576
GRAFTON NSW 2460

Dear Sir/ Madam

Simple and Quick, when we travel with our kids between, ie say Sydney to Sunshine coast, after about 2 to 3 hrs, like a lot of other families we know, the kids ask the question "can we stop for some food", yes, next stop on the highway. "How long or how far"? 30 klm's, the rest is history including the dog. Next Question, "Mc Donald's or Hungry Jacks ", "All I can think of is the next closest recognisable restaurant that will pass their test, with clean toilets & good service.

I have tried stopping at a no name place, the response from the kids is, "what is this place". I prefer a sit down at a restaurant of some type, pizza + lots of salad or something and not something that I have to drive past.

I can imagine driver frustration for some parents. The RTA spends a lot of money on "no drink diving campaigns, well so do the big corporations on our kids with their advertising " and we the citizens pay for it.

The Next stop, between the Gold Coast / Tweed Heads when on the Highway and Ballina, there is nothing.

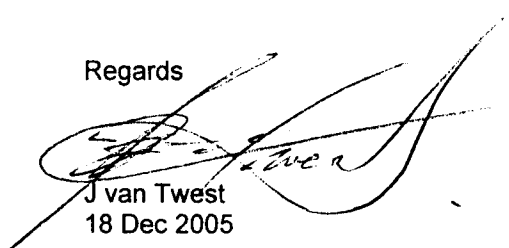
Yelgun. Well, it may do the trick, its farming land, mostly, a few trees that should be protected, but basically this was a milking / cane area.

The above is designed to address human environmental issues, ie less crashes.

Secondly

The north of the Byron shire does not have a service station, nearest one is at Brunswick Heads, not much competition either, you have to drive their for all the petrol needs. A third service station with food to go after all the local ones have closed at 8 or 9.30, will give a boost, with extra employment to the locals who want it. Restricting locals from the north of Byron Shire who are waiting for this to happen including safe highway access will be very interesting to the silent majorities, *who want it.*

Regards



J van Twest
18 Dec 2005

22 December 2004
 5 DIRTY FLATS Rd.
 YELGUN 2483
 NSW.
 Ph/Fax: 0266801229.

TO: THE PROJECT MANAGER,
 YELGUN REST AREA
 ROADS AND TRAFFIC AUTHORITY
 P.O. BOX 576
 GRAFTON NSW.
 Fax: 0266401003

Sir,

I object to the proposed Rest Area on the following grounds:

PLANNING

- The evidence for the fact of global climate change is now irrefutable. One of the changes which will occur is a rise in sea levels. Within the economic life of this absurd proposal the area may well be beachfront, thus rendering the entire construction project useless (other than as a short term sea wall).
- What sort of planning takes place in denial of the above situation?
- The trucks for whom you appear to work are a contributing factor in the aforementioned problem
- The cost of the fuel that powers these vehicles is soon going to make long distance freight carriage by road uneconomic.
- This entire upgrade capital should have been invested in drive-on / drive off railway

PAGE 1 OF 3

upgrades or on upgrading the New England Highway to carry intercity trucks until they expire.

POLLUTION

- The proposed Rest Area will be used as a service stop for intercity trucks. Waste from these procedures will further compromise rare and endangered ecosystems already under extreme pressure.
- Intercity trucks with refrigeration units will leave these units running for the duration of the vehicles stopover.
- The noise effects we currently suffer twenty-four hours per day, seven days a week, every day of the year. We are going mad from the unrelenting truck noise which still instill the fear of a truck coming through the front door NOW!! But then doesn't?
- Access and its horrendous noise and safety problems with trucks braking, changing gears, crossing oncoming traffic lanes twenty-four hours per day, every day of the year, so as to negotiate access onto a quiet i.e. relatively unused, country access road and thence to this Rest Area.

ECONOMIC

- The current destruction of our environment and peace and mental health by the current Motorway situation has caused us serious loss to the capital value of our property. This Rest Area will make it unsellable.

3 of 3.

- We have lived here for over twenty-five years. In that time we have experienced burglary

three times. All three events have occurred this year (2004). I attribute them directly to the motorway. We now feel like we live in a prison!

You have imposed this monstrosity on us with no regard for the effects you have created. You make no offers of compensation of any kind and make no effort to ameliorate any of the effects of what you have done.

What have we done to deserve to be treated with such contempt?

The proposed Rest Area is totally unaccessable in this area and should be constructed between Tomworth and Arwidale.

Yours, in awe and
disbelief

Ian Campbell

IAN CAMPBELL.

NOTE: An original copy of this submission is in the the mail.

BORRELLI Peter

From: tarbox [tarbox@westnet.com.au]
Sent: Wednesday, 22 December 2004 5:06 PM
To: BORRELLI Peter
Subject: submission for the rest area a Yelgun



Yelgun1.doc

please find my amended submission attached

Lions Club of Brunswick Mullumbimby Inc



Driver Reviver Committee (manager of the Brunswick Valley Driver Reviver Site)

PO Box 12 Mullumbimby, 2482.

Reference: Yelgun Truck Stop / Rest Area / Driver Reviver Site

Mr Peter Borrelli
The Senior Project Engineer
Brunswick Yelgun Highway Upgrade
NSW Roads and Traffic Authority,
Grafton, 2460.

Dear Peter,

Thank you for the opportunity to meet with you and your colleague recently, I appreciated the frank discussion and that the new highway project incorporates provision for a driver reviver site. My understanding that the site would serve both northbound and southbound traffic was well received by club members and community volunteers.

Following our meeting, the Lions Club of Brunswick Mullumbimby Inc has decided that it would like to accept the invitation to operate a Driver Reviver Site at the proposed Yelgun Rest area.

However, in ratifying this proposal, the club would like to ensure maintenance of a cordial working relationship with the RTA and an efficient on-going operation by requesting discussion with the RTA of a variety of issues relating to both the moving to this site, and to the permanent establishment of the Brunswick Valley Driver Reviver Site at Yelgun. Issues that we would like to discuss as soon as is possible would include :

- ◆ Provision of adequate , appropriate signage to attract both northbound and southbound traffic.
- ◆ Safety concerns relating to the potential for heavy vehicles to be using the local access roads.
- ◆ Physical aspects of the actual Driver Reviver site such as adequate lighting, provision of power and water and telephone.
- ◆ Provision of a safe area compound and play equipment for children.

- ◆ Provision of adequate representation of our organising committee on planning committees for both the highway project and for the proposed rest area/truck stop/driver reviver site.
- ◆ Planning for a long term occupation of the site, that would possibly involve permanent storage and serving arrangements.
- ◆ Other issues as raised by the Driver Reviver Committee at its next and subsequent meetings.

I thank you for the considerations that you are making for our organization.

Yours sincerely,

Colin Tarbox

Joint Site Manager , Brunswick Valley Driver Reviver, for the Lions Club of Brunswick Mullumbimby Inc.

23-12-2004

BORRELLI Peter

From: David Thompson [David.Thompson@dipnr.nsw.gov.au]
Sent: Monday, 20 December 2004 2:40 PM
To: BORRELLI Peter
Subject: REF Combined Heavy & Light Vehicle Rest Area Yelgun

Dear Peter,

The Department of Infrastructure, Planning and Natural Resources (DIPNR) has reviewed the Review of Environmental Factors for the proposed heavy/light vehicle rest area at Yelgun and considers that all issues of concern have been adequately addressed.

For further information please contact myself on (02)66402125.

Regards

David Thompson
Natural Resource Project Officer Planning
North Coast Region
GRAFTON
Phone - (02)66402125
Fax - (02)66402088
Email: David.Thompson@dipnr.nsw.gov.au

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Views expressed in this message are those of the individual sender, and are not necessarily the views of the Department.

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