

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

Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5819	4	Watson	Design	slope constraint	Doubts about locating rest area in a gully.	The proposed facility would be located at the base of a slope but not strictly in a gully. The cut is required to create a level area of about 2 ha for the rest area. The construction and maintenance of the cut batters would be similar to the cuts required elsewhere on the Pacific Highway. The location of the proposed facility is desirable because it is isolated from residential and rural-residential land uses and it is confined by topography. While the BNR to the north of the proposed facility is an environmentally sensitive area, the location of the proposed facility is not sensitive due to previous land uses and the presence of the existing Pac Hwy (and future Service Road). The proposed facility would also be shielded from properties to the east, south (except the RTA-owned former Jagwen residence) and west because of its placement at the base of the slope.
5819	5	Watson	Design	location	Suggests expanding Pottsville [Sleepy Hollow] or finding a flat, straight piece of road (Tyagarah).	Due to ongoing noise impacts to unshielded nearby residents in Sleepy Hollow from heavy vehicles at the Sleepy Hollow rest area, the RTA intends to close it to heavy vehicles and direct heavy vehicles to the proposed facility at Yelgun. There is insufficient RTA-owned land available to expand the rest area at Sleepy Hollow and expansion would increase existing noise impacts. The Tyagarah site is not suited to a major combined heavy/light vehicle rest area and once Sleepy Hollow is closed to heavy vehicles, it would be too far south of the Queensland border to satisfy the location criteria in the Pacific Highway/F3 Freeway Rest Area Strategy.
5819	6	Watson	Trucking industry	influence	Trucking industry controls RTA. RTA should refuse pressure and find a better location for a rest area.	Rest areas are an essential safety initiative, as supported by the RTA Pacific Highway Safety Review. The primary reason for the proposed facility is to promote safe driver behaviour, for both light and heavy vehicles. Rest areas are an essential safety initiative, as supported by the RTA Pacific Highway Safety Review. While the trucking industry benefits from RTA-provided rest areas, it does not control the RTA's policy development and decision-making. The location of the proposed facility satisfies criteria in the Pacific Highway/F3 Freeway Rest Area Strategy and the Pacific Highway Safety Review, as discussed on pages 12 and 13 of the REF.
5819	7	Watson	Traffic noise	driver behaviour	Truck drivers operate under different rules and don't respect residents.	While driving behaviour, including speeding and the inappropriate use of engine braking by heavy vehicles, is an enforcement matter, the RTA is working with the NSW Police Service on a range of programs to reduce unsafe driving behaviour, as detailed in the Pacific Highway Safety Review.
5864	1	Larracy	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Access will be dangerous with confusing mix of heavy and light traffic on existing Pac Hwy. Yelgun Interchange will be confusing and add to danger. Inconsistent with RTA policies regarding separation of traffic flows.	The RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.

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5864	2	Larracy	Need	Sleepy Hollow	Sleepy Hollow caters for trucks and proposed rest area is unnecessary.	<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>
5865	1	Brown	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Access will be dangerous with confusing mix of heavy and light traffic on existing Pac Hwy. Yelgun Interchange will be confusing and add to danger. Inconsistent with RTA policies regarding separation of traffic flows.	<p>The RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.</p>

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5865	2	Brown	Need	Sleepy Hollow	Sleepy Hollow caters for trucks and proposed rest area is unnecessary.	<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>
5877	1	Ocean Shores Community Assoc Inc	Process	route selection	Not discussed during route selection.	The route selection phase for the BH2Y Upgrade started in 1996 and was documented in the EIS for the BH2Y Upgrade in 1999. The RTA finalised the Pacific Highway/F3 Freeway Rest Area Strategy in 2003 and the Pacific Highway Safety Review in 2004. Both documents post-date the route selection process and establish the need for heavy vehicle rest areas at convenient intervals. This information was not available during the route selection phase.
5877	2	Ocean Shores Community Assoc Inc	BH2Y	signage	BH2Y will bisect Ocean Shores and doesn't provide forward signposting.	The RTA notes the writer's comments on the approved BH2Y Upgrade. In 2003, the RTA displayed an advance signposting scheme for the BH2Y Upgrade which has now been adopted. The comments are not relevant to the proposed facility or the REF.
5877	3	Ocean Shores Community Assoc Inc	BH2Y	naming of Pac Hwy	Opposed to any name change for the Pac Hwy without input from residents.	The RTA notes the writer's comments, however they are not relevant to the proposed facility or the REF.

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5877	4	Ocean Shores Community Assoc Inc	Process	community consultation	No consultation with community organisations before REF exhibited.	The RTA Pacific Highway Safety Review and the Northern Pacific Highway Noise Taskforce Report were both publicly displayed before the release of the REF. The REF was exhibited once the RTA had defined the concept design for the proposed facility and assessed the impacts. The writer likely refers to the community consultation process for the BH2Y Upgrade, which provided several opportunities for community involvement leading up to the exhibition of the EIS for the BH2Y Upgrade and later the modified alternative design. The RTA generally undertakes community involvement programs that allow multiple opportunities for comment only for large projects. The scale and scope of the proposed facility did not warrant such a community involvement program. The EP&A Act does not require the RTA to exhibit REFs, but it has done so to ensure the community was given the opportunity to review and comment on the proposed facility.
5877	5	Ocean Shores Community Assoc Inc	Process	limited access to REF	Access to REF does not meet community expectations. Refers to organised meetings during the A2 route selection.	The REF was displayed at the same local places as the 2002 Environmental Impact Assessment for the modified alternative design and the 1998 EIS for the BH2Y Upgrade: Ocean Shores, Billinudgel, Byron Bay, Mullumbimby, Murwillumbah and Brunswick Heads. The REF was displayed between 23 November and 22 December 2004, and has been available on the RTA's website for viewing since 23 November 2004. The REF was displayed at the Ocean Shores Shopping Centre and was staffed for one day by RTA representatives on 25 November 2004. The RTA placed public notices of the REF's exhibition in the Northern Star on 22 and 27 November, the Byron Shire Echo on 23 and 30 November and 7 December, and the Byron Shire News on 24 November and 1 December. The RTA discussed the proposed facility with the BH2Y Upgrade Community Liaison Group on 15 December 2004. The exhibition program exceeds statutory requirements for public notification of an activity assessed in an REF. The community meetings held during the route selection were part of a major community involvement program that the RTA generally undertakes for large projects. The scale and scope of the proposed facility would did not warrant an extensive community involvement program.
5877	6	Ocean Shores Community Assoc Inc	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Inconsistent with RTA policies and existing rest areas. Should be separate like Sleepy Hollow. Inconsistent with RTA policies regarding separation of local and through traffic.	The RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.
5877	7	Ocean Shores Community Assoc Inc	Traffic noise	heavy vehicles on Pac Hwy	Opposed to heavy vehicles using the existing Pac Hwy because it was not anticipated in planned noise mitigation at Ocean Shores.	Table 2 of the REF shows that there would be no expected change in heavy vehicle traffic on the Service Road north of Shara Blvd due to the operation of the rest area. The increase in heavy vehicle traffic would occur entirely between the Yelgun Interchange and the entry to the rest area because this is the most direct route to the rest area (and would be signposted to make this clear). Consequently there would be no exceedance of relevant road traffic noise criteria at Ocean Shores due to the operation of the proposed facility.

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5877	8	Ocean Shores Community Assoc Inc	B Doubles	approval to operate on local road	Once BH2Y is open, existing Pac Hwy would revert to a local road and B Doubles could not use.	Once the BH2Y Upgrade is opened to traffic, the existing Pac Hwy would become the Service Road and would provide access for local traffic travelling between Brunswick Heads and Yelgun and beyond. However, the road status as a local service road does not affect its ability or capacity to carry heavy vehicles, including B Doubles. Access to the rest area for B Doubles would be provided in accordance with relevant RTA guidelines and would also be considered in conjunction with the RTA's further review of alternative access arrangements to the rest area during the detailed design phase of the proposed facility.
5877	9	Ocean Shores Community Assoc Inc	Design	capacity	Scale of rest area inconsistent with Pac Hwy Safety Review spec (6 to 10 B Doubles).	The Pacific Highway F3 Freeway Truck Rest Area Strategy, quoted in the Pacific Highway Safety Review, recommended that regularly spaced truck rest areas accommodate 6 to 10 B Doubles. The parking space quoted is for rest areas that are located on both sides of the highway, like the Sleepy Hollow rest areas, so that both northbound and southbound vehicles have equal access. Since the proposed facility at Yelgun would be located on one side of the Pacific Highway, it would attract heavy vehicles from both the northbound and southbound carriageways. Accordingly, the Yelgun rest area should accommodate a total of 12 to 20 B Doubles. As described on page 19 of the REF, the proposed facility would accommodate 21 heavy vehicles, including spaces for 15 B Doubles, and is consistent with the Strategy.
5877	10	Ocean Shores Community Assoc Inc	Need	Sleepy Hollow	Existing rest area [Sleepy Hollow] safely accommodates light and heavy vehicles. Can accommodate a Driver-Reviver station.	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. The RTA cannot practically expand the rest area to accommodate a Driver-Reviver station within the existing RTA-owned road reserve, and it would not be practical or cost-effective to duplicate resources on both sides of the Freeway. In addition, volunteers who operate the Driver Reviver station have previously indicated they would not be willing to travel to Sleepy Hollow to operate the Driver-Reviver station.
5877	11	Ocean Shores Community Assoc Inc	Need	strategic planning	Inconsistent with recommended separation between rest areas of 35 to 50 km; should be located closer to Bangalow.	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 unshielded 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. Locations near Bangalow would be too far south to satisfy the recommended distance between heavy vehicle rest areas.
5877	12	Ocean Shores Community Assoc Inc	Need	cost	Wasteful duplication of investment at Sleepy Hollow.	As recommended by the Northern Pacific Highway Noise Taskforce Report, the RTA proposes to remove heavy vehicles from the Sleepy Hollow rest areas 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 would replace, not duplicate, the heavy vehicle function of the Sleepy Hollow rest areas. The light vehicle function would continue to be provided at the Sleepy Hollow rest areas.

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5880	1	Nelson	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Access will be dangerous with confusing mix of heavy and light traffic on existing Pac Hwy. Yelgun Interchange will be confusing and add to danger. Inconsistent with RTA policies regarding separation of traffic flows.	The RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.
5880	2	Nelson	Need	Sleepy Hollow	Sleepy Hollow caters for trucks and proposed rest area is unnecessary.	<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>

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5880	3	Nelson	Process	limited access to REF	Found it hard to find REF. Believes that the RTA didn't want the public at Ocean Shores to be aware of the proposal.	The REF was displayed at the same local places as the 2002 Environmental Impact Assessment for the modified alternative design and the 1998 EIS for the BH2Y Upgrade: Ocean Shores, Billinudgel, Byron Bay, Mullumbimby, Murwillumbah and Brunswick Heads. The REF was displayed between 23 November and 22 December 2004, and has been available on the RTA's website for viewing since 23 November 2004. The REF was displayed at the Ocean Shores Shopping Centre and was staffed for one day by RTA representatives on 25 November 2004. The RTA placed public notices of the REF's exhibition in the Northern Star on 22 and 27 November, the Byron Shire Echo on 23 and 30 November and 7 December, and the Byron Shire News on 24 November and 1 December. The RTA discussed the proposed facility with the BH2Y Upgrade Community Liaison Group on 15 December 2004. The exhibition program exceeds statutory requirements for public notification of an activity assessed in an REF. The community meetings held during the route selection were part of a major community involvement program that the RTA generally undertakes for large projects. The scale and scope of the proposed facility would did not warrant an extensive community involvement program.
5890	1	Begg	Traffic noise	separation from residences	Given the proximity to Yelgun, North Ocean Shores and housing, the 500 m buffer is not sufficient separation.	The 500 m buffer to the proposed facility shown in Figure 7 of the REF is not related to the limit of noise impacts. It is a visual aid to give a sense of scale to the distance between the rest area and nearby residences. The noise impact assessment shows that the proposed facility would meet road traffic noise criteria at all nearby residences other than the RTA-owned former Jagwen residence and the residence at Lot 4 (22) Stock Route Road. As discussed on page 38 of the REF, the RTA is mitigating noise impacts at Lot 4 as a part of the requirements for the BH2Y Upgrade. The RTA will provide noise mitigation treatment to the RTA-owned former Jagwen residence, as a result of the proposed facility, before it is sold.
5890	2	Begg	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Trucks would turn across opposing traffic to enter and exit the rest area.	The RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.

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5890	4	Begg	Need	Sleepy Hollow	Sleepy Hollow caters for trucks and proposed rest area is unnecessary.	<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>

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5891	1	Warren	Design	capacity	Proposal is too large.	The Pacific Highway F3 Freeway Truck Rest Area Strategy, quoted in the Pacific Highway Safety Review, recommended that regularly spaced truck rest areas accommodate 6 to 10 B Doubles. The parking space quoted is for rest areas that are located on both sides of the highway, like the Sleepy Hollow rest areas, so that both northbound and southbound vehicles have equal access. Since the proposed facility at Yelgun would be located on one side of the Pacific Highway, it would attract heavy vehicles from both the northbound and southbound carriageways. Accordingly, the Yelgun rest area should accommodate a total of 12 to 20 B Doubles. As described on page 19 of the REF, the proposed facility would accommodate 21 heavy vehicles, including spaces for 15 B Doubles, and is consistent with the Strategy.
5891	2	Warren	Design	location	Proposal is in wrong location.	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. The site for the proposed rest area satisfies relevant RTA policies and strategies for the location of rest area on the Pac Hwy.
5891	3	Warren	Traffic noise	amenity	Will not provide rest because of its scale.	The size and scale of the proposed facility are similar to the rest areas discussed in the Pacific Highway/F3 Freeway Rest Area Strategy. Neither the size nor the scale of the proposed facility is exceptional when compared to other rest areas that have similar functions. The scale of the proposed facility is similar to other heavy vehicle rest areas on the Pacific Highway and F3 Freeway. Rest is provided by the ability to safely access and use the facilities in the rest area, and to take a break from driving. Heavy vehicles which may be noisy would be separated from the area where light vehicles would park and drivers leave their vehicles. Landscaping would reinforce the separation and shield views to the heavy vehicle parking area.
5891	4	Warren	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Alludes to concentration and mix of vehicles at entry and exit.	The RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.
5891	5	Warren	Design	facilities	Please include a shower block and a fenced dog run.	Shower blocks are typically provided in commercial highway service centres and some caravan parks for casual use. Their provision in a public rest area would increase the quantity of effluent that requires treatment, add to operating costs and place the rest area in competition with commercial services. The RTA does not support their inclusion in the Yelgun rest area. There would be sufficient space within the rest area for drivers to walk dogs on leads, however the RTA does not provide fenced dog runs in any rest areas.

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5892	1	Middle Pocket/Yelgun Progress Assoc	EIA process	inadequacy	Insufficient research by RTA as to effects of rest area.	<p>The REF assesses relevant impacts likely to occur from constructing and operating the proposed facility on the surrounding environment. Information on water quality, soils and geology, and archaeology was sourced from the EIS and EIA for the BH2Y Upgrade and other environmental documents because it remains current and relevant. Fresh investigations were undertaken for flora occurring on the site, noise impacts and urban design and landscaping concepts. These information sources allowed a focused assessment to be prepared on likely direct and indirect impacts, and effective safeguards to be formulated to mitigate adverse impacts.</p> <p>The REF also reviews Clause 228 factors that assist the determining authority in deciding whether the activity is likely to have a significant effect on the environment. The REF identifies a range of adverse impacts on the environment that could be mitigated by implementing the environmental safeguards summarised in Table 7 of the REF. The RTA believes that the REF has addressed all relevant matters and satisfies Sections 111 and 112 of the EP&A Act.</p>
5892	2	Middle Pocket/Yelgun Progress Assoc	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Rest area users will increase traffic on the existing Pac Hwy and will create dangerous situations (for example, large trucks and vehicles towing caravans).	<p>Once the BH2Y Upgrade is opened, the traffic volume on the existing Pac Hwy (and future Service Road) between the Yelgun Interchange and the rest area entry is expected to increase if the proposed facility proceeds (see Table 2 of the REF). However it would be substantially lower than existing traffic volume on the existing Pac Hwy. The increase would be a small proportion of projected traffic volume on either the BH2Y upgrade or the Service Road.</p> <p>The RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.</p>
5892	3	Middle Pocket/Yelgun Progress Assoc	Traffic	local traffic	Growth in local traffic and peak traffic may cause traffic disruptions at the Yelgun Interchange and the existing Pac Hwy.	<p>When the BH2Y Upgrade is opened, the existing traffic volume on the Pacific Highway (and future Service Road) will fall substantially. If the proposed facility proceeds, traffic on the Service Road between the Yelgun Interchange and the rest area entry is expected to increase (see Table 2 of the REF). However, the increase would be a small proportion of projected traffic on either the BH2Y Upgrade or the Service Road. The Yelgun Interchange has been designed with sufficient capacity to provide satisfactory network performance for the revised traffic volume shown in Table 2 of the REF for the design life of the BH2Y Upgrade.</p>
5892	4	Middle Pocket/Yelgun Progress Assoc	Design	legal liability	Risk to RTA if it creates a situation that increases the risk of death, injury or property damage where it is imprudent, inappropriate or contrary to public policy to do so.	<p>The RTA is responsible for road safety and developing the State's road network. The RTA is aware of its legal responsibilities and implements road development programs in accordance with sound public and technical policies. Rest areas are developed in accordance with RTA policies and strategies to provide safe rest opportunities for all road users and thereby reduce accidents caused by fatigue on NSW roads.</p>

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

Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5892	5	Middle Pocker/Yelgun Progress Assoc	Design	alternative design	Suggests that the existing Pac Hwy be widened to separate traffic between the rest area and the Yelgun Interchange.	The RTA has reviewed alternative access arrangements to separate traffic accessing the rest area from traffic on the Service Road, including the writer's proposal. The RTA would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.
5893	1	Nuttall	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Vehicles should not access the rest area from the existing Pac Hwy. RTA should change design to separate rest area traffic from local traffic on the existing Pac Hwy.	The RTA has reviewed alternative access arrangements to separate traffic accessing the rest area from traffic on the Service Road, including the writer's proposal. The RTA would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.
5894	1	Department of Primary Industries	Property adjustments	Jagwen access	Investigate if new or alternative access to Jagwen residence should be provided.	Access arrangements to the RTA-owned former Jagwen property are beyond the scope of the REF. The proposed facility would not alter proposed access arrangements. The Yelgun Rest Area Concept Plan by Conybeare Morrison, presented in Appendix 1 of the REF, shows the location of the new access road to the RTA-owned former Jagwen residence, which is required as a result of the BH2Y Upgrade.
5894	2	Department of Primary Industries	Property adjustments	fencing	Provide fencing to ensure that stock cannot access the rest area, and that rest area users are not injured by fencing, stock or other typical rural and farm risks.	Fencing would be provided as described on pages 19, 23, and 47 of the REF, and in the Yelgun Rest Area Concept Plan and Detail by Conybeare Morrison, shown in Appendix 1 of the REF.
5894	3	Department of Primary Industries	Amenity	safety	RTA should address trespass risks for Jagwen residence.	Fencing would be provided as described on pages 19, 23, and 47 of the REF, and in the Yelgun Rest Area Concept Plan and Detail by Conybeare Morrison, shown in Appendix 1 of the REF.
5894	4	Department of Primary Industries	Wastes	operational management	Manage rubbish and litter to avoid pollution of adjoining land or waterways.	The RTA would manage rubbish and litter. The rest area and its facilities would be maintained (including the management of rubbish and litter) for 10 years by the contractor that builds the facility and then would be maintained by the RTA, as discussed on page 24 of the REF. The fauna exclusion fence on the north side of the Service Road would prevent wind-blown litter from entering BNR.
5894	5	Department of Primary Industries	Soil and water quality	erosion and sedimentation controls	Implement ESCs during construction and operation.	Pages 55, 62 and 63 of the REF describe the erosion and sedimentation controls measures that would be implemented by the construction contractor.
5894	6	Department of Primary Industries	Landscaping	adequacy	The proposed landscaping measures appear to be sound and beneficial.	Noted.
5894	7	Department of Primary Industries	Aquatic flora and fauna	impacts	There are no fisheries or aquatic habitat issues.	Noted.

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Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5905	1	Farquhar	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Entry to the rest area will be a hazardous and dangerous manoeuvre.	The RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.
5905	2	Farquhar	Traffic noise	amenity	Now experiencing a substantial increase in traffic noise since B Doubles were introduced to the Pac Hwy. Rest area will increase truck noise.	The noise impact assessment in the REF shows that the rest area would exceed road traffic noise or industrial noise criteria at the residences at the RTA-owned former Jagwen property and Lot 4(22) Stock Route Road. The RTA must comply with the DEC's Environmental Criteria for Road Traffic Noise as a result of constructing and operating the proposed facility. As detailed on page 38 of the REF, the RTA is mitigating noise exceedance at Lot 4(22) as a result of noise exceedance predicted for the BH2Y Upgrade. The RTA would mitigate noise at the RTA-owned former Jagwen residence as a result of noise exceedance predicted for the proposed facility. The construction and operation of the rest area would not exceed relevant noise criteria at other locations.

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

Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5905	3	Farquhar	Need	Sleepy Hollow	Inconsistent with recommended separation between rest areas of 35 to 50 km; should be located closer to Bangalow.	<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>

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

Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5910	1	Ocean Shores Community Assoc Inc	Design	alternative design	Suggests that the Sleepy Hollow rest area be enlarged, although it is at the recommended size now.	<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>
5910	2	Ocean Shores Community Assoc Inc	Design	alternative design	Suggests that the existing rest area at Tyagarah (northbound) be enlarged, and that a rest area be established on the old southbound road near Wreckers.	<p>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.</p>

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Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5910	3	Ocean Shores Community Assoc Inc	Design	alternative design	Suggest examining the existing Pac Hwy corridor 35 km south of Sleepy Hollow for a suitable site for the rest area.	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 (not Sleepy Hollow as suggested by the writer), 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.
5911	1	Byron Shire Council	Operation	maintenance responsibility	What will the maintenance arrangement be (10 years after opening) for the existing Pac Hwy between the Yelgun Interchange and the rest area?	The RTA would be responsible for maintenance of the rest area, and access for Pac Hwy traffic from the Yelgun Interchange to the entry to the rest area. As noted in the REF, the contractor that constructs the rest area would maintain the rest area and its access for the RTA during the first ten years of operation. Responsibility for maintenance of any other road assets that the RTA does not propose to maintain would be discussed with Byron Shire Council as part of a negotiated handover.
5911	2	Byron Shire Council	Operation	maintenance responsibility	Would the RTA consider retaining responsibility for the existing Pac Hwy between the Yelgun Interchange and the rest area?	The RTA would be responsible for maintenance of the rest area, and access for Pac Hwy traffic from the Yelgun Interchange to the entry to the rest area. As noted in the REF, the contractor that constructs the rest area would maintain the rest area and its access for the RTA during the first ten years of operation. Responsibility for maintenance of any other road assets that the RTA does not propose to maintain would be discussed with Byron Shire Council as part of a negotiated handover.

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

Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5911	3	Byron Shire Council	Need	Sleepy Hollow	Has the RTA considered upgrading Sleepy Hollow instead of the proposed rest area?	<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 RTA considers that the access to the proposed facility described in the REF is safe and workable, and is consistent with relevant RTA strategies for the provision of rest areas. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.</p>
5911	4	Byron Shire Council	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	The proposal would create right turn and merging conflict points. Mix of heavy and light vehicles is undesirable and would not otherwise occur.	<p>The proposal would create right turn and merging conflict points. Mix of heavy and light vehicles is undesirable and would not otherwise occur.</p>

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

Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5911	5	Byron Shire Council	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Would the RTA consider grade separation of the entry and exit to the rest area?	Grade separation would not be warranted based on anticipated traffic volumes shown in Table 2 of the REF. Turning volumes into and out of the rest area and through traffic volume on the Service Road would not warrant grade separation. The concept design for the entry to and exit from the proposed facility is consistent with the RTA Road Design Guide.
5914	1	South Golden Beach Progress Assoc	Traffic	safety	Rest area will place young, elderly and inexperienced drivers at risk from conflict with B Doubles, trucks and holiday and interstate traffic.	These issues were taken into account in the development of the concept design presented in the REF. In particular, the RTA gave high priority to providing good sight distance, large turning areas, effective landscaping and facilities, and providing signposting to aid drivers in the rest area. The proposed facility would separate heavy and light vehicles at the entry. Heavy vehicles would not need to move near light vehicles except where they join at the common exit. All light vehicle drivers in the rest area would be separated by landscaping and barriers from the areas where heavy vehicles circulate. The concept design would be further developed during the detailed design phase. In addition, the RTA would conduct road safety audits during the detailed design phase and after construction to verify the suitability of the rest area.
5914	2	South Golden Beach Progress Assoc	Traffic	local traffic	The RTA promised that the existing Pac Hwy would become a local road after BH2Y was opened. Do not turn it into a Black Spot road. It already bisects the community.	Once the BH2Y Upgrade is opened to traffic, the existing Pac Hwy would become the Service Road and would provide access for local traffic travelling between Brunswick Heads and Yelgun and beyond. However, the road status as a local service road does not affect its ability or capacity to carry heavy vehicles, including B Doubles. Access to the rest area for B Doubles would be provided in accordance with relevant RTA guidelines and would also be considered in conjunction with the RTA's further review of alternative access arrangements to the rest area during the detailed design phase of the proposed facility.
5914	3	South Golden Beach Progress Assoc	SEPP 14 wetlands	pollution	Concerned with pollution of SEPP 14 wetlands and Billinudgel Nature Reserve.	The REF identified two potential pollutants that could enter the BNR: stormwater and effluent. 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. 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. 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.

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Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5914	4	South Golden Beach Progress Assoc	Design	alternative design	Has the RTA considered upgrading Sleepy Hollow instead of the proposed rest area or using the former batch plant site at Tyagarah?	<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>
5914	5	South Golden Beach Progress Assoc	Traffic noise	heavy vehicles on Pac Hwy	Compression braking will disturb people.	<p>The noise impact assessment in the REF reviewed operational noise from trucks entering and leaving the Yelgun Interchange ramps and the rest area. Based on a combined assessment methodology using road traffic and industrial noise assessment criteria, the change in noise levels from the proposed facility would satisfy relevant criteria except at the RTA-owned former Jagwen residence and the residence at Lot 4(22) Stock Route Road. There would be some changes in noise character from heavy vehicles using the Yelgun Interchange ramps to access the rest area. As discussed on page 38 of the REF, the RTA is mitigating exceedance of relevant noise criteria at Lot 4(22) Stock Route Road as part of the BHZY Upgrade and would address noise exceedance at the RTA-owned former Jagwen residence as part of the proposed facility.</p>

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Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5914	6	South Golden Beach Progress Assoc	Amenity	light pollution	Light spill from the rest area will disturb people.	The lights at the entry and exit of the rest area would be designed to prevent light spilling upwards and/or into adjacent residences and sensitive environmental areas beyond the areas required to be lit. Lights would be shielded to avoid such spill. Other than the RTA-owned former Jagwen residence (which would be protected from light spill by landscaping on the cut batter and benches), there are no known residences in direct line of sight to the lights that would be installed at the entry and exit of the proposed facility. The only people who may be disturbed by the rest area lighting are those travelling on the Service Road at night. This temporary inconvenience is outweighed by the safety benefits that such lighting would provide.
5914	7	South Golden Beach Progress Assoc	Process	community consultation	Limited time for CLG to respond after 15 December 2004.	The RTA Pacific Highway Safety Review and the Pacific Highway Noise Taskforce Report were both publicly displayed before the release of the REF. The REF was exhibited once the RTA had defined the concept design for the proposed facility and assessed the impacts. The REF was displayed between 23 November and 22 December 2004, and has been available on the RTA's website for viewing since 23 November 2004. Public notices of the REF's exhibition were published in the Northern Star on 22 and 27 November, the Byron Shire Echo on 23 and 30 November and 7 December, and the Byron Shire News on the 24 November and 1 December. The display at the Ocean Shores Shopping Centre was staffed by RTA representatives for one day on 25 November 2004. The RTA discussed the proposed facility with the BH2Y Upgrade Community Liaison Group on 15 December 2004. The RTA generally undertakes community involvement programs that allow multiple opportunities for comment only for large projects. The scale and scope of the proposed facility did not warrant such a community involvement program. The EP&A Act does not require the RTA to exhibit REFs, but it has done so to ensure the community was given the opportunity to review and comment on the proposed facility.
5915	1	New Brighton Progress Assoc Inc	Design	mixing heavy and light vehicle two-way traffic at Yelgun Interchange and existing Pac Hwy.	Inconsistent with RTA policies regarding separation of local and through traffic.	The RTA considers that the access to the proposed facility described in the REF is consistent with RTA policies and strategies, and is safe and workable. The median storage lane would allow safe merging and storage for traffic entering from the north or exiting to the south, and the auxiliary lane to the Yelgun Interchange would allow safe merging onto the Yelgun Interchange. However, the RTA notes the writer's concerns regarding the mixing of traffic on the Service Road with traffic accessing the rest area. The RTA has reviewed alternative access arrangements to separate these two types of traffic and would undertake further reviews of alternative access arrangements during the detailed design phase of the proposed facility. Subject to alternative access arrangements being practical, suitable and cost effective, the RTA will modify the access to the rest area to separate traffic accessing the rest area from traffic on the Service Road.

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Sub No	Issue No	Last Name	Issue	Sub-Issue	Description	Response
5915	2	New Brighton Progress Assoc Inc	Traffic	local traffic	Residents of New Brighton, South Golden Beach and Ocean Shores were promised a local road to access the BH2Y. The proposed truck stop would deny the community a local road. It would increase vehicle movements, day and night, and encourage travellers to use local roads instead of the BH2Y.	Once the BH2Y Upgrade is opened to traffic, the existing Pac Hwy would become the Service Road and would provide access for local traffic travelling between Brunswick Heads and Yelgun and beyond. However, the road status as a local service road does not affect its ability or capacity to carry heavy vehicles, including B Doubles. Access to the rest area for B Doubles would be provided in accordance with relevant RTA guidelines and would also be considered in conjunction with the RTA's further review of alternative access arrangements to the rest area during the detailed design phase of the proposed facility. The RTA considers that the access to the proposed facility described in the REF is consistent with RTA policies and strategies and does not anticipate a high accident rate for the section between the Yelgun Interchange and the rest area entry. The proposed facility would be unlikely to encourage travellers on the BH2Y Upgrade to use the Service Road beyond what was needed to access the rest area. In addition, Table 2 of the REF shows that the increase in traffic on the Service Road attributable to the rest area would be minor in comparison anticipated traffic levels.
5915	3	New Brighton Progress Assoc Inc	Traffic noise	amenity	Now experiencing excessive noise from the Pac Hwy. Rest area will increase noise from truck movement and compression braking.	The proposed facility would comply with road traffic noise criteria in the ECRTN at New Brighton, South Golden Beach or Ocean Shores due to the distance separating these locations from the rest area and the intervening landforms.
5915	4	New Brighton Progress Assoc Inc	Amenity	light pollution	Lighting from existing Brunswick roundabout and highway lighting cause considerable light pollution. Lighting from the rest area will add to light pollution.	The lights at the entry and exit of the rest area would be designed to prevent light spilling upwards and/or into adjacent residences and sensitive environmental areas beyond the areas required to be lit. Lights would be shielded to avoid such spill. Other than the RTA-owned former Jagwen residence (which would be protected from light spill by landscaping on the cut batter and benches), there are no known residences in direct line of sight to the lights that would be installed at the entry and exit of the proposed facility. The lights at the entry to and exit from the rest area would be designed to prevent light spilling upwards and/or into adjacent residences and sensitive environmental areas beyond the area required to be lit. Lights would be shielded to avoid such spill. There are no residences other than the RTA-owned former Jagwen residence that would be adversely affected by these lights. The only people who may be disturbed by the rest area lighting are those travelling on the Service Road at night. This temporary inconvenience is outweighed by the safety benefits that such lighting would provide.