

File No: Nth18/00155
Your Ref: Queensland – Hunter Gas Pipeline Mod 1

Resource and Energy Assessments
NSW Planning and Environment
PO Box 39
SYDNEY NSW 2001

Attention: Ellen Jones

Dear Ellen,

Critical State Significant Infrastructure (CSSI) - Queensland – Hunter Gas Pipeline MOD 1

I refer to your email of 2 November 2018 requesting comments from Roads and Maritime in relation to the proposed modification for the subject project.

Roles and Responsibilities

The key interests for Roads and Maritime Services are the safety and efficiency of the road network, traffic management, the integrity of infrastructure and the integration of land use and transport.

New England Highway [HW9] and Kamilaroi Highway [HW29] are classified (State) roads under the *Roads Act 1993* (Roads Act). Liverpool Plains Shire Council and Gunnedah Shire Council are the roads authorities for all public roads (other than freeways or Crown roads) in the local government areas pursuant to Section 7 of the Roads Act. Roads and Maritime is the roads authority for freeways and can exercise roads authority functions for classified roads in accordance with the Roads Act. Any proposed works on a classified (State) road will require the consent of Roads and Maritime. Consent is provided under the terms of a Works Authorisation Deed (WAD).

For minor access works, under road boring or work in the road reserve adjacent to a classified (State) road a Section 138 approval may suffice to replace the need for a WAD. In accordance with Section 138 of the Roads Act Council must obtain concurrence from Roads and Maritime prior to granting approval to the works.

Roads and Maritime Response

Roads and Maritime recommends the projects requirements should be updated and supported by a Construction Traffic Access Management Plan (CTAMP) prepared by a suitably qualified person in accordance with the Austroads Guide to Traffic Management Part 12, Roads and Maritimes Supplements and RTA Guide to Traffic Generating Developments. The CTAMP should to address the following;

- Identify and manage impacts of construction and operational traffic on the safety and efficiency of the effected road network. It may include temporary measures such as Traffic Control Plans (TCPs) to address construction related traffic at specific locations.
- Details of any improvements to the road network and existing infrastructure along the pipeline route.
- Impacts on rail corridors and proposed interface treatments.
- Details of existing, proposed site accesses, servicing and parking arrangements.
- Impacts on public transport (public and school bus routes) and consideration for alternative transport modes such as walking and cycling.
- The CTAMP should include a Driver Code of Conduct which may include, but not be limited to, the following;
 - A map of the primary transport routes highlighting critical locations.
 - Consideration of coordination of construction traffic with seasonal agricultural activities.

- Safety initiatives for haulage through residential areas, school zones and along school bus routes.
- An induction process for vehicle operators and regular toolbox meetings.
- A complaint resolution and disciplinary procedure.
- Any community consultation measures for peak construction periods.

Any proposed new access, works and structures on or below a classified road reserve will require the approval of the roads authority (Council) and concurrence from Roads and Maritime Services in accordance with Section 138 of the Roads Act 1993. The following information is to be submitted to the roads authority for consideration;

1. Any proposed new access is to be designed and constructed in accordance with Austroads Guidelines, Australian Standards and Roads and Maritime Supplements. Attached is a copy of Northern Regions "Typical Rural Property Access" standard for low volume side road access in rural locations.
2. Detailed plans of any new access, works or structure should be submitted to the local Council prior to any work commencing. The application will then be referred to Roads and Maritime for concurrence.
3. Construction of an access or road works is to be undertaken in accordance with the RTA Traffic Control at Worksites Manual and a Road Occupancy Licence (ROL) must be obtained from Roads and Maritime prior to the implementation of any traffic control on classified (State) roads.

Where road safety concerns are identified at a specific location along the proposed route, Roads and Maritime suggests that the CTAMP be supported by a targeted Road Safety Audit undertaken by suitably qualified persons.

The current Austroads Guidelines, Australian Standards and Roads and Maritime Supplements are to be adopted for any proposed works on the classified road network.

If the developer is required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime for any works deemed necessary on the classified (State) road network. The developer will be responsible for all costs associated with the works and administration for the WAD.

Further information on undertaking private developments adjacent to classified roads can be accessed at:

<http://www.rms.nsw.gov.au/projects/planning-principles/index.html>

If you have any further enquiries regarding the above comments please contact Greg Sciffer, Development Assessment Officer on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully



Liz Smith
Land Use Assessment Manager, Northern Region
15 November 2018