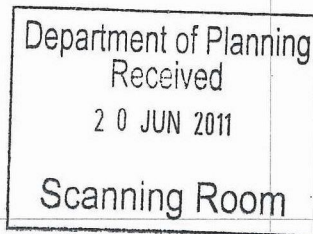
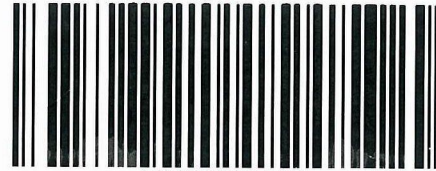


Our Ref: 495DA151 (11/633) STH09/02098  
Contact: Andrea Boes 4221 2771  
Your Ref: 08\_0230



15 JUN 2011

Department of Planning & Infrastructure  
GPO Box 39  
Sydney NSW 2001



PCU023434

Attention: Howard Reed

**WINGECARRIBEE SHRIE COUNCIL – PART 3A MAJOR PROJECT 08\_0230 – HW2  
GREEN VALLEY SAND QUARRY, PADDY’S RIVER – EXHIBITION OF  
ENVIRONMENTAL ASSESSMENT**

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Dear Sir

Reference is made to your letter dated 1 June 2011 regarding the subject development application forwarded to the Roads and Traffic Authority (RTA) for consideration.

The RTA has reviewed the submitted information and does not support the development in its current form. The RTA offers the following comments for your consideration:

- The use of pump out pits for periods of inundation when the underpass is forced to be closed is not considered ideal. Multiple back up systems should be provided if this alternative is pursued, to ensure the southbound access road underpass is not closed for extensive periods of time.
- During periods when the underpass is flooded and the southern access road is forced to be closed, it is proposed that vehicles will be directed to the intersection of the Hume Highway and Sallys Corner Road to the north or to the next grade separated intersection to the south to turn around. These arrangements are unacceptable for vehicles departing the site that need to travel north as Marulan currently does not offer trucks the opportunity to turn around without using local roads. The next grade separated opportunity to turn around is the intersection of the Hume Highway and Hume Street at Goulburn approximately 50 kilometres to the south. This is not considered practical and as such the RTA considers that it is unrealistic that this arrangement would be used. Alternative arrangements must be considered, this could be via a commitment to providing a roundabout at Marulan if one is not already constructed prior to occupation. The RTA notes that it would not support any arrangement that relied on at grade right turning movements on the Hume Highway.
- The RTA has concerns with the junction of the local access road at 3200 (Location E) and the acceleration lane northbound onto the Hume Highway. The left-in left-out arrangement proposed is not acceptable as it would not physically prevent northbound vehicles on the Hume Highway from exiting at this access in conflict with accelerating vehicles in the merge lane.
- Alternatives for public access to Paddy’s River have not been identified. The RTA requires clarification as to how public access to the area will be maintained.

Roads and Traffic Authority

- Additional details of the proposed intersection layouts are required to enable the RTA to make an informed assessment of the designs. The proponent should identify suitable arrangements to prevent northbound vehicles on the Hume Highway from entering the local access road at approximately 3200 (Location E) on the western side of the Highway.
- The RTA notes section 4.18 *Pavement* of Rocla's Road Design report states that the Hume Highway at this location is constructed of concrete pavement in both directions. This is incorrect. The RTA advises that additional details of the pavement design will be required for assessment at the detailed design stage.

The RTA will reconsider the application once the above issues are addressed to its satisfaction. If you have any questions please contact Andrea Boes on 4221 2771.

Yours faithfully



Brian Lefoe  
Manager, Road Safety and Traffic Management  
Southern Operations and Engineering Services