



09M215-2; C10/558

The Manager
Infrastructure Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir

Young to Wellington Gas Pipeline (MP 09_0143)

I refer to correspondence from Neville Osborne 3 June 2010 (ref S09/00763) requesting recommended conditions of approval for the above proposal to construct and operate a 220 kilometre gas pipeline within the Young, Cowra, Cabonne and Wellington local government areas. It is noted that the proposal is within the Roads and Traffic Authority (RTA) Western and South West Regions, the following comments represent both regions.

The Environmental Assessment has been examined and the RTA will not object to the proposed development subject to the following requirements being addressed:

Construction:

- The applicant is required to submit detailed Traffic Management Plans indicating the proposed route and associated impacts to the RTA for assessment. The Traffic Management Plan is also required to address safe access to the construction camps, proposed to accommodate up to 250 personnel.
- The applicant is required to obtain permits for any oversized and over-mass loads from the RTA Special Permits Unit in Glen Innes, Ph 1300 656 371. The requirements outlined in the RTA Publication "Operating Conditions: Specific permits for oversize and overmass vehicles and loads" need to be followed.

Pipeline Crossings of Classified Roads:

- Where possible the proposed pipeline should remain outside of the classified road reserve and the number of crossings under classified roads should be minimised.
- All works within the road reserve should include a description of the work location (including location plan), showing the distance from the nearest major intersection (or other well defined feature). Works-As-Executed Plans are to be provided to the Parkes Regional Office indicating final levels, distances and pipe locations upon completion of the works.
- The pipeline is to have a minimum cover of 1500 millimetres under the road formation and 900 millimetres to any other point on the surface within the road reserve, including from the bottom of any drain. Further to this the RTA requires that the pipeline be at such a depth that still allows future road maintenance to occur without interfering with the pipeline. This requires that the RTA be able to dig out up to one metre depth of existing pavement material and utilise heavy road construction equipment

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(eg. 24 tonne vibrating roller). If a suitable depth to allow this maintenance activity cannot be practicably achieved using under boring then trenching through the road formation may be considered by the RTA. This would require the installation of a concrete slab covering the pipeline in the trench, for extra protection.

- Crossings should be carried out using mechanical underboring construction rather than hydraulic means, unless it is impracticable to meet depth requirements to allow various RTA maintenance activities. In this case if a concrete slab over the pipe is required, trenching may be considered by the RTA.
- Any crossing should be at right angles (or as near as possible) to the road centreline to minimise the impact area of pipe sensitivity. Also the crossing should avoid being in close proximity to any existing road intersection as there is an increased likelihood that there will be improvement maintenance works at that location in the future.
- Pipes installed under the road are to be sleeved and grouted.
- The pipeline in the road reserve should be located as near as practicable to the road reserve boundary. A minimum distance away from the road is to be provided to allow the RTA to conduct future works. This minimum distance is within the road reserve, running parallel to the road centreline. Such works include shoulder widening, curve improvement and any addition of an overtaking lane, without adversely impacting on the integrity of the pipeline. In the road reserve the pipeline should avoid any existing rest areas or active stockpile sites. Whilst rest areas and stockpile sites are located outside the road formation, they may still require future RTA maintenance activities.
- Permanent markers are to be provided at the entry and exit points of the road reserve. Where steel casings are not used then a trace wire is to be provided to assist with the future location of the line.
- Any access points and valves are to be located outside of the road reserve in adjacent local streets or properties.
- The RTA requires that any disturbance to the road carriageway and road reserve be reinstated to the existing condition.
- The applicant is to complete the details on the Consent form attached (under Part 9, Division 3 of the Roads Act, 1993). This form is to be submitted to the Parkes Regional Office for approval by the Asset Manager. A copy of the completed Consent form will then be forwarded to the applicant.
- A copy of the Certificate of Currency for Public Liability Insurance, for an amount not less than \$20 Million, from the contractor carrying out the work, is to be provided with the Consent application.
- All arrangements for the control of traffic shall be in accordance with the RTA publication "Traffic Control at Work Sites". A Road Occupancy Licence is required prior to any works commencing within three metres of the travel lanes, submission of a traffic control plan is required as part of this licence. The Road Occupancy Licence can be obtained by contacting the Traffic Operations Manager, Paul Maloney on (02) 6861 1686.
- The Area Maintenance Manager Steve Darlington based at the Orange District Office should be contacted for liaison, at least 10 days prior to commencing work, on (02) 6393 5431 or 0429 504 668.

Should you require further information, please contact Fiona Francis on (02) 6861 1688.

Yours faithfully



Tony Hendry
Road Safety and Traffic Manager
Western

15 JUL 2010