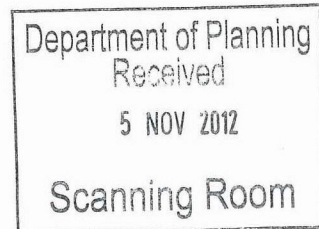




30 October 2012

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CR2012/008984
MJ



Director, Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Emma Barnet

**TOMAGO ROAD (MR302): EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR
NORTHBANK ENTERPRISE HUB SUBDIVISION (MP 10_0185)**

Dear Ms Barnet,

I refer to your letter dated 10 September 2012 requesting comment from Roads and Maritime Services (RMS) regarding the Environmental Assessment (EA) for the subject project.

RMS Responsibilities

Transport for NSW and RMS' primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, RMS has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Tomago Road / Cabbage Tree Road (MR302) is a classified (State) road. RMS concurrence is required for connections to these roads with Council consent, under Section 138 of the Act. RMS consent is required for traffic control signals and facilities under Section 87 of the Act. Council is the roads authority for these roads and all other public roads in the area.

RMS advises that in accordance with the *State Environmental Planning Policy (Infrastructure)* the proposed development meets the requirements under *Clause 104* and *Schedule 3 Column 2* for referral to RMS for comment.

RMS Response and Requirements

RMS has reviewed the Environmental Assessment (EA) for the subject project, including the Traffic Assessment Report undertaken by TPK and Associates dated October 2011, and has no objections to the proposed development provided the following matters are addressed and included in the Minister's conditions of development consent:

Roads & Maritime Services

- RMS agrees in principle with the construction of two future accesses (Central and Western accesses) into the development, in addition to the existing access to the Westrac facility. It is required that as a minimum, the Central access is constructed prior to any construction certificate being issued for development of the site.

Comment: The development application and traffic study suggest that the existing Westrac intersection would be adequate to provide access for the construction and development of the first stage of the proposed development. RMS currently does not concur with this position as the assessment of construction traffic, particularly heavy vehicles for filling of the site, is considered to have been underestimated in the traffic report. Given the amount of fill material required and the identified timing of construction, it is likely that heavy vehicle traffic generated to the site would be much larger than that stated in the traffic report.

RMS is prepared to review this condition on submission of an amended traffic report incorporating the proposed volumes of construction traffic for Stage 1 and current vehicular traffic using the eastern intersection prior to construction commencing. This could be incorporated into the conditions of consent for the proposal.

- The timing for construction of the Western intersection shall be reviewed prior to the construction of each Stage but will be required to be constructed prior to a construction certificate being granted for Stage 3 of the development.
- The developer shall be required to make a monetary contribution or works-in-kind towards State road infrastructure, as determined by the Minister. The rate applied to the development should be consistent with other similar employment land development in the Lower Hunter.

Comment: The proposed draft Special Infrastructure Contributions scheme exhibited by the Department in 2011 identified upgrades along Tomago Road / Cabbage Tree Road. The infrastructure contributions to be collected for this development proposal should be directed towards works-in-kind along Tomago Road.

The works-in-kind should be directed towards the upgrading of Tomago Road to 4 lanes between the existing Westrac access and the proposed Central and Western accesses. Given the estimated traffic volumes in this area with the future development, there is likely to be a need to upgrade the road to 4 lanes between the intersections to avoid conflicts at merging and diverging points.

Intersection Works

Central Intersection

- A four way traffic signal controlled intersection and associated civil works shall be designed and constructed at the intersection of Tomago Road / Campbell Street / Central access road to the subject site, generally in accordance with the intersection layout shown in the traffic study.

The intersection shall be designed and constructed in accordance with the Austroads *Guide to Road Design 2009* (with RTA supplements) and RTA's *Traffic Signal Design 2008* to the satisfaction of the RMS and Council.

The intersection layout and lane lengths shall be confirmed by review of traffic analysis provided prior to the developer commencing design for the upgrade.

Western Intersection

- A three way traffic signal controlled intersection and associated civil works shall be designed and constructed at the intersection of Tomago Road / Western Access road to the subject site, generally in accordance with intersection layout shown in the traffic study.

The intersection shall be designed and constructed in accordance with the Austroads *Guide to Road Design 2009* (with RTA supplements) and RTA's *Traffic Signal Design 2008* to the satisfaction of the RMS and Council including, but not limited to, the following works:

The intersection layout and lane lengths shall be confirmed by review of traffic analysis provided prior to the developer commencing design for the upgrade.

Comment: Both intersections require further review in relation to the traffic analysis given some of the issues noted previously. The layouts presented in the traffic study would generally be considered as requirements but are subject to review. The review would also enable better understanding of traffic conditions when the works are intended to be implemented.

General

- All signalised intersections shall be designed and constructed to accommodate on-road cyclists unless specified otherwise by RMS. If cyclists cannot be accommodated on road due to site constraints, and subject to agreement by RMS, adequate provision shall be made off-road.
- Signalised pedestrian crossings shall be provided on all legs of the intersections.
- All traffic lanes shall be 3.5 metres in width on Tomago Road and at traffic signal controlled intersections, or as determined by RMS.
- Coordination and linking of all traffic control signals is required at full cost to the developer, to RMS requirements.
- Appropriate pedestrian and cyclist facilities, foot/cycle paths and ramps, connecting to traffic signal controlled intersections shall be provided to the satisfaction of RMS and Council.
- Street lighting shall be provided at all intersections to the relevant Australian Standard, or as determined by RMS.
- A Construction Traffic Management Plan (CTMP) shall be prepared for each stage of the project and include a Vehicle Movement Plan and Traffic Control Plan. It shall be prepared with the intention of having minimal impact to the operation of the road network during construction. The CTMP shall be submitted to RMS and Council for review and approval prior to any construction activities occurring onsite.
- RMS reserves the right to review the Traffic Management Plans at any stage and make changes in the interest of maintaining road safety and network efficiency on the classified road network.
- All works associated with the proposed development shall be at full cost to the developer and at no cost to RMS or Council.
- As road works are required on a State road, and traffic control signals, RMS will require the developer to enter into a Works Authorisation Deed (WAD) with RMS. RMS will exercise its powers under Section 87 of the *Roads Act 1993* (the Act) and the functions of the roads authority, to undertake road works in accordance with Sections 64, 71, 72 and 73 of the Act, as applicable, for all works under the WAD.
- Prior to issuing an occupation certificate (interim or final) or subdivision certificate for all stages of the proposed development / subdivision the developer shall complete all road works and traffic control signals under the WAD to practical completion, as determined by RMS.
- All works shall be undertaken at full cost to the developer to the satisfaction of RMS.

- Section 117 (2) direction 3.4 (*Integrating Land Use Development and Transport*) under the *Environmental Planning and Assessment Act 1979*, should be taken into account in relation to the provision of adequate access to public transport and opportunities for pedestrians and cyclists connections to existing facilities.

RMS is willing to discuss these matters further with the Department and the developer.

On the Minister's determination of this matter, it would be appreciated if a copy of the Project Approval is forwarded to RMS for record and / or action purposes.

Please contact me on 4924 0688 if you require further information.

Yours sincerely,



Michael Dixon
A/Manager, Land Use Management
Hunter Region

Cc General Manager
Port Stephens Council

Cc Ms Catherine Barlow
Transport for NSW