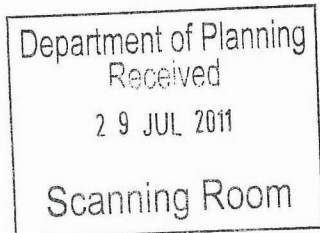


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MJ



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



Attention: Ms Belinda Scott

PACIFIC HIGHWAY (HW10) – NEWCASTLE GAS STORAGE FACILITY, OLD PUNT ROAD, TOMAGO (MPI0-0133)

Dear Ms Scott

I refer to your letter dated 14 June 2011 (your reference 10-0133) regarding the Environmental Assessment (EA) for the subject facility and associated gas pipeline, forwarded to the Roads and Traffic Authority (RTA) for comment.

The RTA's primary interests are in the road network, traffic and broader transport issues, particularly in relation to 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*, the RTA has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. The Pacific Highway (HW10) and Tomago Road (MR302) are classified (State) roads. The Pacific Highway is part of the Auslink National Network. RTA consent is required for works within these roads, under Section 61 of the Act. Old Punt Road is an unclassified local road. Council consent is required for connections to this road, under Section 138 of the Act. Council is the roads authority for these road and all other public roads in the area.

The RTA has reviewed the information provided and would have no objections to the proposed development provided the following matters are addressed and included in the Minister's conditions of approval:

- A Construction Traffic Management Plan (CTMP) shall be prepared which details the management of pedestrian, cyclist and vehicular traffic associated with the project during the construction phase of the project, where there is an interaction with State roads. The CTMP shall be submitted to the RTA and Council for acceptance prior to commencement of any works.
- The RTA reserves the right to review the CTMP at any stage and make changes in the interests of maintaining road safety and network efficiency on the classified (State) road network.

Roads and Traffic Authority

- All works shall be undertaken at full cost to the developer and at no cost to the RTA or Council.

Notwithstanding the above the following comments refer specifically to the alignment and construction of the proposed gas pipeline within the State road reserves and where it crosses a State road:

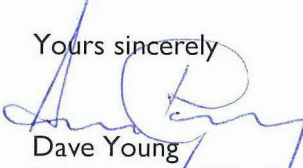
- The RTA has general guidelines for the installation of pipelines within classified (State) road reserves (Attached). These guidelines should be taken into account before any design is submitted seeking RTA approval for pipeline construction.
- The RTA has received, from Monteath and Powys Ptd Ltd, the most recent detailed plans of the pipe line route from Hexham to Tomago. The RTA maintains its support for Option 2 and would prefer the pipe line to cross Tomago Road perpendicular to the centreline further to the east and away from the Old Punt Road intersection. This would minimise the length of pipe line under the road pavement and disruption to Tomago Road traffic during pipeline construction. The RTA would require evidence that this modification has been considered before concurring with any alignment. It is noted (section 3.5.10 table 3.9 – Environmental Assessment) that the alignment of the pipeline is still to be determined. The RTA advice in my letter dated 21 September 2010, indicated support to the Option 2 as it minimises impact on the Pacific Highway.

The developer will be required to enter into a Works Authorisation Deed (WAD) or similar deed of agreement with the RTA for any State road crossings prior to the commencement of any work. Please note that it takes a considerable time to complete this deed and the documentation involved. Sufficient lead time should be allowed to complete this process prior to any works on site. Further details of the deed process and requirements can be supplied on request

On Minister's determination of this matter, it would be appreciated if a copy of the project approval is forwarded to the RTA for record purposes.

Please contact me on 4924 0420 if you require further advice.

Yours sincerely



Dave Young
Manager, Land Use Development
Infrastructure Services
Hunter Region

27/7/11

CC General Manager
Port Stephens Council

RTA Requirements for the design and construction of gas pipelines in classified (State) road reserves

All applications to install infrastructure within the RTA road network should take the following general guidelines into account before any design is submitted seeking asset approval.

1. No part of the sealed road pavement may be opened for the purpose of performing any aspect of these works.
2. All new conduits are to be installed in the Telecommunication allocation for services which is 1.5 to 2.1m from the edge of road reserve.
3. All new or replacement poles must be outside the required Road Design Guide Nomograph Clear Zone and as close to the road reserve boundary as possible. Clear zone heights for wires are to conform to Road Design Guide specifications and Workcover Code of Practice: Working near Overhead Power lines.
4. With regard to excavation - implementing shoring and fencing WorkCover and Australian Standards are to be adhered to. All backfill of the excavation is to be to a standard that no future sinking /depression will occur. No excavations are to be left open.
5. All pipes under the road are to be bored under the road with a minimum cover of 1.5m to the top of the casing under the road pavement and 0.9m cover elsewhere within 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. Pipes installed under the road are to be sleeved and grouted to maintain a water tight seal to the extremities of the road reserve in case of pipe failure.
6. Where road crossings are made permanent markers are to be provided at the entry and exit points of the road reserve and the line is to cross the road reserve in a straight line and as close to perpendicular to the road as possible
7. Any access points and valves are to be located outside the road reserve in the adjacent local streets or properties.
8. Any traffic control requirement associated with this project must be undertaken in accordance with the current version of the RTA publication "Traffic Control at Work Sites Manual". Allowance must be made for pedestrian movement in accordance with AS 1742.10-1990: "Manual of Uniform Traffic Control Devices – Pedestrian Control and Protection" where appropriate. No lane closures are permitted without the authority of the RTA Traffic Commander. The Applicant must advise the RTA Hunter Regional Traffic Commander on mobile telephone numbers – 4924 0617 / 0411 406 845 or E/mail at: ROL_Hunter_Newcastle@rta.nsw.gov.au or via facsimile on (02) 49240 350 at least fourteen (14) days prior to commencement of the works. Applications MUST be received no later than the Monday morning of the week leading to the proposed week of works.
9. Any traffic accidents occurring day or night in the vicinity of the work site MUST be immediately reported by the Applicant to the NSW Transport Management Centre (TMC) on telephone number 131700.

10. The Applicant accepts that the RTA is not liable for any sub-surface conditions or existing services encountered.
11. It is entirely the responsibility of the Applicant to identify and avoid any unrelated in or above ground infrastructure.
12. Any aspect of the road reserve that may be affected by the works referred to and performed by the Applicant or their Representatives or Sub-Contractors in the performance of this project will be reinstated to a level reflecting pre-existing plantings, finishes and or surface levels and materials evident on site prior to commencement. Any concrete finishes affected by the proposed works will be reinstated by use of full slab replacement. The Applicant will be required to advise the relevant Council of any works likely to impact on Council owned infrastructure.
13. The Service / Infrastructure Owner is wholly responsible for ensuring the accuracy and adequacy of the design and any other related issues which may impact on the functionality, serviceability or structural integrity of the proposed infrastructure. The RTA is under no obligation and accepts no responsibility for the accuracy of any drawings provided or the functionality of the service design associated with this project.
14. The Applicant shall take out or extend a Public Risk Insurance Policy to cover the RTA and the relevant Council for public liability in an amount of not less than twenty million dollars (\$20,000,000). Evidence of such policy and its extension to cover the RTA and its currency is to be produced for examination by the RTA upon request.
15. Any bridge crossing requires an application to enter into an agreement for the service.