



7 May 2012

CR2012/002039
SF2011/001962/1 (325DA129)
MD



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

Attention: Ms Rebecca Newman

**CORMORANT ROAD / TOURLE STREET (MR108) AND INDUSTRIAL DRIVE (MR316):
EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR PORT WARATAH COAL SERVICES
TERMINAL 4 (MP 10_0215)**

Dear Ms Newman, 

I refer to your letter dated 5 March 2012, received on 7 March 2012 (your reference: MP 10_0215), requesting comment from Roads and Maritime Services (RMS) regarding the Environmental Assessment for the subject application and your email dated 20 April 2012 advising that closing date for submissions was extended to 7 May 2012. I also refer to RMS' email dated 22 February 2012 and previous letter dated 13 December 2011.

The Hunter Regional Development Committee (HRDC) considered the application under the requirements of SEPP (Infrastructure) at its meeting on 2 May 2012. Due to the impact on the classified road network, RMS considers it appropriate to reply separately advising of its comments concerning the above-mentioned development application. Some of these comments may reflect those made by the HRDC.

RMS Responsibilities

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. Cormorant Road / Tourle Street (MR108) and Industrial Drive (MR316) are classified (State) roads. 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. As road works will be

Roads & Maritime Services

required on the classified (State) road, RMS will exercise the functions of roads authority under Sections 64 and 71 of the Act.

RMS Response and Requirements

RMS has reviewed the information provided and considers the Traffic Assessment to be inadequate in addressing the traffic, road infrastructure and car parking requirements for this project. RMS requests that the following information be provided to enable an appropriate assessment of the proposed development:

- 10 year traffic growth projections must be applied, allowing an appropriate background growth on the classified road network that considers any approved developments and those in the late stages of planning approval. The 10 year growth must be included dating from the proposed road infrastructure implementation date.
- The traffic modelling has assumed that the KCT / NCIG projects will be completed prior to commencement of the PWCS project. Indications are that this may not be the case. The traffic modelling shall factor in the possibility of the KCT / NCIG workforces still being on site during the commencement of the PWCS project, unless justification is provided to the contrary.
- The traffic analysis shall be calibrated to reflect actual traffic signal operation and peak queue lengths.
- A concept plan showing parking areas for construction and operational employees, including number of parking spaces at each car park shall be provided. Car parking areas should be positioned / designed to permit expansion, if necessary, to cater for fluctuations in parking numbers across the site during the construction phase.
- On-site and off-site parking areas associated with the subject development are to be designed and constructed in accordance with AS 2890.1-2004 and AS 2890.2-2002, including aisle widths, parking bay dimensions and loading / unloading bays for service vehicles.
- Details of the off-site parking area(s) shall be provided, including location options and shuttle bus service routes / arrangements to ensure that the site chosen is feasible and employees utilise the service.

Notwithstanding the above, the following preliminary requirements apply:

Intersection Works

1. Cormorant Road / Pacific National Access Road / Terminal 4 Eastern Access Road

- Prior to the issuing of a construction certificate for Stage 1 works the developer shall upgrade the existing Cormorant Road / Pacific National Access Road intersection. The intersection shall be designed and constructed in accordance with the Austroads *Guide to Road Design 2009* (with RMS supplements) and the RTA *Traffic Signal Design 2008* (where TCS intersection is agreed by RMS to be the best option) to the satisfaction of RMS including, but not limited to, the following works:
 - Upgrading the intersection to a four leg traffic signal controlled intersection or alternatively a four leg circulating roundabout.
 - The required lane configuration, types and lengths shall be determined by RMS subject to a review of the requested revised traffic analysis to be prepared to the satisfaction of RMS in accordance with the RTA's *Guide to Traffic Generating Developments*.

- Signalised pedestrian crossings shall be provided on all legs.
- Street lighting shall be provided to Australian Standards.
- The intersection 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 the agreement of RMS, adequate provision shall be made off-road.
- This work shall be designed and constructed to suit the future duplication of Cormorant Road.

2. Tourle Street / George Bishop Drive Access Road

- Prior to the issuing of a construction certificate for Stage 2 works the developer shall upgrade the Tourle Street / George Bishop Drive Access Road intersection. The upgrade shall be designed and constructed in accordance with the Austroads *Guide to Road Design 2009* (with RMS supplements) to the satisfaction of RMS including, but not limited to, the following works:
 - Construct a left turn deceleration lane with provision for on-road cyclists.
 - Extend the Tourle Street central median north of the intersection to meet the existing central median at the Tourle Street / Industrial Drive intersection to restrict vehicular movements at the intersection to left-in / left-out only (to be discussed further with RMS as it would affect an adjoining access).
 - Install appropriate signage at the intersection reinforcing the movement restriction in accordance with Australian Standards.

3. Industrial Drive / Woodstock Street

- Prior to the issuing of a construction certificate for Stage 2 works the developer shall upgrade the Industrial Drive / Woodstock Street intersection. The intersection shall be designed and constructed in accordance with the Austroads *Guide to Road Design 2009* (with RMS supplements) and the RTA *Traffic Signal Design 2008* to the satisfaction of RMS including, but not limited to, the following works:
 - Upgrade intersection to a three or four leg traffic signal controlled intersection.

Comment: RMS is currently awaiting advice from Council regarding whether Woodstock Street (South) will continue to have unrestricted access on to Industrial Drive or if it will have restricted in / out movements or closed altogether. This is in response to concerns about large numbers of heavy vehicles travelling through the quiet residential area to the south of Industrial Drive as a result of the proposed development.

- The required lane configuration, types and lengths shall be determined by RMS subject to a review of the requested revised traffic analysis to be prepared to the satisfaction of RMS in accordance with the RTA's *Guide to Traffic Generating Developments*.
- Signalised pedestrian crossings shall be provided on all legs.
- Street lighting shall be provided to Australian Standards.
- The intersection 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.

Conveyor Bridge over Cormorant Road and Hunter River

- The land required by PWCS for the purpose of the conveyor structure may need to be retained as road reserve with a Deed Containing Agreement, *Roads Act 1993* Section 138 agreement or similar. Alternatively, the land may be required to be purchased by the proponent. RMS will provide further advice regarding the land that PWCS has requested to use when the final land requirements are determined.
- The bridge structures over Cormorant Road shall be designed and constructed to RMS requirements, including (but not limited to):
 - Allowance for future road widening / duplication of Cormorant Road. An 8 metre distance is required between the edge of Cormorant Road shoulder (existing and proposed) and the PWCS structures.
 - Any barriers / protection required to prevent errant vehicles from striking the bridge structures.
 - A minimum 6.5 metre vertical height clearance from the top of the Cormorant Road pavement to the underside of the bridge structures.
 - The bridge structures and approaches shall be designed to minimise impacts on maintenance activities required within the road reserve.
 - Maintenance activities required for the bridge structures shall be carried out from within / on the bridge structures.
- The conveyor / vehicular bridge structure over the Hunter River shall be designed and constructed so as not to impact on the existing Tourle Street bridge and any future duplication of that bridge.
- The developer shall enter into an agreement with RMS for the ongoing maintenance and ultimate demolition of the bridge structures.

Stormwater Drainage

- Any on-site stormwater drainage, sedimentation basins and chemical containment facilities shall be designed and constructed clear of the Cormorant Road reserve to the satisfaction of RMS and Council.
- Appropriate easements shall be provided over the site from Cormorant Road to the Hunter River to enable Cormorant Road and any catchments to the north of Cormorant Road to be drained to the satisfaction of RMS and Council.

Comment: This is required to maintain efficient drainage between Kooragang Island and the Hunter River and on Cormorant Road and to contain any pollution and / or chemical spills on the site and Cormorant Road. This work shall be designed and constructed to accommodate the future duplication of Cormorant Road.

Site Access

- All vehicular access to the relevant site areas shall be via the following routes:
 - Site between Hunter River south arm and Cormorant Road
 - Eastern Access Road to be constructed opposite Pacific National Access Road

- Site south of Hunter River south arm
 - George Bishop Drive access from Tourle Street
 - Woodstock Street (North)

No other vehicular accesses will be permitted to / from the site.

General

- All traffic lanes shall be 3.5 metres in width on Cormorant Road including at the proposed upgraded intersection, and at the Industrial Drive traffic signal controlled intersection, or as determined by RMS.
- The design and construction of all intersections and associated road and drainage works shall take into account the future duplication of Cormorant Road. RMS requires that a concept design be prepared showing the proposed intersections / accesses / bridges in the construction and operation phases and the future duplication layout.
- 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. Pedestrian fencing may be required in certain areas. This will be identified as part of the design review process.
- Street lighting shall be provided at all accesses / intersections and pedestrian crossings to the relevant Australian Standard, or as determined by RMS.
- A Construction Traffic Management Plan (CTMP) shall be prepared and include a Vehicle Movement Plan and Traffic Control Plans. 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.
- Prior to the issuing of a construction certificate for Stage 2 of the development a linked intersection traffic assessment shall be completed. This assessment, at a minimum, shall include the Industrial Drive / Woodstock Street and Industrial Drive / Tourle Street intersections. This assessment may identify the need for changes to the strategic concept for the Industrial Drive / Woodstock Street intersection prepared as part of the project approval. Coordination and linking of traffic control signals will be required and shall be undertaken at full cost to the developer, to RMS requirements.
- As road works are required on State roads, 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 a construction certificate for the proposed Stage 1 development, the developer shall enter into a WAD with RMS and complete all road works associated with the Cormorant Road / Pacific National Access Road / T4 Eastern Access Road intersection.
- Prior to issuing a construction certificate for the proposed Stage 2 development, the developer shall enter into a WAD with RMS and complete all road works associated with the Tourle Street / George Bishop Drive access and Industrial Drive / Woodstock Street intersection.

- Prior to issuing an occupation certificate (interim or final) for each stage of the proposed development the developer shall complete all works under the WAD to practical completion, as determined by RMS.
- All works associated with the proposed development shall be at full cost to the developer and at no cost to RMS or Council, to the satisfaction of RMS.

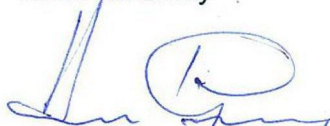
Comment: Further advice regarding the WAD is provided in Attachment A.

The proponent is advised that changes to the above preliminary requirements may be required when the additional information is received and assessed by RMS. Further changes may be required during the concept and detailed design phases of the project, as part of the WAD process.

RMS will provide further comment on receipt of the requested information from the proponent.

Should you require further advice please contact me on (02) 4924 0420.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Dave Young', with a large circular flourish at the end.

Dave Young
Manager, Land Use Development
Development North
Infrastructure Development

Enc. Attachment A – Preliminary WAD Advice to Consent Authority and Developer

Cc Mr David Ryner
Newcastle City Council

Attachment A: Preliminary WAD Advice to Consent Authority and Developer

Advice to the Consent Authority

- On the Minister's determination a copy of the Notice of Determination should be forwarded to RMS within the appellant period for advice / consideration and action where required.
- Conditions of development consent do not guarantee RMS' consent to the specific road works, traffic control signals and / or other structures or works for which it is responsible. The developer must obtain RMS' authorisation in writing prior to the commencement of any road works and traffic control signals, including traffic management, temporary or permanent road works associated with the proposed development.

Advice to the Developer

- Following development consent, early discussion with RMS's Project Manager is recommended. RMS will initiate the WAD process by sending out a letter and information pack on receipt of the Notice of Determination, including the name and contact details of the Project Manager.
- As the WAD process, including acceptance of design documentation and construction can take considerable time, you should allow sufficient lead time within the project development program to ensure that all documentation and works are completed in advance of occupation. RMS will not consider granting concurrence to occupation until it is satisfied all documentation and works under the WAD have been completed.
- Authorisation to commence construction will only be granted when RMS is satisfied that all requirements under the WAD have been met by the developer, including RMS's fees and charges, an unconditional bank guarantee for the full value of the works, detailed design documentation, environmental assessment, road occupancy license, among other matters. RMS will issue a letter to the developer advising of this authorisation.
- Any property acquisition / dedication required to accommodate the State road works / traffic control signals associated with the proposed development shall be at full cost to the developer, including all legal and survey costs. This land shall be dedicated by the developer as public road reserve in favour of the Council, as the owner.
- Part of the developers' timeline should make provision for RMS to satisfy its obligations under the *Environmental Planning and Assessment Act 1979* (EP&A Act) to assess the environmental impacts of the works within the road reserve. Further investigation and assessment to that undertaken for the development consent may be required to the satisfaction of RMS, under Part 5 of the EP&A Act.
- It is recommended that the developer use design consultants with the experience and knowledge of RMS's design requirements, in particular the Austroads *Guide to Road Design 2009* (with RMS supplements) and relevant Australian Standards.
- Construction on a State road and / or traffic control signals requires the engagement of an RMS pre-qualified contractor. A list of pre-qualified contractors can be found on the RMS website below.

<http://www.rta.nsw.gov.au/doingbusinesswithus/tenderscontracts/prequalifiedcontractors.html>

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Manager, Infrastructure Projects
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**Hunter Regional
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Attention: Ms Rebecca Newman

**CORMORANT ROAD / TOURLE STREET (MR108) AND INDUSTRIAL DRIVE (MR316):
EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR PORT WARATAH COAL
SERVICES TERMINAL 4 (MP 10_0215)**

Dear Ms Newman, 

I refer to your letter dated 5 March 2012, received on 7 March 2012 (your reference MP 10_0215), which was forwarded to Roads and Maritime Services (RMS) for consideration at the Hunter Regional Development Committee (HRDC).

The HRDC considered the application under the requirements of *State Environmental Planning Policy (Infrastructure) 2007*, at its meeting on 2 May 2012.

The Committee is generally supportive of the proposed development, but requires the following additional information to complete its assessment and provide advice to the Minister:

Traffic Analysis

The following comments apply to traffic impact assessment:

- The SIDRA analysis should consider the 7.00am to 8.00am peak period.
- The analysis should be calibrated to reflect actual traffic signal operation and peak queue lengths.
- The application does not include the dredging for the southern berth sites. A number of options were proposed for disposal of the dredged material but should the option of trucking the material be adopted additional traffic will be generated. These potential additional impacts have not been considered as part of this application.
- On the basis that the T4 Project comprises 3 stages over 10 years the report does not provide modelling for the 10 year period with due regard for future traffic growth. The 10 year growth must be included dating from the proposed road infrastructure implementation date.
- Traffic modelling has assumed that the KCT / NCIG projects will be completed prior to commencement of the PWCS project. Indications are that this may not be the case. The traffic modelling should factor in the possibility of the KCT / NCIG workforces still being on site during the commencement of the PWCS project, unless justification is provided to the contrary.

Road Network, Traffic Management and Vehicular Access

- A 4-way intersection should be designed and constructed at the Cormorant Road / Pacific National Access Rd / T4 Access Road intersection to provide access to /from the site on the northern side of the Hunter River. This should be a roundabout or traffic control signals (yet to be confirmed) and be designed and constructed prior to Stage 1 site construction to RMS requirements. Either option will require two lane approaches and departures on Cormorant Road and appropriate left and right turn lanes. Provision should be made for on-road cyclists, pedestrians and street lighting at the intersection.

Note: Further traffic analysis is required for the traffic control signals option at the Cormorant Road / Pacific National Access Rd / T4 Access Road intersection.

- The left in / left out only access proposed on Tourle Street and the signalisation of the Industrial Drive / Woodstock Street intersection is supported, to provide access to / from the site on the southern side of the Hunter River. These intersections should be designed and constructed to RMS requirements prior to Stage 2 site construction. The central median in Tourle Street near the access to George Bishop Drive should be extended to join the existing median at the Industrial Drive / Tourle Street intersection. Council should be consulted regarding the potential closure or restriction of traffic movements in Woodstock Street (south). Provision should be made for on-road cyclists, pedestrians and street lighting at both intersections.

Note: Further traffic analysis will be required for the Industrial Drive / Woodstock Street intersection.

- All roads within the development sites should be sealed and designed / constructed to appropriate standards to accommodate the design vehicle with clear directional signage.
- The design vehicle should be a B-Double. Turning templates should be provided for all critical movements on the road network and within the site.
- A construction traffic management plan should be prepared prior to construction commencing on site, to the approval of RMS and Council.
- The Committee notes that there are significant existing traffic delays on Industrial Drive, Tourle Street, Cormorant Road and Teal Street in the AM and PM peaks. The capacity constraints (intersection and mid-block), other than those identified above, are matters for RMS to address, not the T4 proponent.

Car Parking

- The application proposes to provide 980 spaces for 1500 workers with no rational given to confirm adequacy. Car parking areas should be positioned / designed to permit expansion, if necessary, to cater for fluctuations in parking numbers across the site during the construction phase.
- All car parking areas, inclusive of parking for construction workers should be a sealed pavement surface permitting all weather access and thereby minimising dust and erosion.
- On-site and off-site parking areas associated with the subject development are to be in accordance with AS 2890.1-2004 and AS 2890.2-2002, including aisle widths, parking bay dimensions and loading / unloading bays for service vehicles.
- All on-site parking areas for the proposed development should be identified on a concept plan and included with project application.

- All parking areas should have unobtrusive lighting to Australian Standards.
- Details of the off-site parking area(s) should be provided, including location options and shuttle bus service routes / arrangements to ensure that the site chosen is feasible and employees utilise the service.

General

- All structures associated with the 4 conveyors should be designed and constructed to RMS requirements. Any traffic impacts associated with the construction of these structures should be included in the construction traffic management plan.
- All of the above should be to RMS and Council requirements.

This matter will be considered further by the HRDC on receipt of the above information.

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

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Dave Young', is written over the typed name and title.

Dave Young
Chairperson
Hunter Regional Development Committee

7 May 2012