

CR2012/007796  
SF2012/009709  
MM

7 September 2012

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

Attention: Jahangir Alam.

**MP10\_0163 – PROPOSED LOOPING PIPELINE STAGE 2, YOUNG TO BETHUNGRA.**

I refer to your correspondence regarding the subject Development Application which was referred to the Roads and Maritime Services (RMS) for assessment and comment. The referral included an Environmental Assessment (EA) prepared by Aecom and dated 27 June 2012.

The proposal represents stage 2 of the Young - Wagga Wagga pipeline duplication project. It is understood that the application is for the placement of a new 18 inch gas pipeline to duplicate the existing 12 inch gas pipeline between Young and Bethungra. This proposal represents stage 2 of the Wagga Wagga - Young pipeline project. The proposed pipeline is to be located adjacent to the existing pipeline and is to be placed within the current easement.

The proposed route of the pipeline will result in the crossing of many roads within the Young and Cootamundra Local Government Areas. The location at which the pipeline is proposed to cross each of the classified roads is located along a length of road that is within a 100 km/h speed zone. The affected Classified Roads are;

- Burley Griffin Way (MR84)
- Cootamundra – Stockinbingal Road (MR235)
- Gunning - Temora Road (MR241) referred to as Boorowa Street in the EA
- Young - Grenfell Road (MR239) referred to as Henry Lawson Way in the EA

The interests of RMS in this project are generalised in the following;

- the impacts due to the placement of the pipeline within the road reserve of the Classified Road network, particularly the crossing of any Classified Road by the pipeline,
- the impact of any access required from the Classified Road Network for the construction and maintenance activity on the pipeline,
- the measures implemented and the insurance held to indemnify RMS for any problems caused by the construction and operation of the pipeline
- the proposed alignment of the pipeline needs to provide for future road widening, should this be required.

RMS emphasises that the proponent, in the design and construction of the development, is to minimise the impacts on the existing road network and maintain the safety, efficiency and standard of maintenance along the existing road network. It is understood that the construction of the pipeline will not require construction of any additional access driveways to the Classified Road Network. It is noted from the Environmental Assessment that the roads as listed above are to be horizontally bored, not open trenched.

RMS has assessed the application and the Environmental Assessment prepared by Aecom and dated 27 June 2012. Based on compliance with the submitted documentation the RMS would raise no objection to the development as proposed subject to compliance with the following;

1. Where the pipeline is to cross a Classified Road it shall comply with the following criteria;
  - i. Road crossings shall be as near as possible at right angles to the centreline of the road to minimise the impact area of pipe sensitivity,
  - ii. Thrust boring or directional boring are to be used for installation of any works under the road. Road crossings are to be carried out using mechanical underboring construction rather than hydraulic means,
  - iii. The pipeline shall be treated over the full width of the road formation to allow future maintenance of the works without disturbance to the road.
  - iv. The pipeline is to have a minimum cover of 1500mm under the road formation and 1200mm to any other point on the surface within the road reserve, including from the bottom of any drain. Further to this RMS 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 RMS be able to dig out up to 1m depth of existing pavement material and utilize heavy road construction equipment (eg. 24 tonne vibrating roller),
  - v. Where steel casings are not used then a trace wire is to be provided to assist with the future location of the line,
  - vi. Any access points and valves are to be located outside of the road reserve.
2. Permanent location markers that are readily visible are to be placed on either side of the road carriageway and located outside the clear zone (that is, at least 10m from edge line of the carriageway in a 100 km/h speed zone).
3. Any disturbance within the road reserve of the Classified Road Network is to be reinstated to match the surrounding roadside environment. The carriageway of the Burley Griffin Way is not to be disturbed.
4. No new access driveways are to be constructed within the road reserve of the Burley Griffin Way for the construction and/or maintenance of the proposed or existing pipeline.
5. A Traffic Management Plan shall be prepared in consultation with the relevant road authorities (Council and Roads and Maritime Services) to outline measures to manage traffic related issues associated with construction of the pipeline. The plan shall detail the potential impacts associated with the development, the measures to be implemented, and the procedures to monitor and ensure compliance. The plan shall address construction activity access and parking to ensure that suitable provision is available for all vehicles associated with the construction of the development to minimise access points to, alleviate any need to park within, or load/unload from, the existing formation of a Classified Road.
6. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed development and as required by the various public utility authorities and/or their agents. It should be noted that any works within the road reserve will require concurrence from Roads and Maritime Services under section 138 of the Roads Act 1993 prior to commencement of any works.
7. Prior to works commencing within the road reserve of a Classified Road the applicant must obtain approval under Section 138 of the Roads Act 1993 from the road authority (Council). Any works within the road reserve require a Traffic Control Plan in accordance with the Traffic Control at Work Sites manual adopted by Roads and Maritime Services.



8. As works within the road reserve of a Classified Road require the concurrence from Roads and Maritime Services under section 138 of the Roads Act, 1993 detailed design plans of any works which are to be undertaken within the road reserve are to be submitted to Roads and Maritime Services for approval prior to commencement of any such works. Upon completion of construction activities a detailed set Works-As-Executed Plans are to be provided to Roads and Maritime Services indicating final levels, distances and pipe locations with the road reserve of a Classified Road.
9. All works associated with the project shall be at no cost to the Roads and Maritime Services or the relevant road authority.

Further to the above, the applicant should be advised of the following;

- The RMS is not liable for any sub-surface conditions or existing services encountered. It is the proponent's responsibility to identify any existing services at the location as Roads and Maritime Services accepts no liability for any damage that may be caused due to the proposed works.
- For any works within the road reserve of a Classified Road current Public Liability Insurance for an amount not less than \$20 Million is required. Evidence of a current Certificate of Currency for Public Liability Insurance for the contractor undertaking the work is to be provided prior to commencement of works. The insurance is to be extended to include Roads and Maritime Services being indemnified against any action that could result in litigation.
- that the conditions of development consent do not guarantee that final consent will be granted by RMS to specific road work, traffic control facilities and other structures and works on the classified road network. The developer is required to obtain Section 138 Approval from Council with RMS concurrence for any works within the Classified Road Reserve. RMS must provide a final consent for each specific change to the classified road network prior to the commencement of any work.
- where any works are required on or adjacent to public roads, parks or drainage reserves, a Traffic Control Plan providing details of all warning signs, lights, barriers, etc. to be prepared and implemented in accordance with AS 1742 "Manual of Uniform Traffic control devices" and the "Guideline *Traffic Control at Work Sites* adopted by Roads and Maritime Services.

In accordance with Section 79C(1)(b) of the EP&A Act, the Consent Authority, is responsible to consider any likely impacts on the natural or built environment in the road reserve fronting the development site. RMS will not undertake a separate Part 5 environmental assessment of the environmental impacts in the road reserve for this proposal.

Any enquiries regarding this correspondence may be referred to the Land Use Manager for RMS (South West Region), Maurice Morgan, phone (02) 69371611.

Yours faithfully

Mitch Judd  
Acting Regional Manager  
South West Region