

Our Ref: STH12/00044  
Contact: Andrea Boes 4221 2771  
Your Ref: 09\_0189



**Transport**  
Roads & Maritime  
Services

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Department of Planning & Infrastructure  
GOP Box 39  
Sydney NSW 2001

29 OCT 2012

Attention: Belinda Scott

**WOLLONGONG CITY COUNCIL – DEVELOPMENT PROJCT 09\_0189 –  
ENVIRONMENTAL ASSESSMENT FOR WATER AND WASTEWATER – WEST DAPTO  
URBAN RELEASE AREA AND ADJACENT GROWTH AREAS – EXHIBITION OF EA**

Dear Sir/Madam

Reference is made to your letter dated 4 September 2012 regarding the subject development project forwarded to Roads and Maritime Services (RMS) for consideration.

RMS has reviewed the information provided and considers that the following comments for your consideration:

RMS notes that the exact locations of pipelines, pumping stations and reservoirs have not yet been determined. Classified roads likely to be affected include the Princes Highway, Tongarra Road/Illawarra Highway and the F6 Southern Freeway.

Generally, RMS does not allow longitudinal or transverse utilities within the road formation as this may, over time, compromise the function of the pavement. Therefore, any option that does not impact on an RMS asset would be preferable. The following general conditions would apply to the subject project as well as other site specific conditions that may be added in the future depending on the infrastructure design and specific location.

- Any infrastructure should be designed with the aim of making it maintenance free for the duration of its design life.
- Any longitudinal trenching would need to be at a minimum of 0.6m depth whilst in the road reserve, as close to the road boundary as possible and not within 3.0m of the road formation or drainage structures.
- No transverse trenching of any RMS maintained road will be permitted without exhausting every other option. Geotechnical reports may be required to ascertain why an underbore is not possible.
- The pits for any bores would need to be located outside the road reserve wherever possible. Where this is not practical, they are to be no closer than 3.0m from the seal of the road for both the exit and entry holes. The depth would need to be not less than 1.2m below the road surface level to the top of the pipe or concrete.
- All buried pipes must be maintenance free, e.g., sleeved.

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- Any areas within the road reserve of a classified road that are disturbed by works related to the project would need to be restored to their original condition upon completion of the work. All restoration work would need to be carried out to the satisfaction of RMS.
- The developer will need to apply for, and obtain a Road Occupancy Licence (ROL) from RMS' Traffic Operations Unit (TOU) prior to commencing works within the road reserve of a State Road or any other works that impact a travel lane of a State Road or impact the operation of traffic signals on any road.
- For works within the road reserve of a State Classified road, RMS will be exercising its powers under Section 64 of the Roads Act, 1993 to become the roads authority. Given this, Section 138 consent under the Roads Act, 1993 would need to be obtained from the RMS prior to construction. In this regard, detailed design plans and specific locations of the relevant pipelines, pumping stations and reservoirs should be sent to Peter Arrighi at [peter.arrighi@rms.nsw.gov.au](mailto:peter.arrighi@rms.nsw.gov.au).

If you have any questions please contact Andrea Boes on 4221 2771.

Yours faithfully



Joanne Parrott  
Road Safety and Traffic Manager  
Network Management, Southern Region

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**Roads & Maritime Services**

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