



31 December 2012

SF2012/017219
CF2012/011204
MJ

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

Attention: Mr Mick Fallon

NEW ENGLAND HIGHWAY (HW9): EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR QUEENSLAND RAIL NATIONAL TRAIN SUPPORT FACILITY, TARRO (MP 07_0171)

Dear Mr Fallon,

I refer to the Department's letter dated 19 November 2012 requesting comment from Roads and Maritime Services (RMS) regarding the exhibition of the Environmental Assessment (EA) for the subject project.

RMS Responsibilities

Transport 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. The New England Highway (HW9) is a classified (State) road and part of the National Land Transport Network. RMS concurrence is required for connections to the New England Highway with Council consent, under Section 138 of the Act. Council is the roads authority for the New England Highway and all other public roads in the area. Should road works be required on the classified (State) road, RMS would exercise the functions of roads authority under Sections 64 and 71 of the Act.

RMS Response and Requirements

As advised in RMS' letter dated 2 July 2012, RMS has been involved in discussions with QR and the Upper Hunter Valley Alliance (including ARTC) for some time in an effort to resolve safe vehicular access arrangements to / from the classified (State) road network. A meeting was held on 2 October 2012 with representatives from RMS and the Hexham Relief Roads project team. Discussions at this meeting indicated that all options for workforce and haulage access during the

Roads & Maritime Services

construction of the new access road connecting the Tarro Interchange and Woodlands Close had been exhausted and the only reasonable access was via Woodlands Close.

RMS is prepared to consider workforce and haulage access via the New England Highway (NEH) / Woodlands Close intersection over a short construction period of up to 12 weeks, provided a Construction Traffic Management Plan (CTMP) / Traffic Control Plan (TCP) is prepared by the proponent to the satisfaction of RMS and Council. It should be noted that access via the NEH / Woodlands Close intersection would only be permitted for the construction of the new access road connecting the Tarro Interchange and Woodlands Close and would not be permitted for any works on the QR National Train Support Facility project site or the Hexham Relief Roads project site.

On this basis, RMS would have no objections to the proposed development provided the following matters are addressed and included in any Project Approval:

- All heavy vehicle access to the QR National Train Support Facility worksite shall be via the existing New England Highway westbound off load / on load ramps at the Tarro Interchange and the existing U turn facilities at Beresfield (John Renshaw Drive / F3 roundabout) and Hexham (under the Hexham Bridge and the existing signalised intersection on the New England Highway).
- Access to the QR National Train Support Facility worksite shall be via a new T intersection (Austroads Type CHR / CHL) to be designed and constructed by the proponent to RMS requirements on Anderson Drive (Tarro Interchange) on the southern side of the New England Highway (Attachment A – preliminary concept plan). Vehicular access at this intersection shall be restricted to right in / left out for heavy vehicles. Right in / left out / left in movements shall be permitted for light vehicles.
- The proposed QR National Train Support Facility worksite access road connecting the new T intersection with the southern section of Woodlands Close shall be designed / constructed to Council requirements. Appropriate measures, to the satisfaction of RMS and Council, shall be undertaken to prevent the carriage of gravel and mud onto the classified road network and to manage dust levels. The access road shall be sealed on completion of the construction works for the Queensland Rail National Train Support Facility and the Hexham Relief Roads project to the satisfaction of Council.
- Vehicular access via the New England Highway / Woodlands Close intersection shall be permitted for the workforce and haulage vehicles during the construction of the new access road connecting the Tarro Interchange and Woodlands Close only, for a construction period of up to 12 weeks, provided a Construction Traffic Management Plan (CTMP) / Traffic Control Plan (TCP) is prepared by the proponent to the satisfaction of RMS and Council.

Comment: On completion of the new access road connecting the Tarro Interchange and Woodlands Close no vehicular access to the Queensland Rail National Train Support Facility work site shall be permitted via the New England Highway / Woodlands Close intersection.

- All of the above works shall be completed in accordance with the Austroads *Guide to Road Design 2009* (with RMS supplements) to the satisfaction of RMS and Council.
- A Construction Traffic Management Plan (CTMP) shall be prepared, including a Vehicle Movement Plan and Traffic Control Plans, by the proponent and submitted to RMS and Council for review and approval prior to any Queensland Rail National Train Support Facility worksite construction works.

Comment: The CTMP shall be prepared with the intention of construction traffic having minimal impact to the operation of the classified road network.

- As road works are required on a State road 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.

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

- Prior to issuing a construction certificate for the proposed Queensland Rail National Train Support Facility works, the developer shall enter into a WAD with RMS and complete all road works associated with the Tarro Interchange / Access Road intersection (including the access road connecting to the site) under the WAD to practical completion, as determined by RMS..

Comment: Vehicular access to Queensland Rail National Train Support Facility work site via the Tarro Interchange / Access road intersection may be considered prior to the completion of road works should RMS concur that the access is suitably safe to accommodate project traffic at the time such a request is made.

- The proposed access road shall be designed and constructed to avoid any changes to the proposed F3 to Raymond Terrace New England Highway / Pacific Highway Upgrade road and bridge infrastructure.

Comment: Design for the F3 to Raymond Terrace project is significantly advanced. RMS is prepared to make all information available to QR to ensure the design for both projects are compatible. Should any changes be required to RMS design and construction, any additional costs must be borne by QR, as determined by RMS.

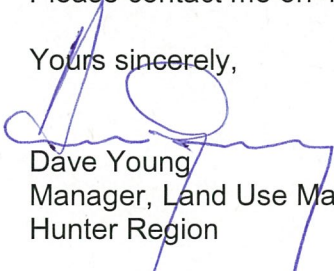
- All works associated with the proposed development shall be at full cost to the developer and at no cost to RMS or Council, to the satisfaction of RMS.

Comment: It is noted that both the Upper Hunter Valley Alliance (including ARTC) and QR are negotiating a commercial arrangement to share the cost of the required road works.

While the proposed intersection and access road have been identified as a construction access in the EA for the subject project initially, it is intended to use this connection to the Tarro Interchange as the permanent access for the on going operation of the proposed QR National Train Support Facility, ARTC rail assets and other properties on the western side of the rail corridor. A realignment of the access road is proposed to connect to the QR National facility which will need to take into account existing properties, rights of access and the proposed future F3 to Raymond Terrace road requirements.

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

Yours sincerely,



Dave Young
Manager, Land Use Management
Hunter Region

Enc. Attachment A – Preliminary Concept Plan of the proposed Anderson Drive / Hexham Relief Roads work site access road intersection.

Attachment B - Preliminary WAD Advice to Consent Authority and Developer

Cc Mr David Ryner
Newcastle City Council

Attachment B: Preliminary WAD Advice to Consent Authority and Developer

Advice to the Consent Authority

- On determination of this matter, it would be appreciated if a copy of the Project Approval / Refusal is forwarded to RMS 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.
- A fact sheet providing further information on the WAD process can be obtained from the RMS Private Developments Website at:

http://www.rta.nsw.gov.au/roadprojects/community_environment/private_developments.html

- 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>