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Senior Environmental Planner – Roads and Rail
Infrastructure Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Department of Planning
Received
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Scanning Room

Attention: Mr Mark Turner

NEW ENGLAND HIGHWAY (HW 9) - PROPOSED MAITLAND TO MINIMBAH THIRD TRACK PROJECT (MP 09_0024)

Dear Mr Turner

I refer to your letter dated 8 June 2010 (Your reference: 09/01146-1) requesting the submission from the Roads and Traffic Authority (RTA) regarding the Environmental Assessment for the subject project application (MP 09_0024). Please accept my apologies for not responding earlier.

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 New England Highway (HW9) is a classified (State) road and part of the AusLink National Network. RTA concurrence is required for connections to classified roads with Council consent, under Section 138 of the Roads Act. RTA consent is required for road works on classified (State) roads under Section 61 of the Act and traffic control signals and facilities under Section 87 of the Act. Council is the roads authority for all public roads in the area.

The RTA has reviewed the information provided and has no objections to the proposed development subject to the following requirements being incorporated into the Department of Planning's conditions of development consent:

Intersection Treatments:

- It is noted that the following intersections has been identified and will be utilised for providing access to sites during construction:
 - New England Highway / Wollombi Road, Farley (Secondary).
 - New England Highway / Station Lane, Lochinvar (Primary).
 - New England Highway / Nelson Street, Greta (Secondary).
 - New England Highway / Station Street, Branxton (Primary).
 - New England Highway / Rixs Road, Belford (Satellite).
 - New England Highway / Hermitage Road, Belford (Secondary).

To mitigate the construction traffic impact on the above intersections with New England Highway, the following intersection treatments shall be implemented in accordance with the RTA and Council requirements.

- New England Highway / Wollombi Road, Farley –Traffic signals and associated civil works shall be designed and constructed to RTA requirements.
- New England Highway / Station Lane, Lochinvar - Traffic controllers shall be posted during construction periods to allow safe access to the highway and to maintain efficient traffic movement on the highway.
- New England Highway / Nelson Street, Greta - Traffic signals and associated civil works shall be designed and constructed to RTA requirements.
- New England Highway / Station Street, Branxton - Traffic signals and associated civil works shall be designed and constructed to RTA requirements. The traffic signals shall be coordinated with the Traffic Signals at Wine Country Drive / Clift Street.
- New England Highway / Rixs Road – The existing line marking on Rixs Lane shall be modified to create the second lane on westbound approach to the intersection with New England Highway to create improved storage for staged crossings and safety.
- Appropriate signs warning of trucks entering and exiting at the above mentioned construction access points and at the intersection of New England Highway / Allandale Road and New England Highway / Hermitage Road and shall be erected in compliance with RTA and Council requirements.
- Pedestrian and cyclists access and facilities shall be retained during construction periods.

Traffic Management

- All access to the relevant construction site areas shall be via the nominated routes only or as determined by the RTA / Council.
- A Construction Traffic Management Plan (CTMP) shall be prepared indicating in detail management of heavy vehicle movements associated with the project during construction. The CTMP shall specifically address the movement of oversize loads to and from the site, the management of construction traffic, restrictions to the hours of heavy vehicle movements to avoid road use conflicts and the transport of construction waste materials. 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 roads.

Cumulative Impact:

- RTA is concerned with the potential cumulative impact of the construction traffic associated with Hunter Expressway and the subject project. To minimise and mitigate the potential cumulative impact of the traffic generated by the construction of this project, the traffic generated by the construction of Hunter Expressway and connecting roads between Greta and Branxton, the coordinated Construction Traffic Management Plan shall be developed in consultation with the RTA. Ongoing communications shall be maintained with the RTA throughout the construction phase of the project to coordinate construction traffic management associated with both the projects.

General

- All works shall be undertaken in accordance with the RTA's Road Design Guide, Austroads Guidelines and the relevant Australian Standards.
- All works, including the removal of redundant infrastructure, shall be undertaken to RTA and Council requirements at full cost to the developer and at no cost to the RTA or Council.
- Any property acquisition associated with the subject project shall be undertaken at no cost to RTA or Council. All costs associated with the subdivision and dedication as public road shall be at full cost to the applicant. Any land acquired / dedicated for road works shall be designated public road reserve in favour of Council.
- The applicant will be required to enter into a Works Authorisation Deed (WAD) with the RTA for construction of required road works on the State roads only. In this regard the developer is required to submit detailed design plans and all relevant additional information, as may be required in the RTA's Works Authorisation Deed documentation, for each specific change to state road network for the RTA's assessment and final decision concerning the work.

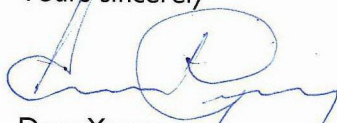
Comment: It is requested that the Department of Planning advise the developer that the conditions of consent set by the Department of Planning do not guarantee the RTA's final consent to the specific road work, traffic control facilities and other structures works on the classified road network. The RTA must provide a final consent for each specific change to the state road network prior to the commencement of any work.

- The above mentioned scope of works is subject to change depending on the review of the concept and detailed design for the proposed works and associated information during the WAD process.

On the Department of Planning's determination of this matter, it would be appreciated if a copy of the development consent is forwarded to the RTA for record purposes.

Please contact me on (02) 4924 0240 if you require further advice.

Yours sincerely

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

Dave Young
Manager, Land Use Development
Hunter Operations & Engineering Services

27 July 2010

Cc General Manager
Maitland City Council