

Attachment to Report	
JRPP No.	2011SYW017
DA No.	010.2010.00000921.001
Attachment	Advice of concurrence from the Roads and Traffic Authority of NSW

Our Ref: 496DA91 (11/463) STH10/00027
Contact: Tim Webster 4221 2769
Your Ref: 010.2010.0000921.001



6 MAY 2011

The General Manager
Wollondilly Shire Council
PO BOX 21
PICKTON NSW 2571

Attention: Grant Rokobauer

WOLLONDILLY SHIRE COUNCIL	
TRIM No.	0410110907P2
PROP No.	
10 MAY 2011	
AUTH No.	
ASSIGNED TO:	Grant

**WOLLONDILLY SHIRE COUNCIL – MALDON BRIDGE ROAD, MR 612, PICKTON ROAD
– AGGREGATE RAIL TERMINAL FACILITY & ROAD WORKS**

Dear Sir

Reference is made to your letter dated 18 April 2011 regarding the subject development application forwarded to the Roads and Traffic Authority (RTA) for consideration.

The RTA has reviewed the submitted SIDRA modelling and concept design for the roundabout at the intersection of Maldon Bridge Road and Picton Road. The RTA has done a sensitivity analysis on Heavy Vehicle Equivalent values and considers that a roundabout provides much greater capacity than a seagull design. Whilst there are a number of issues regarding the design of the roundabout that are listed below and need to be addressed prior to construction, it is considered that these issues can be addressed through the Works Authorisation Deed process and do not need to be addressed prior to determination.

Roundabout Design Comments

1. The proposed layout shall be designed in accordance with the RTA "Roundabouts – Geometric Design Method" and AUSTROADS Guide to Road Design Part 4B: Roundabouts.
2. Splitter island entry arcs should direct vehicles into the correct circulating path of the roundabout.
3. The width of the entry lanes, exit lanes and the circulating roadway should be based on the design vehicle. Maldon Bridge Road and Picton Road east of the junction are 25.0m B-double routes therefore the left turn from Picton Road into Maldon Bridge Road and the right turn from Maldon Bridge Road into Picton Road must cater for a 25.0m B-double with all other turns catering for a 19.0m articulated vehicle.
4. The island between the left turn lane and the through lane for westbound traffic on Picton Road must be raised to physically separate the movements.
5. The width of the left turn slip lane is inadequate for the tracking of a 25.0m B-double. Turning templates indicate providing the necessary width will encroach on the adjacent property. The RTA however considers that modifications can be made to the roundabout design to accommodate it within the road reserve such as reducing the radius of the inscribed circle and slightly realigning the roundabout.
6. Turning paths for the appropriate vehicles should be applied to all turning movements.
7. Cross sections are required to ensure verges, table drains and batters can be contained within the road reserve.

Roads and Traffic Authority

8. When available profiles of kerbs and islands should be provided to ensure drainage problems are not created.
9. Contours of the design surface should also be created to ensure the crossfall of the circulating roadway does not exceed 4.0%.
10. Sight distance should be checked for all approaches
 - 10.1. Approach sight distance required to linemarking on all approaches.
 - 10.2. Sight triangles for approach speeds in accordance with Fig. 3.1 of AUSTROADS Guide to Road Design Part 4B: Roundabouts should be provided to all approaches.
11. Any vegetation of the central island must be limited in height to 0.6 m above the circulating roadway.

In this regard the RTA would not object to the development application subject to the following comments being included in Council's conditions of development consent:

Prior to the issuing of a construction certificate

- Prior to the issuing of the construction certificate, the developer shall enter into a Works Authorisation Deed (WAD) with the RTA for any works on Picton Road.

Prior to the issuing of an occupation certificate (interim or final)

- The proposed access location shall have adequate Safe Intersection Sight Distance to the AUSTROADS standards in both directions, i.e. desirable 181m in both directions for a speed limit of 80km/h.
- Landscaping and fencing should not restrict vehicular sight lines on Picton Road.
- Prior to any occupation, the developer shall upgrade the junction of Maldon Bridge Road and Picton Road to a single lane roundabout with separated left turn deceleration lane into Maldon Bridge Road in accordance with AUSTROADS Guide to Road Design – Part 4B: Roundabouts and RTA "Roundabouts – Geometric Design Method". The design shall consider the comments made above.
- Where required, lighting shall be upgraded/provided in accordance with Australian Standard AS/NZS 1158.
- All roadworks, traffic control facilities and other works associated with this development, including any modifications required to meet RTA standards, will be at no cost to the RTA. All works shall be completed prior to occupation.
- The RTA will be exercising its powers under Section 64 of the Roads Act, 1993 to become the roads authority for works on Picton Road. Given this, Section 138 consent under the Roads Act, 1993 shall be obtained from the RTA prior to construction.
- The developer shall apply for, and obtain a Road Occupancy Licence (ROL) from the RTA Traffic Operations Unit (TOU) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU. The developer shall submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependant upon the RTA receiving an accurate and compliant TMP. Note: An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by the RTA Project Manager.

Conditions of development consent relating to road work, traffic control facilities and other structures on the classified road network contrary to those outlined above are unlikely to receive RTA consent under the Roads Act, 1993.

It is requested that Council advise the applicant that conditions of development consent do not guarantee the RTA's final consent to the specific road work, traffic control facilities and other structures and works on the classified road network. In this regard, prior to undertaking any such work, the applicant is required to submit detailed design plans, environmental impact assessment and all relevant additional information prior to commencing work on the State road network. The developer will need to pay all RTA fees and charges associated with works. In the first instance, to progress the post consent process, the applicant should email the conditions of development consent to: land_use_southern@rta.nsw.gov.au

In addition, construction on the State road requires a pre-qualified contractor to be engaged. A copy of pre-qualified contractors can be found on the RTA website at:

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

Upon Council's determination of this matter, it would be appreciated if Council could forward a copy of the Notice of Determination to the RTA within the appellant period for advice and consideration.

Yours faithfully



Joanne Parrott
Manager, Road Safety and Traffic Management
Southern Operations and Engineering Services

Attachment to Report	
JRPP No.	2011SYW017
DA No.	010.2010.00000921.001
Attachment	Advice of concurrence from Mine Subsidence Board

In reply please send to: **Picton**

Our reference: **FN82-00734PO DB:LE**

Your reference: **010.2010.00000921.001**

Contact: **Darren Bullock (02) 4677 1967**

The Manager
Development Services Section
Wollondilly Shire Council
DX 26052
PICTON

31 January 2011

Dear Sir or Madam

BUILDING APPLICATION NO. TBA11-06976P2
LOT 1-3 DP 231892, 608195, 748675, 748675, 216580 NO 45 MALDON
BRIDGE RD MALDON

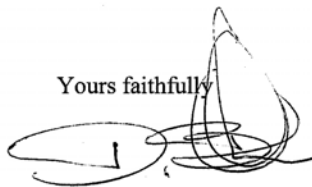
The Mine Subsidence Board has provided General Terms of Approval under Section 15, of the *Mine Subsidence Compensation Act*, 1961 as follows;

The final drawings, to be submitted prior to commencement of construction, are to contain a certification by a qualified structural engineer, to the effect that any improvements, constructed to meet the specifications of such final drawings, will be safe, serviceable and repairable, taking into account the following mine subsidence parameters:

- (a) Maximum vertical subsidence of 600mm.
- (b) Maximum ground strains of ± 2 mm/m.
- (c) Maximum tilt of 6 mm/m.
- (d) Maximum radius of curvature of 10,000 metres.

Please do not hesitate to contact our office should you have any questions.

Yours faithfully



Darren Bullock
District Manager

T 01B (Auto) Feb 2002



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NSW Government Offices
117 Bull Street
Newcastle West 2302
PO Box 488G Newcastle 2300
Telephone: (02) 4908 4300
Facsimile: (02) 4929 1032
DX 4322 Newcastle West

PICTON

100 Argyle Street
Picton 2571
PO Box 40 Picton 2571
Telephone: (02) 4677 1967
Facsimile: (02) 4677 2040
DX 26053 Picton

SINGLETON

The Central Business Centre
Unit 6, 1 Pitt Street
Singleton 2330
PO Box 524 Singleton 2330
Telephone: (02) 6572 4344
Facsimile: (02) 6572 4504

WYONG

Suite 3 Feldwin Court
30 Hely Street
Wyang 2259
PO Box 157 Wyong 2259
Telephone: (02) 4352 1646
Facsimile: (02) 4352 1757
DX 7317 Wyong

HEAD OFFICE

PO Box 488G
Newcastle 2300
Telephone: (02) 4908 4395
Facsimile: (02) 4929 1032



Email

mail@minesub.nsw.gov.au

Web

www.minesub.nsw.gov.au

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Free Call 1800 248 083

PUTTING SERVICE AND THE NEEDS OF PEOPLE FIRST

Attachment to Report	
JRPP No.	2011SYW017
DA No.	010.2010.00000921.001
Attachment	Advice from NSW Department of Environment, Climate Change and Water;



**Environment,
Climate Change
& Water**

Your reference: 010.2010.00000921.001
Our reference: FIL11/3029.DOC11/13266.CP
Contact: Craig Patterson, (02) 4224 4100

Wollondilly Shire Council
(Attention: Grant Rokobauer)
PO Box 21
PICTON NSW 2571

WOLLONDILLY SHIRE COUNCIL	
TRIM No:	DA10/10907P2
PROP No:	
30 MAY 2011	
AUTH No:	
ASSIGNED TO:	Grant

Dear Mr Rokobauer

**INTEGRATED DEVELOPMENT
PROPOSED RAIL TERMINAL FACILITY
40 MALDON BRIDGE ROAD, MALDON**

I refer to the above Integrated Development Application (IDA) and notification received by the Office of Environment and Heritage (OEH) from Wollondilly Shire Council on 16 May 2011 advising that nil public submissions were received during the application exhibition period.

As previously advised on 4 March 2011, the proposed new rail terminal facility is not classed as a scheduled activity in accordance with Schedule 1 of the Protection of the Environment Operations (POEO) Act. Whilst a separate application for an Environment Protection Licence (EPL) is not required, the proposed facility is currently described as being on the same premises as the existing Boral Cement Plant which is currently regulated under EPL 212.

In correspondence dated 9 May 2011 provided by AECOM Australia in response to OEH's submission to Council, it states that Boral intend to exclude the land used for the proposed rail terminal facility from the Boral Cement licence by way of a figure or such an agreement that satisfies OEH in a licence variation. OEH advise that the Premises Description would need to be varied on Boral Cement's licence (EPL 212) to accurately reflect any exclusion areas from the licence. In establishing the required area, suitable surveyed and/or reference points would need to be clearly identified on the premises and any associated map to enable both Council and OEH to clearly and accurately delineate between the two premises. If parts of the premises will be used by both companies, this will also need to be addressed. Both Council and OEH will need to be consulted in developing this approach should Council decide to grant Development Consent.

Given that an EPL is not required for the proposed rail terminal facility, OEH has not provided any intended licence conditions for its operation and Wollondilly Shire Council will be the appropriate regulatory authority for the proposed facility under the POEO Act. However to assist Council in determining the application, OEH has included some conditions in Attachment A which may be regulated via the Development Consent. These conditions relate to both design elements and the development of Environmental Management Plans and are essential for ensuring that the facility is operated and maintained in a proper and efficient manner and is capable of achieving the environmental outcomes detailed in the Director-General requirements.

The Department of Environment, Climate Change & Water is now known as the Office of Environment and Heritage, Department of Premier and Cabinet

PO Box 513 Wollongong NSW 2520
Level 3, 84 Crown Street Wollongong NSW
Tel: (02) 4224 4100 Fax: (02) 4224 4110
ABN 30 841 387 271
www.environment.nsw.gov.au

These conditions relate to the development as proposed in the documents and information currently provided to OEH. In the event that the development is modified either by the applicant prior to the granting of consent or as a result of the conditions proposed to be attached to the consent, OEH requests Council consult with us about the changes before consent is issued.

Should you have any further enquiries, please contact the above officer.

Yours sincerely


PETER BLOEM 26/5/11
Manager Illawarra
Environment Protection and Regulation

Att: Attachment A

cc: Neville Hattingh
AECOM Australia Pty Ltd
Level 8, 17 York Street
SYDNEY NSW 2000

Attachment to Report	
JRPP No.	2011SYW017
DA No.	010.2010.00000921.001
Attachment	Plans of the development

