



6 July 2012

CR2012/004670 & CR2012/006232
SF2011/001915/1
MD

Mr Anthony Fisher
GCA
PO Box 3337
THORNTON NSW 2322

PACIFIC HIGHWAY (HW10): KARUAH EAST QUARRY – PROPOSED ACCESS / SERVICE ROAD – THE BRANCH LANE, ANDERSITE ROAD AND BLUE ROCK LANE, KARUAH (Project Application 09_0175)

Dear Mr Fisher,

I refer to your letter dated 1 May 2012 (your reference: 09329C), the meeting between GCA and Roads and Maritime Services (RMS) on 25 May 2012 and your email dated 14 June 2012, regarding RMS position on the extension of the service road adjacent to the Pacific Highway providing access to / from the proposed quarry.

As requested in my letter to the Department of Planning and Infrastructure dated 5 January 2012, the issues raised in my letter to GCA dated 29 September 2010 were to be addressed prior to the exhibition of the Environmental Assessment to determine the feasibility of constructing the service road extension. This letter also advised that RMS would not undertake further design reviews until the required fees and charges required under the Works Authorisation Deed (WAD) were paid. These fees and charges have not been paid.

RMS cannot issue approval to any design plans at this stage. However, RMS will accept the preliminary concept design plans you have submitted to allow the project to be exhibited, subject to further concept and detailed design reviews and acceptance during the WAD process, to the satisfaction of RMS.

If and when the project is approved, RMS will excise that part of RMS land required for the service road (including its extension to Lot 12) and declare it as public road. The land required for the upgraded and extended service road, including new boundaries, will need to be agreed to by RMS. The developer may be required to conduct a survey of the extended portion of the service road as part of the process. The remaining RMS land not required for the service road will be declared Controlled Access Road. The new property boundaries will need to be approved by RMS.

Notwithstanding the above, RMS provides the following comments on the Revision 6 preliminary concept design drawings for the proposed upgraded and extended service road. These issues can be addressed later as part of the WAD concept and detailed design process:

Roads & Maritime Services

- Headlight glare needs to be assessed on Blue Rock Lane (existing) between CH150 and the proposed start of the timber screen at CH-20. The proposed timber fence screen should be included on the cross sections to determine the appropriate length required in the separation of headlight glare between the service road and the Pacific Highway.
- The existing intersection of The Branch Lane and access road will need to be upgraded with line marking and signposting to RMS requirements.
- Turning paths for B-Doubles have been provided and are considered satisfactory.
- The 100m reverse curves at CH360 on adverse cross-fall is not supported. This section of road can be improved with larger curve radii (210m) which is suitable for -3% adverse cross-falls for 60km/h.
- Cross sections should be provided for the full length of the proposed works, from The Branch Lane to chainage 548.921. The missing sections will show carriageway widths between existing safety barriers as well as the stormwater control on either side of the widened section.
- There shall be no extensive cut in the existing batters which have been vegetated as part of the Pacific Highway upgrade. RMS requires that retaining walls be used and / or the grade line to be lifted to eliminate cut batters between CH390 and CH550.
- Typical cross section drawings are required for the concept and detailed design review.
- Pavement design was not provided but is necessary for the concept and detailed design review.
- No information on line marking and signposting has been provided. This will be required for concept and detailed design review.
- Safety barrier end terminals are to be an RMS approved product.
- Start of end terminal at CH345 heading west does not extend far enough to cover the point of need to prevent an errand vehicle from entering the sedimentation basin. Figure 6.22 in the RMS supplement to the *Austrroads Guide to Road Design – Part 6: Roadside Design, Safety and Barriers* details the method of determining the required length of safety barrier. The impact angles can be determined from Figure 6.19.
- Safety barrier will need to be provided over culvert at CH150 as appropriate and in accordance with RMS standards.
- Table drains may be required on the high side of the road where widening is proposed.
- Drainage plans and stormwater drainage calculations are required for the concept and detailed design review.
- Due to work proposed on either side of the sedimentation basin, the access point for maintenance workers needs to be signposted.
- Sub-surface drainage details have not been provided. Assessment as to whether sub-surface drainage is required at the pavement widening interface with the existing pavement needs to be determined at the concept and detailed design stage.
- Access to all existing properties must be retained to the satisfaction of RMS during the construction and operational phases.

- All other comments previously provided by RMS must be addressed.

Should you require further advice please contact me on (02) 4924 0688.

Yours sincerely



Dave Young
Manager, Land Use Development
Development North
Hunter Region

Cc Mr Wade Holmes
Great Lakes Council

Cc Mr Howard Reed
Department of Planning & Infrastructure

Mathew Radnidge

Subject: RMS Response - Karuah East Quarry

From: YOUNG David N [<mailto:David.N.Young@rms.nsw.gov.au>]

Sent: Monday, 23 July 2012 3:50 PM

To: Anthony Fisher

Cc: MCCALLUM Christian; JENKINS Marty W; STEVENSON Wesley L; DRURY Russell G; BATES Steve J

Subject: RE: RMS Response - Karuah East Quarry

Anthony

RMS is not prepared to undertake further design reviews unless appropriate fees are paid to the satisfaction of RMS. This is normally done under the WAD process and following project approval. However, if the developer is prepared to pay the design review fees as required by RMS we can proceed with further reviews and acceptance of concept and detail design, at the owners risk (should the project not be approved).

There are issues to be addressed in the design of the service road which may impact on the land required to accommodate the road. It would be prudent to firm up on at least the concept, preferably detailed, design to confirm property boundaries.

Issues related to property were outlined in my email to Ian Hill on 8 March 2011 - attached.

You must be able to demonstrate that the road can be accommodated without further land acquisition, including from a third party. You also need to demonstrate that the service road can be extended beyond the property owned by Karuah East Quarry Pty Ltd - there may be land dedication required to allow the service road to be extended in the future. This may impact on the internal access road you have shown on your plans.

Design issues which could influence property requirements include - the cut into the Pac Hwy embankment shown on plans where RMS has indicated retaining walls are required, preservation of the sed basin, horizontal geometry at the southern end, footway requirements to accommodate services, stormwater drainage, etc

Please provide property plans and coordinates to allow RMS to determine property boundaries when all design issues are resolved to the satisfaction of RMS.

The property info is required to allow RMS to proceed with confirming the freeway boundary v the service road boundary. The service road would be designated a public road in favour of Council and the Freeway would be in favour of RMS.

RMS has already agreed in principle with the extension of the service road and with adjusting the boundaries as required to accommodate the road.

RMS gives owners consent for the Karuah East Quarry Pty Ltd to lodge the application to the Department of Planning and Infrastructure for the proposed road works. However, the issues raised above must be addressed to the satisfaction of RMS prior to any road works approval.

Regards

Dave Young

Manager, Land Use Development
Hunter Region

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