

To: Tim Ward – DIPNR

From: Bob Wagg – Mgr Road Safety
& Traffic Services – West
Region

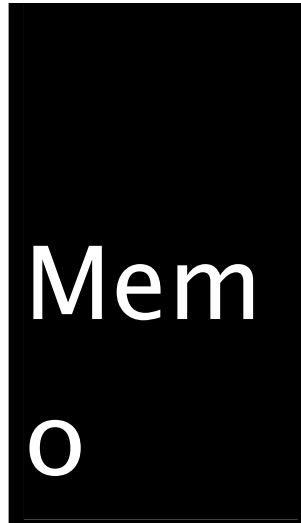
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Date: 22 April 2005.

Subject: Freight Handling Complex,
Raglan
By Slobobax Pty Ltd.

Pages: 4



This memorandum deals with a project concept by Slobobax Pty Ltd, to construct a Freight Handling Complex, on lands located between the Great Western Highway, (State Highway No 5) and the Main Western Railway at Raglan, approximately 4km east of Bathurst. These comments embrace both the RTA's requirements for inclusion in the EIS as well as the RTA's requirements for any works that impact upon the State's Arterial Road Network

Preamble:

Consent under section 138 of the Roads Act will in this case caught under the integrated development regime under Part 4 of the Planning Act by virtue of the fact that the consent authority for this development will be the Minister for Infrastructure, Planning and Natural Development, and not the local Council.

The concurrence of the Roads and Traffic Authority will therefore be required in relation to the project as well as the general terms of approval from Council.

For those works being undertaken on the Highway, there needs to be included in the EIS, a statement relating to any environmental impacts that may occur within the existing road reserve by the impending roadworks.

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Access:

The proponent has indicated that separate ingress/egress to the site is to be provided from the Great Western Highway. This method of access is agreed with by the RTA. Within the access design, there will be a need to separate the heavy vehicle movements associated with the Freight Handling Complex and light vehicle movements associated with the Bulky Goods Developments. To achieve this separation it is anticipated that this separation takes place on site, through lane definition and routing and as such will become an important aspect of the final roadworks design.

Access Form:

The role of the RTA is to ensure that any changes to land forms through commercial development or otherwise has no impact on the safe and convenient movement of people and goods along the State's arterial road network.

The design of the intersection of the access roads with the Great Western highway will need to comply with the design requirements of the RTA, and be of sufficient standard that the amenity afforded present day arterial road traffic would not be compromised by the new works.

Within the RTA's publication "Road Design Guide", section 4 sets out the various criteria to allow the project designer to determine appropriate treatments for the new road junctions. The form adopted is based upon the probability of interference to a through vehicle by a turning vehicle slowing down or stopping in front.

Within the EIS there needs to be a traffic impact statement dealing with the Freight Handling Complex, prepared to identify peaks and troughs in traffic flows, the type of vehicles expected to access the site, the origin and destination of loads, and the projected numbers. Reference is made to the RTA's present publication "Guide to Traffic Generating Development" - Section 2 which summarises the content of the statement.

Access Compatibility:

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While development on the eastern fringe of Bathurst continues to grow at a relatively slow rate when compared to other parts of the City, it must be realised that this growth will continue. With continuing development growth comes the need for the defining of access points, for the developing areas, and for Council's planning instruments to reflect these points of access.

This present development application indicates a desire to provide an ingress at or near the eastern boundary point and an egress at or near the western boundary point, however it must be demonstrated how these access points fit to the existing situation and any future development of the area.

There must be adequate room for the various access scenarios to be developed fully with out compromise.

Highway Works:

The RTA has no foreseeable works planned for this section of the Great Western Highway. Planning to date has been limited to that section of the Highway west of the intersection with Littlebourne Street, and it is anticipated that these works will not eventuate in the near future.

The level of vehicle movements, particularly heavy vehicles, could call for changes to phasing and lane definition at the existing traffic signals at the intersection of Littlebourne Street (Main Road No 253), and Great Western Highway at Kelso.

Site Design:

In carrying out the design and construction of the site the following aspects of work need to be considered;

- Ingress and egress to the site is to be provided prior to any other form of construction taking place. This is to ensure that the slowing stopping and turning manoeuvres of those vehicles associated with the construction of the infrastructure do not unduly interfere with Highway traffic,
- All advertising signage is to be located outside the Highway boundary,

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- The amount of light over spilling the site is to be kept to a minimum, with no excessive glare affecting the drivers of vehicles on the Highway,
 - The ingress and egress points are to be clearly signposted to ensure that wrong way vehicle movements are eliminated,
 - Any sign posting of the Development from the Great Western Highway is to conform to the requirements of the RTA's publication – "Service Sign Manual" with the design carried out by and approved by the RTA.
 - Work on the Great Western Highway is to be covered by the preparation of the following documentation:

A. Information to be supplied to enable project to proceed:

In summarising the requirements of the RTA once the DA is approved for works to be carried out on the Great Western Highway, the following information will be required to be provided by the Developer to enable RTA concurrence to be given to the project:

1. A complete engineering design for both the ingress and egress to the site and incorporating plan, long section and cross section views, drainage design, linemarking design, roadside furnishings, sign posting,
2. A traffic management plan for the works being carried out on or adjacent to the Highway,
3. A traffic control plan for the works being carried out on or adjacent to the Highway,
4. A sedimentation control plan for the works being carried out on or adjacent to the Highway,
5. The name of the intended contractor who will carry out the roadworks on or adjacent to the Highway and his level of accreditation.

B. Design Criteria:

The following summary is given to provide a level of control for the design to proceed;

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- The existing surface levels of the highway are to be maintained throughout the project sites and all works are to be joined to the existing formation in a smooth and even manner,
 - The wearing surface of the new work is to match that of the existing highway,
 - A complete pavement design is to be provided for the new work located on the Great Western Highway, designed on the parameters given in the current RTA's pavement specifications. It is important that the source of materials is disclosed to enable complete checking of the documentation.
 - The dimensions to be adopted for the new works are lane width 3.5 metres, shoulder width 2.0 metres (sealed, centre line markings, edge line markings, raised pavement markers, travel speed 80km/h). All turning manoeuvres associated with vehicles entering and leaving the site are to be fully accommodated on the sealed pavement areas.
 - It is anticipated that freight movement to and from the site will be over the full twenty-four hour period. It will therefore be necessary for the Developer to provide street lighting at both the ingress and egress points. The level of lighting is to be such that the position and form of vehicles entering and leaving the site will be discernable to the passing motorist. Within the Bathurst Valley the incidence of fog is generally high in the winter months therefore this climatic condition will need to be taken into consideration.

C. Roadwork Costs;

The following charges will be applicable to these works;

1. Costs associated with the checking of the pavement design by RTA,
2. Costs associated with the checking of the engineering plans by RTA,
3. Costs associated with the surveillance of the field works by RTA.

All other works associated with the preparation of the design, documentation and field works including the construction of the intersection, signposting etc, are to be borne by the Developer.

Level Crossing

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Located within the Raglan area the Main Western Rail line is crossed by a level crossing at Barley Street, rail chainage 233.496.

The present crossing is controlled by passive protection, – Stop Signs.

An evaluation should be made as to the need to upgrade or otherwise this level of protection, given the impending shunting operations, alterations to approach train sighting, and any further restrictions that may be derived through shunting and marshalling operations.

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