

Appendix 6 Meeting Minutes & Correspondence - RTA

MM Consulting

June 2008



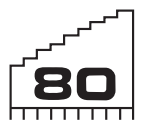
Warner Industrial Park Concept Plan and Project Application

Precinct 14 WEZ

Sparks Rd and Hue Hue Rd

Warnervale

June 2008



TERRACE
TOWER
GROUP

Warner Business Park Pty Ltd
Part of the Terrace Tower Group

Warner Industrial Park

Minutes of Meeting with the RTA
Held on 5th June 2008 @ RTA Offices, Woy Woy

Present:	Rene Burkart	RTA
	Craig Leckie	RTA
	Ray Beatie	RTA
	Bob Burch	Wyang Shire Council (WSC)
	Adam Mularczyk	Wyang Shire Council (WSC)
	Peter Andrews	Peter Andrews & Associates (PAA)
	Matty Mathivanar	MM Consultants P/L (MM)

Distribution: As above

1.0 INTRODUCTION

Concept design documents supporting Part 3A are being finalized for submission to the Department of Planning (DoP). It is expected that the submission will be finalized by the end of next week. The purpose of this meeting is to get feedback from the RTA on some of the matters raised in the past with them, in particular traffic impact statement for the development, rising main route and the impact if any of the storm water proposal for the site. Subsequent to previous submissions made to the RTA, an alternate route proposed for the water re-use pipeline would also need to be discussed at this meeting as it is proposed to attach the pipeline to the Allison Road Bridge over the Freeway.

2.0 WATER RE-USE PIPELINE

RTA raised no objections to an alternate proposal for a rising main route through Hue Hue and Alison Roads to get to Wyong River below the weir. This is one of the options being investigated at present. There is another shorter route to the river via Yarramalong Road, but this may require higher standard of treatment of storm water before discharge as this point of discharge is above the weir level. At this time both options are still under consideration. Alison Road route would mean attaching the pipeline to the bridge structure. Preliminary investigation by the RTA indicates that a 250mm ID pipe could be accommodated subject to confirmation by the Bridge Branch and a Lease Agreement between the Proponent, the RTA and the Council who would own the asset. RTA would forward an electronic version of the Lease Agreement to PAA.

If Council chose to also run its water reuse pipeline along Hue Hue Road, further examination of the capacity for additional pipes on the Alison Road bridge will be required.

Ray Beatie is to forward details of the deck capacity to PAA and WSC.

3.0 SEWER RISING MAIN

RTA raised no objections to the crossing the Freeway with a sewer rising main from Precinct 14 provided the under boring depth is at least between 3 and 4m below the current Freeway level, all structures are kept outside the Freeway reserve and the pipe itself is protected with another sleeve and concrete encased. RTA to confirm these requirements. The rising main bore must extend the full width of the Freeway reserve.

4.0 ON SITE STORMWATER STORAGE

From the details submitted to the RTA, the proposed drainage works along the Freeway corridor doesn't appear to be impacting the RTA road corridor. Run off should be contained within the development site. In response to a query raised by WSC, the plans submitted to the RTA show correct areas for on site surplus stormwater storage.

5.0 SITE ACCESS

In general RTA doesn't have any issues with the traffic impact statement, except a roundabout should be provided in lieu of a sea gull type intersection proposed at Sparks Road and site access. This would result in faster clearance of right turn movements into the development site, thereby reducing the risk of congestion at Freeway ramps. RTA requested a SIDRA model to be run at the Freeway intersection with Sparks Road, with post-development traffic, although this is not expected to affect the outcome with respect to impacts on the Freeway ramps.

6.0 APPROVALS

- Water re-use pipeline – RTA Asset Section and Bridge Branch would be the approving authority for details relating to how the pipeline is fixed to the bridge. RTA Property Branch in Sydney would look after all aspects of License Agreement.
- Sewer Rising main – RTA Asset Section would be the approving authority for details relating to under boring and making sure the section of the rising main under the Freeway Corridor has adequate cover and requires no maintenance in the future.
- Roundabout at Sparks Road and site access – Details relating to this work would have to be approved by the Council. However, Council would request RTA concurrence to the proposal because of its proximity to the Freeway ramps.
- Intersection of Sparks Road and Hue Hue Road – Council would be the approving authority.
- Intersection at Hue Hue Road and site access - Council would be the approving authority.

7.0 GENERAL

- RTA have a strategic plan for an off road cycleway along Sparks Road. However, there is no commitment at this stage to timing. There is an existing on road cycle way on the northern side of Sparks Road which would need to be retained in the new design.
- Council would approach RTA separately to discuss the 375mm water main proposed across the bridge at Sparks Road.

From: "Matti Mathivanar" <matt_mmc@bigpond.net.au>
Subject: RE: Matters as discussed at our meeting of 5th June 2008
Date: 30 July 2008 1:09:19 AM
To: "Peter Andrews" <peter.andrews@paadesign.com.au>
Reply-To: <matt_mmc@bigpond.net.au>

Peter,

I discussed with the RTA the matter relating to the feasibility of installing storm water rising main within the utility duct on Alison Road bridge. RTA confirmed that:

- based on their recent survey of the bridge, there is adequate space within the utility duct to accommodate a 250mm ID pipe. During construction, the existing ducts may have to be repositioned to maximise this space for the new pipe.
- on receipt of detailed design plans and specification, the Bridge Branch would undertake investigation and analysis to confirm the bridge could support the pipe when it is flowing full. RTA does not expect the proponent to undertake this level of design and details at the concept plan stage and that preliminary investigations by the RTA indicated that the pipe could be accommodated within the bridge structure. RTA will release bridge drawings upon payment of administrative fees associated with the Lease Agreement.

Trust the above advice is of assistance in providing an update to the Department of Planning.

Regards,

Matty

From: Peter Andrews [mailto:peter.andrews@paadesign.com.au]
Sent: Friday, 20 June 2008 8:34 AM
To: Matti Mathivanar; Vanessa Colclough
Cc: Miked@terracetower.com.au
Subject: Fwd: Matters as discussed at our meeting of 5th June 2008

Begin forwarded message:

From: BEATTIE Ray J <Ray_BEATTIE@rta.nsw.gov.au>
Date: 19 June 2008 7:40:36 PM
To: peter.andrews@paadesign.com.au
Cc: BURKART Rene <Rene_BURKART@rta.nsw.gov.au>, LECKIE Craig W <Craig_LECKIE@rta.nsw.gov.au>, bob.burch@wyong.nsw.gov.au, "Mularczyk, Adam" <MULARCZA@wyong.nsw.gov.au>, FOX Warren J <Warren_FOX@rta.nsw.gov.au>, MANCHANAYAKE Deve A <Deve_MANCHANAYAKE@rta.nsw.gov.au>
Subject: Matters as discussed at our meeting of 5th June 2008

Peter,

Further to the meeting held at the Central Coast Roads and Traffic Office on the 5th June 2008. I have attached some information that will assist you in the design of the projects discussed.

The 'works authority requirements' PDF provides a list of generic standard requirements / expectations that apply to all projects proposed unless otherwise negotiated. (Note: Items four and five will not apply to the F3 under-bore)

The 'submission of a works proposal' PDF provides contact / mailing details and a list of the type of information required by the RTA to assess the proposal to determine whether or not it will impact on road safety, road integrity or ongoing, current or proposed future road works. Please note that the RTA's ultimate approval will be based on these considerations.

Re - Your enquiry regarding the depth of the under-bore within the F3 freeway:

I'm advised that four (4) metres would be the minimum depth accepted within the F3 Freeway reserve at this location in association with the installation of the sewer main and that if approved, the utility would require sleeving and the annulus grouted full width of the freeway reserve and that no access to the freeway would be permitted in association with the performance of the works. This means that the bore and the receiving pits would need to be excavated on property adjacent to the freeway reserve and that all access to the pits would be achieved via the adjacent properties.

Re: Our discussions related to the possibility of a proposal to install a storm water rising main within the Alison Road / F3 Freeway overbridge at Wyong.

The attached photo's provide an indication of the content of the Alison Road Bridge service duct as it was in July 2006. (I'm unaware of any additional photos having been installed since that time)

I have attached a document titled: "Licence Agreement to Install a Utility on an RTA Bridge". If you do opt to proceed with this installation, a licence agreement would require negotiation with our Property Services Group, Sydney through our Mr Warren Fox Ph (02) 8849 2162. Be advised that bridge access includes administrative fees, licensing fees and possibly ongoing access fees associated with the placement of the utility. Bridge drawings will be provided upon receipt of advice from our Property Services Group confirming payment of the initial administrative fees.

It's my understanding that the operator of the utility will need to be clearly determined and that *they* will become the 'licensee' responsible for meeting all fees and charges associated with the licensing process, both initially and ongoing and that the ultimate operator of the utility will be required to negotiate and sign the licence agreement. I would advise however that you speak with the RTA's Property Services Group to clarify this matter.

From the notes I've found on file it appears that the available space within the utility duct is limited to a corridor of approx 320mm in width by approx 340mm in height but I suspect that some minor repositioning of the existing utilities may be required to achieve this. Wyong Shire Council have already performed investigations into the feasibility of such a proposal although from memory I think they were considering a 375 O/D main. Those involved in the earlier proposal were: Mr Rick Andrews and Mr Jim Walker of Wyong Shire Council, Mr Ron Hemmings of the Department of Commerce and Mr Barry Hancock of Connell Wagner Pty Ltd. The approach was made in July 2006.

We will require information related to the peak operating pressure of the utility proposed within the bridge and that proposed within the freeway reserve in association with any formal proposal/s received.

I hope this information is of assistance to you. Please contact me should you wish to discuss any aspect of this matter in greater detail.

Regards,

Ray Beattie

CENTRAL COAST ROADS AND TRAFFIC OFFICE

P 43797027

F 43797031

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From: BEATTIE Ray J <Ray_BEATTIE@rta.nsw.gov.au>
Subject: **Matters as discussed at our meeting of 5th June 2008**
Date: 19 June 2008 7:40:36 PM
To: peter.andrews@paadesign.com.au
Cc: BURKART Rene <Rene_BURKART@rta.nsw.gov.au>, LECKIE Craig W <Craig_LECKIE@rta.nsw.gov.au>, bob.burch@wyong.nsw.gov.au, "Mularczyk, Adam" <MULARCZA@wyong.nsw.gov.au>, FOX Warren J <Warren_FOX@rta.nsw.gov.au>, MANCHANAYAKE Deve A <Deve_MANCHANAYAKE@rta.nsw.gov.au>
9 Attachments, 980 KB

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Ray Beattie
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WORKS AUTHORITY REQUIREMENTS – WW

- 1 No part of the sealed road pavement may be opened for the purpose of performing any aspect of these works.
- 2 Any traffic control requirement associated with this project must be undertaken in accordance with the current version of the RTA publication “Traffic Control at Work Sites Manual”. Allowance must be made for pedestrian movement in accordance with AS 1742.10-1990: “Manual of Uniform Traffic Control Devices – Pedestrian Control and Protection” where appropriate.
No lane closures are permitted without the authority of the RTA Traffic Commander. The Traffic Commander may be contacted via phone on (02) 43525483 between 06.00 to 13.00 hours Monday to Friday. All road occupancy proposals must be *E/mailed* to the Traffic Commander at: ROL_Hunter_Central_Coast@rta.nsw.gov.au preferably fourteen (14) days prior to the intended commencement of the works. Applications **MUST** be received no later than the Monday morning of the week preceding the proposed week of works.
- 3 Any traffic accidents occurring day or night in the vicinity of the work site **MUST** be *immediately* reported by the Applicant or their representatives to the NSW Transport Management Centre (TMC) on telephone number 131700.
- 4 All services and or associated conduits will be installed within road formation at a minimum depth of 1.5 metres below road pavement surface unless otherwise agreed to by the RTA.
- 5 All services and or associated conduits will be installed at a minimum depth of 0.9 metres below road reserve surface (verge or footway) unless otherwise agreed to by the RTA.
- 6 Any line taken by a utility proposed below the trafficable road surface will be installed at an angle perpendicular to the road edge, edge line, kerb or centre-line, unless otherwise agreed to by the RTA.
- 7 The Applicant accepts that the RTA is not liable for any sub-surface conditions or existing services encountered and It is entirely the responsibility of the Applicant to identify and avoid any unrelated in or above ground infrastructure.
- 8 Any pressurised utility proposed for installation within the road pavement must be sleeved full width of the road formation and the annular space grouted.
- 9 Any aspect of the road reserve that may be affected by the works referred to and performed by the Applicant or their Representatives or Sub-Contractors in the performance of this project will be reinstated to a level reflecting pre-existing plantings, finishes and or surface levels and materials evident on site prior to commencement. Any concrete finishes affected by the proposed works will be reinstated by use of full slab replacement. The Applicant will be required to advise the relevant Council of any works likely to impact on Council owned infrastructure.
- 10 The Service / Infrastructure Owner is wholly responsible for ensuring the accuracy and adequacy of the design and any other related issues which may impact on the functionality, serviceability or structural integrity of the proposed infrastructure. The RTA is under no obligation and accepts no responsibility for the accuracy of any drawings provided or the functionality of the service design associated with this project.
- 11 It is in the Applicant’s interest to provide site photographs or digital images of the site prior to commencement. Copies of photographs or images should be forwarded to the Area Maintenance Engineer, RTA Central Coast, PO BOX 766 Woy Woy NSW 2256.
- 12 The Applicant shall take out or extend a Public Risk Insurance Policy to cover the RTA and the relevant Council for public liability in an amount of not less than twenty million dollars (\$20,000,000). Evidence of such policy and its extension to cover the RTA and its currency is to be produced for examination by the RTA upon request.
- 13 Permanent markers are to be provided at the entry and exit points of the infrastructure within the road reserve. Where the utility is constructed from material that is likely to become undetectable once installed a ‘trace wire’ must be included in the installation.



SUBMISSION OF A WORKS PROPOSAL FOR UTILITY OR MINOR DEVELOPMENTS IN THE STATE ROAD NETWORK

As a minimum when proposing works please provide:

- ☐ A request for site access.
- ☐ Location of proposed works including drawing or street directory extract showing location of site.
- ☐ Type and attributes of infrastructure proposed.
- ☐ Estimation of works duration and estimate of commencement date.
- ☐ Design proposals within the road reserve. (relevant drawings / scope etc)
- ☐ A reference number that defines the project. (the proponent generates this)

Mailing and contact details – Central Coast, Gosford and Wyong LGA's :

- ☐ Address all correspondence to the Central Coast, Network Manager.
- ☐ Mailing address is: PO BOX 766, Woy Woy NSW 2256
- ☐ Office location is: The Pavilion, upper level, 27 – 39 George St Woy Woy NSW.
- ☐ Utilities and Minor Development Works are coordinated in the Wyong and Gosford LGA's by the Central Coast Roads and Traffic Office, Ph. - 43797027, Fax : 43797031/ 32 or e/mail at: ray_beattie@rta.nsw.gov.au
- ☐ The Traffic Commander may be contacted via phone on (02) 43701096 between 06.00 to 13.00 hours Monday to Friday. All road occupancy proposals must be *E/mailed* to the Traffic Commander at: ROL_Hunter_Central_Coast@rta.nsw.gov.au preferably fourteen (14) days prior to the intended commencement of the works. Applications **MUST** be received no later than the Monday morning of the week preceding the proposed week of works.

Conditional Approval:

- ☐ Upon receipt of a satisfactory proposal a “conditional” approval will be issued to the proponent by the Roads and Traffic Authority Asset Section. The conditional approval will be accompanied by a “Works Authority Requirements” document, this is a generic document that contains a list of ‘standard’ conditions and expectations provided in association with all utility or minor development proposals.

Please Note The Following:

A lead time of four (4) weeks for assessment of more complex proposals is necessary and will permit sufficient time to investigate, arrive at and process an appropriate response. Less complex proposals require a minimum of three weeks notice.

After the proponent has received a “conditional approval” from the RTA Asset Section the RTA Traffic Commander will require submission of an “*application for road occupancy licence*” document including (if appropriate) a Traffic Control Plan in electronic format via e/mail by no later than mid-day of the Monday preceding the proposed week of works. Provision of a Traffic Management Plan is required if works have *any* likelihood of impacting on traffic flow within the State Road Network.

Although provision of work proposals via e/mail is appreciated and will assist in expediting the assessment process, please note that the actual proposal documentation forwarded to the RTA's Network Manager must be provided in hard copy, on *letter head* and delivered to the RTA's Central Coast Office by mail or courier at the postal or office address provided in this document.