Dear Lindy


Roads and Maritime Services (Roads and Maritime), in consultation with Australian Rail and Track Corporation (ARTC) is proposing to construct a new rail bridge and widen the Gowrie Gates underpass on the New England Highway, refer to Figure 1. The proposal involves road and rail infrastructure components and is being developed in consultation with ARTC.

A Review of Environmental Factors (REF) is currently being prepared to assess the likely impacts of the proposal under Part 5 of the Environmental Planning and Assessment Act, 1979. Roads and Maritime Services invites Singleton Council to comment and advise of any interests, concerns or statutory requirements relating to the proposal. Under the State Environmental Planning Policy (Infrastructure) 2007, Roads and Maritime Services is also required to consult with Singleton Council under clause 13 if the development involves the installation of a temporary structure on, or the enclosing of, a public place that is under a council’s management or control that is likely to cause a disruption to pedestrian or vehicular traffic that is not minor or inconsequential. Comments received will be considered in the REF.

The primary objectives of the proposal are to:

- Improve access and travel times for over-dimension freight movements on the New England Highway
- Minimise disruptions to freight movements on the New England Highway and the movement of bulk coal on the Main North Line
- Improve road safety for traffic on the New England Highway
- Improve rail network reliability

The proposal location is provided in the accompanying Figure 1.

The proposal is necessary in order to improve road and rail safety generally, and reduce the risk of over dimension freight strike on the bridge structure. A severe vehicle strike could potentially close the New England Highway and the Main North Rail Line causing significant traffic delays and financial loss.
The proposal would involve the following key infrastructure elements:

- Construction of a new rail bridge over the New England Highway. The bridge components will be prefabricated off site. They will be transported to site and constructed above the New England Highway on an extended headstock, next to the existing rail bridge. The existing rail bridge will be removed, and the new bridge will be jacked into position during a scheduled rail shutdown period. The new bridge will be an ARTC asset.
- Widening of the New England Highway. The road work on the New England Highway will take place after construction of the rail bridge is completed.

The proposal will also include the following temporary measures during construction:

- A temporary sidetrack will be built during construction to enable the closure of the New England Highway at Gowrie Gates during scheduled rail shutdown periods. This sidetrack would divert both lanes of traffic on the New England Highway. The side track will be approximately 300 metres in length and run to the south of the existing highway between the pedestrian underpass (next to Simpson Terrace) and Maison Dieu Road. It will make use of Council and Private land (being the Gowrie Golf Course property).
- A temporary work compound and materials stockpiling area are required and are proposed on the existing hardstand area next to Maison Dieu Road, and Gowrie Park. These compound and material stockpile sites will be located on both Council and private land.
- Existing pedestrian and cycle underpass of the Gowrie Gates will be maintained except for periods when the existing bridge structure is removed and the new bridge is jacked into place. Temporary alternate pathways alongside the temporary sidetrack will be provided during these periods.
- Temporary access for rail maintenance and emergency vehicles from White Avenue, around the perimeter of Gowrie Park, to the rail line on the north-eastern side of Gowrie Gates may be required.

The proposal would involve a number of ancillary infrastructure measures. This includes stormwater drainage, a new underpass for pedestrian and cycles, signs, safety fencing, rail signalling, safety barriers, railway signalling, and adjustment of any utilities.

Bulk waste items from the project may include waste spoil from the New England Highway widening, and the existing Gowrie Gates bridge structure. If any of the landscaped plantings on the south western side of Gowrie Gates are required to be removed then there may be small volumes of green waste.

There are no construction commencement or finalisation dates for this project. Note that the proposal is likely to have an extended construction period due to the limited availability of days to access the tracks for construction. It is proposed that the rail infrastructure component of the proposal will be completed by ARTC prior to the widening of the New England Highway. The road widening work will be completed by Roads and Maritime. Key components of the work will be programmed around rail track work periods to allow construction in the rail corridor.

The proposal will involve periods of night work. These will be required to minimise traffic disruption on the New England Highway and to optimise the availability of rail close down periods.

A number of standard mitigation measures will be implemented as part of the proposal. This includes Construction and Environmental Management Plans (CEMPs), Traffic Management Plans, Erosion and Sediment Management Plans. Consultation with potentially noise affected receivers would also occur during the construction stage of the proposal.
To assist in your response, please find attached a map showing the location of the proposal and a 20 per cent concept sketch showing property boundary's and general arrangement plan.

To enable consideration of your comments in the REF, a written response would be appreciated by 27 February 2015 and sent to:

Joel Rosendahl,
Road and Maritime Services,
Locked Bag 2030
NEWCASTLE NSW 2300

Roads and Maritime would be pleased to provide further information if required. Joel Rosendahl may be contacted on 02 4924 0293 or by email Joel.ROSEDAHL@rms.nsw.gov.au.

Yours faithfully,

Joel Rosendahl
Project Development Manager

4-2-15
Figure 1 Locality Diagram Showing Gowrie gates, New England Highway, Singleton.
NOTES

1. PROPOSED BOUNDARIES TO BE CONFIRMED BY RMS. NO ACQUISITION DISCUSSIONS HAVE BEEN UNDERTAKEN.
OPTION 1 - KEY DESIGN FEATURES

1. BRIDGE LIKELY TO BE CONSTRUCTED OVER ROAD AND JACKED INTO POSITION
2. LIMITED IMPACT ON EXISTING TRAFFIC
3. TEMPORARY SIDE TRACKING WILL BE REQUIRED
4. FUTURE ROAD FLEXIBILITY
5. APPROXIMATELY 30m SPAN
HWS TEMPORARY SIDETRACK
TYPICAL SECTION AT MCC1
SCALE 1:100

EXISTING RAIL TRACKS TO BE TEMPORARILY BURIED FOR SIDETRACK CROSSING

SHOULDER THROUGH LANE THROUGH LANE SHOULDER

BARRIER OFFSET 1.00 1.00 FOOTPATH

POTENTIAL BARRIER LOCATION

POTENTIAL BARRIER LOCATION

VERTICAL ALIGNMENT

DATUM R.L. 49.0
L=25.347 k=4.0 G=1.0%
L=97.7

HORIZONTAL ALIGNMENT

R=-180.000 R=-280.000 R=180.000

LONGITUDINAL SECTION ALONG - MCC1 SCALE 1:100

PRELIMINARY ISSUE
11 March 2015

Mr J Rosendahl
Roads & Maritime Services
Locked Bag 2030
NEWCASTLE 2300

Dear Sir

Review of Environmental Factors and SEPP (Infrastructure) Construction regarding proposed Singleton Rail Underpass, Gowrie Gates, New England Highway

Thank you for your letter dated 4 February, 2015 regarding the above matter.

Council appreciates the primary objectives of the project as identified in your letter and supports the proposal.

Issues which should be considered in the planning phase include:

1. A Road Safety Assessment specifically addressing the intersection of Maison Dieu Road and the temporary sidetrack.

2. It is noted the bike/pedestrian track is to be maintained which is supported.

3. The environmental impacts of the works, particularly lighting and noise from night works and dust and noise from traffic use of the sidetrack as they relate to residential receivers must be addressed.

It is noted your proposal to undertake this consultation “during the construction stage”. It is considered this should be undertaken during the planning stage with the affected residents.

4. Environmental controls around the temporary work compound.

5. Consultation with Council regarding links to Council’s stormwater system.

6. Details of the Community Consultation Plan to be implemented to be submitted to Council.
7. Details of rehabilitation of the temporary sidetrack to be submitted to Council for agreement.

8. Detailed Design Plans to be submitted to Council for information as soon as practical.

9. If consideration has been given to the need for dilapidation reports for buildings close to the worksite.

10. Waste materials may be disposed at Council's Waste Facility in Dyrring Road on the basis of Council's cost structure.

It is considered this is an important project which I believe would be supported by the Singleton Community. Notwithstanding, the local issues will be important to residents close to the work site during an extended construction period.

Should you require any further information please do not hesitate to contact me on (02) 6578 7221.

Yours faithfully

[Signature]

Gary Thomson  
AGM/Director Community & Infrastructure Services
To the General Manager,

ARTC Project - Replacement of New England Rail Bridge, Gowrie Gates, Singleton

The Australian Rail Track Corporation (ARTC) is proposing to replace an existing rail bridge over the New England Highway at Gowrie Gates, Singleton (refer to Figure 1). The location is shown in Figure 2. In addition to the bridge replacement, sections of track would be required to be relayed to the approaches on either side of the bridge in the existing rail line. Temporary construction compounds and stockpiles would be located in existing stockpile locations and cleared areas as part of the works. Please refer to the attached figure for site locations (Figure 2, Figure 3).

Jacobs has been engaged to prepare a Review of Environmental Factors (REF) for the proposed works on behalf of ARTC. The REF will consider potential impacts on Aboriginal heritage incorporating due diligence.

Jacobs is writing to inform the Wanaruah Local Aboriginal land Council of the proposed works and to invite your organisation to provide information on the project area as part of the due diligence assessment.

Proposed Works

The proposed works consist of replacing the existing steel twin steel rail bridges with a new single concrete rail bridge that would increase the horizontal clearance for the New England Highway Singleton Railway Underpass. Specific activities include:

- Relocation of utilities
- Installation of 15 precast half-through girders including post-tension works on a temporary support structure
- Rail cutting, removal of ballast and stripping and replacement of track for around 160 metres to the north and around 130 metres to the south of the rail bridge
- Removal of existing bridge structure, bridge support and retaining structures
- Securing new headstocks and jacking the new bridge into place
- Replacement of ballast and reconnection of track
Wanaruah Local Aboriginal Land Council  
ARTC Project - Replacement of New England Rail Bridge, Gowrie Gates, Singleton  
20 March 2015

- Reinstating the posted rail line speed limits
- The proposed works will be contained within the existing rail corridor and existing open space and stockpile location as shown in Figure 3.

Assessment of Potential Aboriginal Heritage Impacts

Jacobs is currently assessing the potential for the proposed works to impact upon Aboriginal heritage in accordance with the assessment process outlined in the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (OEH 2010). This includes a search of the Aboriginal Heritage information Management System (AHIMS).

Invitation to Provide Heritage Information on the proposal

Jacobs invites the Wanaruah Aboriginal Land Council to provide Aboriginal heritage information in relation to the proposed activity areas. This include any information on Aboriginal sites or cultural heritage values that may be known to the Wanaruah Aboriginal Land Council in the area of the proposed works so that these can be considered in the due diligence assessment.

Information may be provided to Jacobs no later than the 11 April 2015 and can be sent to:

Rachel Vazey  
Senior Environmental Planner  
Jacobs  
PO Box 2147  
Dangar, NSW 2309

Yours sincerely

Rachel Vazey  
Senior Environmental Planner  
61 02 4979 2632  
Rachel.Vazey@jacobs.com
Figure 1 New England Rail Bridge, Gowrie gates.
Figure 2 Locality Diagram.
Figure 3 Proposed Rail works Showing Potential Temporary Compound and Stockpile areas (Green and Brown Shaded Areas).
To the General Manager,

The Australian Rail Track Corporation (ARTC) is proposing to replace an existing rail bridge over the New England Highway at Gowrie Gates, Singleton. A Review of Environmental Factors (REF) is being prepared by Jacobs on behalf of ARTC.

ARTC is seeking Wanaruah Local Aboriginal Land Council’s (LALC) input into the REF. In this regard, please find attached the notification letter for the Replacement of the New England Rail Bridge, Gowrie Gates, Singleton REF.

It would be appreciated if you could provide any comments by 3 April 2015. We would be pleased to provide further information if required.

A hard copy of this letter will follow in the mail.

Kind regards

Abbee Warskitt on behalf of Rachel Vazey (Environmental Manager)