Appendix L

Agency consultation
26 June 2015

Mr Waid Crockett  
General Manager  
Upper Hunter Shire Council  
PO Box 208  
Scone NSW 2337

Dear Mr Crockett, General Manager Upper Hunter Shire Council

Invitation to comment - Scone Bypass proposal

Roads and Maritime Services is proposing to upgrade the New England Highway (HW9) at Scone, NSW. This would include building a two lane highway bypass to the west of Scone with connections south and north of the town.

Under the State Environmental Planning Policy (Infrastructure) 2007, Roads and Maritime is required to consult with Upper Hunter Shire Council under clause 13, 14 and 15 due to the potential impacts on council infrastructure, heritage listed items and flood liable lands. The proposal is located on flood prone land, would traverse part of the St Aubin’s Arms property and would impact on council infrastructure.

The proposal would involve the following:
- A two lane highway to the west of Scone
- Connections south and north of Scone and midway at St Aubins Street with all movements catered for on the existing and realigned New England Highway
- Overbridge at the Great Northern Railway to the south of Scone
- Overbridge about 530 metres in length commencing from the southern side of Parsons Gully and extending over Kingdon and Liverpool streets
- Crossing at Figtree Creek.

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 invites your organisation to provide comment and advise of any interests, concerns or statutory requirements relating to the proposal. Comments received will be considered in preparing the REF, which will be displayed for stakeholder and community feedback in late 2015.

An additional project relating to a rail bridge for local traffic is progressing and investigations are being carried out. The concept design and REF for this project will be displayed separately for stakeholder and community comments in 2016.

A location plan is attached to this letter.
It would be appreciated if you could provide any comments regarding this proposal by 19 July 2015.

Roads and Maritime would be pleased to provide further information if required. In this regard Phil Davidson may be contacted on (02) 4924 0332 or by email philip.davidson@rms.nsw.gov.au.

Yours sincerely

Phil Davidson
Roads and Maritime project manager

Attachment 1 Proposal location
17 July 2015

Phil Davidson
Roads & Maritime Project Manager
Roads & Maritime Services
Locked Bag 2030
Newcastle NSW 2300

Dear Phil,

Invitation to Comment - Scone Bypass Proposal

Thankyou for your letter dated 26 June 2015, inviting Council to make comment on the Scone Bypass Proposal.

On the 25 May 2015 you briefed Upper Hunter Shire Council on the proposed bypass and rail overpass. Thankyou for your time and power point presentation. The plans you showed at the presentation are the same alignment as the plan attached to your letter, however the power point plans showed much more detail. The following comments are made for your information:-

- **Connectivity at Liverpool Street:** Council is concerned the proposed access from Liverpool Street, Aberdeen Street and St Aubins Street to access the bypass is complicated and long. Vehicles travelling from the west and wishing to travel north will likely continue to travel along Liverpool Street and Kelly Street through Scone CBD. Council asks that a ramp at the Liverpool Street/bypass location be investigated. I am aware that you have had initial talks with UHSC’s Jeff Bush and myself.

- **Noise and Visual Impacts:** At the Council briefing, Councillor’s raised concerns about the elevated road way (especially near Aberdeen Street residences) and likely noise and visual impacts. I understand your consultants are currently determining noise impacts and the possible need for noise walls. Councillor’s also expressed concerns about how the visual impact would be managed.

- **Impacts on Community Facilities:** The proposed alignment outlined in red on the map attached to your letter shows impacts on:-
  - Town entry and signs at the south side of Scone
  - Scone Golf Course
  - Bill Rose Sports Complex and in particular the netball courts, playground, floodlighted area between the netball courts and playground and
  - Kingdon Ponds dog off leash area and cycleway along Liverpool Street.
The plan shows the bypass missing the rugby union club site. The Golf Club and Council are keen to maintain continuity of use of the golf course during construction. This will mean the golf course redesign and construction will need to happen soon to enable at least two growing seasons prior to bypass construction. You suggested waiting until after the full community consultation period for the bypass alignment which was scheduled for July 2015. However you recently advised that this has been pushed back to late 2015. I ask that the golf course work be expedited. We have incorporated your earlier comments into the design brief and are now in a position to call quotes.

The bypass has major impacts on Bill Rose Sports Complex which will need further discussion and refinement. For example your Council presentation shows the bypass missing the netball courts, however the map attached to your letter shows the bypass encroaching on the courts.

Council is also keen to discuss the impacts of land acquisition and future maintenance of the Kingdon Ponds dog off leash area and cycleway along Liverpool St.

I understand that the connectivity of White Park to the Council land to the south (near the railway line) will be maintained for people and horses.

- **Council Underground Infrastructure**: Council has water pipelines, water wells, sewer lines, control panels, sewer rising mains, sewer pump station, recycled water pipelines, stormwater pipelines and other assets along the bypass route. I understand your consultants are investigating all these services.

- **Heritage Listed Items**: I understand your consultants are currently investigating heritage impacts of the bypass proposal. We will be happy to comment on the findings.

- **Flood Liable Lands**: During your presentation to Council you showed results of the flood modelling you have arranged. I understand you are trying to eliminate or minimise flood aflux issues. The study information appeared to address these issues.

- **Social Impacts**: The Mayor and Council staff met with your consultants GHD recently to discuss the social impacts of the bypass and overpass. GHD took extensive notes on the positive and potential negative impacts.

Council is keen for the Scone bypass and overpass project to proceed. Thank you for the opportunity to comment.

Yours faithfully

[Signature]

Alan Fletcher
DIRECTOR INFRASTRUCTURE SERVICES

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**A Quality Rural Lifestyle - in a vibrant, caring and sustainable community**

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**All correspondence to:**
General Manager
Upper Hunter Shire Council
PO Box 208, Scone NSW 2337

**Telephone:**
Scone Office - 6540 1100
Merriwa Office - 6521 7000
Murrurundi Office - 6540 1350

**Email:**
council@upperhunter.nsw.gov.au
**Website:**
www.upperhunter.nsw.gov.au
26 June 2015

Alison Stone  
Department of Primary Industries  
PO Box 2185  
DANGAR NSW 2309

Dear Ms Stone, Deputy Director General – Land and Natural Resources

Invitation to comment – Scone bypass proposal

Roads and Maritime Services is proposing to upgrade the New England Highway (HW9) at Scone, NSW. This would include building a two lane highway bypass to the west of Scone with connections south and north of the town (the proposal).

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 invites your organisation to provide comment and advise of any interests, concerns or statutory requirements relating to the proposal. Comments received will be considered in preparing the REF, which will be displayed for stakeholder and community feedback in late 2015.

The objectives of the proposal are to:
- Remove the only remaining rail level crossing on the New England Highway
- Provide unimpeded access for emergency services to the western side of the Great Northern Railway
- Improve freight and long distance travel around Scone on the New England Highway
- Improve urban amenity in Scone
- Improve the safety on the New England Highway and in Scone
- Remove community severance caused by rail transport.

Within the Scone township, the Great Northern Railway intersects with the New England Highway at two points, at Kelly Street and at Liverpool Street. Both of these intersections are controlled by signalised rail level crossings. The two level crossings are about 500 metres apart. Currently, coal trains running through Scone can divide the town by temporarily closing access at both Kelly Street and Liverpool Street. This access arrangement potentially impacts emergency services and public access to the western side of the Great Northern Railway.

The proposal would involve:
- A two lane bypass to the west of Scone
- Connections south and north of Scone with all movements catered for on the existing and realigned New England Highway
- Overbridge at the Great Northern Railway to the south of Scone
- Overbridge about 530 metres in length commencing from the southern side of Parsons Gully and extending over Kingdon and Liverpool streets
- Crossing at Figtree Creek.
The work would be carried out adjacent to Kingdon Ponds floodplain, Parsons Gully, St Aubin’s Arms, and would cross the Scone Golf Course. The work would also involve crossing travelling stock route R90720 (Lot 200 DP 579923). Mitigation measures would be identified in the REF and implemented to avoid or minimise environmental impacts during construction and operation of the proposal. To assist in your response, please find attached the location of the proposal.

An additional project relating to a rail bridge for local traffic is progressing and investigations are being carried out. The concept design and REF for this project will be displayed separately for stakeholder and community comments in 2016.

To enable consideration of your comments in preparation of the REF, a written response would be appreciated by 19 July 2015. Roads and Maritime would be pleased to provide further information if required. Phil Davidson may be contacted on (02) 4924 0332 or by email philip.davidson@rms.nsw.gov.au.

Yours faithfully,

Phil Davidson
Roads and Maritime project manager

Attachment 1 Proposal location
Figure 1

LEGEND

- The Proposal
- Railway
- Watercourse
Dear Philip,

Thank you for the opportunity to provide comment on the proposed Scone bypass. Lands provides the following comments for consideration in the preparation of the REF:

- The scale and detail of the diagram provided (Attachment 1 Proposed location), that indicates the route of the bypass, cannot be used to definitively identify all Crown land impacted upon by the proposal. As such, it is recommended that the Roads and Maritime Services undertake a paid search to identify all Crown Land within the corridor of the bypass.

- The RMS should acquire all Crown land identified within the approved corridor of the bypass. The following link contains relevant information and the application form to acquire Crown land. http://www.lpma.nsw.gov.au/__data/assets/pdf_file/0008/196199/AT_-_Acquisitions_Consent_to_Acquire_Crown_Land_Application_Aug_2014.pdf Any questions relating to the acquisition process should be directed to the acquisitions team by telephone: 4937 9306 or email: cl.acquisitions@crownland.nsw.gov.au

- The proposed corridor indicated in "Attachment 1 Proposed location" is likely to impact on parcels of Crown Land that are under the management of other authorities and/or tenure holders that should be referenced to provide comment on the proposed bypass. This includes Lot 200 DP 579923 that is a Travelling Stock Route under the management of the Local Land Services (former Rural Lands Protection Board). As part of the preparation of the REF, Local Land Services should be invited to provide comment on the proposed bypass.

Regards,
Peter.
26 June 2015

Andrew McIntyre
NSW Office of Environment and Heritage
PO Box 488G
NEWCASTLE  NSW  2300

Dear Mr McIntyre, Regional Manager Hunter and Central Coast

Invitation to comment – Scone bypass proposal

Roads and Maritime Services is proposing to upgrade the New England Highway (HW9) at Scone, NSW. This would include building a two lane highway bypass to the west of Scone with connections south and north of the town (the proposal).

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The objectives of the proposal are to:

- Remove the only remaining rail level crossing on the New England Highway
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- Improve freight and long distance travel around Scone on the New England Highway
- Improve urban amenity in Scone
- Improve the safety on the New England Highway and in Scone
- Remove community severance caused by rail transport.

Within the Scone township, the Great Northern Railway intersects with the New England Highway at two points, at Kelly Street and at Liverpool Street. Both of these intersections are controlled by signalised rail level crossings. The two level crossings are about 500 metres apart. Currently, coal trains running through Scone can divide the town by temporarily closing access at both Kelly Street and Liverpool Street. This access arrangement potentially impacts emergency services and public access to the western side of the Great Northern Railway.

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To enable consideration of your comments in preparation of the REF, a written response would be appreciated by 19 July 2015. Roads and Maritime would be pleased to provide further information if required. Phil Davidson may be contacted on (02) 4924 0332 or by email philip.davidson@rms.nsw.gov.au.

Yours faithfully,

[Signature]

Phil Davidson
Roads and Maritime project manager

Attachment 1 Proposal location
LEGEN

The Proposal
Railway
Watercourse

Roads and Maritime Services
HW9 New England Highway Scone Bypass
Review of Environmental Factors
Invitation to Comment

The Proposal

Railway
Watercourse

MW 1994
Grid: GDA 1994 MGA Zone 56
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994

N/AU/Newcastle/Projects/22/17554/GIS/Maps/Deliverables/ConsultationLetter/22/17554_CL001_REF_0.mxd
N/AU/Newcastle/Projects/22/17554/GIS/Maps/Deliverables/ConsultationLetter/22/17554_CL001_REF_0.mxd

<INT> ass<INT> 2015. Whilst every care has been taken to prepare this map, GHD, LPI & RMS make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.


The Proposal

Railway
Watercourse
Dear Mr Davidson

RE: PART 5 – COMMENTS ON REVIEW OF ENVIRONMENTAL FACTORS – PROPOSED SCONE BYPASS, ROADS AND MARITIME SERVICES

I refer to your letter dated 26 June 2015, requesting the Office of Environment and Heritage (OEH) to provide comments on the Review of Environmental Factors (REF) for the proposed Scone bypass.

OEH understands that the proposal will be determined under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act) with Roads and Maritime Services (RMS) as the determining authority. As such the proponent should ensure that the REF will be sufficiently comprehensive to enable unambiguous determination of the extent of the direct and indirect impact(s) of the proposal, and that it addresses all the requirements under the EP&A Act. The REF should include an appropriate assessment of the potential impacts on biodiversity, including threatened species, populations, ecological communities, or their habitats likely to occur on or near the subject site, as well as Aboriginal cultural heritage values and flooding. OEH considers that this information is necessary to assess an REF for the proposal.

OEH offers the following advice with respect to threatened species, Aboriginal cultural heritage and floodplain management.

Threatened Species

As stated previously, OEH understands that the proposal will be determined under Part 5 of the EP&A Act with RMS as the determining authority. As such, OEH has a statutory role in assessing such an development if the determining authority (i.e. RMS) determines that the development is likely to significantly affect a threatened species, population, ecological community, or its habitat, as listed under the Threatened Species Conservation Act 1995 (TSC Act).

As the consent authority, RMS will need to assess whether or not the proposal will have a significant impact on threatened species, populations, or ecological communities, or their habitat. Assessment of significance should be determined in accordance with the procedures and assessment approaches contained within the ‘Threatened Species Assessment Guidelines: The Assessment of Significance’ (DECC 2007). If RMS determine a significant impact is likely, then pursuant to Section 112C of the EP&A Act, RMS must seek the concurrence of the Chief Executive of OEH or the Minister administering the TSC Act.

Under this scenario OEH will have a concurrence role, which will either include (i) the likely provision of Chief Executive Requirements (CER’s) for a Species Impact Statement (SIS) and assessment of the SIS, or (ii)
the assessment of a BioBanking Statement in accordance with the ‘BioBanking Assessment Methodology’ (OEH, 2014) as defined under Section 127B of the TSC Act.

Note: OEH is in the process of producing a new guidance material. Details of these new guidelines will be available shortly on our website. This information will replace the current guidance material that is now obsolete and should not be used for the new 2014 version of the credit calculator. For additional assistance please contact your nearest OEH office or the BioBanking Team on 131 555.

If concurrence is required, then RMS will need to obtain either (i) a SIS to assess the impact, or (ii) a BioBanking Statement in accordance with the ‘BioBanking Assessment Methodology’ (OEH 2014) as defined under Section 127B of the TSC Act. If the RMS decide to proceed with a SIS you will need to write to OEH for SIS CER’s.

If OEH is required to provide concurrence (including the review of the SIS or BioBanking Statement), RMS will need to ensure the following documents are supplied so that the concurrence requirements of clause 59(a) of the Environmental Planning and Assessment Regulation 2000 are satisfied through a:

Species Impact Statement:

1. A copy of the development application.

2. One hard copy and one digital copy of the following:
   - The species impact statement and any document upon which the SIS relies or BioBanking Statement
   - Any preliminary fauna and flora assessment (i.e. the report addressing the assessment of significance) undertaken prior to preparation of the SIS,
   - Any Crown Land assessment report,
   - Any submissions or objections received by RMS concerning the development application, and
   - Any social and economic impact assessments that have been undertaken in relation to the development application.

3. Confirmation that the SIS has been publicly exhibited in accordance with clauses 86–91 of the Environmental Planning and Assessment Regulation 2000; and all public submissions received by RMS must be forwarded to OEH for their consideration (including any objections regarding the proposed activity). If no comments were received please advise OEH accordingly.

4. $320 administration fee – in accordance with clause 252A of the Environmental Planning and Assessment Regulation 2000; made payable to OEH.

OR

BioBanking Statement:

a. A copy of the development application.

b. Hard copy of the BioBanking Statement, the BioBanking Assessment Report (including all associated maps, field sheets etc...), and any relevant expert reports (if applicable).

c. All appropriate GIS shape files (e.g. maps, plots and transects, assessment circles, species polygons) as listed in Attachment A.

Note: On 1 October 2014, the BioBanking Assessment Methodology 2014 (incl. credit calculator version 4.0) became the compulsory legal version of the tool to use for BioBanking assessments (see www.environment.nsw.gov.au/biobanking/bbamreview.htm for more details). The credit calculator is now web-based. The BBAM 2014 builds upon the experiences of OEH and stakeholders in applying the BBAM and other methodologies, including the Environmental Outcomes Assessment Methodology and the Biodiversity Certification Assessment Methodology. It is also closely aligned to the Framework for Biodiversity Assessment, which is the
methodology that underpins the Biodiversity Offsets Policy for Major Projects. It marks a key step in helping the Government to achieve its NSW 2021 goal of increasing consistency in offsetting practices.

In general, OEH notes (based on an ‘Atlas of NSW Wildlife’ database search and vegetation mapping) the following threatened species and ecological communities have been recorded in the general locality of the proposed bypass and as such should be considered in any assessment of impacts, including indirect impacts (i.e. ‘assessment of significance’):

**Species:**
- Brown Treecreeper – eastern subspecies (*Climacteris picumnus victoriae*),
- Spotted-tailed Quoll (*Dasyurus maculatus*),
- Black Falcon (*Falco subniger*),
- Stephen’s Banded Snake (*Haplocepalus Stephensii*),
- Swift Parrot (*Lathamus discolor*), and
- Grey-crowned Babbler – eastern subspecies (*Pomatostomus temporalis temporalis*).

**Ecological Communities:**
- ‘White Box Yellow Box Blakely’s Red Gum Woodland’ endangered ecological community,
- ‘Hunter Floodplain Red Gum Woodland in the NSW North Coast and Sydney Basin Bioregions’ endangered ecological community

**Note:** This is not an exhaustive list and additional species / populations / ecological communities should be included based on the habitat present along the development footprint and adjacent to it. All species, populations and ecological communities (incl. their habitat) that have the potential to or are likely to occur should be assessed.

**Aboriginal Cultural Heritage**

The importance of protecting Aboriginal cultural heritage is reflected in the provisions under Part 6 of the *National Parks and Wildlife Act 1974* (NPW Act). The NPW Act clearly establishes that Aboriginal objects and places are protected and may not be harmed, disturbed or desecrated without appropriate authorisation. Importantly, approvals under Part 5 of the EP&A Act do not absolve the proponent of their obligations under the NPW Act.

The proponent should note that the provisions of the NPW Act WERE amended IN 2010. Please ensure that you are familiar with the new requirements during the development and any subsequent assessment processes. Further advice regarding Aboriginal cultural heritage can be found on OEH’s web-site at: [www.environment.nsw.gov.au/cultureandheritage.htm](http://www.environment.nsw.gov.au/cultureandheritage.htm).

The NPW Act requires consultation to be in accordance with the ‘ Aboriginal cultural heritage consultation requirements for proponents 2010’ if impact to Aboriginal cultural heritage is unavoidable.

**Floodplain Management**

The following items are offered for consideration in the REF process for floodplain management:

**Flooding (General):**

1. The REF must map the following features relevant to flooding as described in the Floodplain Development Manual 2005 (NSW Government 2005) including:
   a. Flood prone land,
   b. Flood planning area, the area below the flood planning level, and
   c. Hydraulic categorisation (floodways and flood storage areas).
2. The REF must describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 1 in 10 year, 1 in 100 year flood levels and the probable maximum flood, or an equivalent extreme event.

3. The REF must model the effect of the proposed development (including fill) on the flood behaviour under the following scenarios:
   a. Current flood behaviour for a range of design events as identified in 2) above. The 1 in 200 and 1 in 500 year flood events as proxies for assessing sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change.

4. Modelling in the REF must consider and document:
   a. The impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood.
   b. Impacts of the development on flood behaviour resulting in detrimental changes in potential flood affection of other developments or land. This may include redirection of flow, flow velocities, flood levels, hazards and hydraulic categories.

5. The REF must assess the impacts on the proposed development on flood behaviour, including:
   a. Whether there will be detrimental increases in the potential flood affection of other properties, assets and infrastructure.
   b. Consistency with Upper Hunter Council floodplain risk management plans.
   c. Compatibility with the flood hazard of the land.
   d. Compatibility with the hydraulic functions of flow conveyance in floodways and storage in flood storage areas of the land.
   e. Whether there will be adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the site.
   f. Whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.
   g. Any impacts the development may have upon existing community emergency management arrangements for flooding. These matters are to be discussed with the State Emergency Services (SES) and Council.
   h. Whether the proposal incorporates specific measures to manage risk to life from flood. These matters are to be discussed with the SES and Council.
   i. Emergency management, evacuation and access, and contingency measures for the development considering the full range or flood risk (based upon the probable maximum flood or an equivalent extreme flood event). These matters are to be discussed with and have the support of Council and the SES.
   j. Any impacts the development may have on the social and economic costs to the community as consequence of flooding.

Project Specific Requirements - Flooding

6. The REF must address hydrological and hydraulic impacts for both the construction and operational phases of the development.

7. The design must ensure that the numerous creek crossing works proposed over the unnamed tributary of Parsons Gully to the south of Scone, Figgeree creek, Parsons gully and the unnamed tributary of Parsons Gully to the west to the of the study area do not worsen flooding on adjacent properties or upstream/downstream of the works, up to and including the probable maximum flood (PMF).
8. The proposed highway alignment shifts the highway from an area shown as low flood hazard on Map 11 of Upper Hunter Development Control Plan 2015 (UHDCP) to an area of high flood hazard. The REF must clearly indicate why this alignment through the floodplain is the required route rather than an alternative route through less constrained land.

9. Significant elevation of the roadway above the floodplain is likely to be required to provide the required level of service. The design must ensure that the location and extent of fill proposed in the floodplain for the construction of the road embankments does not reduce conveyance or storage capacity in the floodplain and/or flow direction so that flood storage and flowpaths are maintained, up to and including the PMF.

10. The design must ensure that the capacity of the existing stormwater network and associated overland flowpaths are maintained, up to and including the PMF.

11. The REF must demonstrate adherence to the criteria listed in UHDCP. This includes but is not limited to Chapter 10 Floodplain management survey and flood modelling requirements.

12. Suitable 2 D modelling techniques are to be used for assessing effect of works on flooding regime. Modelling is to take account of the effect of blockage at each of the proposed waterway crossings in accordance with the most recent Australian rainfall and runoff Guidelines. Modelling must assess impact of the proposed works on flood levels and hazard for the residential areas of Scone together with the rural residential area between Parsons Gully and Kingdom Ponds.

If you require any further information regarding this matter please contact Steve Lewer, Regional Biodiversity Conservation Officer, on 4927 3158.

Yours sincerely

[Signature]

20 JUL 2015

RICHARD BATH
Senior Team Leader Planning, Hunter Central Coast Region
Regional Operations

Enclosure: Attachment A

References:

ATTACHMENT A: Checklist of information required when utilising the BioBanking Assessment Methodology & Submitting the BioBanking assessment to Office of Environment and Heritage (OEH) using the BioBanking Credit Calculator version 4.0

The ‘Assessors’ Guide to Using the BioBanking Credit Calculator v.2’ has been finalised and it is now available for download from the Office of Environment and Heritage website www.environment.nsw.gov.au/resources/biobanking/120182AssessGdeBBCC.pdf. The guide provides information on the operation and use of the web-based BioBanking Credit Calculator v.2.0 which is still applicable to the new version 4.0.

To submit your assessment to OEH open your assessment in Edit mode. Navigate to the Assessment details page and select the Submit button in the top right hand corner. A Submit the assessment for approval box will appear (Figure 1), where you can confirm submission (OK button) or cancel submission (Cancel button). Once a case has been submitted to OEH, the status of the case will change in your My work tab from Work in progress (WIP) to submitted. Please note that you cannot make any edits to an assessment that has been submitted, although you will be able to view the assessment.

**Submit the assessment for approval**

Are you sure you want to submit this assessment for approval?

![Submit button](image)

**Figure 1:** Menu box in the BioBanking Credit calculator v. 4 that enables an assessment to be submitted to OEH.

The following documentation must be submitted with your Environmental Impact Statement or Environmental Assessment report (in hard copy and soft copy):

- BioBanking Assessment Report including a list of dominant indigenous species for overstorey, mid-storey and ground cover for each vegetation type and, where required:
  - local benchmark data;
  - request for increase in gain of site value;
  - a description of the proposed development;
  - measures to avoid and mitigate the impacts of development;
  - an assessment of indirect impacts;
  - a statement of on-site measures;
  - a description of the application of the BioBanking Assessment Methodology, including details of and assumptions made in utilising the methodology, such as (but not limited to) placement of assessment circles, remnant value, connectivity and reasoning behind selection of vegetation types in the Biometric Vegetation Type database;
  - plot and transect values including a list of the indigenous plant species identified in each of the plots; and
  - a description of targeted threatened flora and fauna surveys, and any general baseline surveys (incl. vegetation specific surveys). These should be also be provided schematically.

and

Where required, the BioBanking Assessment Report should also include:

- expert reports;
- an application for a determination on red flag areas;
- more appropriate use of local data for vegetation types, benchmarks or threatened species;
- environmental contributions accompanied by a BioBanking Agreement Credit Report (if applicable); and
- an application for deferred retirement arrangements (if applicable).
• Copies of completed field data sheets, and updated with correct plant taxonomy in instances where field names have been used.

• Maps (soft copy as A4 jpgs) of:
  - offset site / BioBanking Agreement boundary or development footprint;
  - vegetation zones;
  - management zones;
  - and where required:
    o existing waste;
    o existing erosion; and
    o existing structures (in waterways)

• Separate shape files should be supplied for all the maps mentioned above plus:
  - plots and transects;
  - assessment circles;
  - species polygons;
  - polygons for adjacent remnant area; and
  - the location or habitat area of sensitive species, and the management area related to that sensitive species (as this information cannot be displayed publicly).

All maps must include:
  - a title (as per the names above);
  - the site's name, location and lot/Deposited Plan (DP) numbers;
  - the scale;
  - the date it was prepared; and
  - a legend.

Boundaries and zones must be confirmed on the site using a GPS. This information should be digitised onto an ortho-rectified aerial photo or SPOT-5 image. Maps must be easily readable and submitted to OEH as a Geographic Information System (GIS) file that is ESRI compatible. Shape files must use GDA94 datum. Name each shape file as: ‘biobank site name_descriptor’. For example, ‘Hill Farm_photo points’ or ‘Hill Farm_management zones’.

Photo points should be named A, B, C, D, E, F, G, etc. Photo points should be located in areas where change is expected, i.e. where replanting, natural regeneration, intensive weeding or other active management actions are to be carried out. As a rough guide, include at least one photo point in each management zone where active management actions will be undertaken. Boundaries and zones must be confirmed on the site using a GPS. This information should be digitised onto an ortho-rectified aerial photo or SPOT-5 image. Maps must be easily readable and submitted to OEH as a Geographic Information System (GIS) file that is ESRI compatible.

Shape files must use GDA94 datum. Name each shape file as: ‘biobank/development site name_descriptor’. For example, ‘Hill Farm_photo points’ or ‘Hill Farm_management zones’.

Additional requirements for offset sites that may be required (based on liaison with OEH):
  - completed biobanking agreement management action template (provided in Word format), and
  - Biodiversity Credits Pricing Spreadsheet.

Once the case has been received OEH will review the data entered, and any supporting documentation. For State Significant Development (SSD), State Significant Infrastructure and residual Part 3A (under the Environmental Planning and Assessment Act 1979) this review will take place during the assessment of the Environmental Impact Statement or Environmental Assessment report (for Part 3A matters).
26 June 2015

Jamie Maddocks
Hunter Local Land Services
816 Tocal Road
PATERSON NSW 2421

Dear Mr Maddocks, Regional Coordinator Invasive Species & Emergency Management

Invitation to comment – Scone bypass proposal

Roads and Maritime Services is proposing to upgrade the New England Highway (HW9) at Scone, NSW. This would include building a two lane highway bypass to the west of Scone with connections south and north of the town (the proposal).

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 invites your organisation to provide comment and advise of any interests, concerns or statutory requirements relating to the proposal. Comments received will be considered in preparing the REF, which will be displayed for stakeholder and community feedback in late 2015.

The objectives of the proposal are to:
- Remove the only remaining rail level crossing on the New England Highway
- Provide unimpeded access for emergency services to the western side of the Great Northern Railway
- Improve freight and long distance travel around Scone on the New England Highway
- Improve urban amenity in Scone
- Improve the safety on the New England Highway and in Scone
- Remove community severance caused by rail transport.

Within the Scone township, the Great Northern Railway intersects with the New England Highway at two points, at Kelly Street and at Liverpool Street. Both of these intersections are controlled by signalised rail level crossings. The two level crossings are about 500 metres apart. Currently, coal trains running through Scone can divide the town by temporarily closing access at both Kelly Street and Liverpool Street. This access arrangement potentially impacts emergency services and public access to the western side of the Great Northern Railway.

The proposal would involve:
- A two lane bypass to the west of Scone
- Connections south and north of Scone with all movements catered for on the existing and realigned New England Highway
- Overbridge at the Great Northern Railway to the south of Scone
- Overbridge about 530 metres in length commencing from the southern side of Parsons Gully and extending over Kingdon and Liverpool streets
- Crossing at Figtree Creek.
The work would be carried out adjacent to Kingdon Ponds floodplain, Parsons Gully, St Aubin’s Arms, and would cross the Scone Golf Course. The work would also involve crossing travelling stock route R90720 (Lot 200 DP 579923). Mitigation measures would be identified in the REF and implemented to avoid or minimise environmental impacts during construction and operation of the proposal. To assist in your response, please find attached the location of the proposal.

An additional project relating to a rail bridge for local traffic is progressing and investigations are being carried out. The concept design and REF for this project will be displayed separately for stakeholder and community comments in 2016.

To enable consideration of your comments in preparation of the REF, a written response would be appreciated by 19 July 2015. Roads and Maritime would be pleased to provide further information if required. Phil Davidson may be contacted on (02) 4924 0332 or by email philip.davidson@rms.nsw.gov.au.

Yours faithfully,

Phil Davidson
Roads and Maritime project manager

Attachment 1 Proposal location
LEGEND

The Proposal

Railway

Watercourse

Roads and Maritime Services

HW9 New England Highway Scone Bypass
Review of Environmental Factors
Invitation to Comment

The Proposal

Railway

Watercourse

Hi Alex,

As discussed on the phone just now, until further details of the proposed Scone bypass including the road specifications and design are developed, it is difficult to determine what requirements, Hunter LLS will need to provide the project managers to facilitate the movement of stock from the Western side of the Scone township to the sale yards as is currently in place.

A formal response will be provided from Hunter LLS once these details are determined.

Thanks you

Regards

Jamie

On 4 August 2015 at 15:00, Alexandra Parker <Alexandra.Parker@ghd.com> wrote:

Hi Jamie,

Thank you for your comments. I will ensure they are passed onto the project team.

I’d just like to confirm that this email is your official response to the letter received last week or should the project team be expecting any additional correspondence?

Kind Regards,

Alexandra Parker
Stakeholder Engagement Consultant

GHD
Dear Alexandra,

Thank you for the opportunity to comment on the Scone bypass proposal. As you are aware there are a number of parcels of travelling stock reserve (TSR) in the area that will be impacted on by the construction of the proposed bypass. Hunter Local Land Services (LLS) would like to request that a corridor be maintained for walking stock to allow access to and from the Scone sale yard complex from the western side of the Scone township as currently exists.

There is considerable variation in the current frequency of use of the TSRs which may be contributed to the increased traffic volume on both the New England Highway and main northern railway line. A site inspection to identify and discuss the requirements of a stock crossing may be highly beneficial.

Please let me know if you require anything further from Hunter LLS at this stage.

Thank you

Regards

Jamie Maddocks
On 31 July 2015 at 13:35, Alexandra Parker <Alexandra.Parker@ghd.com> wrote:

Hi Jamie,

Thank you for providing comment on the Scone bypass proposal.

Please find attached a copy of the letter sent by the project team in June 2015. If you could provide a response at your earliest convenient that would be greatly appreciated.

Also, as discussed the team are interested in understanding more about the travelling stock route at the northern end of town. The frequency of its use now and into the future as well as what type of structure would be required under the bypass to cater for the movement of stock.

Thank you again for your assistance.

Kind Regards,

Alexandra Parker
Stakeholder Engagement Consultant

GHD
T: +61 2 4979 9962 | V: 229962 | E: Alexandra.Parker@ghd.com
Level 3 24 Honeysuckle Drive Newcastle NSW 2300 Australia | www.ghd.com

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26 June 2015

Adam Gilligan
Environment Protection Authority
PO Box 488G
NEWCASTLE NSW 2300

Dear Mr Gilligan, Manager Hunter Region

Invitation to comment – Scone bypass proposal

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Yours faithfully,

Phil Davidson
Roads and Maritime project manager

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LEGEND

- The Proposal
- Railway
- Watercourse

The Proposal

Roads and Maritime Services
HW9 New England Highway Scone Bypass
Review of Environmental Factors
Invitation to Comment

Roads and Maritime Services
Locked Bag 2030
NEWCASTLE NSW 2300

Attention: Mr Phil Davidson

SCONE BYPASS PROPOSAL

Dear Mr Davidson

Reference is made to your letter to the Environment Protection Authority (EPA), dated 26 June 2015, providing details of the proposed Scone Bypass. The EPA understands this proposal will be assessed under Part 5 of the Environmental Planning and Assessment Act 1979 and a Review of Environmental Factors (REF) is being prepared for the project.

The EPA encourages the development of such documents to ensure that proponents have met their statutory obligations and designated environmental objectives. However, the EPA does not review these documents as our role is to set environmental objectives for environmental/conservation management, not to be directly involved in the development of strategies to achieve those objectives.

Accordingly, the EPA has not reviewed the proposal and offers no comment in relation to it.

Please note that based on the information provided the site may require an Environment Protection Licence (EPL) for the activity 'Road Construction' in accordance with Schedule 1 of the Protection of the Environment Operations Act 1997. You should refer to the EPA’s publication “Guide to Licensing” at http://www.epa.nsw.gov.au/licensing/licenceguide.htm to determine whether an EPL for the proposed works is required.

If you require any further information regarding this matter please contact Kurt Sorensen on (02) 4908 6827.

Yours sincerely

ROSS BRYLYNSKY
A/Head Regional Operations Unit – Hunter
Environment Protection Authority

21-7-2015
26 June 2015

Melanie Osbourne
NSW Trade & Investment
Crown Lands, Hunter Area
PO Box 2215
DANGAR 2309

Dear Ms Osbourne, Team Leader Property Management

Invitation to comment – Scone bypass proposal

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Phil Davidson
Roads and Maritime project manager

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- The Proposal
- Railway
- Watercourse


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Paper Size A4

0 55 110 220 330 440 Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

GODFREY STREET

N:
AU/Newcastle/Projects/22/17554/GIS/Maps/Deliverables/ConsultationLetter/22/17554_CL001_REF_0.mxd

Job Number
22-17554
Revision
0
Date
15 Jun 2015

Roads and Maritime Services
HW9 New England Highway Scone Bypass
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Figure 1