

Hardinge Street Road Reconstruction

Minor Works Review of Environmental Factors

April 2025



transport.nsw.gov.au



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which the project is proposed.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Song lines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

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1. Introduction

The purpose of the minor works review of environmental factors (REF) is to describe the proposal, to document the likely impacts of the proposal on the environment, to detail mitigation measures to be implemented and to determine whether the proposal can proceed. For the purposes of this work Transport for NSW (Transport) is the proponent and determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The description of the proposed works and assessment of associated environmental impacts has been undertaken in the context of section 171 of the Environmental Planning and Assessment Regulation 2021, Guidelines for Division 5.1 Assessments (DPE, 2022), the *Biodiversity Conservation Act 2016* (BC Act), the *Fisheries Management Act 1994* (FM Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act).

In doing so the REF helps to fulfil the requirements of section 5.5 of the EP&A Act including that Transport examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

The findings of the REF would be considered when assessing:

- Whether the proposal is likely to have a significant impact on the environment and therefore the necessity for an environmental impact statement to be prepared and approval to be sought from the Minister for Planning and Public Spaces under Division 5.2 of the EP&A Act.
- The significance of any impact on threatened species as defined by the BC Act and/or FM Act, in section 1.7 of the EP&A Act and therefore the requirement for a Species Impact Statement or a Biodiversity Development Assessment Report
- The potential for the proposal to significantly impact a matter of national environmental significance, including nationally listed threatened biodiversity matters, or the environment of Commonwealth land. Where a significant impact is considered likely on nationally listed biodiversity matters, either the proposal must be reconsidered or a project REF must be prepared.

2. The proposal

2.1 Description

2.1.1 Proposal location

Table 2-1: Proposal location details

| Location details | |
|--------------------------|--|
| Title | Hardinge Street Road Reconstruction Project |
| File number | |
| Road name and number | COBB Highway/ Hardinge Street (HW21) |
| Closest crossroad(s) | Ochertyre Street, Wood Street & Harfleur Street |
| Chainage of works | CH 31.73 m to CH 967.52 m (From Ochertyre St roundabout to West of Harfleur St intersection) |
| Local government area | Edward River |
| Transport for NSW region | South |

2.1.2 Proposal description

Transport proposes to reconstruct 936 lineal meters of Hardinge Street (COBB Highway HW21) between Ochertyre Street to the West of Harfleur Street. The proposal would include works:

- Reconstruct the road pavement
- Provide special turning lanes and new medians to improve road safety.
- Build new stormwater drainage and water connections and remove redundant infrastructure.
- Install new concrete kerbing, concrete and gravel pavements (driveways and footpaths)
- Improve property access where required.
- Landscaping works (nature strip, plantation, etc.)
- Install new road furniture and pavement marking.



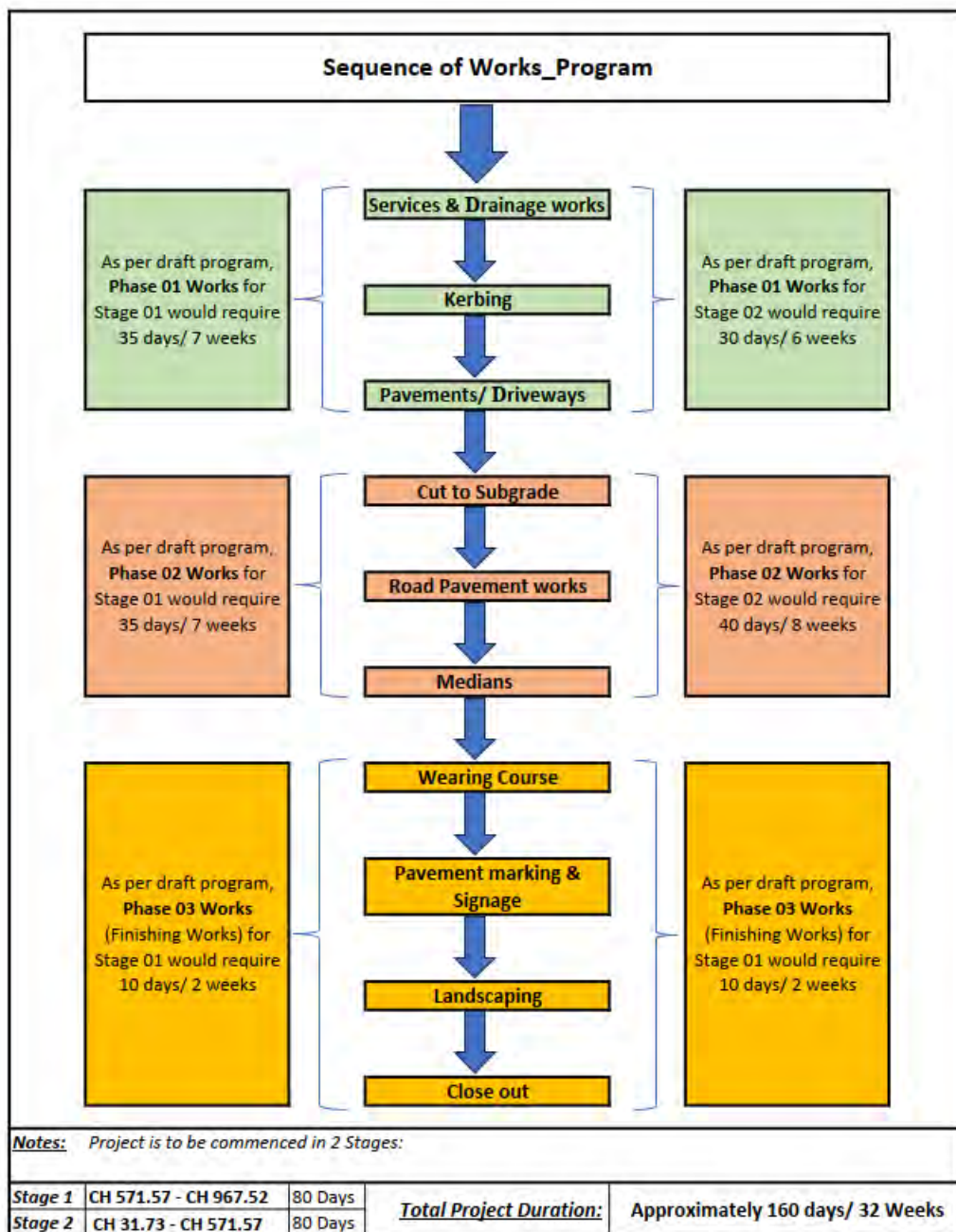
Figure 2-1: Location of the proposal (East: -35.529457, 144.95730 & West: -35.534693, 144.948884)

This section of the Hardinge Street is in poor condition with drainage concerns. It requires regular maintenance works such as patching and potholing and needs to be reconstructed. Key features of the proposal include:

- Survey set out and conformance.
- Establishment
- Erosion and sedimentation control
- Soil and water management
- Site preparation
- Traffic management
- Utility identification/management and adjustments
- Sawcut and remove existing road pavement wearing course
- Remove existing gravel driveway
- Remove existing landscaping
- Sawcut and remove existing concrete pavement wearing course
- Sawcut and remove existing concrete median island(s)
- Sawcut and remove concrete kerb
- Remove existing storm water culverts, pits and house drains
- Remove existing signs
- Sawcut, grub out and remove redundant trees
- Removal and stockpiling of the existing pavement material (if required)
- Remove and relocate light pole(s) where required.
- Remove and stockpile topsoil for reuse.
- Treatment of unsuitable material (if required)
- Install new storm water drainage (pits, culverts, house drains and connections) as per designs and RMS R11 standard specifications

- Install new water mains and connections
- Install new concrete kerbing as per designs and RMS R15 standard specifications
- Form, reo and pour new concrete pavements as per designs and RMS R54 standard specifications
- Stabilise subgrade (reuse fill, trim, shape and compact to subgrade level)
- Supply and place imported material(s) as per design requirements for pavements (road, gravel & concrete) and kerbing
- Supply and place AC20 C450 Asphalt in two 100mm layers as Base and Sub-base course for road pavement
- Supply and place 50mm thick layer of AC14 A15E Asphalt as wearing course for road pavement
- Undertake construction under traffic
- Minor works are required to tie into' side roads and property accesses
- Installation/maintenance of private property accesses
- Relocate property letter box's if required
- Replace guideposts
- Replace signs
- Pavement marking and line marking
- Topsoil and revegetate adjacent to the road (Install new trees, nature grass strip and granular sand)
- Work as executed drawings
- All wastes are to be disposed of at the nominated waste facility after the avoid, reuse, recycle and recover sustainability principals have been explored.
- Clear and reinstate existing stockpile sites on completion of work.

The proposal is anticipated to involve the following work methodology:



Equipment and machinery used for this work is typical of road maintenance and minor construction work.

Work will be conducted during standard work hours which are:

- Monday-Friday 7:00am to 6.00pm
- Saturday 08:00am to 01:00pm
- Sunday and Public Holidays: no work



Any out of hours work will be done in line with Transports Construction noise and vibration guide (EMF-INV-GD-0060).

2.1.3 Proposal objectives

The primary purpose of the proposal is to improve the longevity and functionality of the road asset and reduce future maintenance costs. This would be done by replacing existing pavement and conform with TfNSW Network Performance Measures, Network Planning Targets, and the Route Standards for TfNSW. Other objectives of the proposal are to upgrade the road pavement, parking lanes, stormwater drainage, water mains, kerbing, pavements, and landscaping to improve the road safety, town aesthetics, and resolve concerns due to water ponding.

2.1.4 Ancillary facilities

Table 2-2: Ancillary facilities

| Ancillary facilities | | |
|--|---|-----------------------------|
| <p>Will the proposal require the use or installation of a compound site?</p> <p>Site compound would be established on Macauley Street at CH 00.46, which is located within 1 km of the proposed work areas as shown below.</p>  | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>Will the proposal require the use or installation of a stockpile site?</p> <p>The proposed stockpile location to be installed on Macauley Street as shown in the figure below.</p>  | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>All stockpile sites would be managed in accordance with the RMS Stockpile Site Management Guideline 2015.</p> | | |

| | | |
|--|---|-----------------------------|
| Are any other ancillary facilities required (e.g. temporary plants, parking areas, access tracks)? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Additional temporary stockpiles and storage areas can be established where project and environment staff identify no additional environment impacts and low environment risks. This includes sites that have already been cleared, have limited or no weeds present, don't require earthworks to prepare the site and can be rehabilitated with limited work. Areas with native tree or grass cover, weedy sites and areas outside the road reserve are unlikely to meet the criteria. Areas outside the road reserve would require written agreement with the land manager before work begins. Temporary accesses must be maintained and managed in accordance with TfNSW standards and specifications. | | |

2.1.5 Proposed date of commencement

The proposed commencement date for the project is July 2025.

2.1.6 Estimated length of construction period

The estimated length of the construction period for the proposal is 32 weeks for all the stages and packages of work.

2.2 Need and options

2.2.1 Options considered

The options considered for the proposal included:

Option 1 – Do Nothing

This option would involve maintaining the road with no improvement to road pavement.

Option one would not incur costs or disruption to road users and would not have any environmental impact. Option one would not improve road user safety or reduce the required maintenance needs and costs, therefore would not meet the objectives of the proposal.

The preferred option is:

Option 2 – Pavement reconstruction and improvement to current standards

This option would involve re-building and improving the existing road pavement and drainage for improved road user safety and asset maintenance and longevity. Option 2 would meet the objectives listed in section 2.1.3.

Option two would incur costs, cause minor disruptions to road users, and have temporary impacts to the environment. These temporary impacts would be outweighed by the long-term benefits to the road asset pavement life and reduced ongoing maintenance costs.

Option two is the preferred option due to the associated long-term benefits to the road asset.

2.2.2 Justification for the proposal

The proposal is required to improve asset longevity and reduce maintenance costs. It would ensure that this section of road complies with the Network Performance Measures and Network Planning Targets and the Route Standards for Riverina Murray Region.

2.3 Statutory and planning framework

2.3.1 State Environmental Planning Policy (Transport and Infrastructure) 2021

The State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP (Transport and Infrastructure)) aims to facilitate the effective delivery of infrastructure across the state. This includes roads and road infrastructure facilities, and port, wharf or boating facilities. Section 2.109 of the SEPP (Transport and Infrastructure) permits development on any land for the purpose of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent.

As the proposal is appropriately characterised as development for the purposes of a road or road infrastructure facilities and is to be carried out by or on behalf of Transport, it can be assessed under Division 5.1 of the EP&A Act. Development consent from council is not required.

The proposal is not located on land reserved under the *National Parks and Wildlife Act 1974* and does not require development consent or approval under:

State Environmental Planning Policy (Resilience and Hazards) 2021

State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021

State Environmental Planning Policy (Precincts – Central River City) 2021

State Environmental Planning Policy (Precincts – Western Parkland City) 2021

State Environmental Planning Policy (Precincts – Regional) 2021

State Environmental Planning Policy (Planning Systems) 2021.

2.3.2 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 6 (Water Catchments) of the State Environmental Planning Policy (Biodiversity and Conservation) 2021 relates to the use of land within four regulated catchments as defined in the SEPP. The proposal is in the Murray Riverina catchment which is not one of the regulated catchments.

2.3.3 Other relevant legislation and environmental planning instruments

Roads Act 1993 (NSW)

The *Roads Act 1993* sets out rights of members of the public to pass along public roads, establishes procedures for opening and closing a public road and provides for the classification of roads. It also provides for the declaration of Transport, local councils, and other public authorities as roads authorities for both classified and unclassified roads and confers certain functions (the function of carrying out roadwork) on Transport and other roads authorities.

Heritage Act 1977 (NSW)

The *Heritage Act 1977* aims to protect and preserve items of non-Aboriginal heritage significance. It provides for the protection of items of local, regional and State significance, and outlines processes for approval of development which may impact items of heritage significance.

National Parks and Wildlife Act 1974 (NSW)

The *National Parks and Wildlife Act 1974* is the primary legislation dealing with Aboriginal cultural heritage in NSW. Items of Aboriginal cultural heritage (Aboriginal objects) or Aboriginal places (declared under section 84) are protected and regulated under the Act. Aboriginal objects are protected under section 86 of the Act. Under section 90(1) of the Act, the Chief Executive may issue an Aboriginal heritage impact permit (AHIP) for an activity which would harm an Aboriginal object.

Protection of the Environment Operations Act 1997 (NSW)

The *Protection of the Environment Operations Act 1997* (POEO Act) aims to protect, restore, and enhance the quality of the environment principally through the regulation of pollution. It does this mainly through a

requirement to notify pollution incidents, and through Environment Protection Licences (EPL) for certain 'scheduled' activities and non-scheduled activities with potential to pollute waters.

The activity does not meet the definition of 'road construction' under Schedule 1, Part 1, cl35 of the POEO Act. The proposal would not result in the extraction or processing of more than 150,000 tonnes of material or result in a four-lane road, an EPL is not required.

Notwithstanding, in carrying the proposal, any pollution incident causing or threatening to materially harm the environment would need to be notified to the Environment Protection Authority (EPA). This would include pollution incidents involving air, water, noise or land pollution, the disposal of waste, or material spills, leaks or escapes.

Biodiversity Conservation Act 2016 (NSW)

The BC Act protects threatened flora and fauna species and ecological communities and their habitats within NSW.

Aboriginal Land Rights Act 1976 (NSW)

The *Aboriginal Land Rights Act 1983* (ALR Act) provides for the land rights for Aboriginal Persons and for representative Aboriginal Land Councils in New South Wales. Crown Land that is not lawfully being used or occupied, not (likely) needed for residential or essential public purposes and not the subject of a registered native title claim, or determination can be claimed under the ALR Act.

Crown Land Management Act 2016 (NSW)

The *Crown Land Management Act 2016* provides for the ownership and equal management of parcels of land which are identified as 'Crown Land' under this Act. Proposals which are located on Crown Land must consider environmental, social, cultural, and economic considerations of the specific parcel of land.

2.4 Community engagement and agency consultation

2.4.1 SEPP (Transport and Infrastructure) consultation

Part 2.2 of the SEPP (Transport and Infrastructure) contains provisions for public authorities to consult with local councils and other public authorities prior to the commencement of certain types of development. This is detailed below:

Table 2-3: Consultation required with Council.

| Is consultation with Council required under sections 2.10 -2.12 and 2.14 of the SEPP (Transport and Infrastructure)? | | |
|---|---|--|
| Are the works likely to have a substantial impact on the stormwater management services which are provided by council? Yes, impacts the stormwater management services temporarily for the works included in the proposal, which would lead to minor impacts during construction. Edward River Council are a stakeholder in the proposal, so the SEPP consultation is not necessary. | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Are the works likely to generate traffic to an extent that will strain the capacity of the existing road system in a local government area? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Will the works involve connection to a council owned sewerage system? If so, will this connection have a substantial impact on the capacity of the system? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Will the works involve connection to a council owned water supply system? If so, will this require the use of a substantial volume of water? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

| | | |
|--|---|--|
| No substantial impact. | | |
| <p>Will the works involve the installation of a temporary structure on, or the enclosing of, a public place which is under local council management or control? If so, will this cause more than a minor or inconsequential disruption to pedestrian or vehicular flow?</p> <p>Alternate accesses to the businesses and the footy oval would be needed during construction. Minor or inconsequential disruption to the pedestrian or vehicular flow could occur temporarily while working near footpaths and driveways. A communications plan will cover this potential impact in-detail.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>Will the works involve more than a minor or inconsequential excavation of a road or adjacent footpath for which council is the roads authority and responsible for maintenance?</p> <p>Council owned parking lanes, other soft and hard landscaping works involve excavation activities as required. Consultation with the council is ongoing so formal consultation under this SEPP has been addressed.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>Is there a local heritage item (that is not also a state heritage item) or a heritage conservation area in the study area for the works? If yes, does a heritage assessment indicate that the potential impacts to the heritage significance of the item/area are more than minor or inconsequential?</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Is the proposal within the coastal vulnerability area and inconsistent with a certified coastal management program applying to that land?</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Are the works located on flood liable land? If so, will the works change flooding patterns to more than a minor extent?</p> <p>The location of the proposal is within the Edward River-Murray River Catchment Area which is prone to flooding. The most recent flooding event in November 2023 caused water logging. Deniliquin was declared as an area of emergency by the NSW State Government – Severe Flooding from 28th November 2023. An aim of the proposal is to improve stormwater issues but flooding patterns would not be impacted to more than a minor extent.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

Table 2-4: Consultation with other public authorities

| Is consultation with a public authority (other than Council) required under sections 2.13, 2.15 and 2.16 of the SEPP (Transport and Infrastructure)? | | |
|---|---|-----------------------------|
| <p>Are the works located on flood liable land? (to any extent)</p> <p>The location of the proposal is within the Edward River-Murray River Catchment Area which is prone to flooding. The most recent flooding event in November 2023 caused water logging. Deniliquin was declared as an area of emergency by the NSW State Government – Severe Flooding from 28th November 2023. Regarding Hardinge Street, water logging was higher on one side of the Street (Deniliquin Football Club side) but also impacted the Wood Street and Sloanne Street intersection. ERC noted that the water logging occurred in other areas of the street are very slight /negligible.</p> <p>The proposal will not impact flooding and consultation with other organizations is not required.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

| | | |
|---|------------------------------|--|
| <p>Are the works adjacent to a national park, nature reserve or other area reserved under the <i>National Parks and Wildlife Act 1974</i>, or on land acquired under that Act?</p> <p>The NSW National Parks and Wildlife Service (NPWS) Estate–SEED map identified no National Park, nature reserve or other area reserved under the National Parks and Wildlife Act 1974, or on land acquired under that Act adjacent to the works.</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Are the works on land in Zone C1 National Parks and Nature Reserves or in a land use zone equivalent to that zone?</p> <p>A search of the NSW National Parks and Wildlife Service (NPWS) Estate–SEED map identified no Land in Zone C1 National Parks and Nature reserves within or near the proposal area.</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Do the works include a fixed or floating structure in or over navigable waters?</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Are the works for the purpose of residential development, an educational establishment, a health services facility, a correctional facility or group home in bush fire prone land?</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Would the works increase the amount of artificial light in the night sky and that is on land within the dark sky region as identified on the dark sky region map? (Note: the dark sky region is within 200 kilometres of the Siding Spring Observatory)</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Are the works on buffer land around the defence communications facility near Morundah? (Note: refer to Defence Communications Facility Buffer Map referred to in clause 5.15 of Lockhart LEP 2012, Narrandera LEP 2013 and Urana LEP 2011).</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Are the works on land in a mine subsidence district within the meaning of the <i>Mine Subsidence Compensation Act 1967</i>?</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Are the works on, or reasonably likely to have an impact on, a part of the Willandra Lakes Region Work Heritage Property?</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Are the works within a Western City operational area specified in Schedule 2 of the <i>Western Parkland City Authority Act 2018</i> with a capital value of \$30 million or more?</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

Table 2-5: Notification of council and occupiers of adjoining land

| Do Council and occupiers of adjoining land need to be notified under section 2.111 of the SEPP (Transport and Infrastructure)? | | |
|---|------------------------------|--|
| Does the proposal include a car park intended for the use by commuters using regular bus services? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Does the proposal include a bus depot? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Does the proposal include a permanent road maintenance depot or associated infrastructure, such as garages, sheds, tool houses, storage yards, training facilities and workers amenities? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

The proposal is to reconstruct Hardinge Street which is surrounded by local businesses and residential properties. Refer Section 3.9 Socio-economic factors for more details.

2.4.2 Other agency and community engagement

A consultation plan will be developed that considers road users, businesses, residents, harvest seasons, trucking industries, and surrounding landowners.

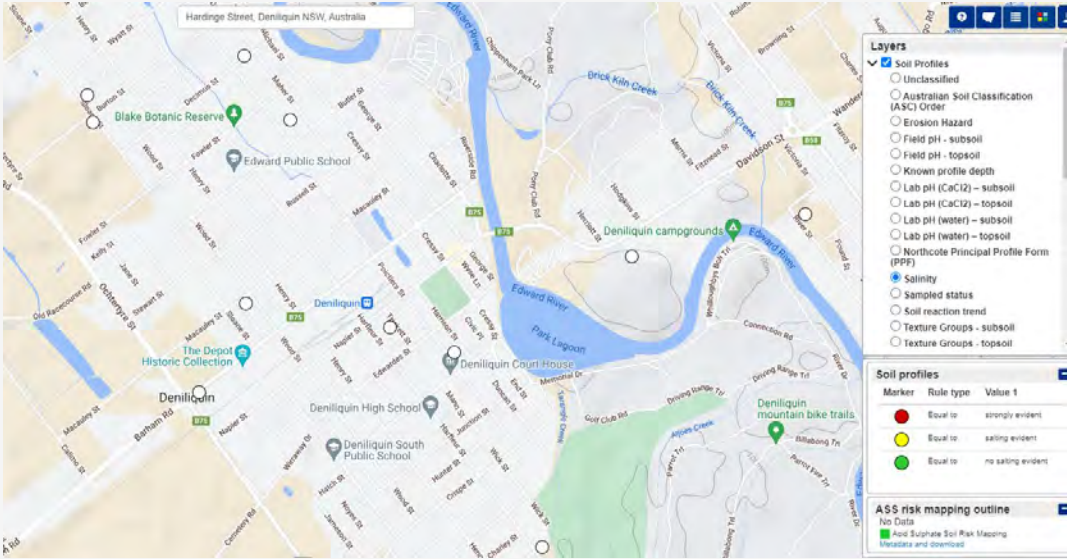
3. Environmental assessment

This chapter provides a detailed description of the potential environmental impacts associated with the construction and operation of the proposal. All aspects of the environment potentially impacted upon by the proposal are considered. This includes consideration of the factors specified in s171 of the Environmental Planning and Assessment Regulation 2021.

The matters of national environmental significance under the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) are also considered in Appendix A. Site-specific safeguards are provided to ameliorate the identified potential impacts.

3.1 Soil

Table 3-1: Soil

| Description of existing environmental and potential impacts | | |
|---|--|---|
| <p>Are there any known occurrences of salinity or acid sulfate soils in the area?</p> <p>A search of the NSW SEED Acid Sulphate Soils Map identified no known occurrences of acid sulphate soils within the proposal location. Acid sulphate soils are predominantly located near coastal areas. The NSW spade Spatial Viewer Website identified that there is no salting evident within the proposal location.</p> <p>Searches were conducted on the 02nd of May 2024</p>  | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Does the proposal involve the disturbance of large areas (e.g., >2ha) for earthworks?</p> <p>The proposal would involve disturbance of over 3ha (30,000 m²) of soil for earthworks. This would include clearing footprint and 'box out' of material (hard and soft landscaping works).</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>Does the site have constraints for erosion and sedimentation controls such as steep gradients or narrow corridors?</p> <p>The topography of the proposed work location consists of flat gradients and wide corridors greater than 10m. The study area is a disturbed landscape that is very flat. There are no nearby</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

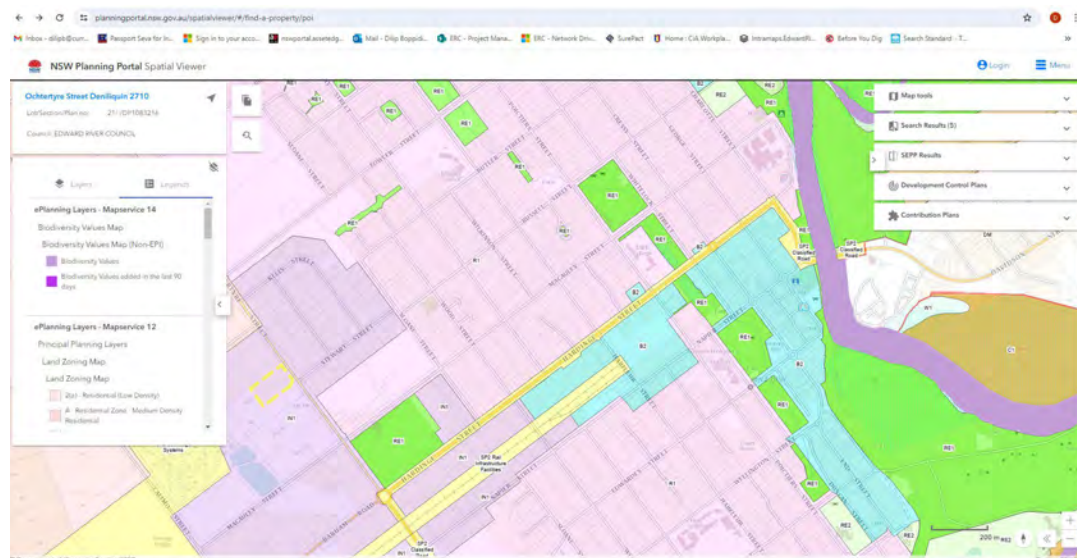
sensitive receiving environments. Basic erosion and sediment controls can minimise pollution risk. A Sediment Control Plan to be developed and followed accordingly.

Are there any sensitive receiving environments that are located in or nearby the likely proposal area or that would likely receive stormwater discharge from the proposal?

Sensitive receiving environments include, but are not limited to, wetlands, state forests, national parks, nature reserves, rainforests, drinking water catchments.

A search of the NSW Planning Portal Spatial Viewer identified no known sensitive receiving environments or areas of biodiversity value that are located within the proposal area that would receive stormwater discharge from the proposal.

Sensitive receiving environments nearby the proposal location are Edward River (>2km East of proposal), which is unlikely to receive stormwater discharge from the proposal due to topography of the location, distance from the works and lack of adjoining streams or creeks in the proposal area. Runoff water would be diverted through the town's stormwater drainage system and lagoon system to the West and through stormwater drains to the culvert off Barham Road to the East. The final DWG package will include flow directions.



Is there any evidence within or nearby the likely footprint of potential contamination?

The EPA contaminated sites list was searched on 19th October 2023 and provided no evidence of potential contamination within the likely footprint of the proposed works. The nearest contaminated site registered under the EPA contaminated land record of notices is a former Deniliquin Caltex fuel depot on 116–118 Hardinge Street (private property). The former fuel station is outside the scope of works boundary, hence do not impact the project proposal (EPA,2023).

Is the likely proposal footprint in or nearby highly sloping landform?

The topography of Deniliquin is mostly flat with marginal difference in height (slope).

Is the proposal likely to result in more than 2.5ha (area) of exposed soil?

The proposal is likely to result in 3.0ha of exposed soil for earthworks including clear zone and 'box out' area. Potential impacts associated with this amount of exposed soil could include an increase in dust generation from wind and plant movements and could also increase the extent and nature of storm water erosion and sedimentation in rain events. The work would be undertaken in a staged manner which minimises the area of exposed soil at any one time.

Yes
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No
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Yes
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No
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Yes
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No
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Yes
☒

No
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Additionally, the safeguards listed in this section would minimise the likely hood and extent of impacts.

Safeguards

Safeguards to be implemented: Erosion and sedimentation safeguards.

| Erosion and sedimentation | |
|---------------------------|---|
| E1 | <p>Erosion and sediment control measures will be implemented and maintained to:</p> <ul style="list-style-type: none">• prevent sediment moving off-site and sediment laden water entering any water course, drainage lines, or drain inlets.• reduce water velocity and capture sediment on site.• minimise the amount of material transported from site.• divert clean water around the site. <p>(in accordance with the Landcom/Department of Housing <i>Managing Urban Stormwater, Soils and Construction Guidelines</i> (the Blue Book)).</p> |
| E2 | <p>Erosion and sedimentation controls will be checked and maintained on a regular basis (including clearing of sediment from behind barriers) and records kept and provided on request.</p> |
| E3 | <p>Erosion and sediment control measures will not be removed until the works are complete, and areas stabilized.</p> |
| E4 | <p>A progressive erosion and sediment control plan will be prepared for the works.</p> |
| E5 | <p>The maintenance of established stockpile sites will be in accordance with the Transport <i>Stockpile Site Management Guideline</i> (EMS-TG-10) (2015).</p> |

3.2 Waterways and water quality

Table 3-2: Waterways and water quality

| Description of existing environmental and potential impacts | | |
|--|---|--|
| <p>Is the proposal located within, adjacent to or near a waterway?</p> <p>The nearest waterway adjacent to the proposal site is Edward River approximately 2.0km from the proposal location. Changes associated with the flow of stormwater in the proposed works include placement of new stormwater drainage connections and replacement of old connections as per the description provided in section 2.1 of this report.</p> <p>The existing stormwater drainage condition of the site are poor.</p> <p>Inadequate surface and sub-surface drainage and high traffic counts have contributed to the deterioration of the road seal, pavement, and kerb & guttering.</p> <p>There are no stormwater drainage pipes present between Ochertyre Street and Sloane Street. Stormwater is conveyed via flat kerb and channel to pits at the Ochertyre Street intersection. Stormwater eventually discharges to an open drain in Barham Road, just west of the Ochertyre Street intersection.</p> <p>The lack of pits between Ochertyre Street and Sloane Street results in stagnant water pooling in the kerb. This deteriorates the existing kerb and road pavement.</p> <p>Sloane Street does contain some stormwater drainage pipes, conveying stormwater north-west along Sloane Street. These connect into the existing stormwater drainage system but are undersized, shallow, and flat.</p> <p>Stormwater drainage pipes are present but are undersized, shallow, and flat between Sloane Street and Harfleur Street. Existing pipes convey stormwater along Hardinge Street to the east, connecting into the existing stormwater drainage system. This drainage appears to be working effectively, with no pooling of stagnant water or pavement damage.</p> <p>Stormwater catchments for Hardinge Street generally consists of properties fronting Hardinge Street, plus Wood Street (South-east) and Harfleur Street (South-east) between Hardinge Street and the railway line.</p> <p>The remaining side streets Wood Street (North-west), Henry Street, Holden Court, and Harfleur Street (North-west) all contain stormwater pipes connecting to a separate stormwater network, which convey stormwater to the northwest. These do not contribute to the Hardinge Street catchment.</p> <p>The location and depth of the existing stormwater pipes in Hardinge Street severely restrict the design of new stormwater network. After examining the existing stormwater located in Hardinge Street it was determined that there was insufficient cover to achieve the required grade of 1:200 (0.50%), so pipe grade of 1:500 (0.20%) were adopted by Edward River Council. Box culverts were adopted where stormwater drainage is within pavement profile or lacked construction cover.</p> <p>The scope of works has temporary risks for waterways and water quality during construction. This would be limited by implementing standard mitigation measures that minimise the extent and nature of polluted water entering the lagoon systems and other waterways in the vicinity of the proposal.</p> <p>Mitigation measures would include diverting clean water around the works and retaining polluted stormwater within the boundaries of the works.</p> <p>Erosion and sediment control safeguards are listed in section 3.1 and 3.2 of this report.</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Is the location known to flood or be prone to water logging?</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

| | | |
|---|------------------------------|--|
| The location of the proposal is within the Edward River-Murray River Catchment Area which is prone to flooding. The most recent flooding event in November 2023 caused water logging. Deniliquin was declared as an area of emergency by the NSW State Government – Severe Flooding from 28 th November 2023. Regarding Hardinge Street, water logging was higher on one side of the Street (Deniliquin Football Club side) but also impacted the Wood Street and Sloanne Street intersection. ERC noted that the water logging occurred in other areas of the street are very slight /negligible. | | |
| Is the proposal located within a regulated catchments covered by chapter 6 of State Environmental Planning Policy (Biodiversity and Conservation) 2021 (SEPP (Biodiversity and Conservation))? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal be undertaken on a bridge or ferry? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Is the proposal likely to require the extraction of water from a local water course (not mains)? Water extraction will happen from the standpipe in Deniliquin. | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Safeguards relevant to waterways and water quality include the safeguards listed in Section 3.1 | | |

Safeguards

No additional.

3.3 Noise and vibration

Table 3-3: Noise and vibration

| Description of existing environmental and potential impacts | | | | | | | | | | | | | | | | |
|--|----------------------------|-----------------------------|---------------------------------|---|----------------------------|-----|----------------------------|-----------------------------|-----|-------------|------|-----|---------------------------|-----------------------------|--|--------------------------------|
| <p>Are there any residential properties or other noise sensitive areas near the location of the proposal that may be affected by the work (i.e., church, school, hospital)?</p> <p>The proposal is to upgrade Hardinge Street, which is one of the busiest streets of Deniliquin. The proposed works have a direct noise and vibration impact on 10 large buildings with businesses/ commercial activities and 16 residential buildings on Hardinge Street. There is significant number of residents living near of the project that could be noise impacted.</p> <p>There are also commercial and residential properties around the traffic diversion routes that will be affected due to construction.</p> <p>Table 04: Noise-sensitive receivers</p> <table> <tr> <th>Sensitive Receiver</th> <th>Type</th> <th>Distance from Proposal (m)</th> </tr> <tr> <td>SR1</td> <td>Residential (16 buildings)</td> <td>Within 10m (On Hardinge St)</td> </tr> <tr> <td>SR2</td> <td>Residential</td> <td>>20m</td> </tr> <tr> <td>SR3</td> <td>Industrial (10 buildings)</td> <td>Within 20m (On Hardinge St)</td> </tr> </table> | | | Sensitive Receiver | Type | Distance from Proposal (m) | SR1 | Residential (16 buildings) | Within 10m (On Hardinge St) | SR2 | Residential | >20m | SR3 | Industrial (10 buildings) | Within 20m (On Hardinge St) | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Sensitive Receiver | Type | Distance from Proposal (m) | | | | | | | | | | | | | | |
| SR1 | Residential (16 buildings) | Within 10m (On Hardinge St) | | | | | | | | | | | | | | |
| SR2 | Residential | >20m | | | | | | | | | | | | | | |
| SR3 | Industrial (10 buildings) | Within 20m (On Hardinge St) | | | | | | | | | | | | | | |
| <p>Is the proposal going to be undertaken only during standard working hours?</p> <p>Standard working hours Monday-Friday: 7:00am to 6.00pm Saturday: 8.00am to 1.00pm Sunday and Public Holidays: no work</p> | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | | | | | | | | | | | | |

Additional detail on construction timing would be developed during delivery readiness. If work is required outside of standard work hours Transport's Construction Noise and Vibration Guideline (CVNG) would be followed. The standard and additional mitigation measures in the CNVG would be implemented and site-specific controls would be incorporated into a construction environment plan and the Community consultation plan for the project. There is likely to be traffic control measures in place for 24 hours a day during some stages of the work. A traffic guidance scheme will be needed to design traffic controls for construction. The traffic guidance scheme will consider limiting out of hours works noise impacts on nearby residents.

Is any explosive blasting required for the proposal?

Yes

☐

No

☒

Would construction noise or vibration from the proposal affect sensitive receivers?

Yes

☒

No

☐

The proposed works would generate minor noise impacts to the sensitive receivers near the proposal. A noise assessment has been done using Transport for NSW Construction and Maintenance Noise Estimator Tool, the details are in Appendix E. This identifies the extent and nature of noise impacts on sensitive receivers. The tool estimates distances at which receivers may be impacted by the proposed works.

The assessment identified that 26 receivers would be impacted by the proposal. This is 26 buildings in total with 16 residential structures and 10 large industrial buildings. As per the noise assessment report, the 26 structures that are within 35m from work area will be impacted due to the construction in normal hours. Effects on sensitive receivers in the area include no impacts to SR3, and minor impacts to both SR1 and SR2. Mitigation measures that would be implemented based on the level of noise impact on SR1 and SR2 includes notification (letterbox drop or equivalent), respite period 1 or duration respite. The safeguards listed in this section of the report would be implemented to reduce the nature and extent of impacts associated with noise and vibration. The safeguards listed would be in accordance with Transport for NSW Construction Noise and Vibration guideline.

For projects greater than six weeks a detailed noise assessment would normally be undertaken with at least seven days of noise logging. Due to the minor nature of the works, few receivers being affected by noise emission and isolated locality of the proposal, the results obtained through Transport for NSW Construction and Maintenance Noise Estimator Tool are sufficient at this stage.

Vibration:

There are 26 buildings near the project, 16 residences and 10 industrial/ commercial buildings. Table 3-5 below details minimum working distances from a range of construction plant. The details identify that none of the buildings near the project will be severely impacted by vibration. Dilapidation survey would be completed for all the residences and commercial buildings. Neither cosmetic damage nor human response impacts are likely given the distance to the buildings.

[Table 3-4: Recommended minimum working distances from vibrating plant and other equipment.](#)

| Recommended minimum working distances for vibration intensive plant from sensitive receiver | | | | |
|---|-----------------------------------|-------------------------------------|--|------------------------------|
| Plant item | Rating / Description | Minimum working distance | | |
| | | Cosmetic damage | | Human Response |
| | | Light-framed structure (BS 7385) | Heritage and other sensitive structures (DIN 4150) | EPA's Vibration Guideline |
| Vibratory Roller | < 50 kN (Typically 1-2 tonnes) | 5 m | 14 m | 15 m to 20 m |
| | < 100 kN (Typically 2-4 tonnes) | 6 m | 16 m | 20 m |
| | < 200 kN (Typically 4-6 tonnes) | 12 m | 33 m | 40 m |
| | < 300 kN (Typically 7-13 tonnes) | 15 m | 41 m | 100 m |
| | > 300 kN (Typically 13-18 tonnes) | 20 m | 54 m | 100 m |
| | > 300 kN (> 18 tonnes) | 25 m | 68 m | 100 m |
| Small Hydraulic Hammer | (300 kg - 5 to 12t excavator) | 2 m | 5 m | 7 m |
| Medium Hydraulic Hammer | (900 kg - 12 to 18t excavator) | 7 m | 19 m | 23 m |
| Large Hydraulic Hammer | (1600 kg - 18 to 34t excavator) | 22 m | 60 m | 73 m |
| Vibratory Pile Driver | Sheet piles | 20 m | 50 m | 100 m |
| Pile Boring | ≤ 800 mm | 2 m (nominal) | 5 m | 7 m |
| Jackhammer | Hand held | 1 m (nominal) | 2 m | 3 m |
| Profiler | Wirtzen W210 | 4 m | - | - |
| Asphalt Paver | Vozele Super 1800-3 | 1 m | - | - |
| Steel Drum Roller | Hamm HD70 (Oscillating Model) | 2 m | - | - |
| Steel Drum Roller | Hamm HD70 (Static Model) | 1 m | - | - |

| | | |
|--|--------------------------|-------------------------------------|
| Would operation of the proposal alter the noise environment for sensitive receivers? | Yes | No |
| The proposal involves no alteration to the line of existing carriageway but includes special turning lane(s) to ensure fluid traffic flow. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | |
|--|--------------------------|-------------------------------------|
| Would the proposal result in vibration being experienced by any surrounding properties or infrastructure during operation? | Yes | No |
| Although the proposal is unlikely to impact the surrounding properties during operation, dilapidation survey will be completed for all the buildings on Hardinge Street, prior to commencement of any works. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Safeguards

Safeguards to be implemented are:

| Noise and vibration | |
|---------------------|--|
| N1 | Works will be carried out during normal work hours (i.e. 7am to 6pm Monday to Friday; 8am to 1pm Saturdays). Any work that is performed outside normal work hours or on Sundays or public holidays must have measures in place to minimize noise impacts. |
| N2 | Noise impacts will be assessed and mitigated in accordance with Transport <i>Construction and Maintenance Noise Estimator</i> (EMF-NV-TT-0067) and Transport <i>Construction noise and vibration guidelines (for roads and maritime) 2022</i> (EMF-NV-GD-0056). Site specific controls will be developed and incorporated into the Construction EMP and the Community consultation plan. |
| N3 | Measures will be implemented to minimize or prevent vibration impacts, including: <ul style="list-style-type: none"> allowing adequate distance that vibration producing equipment can come to buildings. using non-vibration-producing equipment. |

3.4 Air quality

Table 3-5: Air quality

| Description of existing environmental and potential impacts | | |
|--|---|-----------------------------|
| <p>Is the proposal likely to result in large areas (>2ha) of exposed soils?</p> <p>The proposal would involve disturbance of over 3ha (30,000 m²) of soil for earthworks. This would include the clearing footprint and 'box out' of material (hard and soft landscaping works). Potential impacts associated with the amount of area likely to be exposed includes short term minor generation of air impurities such as dust and small solid particles.</p> <p>It is unlikely that the 3ha of exposed soils would adversely change the air quality because the work will be undertaken in a staged manner minimising the area of exposed soil at any one time.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>Are there any dust-sensitive receivers located within the vicinity of the proposal during the construction period?</p> <p>Potential impacts from construction are unlikely to negatively impact background air quality such that it is noticeable at the sensitive receivers. Dust may be generated during bulk earthworks at the site, but this is mitigated with standard measures such as spraying water to suppress dust.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>Is there likely to be an emission to air during construction?</p> <p>The proposed works would generate emissions to air including dust, fumes, odours, and other air borne particulates. Current emission to air in the proposal location occurs predominantly from traffic travelling along the Cobb Highway/ Hardinge Street.</p> <p>Potential impacts associated with works would include a higher volume of the above emissions being emitted into the air. Referring to the TfNSW Air quality management guidelines (EMF-AQ-GD-0063) activities that are expected to generate these air impurities include:</p> <ul style="list-style-type: none"> Site preparation including clearing of vegetation, removal of topsoil and demolition. | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

- Earth works, particularly rock hammering, cutting, profiling and breaking, crushing and grinding
- Movement and stockpiling of materials
- Surface grading and compaction
- Vehicle and plant movement on unsealed haul roads
- Hard and soft landscaping, including cutting pavers

Each of the above activities could have a negative impact on air emission. Vehicle, plant, and equipment emissions could be reduced through avoiding operation at or near capacity of the engine. Additionally, air quality safeguards would be implemented to reduce the above emissions to air occurring during construction.

Safeguards

Safeguards to be implemented are:

| Air quality | |
|-------------|--|
| A1 | Watering or covering exposed areas will be used to minimise or prevent air pollution and dust. |
| A2 | Spraying of paint and other materials will not be carried out during strong winds or in weather conditions where high levels of dust or air borne particulates are likely. |
| A3 | Vegetation or other materials will not to be burnt on site. |
| A4 | Vehicles and vessels transporting waste or other materials that may produce odours or dust will be covered during transportation. |
| A5 | Stockpiles or areas that may generate dust will be managed to suppress dust emissions in accordance with the <i>Transport Stockpile Site Management Guideline</i> (EMS-TG-10). |

3.5 Aboriginal cultural heritage

Table 3-6: Aboriginal cultural heritage

| Description of existing environmental and potential impacts | | |
|---|---|--|
| Would the proposal involve disturbance in any area that has not been subject to previous ground disturbances? The proposal would be built within the previous disturbed area of the road reserve. | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Has an online Aboriginal Heritage Information Management System (AHIMS) search been completed? An online Aboriginal Heritage Information Management Systems (AHIMS) search was done on the 16 th of May 2024. The search returned no Aboriginal sites or places recorded near the proposed works. See Appendix B for attached basic AHIMS search results and PACHCI letter. | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Is there potential for the proposal to impact on any items of Aboriginal cultural heritage? The proposal has no potential to impact any known items of Aboriginal cultural heritage. The site is not located in or nearby a landscape feature that would indicate a higher likelihood of the presence of Aboriginal Sites or Places. | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

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| | | |
|---|---|--|
| It has been confirmed through the PACHCI process that there is unlikely to be any impacts on Aboriginal cultural heritage in the proposed work area. | | |
| Would the proposal involve the removal of mature native trees? The proposal would not involve the removal of mature native trees that may have cultural modification or cultural significance. | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Is the proposal consistent with the requirements of Transport's <i>Procedure for Aboriginal cultural heritage consultation and investigation</i> (PACHCI)? An assessment to satisfy the Stage 1 of the PACHCI Procedure was undertaken by a Transport Aboriginal Cultural Heritage Officer (ACHO). A site visit was done on 15 September 2024 with Transport ACHOs, Environment officers and Project Manager attending. No Aboriginal objects were identified during the site visit and no concerns were raised in the field. | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| A PACHCI Stage 1 assessment letter is attached in Appendix D. | | |

Safeguards

Safeguards to be implemented are:

| Aboriginal heritage | |
|---------------------|---|
| B1 | If Aboriginal heritage items are uncovered during the works, all works in the vicinity of the find must cease and the Transport Aboriginal cultural heritage officer and Senior Manager Environment and Sustainability contacted immediately. Refer to steps in the Transport <i>Unexpected heritage items procedure</i> (EMF-HE-PR-0076) which must be followed. |

3.6 Non-Aboriginal heritage

Table 3-7: Non-Aboriginal heritage

| Description of existing environmental and potential impacts | | |
|---|---|--|
| Have online heritage database searches been completed? The following heritage database searches have been completed on 16 th May 2024: <ul style="list-style-type: none"> • Transport (including legacy Roads and Maritime) section 170 register • NSW Heritage database • Commonwealth Heritage List, established under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) • Maritime heritage database • Australian Heritage Places Inventory • Local Environmental Plan(s) heritage items. | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Are there any items of non-Aboriginal heritage or heritage conservation areas listed on relevant heritage databases/registers that are located within the vicinity of the proposal? No non-Aboriginal heritage or heritage conservation areas listed on any relevant heritage databases/registers are located within the vicinity of the proposal. The closest heritage listed building 'Public School & School Masters Residence (Peppin building)' is on George Street which is about 3 kilometres from the proposal. | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Is the proposal likely to impact trees that form part of a heritage listing or have other heritage value? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

| | | |
|--|------------------------------|--|
| The heritage database search results have identified that the proposal is unlikely to impact trees that form part of a heritage listing or have other heritage value. | | |
| <p>Is the proposal likely to occur in or near features that indicate potential archaeological remains?</p> <p>As the proposal would be carried out within the existing road reserve and areas previously disturbed for road construction, no features that indicate potential archaeological remains would be within the proposed work area. Heritage database searches also confirm no records of the above.</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

Safeguards

Safeguards to be implemented are:

| Non-Aboriginal heritage | |
|-------------------------|---|
| H1 | If unexpected heritage items are uncovered during the works, all works must cease in the vicinity of the material/find and the steps in the Transport <i>Unexpected heritage items procedure</i> (EMF-HE-PR-0076) must be followed. |

3.7 Biodiversity

Table 3-8: Biodiversity

| Description of existing environmental and potential impacts | | | | | |
|---|---|-----------------------------|--------------------|---|-----------------------------|
| <p>Have relevant database searches been carried out?</p> <p>Relevant databases were used to identify biodiversity that could potentially be impacted as result of the proposed works and current impacts to biodiversity in the area (i.e. weeds). The data base searches included:</p> <ul style="list-style-type: none"> BioNet threatened species records within the locality (e.g. 10km radius) Regional vegetation mapping and BioNet Vegetation Classification database (including a search by the relevant CMA/s to identify potential TECs present) NSW State Vegetation type Map (SEED) NSW WeedWise (DPI) website. Commonwealth EPBC Act Protected Matters Search Tool (PMST) NSW DPI Fisheries Spatial Data Portal. <p>Searches were conducted between the 02nd and 15th of May 2024.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | | | |
| <p>Did the database searches identify any endangered ecological communities, threatened flora and/or threatened or protected fauna, or migratory species in or within the vicinity of the proposed works? Both Commonwealth and State listed matters must be considered.</p> <p>Protected matters search tool</p> <p>Table 3-10 below contains a summary of the results from the protected matters search of the proposal area. These results contain any nationally protected matters under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) that may occur in or near a selected area (proposal location).</p> <p>Protected matters search tool (PMST) results</p> <table> <tr> <th>MNES Category</th><th>Listing</th><th>Proximity to Works</th></tr> </table> | MNES Category | Listing | Proximity to Works | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| MNES Category | Listing | Proximity to Works | | | |

| | | |
|--|--|--|
| Wetlands of International Importance (RAMSAR) | <ul style="list-style-type: none"> Banrock Station Wetland Complex Hattah-Kulkyne Lakes NSW Central Murray State Forests Riverland The Coorong, and Lakes Alexandrina and Albert wetland | 400-500km 200-300km Within Ramsar site 300-400km 400-500km |
| Listed Threatened Ecological Communities (TEC's) | <ul style="list-style-type: none"> Buloke Woodlands of the Riverina and Murray-Darling Depression Bioregions Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia Natural Grasslands of the Murray valley Plains Seasonal Herbaceous Wetlands (Freshwater) of the Temperate Lowland Plains Weeping Myall Woodlands White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland | Community likely to occur within search area. |
| Listed Threatened Species | <ul style="list-style-type: none"> 41 threatened species 6 critically endangered 16 endangered | Species or species habitat may occur within area. |
| Listed Migratory species | <ul style="list-style-type: none"> 10 migratory species 1 critically endangered 1 endangered | Species or species habitat may occur within area |
| Listed Marine species | <ul style="list-style-type: none"> 17 listed marine species 2 critically endangered 2 endangered <p>see Appendix E for full search results</p> | Species or species habitat may occur within area. |

BioNet

Threatened species previously recorded within 10 kilometres of the proposal with the potential to occur on site are listed in Table 3-11. Full lists of species identified in the locality are attached in Appendix F and Appendix G.

BioNet database records of threatened species near the project.

| Scientific and common name | Status * | Listing | Distance from works |
|---|----------|---------|---------------------|
| <i>Oxyura australis</i> Blue-billed Duck | V, P | BC ACT | <10km |
| <i>Stictonetta naevosa</i> Freckled Duck | V, P | BC ACT | <10km |

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| | | | |
|---|-----------|--------|-------|
| <i>Circus assimilis</i> Spotted Harrier | V, P | BC ACT | <10km |
| <i>Haliaeetus leucogaster</i> White-bellied Sea-Eagle | V, P | BC ACT | <10km |
| <i>Hieraaetus morphnoides</i> Little Eagle | V, P | BC ACT | <10km |
| ^{^^} <i>Lophoictinia isura</i> Square-tailed Kite | V, P, 3 | BC ACT | <10km |
| [^] <i>Falco hypoleucos</i> Grey Falcon | V, P, 2 | BC ACT | <10km |
| <i>Falco subniger</i> Black Falcon | V, P | BC ACT | <10km |
| [^] <i>Lophochroa leadbeateri</i> Pink Cockatoo | V, P, 2 | BC ACT | <10km |
| ^{^^} <i>Glossopsitta porphyrocephala</i> Purple-crowned Lorikeet | V, P, 3 | BC ACT | <10km |
| ^{^^} <i>Neophema pulchella</i> Turquoise Parrot | V, P, 3 | BC ACT | <10km |
| ^{^^} <i>Polytelis swainsonii</i> Superb Parrot | V, P, 3 | BC ACT | <10km |
| ^{^^} <i>Ninox connivens</i> Barking Owl | V, P, 3 | BC ACT | <10km |
| ^{^^} <i>Tyto novaehollandiae</i> Masked Owl | V, P, 3 | BC ACT | <10km |
| <i>Climacteris picumnus victoriae</i> Brown Treecreeper (eastern subspecies) | V, P | BC ACT | <10km |
| <i>Aphelocephala leucopsis</i> Southern Whiteface | V, P | BC ACT | <10km |
| [^] <i>Anthochaera Phrygia</i> Regent Honeyeater | E4A, P, 2 | BC ACT | <10km |
| <i>Certhionyx variegatus</i> Pied Honeyeater | V, P | BC ACT | <10km |
| <i>Epthianura albifrons</i> White-fronted Chat | V, P | BC ACT | <10km |
| <i>Grantiella picta</i> Painted Honeyeater | V, P | BC ACT | <10km |
| <i>Stagonopleura guttata</i> Diamond Firetail | V, P | BC ACT | <10km |
| <i>Petrogale penicillate</i> Brush-tailed Rock-wallaby | E1, V, P | BC ACT | <10km |
| <i>Nyctophilus corbeni</i> Corben's Long-eared Bat | V, P | BC ACT | <10km |

| | | | |
|---|---|--------|-------|
| <i>Maireana cheelii</i> Chariot Wheels (Plantae) | V | BC ACT | <10km |
| <i>Swainsona murrayana</i> Slender Darling Pea (Plantae) | V | BC ACT | <10km |
| <i>Swainsona sericea</i> Silky Swainson-pea (Plantae) | V | BC ACT | <10km |
| <i>Amphibromus fluitans</i> Floating Swamp Wallaby-grass | V | BC ACT | <10km |

*V= vulnerable

NSW Vegetation Type Map (SEED) – Plant Community Types (PCT's)

SEED mapping identifies three PCTs close to the proposal site. Most native vegetation in the landscape has been cleared for agricultural purposes. There is woodland vegetation remaining in the road and rail reserves. There are patches of woodland vegetation remaining in the agricultural landscape as well. Table 3-12 below identifies the three PCTs mapped in the study area.

Plant community types and threatened ecological communities mapped in the study area:

| Vegetation Formation | Vegetation Class | PCT Name | PCTID | Associated TEC's |
|--|-----------------------------|---|-------|------------------|
| Grasslands | Riverine Plain Grasslands | Forb-rich Spear grass – Windmill Grass – White Top grassland of the Riverina Bioregion | 44 | No |
| Semi-arid Woodlands (Grassy sub-formation) | Inland Floodplain Woodlands | Black Box grassy open woodland wetland of rarely flooded depressions in Southwestern NSW | 16 | No |
| Forest Wetlands | Inland Riverine Forests | River Red Gum – Blackbox woodland wetland | 10 | No |
| Grasslands | Riverine Plain Grasslands | Weeping Myall open woodland of the Riverina Bioregion and NSW Southwestern Slopes | 26 | No |
| Grasslands | Riverine Plain Grasslands | Curly Windmill Grass-spear grass – wallaby grass grassland on alluvial clay on the Riverina Bioregion | 46 | No |
| Forest Wetlands | Inland Riverine Forests | River Red Gum herbaceous-grassy tall open forest wetland | 5 | |
| Semi-arid Woodlands (Grassy sub-formation) | Inland Floodplain Woodlands | Black Box – Lignum woodland wetland of the inner floodplains | 13 | No |
| Freshwater Wetlands | Inland Floodplain Swamps | Common Reed – Bushy Groundsel aquatic tall reed land grassland wetland of inland river systems | 181 | No |

| | | | | | | |
|--|-------------------------|--|---|----|------------------------------|--|
| Forest Wetlands | Inland Riverine Forests | River Red Gum-sedge dominated very tall open forest in frequently flooded forest wetland along major rivers and floodplains in South-Western NSW | 2 | No | | |
| Does the proposal involve pruning, trimming or removal of any tree/s? The proposal will largely be contained within the already disturbed areas of the roadside reserve. The proposal includes planting of new trees and nature strip to improve town aesthetics. No mature trees will be removed, and any vegetation removal required will need to be inspected by Transport environment staff prior to works beginning. | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Is the proposal likely to impact nationally listed threatened species, ecological communities, or migratory species? The limited extent of earthworks outside the existing disturbed areas, including the limited vegetation impacts, means that threatened ecological communities will not be impacted. There are some threatened species in and around the study area, but the limited impact will not affect breeding or foraging opportunities. Connectivity will not be impacted, and key threatening processes will not increase or be introduced. | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal require the removal of any other vegetation? The proposal will require the removal and replacement of the grassed vegetation in the nature strips. | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal require the removal of any tree hollows? | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Are there any known areas of outstanding biodiversity value or areas mapped as 'littoral rainforest' or 'coastal wetland' under chapter 2 of SEPP (Resilience and Hazards) in or within the vicinity of the proposed work? | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal provide any additional barriers to the movement of wildlife? As the proposal would be a reconstruction of the existing road there would be no construction of additional barriers to the movement of wildlife. | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal disturb any natural waterways or aquatic habitat? | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal impact (directly or indirectly) any potential microbat roosting or breeding habitat such as on bridges and culverts? | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

Safeguards

Safeguards to be implemented are:

| Biodiversity | |
|--------------|--|
| F1 | No mature trees will be removed as part of this proposal. All mature trees will be identified and where necessary protected with physical markings such as night line or bunting. |
| F2 | Where the extent of regrowth vegetation is not clear, the clearing limit will be delineated with physical markers. The markers would be placed prior to works beginning. |
| F3 | A pre-clearing survey would be done by Transport environment officers or by suitably qualified environment staff. This pre-clearing survey would be done at the beginning of each stage of the works or prior to any clearing occurring. |
| F4 | Weeds would be identified prior to the work beginning and a weed management plan would be developed to ensure weeds are not spread within or from the proposal area. |

3.8 Traffic and transport

Table 3-9: Traffic and transport

| Description of existing environmental and potential impacts | | |
|--|---|--|
| <p>Is the proposal likely to result in detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access during construction?</p> <p>The proposal includes excavating and rebuilding the existing road and roadside. This requires altering existing traffic so that construction can occur on the existing road while limiting impacts to traffic as far as possible. Options for managing traffic during construction include a range of option from slowing traffic with slight temporary alignment changes to detouring traffic away from the construction zone. A range of traffic control methods will be employed for this project with consideration being given to the impacts on through traffic and local traffic. Impacted residents and business will be consulted in the development of the traffic management strategy. There are no planned detours for the through traffic, for the proposal. Traffic will be managed through Hardinge Street during construction works between Wood Street and Harfleur Street, considering noise and other environmental factors with residential properties in mind. Alternative temporary access to the businesses on Hardinge Street could be provided through other streets and this will be detail in the project Traffic Guidance Schemes and mitigation measures will be incorporated in the Construction environment management plan and the Community consultation plan.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>Is the proposal likely to result in detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access during operation?</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Is the proposal likely to affect any other transport nodes or transport infrastructure (e.g., bus stops, bus routes) in the surrounding area? Or result in detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access during operation?</p> <p>No detours</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

Safeguards

Safeguards to be implemented are:

| Traffic | |
|-----------|---|
| T1 | Where possible, current traffic movements and property accesses will be maintained during the works. Any disturbance will be minimised to prevent unnecessary traffic delays. |
| T2 | A traffic guidance scheme will be prepared in accordance with Transport <i>Traffic control at work sites manual</i> (version 6.1, 2022) and Australian Standard 1742.3 <i>Manual of uniform control devices</i> . |

3.9 Socio-economic

Table 3-10: Socio-economic

| Description of existing environmental and potential impacts | | |
|---|---|--|
| <p>Is the proposal likely to impact on local business?</p> <p>Local businesses would be impacted during construction activities by losing direct access to their businesses through Hardinge Street. Traffic disruptions, including interruptions to business and residents access, will be limited as far as reasonably possible. Traffic management will take into consideration a range of factors including traffic safety, construction worker safety, impacts to business, the general public and potential impacts to local residents.</p> <p>Possible traffic diversions are planned by incorporating alternate access ways/ routes to these businesses during construction activities. Final details for alternative access to businesses and residences would be developed in consultation with the impacted stakeholders. Access to the businesses on Hardinge Street could be provided through other streets such as:</p> <p>Purtills Group</p> <ul style="list-style-type: none"> • Rodwell Deniliquin • Beaurepaires Deniliquin • Purtills Vehicle Hire • Purtills Car & Truck Wash • Purtills Fuel Station <p>Access to the businesses mentioned above and through to the 'Depot Historical Collection' can be provided through the existing gate on Ochertyre Street.</p> <ul style="list-style-type: none"> • Purtills Vehicle hire and yard –access through Macauley Street entrance. • Deniliquin Rams Football -Access through Ochertyre Street entrance during construction activities. • Harvey Trotter Engineering -can be accessed via Ochertyre Street and unsealed road behind Purtills. • Murray Irrigation Depot -access through Wood Street entrance • Coles Shopping Centre -proposal is to use the private property next to Wood Street to provide access ways (Entry/ Exit) to the shopping centre during construction activities. • Harvey Norman & Mitre 10 -access though Harfleur Street entrance | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <p>Is the proposal likely to require any property acquisition?</p> <p>No property acquisition is required as all works would be done in the current road corridor.</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Is the proposal likely to alter any access for properties (either temporarily or permanently)?</p> <p>Stage 01 works (between Ochertyre Street and Wood Street):</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

- 2 residences would lose direct access to their properties for a limited timeframe from Hardinge Street.

Stage 02 works (between Wood Street and Harfleur Street)

- Properties on Hardinge Street would potentially lose direct access during Stage 02 works for a limited period, especially during pavement reconstruction.

Wherever possible, property accesses will be maintained during the works. The work zones would be set up accordingly to ensure access wherever possible.

Some residents will have permanently changed access conditions because they may lose access to or from the property in one direction. This is because there will be new traffic medians that restrict access across the centreline of the highway. This could add travel time for some residents depending on the desired path of travel.

Is the proposal likely to alter any on-street parking arrangements (either temporarily or permanently)?

Yes ☒

No ☐

On-street parking will be limited on Hardinge Street during the construction activities due to the proposed traffic management and the works.

Permanent changes to on-street parking will include loss of parking area. Approximately 600 lineal metres of parking would be lost post-construction. Refer to Appendix I for detailed kerbside parking plan. In some areas of Hardinge Street this includes loss of all on street parking. In other areas of Hardinge Street there will be a reduction in the amount of available on street parks. This is necessary to ensure road safety by including channelization, and other safety improvements. The following table explains the impacts and alternate parking for residents affected.

| Address | Off street parking | Current on street parking | Losing on street parking | Alternative on street parking | Comments |
|-----------------|--------------------|---------------------------|--------------------------|-------------------------------|---|
| 131 Hardinge St | Yes | Yes | Yes | Sloane St | Has rear yard access and on street parking on Sloan Street. Some parking retained on Hardinge St but will be removed from directly in front of house. |
| 129 Hardinge St | Yes | Yes | No | Sloane St | Parking immediately out the front of house retained. Creswick Ln also possible for rear yard access. |
| 400 Wood St | Yes | Yes | Yes | Wood Street | Vacant block that faces wood street. |
| 119 Hardinge St | Yes | Yes | Yes | Wood St | 1 park removed immediately out the front of house. Nearby parking retained. |
| 117 Hardinge St | Yes | Yes | No | N/A | |
| 115 Hardinge St | Yes | Yes | No | N/A | Hussey Lane for rear yard access |
| 113 Hardinge St | Yes | Yes | No | N/A | Off street parking via Hussey Lane |
| 111 Hardinge St | Yes | Yes | Yes | Henry Street | Parking out the front of house will be removed. Parking remaining further |

| | | | | | |
|-----------------|-----|-----|-----|-------------------|---|
| | | | | | south on Hardinge St or on Henry St (50m). |
| 109 Hardinge St | Yes | Yes | Yes | Henry Street | Existing rear yard access from Henry Street and adjacent access on Henry Street available |
| 105 Hardinge St | No | Yes | Yes | Henry Street | Existing rear yard access via Henry St and adjacent Henry Street |
| 103 Hardinge St | Yes | Yes | Yes | Parking on median | Commercial business (Parts Central) - |
| 101 Hardinge St | Yes | Yes | No | N/A | Reduced options for parking but retained immediately out the front. |
| 99 Hardinge St | Yes | Yes | Yes | Holden Ct | Parking out the front of house removed but house is adjacent Holden Ct. |
| 93 Hardinge St | Yes | Yes | Yes | Holden Ct | House adjacent Holden Ct. Existing rear yard access off Holden Ct. Some parking retained but not immediately in front of house. |
| 400 Harfleur St | Yes | Yes | Yes | Harfleur St | House faces Harfleur St which has on street parking. Rear yard and off-street parking maintained from Hardinge street. |

Parking will be lost along the eastern side of Hardinge Street from Harfleur Steer south to about Harvey Trotter General Engineering. Clients of the commercial business in this section of Hardinge Street will need to find alternative parking. The Deniliquin Plaza, Mitre 10 and Harvey Norman have off street customer car parking. The Murray Irrigation depot also has off street parking available for light and heavy vehicles. The loss of parking the eastern side of Hardinge Street is less likely to impact residents and customers of Deniliquin.

Is the proposal likely to change pedestrian movements or pedestrian access (either temporarily or permanently)?

New concrete medians and pedestrian crossings would ensure permanent safer movements for pedestrians once the project is completed. During construction, pedestrian movements and access will temporarily change in accordance with the construction methodology and Traffic Management Plans.

Yes ☒

No ☐

Is the proposal likely to impact on any items or places of social value to the community (either temporarily or permanently)?

The Deniliquin Football Club would lose direct access from Hardinge Street during construction. The impact will be very limited as the entrance through Ochertyre Street could be used as an alternate entry/ exit.

Yes ☒

No ☐

| | | |
|---|------------------------------|--|
| Direct access to 'Coles & Community shopping centre' would be limited during construction activities, however alternative access via Wood Street through private property, is an optional route that would be discussed with impacted business and residents. | | |
| <p>Is the proposal likely to reduce or change visibility of any businesses, farms, tourist attractions or the like (either temporarily or permanently)?</p> <p>The proposal is unlikely to reduce or change the visibility of any businesses or the like. The visibility should be improved once the project is delivered due to the beautification works involved in the proposal.</p> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Is the proposal likely to impact trees planted by a community group, Landcare group or by council or a tree that is a memorial or part of a memorial group e.g., has a plaque? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Is the proposal likely to impact trees that form part of a streetscape, an avenue or roadside planting? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

Safeguards

Safeguards to be implemented are:

| Socio economic and Community consultation | |
|---|--|
| C1 | <p>Notification will be given to affected community members prior to the works taking place. The notification is to include:</p> <ul style="list-style-type: none"> • details of the proposal • duration of works and working hours • changed traffic or access arrangements. • how to lodge a complaint or obtain more information • contact name and details. <p>Notification should be a minimum of 7 calendar days prior to the start of works.</p> |
| C2 | All complaints will be recorded on complaints register and attended to promptly. |
| C3 | Access for nearby and adjoining properties is to be maintained at all times during the works unless otherwise agreed to by the affected property owner. Access will be maintained at all times and alternative temporary access will be in put place in consultation with the affected stakeholders. |
| C4 | The community must be notified of all work outside standard hours which have the potential to impact noise-sensitive receivers. Notification zones must be determined using the <i>Construction and Maintenance Noise Estimator</i> (EMF-NV-TT-0067). Notification requirements must comply with Transport <i>Construction noise and vibration guidelines (for roads and maritime) 2022</i> (EMF-NV-GD-0056). |

3.10 Landscape character and visual amenity.

Table 3-11: Landscape character and visual amenity

| Description of existing environmental and potential impacts | | |
|--|---|--|
| Is the proposed work over or near an important physical or cultural element or landscape? (For example, heritage items and areas, distinctive or historic built form, National Parks, conservation areas, scenic highways etc.) | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal obstruct or intrude upon the character or views of a valued landscape or urban area? (For example, locally significant topography, a rural landscape or a park, a river, lake, or the ocean or a historic or distinctive townscape or landmark) | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal require the removal of mature trees or stands of vegetation, either native or introduced? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal result in large areas of shotcrete visible from the road or adjacent properties? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would the proposal involve new noise walls or visible changes to existing noise walls? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <p>Would the proposal involve the removal or reuse of large areas of road corridor, landscape, either verges or medians?</p> <p>All the existing concrete medians within the proposal are to be removed and replaced, with additional medians proposed to ensure road safety.</p> <p>The proposal includes reconstruction of road pavement, parking areas, soft and hard landscaping (nature strip, plantation, concrete pavements, etc). There will be short term negative impacts during construction, but the roadside character will be improved in the long term.</p> | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Would the proposal involve substantial changes to the appearance of a bridge (including piers, girders, abutments, and parapets) that are visible from the road or residential areas? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| If involving lighting, would the proposal create unwanted light spillage on residential properties at night (in construction or operation)? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Would any new structures or features to be constructed, result in over shadowing to adjoining properties or areas? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

Safeguards

No additional safeguards.

3.11 Waste

Table 3-12: Waste

| Description of existing environmental and potential impacts | | | | | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------------------------|------------------|--|---------------------------------------|---|--|------------------|--|--|--|----------------------|--------------|----------|------|----------|--|-----------------------------------|-----------------------------------|-------|---------------------------|---------------------------------------|-----------------------------------|-----------------------------------|-------|--|---------------------------------------|-----------------------------------|-----------------------------------|-------|----------|---------------------------------------|-----------------------------------|-----------------------------------|-------|--|---------------------------------------|-----------------------------------|-----------------------------------|------------------|
| Is the proposal likely to generate >200 tonnes of waste material (contaminated and /or non-contaminated material)? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>An estimate of 'box out' material that would be excavated is approximately 8,500m³. This equates to around 13,000 metric tonnes of re-usable spoil. Re-usable material to be stockpiled and maintained in accordance with the 'TfNSW Waste Management Guidelines'. Refer to section 2.1.4. <i>Ancillary Facilities</i> for the ERC Stockpile location on Macauley Street.</p> <p>In addition to the above, spoil derived from demolition activities such as removal of asphalt wearing course, drainage connections, green waste, concrete kerb & pavements, etc; would be disposed offsite. Other waste that is not able to be recovered would likely be disposed of at the agreed Waste facility (Deniliquin Resource Recovery centre, Hay Road, Deniliquin, NSW 2710). Waste classifications likely to be disposed of at a licensed waste facility include General Solid Waste (putrescible), General Solid Waste (non-putrescible), special Waste and Hazardous Waste.</p> <p>Waste to landfill would only be pursued for materials that cannot be reused, reprocessed, or recycled and for which landfill is the most feasible disposal option as per TfNSW Waste Management Guidelines form (EMF-WM-GD-0055).</p> <p>The proposal would minimise excavation and reduce unnecessary removal of existing vegetation where feasible. Where possible, excavated natural material (ENM) would be separated and retained for re-use on-site after construction to allow for natural soils and nutrients to be returned to the site and re-establishment of local vegetation.</p> <p>Waste Definitions and Classifications of proposal area.</p> <table><tr><th colspan="4">Waste definition</th><th>Waste Classification</th></tr><tr><th>Waste Source</th><th>Category</th><th>Type</th><th>Sub-type</th><th></th></tr><tr><td>Construction and demolition waste</td><td>Building and demolition materials</td><td>Spoil</td><td>Asphalt, Bituminous waste</td><td>General solid waste (non-putrescible)</td></tr><tr><td>Construction and demolition waste</td><td>Building and demolition materials</td><td>Spoil</td><td>Rock and/gravel material such as asphalt and road base</td><td>General solid waste (non-putrescible)</td></tr><tr><td>Construction and demolition waste</td><td>Building and demolition materials</td><td>Spoil</td><td>Concrete</td><td>General solid waste (non-putrescible)</td></tr><tr><td>Construction and demolition waste</td><td>Building and demolition materials</td><td>Spoil</td><td>Excavated Public Road Materials (EPRM)</td><td>General solid waste (non-putrescible)</td></tr><tr><td>Construction and demolition waste</td><td>Building and demolition materials</td><td>Trees and shrubs</td><td>Chipped or shredded organic material</td><td>General solid waste (non-putrescible)</td></tr></table> | | | | | | | Waste definition | | | | Waste Classification | Waste Source | Category | Type | Sub-type | | Construction and demolition waste | Building and demolition materials | Spoil | Asphalt, Bituminous waste | General solid waste (non-putrescible) | Construction and demolition waste | Building and demolition materials | Spoil | Rock and/gravel material such as asphalt and road base | General solid waste (non-putrescible) | Construction and demolition waste | Building and demolition materials | Spoil | Concrete | General solid waste (non-putrescible) | Construction and demolition waste | Building and demolition materials | Spoil | Excavated Public Road Materials (EPRM) | General solid waste (non-putrescible) | Construction and demolition waste | Building and demolition materials | Trees and shrubs |
| Waste definition | | | | Waste Classification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waste Source | Category | Type | Sub-type | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction and demolition waste | Building and demolition materials | Spoil | Asphalt, Bituminous waste | General solid waste (non-putrescible) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction and demolition waste | Building and demolition materials | Spoil | Rock and/gravel material such as asphalt and road base | General solid waste (non-putrescible) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction and demolition waste | Building and demolition materials | Spoil | Concrete | General solid waste (non-putrescible) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction and demolition waste | Building and demolition materials | Spoil | Excavated Public Road Materials (EPRM) | General solid waste (non-putrescible) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction and demolition waste | Building and demolition materials | Trees and shrubs | Chipped or shredded organic material | General solid waste (non-putrescible) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Is the proposal likely to require a licence from EPA? | | | | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|--|------------------------------|--|
| Is the proposal likely to require the removal of asbestos? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
|--|------------------------------|--|

Safeguards

Safeguards to be implemented are:

| Waste management | |
|------------------|--|
| M1 | A Waste Management Plan will be prepared that follows the Transport <i>Waste management guideline</i> (EMF-WM-GD-0055). |
| M2 | Resource management hierarchy principles will be followed: <ul style="list-style-type: none"> • avoid unnecessary resource consumption as a priority. • avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling, and energy recovery) • disposal is undertaken as a last resort. <p>this is in accordance with the <i>Waste Avoidance and Resource Recovery Act 2001</i>.</p> |
| M3 | If vegetation is to be mulched and transported off site for beneficial reuse, it will be assessed for the presence of weeds, pest, and other disease and a Mulch Management Plan prepared in accordance with the <u>NSW EPA Mulch Order and Exemption</u> . |
| M4 | Bulk project waste (e.g. fill) sent to a site not owned by Transport (excluding EPA licensed landfills and resource recovery facilities) is to have prior formal written approval from the landowner, in accordance with Transport's <i>Waste management guideline</i> (EMF-WM-GD-0055) and templates EMF-WM-TT-0098 and EMF-WM-TT-0127. This includes waste transported for reuse, recycling, disposal, or stockpiling. |
| M5 | There is to be no disposal or re-use of construction waste on to other land. |
| M6 | Waste is not to be burnt on site. |
| M7 | Waste material, other than vegetation and tree mulch, is not to be left on site once the works have been completed. |
| M8 | Working areas are to be maintained, kept free of rubbish, and cleaned up at the end of each working day. |

3.12 Climate change and greenhouse gas emissions

Table 3-13: Climate change and greenhouse gas emissions

| Description of existing environmental and potential impacts | | |
|---|---|--|
| Is the proposal located in an area likely to be permanently or tidally inundated in the future or subject to increased duration and intensity of flooding? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Have opportunities for reduced energy consumption during construction and operation been considered. | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Opportunities for reduced energy consumption during construction and operation have been considered through actions such as material selection, local suppliers, and construction staff to conduct the works using the required plant, etc. Material recovery | | |

| | | |
|--|--|--|
| would also be practiced on site minimising the number of new construction materials to be used in the works. | | |
| | | |

Safeguards

No additional safeguards.

3.13 Cumulative impact

Table 3-14: Cumulative impact

| Description of existing environmental and potential impacts | | |
|--|------------------------------|--|
| Are there other projects and developments in the study area which could add to potential impacts in both construction and operation? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| There would be no other projects and developments in the study area which could add to potential impacts in both construction and operation. | | |

Safeguards

No additional safeguards.

4. Summary of safeguards and environmental management measures

4.1 Safeguards and environmental management measures

This section provides a summary of the site-specific environmental safeguards and management measures identified in described in chapter 3 of this minor works REF. These safeguards will be implemented to reduce potential environmental impacts throughout construction and operation. A framework for managing the potential impacts is provided with reference to environmental management plans and relevant Transport QA specifications. Any potential licence and/or approval requirements required prior to construction are also listed.

Table 4-1: Summary of site-specific safeguards for proposed work

| Factor | Safeguards |
|--------|--|
| E1 | <p>Erosion and sediment control measures will be implemented and maintained to:</p> <ul style="list-style-type: none"> prevent sediment moving off-site and sediment laden water entering any water course, drainage lines, or drain inlets. reduce water velocity and capture sediment on site. minimise the amount of material transported from site. divert clean water around the site. <p>(in accordance with the Landcom/Department of Housing <i>Managing Urban Stormwater, Soils and Construction Guidelines</i> (the Blue Book)).</p> |
| E2 | Erosion and sedimentation controls will be checked and maintained on a regular basis (including clearing of sediment from behind barriers) and records kept and provided on request. |
| E3 | Erosion and sediment control measures will not be removed until the works are complete, and areas stabilized. |
| E4 | A progressive erosion and sediment control plan will be prepared for the works. |
| E5 | The maintenance of established stockpile sites will be in accordance with the <i>Transport Stockpile Site Management Guideline</i> (EMS-TG-10) (2015). |
| N1 | <p>Works will be carried out during normal work hours (i.e. 7am to 6pm Monday to Friday; 8am to 1pm Saturdays). Any work that is performed outside normal work hours or on Sundays or public holidays must have measures in place to minimize noise impacts.</p> |
| N2 | Noise impacts will be minimized in accordance with <i>Transport Construction and Maintenance Noise Estimator</i> (EMF-NV-TT-0067) and <i>Transport Construction noise and vibration guidelines (for roads and maritime) 2022</i> (EMF-NV-GD-0056). Site specific controls will be developed and incorporated into the Construction EMP and the Community consultation plan. |
| N3 | Measures will be implemented to minimize or prevent vibration impacts, including: |

Transport for NSW

| | |
|-------------------------------------|---|
| | <ul style="list-style-type: none"> allowing adequate distance that vibration producing equipment can come to buildings. using non-vibration-producing equipment or within the limits as stated on Noise Estimator report. |
| <p>§ 4.1.1</p> | |
| A1 | Measures (including watering or covering exposed areas) will be used to minimise or prevent air pollution and dust. |
| A2 | Works (including the spraying of paint and other materials) will not be carried out during strong winds or in weather conditions where high levels of dust or air borne particulates are likely. |
| A3 | Vegetation or other materials will not to be burnt on site. |
| A4 | Vehicles and vessels transporting waste or other materials that may produce odours or dust will be covered during transportation. |
| A5 | Stockpiles or areas that may generate dust will be managed to suppress dust emissions in accordance with the Transport <i>Stockpile Site Management Guideline</i> (EMS-TG-10). |
| <p>4.1.2</p> | |
| B1 | If Aboriginal heritage items are uncovered during the works, all works in the vicinity of the find must cease and the Transport Aboriginal cultural heritage officer and Senior Manager Environment and Sustainability contacted immediately. Refer to steps in the Transport <i>Unexpected heritage items procedure</i> (EMF-HE-PR-0076) which must be followed. |
| <p>4.1.3</p> | |
| H1 | If unexpected heritage items are uncovered during the works, all works must cease in the vicinity of the material/find and the steps in the Transport <i>Unexpected heritage items procedure</i> (EMF-HE-PR-0076) must be followed. |
| <p>4.1.4</p> | |
| F1 | No mature trees will be removed as part of this proposal. All mature trees will be identified and where necessary protected with physical markings such as night line or bunting. |
| F2 | Where the extent of regrowth vegetation is not clear, the clearing limit will be delineated with physical markers. The markers would be placed prior to works beginning. |
| F3 | A pre-clearing survey would be done by Transport environment officers or by suitably qualified environment staff. This pre-clearing survey would be done at the beginning of each stage of the works or prior to any clearing occurring. |
| F4 | Weeds would be identified prior to the work beginning and a weed management plan would be developed to ensure weeds are not spread within or from the proposal area. |
| <p>Traffic and transport</p> | |

| | |
|-----------------------|--|
| T1 | Where possible, current traffic movements and property accesses will be maintained during the works. Any disturbance will be minimised to prevent unnecessary traffic delays. |
| T2 | A traffic guidance scheme will be prepared in accordance with Transport <i>Traffic control at work sites manual</i> (version 6.1, 2022) and Australian Standard 1742.3 <i>Manual of uniform control devices</i> . |
| Socio-economic | |
| C1 | <p>Notification will be given to affected community members prior to the works taking place. The notification is to include:</p> <ul style="list-style-type: none"> • details of the proposal • duration of works and working hours • changed traffic or access arrangements. • how to lodge a complaint or obtain more information • contact name and details. <p>Notification should be a minimum of 7 calendar days prior to the start of works.</p> |
| C2 | All complaints will be recorded on complaints register and attended to promptly. |
| C3 | Existing access for nearby and adjoining properties is to be maintained at all times during the works unless otherwise agreed to by the affected property owner. |
| C4 | The community must be notified of all work outside standard hours which have the potential to impact noise-sensitive receivers. Notification zones must be determined using the <i>Construction and Maintenance Noise Estimator</i> (EMF-NV-TT-0067). Notification requirements must comply with Transport <i>Construction noise and vibration guidelines (for roads and maritime) 2022</i> (EMF-NV-GD-0056). |
| Waste | |
| M1 | A Waste Management Plan will be prepared that follows the Transport <i>Waste management guideline</i> (EMF-WM-GD-0055). |
| M2 | <p>Resource management hierarchy principles will be followed:</p> <ul style="list-style-type: none"> • avoid unnecessary resource consumption as a priority • avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling, and energy recovery) • disposal is undertaken as a last resort. <p>(in accordance with the <i>Waste Avoidance and Resource Recovery Act 2001</i>).</p> |
| M3 | If vegetation is to be mulched and transported off site for beneficial reuse, it will be assessed for the presence of weeds, pest, and other disease and a Mulch Management Plan prepared in accordance with the <u>NSW EPA Mulch Order and Exemption</u> . |
| M4 | Bulk project waste (e.g. fill) sent to a site not owned by Transport (excluding EPA licensed landfills and resource recovery facilities) is to have prior formal written approval from the landowner, in accordance with Transport's <i>Waste management guideline</i> (EMF-WM-GD-0055) and templates EMF-WM-TT-0098 and EMF-WM-TT-0127. This includes waste transported for reuse, recycling, disposal, or stockpiling. |
| M5 | There is to be no disposal or re-use of construction waste on to other land. |

| | |
|----|---|
| M6 | Waste is not to be burnt on site. |
| M7 | Waste material, other than vegetation and tree mulch, is not to be left on site once the works have been completed. |
| M8 | Working areas are to be maintained, kept free of rubbish and cleaned up at the end of each working day. |

4.2 Licensing and approvals

| |
|--|
| |
|--|

Table 4-2: Summary of licensing and approvals required.

| Instrument | Requirement | Timing |
|---|--------------|---------------------------------|
| Crown Land Management Act 2016 (Divisions 3.4, 5.5 and 5.6) | Not required | Prior to start of the activity. |

4.3 Other requirements

Table 4-3: Other requirements

| Requirement | | |
|--|---|-----------------------------|
| Environmental management plan sent to SMES or their delegate (ESL) for review. | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

5. Certification, review and determination

5.1 Certification

This minor works REF provides a true and fair review of the proposal in relation to its potential effects on the environment. It addresses, to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the proposal.

Prepared by:

Signature

DocuSigned by:

Michael Eddie

058F4967AA3E4E7...

Name:

Michael Eddie

Position:

Program Manager

Company name:

Edward River Council

Date:

20/05/2024

Minor works REF reviewed by:

Signature

C King

Name:

Cassie King

Position:

Environment and Sustainability Officer

Company name:

Transport for NSW

Date:

28/04/2025

5.2 Environment and sustainability staff review

The minor works REF has been reviewed and considered against the requirements of sections 5.5 and 5.7 of the EP&A Act.

In considering the proposal this assessment has examined and taken into account to the fullest extent possible, all matters affecting or likely to affect the environment by reason of that activity as addressed in the minor works REF and associated information. This assessment is considered to be in accordance with the factors required to be considered under section 171 of the Environmental Planning and Assessment Regulation 2021.

The proposal described in this minor works REF will have some environmental impacts which can be ameliorated satisfactorily. Having regard to the safeguards and management measures proposed, this assessment has considered that these impacts are unlikely to be significant and therefore an approval for the proposal does not need to be sought under Division 5.2 of the EP&A Act.

The assessment has considered the potential impacts of the activity on areas of outstanding value and on threatened species, ecological communities or their habitats for both terrestrial and aquatic species as defined by the *Biodiversity Conservation Act 2016* and the *Fisheries Management Act 1994*.

The proposal described in the minor works REF will not affect areas of outstanding value. The activity described in the minor works REF will not significantly affect threatened species ecological communities or their habitats. Therefore, a species impact statement is not required.

The assessment has also addressed the potential impacts of the activity on matters of national environmental significance and any impacts on the environment of Commonwealth land and concluded that there will be no significant impacts. Therefore, there is no need for a referral to be made to the Australian Government Department of Climate Change, Energy, the Environment and Water for a decision by the Commonwealth Minister for the Environment on whether assessment and approval is required under the *Environment Protection and Biodiversity Conservation Act 1999*.

The minor works REF is considered to meet all relevant requirements.

5.3 Environment and Sustainability staff recommendation

It is recommended that the proposal to reconstruct Hardinghe Street from Ochertyre to Harfleur Streets in Deniliquin NSW as described in this minor works REF proceed subject to the implementation of all safeguards identified in the minor works REF and compliance with all other relevant statutory approvals, licences, permits and authorisations.


The minor works REF has examined and taken into account to the fullest extent possible all matters likely to affect the environment by reason of the activity in accordance with the EP&A Act, EP&A Regulation and the Guidelines approved under clause 170 of the EP&A Regulation. The minor works REF has established that the activity is not likely to significantly affect the environment or threatened species, ecological communities or their habitats.

The minor works REF has concluded that there will be no significant impacts on matters of national environmental significance or any impacts on the environment of Commonwealth land.

If the proposal has not commenced within two years of the determination date the SMES must be consulted to identify any new or updated assessment or approval requirements.

Recommended by:

Signature



Name: Michael Suidgeest

Position: Environment and Sustainability
Manager

Date: 16.04.2025

Noted by:

Signature



Name:

Jason Myers

Position:

Project Manager

Date:

17-04-2025

5.4 Decision statement

In accordance with the above recommendation, I certify that I have reviewed and endorsed the contents of this minor works REF, and to the best of my knowledge, it is in accordance with the EP&A Act, the EP&A Regulation and the Guidelines approved under Section 170 of the EP&A Regulation, and the information is neither false nor misleading.

I determine that Transport for NSW may proceed with the activity.

Signature



Name: Stephen Onions

Position: Senior Manager Project Services South, TfNSW

Date: 5th May, 2025

5.5 EP&A Regulation publication requirement

Table 5-1: EP&A Regulation publication requirement

| Requirement | | |
|---|---|-----------------------------|
| Does this minor works REF need to be published under section 171(4) of the EP&A Regulation? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

Appendix A: Consideration of State and Commonwealth environmental factors

Environmental Planning and Assessment Regulation 2021 section 171(2) factors

The following factors, listed in section 171(2) of the Environmental Planning and Assessment Regulation 2021, have been considered to assess the likely impacts of the proposal on the natural and built environment. This consideration is required to comply with sections 5.5 and 5.7 of the EP&A Act.

Table A1: Consideration of section 171 of the EP&A Regulation factors

| Factor | Description of impact | Duration and extent |
|--|--|------------------------------|
| a) Environmental impact on the community. | The proposed works would cause minor environmental impact on the community through noise, air and traffic impacts. Sensitive receivers located in the vicinity of the works would be most effected by noise and air pollution. Traffic delays are expected to impact the community and sensitive receivers temporarily adding minor delays to transit times. | Negative, short-term, minor. |
| b) The transformation of the locality. | Transformation of the locality would be limited to roadside vegetation clearing within the road corridor. Other transformation of the locality would include installation of a compound site at the west end of Garoolgan rest area. | Negative, short-term, minor. |
| c) Any environmental impact on the ecosystems of the locality. | There will be limited impact on vegetation and some habitat but this will not impact ecosystem function. | Nil |
| d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality. | The proposal is not expected to have any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality in the area due to the minor extent of the works within the current road corridor. | Nil |
| e) Any effect on any locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations. | Searches conducted in section 3.5 and 3.6 of this report confirm that there would be no locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value within the vicinity of the proposed works. | Nil |

| Factor | Description of impact | Duration and extent |
|---|--|------------------------------|
| f) Any impact on the habitat of protected fauna (within the meaning of the Biodiversity and Conservation Act 2016). | There is minor vegetation removal required for the proposal. This vegetation is habitat for native fauna but the impact will be limited to vegetation that is growing in previously disturbed areas. | Minor, negative. |
| g) Any endangering of a species of animal, plant or other form of life, whether living on land, in water or in the air. | The proposal would not endanger any species of animal, plant or other form of life, whether living on land, in water or in the air due the minor nature of the works and minimal impact to surrounding environments. | Nil |
| h) Any long-term effects on the environment | The proposal is not expected to have any long term effects on the environment. The proposed works would reinsate the area once complete. | Nil |
| i) Any degradation of the quality of the environment. | The proposal would have minor short term impacts but these road building activities would be limited to the road reserve. Impacts outside the construction period and the construction footprint are unlikely. | Nil |
| j) Any risk to the safety of the environment. | The proposed works would improve road user safety in regard to Transports Network Performance Measures and Network Planning Targets. | Positive, long-term, minor. |
| k) Any reduction in the range of beneficial uses of the environment. | Beneficial uses would be temporarily impacted by the proposed works through lane closures, installation of traffic control measures and establishment of a construction compound site. | Negative, short-term, minor. |
| l) Any pollution of the environment. | Pollution of the environment as result of the proposed works would be limited to noise and air pollution. | Negative, short-term, minor. |
| m) Any environmental problems associated with the disposal of waste | Waste generated by the proposed works will be reused, reprocessed, recycled or recoverd for use on the proposal site or other transport related projects. Waste that is unable to meet the above criteria would be disposed of at the designated licensed waste facility | Nil |
| n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply. | Resources that would be used for the proposal are unlikely to become in short supply as result of the works. The main resources that would be used for the proposal is road base materials. A large amount of repurposed excavated public road material would be used in other construction activities potentially fill 'box out' areas if feasible. | Nil |
| o) The cumulative environmental | There are no other major developments planned near the project that Transport are aware of. | Nil |

| Factor | Description of impact | Duration and extent |
|--|--|----------------------|
| effect with other existing or likely future activities. | Transport has no other major projects planned for the area. | |
| p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions. | Coastal processes and coastal hazards, including those under projected climate change conditions are not relevant at this site. | Nil |
| q) Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1 | The proposal aligns with the applicable planning statements of the Hardinge Street Reconstruction project. Including the aspirations for current and future infrastructure such as point 4.1 to have an improved and appropriately maintained road network, 4.1.1 maximise opportunities to upgrade the local and regional road network and 4.1.2 plan and undertake road maintenance and upgrades | Long-term, positive. |
| r) Other relevant environmental factors | None | N/A |

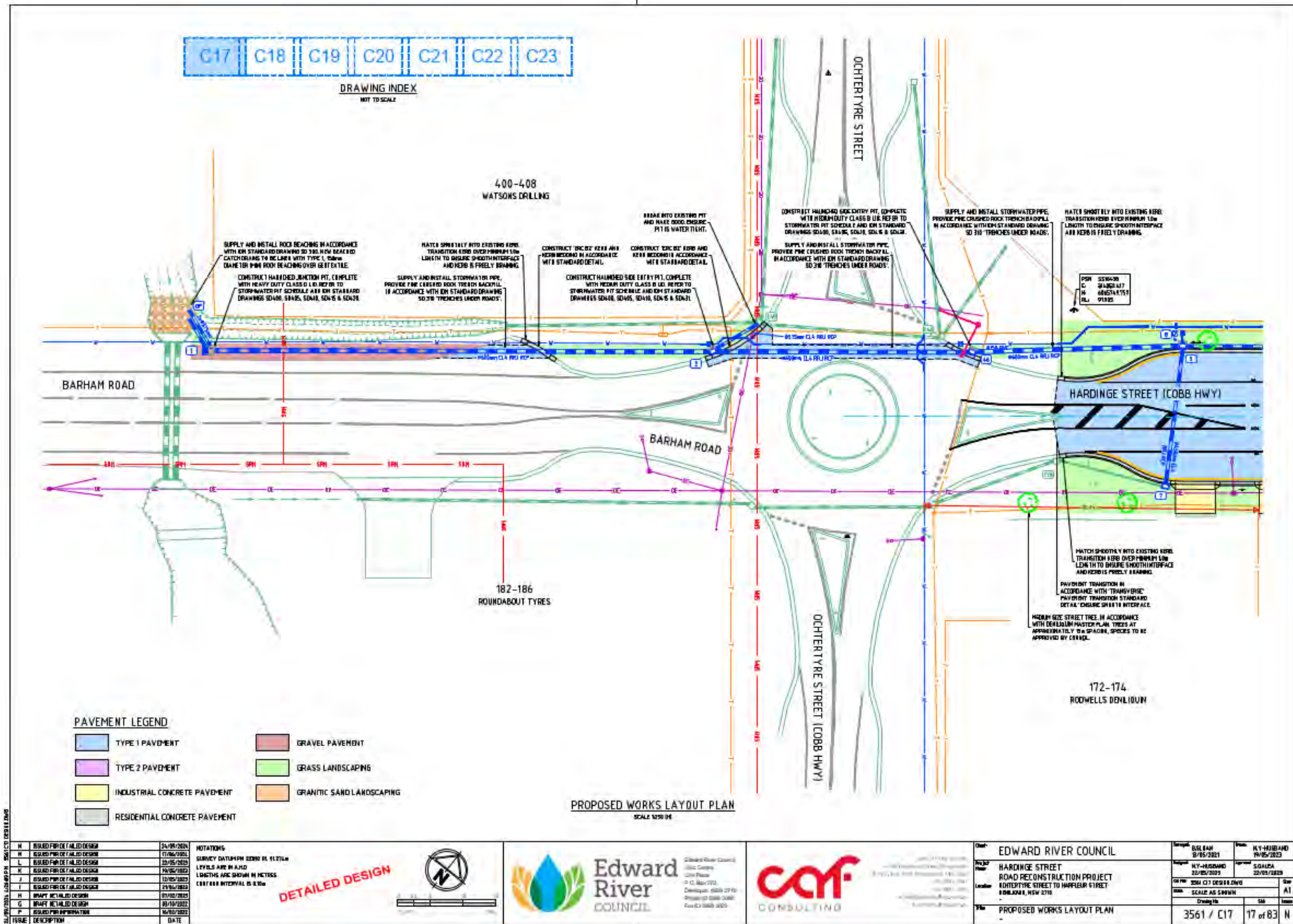
Matters of National Environmental Significance

Table A2: Matters of national environmental significance

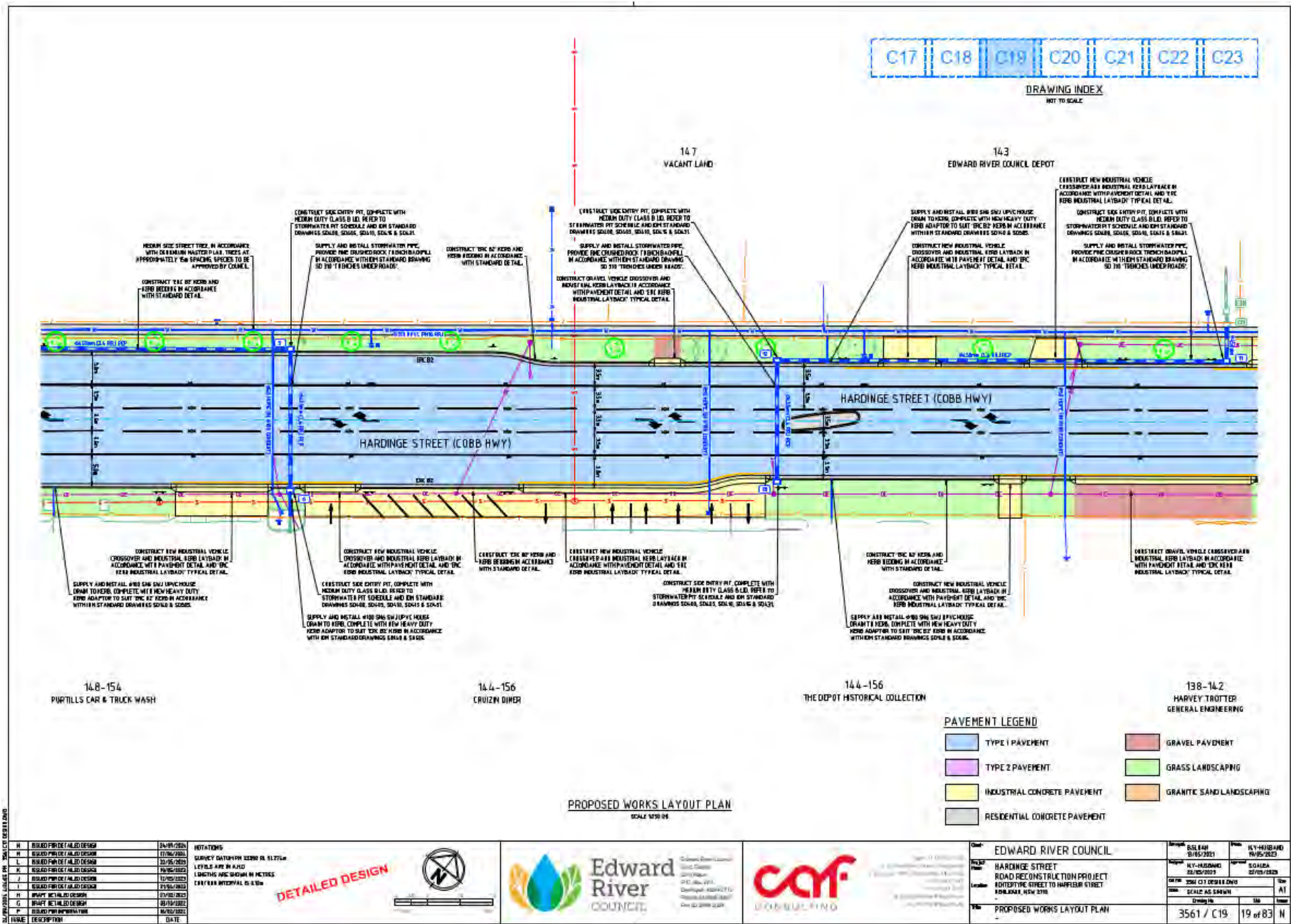
| Environmental factor | Impact |
|--|--------|
| a) Any impact on a World Heritage property? | Nil |
| b) Any impact on a National Heritage place? | Nil |
| c) Any impact on a wetland of international importance (often called 'Ramsar' wetlands)? | Nil |
| d) Any impact on nationally threatened species, ecological communities or migratory species? | Nil |
| e) Any impact on a Commonwealth marine area? | Nil |
| f) Does the proposal involve a nuclear action (including uranium mining)? | Nil |
| Additionally, any impact (direct or indirect) on the environment of Commonwealth land? | Nil |

The proposed layout plan attached is the latest revision (Civil DWG Set Rev-N). Any changes to the document will be updated and distributed as required.

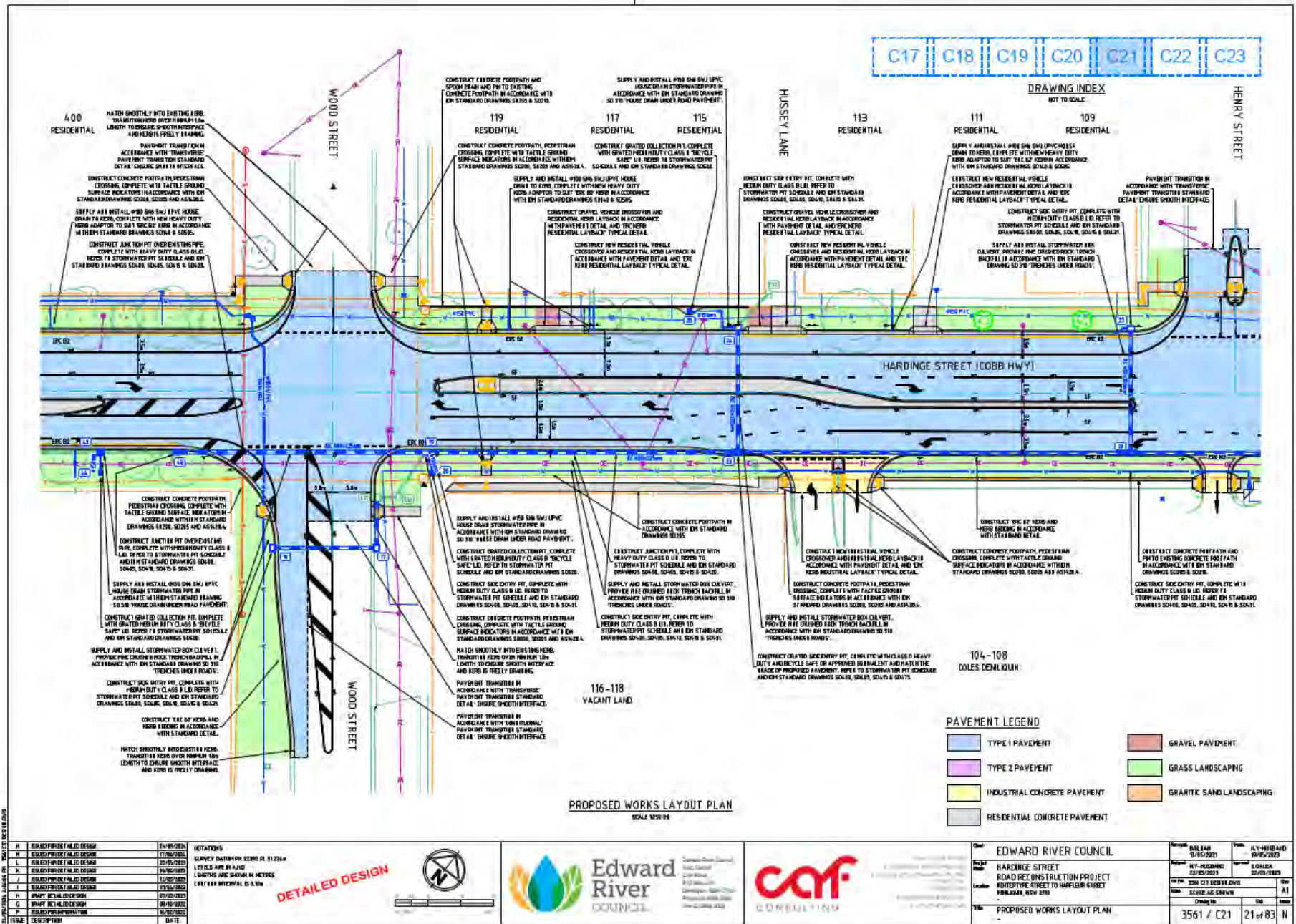


















Appendix C: Basic AHIMS Search and PACHCI Assessment Letter



Your Ref/PO Number : Hardinge Street
Client Service ID : 892846

Dilip Reddy Boppidi
208 WANDERER STREET
DENILIQUIN New South Wales 2710
Attention: Dilip Reddy Boppidi
Email: dilip.boppidi@edwardriver.nsw.gov.au

Date: 16 May 2024

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -35.5361, 144.9437 - Lat, Long To : -35.5291, 144.9591, conducted by Dilip Reddy Boppidi on 16 May 2024.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

| | |
|---|---|
| 0 | Aboriginal sites are recorded in or near the above location. |
| 0 | Aboriginal places have been declared in or near the above location. * |

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette](https://www.legislation.nsw.gov.au/gazette) (<https://www.legislation.nsw.gov.au/gazette>) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister.
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings.
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

Level 6, 10 Valentine Ave, Parramatta 2150
Locked Bag 5020 Parramatta NSW 2124
Tel: (02) 9585 6345

ABN 34 945 244 274
Email: ahims@environment.nsw.gov.au
Web: www.heritage.nsw.gov.au



Transport
for NSW

31 October 2024

Cassie King
Environment and Sustainability Officer
South West
Environment | Safety, Environment & Regulation
Transport for NSW

Dear Cassie,

Preliminary assessment results for the Hardinge Street Reconstruction project.

This project involves reconstruction of 936 lineal metres of Hardinge Street (COBB Highway HW21) between Ochertyre Street to the West of Harfleur Street in Deniliquin.

The key features of this projects are listed below.

- Reconstruct road pavement with a provision of special turning lanes and new medians to improve road safety.
- Placement of new stormwater drainage and water connections including removal of the redundant.
- Installation of new concrete kerbing, concrete and gravel pavements (driveways and footpaths)
- Property access improvements where required.
- Landscaping works (nature strip, plantation, etc.)
- Installation of road furniture and pavement marking

Based on Stage 1 of the *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (PACHCI) and incorporating the Aboriginal Heritage Information Management System (AHIMS) data, it has been assessed as being unlikely to have an impact on Aboriginal Cultural Heritage.

The assessment is based on the following due diligence considerations:

- The project is unlikely to harm known Aboriginal objects or places.
- The AHIMS searches did not indicate moderate to high concentrations of Aboriginal objects or places in the study area.
- The study area does not contain landscape features that indicate the presence of Aboriginal objects, based on the Office of Environment and Heritage's Due diligence Code of Practice for the Protection of Aboriginal objects in NSW and the Transport for NSW procedure.
- The cultural heritage potential of the study area appears to be reduced due to past disturbance (previous road construction).

Safeguards:

Please be vigilant for further potential Aboriginal objects when construction does commence.

Your project may proceed in accordance with the environmental impact assessment process, as relevant, and all other relevant approvals. If the scope of your project changes, you must contact Desmond Smith, Aboriginal Cultural Heritage Officer and your regional environmental staff to reassess any potential impacts on Aboriginal cultural heritage.

TfNSW staff and/or contractors should be aware of the potential of Aboriginal objects (including skeletal remains) being discovered during the course of the project, if this occurs all works in the vicinity of the find must cease.

Follow the steps outlined in the Roads and Maritime Services' *Unexpected Archaeological Finds Procedure*.

Transport for NSW
193 – 195 Morgan Street, Wagga Wagga, NSW, 2650
E Desmond.Smith@transport.nsw.gov.au


OFFICIAL

Yours sincerely

Desmond Smith

Desmond Smith
Aboriginal Cultural Heritage Officer
Aboriginal Engagement - Southern

Appendix D: Australian Heritage Database

| <div><div> Australian Government Department of Climate Change, Energy, the Environment and Water</div><div>Heritage Australian Heritage Database</div></div> | | |
|---|----------------------------|---|
| <div>You are here: Environment > Database > Australian Heritage Database</div> | | |
| <div><div>Search Results</div><div>new search edit search</div></div> | | |
| 15 results found. | | |
| Aratunga 254 River St | Deniliquin, NSW, Australia | (Removed from Register or IL) Register of the National Estate (Non-statutory archive) |
| Barmah and Milawa Forests Cobb Hwy | Hathoura, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Black Swan Cobb Hwy | Wanganella, NSW, Australia | (Indicative Place) Register of the National Estate (Non-statutory archive) |
| Council Building 190-196 Cressy St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Deniliquin Courthouse Including Gardens and Fence Poitiers St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Gillespies Building 214-232 Cressy St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Globe Hotel 198-204 Cressy St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Moonakula Mission Old Morago Rd | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Old Horrocks Homestead, Horrocks (former) Old Morago Rd | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Police Transients Residence (former) 3 Macaulay St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| St Pauls Anglican Church Cressy St | Deniliquin, NSW, Australia | (Indicative Place) Register of the National Estate (Non-statutory archive) |
| Town Hall 170-178 Cressy St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Town Hall Group Cressy St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Two Storey Shops 210-212 Cressy St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Warrie Gardens (park) Cressy St | Deniliquin, NSW, Australia | (Registered) Register of the National Estate (Non-statutory archive) |
| Report Produced: Thu May 2 13:45:36 2024 | | |

Appendix E: Noise Assessment Table



Distanced Based Assessment (Noisiest Plant)

Steps for Assessment:

- Schedule noisy works to occur in standard hours where possible or before 11pm and implement Standard Measures.
 - Select the representative noise area category. The worksheet titled 'Representative Noise Environments' provides a number of examples to help select the noise area category.
 - Select the noisiest plant. If not found in drop-down list, refer to 'Source List' and select a representative plant with equivalent soundpower level.
 - Is there line of sight to receiver? Select the appropriate scenario from the drop down list.
 - Identify and implement standard mitigation measures where feasible and reasonable. Include any shielding implemented as part of the standard mitigation measures by changing the selection in the 'Is there line of sight to receiver?' drop-down list. Solid barriers can be in the form of road cutting, timber lapped and capped fence, shipping container, site office, etc. Substantial solid barriers are barriers greater than 5 metres in height or multiple rows of houses or a sound barrier specifically designed to mitigate construction noise. Please note that vegetation and trees are not considered to be a form of solid barrier and any gaps would compromise the acoustic integrity of the solid barrier.
 - Determine if there are any receivers (both residential and non-residential receivers) within the affected distance for each relevant time period. Consider background LA90 noise measurements to check assumption in Step 42 if:
 - there are many affected receivers; and the impact duration at any one receiver is more than 3 weeks; or
 - there are a few affected receivers and the impact duration at any one receiver is more than 6 weeks.
 Note that consideration need to be given to the construction staging plan when determining impact duration.
 - Identify if there are any receivers within the additional mitigation measures distances and identify feasible and reasonable measures at each receiver.
 - Where night works are involved, identify sleep disturbance affected distance.
 - Document the outcomes of these steps.
- (Note that suitable noise management levels for other noise sensitive businesses not identified in the Construction and Maintenance Noise Estimator should be investigated on a project-by-project basis. Please contact a Roads and Maritime noise specialist for more information)

| Abbreviation | Measure |
|--------------|---------------------------|
| N | Notification |
| SN | Specific notifications |
| PC | Phone calls |
| IS | Individual briefings |
| RO | Respite offer |
| R2 | Respite period 2 |
| DR | Duration respite |
| AS | Alternative accommodation |
| V | Verification |

Note that spot check verification of noise levels and individual briefings are not required for projects with less than 3 weeks impact duration

| Residential receiver | | LAeq(1hr) noise level above background (L _{Aeq}) | | | | | | | | | | | | | | | Sleep disturbance (Less 65 dBA) |
|---|---------------------|--|---------------------|------------------------|--------------|---------------------|------------------------|--------------|---------------------|------------------------|------------|---------------------|------------------------|---|---------------------|------------------------|------------------------------------|
| | | ≤ 10 dBA | | | 10 to 20 dBA | | | 20 to 30 dBA | | | > 30 dBA | | | LAeq(1hr) 75 dBA or greater (highly affected) | | | |
| | | Check and verify | | | Mitigation | | | Mitigation | | | Mitigation | | | Mitigation | | | |
| | | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | |
| Undeveloped green fields, rural areas with isolated dwellings | Day (0600-1800) | 200 | | | | | | | | | | | | | | | |
| | Night (1800-0600) | 200 | | | | | | | | | | | | | | | |
| | Weekend (0600-1800) | 200 | | | | | | | | | | | | | | | |
| | Weekend (1800-0600) | 200 | | | | | | | | | | | | | | | |
| | LAeq(1hr) Affected | 30 | | | | | | | | | | | | | | | 1,100 |
| Developed settlements (urban and suburban) | Day (0600-1800) | 200 | | | | | | | | | | | | | | | |
| | Night (1800-0600) | 200 | | | | | | | | | | | | | | | |
| | Weekend (0600-1800) | 200 | | | | | | | | | | | | | | | |
| | Weekend (1800-0600) | 200 | | | | | | | | | | | | | | | |
| | LAeq(1hr) Affected | 30 | | | | | | | | | | | | | | | 1,100 |
| Propagated across a valley / over water | Day (0600-1800) | 200 | | | | | | | | | | | | | | | |
| | Night (1800-0600) | 200 | | | | | | | | | | | | | | | |
| | Weekend (0600-1800) | 200 | | | | | | | | | | | | | | | |
| | Weekend (1800-0600) | 200 | | | | | | | | | | | | | | | |
| | LAeq(1hr) Affected | 11.25 | N | 11.25 | 65 | | | | | | | | | | | | 2,300 |

| Non-residential receiver | | LAeq(1hr) noise level above background (L _{Aeq}) | | | | | | | | | | | |
|---|-----------------------|--|------------------------|---------------------|------------------------|---------------------|------------------------|---------------------|------------------------|---------------------|---|---------------------|------------------------|
| Undersloped green fields, rural areas with isolated dwellings | | LAeq(1hr) noise level above 30ML | | | | | | | | | | | |
| | | ≤10 dBA | | | 10 to 20 dBA | | | 20 to 30 dBA | | | LAeq(1hr) 75 dBA or greater (highly affected) | | |
| Standard types | | Measure | | | Measure | | | Measure | | | Measure | | |
| Period | Affected distance (m) | Within distance (m) | Mitigation level (dBA) | Within distance (m) | Mitigation level (dBA) | Within distance (m) | Mitigation level (dBA) | Within distance (m) | Mitigation level (dBA) | Within distance (m) | Mitigation level (dBA) | Within distance (m) | Mitigation level (dBA) |
| Classrooms at schools and other educational institutions | Day (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Night (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Weekend (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Weekend (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Places of worship | Day (0600-1800) | 200 | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Night (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Weekend (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Weekend (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Active recreation | Day (0600-1800) | 200 | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Night (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Weekend (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| | Weekend (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| Passive recreation | Day (0600-1800) | 200 | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Night (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Weekend (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Weekend (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Industrial premises | Day (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| Night (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Weekend (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Weekend (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Offices, retail outlets | Day (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 |
| Night (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Weekend (0600-1800) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |
| Weekend (1800-0600) | 200 | | | 30 | 50 | 70 | 30 | 50 | 70 | 30 | 50 | 70 | |

| | | City | | LAeq(1hr) noise level above background (L _{Aeq}) | | | | LAeq(1hr) noise level above background (L _{Aeq}) | | | | LAeq(1hr) noise level above background (L _{Aeq}) | | | | |
|---------------------------------------|--|---------------------|-----|--|---------------------|------------------------|---------|--|------------------------|----------|---------------------|--|---------|---------------------|------------------------|--|
| | | | | ≤ 10 dBA | | 10 to 20 dBA | | > 20 dBA | | ≤ 10 dBA | | 10 to 20 dBA | | > 20 dBA | | |
| | | Period | NA | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | |
| Hospital wards and operating theatres | | Day (0600-1800) | 200 | | | | | | | | | | | | | |
| | | Night (1800-0600) | 200 | | | | | | | | | | | | | |
| | | Weekend (0600-1800) | 200 | | | | | | | | | | | | | |
| Places of worship | | Day (0600-1800) | 200 | | | | | | | | | | | | | |
| | | Night (1800-0600) | 200 | | | | | | | | | | | | | |
| | | Weekend (0600-1800) | 200 | | | | | | | | | | | | | |
| Active recreation | | Day (0600-1800) | 200 | | | | | | | | | | | | | |
| | | Night (1800-0600) | 200 | | | | | | | | | | | | | |
| | | Weekend (0600-1800) | 200 | | | | | | | | | | | | | |
| Passive recreation | | Day (0600-1800) | 200 | | | | | | | | | | | | | |
| | | Night (1800-0600) | 200 | | | | | | | | | | | | | |
| | | Weekend (0600-1800) | 200 | | | | | | | | | | | | | |
| Industrial premises | | Day (0600-1800) | 200 | | | | | | | | | | | | | |
| | | Night (1800-0600) | 200 | | | | | | | | | | | | | |
| | | Weekend (0600-1800) | 200 | | | | | | | | | | | | | |
| Offices, retail outlets | | Day (0600-1800) | 200 | | | | | | | | | | | | | |
| | | Night (1800-0600) | 200 | | | | | | | | | | | | | |
| | | Weekend (0600-1800) | 200 | | | | | | | | | | | | | |

| Non-residential receiver | | LAeq(1hr) noise level above background (L _{Aeq}) | | | | | | | | | | | |
|---|-------------------------|--|------------------------|---------|--|------------------------|---------|---------------------|------------------------|---------|--|------------------------|--|
| Developed settlement (urban and suburban) | | LAeq(1hr) noise level above background (L _{Aeq}) | | | | | | | | | | | |
| | | Standard hours | | | LAeq(1hr) noise level above background (L _{Aeq}) | | | | | | LAeq(1hr) noise level above background (L _{Aeq}) | | |
| | | | | | 10 to 20 dBA | | | 20 to 30 dBA | | | 30 to 40 dBA | | |
| Period | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | Measure | Within distance (m) | Mitigation level (dBA) | |
| Classroom at schools and other educational institutions | Day | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Night | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Weekend | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Offices, retail outlets | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| Hospital wards and residential flats | Day | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Night | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Weekend | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Offices, retail outlets | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| Places of worship | Day | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Night | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Weekend | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Offices, retail outlets | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| Active recreation | Day | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Night | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Weekend | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Offices, retail outlets | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| Passive recreation | Day | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Night | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Weekend | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Offices, retail outlets | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| Industrial premises | Day | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Night | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Weekend | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| | Offices, retail outlets | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |

| | | CITY | | 1 hour noise level above background 10m | | | | | | | | | | | | ≥ 10m | | |
|--------------------------------------|----------|-----------------------|---------|---|------------------------|---------|-------------------------|------------------------|---------|-------------------------|------------------------|---------|-------------------------|------------------------|---------|-------------------------|------------------------|--|
| | | ≤ 10 dBA | | | 10 to 15 dBA | | | 15 to 20 dBA | | | 20 to 25 dBA | | | ≥ 25 dBA | | | | |
| | | Affected distance (m) | Measure | White noise level (dBA) | Mitigation level (dBA) | Measure | White noise level (dBA) | Mitigation level (dBA) | Measure | White noise level (dBA) | Mitigation level (dBA) | Measure | White noise level (dBA) | Mitigation level (dBA) | Measure | White noise level (dBA) | Mitigation level (dBA) | |
| Hospital wards and operating theatre | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Roof | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Ward | 100 | 100% | 100% | 100% | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| Place of worship | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Roof | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Ward | 100 | 100% | 100% | 100% | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| Public recreation | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Roof | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Ward | 100 | 100% | 100% | 100% | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| Industrial premise | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Roof | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Ward | 100 | 100% | 100% | 100% | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| Offices, retail outlet | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Roof | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Ward | 100 | 100% | 100% | 100% | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |
| | Exterior | 100 | | | | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | Measure | 16.85 | 15 | |

Appendix F: Protected Matters – MNES Layers

Refer to the attachment '*Appendix H Protected Matters–MNES Layers–May 2nd 2024*'



Australian Government

Department of Climate Change, Energy,
the Environment and Water

EPBC Act Protected Matters Report

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected. Please see the caveat for interpretation of information provided here.

Report created: 02-May-2024

[Summary](#)

[Details](#)

[Matters of NES](#)

[Other Matters Protected by the EPBC Act](#)

[Extra Information](#)

[Caveat](#)

[Acknowledgements](#)
















Appendix G: BioNet Special List Animals

Data from the BioNet Atlas website, which holds records from a number of custodians. The data are only indicative and cannot be considered a comprehensive inventory and may contain errors and omissions. Species listed under the Sensitive Species Data Policy may have their locations denatured (^ rounded to 0.1°C; ^^ rounded to 0.01°C. Copyright the State of NSW through the Department of Planning, Industry and Environment. Search criteria: Public Report of all Valid Records of Animals in selected area [North: -35.48 West: 144.90 East: 145.00 South: -35.58] returned a total of 2,362 records of 269 species.







Report generated on 3/05/2024 11:36 AM

| Kingdom | Class | Family | Species Code | Scientific Name | Exotic | Common Name | NSW status | Comm. status | Records | Info |
|----------|-------|--------------|--------------|-------------------------------|--------|-------------------------|------------|--------------|---------|---|
| Animalia | Aves | Anatidae | 0216 | <i>Oxyura australis</i> | | Blue-billed Duck | V,P | | 1 |  |
| Animalia | Aves | Anatidae | 0214 | <i>Stictonetta naevosa</i> | | Freckled Duck | V,P | | 2 |  |
| Animalia | Aves | Ardeidae | 0197 | <i>Botaurus poiciloptilus</i> | | Australasian Bittern | E1,P | E | 7 |  |
| Animalia | Aves | Accipitridae | 0218 | <i>Circus assimilis</i> | | Spotted Harrier | V,P | | 1 |  |
| Animalia | Aves | Accipitridae | 0226 | <i>Haliaeetus leucogaster</i> | | White-bellied Sea-Eagle | V,P | | 6 |  |
| Animalia | Aves | Accipitridae | 0225 | <i>Hieraaetus morphnoides</i> | | Little Eagle | V,P | | 8 |  |
| Animalia | Aves | Accipitridae | 0230 | ^^ <i>Lophoictinia isura</i> | | Square-tailed Kite | V,P,3 | | 2 |  |
| Animalia | Aves | Falconidae | 0236 | ^ <i>Falco hypoleucos</i> | | Grey Falcon | V,P,2 | V | 1 |  |
| Animalia | Aves | Falconidae | 0238 | <i>Falco subniger</i> | | Black Falcon | V,P | | 11 |  |
| Animalia | Aves | Otididae | 0176 | <i>Ardeotis australis</i> | | Australian Bustard | E1,P | | 1 |  |
| Animalia | Aves | Burhinidae | 0174 | <i>Burhinus grallarius</i> | | Bush Stone-curlew | E1,P | | 2 |  |

Transport for NSW

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|----------|------|----------------|------|---|--|---|---------|----|----|---|
| Animalia | Aves | Pedionomidae | 0020 | ^^ <i>Pedionomus torquatus</i> | | Plains-wanderer | E1,P,3 | CE | 2 |  |
| Animalia | Aves | Rostratulidae | 0170 | <i>Rostratula australis</i> | | Australian Painted Snipe | E1,P | E | 1 |  |
| Animalia | Aves | Cacatuidae | 0270 | ^ <i>Lophochroa leadbeateri</i> | | Pink Cockatoo | V,P,2 | | 1 |  |
| Animalia | Aves | Psittacidae | 0259 | ^^ <i>Glossopsitta porphyrocephala</i> | | Purple-crowned Lorikeet | V,P,3 | | 2 |  |
| Animalia | Aves | Psittacidae | 0302 | ^^ <i>Neophema pulchella</i> | | Turquoise Parrot | V,P,3 | | 2 |  |
| Animalia | Aves | Psittacidae | 0277 | ^^ <i>Polytelis swainsonii</i> | | Superb Parrot | V,P,3 | V | 24 |  |
| Animalia | Aves | Strigidae | 0246 | ^^ <i>Ninox connivens</i> | | Barking Owl | V,P,3 | | 6 |  |
| Animalia | Aves | Tytonidae | 0250 | ^^ <i>Tyto novaehollandiae</i> | | Masked Owl | V,P,3 | | 1 |  |
| Animalia | Aves | Climacteridae | 8127 | <i>Climacteris picumnus victoriae</i> | | Brown Treecreeper (eastern subspecies) | V,P | V | 19 |  |
| Animalia | Aves | Acanthizidae | 0466 | <i>Aphelocephala leucopsis</i> | | Southern Whiteface | V,P | V | 2 |  |
| Animalia | Aves | Meliphagidae | 0603 | ^ <i>Anthochaera phrygia</i> | | Regent Honeyeater | E4A,P,2 | CE | 2 |  |
| Animalia | Aves | Meliphagidae | 0602 | <i>Certhionyx variegatus</i> | | Pied Honeyeater | V,P | | 1 |  |
| Animalia | Aves | Meliphagidae | 0448 | <i>Epthianura albifrons</i> | | White-fronted Chat | V,P | | 1 |  |
| Animalia | Aves | Meliphagidae | 0598 | <i>Grantiella picta</i> | | Painted Honeyeater | V,P | V | 1 |  |
| Animalia | Aves | Pomatostomidae | 8388 | <i>Pomatostomus temporalis temporalis</i> | | Grey-crowned Babbler (eastern subspecies) | V,P | | 16 |  |

Transport for NSW

| | | | | | | | | | | |
|----------|----------|------------------|------|--|--|-----------------------------|------|----|---|---|
| Animalia | Aves | Neosittidae | 0549 | <i>Daphoenositta chrysoptera</i> | | Varied Sittella | V,P | | 5 |  |
| Animalia | Aves | Artamidae | 8519 | <i>Artamus cyanopterus cyanopterus</i> | | Dusky Woodswallow | V,P | | 3 |  |
| Animalia | Aves | Petroicidae | 8367 | <i>Melanodryas cucullata cucullata</i> | | South-eastern Hooded Robin | E1,P | E | 1 |  |
| Animalia | Aves | Petroicidae | 0380 | <i>Petroica boodang</i> | | Scarlet Robin | V,P | | 1 |  |
| Animalia | Aves | Petroicidae | 0382 | <i>Petroica phoenicea</i> | | Flame Robin | V,P | | 4 |  |
| Animalia | Aves | Estrildidae | 0652 | <i>Stagonopleura guttata</i> | | Diamond Firetail | V,P | V | 1 |  |
| Animalia | Mammalia | Dasyuridae | 1043 | <i>Antechinomys laniger</i> | | Kultarr | E1,P | | 1 |  |
| Animalia | Mammalia | Vombatidae | 1169 | <i>Lasiorhinus krefftii</i> | | Northern Hairy-nosed Wombat | E4,P | CE | 1 |  |
| Animalia | Mammalia | Macropodidae | 1215 | <i>Petrogale penicillata</i> | | Brush-tailed Rock-wallaby | E1,P | V | 1 |  |
| Animalia | Mammalia | Vespertilionidae | T315 | <i>Nyctophilus corbeni</i> | | Corben's Long-eared Bat | V,P | V | 1 |  |

Trees Near me

ID 44
Forb-rich Speargrass - Windmill Grass - White Top grassland of the Riverina Bioregion
Grasslands
Riverine Plain Grasslands

ID 16
Black Box grassy open woodland wetland of rarely flooded depressions in south western NSW (mainly Riverina Bioregion and Murray Darling Depression Bioregion)
Semi-arid Woodlands (Grassy sub-formation)
Inland Floodplain Woodlands

ID 10
River Red Gum - Black Box woodland wetland of the semi-arid (warm) climatic zone (mainly Riverina Bioregion and Murray Darling Depression Bioregion)
Forested Wetlands
Inland Riverine Forests

ID 26
Weeping Myall open woodland of the Riverina Bioregion and NSW South Western Slopes Bioregion
Semi-arid Woodlands (Grassy sub-formation)
Riverine Plain Woodlands

ID 46
Curly Windmill Grass - speargrass - wallaby grass grassland on alluvial clay and loam on the Hay Plain, Riverina Bioregion
Grasslands
Riverine Plain Grasslands

ID 5
River Red Gum herbaceous-grassy very tall open forest wetland on inner floodplains in the lower slopes sub-region of the NSW South Western Slopes Bioregion and the eastern Riverina Bioregion.
Forested Wetlands
Inland Riverine Forests

ID 13
Black Box - Lignum woodland wetland of the inner floodplains in the semi-arid (warm) climate zone (mainly Riverina Bioregion and Murray Darling Depression Bioregion)
Semi-arid Woodlands (Grassy sub-formation)
Inland Floodplain Woodlands



ID 13

Black Box - Lignum woodland wetland of the inner floodplains in the semi-arid (warm) climate zone (mainly Riverina Bioregion and Murray Darling Depression Bioregion)

Semi-arid Woodlands (Grassy sub-formation)
Inland Floodplain Woodlands

>

ID 181

Common Reed - Bushy Groundsel aquatic tall reedland grassland wetland of inland river systems

Freshwater Wetlands
Inland Floodplain Swamps

>

ID 2

River Red Gum-sedge dominated very tall open forest in frequently flooded forest wetland along major rivers and floodplains in south-western NSW

Forested Wetlands
Inland Riverine Forests

>

Appendix I: Kerb Side Parking Plan Changes

HARDINGE STREET, DENILIQUIN, NSW 2710

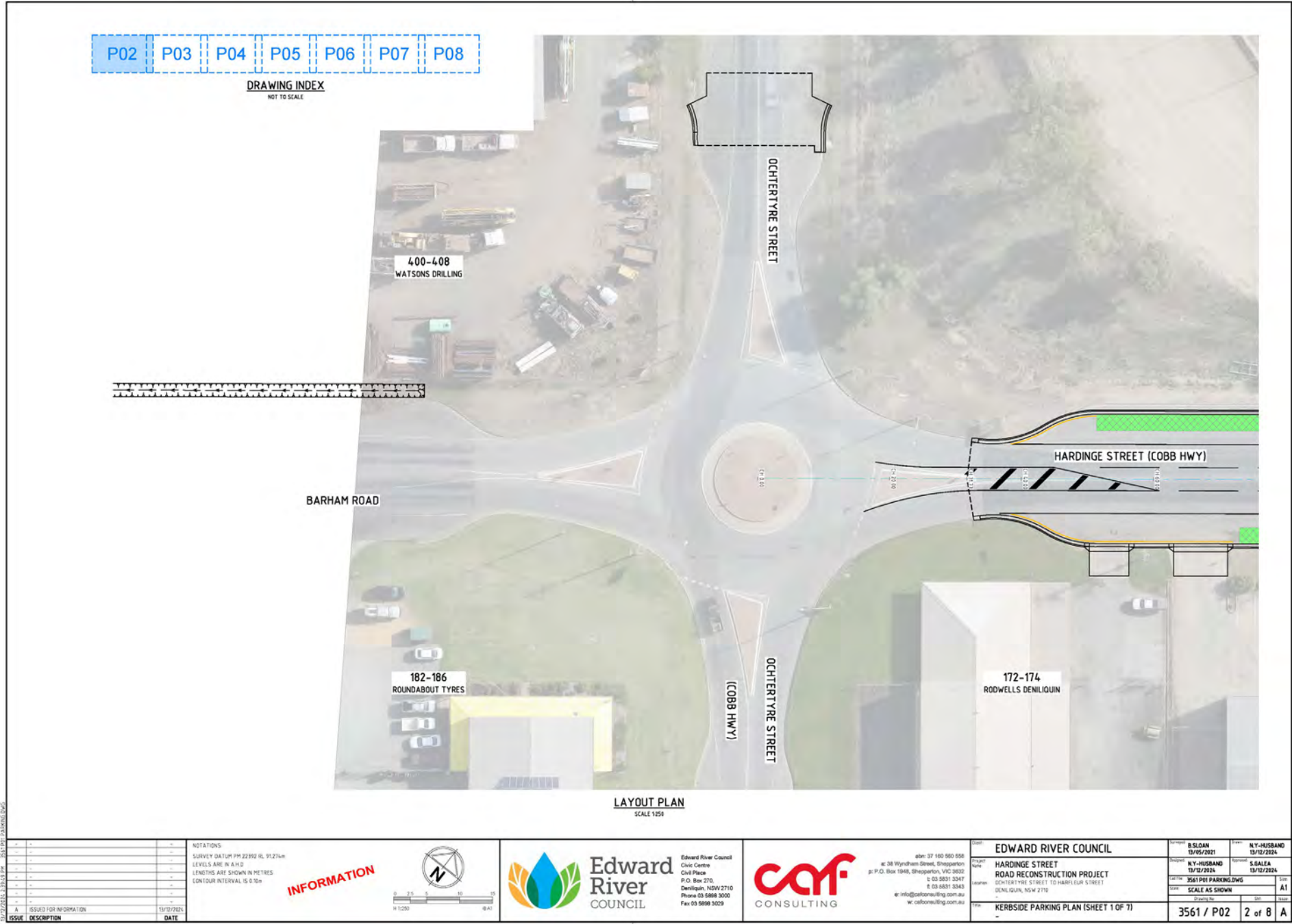


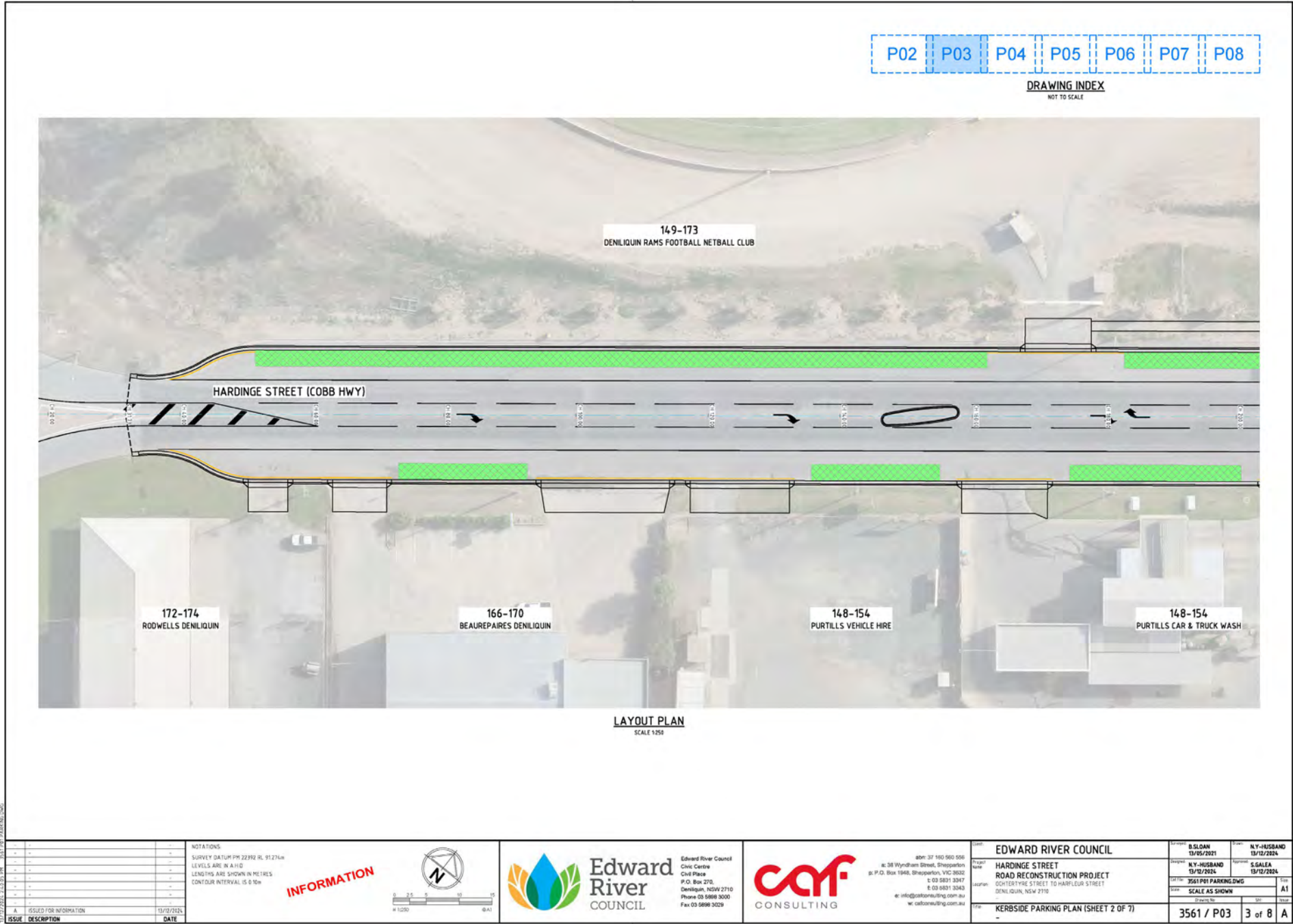
| DRAWING SCHEDULE | | |
|------------------|--------------------------------------|----------|
| DRAWING | DRAWING TITLE | REVISION |
| 3561 / P91 | FACE SHEET | A |
| 3561 / P92 | KERBSIDE PARKING PLAN (SHEET 1 OF 1) | A |
| 3561 / P93 | KERBSIDE PARKING PLAN (SHEET 2 OF 1) | A |
| 3561 / P94 | KERBSIDE PARKING PLAN (SHEET 3 OF 1) | A |
| 3561 / P95 | KERBSIDE PARKING PLAN (SHEET 4 OF 1) | A |
| 3561 / P96 | KERBSIDE PARKING PLAN (SHEET 5 OF 1) | A |
| 3561 / P97 | KERBSIDE PARKING PLAN (SHEET 6 OF 1) | A |
| 3561 / P98 | KERBSIDE PARKING PLAN (SHEET 7 OF 1) | A |



LOCALITY PLAN
NOT TO SCALE

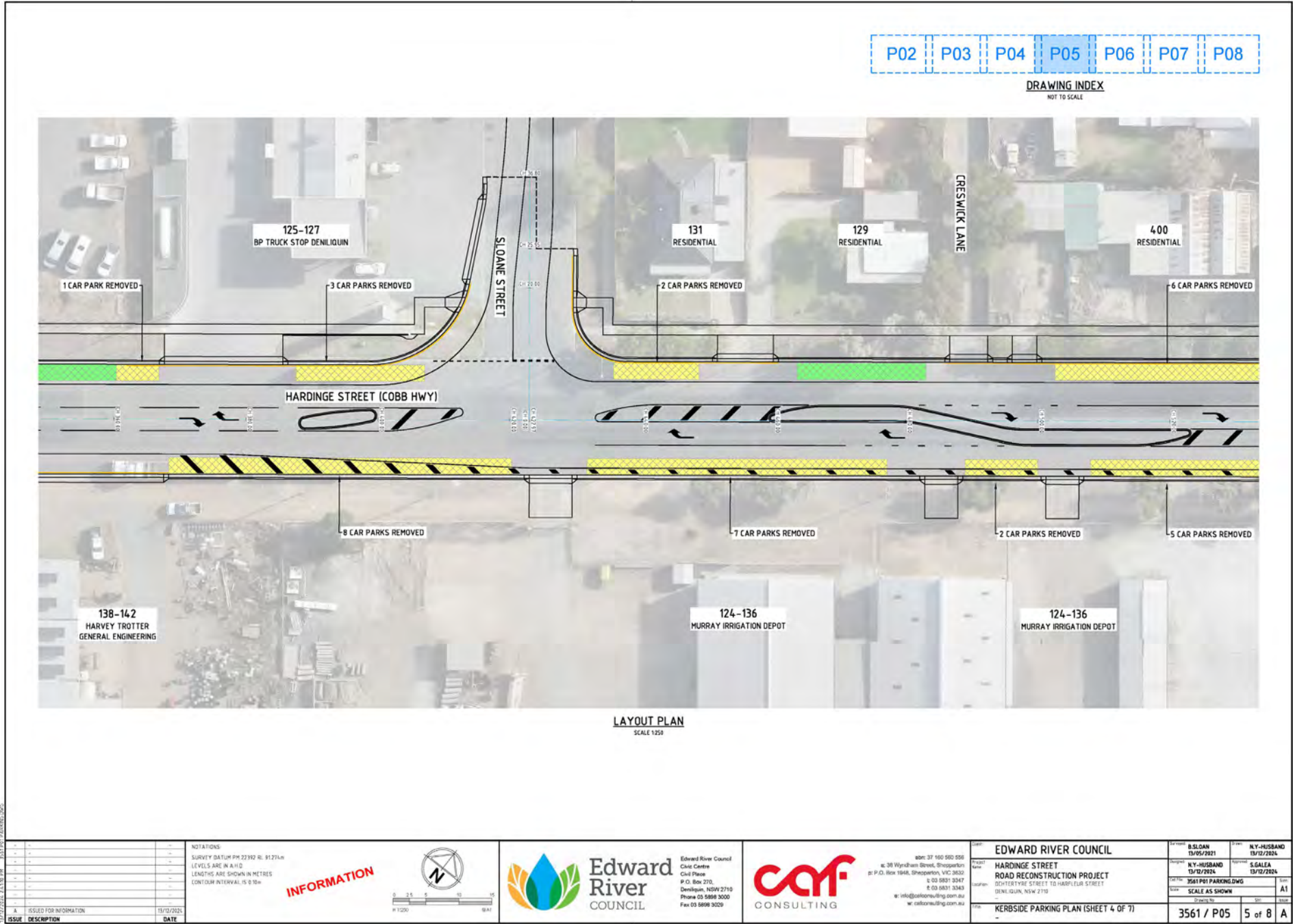
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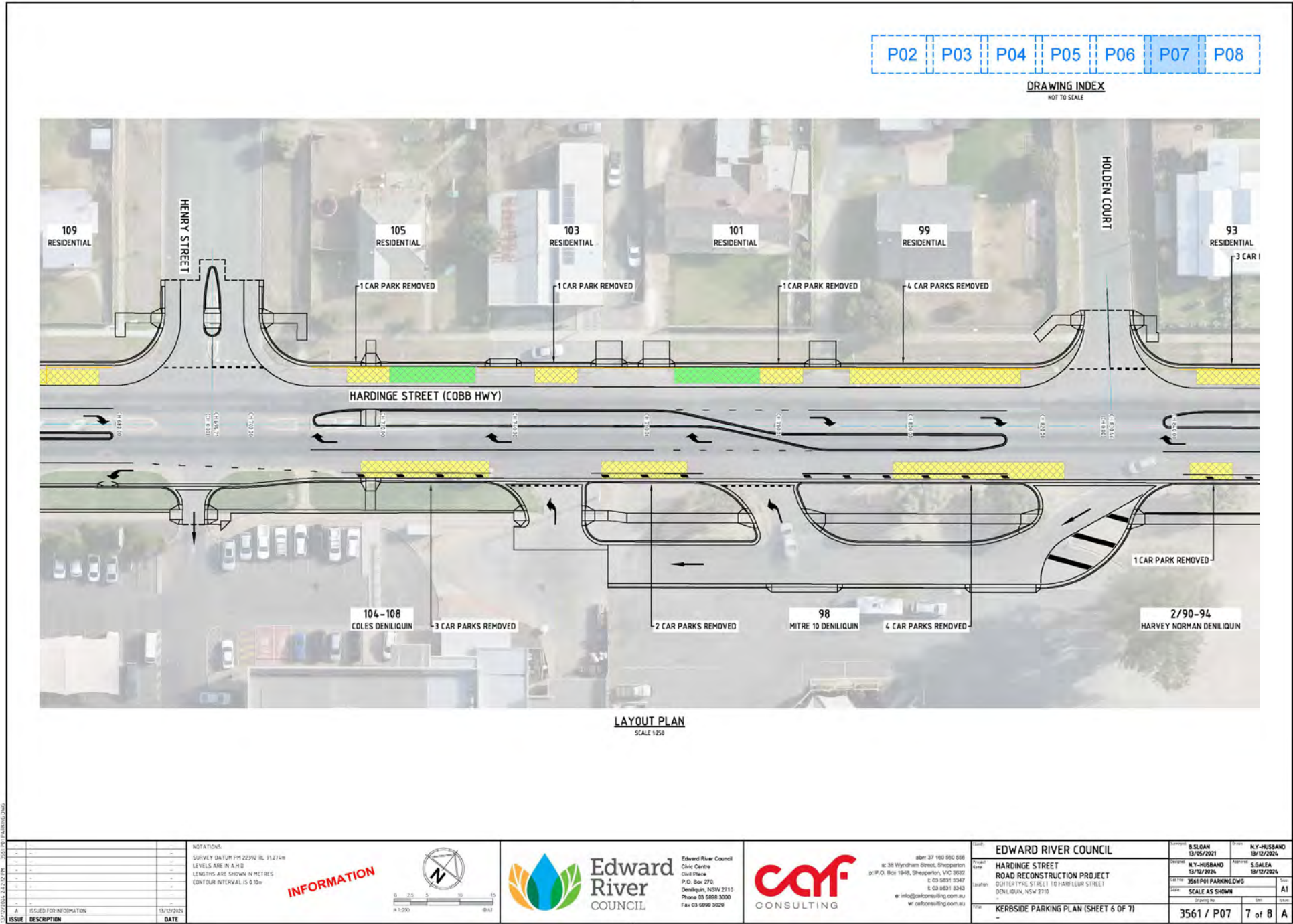




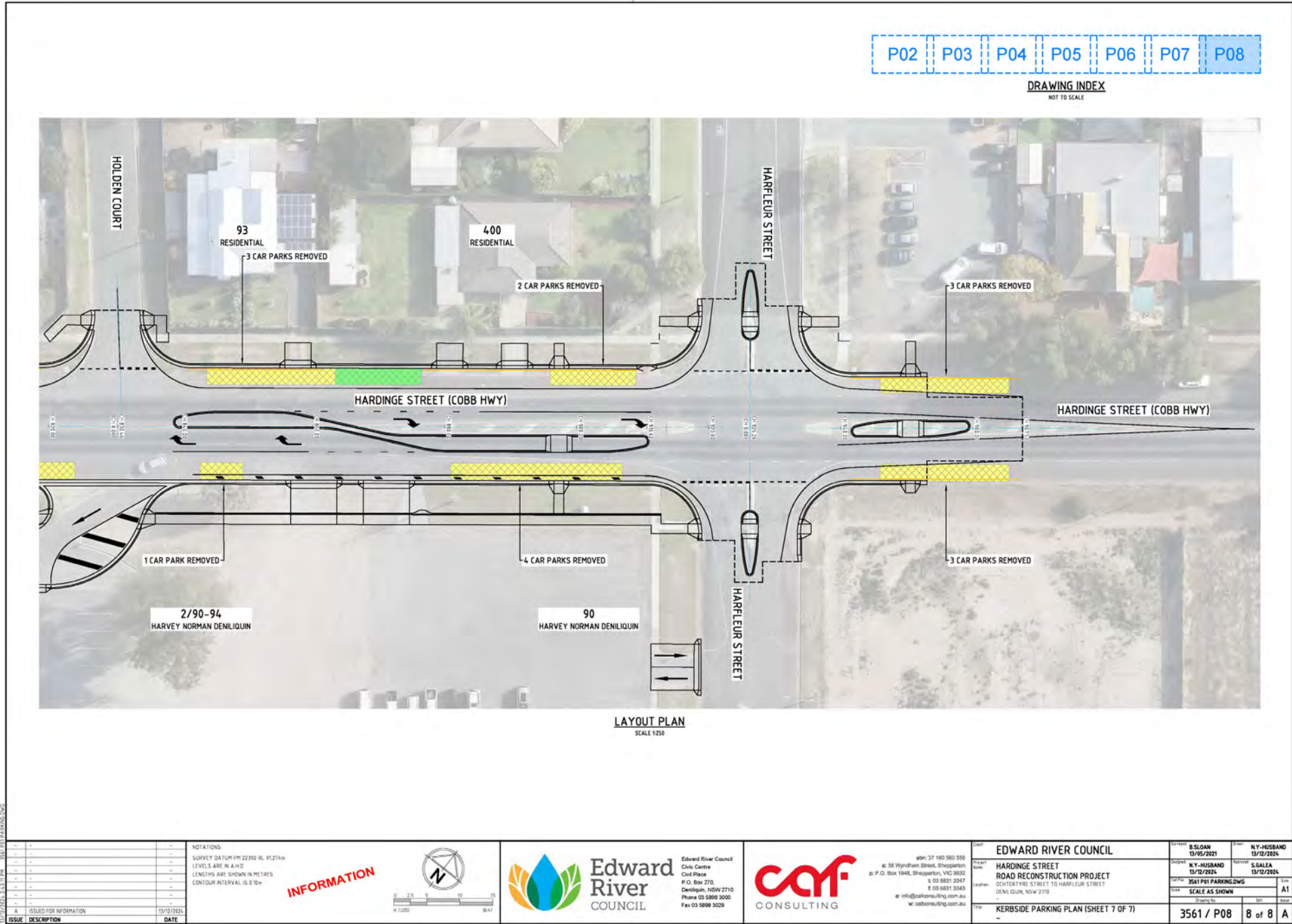


Minor woks review of environmental factors





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