Transport for NSW

HW19 - Monaro Highway Safety Improvements, north of Bombala

Minor works review of environmental factors

March 2025



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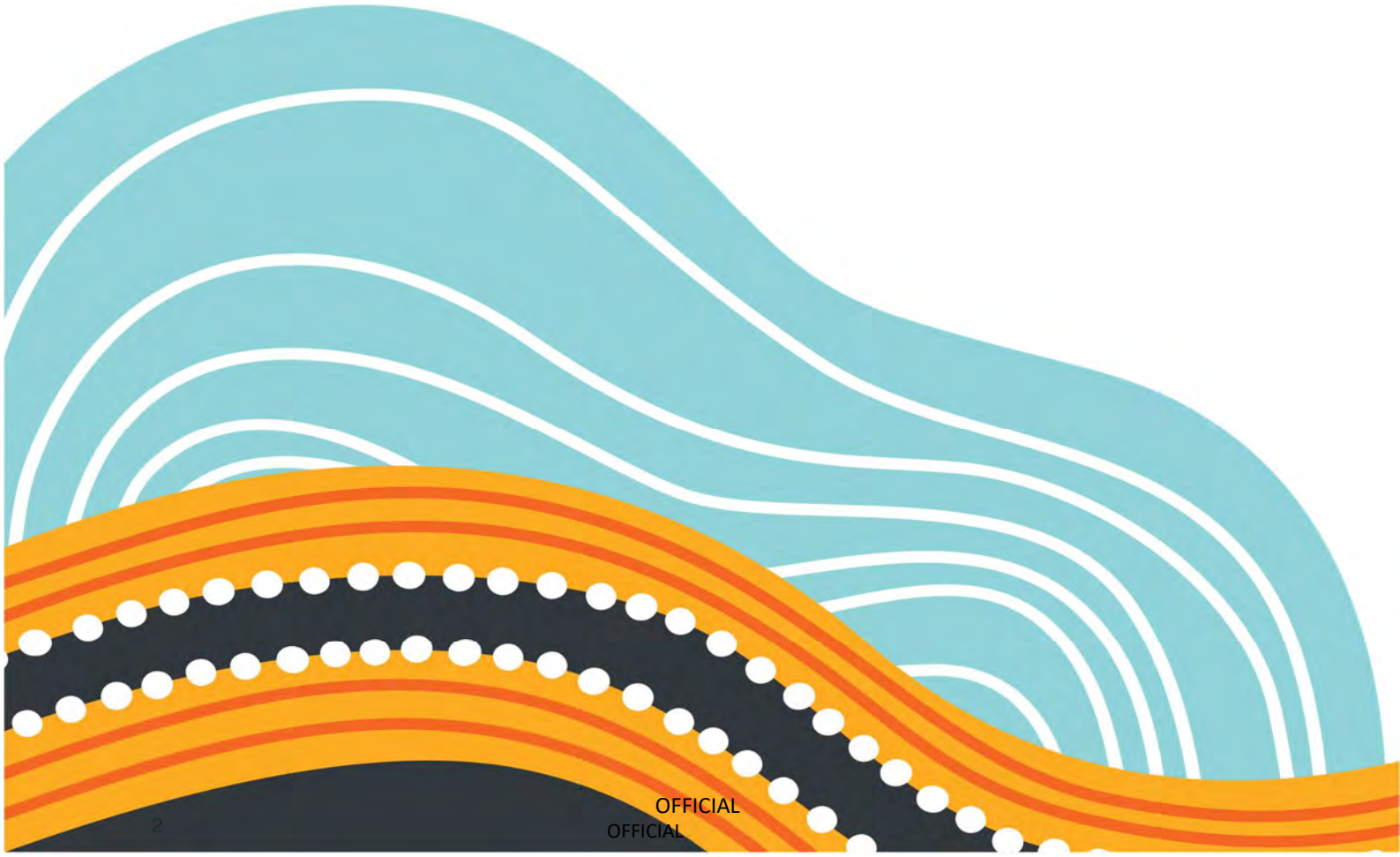
Acknowledgement of Country

Transport for NSW acknowledges the Ngarigo Aboriginal people, the traditional custodians of the land on which the North of Bombala Safety Improvements is proposed.

We pay our respects to their 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 Songlines, 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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Report review tracking

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1	14/12/22	AG, WM	
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Approval and authorisation

Approved by	Will McGrath
Signed	
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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 or not 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	MHUP North of Bombala Safety Upgrades
File number	A69308207
Road name and number	Monaro Highway - MR19
Closest crossroad(s)	South of Burnima Road
Chainage of works	1310 to 1330
Local government area	Snowy Monaro Regional Council
Transport for NSW region	Southern

2.1.2 Proposal description

The proposal is part of the Monaro Highway Upgrade Program (MHUP), with Transport proposing safety improvement works along an approximate 3.1-kilometre (km) section of the Monaro Highway that is present from about 35 m south of Burnima Road to about 165 m north of Rifle Range Road (the western entrance to Rifle Range Road being about 1 km north of the NSW township of Bombala) (Figure 2-1).

The proposal is shown in Appendix B: Construction Plans, with cross section illustrations provided in Plate A below. Key features of the scope of work include:

- 3.5 m wide travel lanes
- 450mm Centre Line Treatment (BL4/BL5/BL6 450mm width)
    - Estimated total of 3,100 m
- Minimum 1 m sealed shoulder
- Audio Tactile Line Marking (ATLM) between centrelines and adjacent to edge lines
    - Lengths subject to site assessment in accordance with TTD 2020/04
    - ATLM type to be approved by AMM during development phase
- Flexible roadside safety barrier at select locations
- SO Gutter through cuttings - Estimated total of 1073 m.

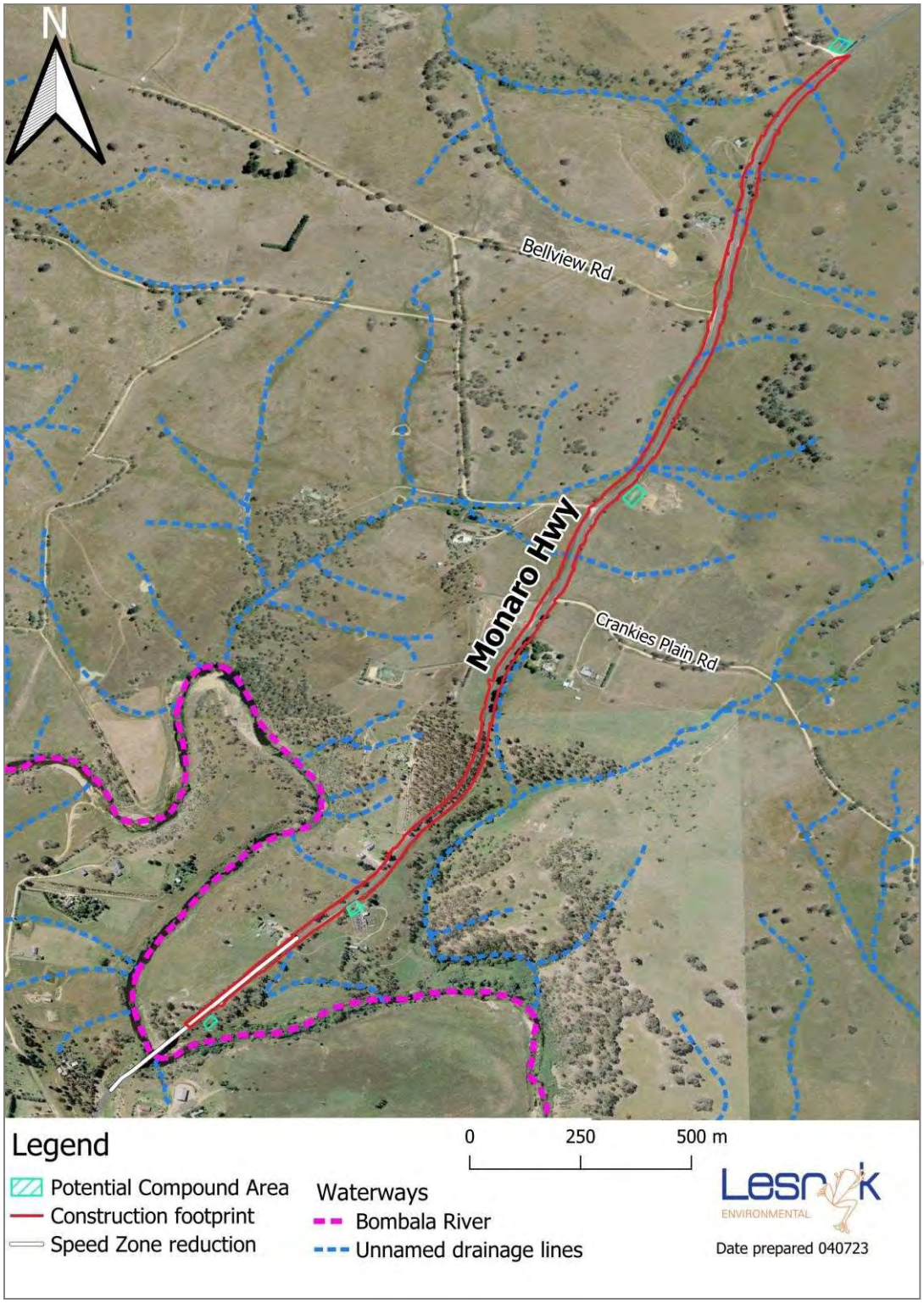
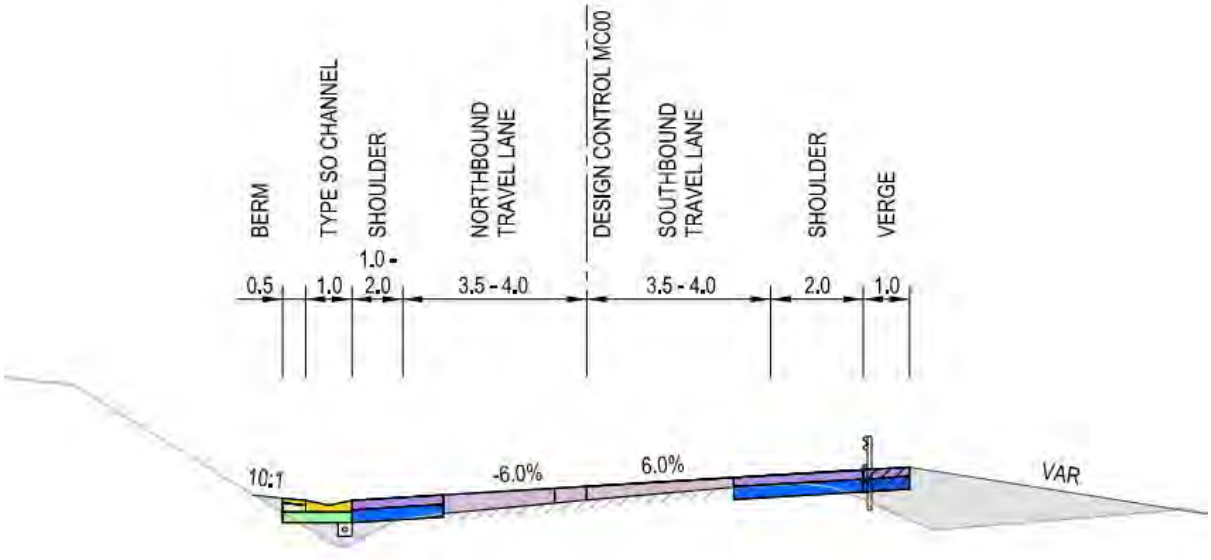


Figure 2-1: Location of proposal



TYPICAL CROSS SECTION
CH 3375.000
MINIMUM 200mm OVERLAY WITH TYPE SO CHANNEL ON
NORTHBOUND SIDE AND FORCED FILL ON SOUTHBOUND SIDE

Plate A: Cross section illustrations

Additionally, where an existing barrier is removed for the purpose of widening, expectation is that it would be reinstated to protect residual roadside hazards such as drop-offs or back of curves. Where informal Basic Right-turn treatments (BARs) exist opposite property accesses, installation of roadside barrier will be in a manner to retain these BARs where possible.

Based on a worst-case estimate, the total proposal disturbance footprint is about 7.9 hectares (ha). To permit the proposal, about 7.7 ha of native and exotic vegetation would require disturbance/removal; this includes the removal of a total of 81 trees. The trees to be removed consist of:

- 62 native species
- 19 exotic species
- 3 identified as (or potentially being) hollow-bearing.

Refer to Section 2.1.4 for proposed ancillary work.

Plant and equipment that would likely be required for this proposal would include:

- 20-25 tonne (t) excavator with grabs
- Posi track (skid steer)
- Rigid tipper trucks (movement of logs)
- Franna crane
- Pad foot roller
- Vibrating plate attached to excavator (or whacker packer)

- Bridge unit trucks
- Mobile Elevated Working Platform
- Water truck
- Heavy ridged trucks
- Light vehicles/Utes
- Arborist team (including chainsaws, ropes, harness and cables)
- 15t, 31-inch timber mulcher
- Generator
- Hand tools.

The proposed work will be conducted during standard working hours according to the Draft Construction Noise Guideline (Environment Protection Authority [EPA] 2020) and may be permitted:

- 7:00 am – 6:00 pm Monday to Friday
- 8:00 am – 1:00 pm Saturday.

No work would be carried out on Sundays or during public holidays.

2.1.3 Proposal objectives

The Monaro Highway provides an important link between the Australian Capital Territory and the Victorian Border via Michelago, Cooma, Nimmitabel and Bombala, and is a key link between Sydney, Canberra and the Snowy Mountains.

The Monaro Highway experiences significant traffic associated with the ski season, attracting high visitor numbers to Kosciuszko National Park from June to October; with smaller tourism volume in spring/summer. From January 2015 to December 2019 there were 182 crashes, with eight being fatal crashes resulting in 12 fatalities and 26 serious injury crashes. The crash rate along the Monaro Highway south of Cooma is higher than the state average.

The project aims to contribute to the overall MHUP program objective of:

- Reducing frequency of fatal and serious injury crashes on the highway through upgrading sections of the corridor that have existing 1 or 2-Star AusRAP ratings to target minimum 3-Star ratings
- Enhancing corridor resilience to road incidents, natural hazards and during emergency situations
- Improving corridor efficiency for all road users through reduction in journey times and costs.

2.1.4 Ancillary facilities

Table 2-2: Ancillary facilities

Ancillary facilities		
Will the proposal require the use or installation of a compound site? The proposal will require temporary compound sites, these may be established in one or more possible locations [from north to south] (refer to Figure 2-1 above): • -36.869356, 149.255027 • -36.880220, 149.249986 • -36.890956, 149.242580 • -36.893532, 149.239203. Inspections of the temporary compound sites identified these as being comprised of road base material; maintained exotic grasses and planted amenity trees such as Arizona Cypress (Cupressus arizonica), with remnant Eucalypts present beyond the required limits. No significant clearing of vegetation will be required to establish these sites, their location has been chosen as each has been previously disturbed/cleared; though some minor trimming of branches may be required. Given that the compound sites will not remove any native vegetation, their locations are unlikely to directly or indirectly impact the vegetation communities present within the area. Site photographs are provided in Appendix C: Biodiversity Assessment Report.	Yes ☒	No ☐
Will the proposal require the use or installation of a stockpile site? Existing stockpile sites within the network of approved stockpile sites will be utilised for this project. The three stockpile sites identified as likely to be used are: • STH19/021 - Corner of Monaro Highway and Poddy Hut Road – 13km from site • STH19/013 - Corner of the Snowy River Way and Monaro Highway – 17km from site • STH91/005 - Cathcart Road – 2km from site.  Figure 2-2: Stockpile site corner of Monaro Highway and Poddy Hut Road	Yes ☒	No ☐



Figure 2-3: Stockpile Site corner of the Snowy River Way and Monaro Highway



Figure 2-4: Stockpile site on Cathcart Road

Are any other ancillary facilities required (e.g. temporary plants, parking areas, access tracks)? During the conducting of the proposal, vehicles and machinery would be parked in the closed lane of the traffic control area.	Yes ☒	No ☐

2.1.5 Proposed date of commencement

The projects proposed start date is May 2025. Timeframes are indicative only.

2.1.6 Estimated length of construction period

This project has a targeted completion of June 2026. Timeframes are indicative only.

2.2 Need and options

2.2.1 Options considered

The options considered for the proposal included:

The Do-Nothing Option

This option would mean no upgrade works would occur along the investigated section of the highway. This is considered unreasonable due to the number of accidents that occur along Monaro Highway. Motorists would be at continued risk of injury and/or death, and the highway at risk of unexpected closure and/or damage. Fundamentally, this option would not meet the objectives of the proposal.

The Current Proposal Option

This option would mean upgrading the 3.1 km section of Monaro Highway by widening shoulders, adding safety barriers and altering speed zones to improve safety and efficiency along the highway.

It should be noted that due to funding limitations, there is a potential for the project scope to be reduced in length. The southern end of the proposal will be prioritised.

The preferred option is the current proposal.

2.2.2 Justification for the proposal

The proposal is required to:

- Reduce the frequency of fatal and serious injury crashes on the highway through upgrading sections of the corridor that have existing 1 or 2-Star AusRAP ratings to target minimum 3-Star ratings
- Enhance corridor resilience to road incidents, natural hazards and during emergency situations
- Improve corridor efficiency for all road users through reduction in journey times and costs.

Transport is required to operate a safe and secure network that ensures continued access and efficient movement of people and goods across NSW.

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 Other relevant legislation and environmental planning instruments

Roads Act 1993

Section 88 of the Roads Act 1993 states that a roads authority may, despite any other Act or law to the contrary, remove or lop any tree or other vegetation that is on or overhanging a public road if, in its opinion, it is necessary to do so for the purpose of carrying out road work or removing a traffic hazard.

Biodiversity Conservation Act 2016 (BC Act)

The purpose of the BC Act is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development. The BC Act defines those species listed as protected in NSW. In accordance with Section 7.2 of the BC Act, this REF considers whether the proposed activity is "likely to significantly affect threatened species or ecological communities, or their habitats".

Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

Under the EPBC Act an action will require approval from the Minister if the action has, will have, or is likely to have, a significant impact on a matter of national environmental significance. Matters of national environmental significance (MNES) include listed threatened species and ecological communities, and those migratory species protected under international agreements. Where found, the assessment criteria relevant to the EPBC Act will be drawn upon to determine whether there would be a significant effect on these species and communities and hence whether referral to the Federal Environment Minister is required.

Bombala LEP 2012

It is acknowledged the proposal is located within the Snowy Monaro Regional Council Local Government Area (LGA); formed on 12 May 2016 through a merger of the Bombala, Cooma-Monaro and Snowy River shires. As no Local Environmental Plan (LEP) has yet been developed for this LGA, the former Council's LEPs are still current. As such, Bombala LEP 2012 is applicable to the proposal (NSW Government 2022a); the proposed work area zoned as RU1 – Primary Production and R5 – Large Lot Residential, of which, 'Roads' are permitted with consent. This MWREF has been prepared to assess all environmental impacts and enable consent to be granted by Transport to conduct the work. Bombala Council is involved in planning this proposal. Council is identified as a key stakeholder and would be consulted as part of stakeholder engagement and traffic management planning.

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 ☐	No ☒
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? A traffic control plan will be prepared for the duration of the work to minimise impact to the general public. It is expected the proposed work would include traffic management such as reducing traffic to one lane of the affected section of Monaro Highway for the duration of the work.	Yes ☐	No ☒

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 ☐	No ☒
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 ☐	No ☒
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?	Yes ☐	No ☒
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?	Yes ☐	No ☒
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? Refer to Section 3.6 for details.	Yes ☐	No ☒
Is the proposal within the coastal vulnerability area and inconsistent with a certified coastal management program applying to that land? Note: See interactive map at Coastal management - (nsw.gov.au). Note the coastal vulnerability area has not yet been mapped. Note: a certified coastal zone management plan is taken to be a certified coastal management program.	Yes ☐	No ☒
Are the works located on flood liable land? If so, will the works change flooding patterns to more than a minor extent? Note: Flood liable land means land that is susceptible to flooding by the probable maximum flood event, identified in accordance with the principles set out in the Floodplain Development Manual: the management of flood liable land (nsw.gov.au). With reference to Flood Planning Map – Sheet FLD_004G and s.5.21 of the Bombala LEP 2012 (VSW Government 2022a), the section of Monaro Highway traversing over Bombala River is mapped as Flood Planning Area; however, the proposed works will not change flooding patterns. In accordance with s.5.21(2) of the LEP, Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development — a) is compatible with the flood function and behaviour on the land, and b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and d) incorporates appropriate measures to manage risk to life in the event of a flood, and e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses. Given no civil works will occur within the section of highway traversing flood liable land, the only 'activity' conducted being a reduction in the speed zone limit, with Audio Tactile Line Marking to be added to the road surface, the proposed work is not	Yes ☐	No ☒

considered to contravene any of the above conditions. Therefore, consultation with Council per s.2.12 of SEPP (Transport and Infrastructure) is not required.		

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)?		
Are the works located on flood liable land? (to any extent) If so, do the works comprise more than minor alterations or additions to, or the demolition of, a building, emergency works or routine maintenance? Note: Flood liable land means land that is susceptible to flooding by the probable maximum flood event, identified in accordance with the principles set out in the Floodplain Development Manual: the management of flood liable land (nsw.gov.au). As mentioned above, while the section of Monaro Highway traversing over Bombala River is mapped as Flood Planning Area, the only 'activity' to be conducted at this location is a speed zone adjustment, with Audio Tactile Line Marking added to the road surface. Therefore, the proposed work on flood liable land does not comprise more than routine maintenance. As such, consultation with the State Emergency Service per s.2.13 of SEPP (Transport and Infrastructure) is not required.	Yes ☐	No ☒
Are the works adjacent to a national park, nature reserve or other area reserved under the *National Parks and Wildlife Act 1974*, or on land acquired under that Act?	Yes ☐	No ☒
Are the works on land in Zone C1 National Parks and Nature Reserves or in a land use zone equivalent to that zone?	Yes ☐	No ☒
Do the works include a fixed or floating structure in or over navigable waters?	Yes ☐	No ☒
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?	Yes ☐	No ☒
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)	Yes ☐	No ☒
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).	Yes ☐	No ☒
Are the works on land in a mine subsidence district within the meaning of the *Mine Subsidence Compensation Act 1961*?	Yes ☐	No ☒
Are the works on, or reasonably likely to have an impact on, a part of the Willandra Lakes Region Work Heritage Property?	Yes ☐	No ☒
Are the works within a Western City operational area specified in Schedule 2 of the *Western Parkland City Authority Act 2018* with a capital value of $30 million or more?	Yes ☐	No ☒

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 ☐	No ☒
Does the proposal include a bus depot?	Yes ☐	No ☐
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 ☐	No ☒

2.4.2 Other agency and community engagement

Consultation with Agencies & Community	Recommended actions
Snowy Monaro Regional Council	Council will be consulted about the proposed works prior to the commencement date.
Freight Industry	Due to the route being heavily used by the logging industry Transport will consult with relevant businesses about the proposal prior to the commencement date.
Local residents	Residents identified within the noise affected buffer of the proposed work, and those with property accesses along the 3.1 km section of Monaro Highway, are to be provided notification of the proposed work, likely impact of the work and contact details should they require further information. They would be notified at least seven days prior to work commencing. Transport has undertaken a letter box drop, this canvassing local resident feedback.
Local community	Transport has a communications team that regularly updates local communities of planned traffic interruptions. The Transport communications team will be notified of any traffic interruptions and a communications strategy will be developed and implemented.

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		
Are there any known occurrences of salinity or acid sulfate soils in the area? Section 3 of the BAR (Appendix C) identifies that, with reference to the NSW Government's Sharing and Enabling Environmental Data (SEED) web viewer, no salinity or acid sulfate soils occur within the study area.	Yes ☐	No ☒
Does the proposal involve the disturbance of large areas (e.g., >2ha) for earthworks? The works include lane widening along the 3.1 km section of Monaro Highway (refer to Figure 2-1). The estimated disturbance of the project is approximately 7.9ha. Safeguards have been provided to mitigate potential impacts to erosion and sedimentation (**Error! Reference source not found.**).	Yes ☒	No ☐
Does the site have constraints for erosion and sedimentation controls such as steep gradients or narrow corridors? Reference to the Vulnerable Lands SEED dataset (State Government of NSW and DPE 2010), does not identify the proposal's impact footprint within "steep or highly erodible land" (Figure 3-1), nor does it contain any narrow corridors. Therefore, no constraints for erosion and sedimentation controls beyond those required for general work activities are considered necessary.	Yes ☐	No ☒
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). Bombala River traverses through the southern extent of the investigated section of Monaro Highway; however, the proposed work would be conducted so as not to contribute to any adverse direct or indirect impact on this waterway, or to any occurrences of stormwater discharge off-site. Risks will be mitigated through the implementation of Erosion and Sediment Control Plan (ESCP).	Yes ☒	No ☐
Is there any evidence within or nearby the likely footprint of potential contamination? The NSW EPA Contaminated Land Record [search area Snowy Monaro Regional Council LGA] (EPA 2022a) did not identify the study area as supporting any land that is contaminated.	Yes ☐	No ☒
Is the likely proposal footprint in or nearby highly sloping landform?	Yes ☐	No ☒
Is the proposal likely to result in more than 2.5ha (area) of exposed soil?	Yes ☐	No ☒

Safeguards

Safeguards to be implemented are:

1. An Erosion Sediment Control Plan (ESCP) would be prepared for the proposal and would be in line with the Landcom (2004) publication 'Managing Urban Stormwater: Soils and Construction' (the 'Blue Book'). Appropriate erosion and sediment control measures will be established as required prior to commencement of work, and kept in place for the duration. Safeguards are to be used during the work to ensure that there is no escape of turbid plumes into the adjacent aquatic environment.
2. Avoid unnecessary soil disturbance and areas that have been disturbed are stabilised (e.g. mulched) progressively during the work.

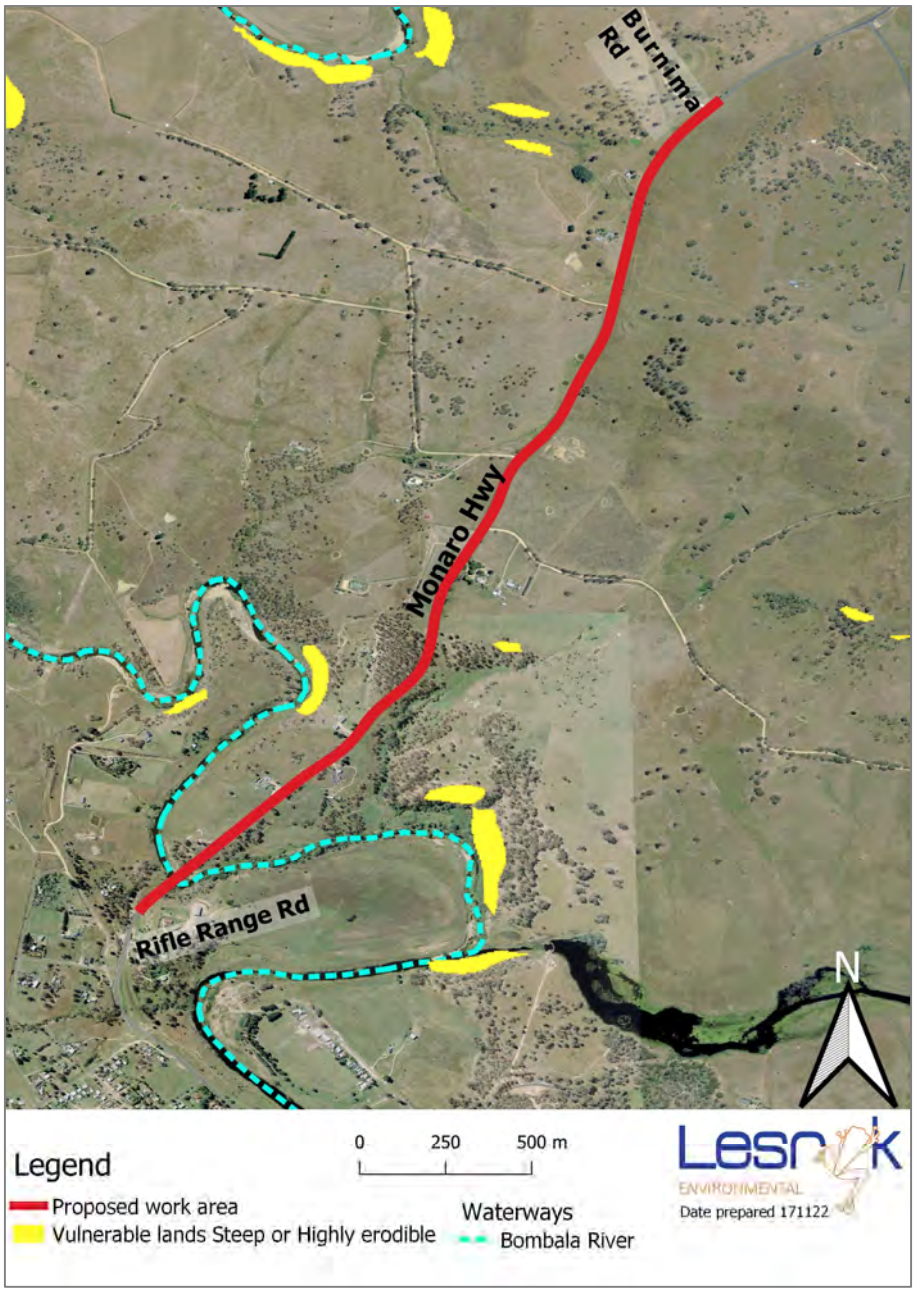


Figure 3-1: Steep and Highly erodible lands

3.2 Waterways and water quality

Table 3-2: Waterways and water quality

Description of existing environmental and potential impacts		
Is the proposal located within, adjacent to or near a waterway? Sections 3.5 and 5.1.4 of the BAR (Appendix C) identify that Bombala River traverses through the southern extent of the investigated section of the Monaro Highway, with several ephemeral drainage lines of this waterway traversing beneath the highway along the remainder of the 3.1 km length. Consultation of the NSW Department of Primary Industries' (DPI) Fisheries NSW Spatial Data Portal [search Southern-Rivers], identified Bombala River as Key Fish Habitat (KFH). Proposed works in the vicinity of Bombala River is limited to a speed zone adjustment and the installation of ATLM on the road surface. As the proposed work would not directly or indirectly affect a waterway/drainage line, no consultation or permits in accordance with the FM Act are considered necessary.	Yes ☒	No ☐
Is the location known to flood or be prone to water logging? Section 2.4.1 of this MWREF identifies the section of Monaro Highway traversing over Bombala River within flood liable land; however, the proposed work does not comprise more than routine maintenance within this location.	Yes ☒	No ☐
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))? Note: See maps here	Yes ☐	No ☒
Would the proposal be undertaken on a bridge or ferry?	Yes ☐	No ☒
Is the proposal likely to require the extraction of water from a local water course (not mains)?	Yes ☐	No ☒

Safeguards

Safeguards to be implemented are:

3. If required, refuelling of machinery is to occur within an impervious bunded area located more than 50 m from any waterway/drainage line to prevent the escape of substances into the surrounding environment.
4. An emergency spill kit must be kept on site at all times. The kit must be commensurate with the type and quantity of hazardous material used/stored on site.

3.3 Noise and vibration

Table 3-3: Noise and vibration

Description of existing environmental and potential impacts		
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)? There are twenty residential properties occur along the investigated 3.1 km section of Monaro Highway, the closest is 30 m of the highway; however, the closest to the proposed shoulder widening is present from about 37 m to the west (Figure 3-2). No additional noise sensitive areas are present within the area investigated.  Figure 3-2: Residential property within proximity to the proposed works	Yes ☒	No ☐
Is the proposal going to be undertaken only during standard working hours? Standard working hours • Monday-Friday: 7:00am to 6.00pm • Saturday: 8.00am to 1.00pm • Sunday and Public Holidays: no work	Yes ☒	No ☐
Is any explosive blasting required for the proposal?	Yes ☐	No ☒
Would construction noise or vibration from the proposal affect sensitive receivers? There may be short-term, temporary noise impact for nearby residences due to the operation of machinery, the presence of personnel and occupation of the site during the course of the proposed work. No vibration impact is expected. Using the Transport Construction and Maintenance Noise Estimator, the existing noise category was defined as R1 with the Distance Based (nosiest plant) estimator identifying a 13.5T excavator as the nosiest plant as the activity and the relative representative distance of 35 metres (being the closest sensitive receiver). Noise calculations detailed in Appendix D outlined that any receivers within 45m should be notified of the proposed works during standard working hours. Any receivers within 175m should be notified during OOHW (day) works. Should the proposed work being carried out outside the assessed hours, additional mitigation measures would be required as detailed in Appendix D	Yes ☐	No ☒
Would operation of the proposal alter the noise environment for sensitive receivers? This might include, but not be limited to, altering the line or level of an existing carriageway, changing traffic flow, adding extra lanes, increasing traffic volume,	Yes ☐	No ☒

increasing the number of heavy vehicles, removing obstacles that provide shielding including changing the angle of view of the traffic, changing the type of pavement, increasing traffic speeds by more than 10 kilometres per hour or installing audio-tactile line markings. While the proposal includes widened lanes and the installation of ATLM, this serves to meet the road safety objectives of the proposal, and in operation will not significantly alter the noise environment for sensitive receivers beyond existing levels. None of the other features identified above are part of the scope of work. Installation of audio-tactile line marking is proposed. ATLM would be installed in accordance with Transport's Installation of Audio Tactile Linemarking Technical Direction. ATLM should not be installed where the following applies: • Where there is a left turn deceleration lane or other higher speed exit into driveways or access roads servicing significant traffic generating developments (ie such as service centres); • Within 50 m of the approach and departure to intersections. • Within 200 metres of a residential building.		
Would the proposal result in vibration being experienced by any surrounding properties or infrastructure during operation?	Yes ☐	No ☒

Safeguards

Safeguards to be implemented are:

5. Where applicable, residents within the 45m of the proposal footprint would be notified prior to work commencing. The notification will include:
   - The duration of work and working hours
   - Any changed traffic or access arrangements
   - How to lodge a complaint or obtain more information
   - Contact name and details.
6. Standard working hours in accordance with the Draft Construction Noise Guideline (EPA 2020) may be permitted:
   - Monday-Friday: 7:00am to 6.00pm
   - Saturday: 8.00am to 1.00pm
   - No work on Sunday and Public Holidays.

3.4 Air quality

Table 3-4: Air quality

Description of existing environmental and potential impacts		
Is the proposal likely to result in large areas (>2ha) of exposed soils?	Yes ☐	No ☒
Are there any dust-sensitive receivers located within the vicinity of the proposal during the construction period? Twenty residential properties occur along the investigated 3.1 km section of Monaro Highway, the closest is 30 m of the highway; however, the closest to the proposed shoulder widening is present from about 37 m to the west (refer to Figure 3-2 above). Given the distance of these sensitive receivers from the proposal, they are not considered to be adversely impacted by any dust generated by the work.	Yes ☒	No ☐
Is there likely to be an emission to air during construction?	Yes ☒	No ☐

Components of the proposed work considered to emit emissions during construction (i.e. dust through earthwork, mulching) would be monitored to ensure dust is not impacting traffic by reducing visibility. If dust is impacting driver visibility, work will stop and the work method reviewed to avoid impact. Traffic control is also expected to result in stationary vehicles idling during counter traffic flow. It is considered that emissions from the proposal would be consistent with existing emissions from road and other local sources. The potential impact would be low and minimised with the implementation of the safeguards listed below.		

Safeguards

Safeguards to be implemented are:

7. Air quality mitigation strategies must be prepared and implemented as part of the CEMP, and must include the following as a minimum:
   - Identification of potential risks/impacts due to the work/activities as dust generation activities;
   - Management measures to minimise the potential impacts;
   - A process for monitoring dust on site and weather conditions;
   - A process for progressive stabilisation of disturbed surfaces with the aim of minimising exposed surfaces and windblown dust. Stabilising works must be monitored daily by your ESR for
   - Compliance; and windblown dust. Stabilising works must be monitored daily by your ESR for compliance; and
   - Contingency plans to be implemented in the event of non-compliances and/or complaints about dust.

3.5 Aboriginal cultural heritage

Table 3-5: Aboriginal cultural heritage

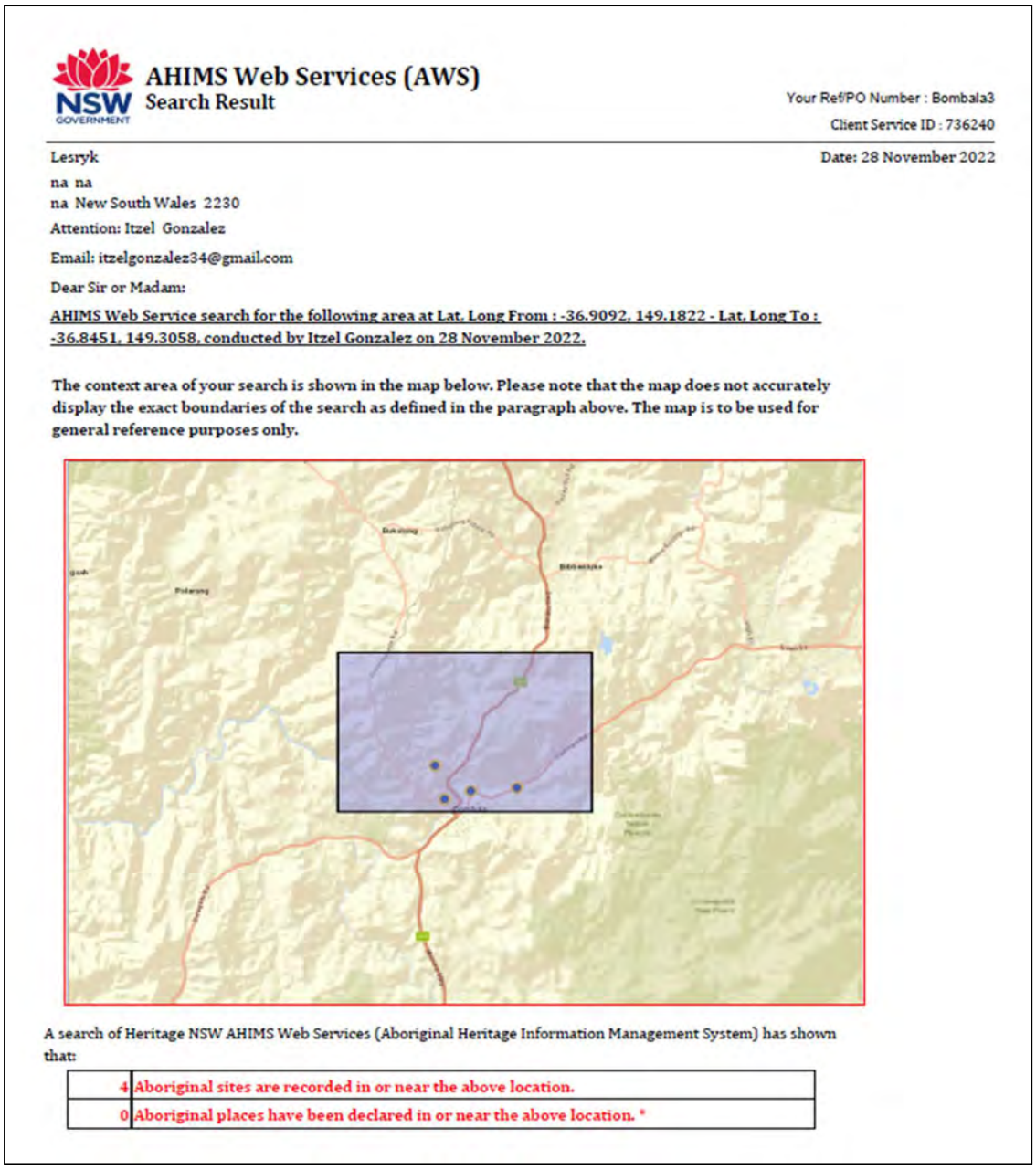
Description of existing environmental and potential impacts		
Would the proposal involve disturbance in any area that has not been subject to previous ground disturbances?	Yes ☐	No ☒
Has an online Aboriginal Heritage Information Management System (AHIMS) search been completed? Lesryk conducted an AHIMS search on 28 November 2022 (NSW Government 2022b), revealing four previously recorded sites of Aboriginal Cultural Heritage (ACH) within the search parameters on the study area (Figure 3-3). An extensive search was then conducted on 30 November to reveal the locations of these sites (Figure 3-4; Appendix E); none of which are located within, or near to, the study area.	Yes ☒	No ☐
Is there potential for the proposal to impact on any items of Aboriginal cultural heritage? An assessment in line with Stage 1 of the *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (PACHCI), conducted by Transport, assessed the proposal as unlikely to have an impact on ACH (Appendix E).	Yes ☐	No ☒
Would the proposal involve the removal of mature native trees? The proposal will involve the removal of 62 native trees; 3 of which were identified as hollow-bearing. All trees identified for removal have been inspected, none of which had markings that were considered potential cultural modifications. The PACHCI search did not return any known items within, or near to, the study area.	Yes ☒	No ☐
Is the proposal consistent with the requirements of Transport's *Procedure for Aboriginal cultural heritage consultation and investigation* (PACHCI)?	Yes ☒	No ☐

In conjunction with the AHIMS search, Stage 1 of the PACHCI assessed the proposal as unlikely to have an impact on ACH (Appendix E). The vegetation removal work can proceed without further archaeological investigation. Recommendations have been made in the safeguards below.		

Safeguards

Safeguards to be implemented are:

8. If the proposal scope of work changes, Transport's Aboriginal Cultural Heritage Officer and the regional environmental staff must be contacted to reassess any potential impact on ACH.
9. If unexpected Aboriginal heritage items are uncovered during the work (including skeletal remains), all work in the vicinity of the find must cease. Steps outlined in Transport's *Unexpected Archaeological Finds Procedure* must be followed.



AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : Bombala3
Client Service ID : 736240

Lesryk
na na
na New South Wales 2230
Attention: Itzel Gonzalez
Email: itzelgonzalez34@gmail.com

Date: 28 November 2022

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -36.9092, 149.1822 - Lat, Long To : -36.8451, 149.3058, conducted by Itzel Gonzalez on 28 November 2022.

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:

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

Figure 3-3: AHIMS search results

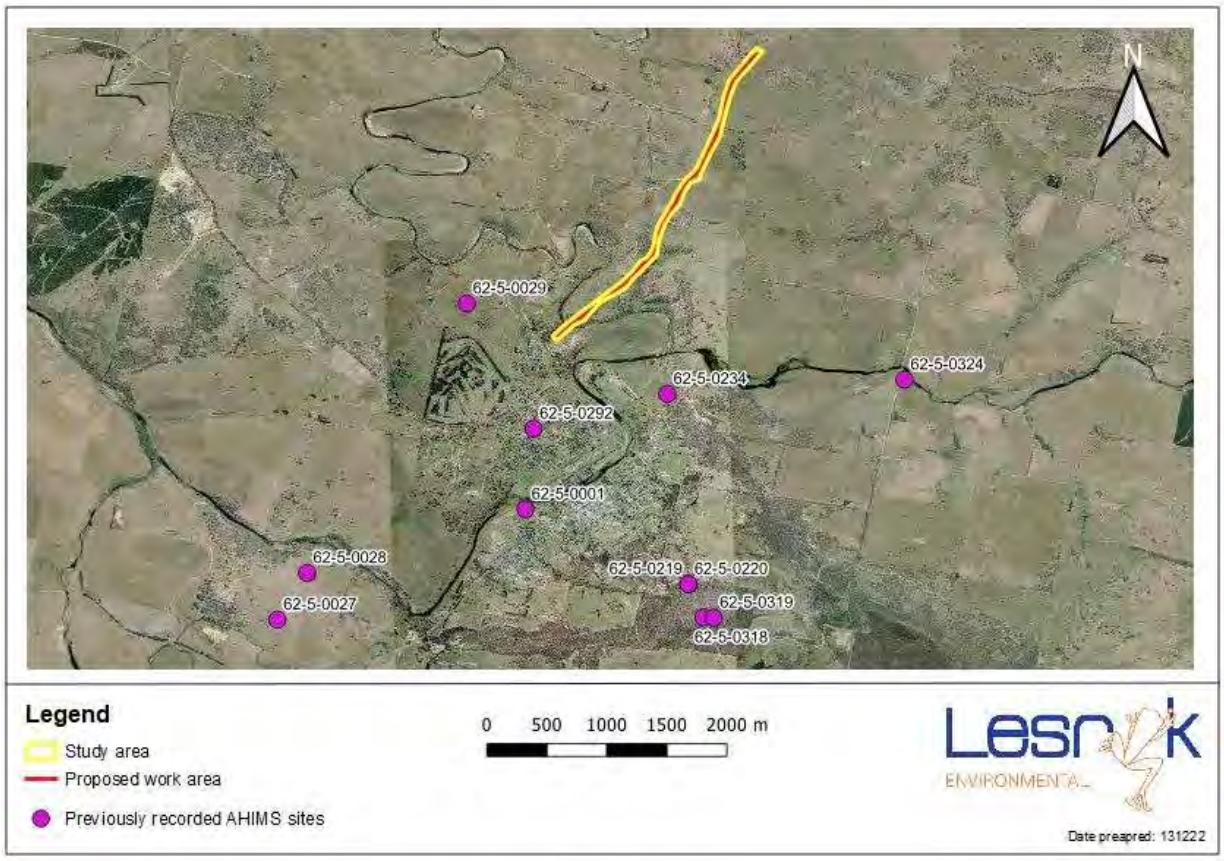


Figure 3-4: AHIMS extensive search results

3.6 Non-Aboriginal heritage

Table 3-6: Non-Aboriginal heritage

Description of existing environmental and potential impacts		
Have online heritage database searches been completed? • NSW State Heritage Inventory (NSW Government 2022c) (including s.170 register) • Australian Heritage Database (DCCEEW 2022) • Schedule 5 (Environmental Heritage) Bombala LEP 2012 (NSW Government 2022a).	Yes ☒	No ☐
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? A desktop search of relevant heritage databases, conducted by Lesryk on 28 November 2022, did not identify any non-Aboriginal heritage or heritage conservation areas within, or near to, the study area. The proposed works will not directly or indirectly impact any listed non-Aboriginal heritage. The nearest heritage item is the State Heritage Register listed 'Bombala Railway Station and yard group' (NSW Government 2022c), located about 1.1 km south-east of the southern extent of the proposal area, along Stephen Street (the Monaro Highway transitioning into this road within the township of Bombala).	Yes ☐	No ☒
Is the proposal likely to impact trees that form part of a heritage listing or have other heritage value? None of the 216 trees to be removed to permit the scope of works are identified to have any heritage value.	Yes ☐	No ☒

Is the proposal likely to occur in or near features that indicate potential archaeological remains?	Yes ☐	No ☒

Safeguards

Safeguards to be implemented are:

10. If unexpected heritage items are uncovered during the work, all work in the vicinity of the find must cease and the Transport for NSW Environment Manager contacted immediately. Steps in the *Transport Standard Management Procedure: Unexpected Heritage Items* must be followed.

3.7 Biodiversity

Table 3-7: Biodiversity

Description of existing environmental and potential impacts		
Have relevant database searches been carried out? Table 2-2 of the BAR (p8 of Appendix B) provides a list of databases referred to; the desktop search including, but not limited to: • NSW BioNet • Commonwealth EPBC Act Protected Matters Search Tool (PMST) • State Vegetation Type Map and BioNet Vegetation Classificiation database • NSW DPI Fisheries NSW Spatial Data Portal • NSW WeedWise. Searches were conducted by Lesryk during November 2022.	Yes ☒ SO	No ☐
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. Threatened flora and fauna species The 'likelihood of occurrence table' (per the BioNet and PMST) of 19 threatened plants and 35 threatened animals listed under the Schedules of the EPBC and BC Acts that have been previously recorded, or are considered to have habitat, within 10 km of the study area, is provided in Appendix A of the BAR (Appendix C). Due to a lack of their necessary habitats, oceanic, estuarine, wetland and/or fish species were not considered. Ecological Communities The PMST search identified several threatened ecological communities (TECs) within 10 km centred on the study area (Plate B); only one of which was mapped as occurring within the study area (Figure 3-5). Plate B: Ecological communities predicted within 10 km of the study area	Yes ☒ SO	No ☐

Community Name	Threatened Category	Presence Text	Buffer Status
Natural Temperate Grassland of the South Eastern Highlands	Critically Endangered	Community likely to occur within area	In feature area
Upland Wetlands of the New England Tablelands (New England Tableland Bioregion) and the Monaro Plateau (South Eastern Highlands Bioregion)	Endangered	Community likely to occur within area	In feature area
White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland	Critically Endangered	Community may occur within area	In feature area

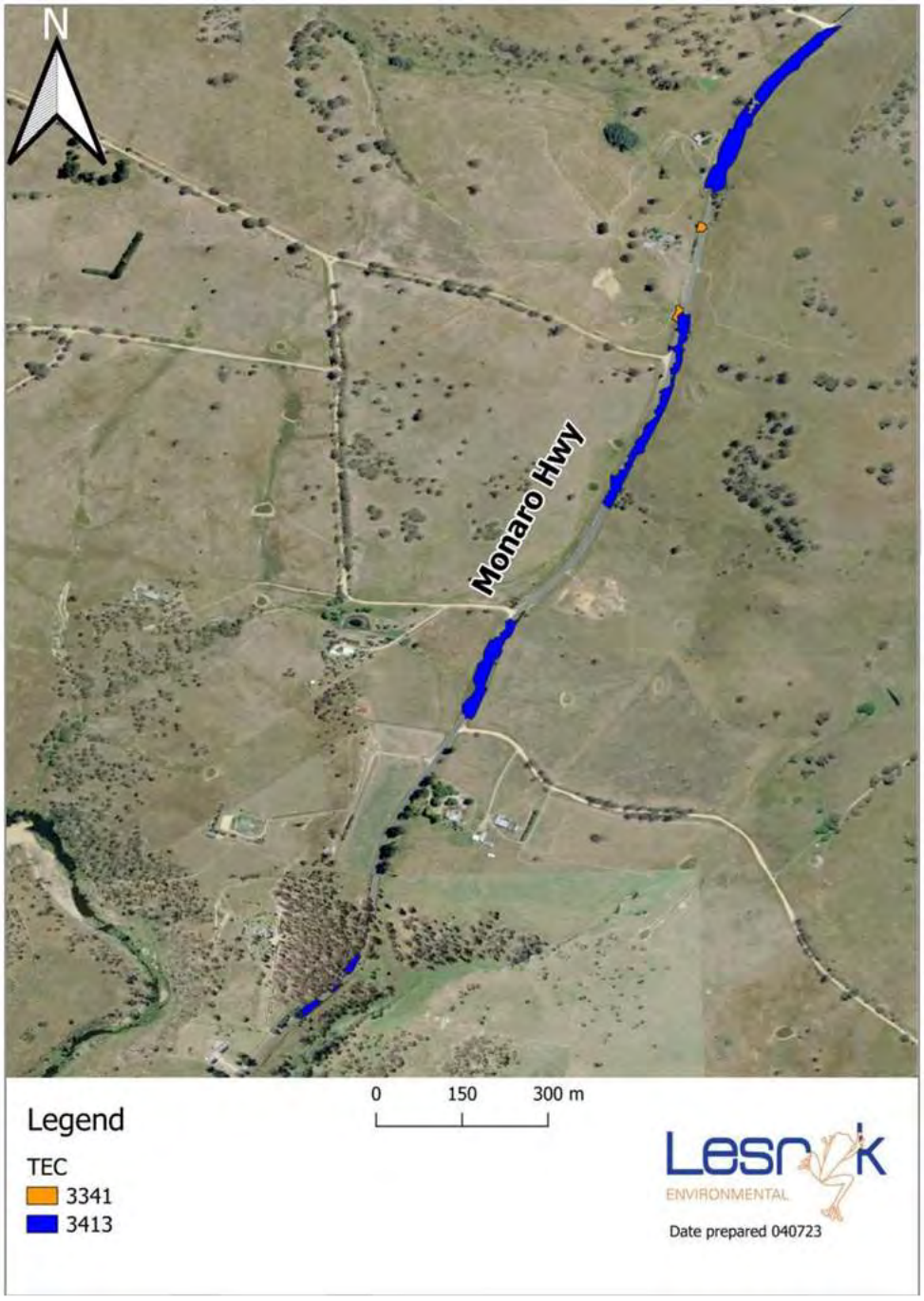


Figure 3-5: Threatened ecological community mapping

Does the proposal involve pruning, trimming or removal of any tree/s? Section 5.1.1 of the BAR (Appendix C) details the direct impact of removal of native and exotic vegetation within the proposal area. Within the estimated vegetation disturbance/removal of 7.7 ha, 81 trees would require removal to permit the proposal; three of these being hollow-bearing. The loss of these trees triggers offsetting under Transport's *Tree and Hollow Replacement Guidelines: An implementation plan for payments to and from the Transport for NSW Conservation Fund* (2022)' [hereafter referred to as the *Tree and hollow replacement guidelines* (EMF-BD-GD-0129)] (provided in Appendix F of the BAR). In line with the replacement guidelines, to replace the loss of 81 trees, 452 trees are to be planted or $62,250 to be paid to Transport's Conservation Fund.	Yes ☒	No ☐

Is the proposal likely to impact nationally listed threatened species, ecological communities or migratory species? Section 2.3.1 of the BAR (Appendix C), with reference to the State Vegetation Type Mapping, indicated that the following eight Plant Community Types (PCT) are mapped within the study area: • PCT ID 0 – Non-native vegetation • PCT ID 3413 – Monaro Kangaroo Grass Woodland-Grassland Complex • PCT ID 3341 – Monaro-Gourock Frost Hollow Grassy Woodland • PCT ID 3301 – Southeast Tableland Ranges Snow Gum Sheltered Forest • PCT ID 3375 – Monaro-Queanbeyan Rolling Hills Grassy Forest • PCT ID 3220 – Southeast Tableland Ranges Brown Barrel Fern Forest • PCT ID 4085 – Southwest Tableland Gorges Riparian Shrubland. Of these, PCT 3413 and 3341 are associated with Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion, listed as a Critically Endangered Ecological Community (CEEC) under the BC Act (refer to Figure 3-5 above). Eleven (11) of the trees to be removed are located within the limits of this recorded CEEC, totalling 2.37 ha. As referenced in table 7-2of the BAR (Appendix C) the CEEC Monaro Tableland Cool Temperate Grassy Woodland condition has been classified as poor/disturbed. <u>Threatened flora and fauna</u> No threatened fauna species were recorded within, or near to, the study area, and none were considered to have a moderate or high likelihood of occurring or reliance upon the proposal's impact footprint. By the completion of the investigation, two specimens of Mauve Burr-daisy (*Calotis glandulosa*), which is listed as Vulnerable under the EPBC and BC Acts, were identified beyond the construction footprint. Section 5.1.3 of the BAR details impact to this threatened species (Appendix C). The proposed work has the potential to impact habitat for new seedlings. To avoid any significant impact to the threatened Mauve Burr-daisies recorded and its habitat, an exclusion zone must be implemented and no works to occur within the vicinity or near the species. Whilst targeted searches for other threatened plants known to occur within the study region were conducted, none were recorded. Assessments referencing the EPBC Act's Significant Impact Guidelines and Section 7.3 of the BC Act (refer to Appendix D of the BAR), in relation to the proposal's effect on the recorded CEEC and threatened Mauve Burr-daisy, concluded that the proposal would not have a significant impact. Relevant to the proposal's impact on vegetation, the following Key Threatening Process (KTP) are applicable: • Clearing of native vegetation – Schedule 4, BC Act • Removal of dead wood and dead trees – Schedule 4, BC Act • Infection of native plants by *Phytophthora cinnamomi* – Schedule 4, BC Act • Dieback caused by the root-rot fungus (*Phytophthora cinnamomi*) – EPBC Act. Given the extent of similar/better resources within the proposal area and beyond, and provided recommended mitigation measures are adopted, the loss of 107.7 ha of native and exotic vegetation, removal of dead wood and dead trees, or infection by *Phytophthora cinnamomic*, is not considered to significantly contribute to, or increase the impact of, these KTP.	Yes ☐	No ☒ SO
Would the proposal require the removal of any other vegetation? Section 5.2.4 of the BAR (Appendix C) identifies three recorded weeds within the study area, Blackberry (*Rubus fruticosus* agg. Spp), Scotch Broom (*Cytisus scoparius*) and Serrated tussock (*Nassella trichotoma*), are listed: • as Priority Weeds in the South East region (Snowy Monaro Regional Council LGA). • under Schedule 3 of the NSW Biosecurity Regulation 2017 • as Weeds of National Significance.	Yes ☒	No ☐

A further two, Sweetbriar (*Rubus rubiginosa*) and Oxeye Daisy (*Leucanthemum vulgare*), are listed as Priority Weeds. Where these weed species occur on site, they must be controlled to result in their suppression. This would be done prior to the commencement of work to avoid further spread of this species. Beyond the vegetation removal mentioned, no other significant removal of vegetation would be required to permit the proposal. The remaining work areas are dominated by exotic groundcovers with native and exotic amenity trees. Removal of this vegetation would have little impact on the surrounding vegetation.		
Would the proposal require the removal of any tree hollows? Section 5.1.2 of the BAR (Appendix C) details the removal of three hollow-bearing trees within the proposal area. The loss of these hollows' triggers Transport's *Tree and hollow replacement guidelines*. In accordance with this, six artificial hollows are to be provided as replacement or, as stated previously, in conjunction with the loss of the 62 native trees and $62,250 to be paid to the Transport's Conservation Fund – including $1000 of which would be attributed to hollow replacement. 'Loss of hollow-bearing trees' is a BC Act listed KTP. Given the extent of more suitable habitat within the surrounding conservation reserves, and as no threatened hollow-dependent species (e.g. microbats) have been previously recorded within a 10 km radius of the proposed works, the removal of the four hollow-bearing trees is not considered to significantly contribute to, or increase the impact of, this KTP.	Yes ☒	No ☐
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 ☐	No ☒
Would the proposal provide any additional barriers to the movement of wildlife?	Yes ☐	No ☒
Would the proposal disturb any natural waterways or aquatic habitat?	Yes ☐	No ☒
Would the proposal impact (directly or indirectly) any potential microbat roosting or breeding habitat such as on bridges and culverts?	Yes ☐	No ☒

Safeguards

Safeguards to be implemented are:

11. Vegetation clearance limits would be identified both on site maps/plans and on-site through the erection of temporary exclusion fencing, bunting or similar in accordance with *Guide 2: Exclusion Zones* (TFNSW 2024).
12. Fencing etc. would be established at the outer limits of the drip line of any retained trees and the areas marked as 'no-go zones' to avoid direct impact.
13. Pre-clearing surveys will be conducted in accordance with *Guide 1: Pre-clearing process* (TFNSW 2024).
14. Vegetation removal (including tree removal) will be conducted in accordance with *Guide 4: Clearing of vegetation and removal of bushrock* (TFNSW 2024).
    - An ecologist or licensed wildlife carer must be on site during habitat removal in accordance with *Biodiversity Guide 4: Clearing of vegetation and removal of bushrock*.
15. Any fauna encountered would be handled in accordance with *Biodiversity Guide 9: Fauna Handling* (TFNSW 2024).
16. The unexpected species find procedure is to be followed under the *Biodiversity Guidelines* (TFNSW 2024) if threatened ecological communities and threatened fauna or flora not assessed in the biodiversity assessment, are identified in the proposal site.
17. Vegetation removal work is not to be conducted during periods of high winds.

18. Removed native and non-seed-bearing exotic vegetation would be mulched or re-used on-site (e.g. to stabilise disturbed areas).
19. To replace the loss of 62 native trees (inclusive of four hollow-bearing trees), 452 trees will be planted or $62,250 to be transferred into Transport's Conservation Fund as per the *Tree and hollow replacement guidelines* [EMF-BD-GD-0129] (Appendix F of the BAR).
20. To permit the removal of the four hollow-bearing trees:
    - An arborist [or similar] would climb each identified hollow-bearing tree and provide confirmation if the predicted hollows are actual cavities.
    - Whilst examining the tree, the arborist [or similar] is to use a hand-held torch to inspect any cavities for sheltering animals. A photographic record of the cavity is to be obtained, this included in a pre-clearing report that is submitted to the appropriate Transport Environmental representative.
    - If animals are observed sheltering in the cavity, the entrance is to be temporarily plugged through the placement of a breathable material (cloth bag, towel etc). The limb/branch is then to be roped off, a chainsaw being used to remove this from the main plant (the cut made at least 100 mm beyond the predicted limit of the cavity). The limb is to be gently lowered to the ground, relocated to the edge of the road corridor and the cloth plug removed (if possible upon dusk). The sheltering animal is to be permitted to naturally disperse from the cavity.
    - If birds are present, particularly fledglings, these are to be collected and taken to a wildlife carer or veterinarian for assessment.
    - Prior to the trees' removal (if an excavator employed) these would be knocked several times to alert potential sheltering fauna and provide an opportunity for these animals to disperse. The trees would not be felled till approval from the ecologist [or similar] is given.
    - If possible, all vegetation around the two hollow-bearing trees would be cleared 24 to 48 hours prior to the removal of the hollow-bearing trees. This approach isolates the hollow-bearing trees and reduces their habitat value (particularly for ground-traversing fauna that are exposed to predation).
    - Hollow-bearing limbs would be removed by chainsaw and lowered to the ground, the cut being about 100 mm below the bottom of the cavity.
    - Once on the ground, the ecologist, or similar, would inspect the cavities for sheltering species.
    - Any animals recovered would be relocated locally.
    - Any injured animals would be taken to a local veterinarian for treatment or ethically euthanised.
21. An ecologist or licensed wildlife carer must be on-site during habitat removal in accordance with *Guide 4: Clearing of vegetation and removal of bushrock,* of *Transport's Biodiversity Guidelines* (TFNSW 2024).
22. Weed species will be managed in accordance with *Guide 6: Weed management* (TFNSW 2024). Recorded Blackberry, Scotch Broom, Serrated tussock, Sweetbriar and Oxeye Daisy will be controlled to result in their suppression and avoid further spread of these species.

3.8 Traffic and transport

Table 3-8: Traffic and transport

Description of existing environmental and potential impacts		
Is the proposal likely to result in detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access during construction? It is expected the proposed work would include reducing traffic to one lane along the affected section of the Monaro Highway for the duration of the work. Stop/slow traffic control would be used to maintain through traffic in both directions. This impact would be short-term and minor due to the limited duration of the work period. A traffic control plan will be prepared for the duration of the work to minimise impact to the general public. Issues such as the cumulative impact as a result of current road upgrade work in the locality, passenger services, delivery and emergency services will be considered.	Yes ☒	No ☐

Is the proposal likely to result in detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access during operation?	Yes ☐	No ☒
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?	Yes ☐	No ☒

Safeguards

Safeguards to be implemented are:

23. Where possible, current traffic movements and property accesses are to be maintained during the work. Any disturbance is to be minimised to prevent unnecessary traffic delays.
24. A traffic guidance scheme will be prepared in accordance with *Transport Traffic control at work sites manual* (version 6.1, 2022) and *Australian Standard 1742.3 Manual of uniform control devices.*

3.9 Socio-economic

Table 3-9: Socio-economic

Description of existing environmental and potential impacts		
Is the proposal likely to impact on local business? No businesses are located within the study area; however, as Monaro Highway is a major transport route, minor travel delays are expected as a result of the traffic plan implemented as part of the proposal; though this would minimise impact to the general public where possible.	Yes ☐	No ☒
Is the proposal likely to require any property acquisition?	Yes ☐	No ☒
Is the proposal likely to alter any access for properties (either temporarily or permanently)?	Yes ☐	No ☒
Is the proposal likely to alter any on-street parking arrangements (either temporarily or permanently)?	Yes ☐	No ☒
Is the proposal likely to change pedestrian movements or pedestrian access (either temporarily or permanently)?	Yes ☐	No ☒
Is the proposal likely to impact on any items or places of social value to the community (either temporarily or permanently)?	Yes ☐	No ☒
Is the proposal likely to reduce or change visibility of any businesses, farms, tourist attractions or the like (either temporarily or permanently)?	Yes ☐	No ☒
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 ☐	No ☒
Is the proposal likely to impact trees that form part of a streetscape, an avenue or roadside planting?	Yes ☐	No ☐

Safeguards

Safeguards to be implemented are:

25. Line of Poplars at northern limits of works (entrance to Burnima Road) to be retained.

3.10 Landscape character and visual amenity

Table 3-10: 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 ☐	No ☒
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 ☐	No ☒
Would the proposal require the removal of mature trees or stands of vegetation, either native or introduced? As previously stated, the proposed works would remove 81 trees; being 62 native and 19 exotic trees.	Yes ☒	No ☐
Would the proposal result in large areas of shotcrete visible from the road or adjacent properties?	Yes ☐	No ☒
Would the proposal involve new noise walls or visible changes to existing noise walls?	Yes ☐	No ☒
Would the proposal involve the removal or reuse of large areas of road corridor, landscape, either verges or medians?	Yes ☐	No ☒
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 ☐	No ☒
If involving lighting, would the proposal create unwanted light spillage on residential properties at night (in construction or operation)?	Yes ☐	No ☒
Would any new structures or features to be constructed, result in over shadowing to adjoining properties or areas?	Yes ☐	No ☒

Safeguards

N/A

3.11 Waste

Table 3-11: Waste

Description of existing environmental and potential impacts		
Is the proposal likely to generate >200 tonnes of waste material (contaminated and /or non-contaminated material)? Mulched trees are considered waste in accordance with the *NSW EPA Mulch Order 2016* (EPA 2022b). The application of mulch within the investigated site will need to comply with the *Mulch Exemption 2016* (EPA 2022c). Cut trees are classified as waste if any part of the tree is taken off-site. Removed tree material may be managed in the following ways: • Mulch and spread on site • Cut up and retain on site for habitat • Mulch or cut up and reuse in the nearby road reserve • Reuse off-site in accordance with the mulch order • Provided to timber processors for beneficial reuse • Provided to timber processors for use as fire wood • Disposed of at a licenced facility. It is expected a combination of the above options will be utilised to manage removed tree material. Any material that leaves the site will be managed in accordance with a Waste Management Plan that satisfies the NSW EPA mulch order and mulch exemption. Tree removal will be in accordance with *Biodiversity Guide 4: Clearing of vegetation and removal of bushrock* (TFNSW 2024). Excess fill in the form of unsuitable material will be either utilised within site as fill material or disposed offsite at a licensed waste facility. Stockpile sites may be used short term to manage smaller quantities of unsuitable material and stockpile management guidelines will be followed.	Yes ☒	No ☐
Is the proposal likely to require a licence from EPA?	Yes ☐	No ☒
Is the proposal likely to require the removal of asbestos?	Yes ☐	No ☒

Safeguards

Safeguards to be implemented are:

26. A waste management plan would be developed for the work that identifies all waste types and estimated quantities potentially produced. The plan would identify how the resource management hierarchy principles are to be applied:
    - Avoid unnecessary resource consumption as a priority
    - Apply resource recovery (including reuse of materials, reprocessing, recycling, and energy recovery)
    - Use off-site disposal as a last option
    - There is to be no disposal or re-use of construction waste on to other land
    - Waste is not to be burnt on site
    - Waste material, other than vegetation and tree mulch, is not to be left on site once the works have been completed
    - Working areas are to be maintained, kept free of rubbish, and cleaned up at the end of each working day
    - The plan must identify how any waste (contaminated or noncontaminated) is handled, transported stored, disposed, or re-used.
27. Where possible, relocate locally the felled trees as opposed to the mulching of these plants – in accordance with *Guide 5: Re-use of woody debris and bushrock* (TFNSW 2024); with the aim of providing habitat.

28. Waste material, other than vegetation and tree mulch, is not to be left on site once the works have been completed.
29. All waste materials, including weed contaminated green waste and unsuitable material would be disposed of appropriately at a licensed landfill facility.

3.12 Climate change and greenhouse gas emissions

Table 3-12: 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 ☐	No ☒
Have opportunities for reduced energy consumption during construction and operation been considered. If yes, summarise actions taken e.g., material selection, local suppliers and construction staff, etc. Opportunities for reduced energy consumption during construction and operation have been considered and include: • Carpooling of staff to site where fesible. • During selection of suppliers for material, local options will be considered in analysis.	Yes ☒	No ☐
Greenhouse gas emissions sources during construction are likely to be largest from: • Transporting materials to site. • Operation of plant and equipment. • Powering compound site with diesel generator. During operation sources would include: • Maintenance of the proposal which includes infrastructure and pavement repairs, and fuel use for the operation of the plant and equipment to perform the maintenance activities • Use of the proposal by vehicles		

Safeguards

Safeguards to be implemented are:

30. Equipment should be turned off when not in use to reduce energy and fuel consumption.

Cumulative impact

Table 3-13: 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? These proposed works may occur at the same time as another project around Bombala, the Coolumbooka Bridge repair works. The proposal is located approximately 6km (about a 5 minute drive) from the bridge. The safety upgrades are proposed to be delivered in the 24/25FY and the bridge repairs 25/26FY. If the proposal occurs concurrently, there may be minor additional traffic delays to road users and a minor increase in truck movements in this area. The projects will coordinate will advise of the delay through VMS signage and notifications through LiveTraffic.	Yes ☐	No ☒

Safeguards

Safeguards to be implemented are:

31. If both North of Bombala Safety Upgrades and Coolumbooka Bridge Repair projects are to occur concurrently then a coordinated communications response is to be considered.

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
Soil	1. An Erosion Sediment Control Plan (ESCP) would be prepared for the proposal and would be in line with the Landcom (2004) publication '*Managing Urban Stormwater: Soils and Construction*' (the 'Blue Book'). Appropriate erosion and sediment control measures will be established as required prior to commencement of work, and kept in place for the duration. Safeguards are to be used during the work to ensure that there is no escape of turbid plumes into the adjacent aquatic environment. 2. Avoid unnecessary soil disturbance and areas that have been disturbed are stabilised (e.g. mulched) progressively during the work.
Waterways and water quality	3. If required, refuelling of machinery is to occur within an impervious bunded area located more than 50 m from any waterway/drainage line to prevent the escape of substances into the surrounding environment. 4. An emergency spill kit must be kept on site at all times. The kit must be commensurate with the type and quantity of hazardous material used/stored on site.
Noise and vibration	5. Where applicable, residents within the study area would be notified prior to work commencing. The notification will include: • The duration of work and working hours • Any changed traffic or access arrangements • How to lodge a complaint or obtain more information • Contact name and details. 6. Standard working hours in accordance with the *Draft Construction Noise Guideline* (EPA 2020) may be permitted: • Monday-Friday: 7:00am to 6.00pm • Saturday: 8.00am to 1.00pm • No work on Sunday and Public Holidays.
Air quality	7. Air quality mitigation strategies must be prepared and implemented as part of the CEMP, and must include the following as a minimum: • Identification of potential risks/impacts due to the work/activities as dust generation activities; • Management measures to minimise the potential impacts; • A process for monitoring dust on site and weather conditions;

	• A process for progressive stabilisation of disturbed surfaces with the aim of minimising exposed surfaces and windblown dust. Stabilising works must be monitored daily by your ESR for • Compliance; and windblown dust. Stabilising works must be monitored daily by your ESR for compliance; and • Contingency plans to be implemented in the event of non-compliances and/or complaints about dust.
Aboriginal Cultural heritage	8. If the proposal scope of work changes, Transport's Aboriginal Cultural Heritage Officer and the regional environmental staff must be contacted to reassess any potential impact on ACH. 9. If unexpected Aboriginal heritage items are uncovered during the work (including skeletal remains), all work in the vicinity of the find must cease. Steps outlined in Transport's *Unexpected Archaeological Finds Procedure* must be followed.
Non-Aboriginal heritage	10. If unexpected heritage items are uncovered during the work, all work in the vicinity of the find must cease and the Transport for NSW Environment Manager contacted immediately. Steps in the Transport *Standard Management Procedure: Unexpected Heritage Items* must be followed.
Biodiversity	11. Vegetation clearance limits would be identified both on site maps/plans and on-site through the erection of temporary exclusion fencing, bunting or similar in accordance with *Guide 2: Exclusion Zones* (TFNSW 2024). 12. Fencing etc. would be established at the outer limits of the drip line of any retained trees and the areas marked as 'no-go zones' to avoid direct impact. 13. Pre-clearing surveys will be conducted in accordance with *Guide 1: Pre-clearing process* (TFNSW 2024). 14. Vegetation removal (including tree removal) will be conducted in accordance with *Guide 4: Clearing of vegetation and removal of bushrock* (TFNSW 2024). • An ecologist or licensed wildlife carer must be on site during habitat removal in accordance with *Biodiversity Guide 4: Clearing of vegetation and removal of bushrock.* 15. Any fauna encountered would be handled in accordance with *Biodiversity Guide 9: Fauna Handling (*TFNSW 2024). 16. The unexpected species find procedure is to be followed under the *Biodiversity Guidelines* (TFNSW 2024) if threatened ecological communities and threatened fauna or flora not assessed in the biodiversity assessment, are identified in the proposal site. 17. Vegetation removal work is not to be conducted during periods of high winds. 18. Removed native and non-seed-bearing exotic vegetation would be mulched or re-used on-site (e.g. to stabilise disturbed areas). 19. To replace the loss of 62 native trees (inclusive of four hollow-bearing trees), 452 trees will be planted or $62,250 to be transferred into Transport's Conservation Fund as per the *Tree and hollow replacement guidelines* [EMF-BD-GD-0129] (Appendix F of the BAR). 20. To permit the removal of the four hollow-bearing trees: • An arborist [or similar] would climb each identified hollow-bearing tree and provide confirmation if the predicted hollows are actual cavities. • Whilst examining the tree, the arborist [or similar] is to use a hand-held torch to inspect any cavities for sheltering animals. A photographic record of the

	cavity is to be obtained, this included in a pre-clearing report that is submitted to the appropriate Transport Environmental representative. • If animals are observed sheltering in the cavity, the entrance is to be temporarily plugged through the placement of a breathable material (cloth bag, towel etc). The limb/branch is then to be roped off, a chainsaw being used to remove this from the main plant (the cut made at least 100 mm beyond the predicted limit of the cavity). The limb is to be gently lowered to the ground, relocated to the edge of the road corridor and the cloth plug removed (if possible upon dusk). The sheltering animal is to be permitted to naturally disperse from the cavity. • If birds are present, particularly fledglings, these are to be collected and taken to a wildlife carer or veterinarian for assessment. • Prior to the trees' removal (if an excavator employed) these would be knocked several times to alert potential sheltering fauna and provide an opportunity for these animals to disperse. The trees would not be felled till approval from the ecologist [or similar] is given. • If possible, all vegetation around the two hollow-bearing trees would be cleared 24 to 48 hours prior to the removal of the hollow-bearing trees. This approach isolates the hollow-bearing trees and reduces their habitat value (particularly for ground-traversing fauna that are exposed to predation). • Hollow-bearing limbs would be removed by chainsaw and lowered to the ground, the cut being about 100 mm below the bottom of the cavity. • Once on the ground, the ecologist, or similar, would inspect the cavities for sheltering species. • Any animals recovered would be relocated locally. • Any injured animals would be taken to a local veterinarian for treatment or ethically euthanised. 21. An ecologist or licensed wildlife carer must be on-site during habitat removal in accordance with *Guide 4: Clearing of vegetation and removal of bushrock of Transport's Biodiversity Guidelines* (TFNSW 2024). 22. Weed species will be managed in accordance with *Guide 6: Weed management (*TFNSW 2024). Recorded Blackberry, Scotch Broom, Serrated tussock, Sweetbriar and Oxeye Daisy will be controlled to result in their suppression and avoid further spread of these species.
Traffic and transport	23. Where possible, current traffic movements and property accesses are to be maintained during the work. Any disturbance is to be minimised to prevent unnecessary traffic delays. 24. A traffic guidance scheme will be prepared in accordance with *Transport Traffic control at work sites manual (version 6.1, 2022)* and *Australian Standard 1742.3 Manual of uniform control devices.*
Socio-economic	25. Line of Poplars at northern limits of works (entrance to Burnima Road) to be retained.
Landscape character and visual amenity	N/A
Waste	26. A waste management plan would be developed for the work that identifies all waste types and estimated quantities potentially produced. The plan would identify how the resource management hierarchy principles are to be applied: • Avoid unnecessary resource consumption as a priority

	• Apply resource recovery (including reuse of materials, reprocessing, recycling, and energy recovery) • Use off-site disposal as a last option • There is to be no disposal or re-use of construction waste on to other land • Waste is not to be burnt on site • Waste material, other than vegetation and tree mulch, is not to be left on site once the works have been completed • Working areas are to be maintained, kept free of rubbish, and cleaned up at the end of each working day • The plan must identify how any waste (contaminated or noncontaminated) is handled, transported stored, disposed, or re-used. 27. Where possible, relocate locally the felled trees as opposed to the mulching of these plants – in accordance with *Guide 5: Re-use of woody debris and bushrock* (TFNSW 2024); with the aim of providing habitat. 28. Waste material, other than vegetation and tree mulch, is not to be left on site once the works have been completed. 29. Weed contaminated green waste would be disposed of appropriately at a licensed landfill facility.
Climate change and greenhouse gas emissions	30. Equipment should be turned off when not in use to reduce energy and fuel consumption.
Cumulative impacts	31. If both North of Bombala Safety Upgrades and Coolumbooka Bridge Repair projects are to occur concurrently then a coordinated communications response is to be considered.

4.2 Licensing and approvals

N/A

4.3 Other requirements

Table 4-2: Other requirements

Requirement		
Environmental management plan sent to SMES or their delegate (ESL) 10 working days prior to works commencing for review.	Yes ☒	No ☐
A risk assessment workshop (Ensite) must occur prior to the commencement of any work on site. The agenda must be provided 10 working days prior to the workshop.	Yes ☒	No ☐

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 

Name: William McGrath
Position: Project Manager
Company name: Transport for NSW
Date: 31.03.2025

Minor works REF reviewed by:

Signature 

Name: Amber Gualt
Position: Environment and Sustainability officer
Company name: Transport for NSW
Date: 07/04/2025

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 construct Safety Improvements North of Bombala 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:		**Noted by:**	
Signature		Signature	
Name:	Vincent Gillies	Name:	William McGrath
Position:	Senior Manager Environment and Sustainability Manager	Position:	Project Manager
Date:	07/04/2025	Date:	07.04.2025

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	
Date:	17th April, 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 ☒	No ☐

6. Definitions

Table 6-1: Definitions

Term	Definition
ACH	Aboriginal Cultural Heritage
AHIMS	Aboriginal Heritage Information Management Systems
AMM	Area Maintenance Manager
ATLM	Audio Tactile Land Marking
AusRAP	Australian Road Assessment Program
BAR	Basic right turn
BC Act	*Biodiversity Conservation Act 2016*
BCSEPP	Biodiversity and Conservation State Environmental Planning Policy
BDAR	Biodiversity Development Assessment Report
BS Act	*Biosecurity Act 2015*
CE	Critically Endangered
CEEC	Critically Endangered Ecological Community
CP	Contribution Plans
CSP	Community Strategic Plan
DBH	Diameter at Breast Height
DCP	Development Control Plans
DPE	NSW Department of Planning and Environment
EEC	Endangered Ecological Community
EPA	Environmental Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EPL	Environment Protection Licence
FFA	Flora and Fauna Assessment
FM Act	*Fisheries Management Act 1994*
FRSB	Flexible Roadside Safety Barrier
GDA	Geocentric Datum of Australia
KFH	Key Fish Habitat
LEP	Local Environmental Plan
LSPS	Local Strategic Planning Statement
MHUP	Monaro Highway Upgrade Program
MNES	Matters of National Environmental Significance

NPW Act	*National Parks and Wildlife Act 1974*
NPWS	National Parks and Wildlife Service
OOHW	Out Of Hours Work
PACHCI	Procedure for Aboriginal Cultural Heritage Consultation and Investigation
PAD	Potential Archaeological Deposit
PCT	Plant Community Type
POEO	*The Protection of the Environment Operations Act 1997*
QA	Quality Assurance
REF	Review of Environmental Factors
RTA	Residential Tenancies Authority
SHI	State Heritage Inventory
SHR	State Heritage Register
SIS	Species Impact Statement
SMES	Senior Manager Environment & Sustainability
TEC	Threatened Ecological Community
VEC	Vulnerable Ecological Community
WCLT	Wide Centre Line Treatment

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 work may cause minor short-term environmental impacts on the community, such as noise/dust impact on nearby sensitive receivers (e.g. residents – the nearest about 37 m west of proposed shoulder widening) and a disruption of traffic movements; however, the potential impacts would be minimised with the implementation of the safeguards as detailed in this MWREF. No long-term adverse environmental impact on the community would occur; rather, road users would benefit from safer travelling conditions as a result of the proposed safety improvements.	Short-term negative Long-term positive
b) The transformation of the locality.	The proposed works would not result in a significant adverse transformation of the locality as the vegetation removal is limited to the road corridor.	Nil
c) Any environmental impact on the ecosystems of the locality.	Vegetation removal may have a negative short-term impact on the surrounding ecosystem of the locality; however, this is not considered significant, and any potential impact would be minimised with the implementation of the safeguards in Section 3 of this MWREF.	Short-term negative
d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality.	The tree removal aspect of the proposed work will alter the aesthetic value of the highway environment; however, this serves to meet the road safety objectives of the proposal. It is acknowledged trees will be retained along the investigated section of Monaro Highway and beyond the proposal impact footprint, retaining aesthetic qualities of the locality. No reduction of recreational, scientific or other environmental quality or value of the locality will occur.	Short-term negative
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	The proposal would not have an effect on the locality, a place or building of significance or other special value for present or future generations.	Nil

Factor	Description of impact	Duration and extent
present or future generations.		
f) Any impact on the habitat of protected fauna (within the meaning of the Biodiversity and Conservation Act 2016).	No threatened fauna species were recorded within, or near to, the study area, and none were considered to have a moderate or high likelihood of occurring or reliance upon the proposal's impact footprint. As described in Section 3.7, although two hollow-bearing trees will be removed to permit the proposal, no threatened hollow-dependent species (e.g. microbats) have been previously recorded within a 10 km radius of the proposed works. In accordance with Transport's Tree and hollow replacement guidelines, six artificial hollows are to be provided as replacement or, as stated previously, in conjunction with the loss of the 115 trees and $91,750 to be paid to the Transport's Conservation Fund – including $1000 of which would be attributed to hollow replacement.	Neutral
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. Recommendations have been provided in Section 3.7 of this MWREF to avoid impacts to the two threatened Mauve Burr-daisies (Vulnerable, EPBC and BC Acts). Any potential impact would be minimised with the implementation of the safeguards given in Section 3 of this MWREF.	Nil
h) Any long-term effects on the environment	There are no anticipated negative long-term effects on the environment as a result of the proposed works, or the proposal in operation, provided safeguards in Section 3 of this MWREF are implemented.	Neutral
i) Any degradation of the quality of the environment.	The proposal is not considered to degrade the quality of the environment provided safeguards given in Section 3 of this MWREF are implemented.	Neutral
j) Any risk to the safety of the environment.	The proposal is not considered to cause any risk of safety of the environment. Any potential impact would be minimised with the implementation of the safeguards given in Section 3 in this MWREF.	Neutral
k) Any reduction in the range of beneficial uses of the environment.	The proposal is located within an existing road corridor; as such, no beneficial uses of the environment would be impacted by the proposed work.	Neutral
l) Any pollution of the environment.	Beyond minor, temporary emissions (e.g. associated with construction machinery), the proposal is unlikely to cause pollution of the environment. Any potential impacts would be minimised with the implementation of the safeguards given in Section 3 of this MWREF.	Neutral

Factor	Description of impact	Duration and extent
m) Any environmental problems associated with the disposal of waste	Waste generated as a result of the proposal would be managed in accordance with the safeguards in Section 3 of this MWREF. No environmental problems are anticipated for the disposal of waste.	Neutral
n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply.	The proposal would not significantly increase demands on resources, which are, or are likely to become, in short supply.	Neutral
o) The cumulative environmental effect with other existing or likely future activities.	The proposal is unlikely to have cumulative environmental effects with other existing or likely future activities.	Neutral
p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions.		Nil
q) Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1		Nil
r) Other relevant environmental factors		Nil

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?** A consideration of the proposal's impact on the recorded Mauve Burr-daisy (Vulnerable, EPBC Act) has been described in Section 3.7, with reference to Section 5.1.3 of the BAR (Appendix B). An assessment referencing the criteria in line with the EPBC Act Significant Impact Guidelines is provided in Appendix D of the BAR.	No significant impact
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

Appendix B: Construction Plans

GDA 2020

NSW GOVERNMENT | Transport for NSW

SNOWY MONARO REGIONAL LGA

HW19 - MONARO HIGHWAY

HW19 - MHUP - NORTH OF BOMBALA

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA

ROAD DESIGN



LOCALITY PLAN

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DRAWING FILE LOCATION / NAME
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PLOT DATE / TIME: 13/02/2025 1:30:02 PM PLOT BY: greenma

PREPARED BY
TRANSPORT FOR NSW
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

DESIGNED
SIGNED
NAME M. GREEN
TITLE LEAD ROAD DESIGNER
DATE

REVIEWED
SIGNED
NAME C. EGAN
TITLE ROAD DESIGN MANAGER
DATE

VERIFIED
SIGNED
NAME N. COOKE
TITLE SENIOR ROAD DESIGN MANAGER
DATE

TFNSW PROJECT MANAGER
NAME W. McGRATH
TITLE PROJECT / CONTRACT MANAGER

VALIDATION AND ACCEPTANCE OF THESE DRAWINGS AND THE DESIGN SHOWN THEREON IS TO BE CARRIED OUT UNDER SEPARATE PROCESS

CLIENT
NSW GOVERNMENT | Transport for NSW

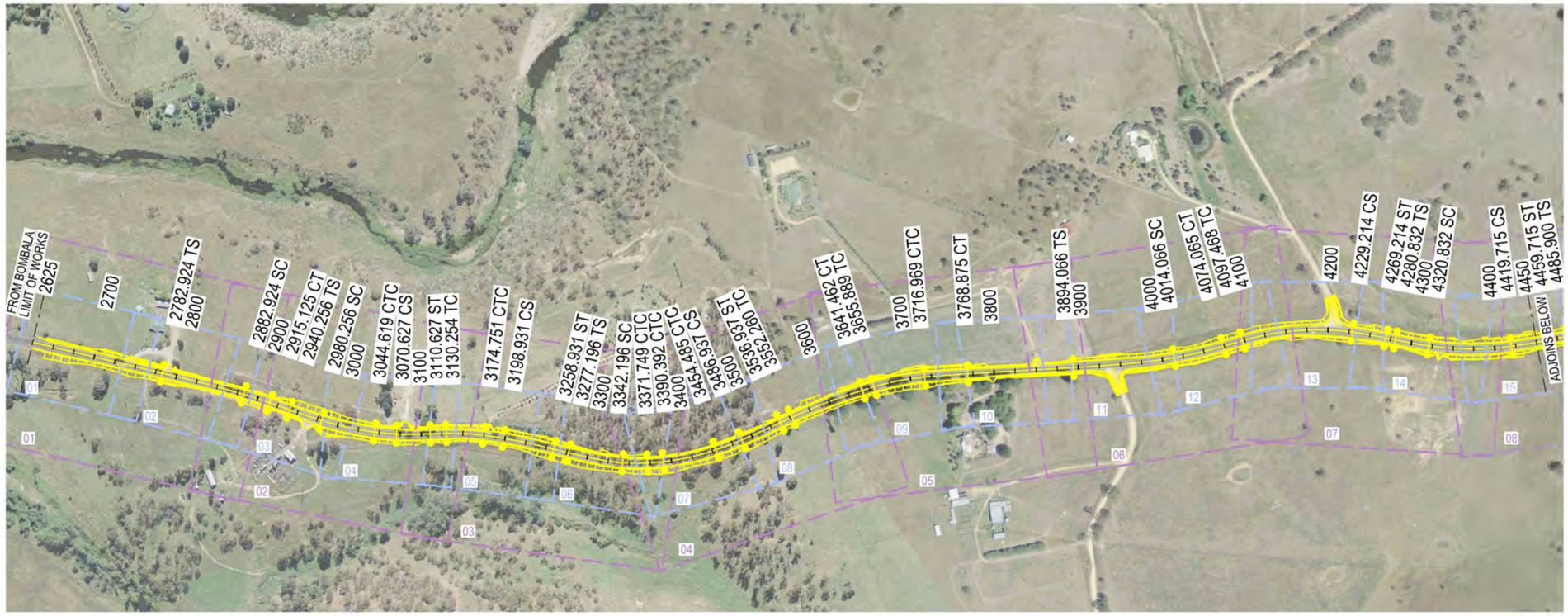
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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

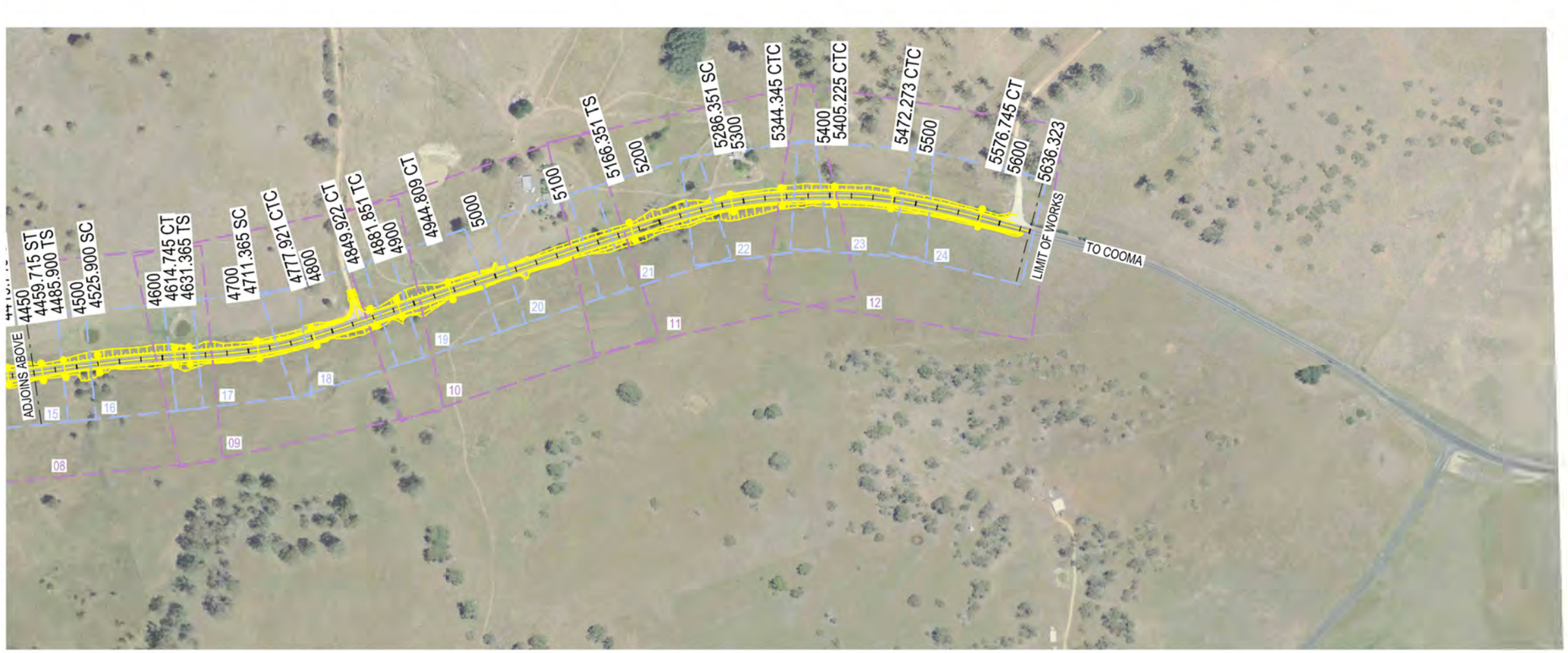
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA

A3

RMS PROJECT No. P.0073493.04.001.003
DESIGN PROJECT No. SF2022/211515
RMS REGISTRATION No. DS2022/000786
PART 1
ISSUE STATUS DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. GN-0001
ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- FULL PLAN SHEETS AT 1:1000
- FULL PLAN SHEETS AT 1:500

GDA 2020

NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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PLOT BY: greenma

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

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HEIGHT DATUM: AHD

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REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

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PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
GENERAL OVERVIEW AND KEY PLAN
SHEET 1 OF 1

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: GN-0201
ISSUE: 3

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GDA 2020

Primary Survey Control Mark Schedule - i004617 Monaro Hwy Bombala - GDA2020 MGA Zone 55

[P] PERMANENT MARK MUST BE PROTECTED IN ACCORDANCE WITH SPECIFICATION G71
[C] SUITABLE FOR CONSTRUCTION AND MUST NOT BE DISTURBED UNTIL ASSESSED BY SURVEYOR
ALL OTHER SURVEY STATIONS ARE TO BE CONSIDERED TEMPORARY AND UNSUITABLE FOR CONSTRUCTION

Station	Code	GDA2020 MGA Coordinates		MGA			Source	AHD	AHD			Source	CSF	Description	Status	Date
		Easting	Northing	Class	PU	LU			Class	PU	LU					
SS5660	PSSG	700390.048	5915985.401	B	0.02	0.03	SCIMS	771.074	LA	0.02	0.01	SCIMS	0.999974	BRASS PLAQUE IN CONC	[P]	12/09/2024
SS5661	PSSG	699727.823	5914785.287	B	0.02	0.03	SCIMS	722.882	LA	0.02	0.01	SCIMS	0.999974	BRASS PLAQUE IN CONC	[P]	12/09/2023
SS60535	PSSG	699425.568	5914578.137	B			SCIMS	707.450	D			SCIMS	0.999974	BRASS PLAQUE IN CONC	[P]	12/09/2022
SS60536	PSSG	699293.790	5914428.478	B			SCIMS	712.440	D	-	-	SCIMS	0.999974	BRASS PLAQUE IN CONC	[P]	12/09/2022
PM7657	PSSG	700957.360	5917160.374	C			TfNSW	792.817	LA	0.02	0.01	SCIMS	0.999974	SS PIN IN CONC & BOX	[P]	12/09/2025
4695	PSSE	699310.451	5914413.532	C			TfNSW	716.059	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2026
4696	PSSE	699450.318	5914530.732	C			TfNSW	709.759	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2027
4697	PSSE	699553.105	5914649.855	C			TfNSW	713.585	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2028
4698	PSSE	699691.216	5914756.964	C			TfNSW	719.340	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2029
4699	PSSE	699786.384	5914869.532	C			TfNSW	729.660	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2030
4700	PSSE	699927.828	5914974.994	C			TfNSW	731.849	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2031
4701	PSSE	699989.435	5915090.060	C			TfNSW	736.243	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2032
4702	PSSE	700102.032	5915184.391	C			TfNSW	746.660	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2033
4703	PSSE	00158.101	5915322.372	C			TfNSW	755.900	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2034
4704	PSSE	700173.484	5915474.771	C			TfNSW	763.538	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2035
4705	PSSE	700238.798	5915614.481	C			TfNSW	768.511	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2036
4706	PSSE	700320.494	5915727.251	C			TfNSW	768.426	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2037
4707	PSSE	700379.296	5915862.949	C			TfNSW	768.742	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2038
4708	PSSE	700408.597	5915968.002	C			TfNSW	773.151	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2039
4709	PSSE	700470.946	5916017.442	C			TfNSW	774.791	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2040
4710	PSSE	700548.733	5916118.817	C			TfNSW	777.272	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2041
4711	PSSE	700592.418	5916252.830	C			TfNSW	784.924	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2042
4712	PSSE	700648.309	5916326.707	C			TfNSW	792.909	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2043
4713	PSSE	700679.451	5916443.221	C			TfNSW	800.675	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2044
4714	PSSE	700723.882	5916527.415	C			TfNSW	807.962	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2045
4715	PSSE	700731.053	5916664.955	C			TfNSW	805.092	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2046
4716	PSSE	700775.730	5916762.199	C			TfNSW	801.590	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2047
4718	PSSE	700780.511	5916865.658	C			TfNSW	797.527	C			TfNSW	0.999974	DUMPY	[C]	12/09/2048
4717	PSSE	700802.493	5916963.869	C			TfNSW	799.554	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2049
4719	PSSE	700876.043	5917054.054	C			TfNSW	797.951	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2050
4720	PSSE	700892.694	5917135.242	C			TfNSW	791.066	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2051
4721	PSSE	701016.779	5917233.604	C			TfNSW	794.771	C			TfNSW	0.999974	STAR PICKET	[C]	12/09/2052
												Mean CSF:	0.999974			

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-II2-SU-Survey Infrastructure.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS - DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

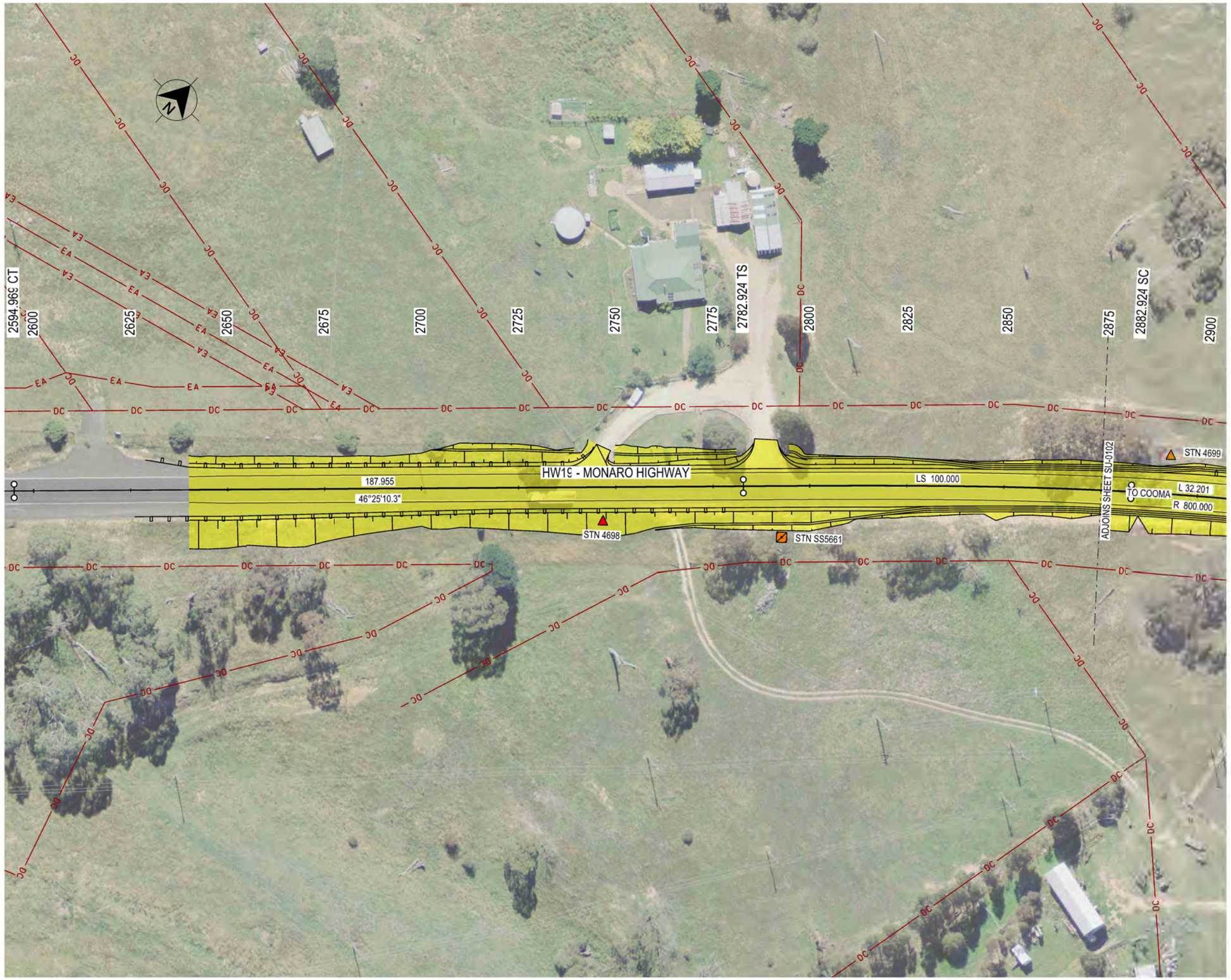
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRIMARY SURVEY CONTROL MARK SCHEDULE
PRIMARY SURVEY CONTROL MARK SCHEDULE

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. SU-0001
ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- SAFE
- VULNERABLE
- TO BE DESTROYED
- DC — CADASTRAL OVERLAY BOUNDARY
- EA — EASEMENT
- EXTENT OF WORKS

CARE, PROTECTION AND PRESERVATION OF PERMANENT SURVEY AND CADASTRAL REFERENCE MARKS

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TRANSPORT FOR NSW *G71 - CONSTRUCTION SURVEYS* SPECIFICATION SETS OUT THE PROCESS TO BE FOLLOWED AND ALIGNS WITH THE PROCESS DETAILED IN THE *SURVEYOR GENERAL'S DIRECTIONS NO.11 PRESERVATION OF SURVEY INFRASTRUCTURE*.

EXTRA CARE IS REQUIRED FOR ASSOCIATED WORKS SUCH AS:
- UTILITY ADJUSTMENTS
- TEMPORARY ACCESS TRACKS
- SITE OFFICES AND COMPOUNDS
- STOCKPILES
- ENVIRONMENTAL CONSTRAINTS LIMITS
- TRAFFIC CONTROL (IN ADVANCE OF WORKS)
- SIGNAGE PLACEMENT
- DESIGN CHANGES

ADVICE MUST BE SOUGHT FROM THE TRANSPORT FOR NSW DIRECTOR OF SURVEYING UPON CONTRACT AWARD.

NOTES

1. FOR LOCATION AND SCHEDULE OF PRIMARY SURVEY CONTROL, REFER TO SCHEDULE ON SU-0001 (SURVEY REFERENCE i004617)
2. FOR LOCATION, STATUS AND REGISTRATION OF PERMANENT SURVEY AND CADASTRAL REFERENCE MARKS, REFER TO CADASTRAL OVERLAY AND SURVEY MARK REGISTER PROVIDED

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-02-SU-Survey Infrastructure.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA PRESERVATION OF SURVEY INFRASTRUCTURE PLAN

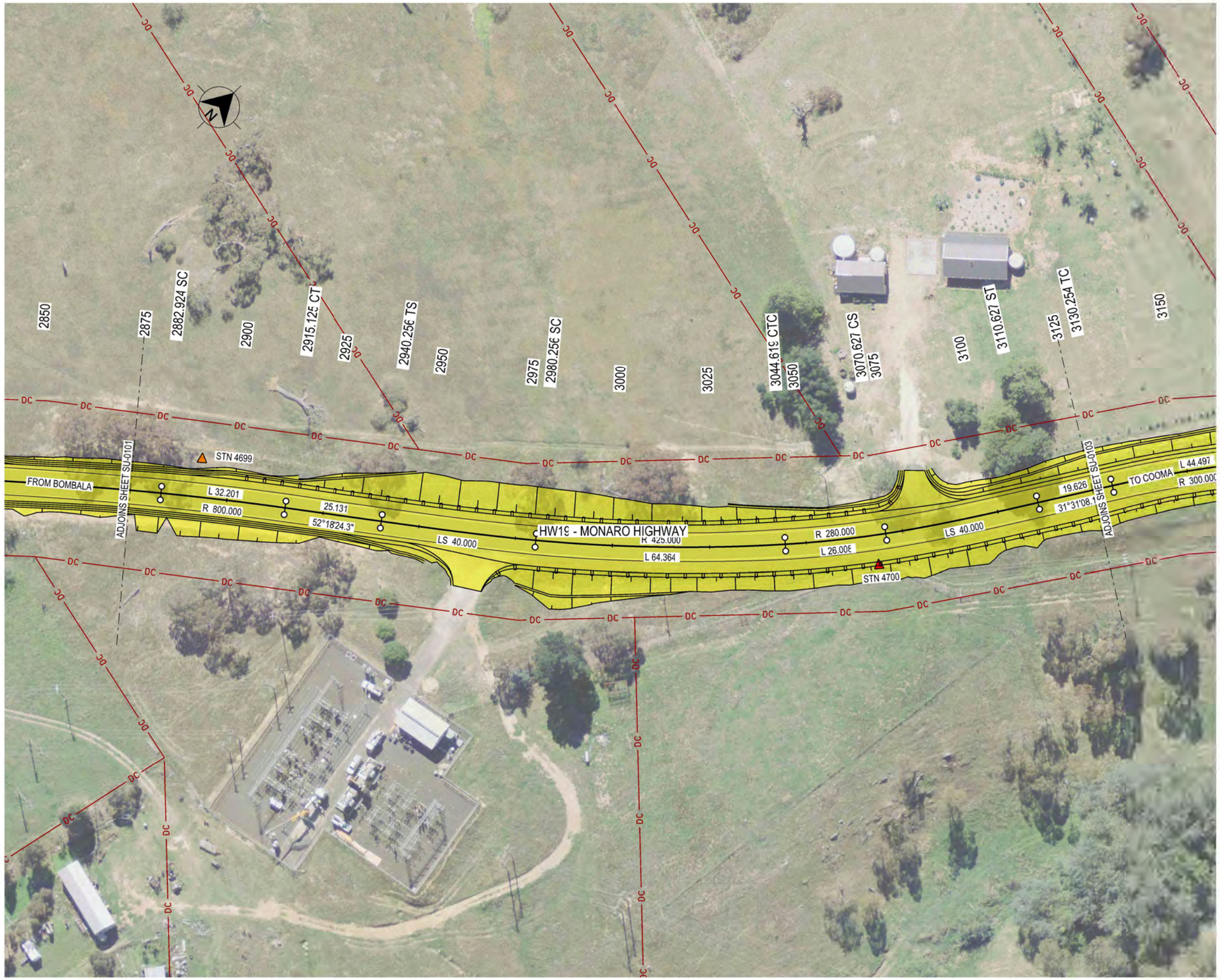
HW19 - MONARO HIGHWAY - MC00 - CH.2625 TO CH.2875

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No. SF2022/211515 | SHEET No. SU-0101 | ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- SAFE
- VULNERABLE
- TO BE DESTROYED
- DC — CADASTRAL OVERLAY BOUNDARY
- EA — EASEMENT
- EXTENT OF WORKS

CARE, PROTECTION AND PRESERVATION OF PERMANENT SURVEY AND CADASTRAL REFERENCE MARKS

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TRANSPORT FOR NSW *G71 - CONSTRUCTION SURVEYS* SPECIFICATION SETS OUT THE PROCESS TO BE FOLLOWED AND ALIGNS WITH THE PROCESS DETAILED IN THE *SURVEYOR GENERAL'S DIRECTIONS NO.11 PRESERVATION OF SURVEY INFRASTRUCTURE*.

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ADVICE MUST BE SOUGHT FROM THE TRANSPORT FOR NSW DIRECTOR OF SURVEYING UPON CONTRACT AWARD.

NOTES

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NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-02-SU-Survey Infrastructure.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2875 TO CH.3125

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: SU-0102
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- SAFE
- VULNERABLE
- TO BE DESTROYED
- DC — CADASTRAL OVERLAY BOUNDARY
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DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/02/2025 1:51:05 PM
PLOT BY greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3125 TO CH.3375

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

TITLE	NAME	DATE
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DESIGN	M. GREEN	XX.XX.XX
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DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS	EDMS No.	SHEET No.	ISSUE
DETAIL DESIGN	SF2022/211515	SU-0103	3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
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- SIGNAGE PLACEMENT
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NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3375 TO CH.3625

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. SU-0104
ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- SAFE
- VULNERABLE
- TO BE DESTROYED
- DC — CADASTRAL OVERLAY BOUNDARY
- EA — EASEMENT
- EXTENT OF WORKS

CARE, PROTECTION AND PRESERVATION OF PERMANENT SURVEY AND CADASTRAL REFERENCE MARKS

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

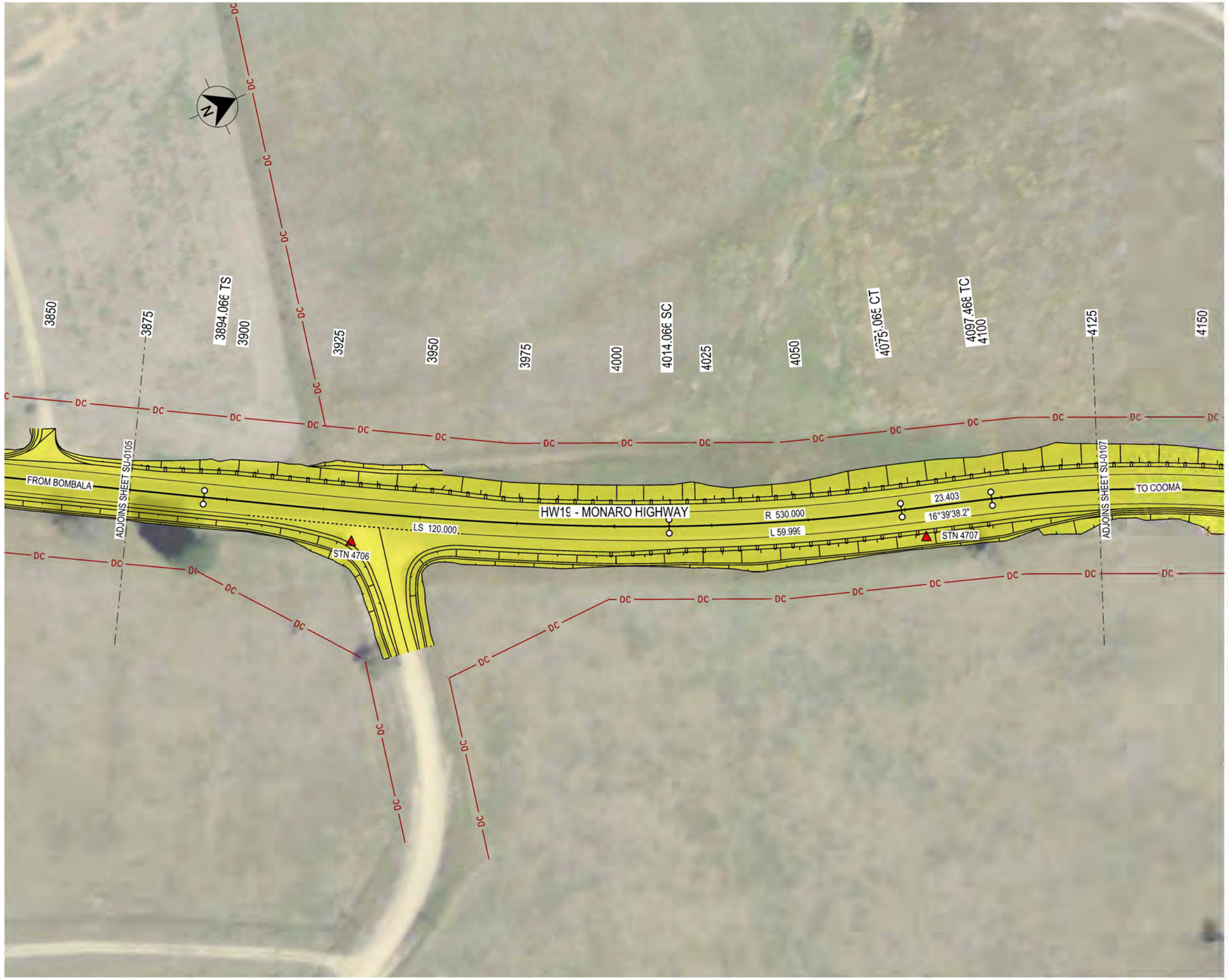
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3625 TO CH.3875

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No. SF2022/211515 | SHEET No. SU-0105 | ISSUE 3

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LEGEND

GDA 2020

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- SAFE
- VULNERABLE
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DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-02-SU-Survey Infrastructure.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

CLIENT: TRANSPORT NSW GOVERNMENT

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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
A3

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3875 TO CH.4125

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: SU-0106
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- SAFE
- VULNERABLE
- TO BE DESTROYED
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-02-SU-Survey Infrastructure.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM — PLOT BY: greenma

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	TITLE	NAME	DATE
DRAWN		M. GREEN	XX.XX.XX
DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA — A3

HW19 - MONARO HIGHWAY

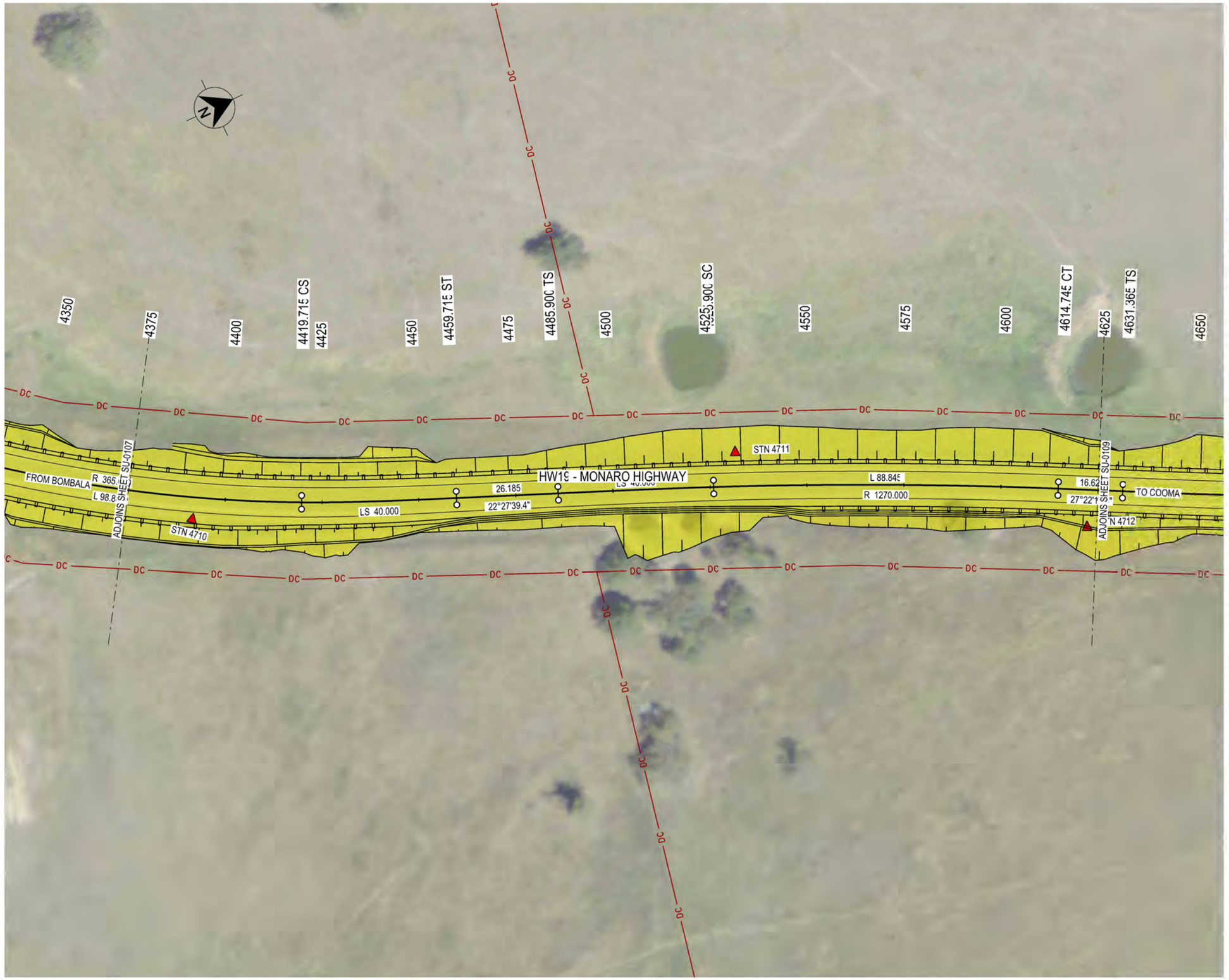
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA PRESERVATION OF SURVEY INFRASTRUCTURE PLAN

HW19 - MONARO HIGHWAY - MC00 - CH.4125 TO CH.4375

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN — EDMS No. SF2022/211515 — SHEET No. SU-0107 — ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- SAFE
- VULNERABLE
- TO BE DESTROYED
- DC — CADASTRAL OVERLAY BOUNDARY
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CARE, PROTECTION AND PRESERVATION OF PERMANENT SURVEY AND CADASTRAL REFERENCE MARKS

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
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CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA — A3

HW19 - MONARO HIGHWAY

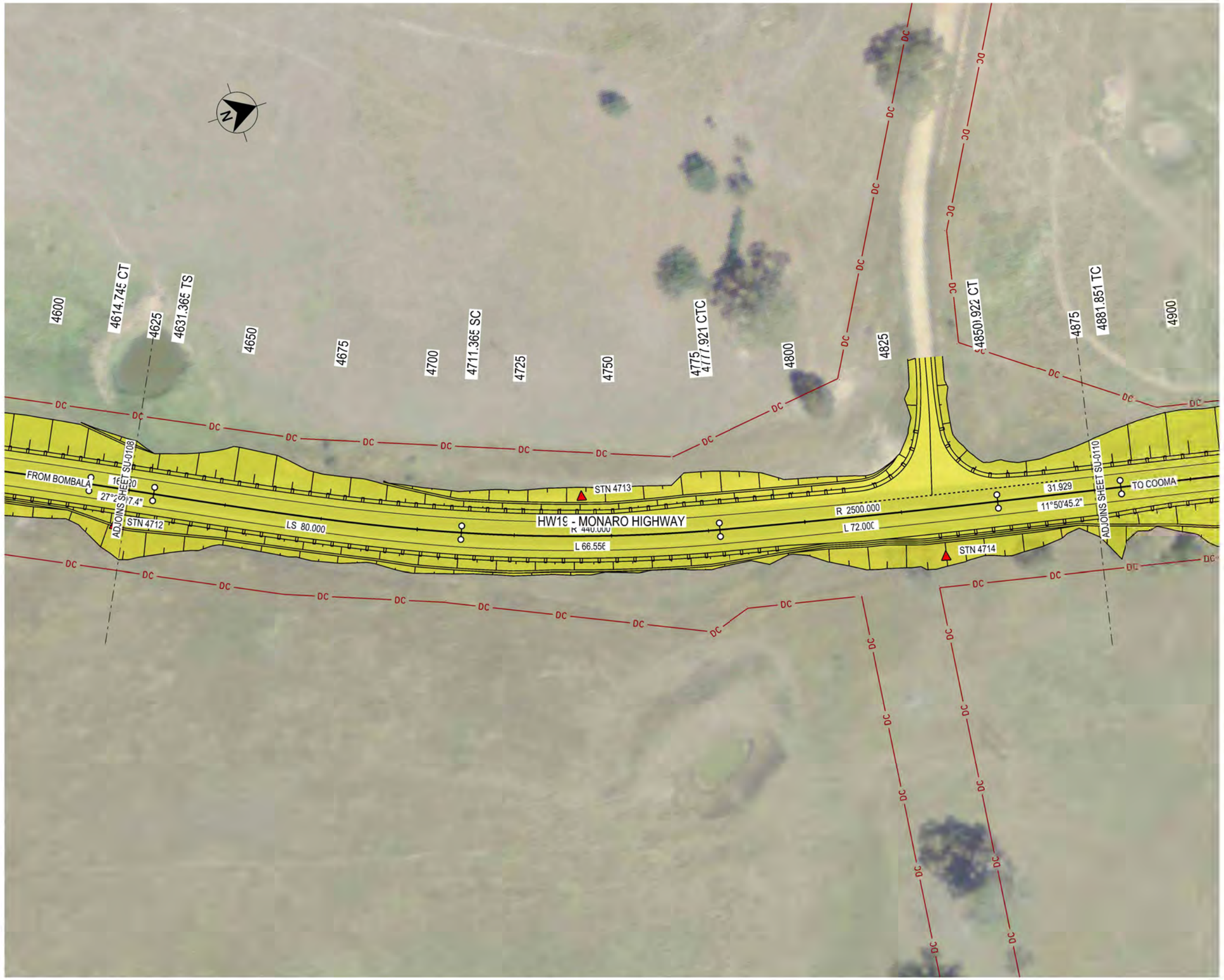
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA PRESERVATION OF SURVEY INFRASTRUCTURE PLAN

HW19 - MONARO HIGHWAY - MC00 - CH.4375 TO CH.4625

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: SU-0108 — ISSUE: 3

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LEGEND

GDA 2020

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DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-02-SU-Survey Infrastructure.dgn

EXTERNAL REFERENCE FILES

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SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

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DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

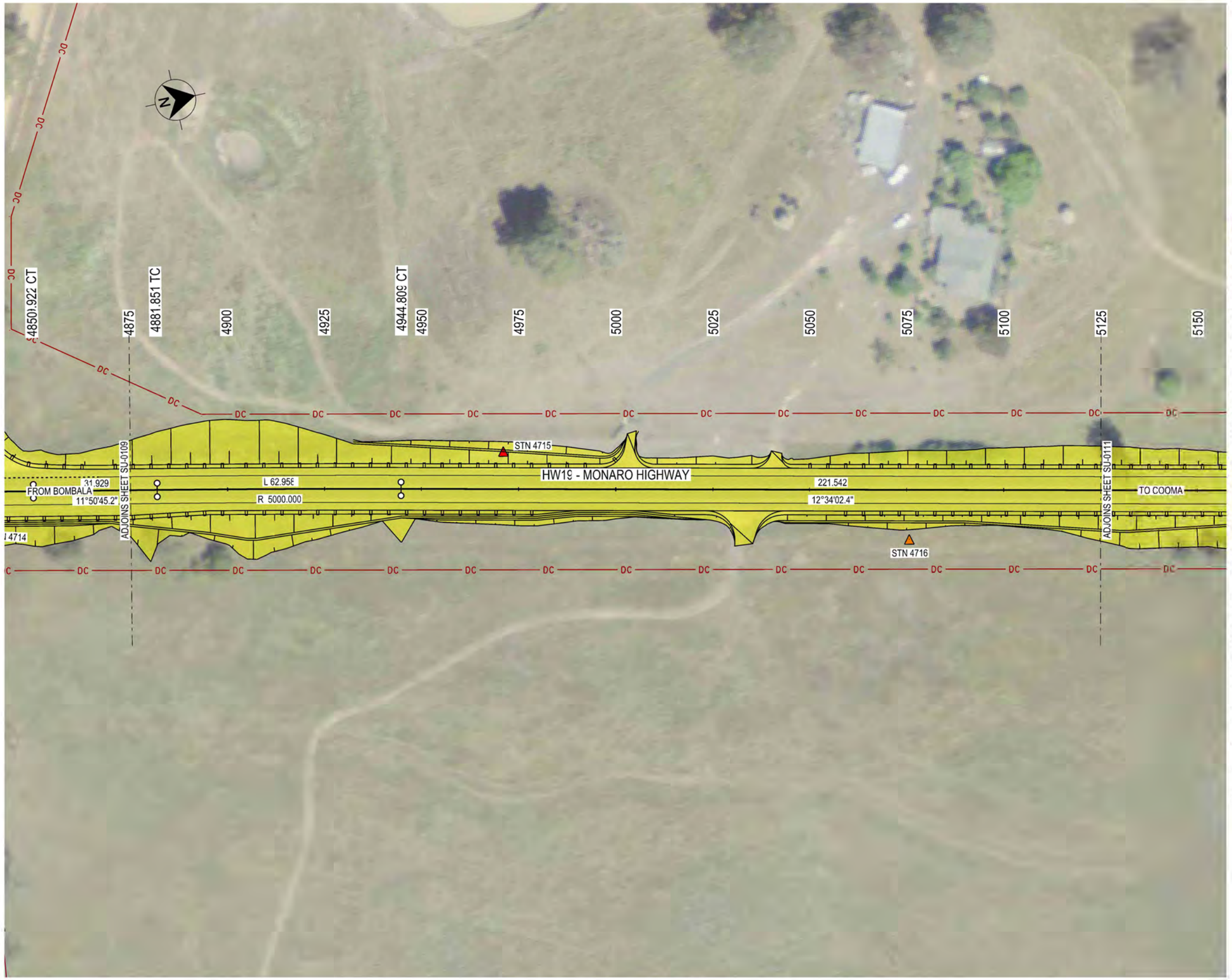
PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA — A3
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4625 TO CH.4875

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS	EDMS No.	SHEET No.	ISSUE
DETAIL DESIGN	SF2022/211515	SU-0109	3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- SAFE
- VULNERABLE
- TO BE DESTROYED
- DC — CADASTRAL OVERLAY BOUNDARY
- EA — EASEMENT
- EXTENT OF WORKS

CARE, PROTECTION AND PRESERVATION OF PERMANENT SURVEY AND CADASTRAL REFERENCE MARKS

WARNING: PENALTIES APPLY FOR REMOVAL, DAMAGE, DESTRUCTION, DISPLACEMENT AND DISTURBANCE OF PERMANENT SURVEY AND CADASTRAL REFERENCE MARKS (SURVEY INFRASTRUCTURE) WITHOUT AUTHORISATION BY THE SURVEYOR GENERAL AS PER THE REQUIREMENTS UNDER SECTION 24 OF THE *SURVEYING AND SPATIAL INFORMATION ACT 2002*. AUTHORISATION MUST BE SOUGHT PRIOR TO ANY ACTIVITIES ON SITE WHICH MAY IMPACT ON THE SURVEY INFRASTRUCTURE AS DETAILED IN THE *SURVEYING AND SPATIAL INFORMATION REGULATION 2017*.

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TRANSPORT FOR NSW *G71 - CONSTRUCTION SURVEYS* SPECIFICATION SETS OUT THE PROCESS TO BE FOLLOWED AND ALIGNS WITH THE PROCESS DETAILED IN THE *SURVEYOR GENERAL'S DIRECTIONS NO.11 PRESERVATION OF SURVEY INFRASTRUCTURE*.

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- SITE OFFICES AND COMPOUNDS
- STOCKPILES
- ENVIRONMENTAL CONSTRAINTS LIMITS
- TRAFFIC CONTROL (IN ADVANCE OF WORKS)
- SIGNAGE PLACEMENT
- DESIGN CHANGES

ADVICE MUST BE SOUGHT FROM THE TRANSPORT FOR NSW DIRECTOR OF SURVEYING UPON CONTRACT AWARD.

NOTES

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NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-02-SU-Survey Infrastructure.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

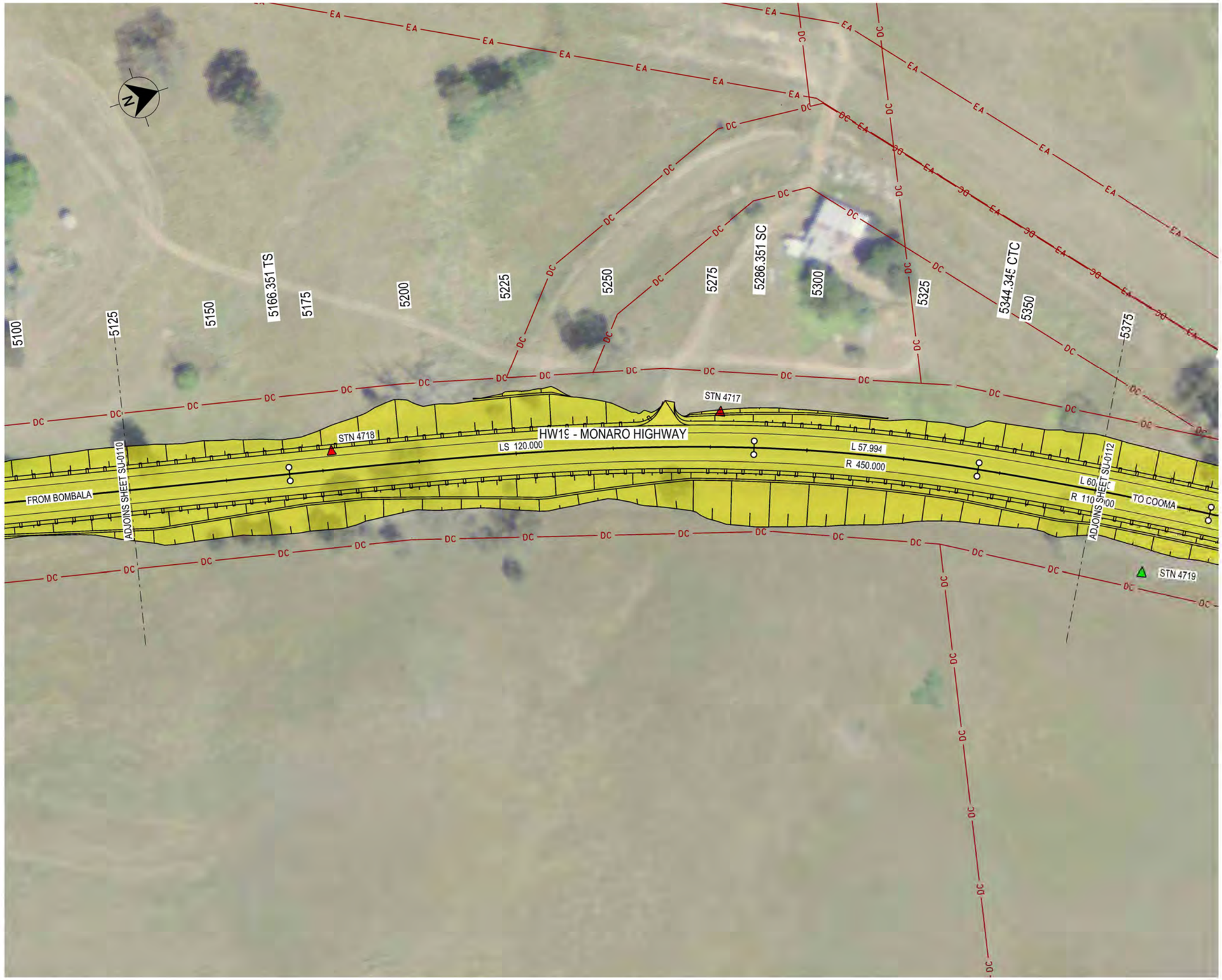
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4875 TO CH.5125

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No. SF2022/211515 | SHEET No. SU-0110 | ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- SAFE
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50mm ON A3 SIZE ORIGINAL

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA — A3

HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA

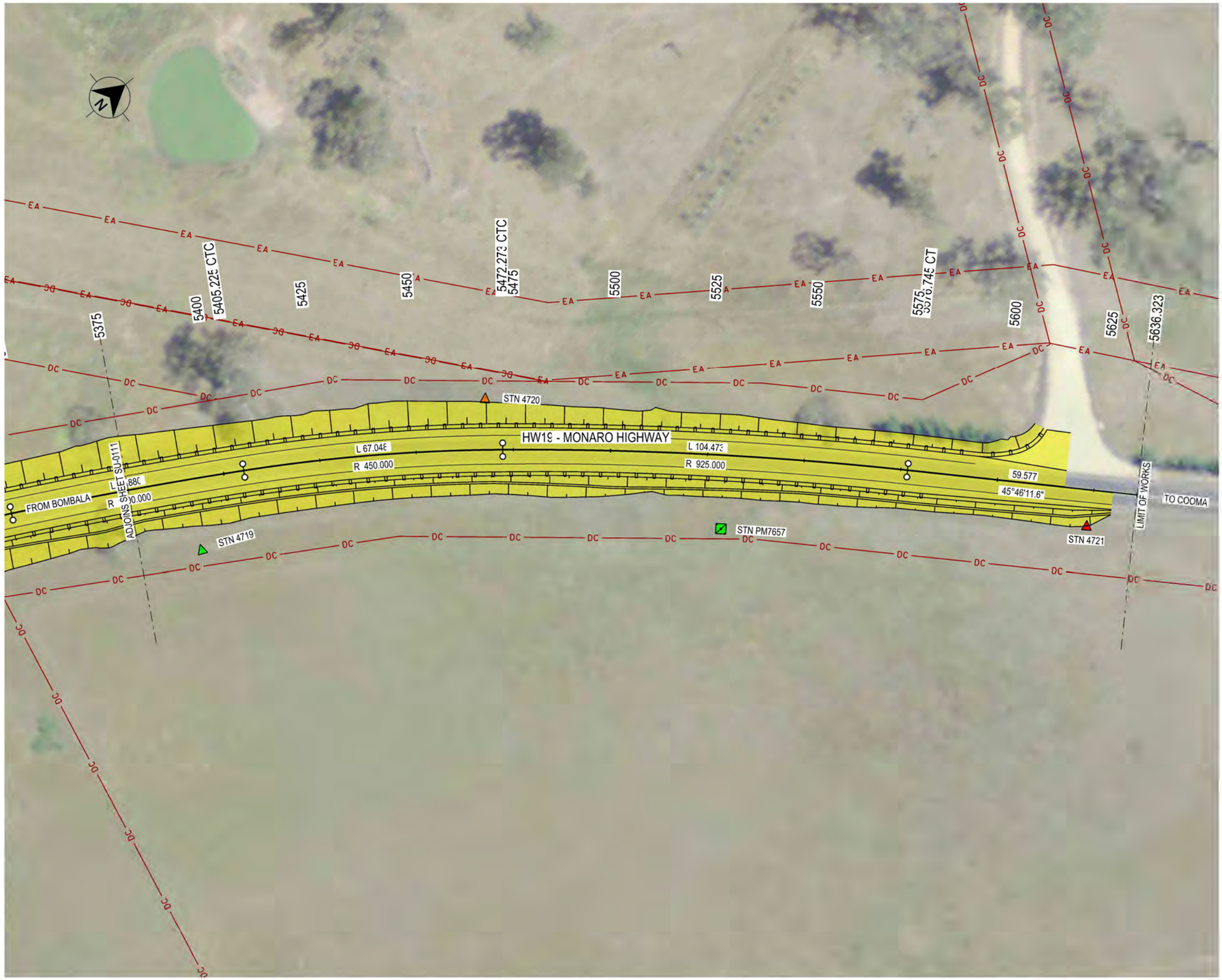
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN

HW19 - MONARO HIGHWAY - MC00 - CH.5125 TO CH.5375

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: SU-0111 — ISSUE: 3

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LEGEND

GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-02-SU-Survey Infrastructure.dgn

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

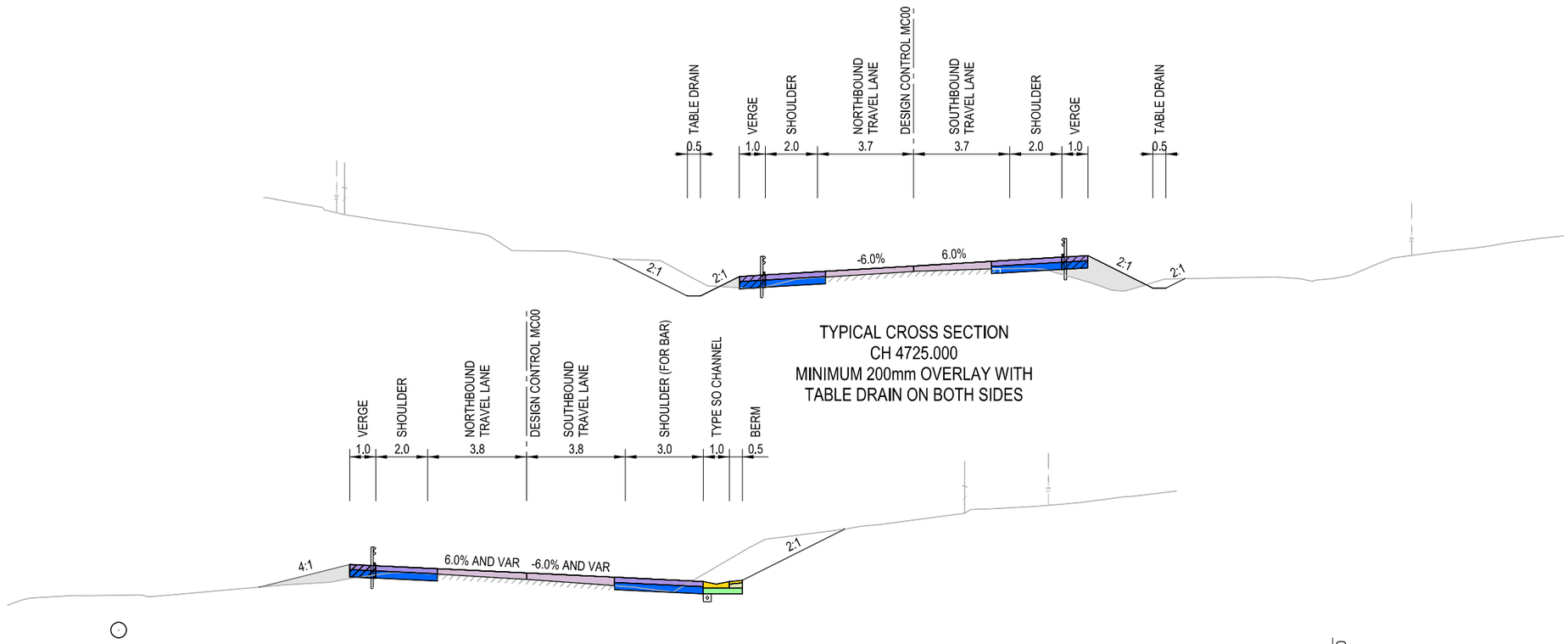
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PRESERVATION OF SURVEY INFRASTRUCTURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5375 TO CH.5636

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

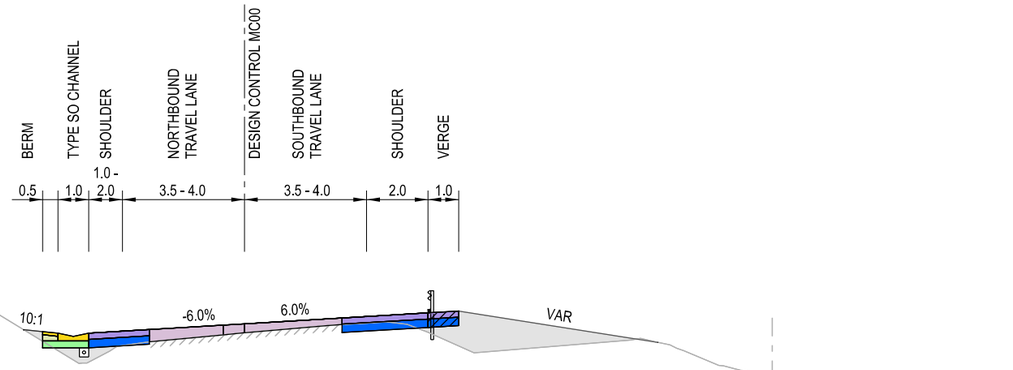
ISSUE STATUS: DETAIL DESIGN | EDMS No. SF2022/211515 | SHEET No. SU-0112 | ISSUE 3

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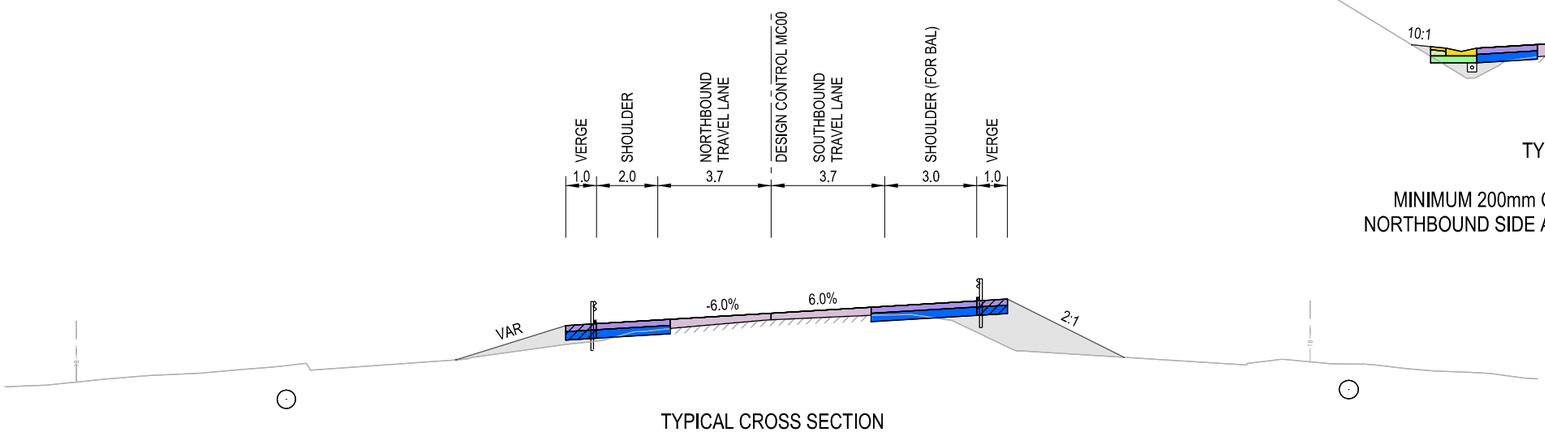


TYPICAL CROSS SECTION
CH 4725.000
MINIMUM 200mm OVERLAY WITH
TABLE DRAIN ON BOTH SIDES

TYPICAL CROSS SECTION
CH 4225.000
MINIMUM 200mm OVERLAY WITH A BASIC RIGHT (BAR) TURN
AND TYPE SO CHANNEL ON SOUTHBOUND SIDE



TYPICAL CROSS SECTION
CH 3375.000
MINIMUM 200mm OVERLAY WITH TYPE SO CHANNEL ON
NORTHBOUND SIDE AND FORCED FILL ON SOUTHBOUND SIDE



TYPICAL CROSS SECTION
CH 3025.000
MINIMUM 200mm OVERLAY WITH A BASIC LEFT (BAL) TURN ON THE SOUTHBOUND SIDE
AND STEEP FILL BATTERS WITH SAFETY BARRIERS ON BOTH SIDES

LEGEND

- PAVEMENT TYPE P1 (OVERLAY) - DGB20
- PAVEMENT TYPE P2 (FULL DEPTH) & P3 (VERGE) - DGB20
- PAVEMENT TYPE P2 (FULL DEPTH) & P3 (VERGE) - DGS20
- CONCRETE KERB, CHANNEL & BERM
- DRAINAGE FILTER MATERIAL NO FINES CONCRETE OR AGGREGATE MATERIAL (TBC)
- VERGE (PAVEMENT WITHOUT BITUMEN SEAL)
- EMBANKMENT MATERIAL
- EXISTING PAVEMENT
- CADASTRAL BOUNDARY
- EXISTING FENCE

GDA 2020

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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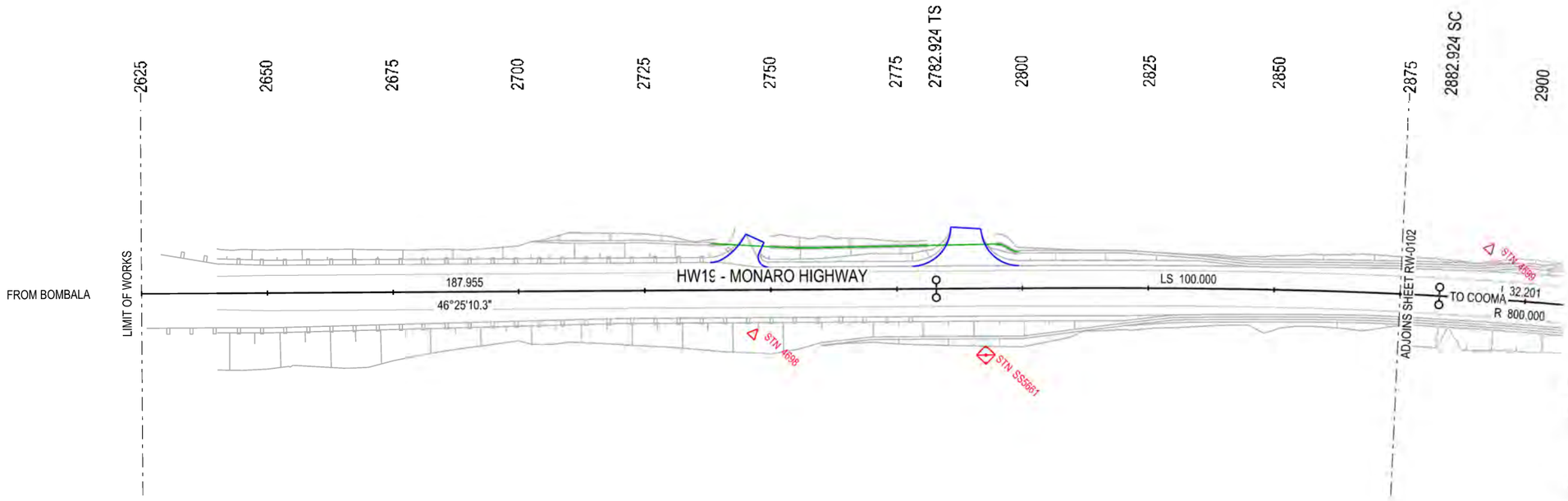
DRAWING FILE LOCATION / NAME					DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT		A3
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-zz-MS-Opt 6 Design - TypXsects.dgn							15/12/2023 2:08:31 PM		greenma	NSW GOVERNMENT TRANSPORT	SNOWY MONARO REGIONAL LGA HW19 - MONARO HIGHWAY SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA OPTION 6 - TYPICAL CROSS SECTIONS SHEET 1 OF 1	
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	PREPARED FOR	RMS REGISTRATION No. DS2022/000786	PART 1
	01	DD-MM-YY	ISSUED FOR XXXXX	XXX	0 2 4 6 8 SCALE 1:200m	INFRASTRUCTURE & PLACE REGIONAL TECHNICAL SERVICES ROAD DESIGN SOUTH	DRAWN	M. GREEN	XX.XX.XX	REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH	ISSUE STATUS: DETAIL DESIGN; EDMS No. SF2022/211515; SHEET No. MS-9101	ISSUE 2
					CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD		DRG CHECK	X. X. XXXXXXXX	XX.XX.XX			
							DESIGN	M. GREEN	XX.XX.XX			
							DESIGN CHECK	X. X. XXXXXXXX	XX.XX.XX			
							DESIGN MNGR	C. EGAN	XX.XX.XX			
							PROJECT MNGR	W. McGRATH	XX.XX.XX			

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- MASTER CONTROL
- SETOUT CONTROL
- DRAINAGE CONTROL
- NAME R.L — SURVEY CONTROL MARK

GDA 2020



NOTES

1. ANY SURVEY PMS OR SSMS THAT ARE DESTROYED ARE TO BE REPLACED, CO-ORDINATED AND DOCUMENTED TO LANDS DEPARTMENT STANDARDS. REFER TO RMS TECHNICAL DIRECTION SD02. PENALTIES MAY APPLY FOR NON-CONFORMANCE.
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4. REFER TO SHEET RD-???? FOR ALIGNMENT SETOUT DETAILS.
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6. REFER TO SHEET MS-???? FOR INFORMATION REGARDING SURVEY INFRASTRUCTURE.

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DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-01-Road Alignment.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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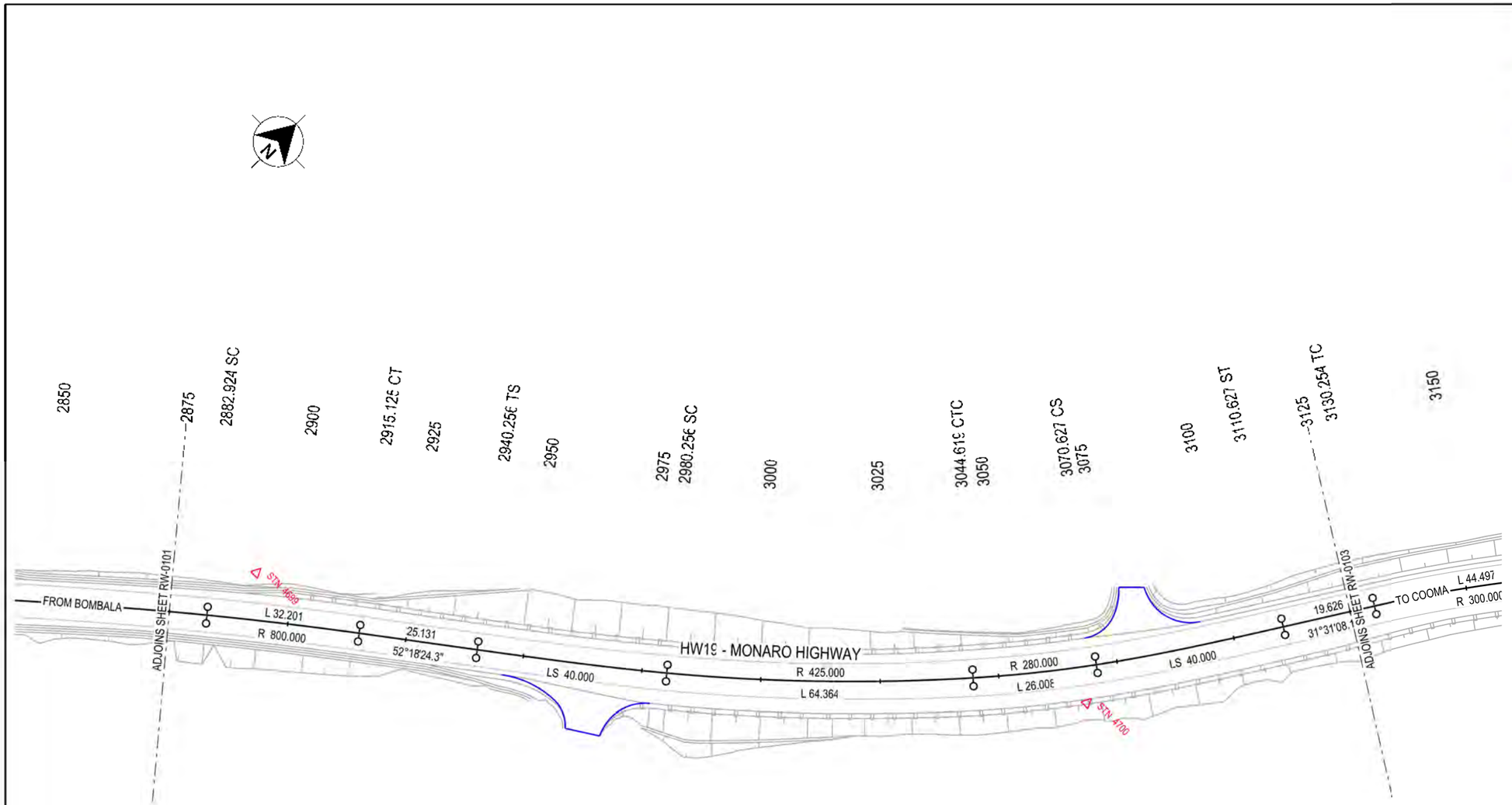
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.2625 TO CH.2875

A3

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0101 | ISSUE: 3

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LEGEND

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- DRAINAGE CONTROL
- △ NAME R.L — SURVEY CONTROL MARK

GDA 2020

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DRAWING FILE LOCATION / NAME
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SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

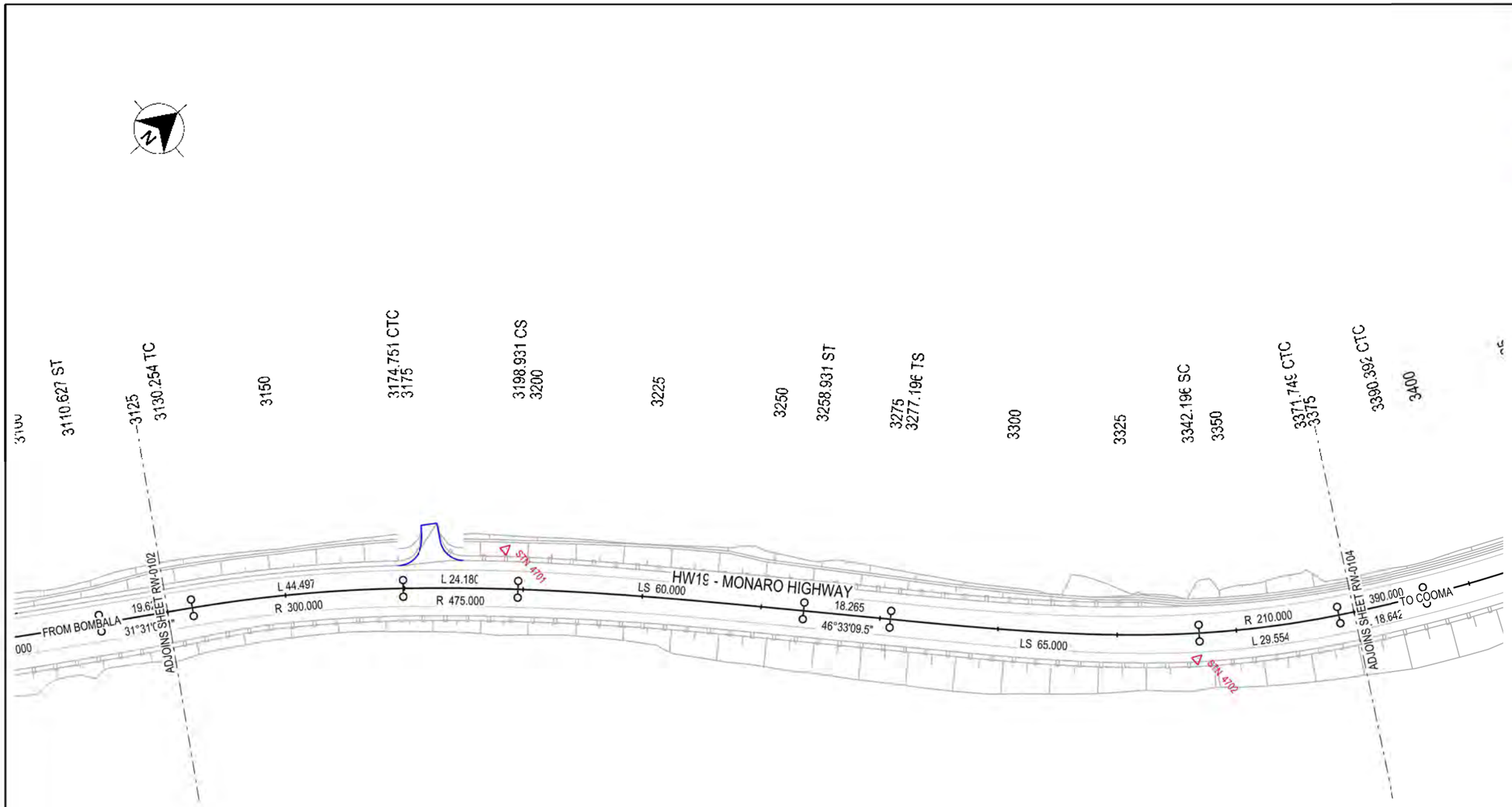
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.2875 TO CH.3125

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0102
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- MASTER CONTROL
- SETOUT CONTROL
- DRAINAGE CONTROL
- NAME R.L — SURVEY CONTROL MARK

GDA 2020

NOTES

1. ANY SURVEY PMS OR SSMS THAT ARE DESTROYED ARE TO BE REPLACED, CO-ORDINATED AND DOCUMENTED TO LANDS DEPARTMENT STANDARDS. REFER TO RMS TECHNICAL DIRECTION SD02. PENALTIES MAY APPLY FOR NON-CONFORMANCE.
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4. REFER TO SHEET RD-???? FOR ALIGNMENT SETOUT DETAILS.
5. REFER TO SHEET RD-???? FOR SURVEY CONTROL SCHEDULE.
6. REFER TO SHEET MS-???? FOR INFORMATION REGARDING SURVEY INFRASTRUCTURE.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

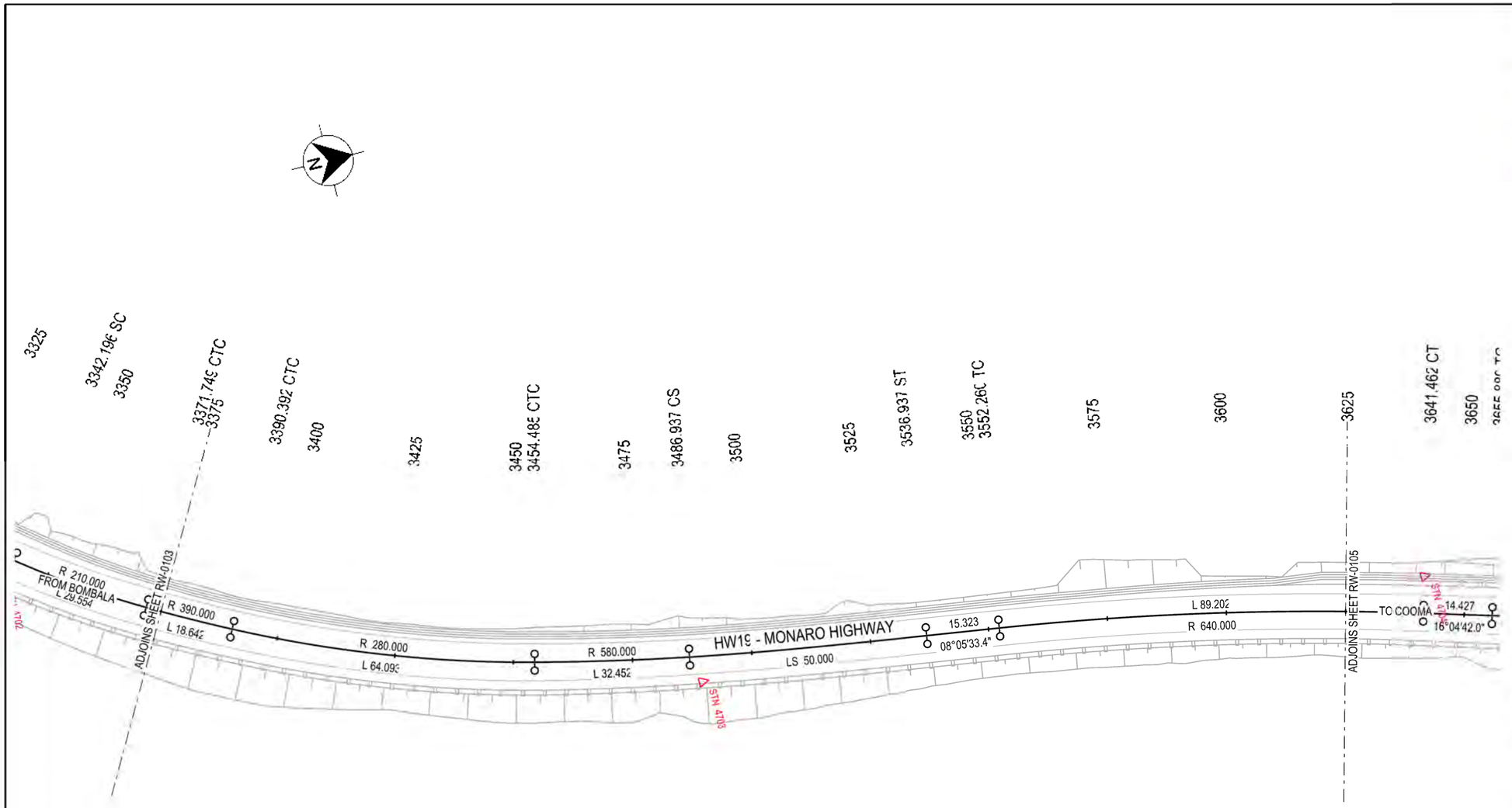
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.3125 TO CH.3375

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No: SF2022/211515
SHEET No: RW-0103
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- MASTER CONTROL
- SETOUT CONTROL
- DRAINAGE CONTROL
- NAME R.L — SURVEY CONTROL MARK

GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-01-Road Alignment.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME	NAME	DATE
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DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

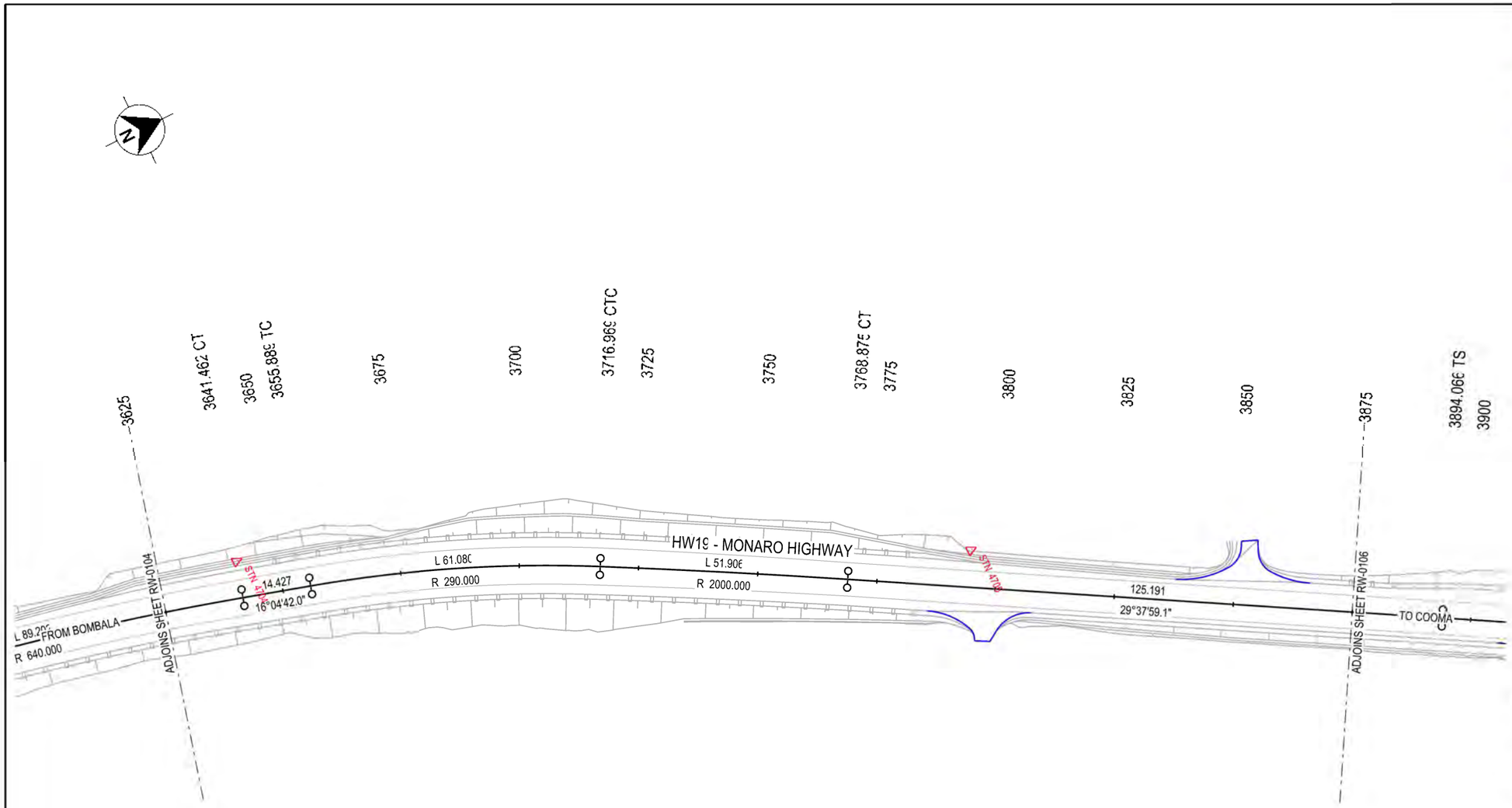
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.3375 TO CH.3625

A3

RMS REGISTRATION No.: DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0104 | ISSUE 3

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NOTES

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NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.3625 TO CH.3875

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. RW-0105
ISSUE 3

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LEGEND

GDA 2020

MC?? — DESIGN CONTROL CALLOUT

MASTER CONTROL

SETOUT CONTROL

DRAINAGE CONTROL

NAME R.L — SURVEY CONTROL MARK



NOTES

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NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

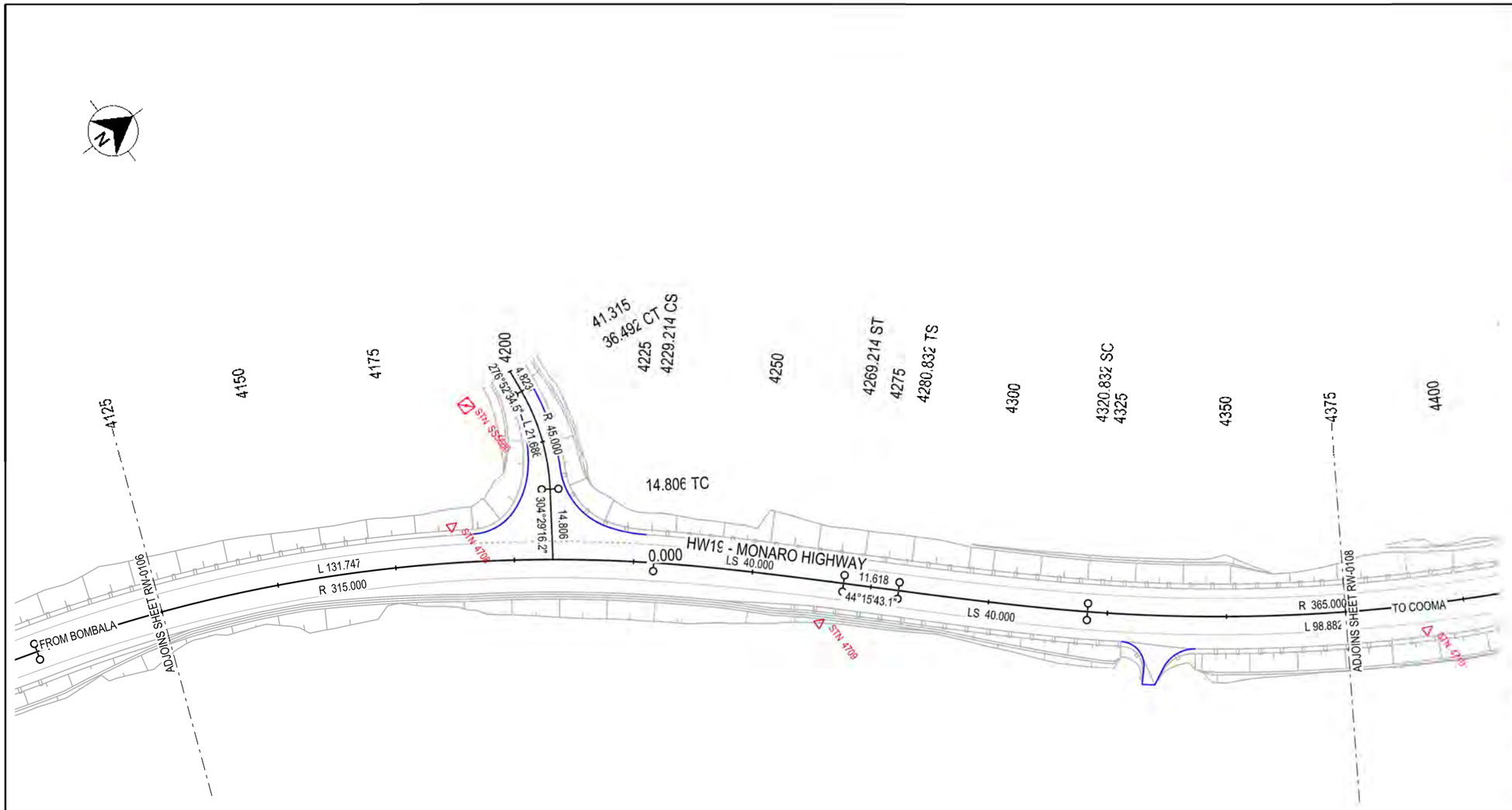
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.3875 TO CH.4125

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0106
ISSUE: 3

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NOTES

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DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-01-Road Alignment.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.4125 TO CH.4375

A3

RMS REGISTRATION No. DS2022/000786
PART 1

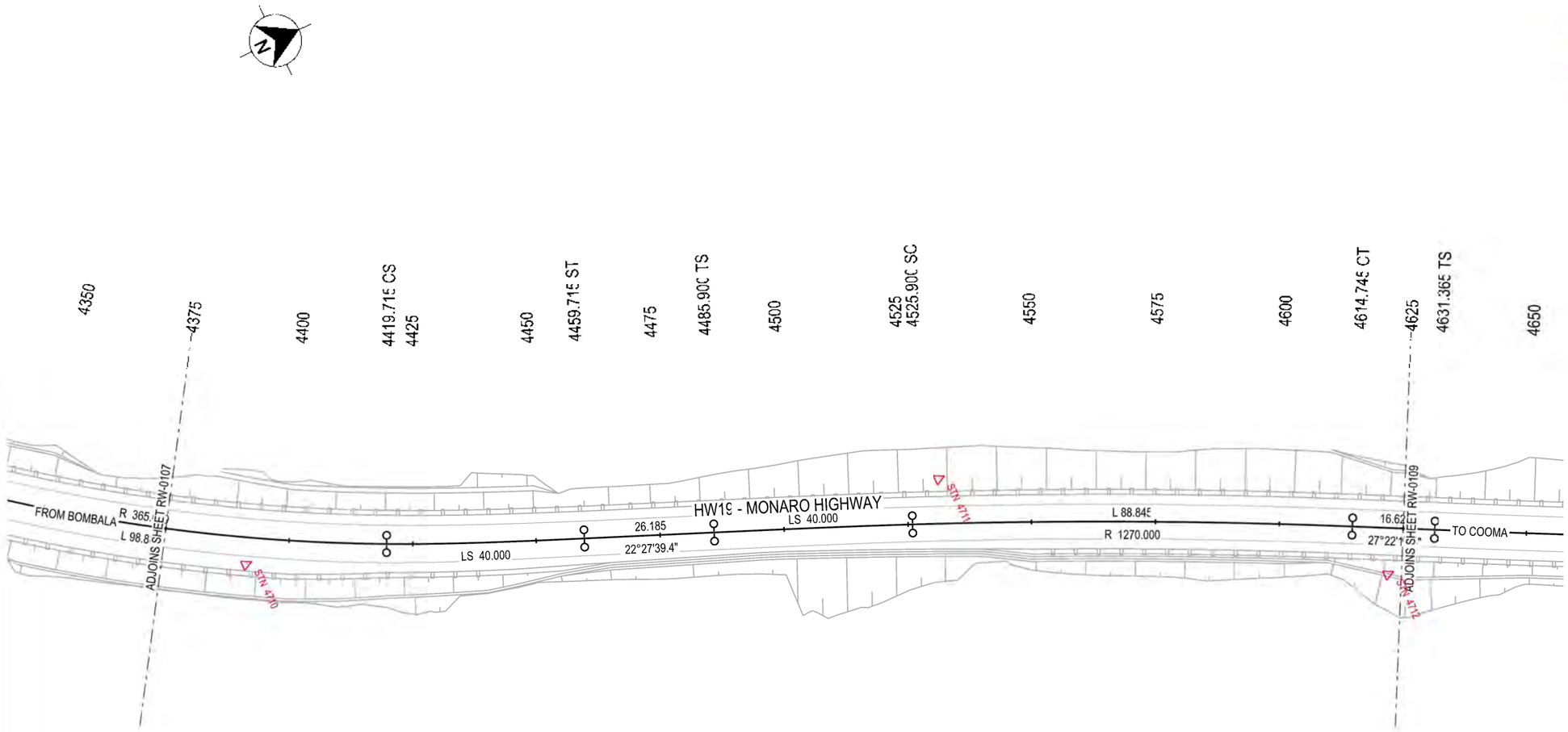
ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. RW-0107
ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- MASTER CONTROL
- SETOUT CONTROL
- DRAINAGE CONTROL
- △ NAME R.L — SURVEY CONTROL MARK



NOTES

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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

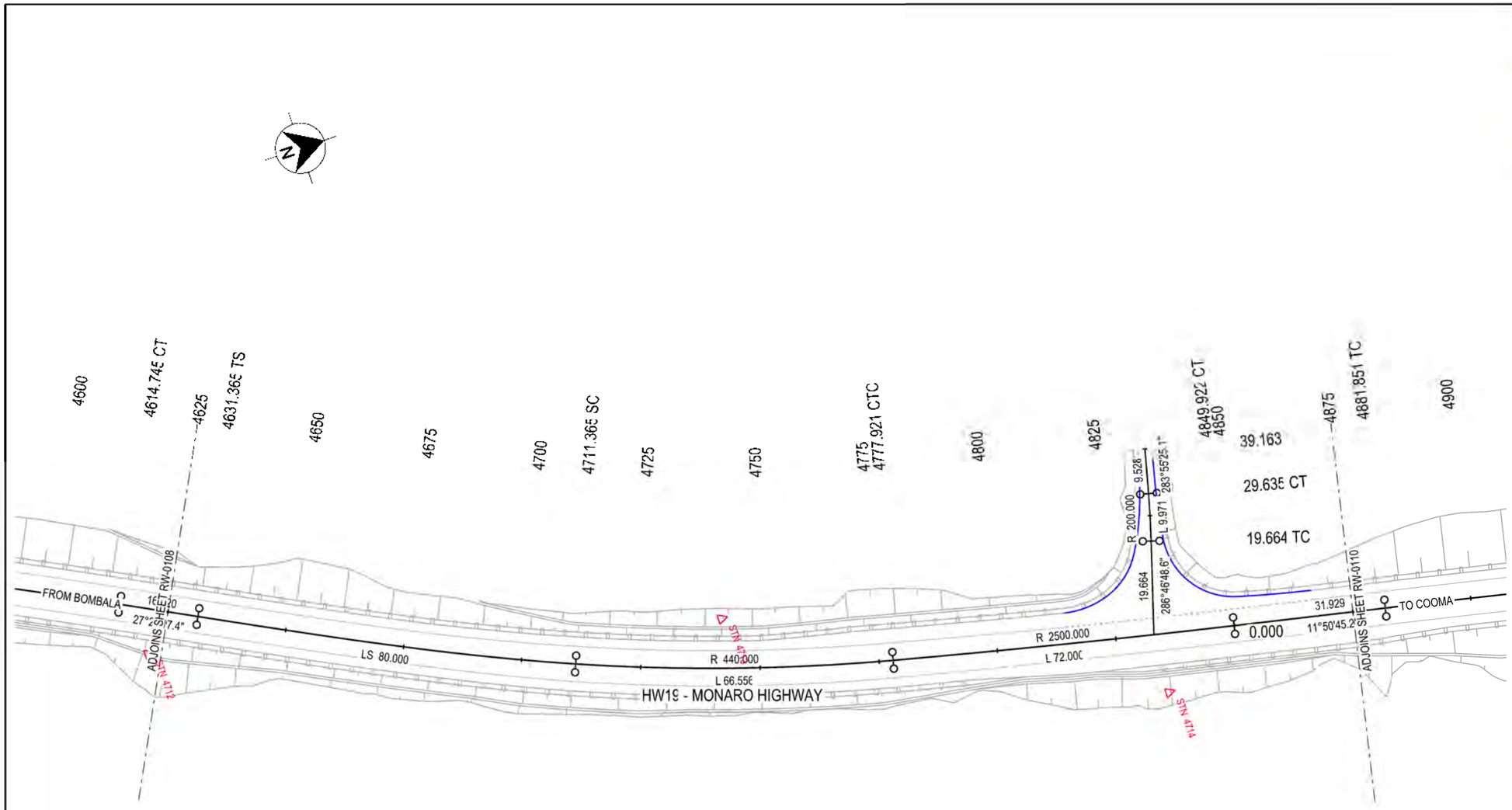
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.4375 TO CH.4625

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS	EDMS No.	SHEET No.	ISSUE
DETAIL DESIGN	SF2022/211515	RW-0108	3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- MASTER CONTROL
- SETOUT CONTROL
- DRAINAGE CONTROL
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GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-01-Road Alignment.dgn

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01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME	PLOT BY
13/02/2025 1:51:05 PM	greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.4625 TO CH.4875

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0109
ISSUE: 3

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LEGEND

GDA 2020

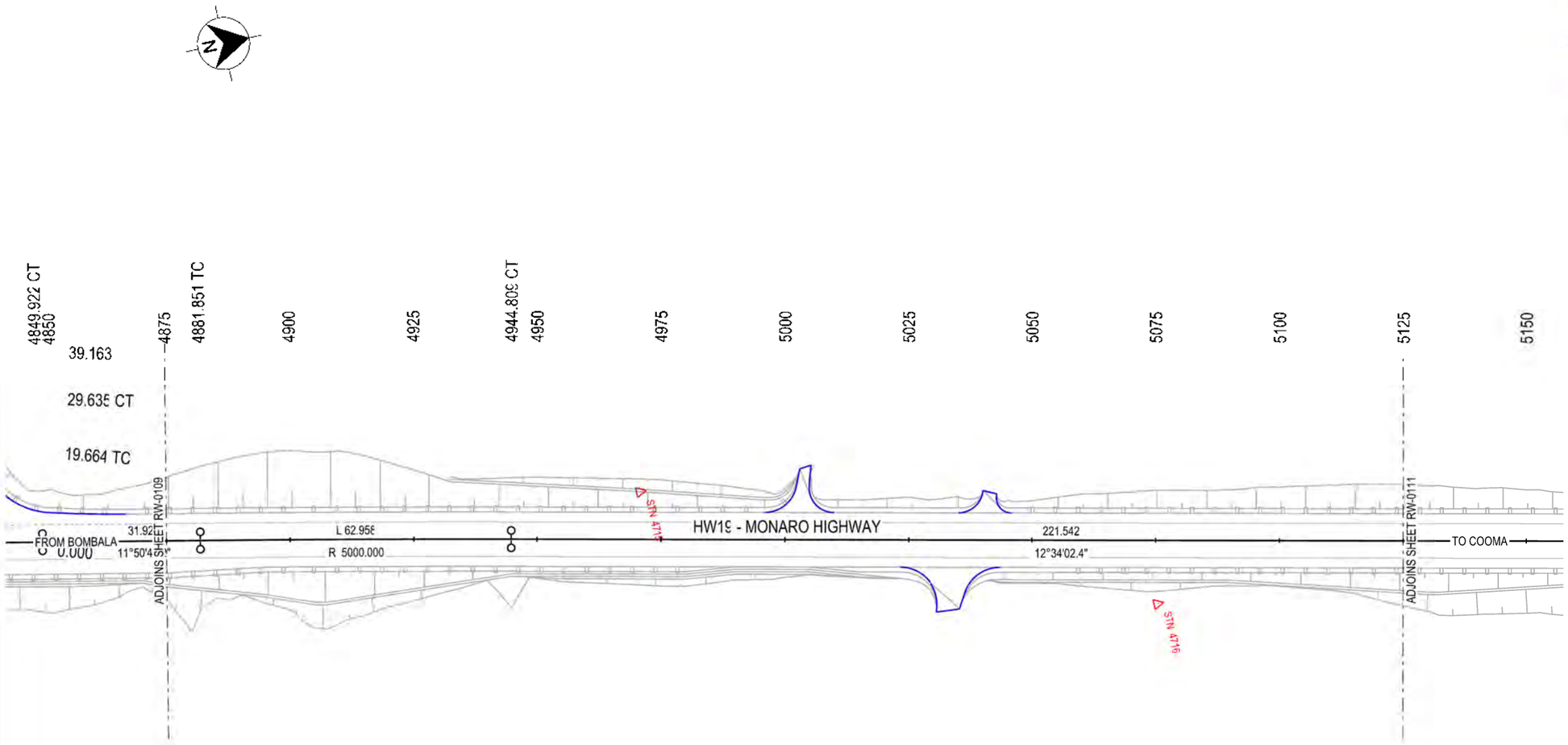
MC?? — DESIGN CONTROL CALLOUT

MASTER CONTROL

SETOUT CONTROL

DRAINAGE CONTROL

NAME R.L — SURVEY CONTROL MARK



NOTES

1. ANY SURVEY PMS OR SSMS THAT ARE DESTROYED ARE TO BE REPLACED, CO-ORDINATED AND DOCUMENTED TO LANDS DEPARTMENT STANDARDS. REFER TO RMS TECHNICAL DIRECTION SD02. PENALTIES MAY APPLY FOR NON-CONFORMANCE.
2. PURSUANT TO THE SURVEYING AND SPATIAL INFORMATION ACT, ANY CADASTRAL REFERENCE MARKS THAT ARE ON KERBS, FOOTPATHS OR SIMILAR THAT MAY BE AFFECTED BY CONSTRUCTION OR MAINTENANCE, NEED TO BE IDENTIFIED AND SURVEYED BY A REGISTERED SURVEYOR BEFORE THEY ARE DESTROYED OR DISTURBED. PERSONAL FINES APPLY FOR BREACH OF THE ACT.
3. ALL SURVEY CONTROL IS NOT TO BE DISTURBED BEFORE ASSESSMENT BY SURVEYOR.
4. REFER TO SHEET RD-???? FOR ALIGNMENT SETOUT DETAILS.
5. REFER TO SHEET RD-???? FOR SURVEY CONTROL SCHEDULE.
6. REFER TO SHEET MS-???? FOR INFORMATION REGARDING SURVEY INFRASTRUCTURE.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-01-Road Alignment.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

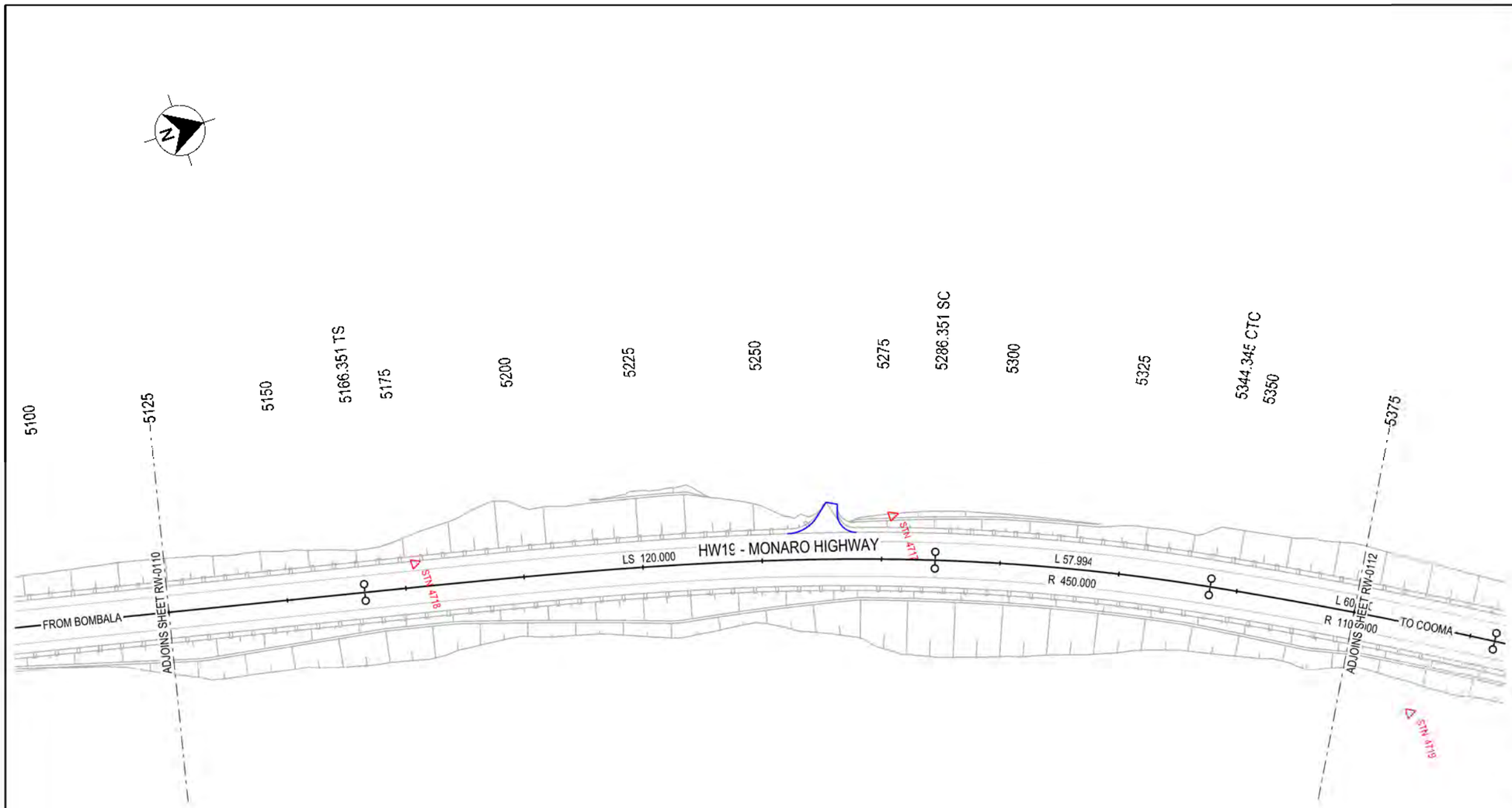
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.4875 TO CH.5125

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0110
ISSUE: 3

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NOTES

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-01-Road Alignment.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

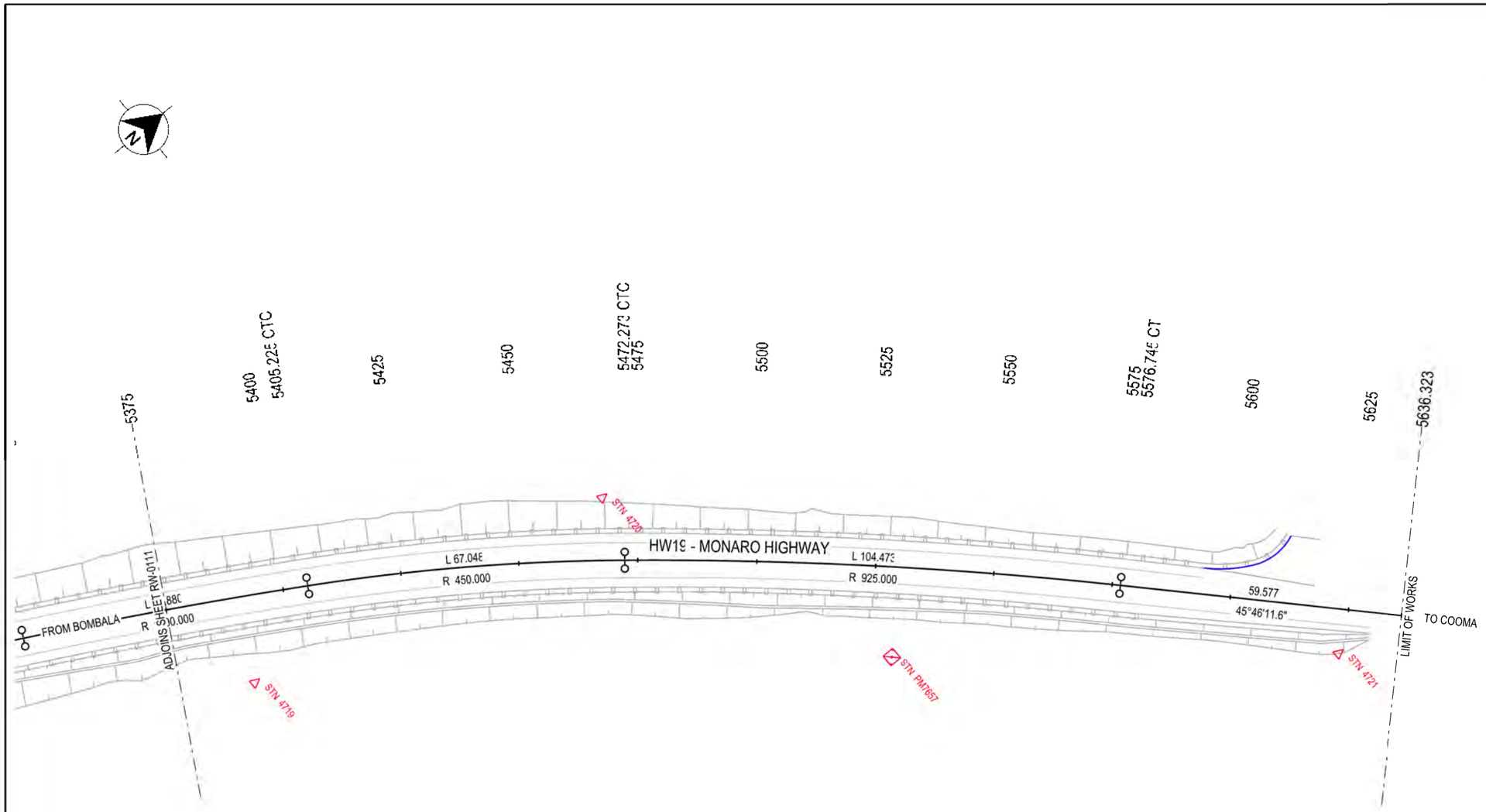
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.5125 TO CH.5375

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0111
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- MASTER CONTROL
- SETOUT CONTROL
- DRAINAGE CONTROL
- NAME R.L — SURVEY CONTROL MARK

GDA 2020

NOTES

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-01-Road Alignment.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

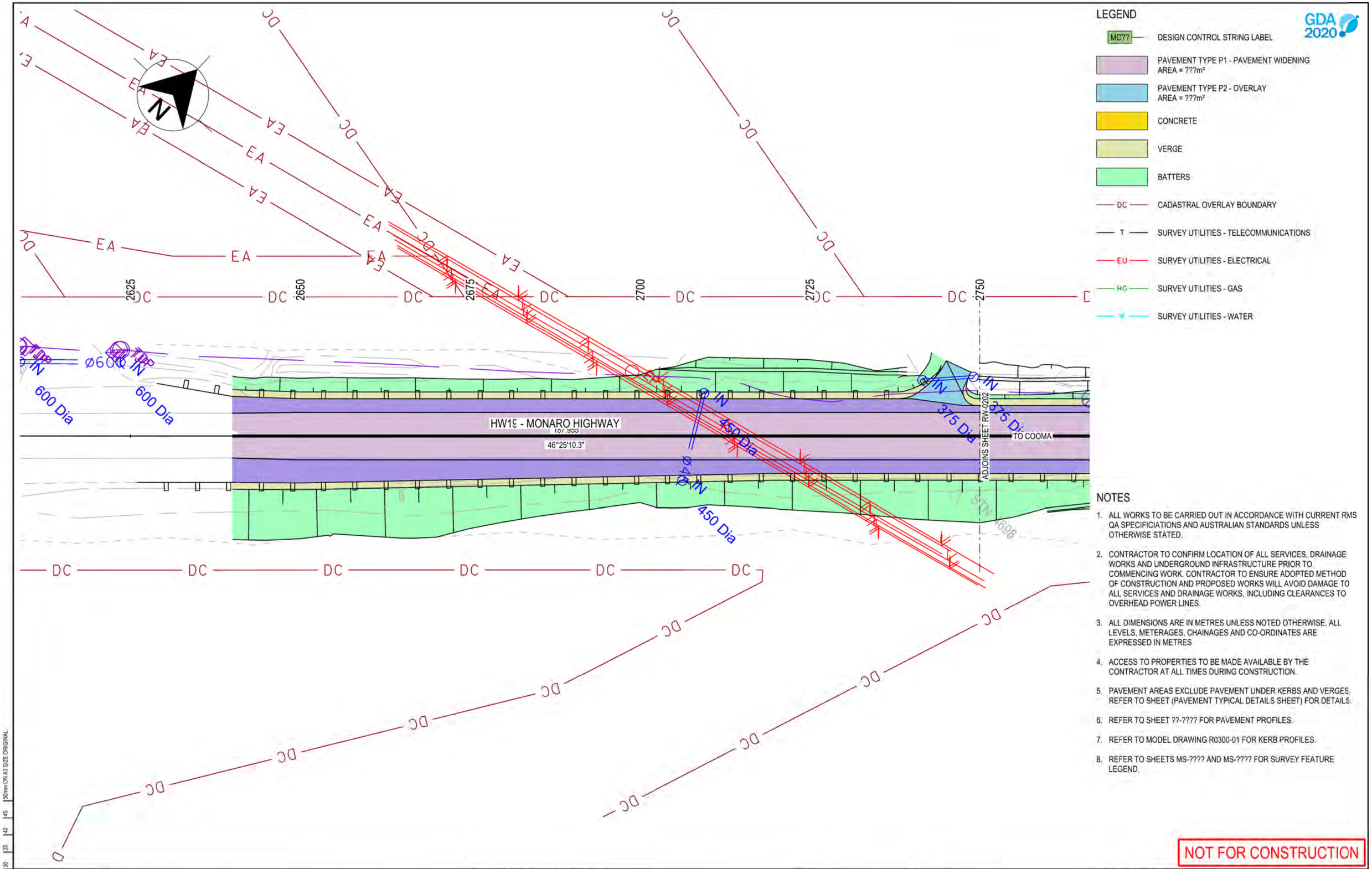
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD ALIGNMENT
HW19 - MONARO HIGHWAY - MC00 - CH.5375 TO CH.5636.323

A3

RMS REGISTRATION No.: DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0112 | ISSUE 3

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NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT RMS QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
2. CONTRACTOR TO CONFIRM LOCATION OF ALL SERVICES, DRAINAGE WORKS AND UNDERGROUND INFRASTRUCTURE PRIOR TO COMMENCING WORK. CONTRACTOR TO ENSURE ADOPTED METHOD OF CONSTRUCTION AND PROPOSED WORKS WILL AVOID DAMAGE TO ALL SERVICES AND DRAINAGE WORKS, INCLUDING CLEARANCES TO OVERHEAD POWER LINES.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS, METERAGES, CHAINAGES AND CO-ORDINATES ARE EXPRESSED IN METRES
4. ACCESS TO PROPERTIES TO BE MADE AVAILABLE BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION.
5. PAVEMENT AREAS EXCLUDE PAVEMENT UNDER KERBS AND VERGES. REFER TO SHEET (PAVEMENT TYPICAL DETAILS SHEET) FOR DETAILS.
6. REFER TO SHEET ??-???? FOR PAVEMENT PROFILES.
7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

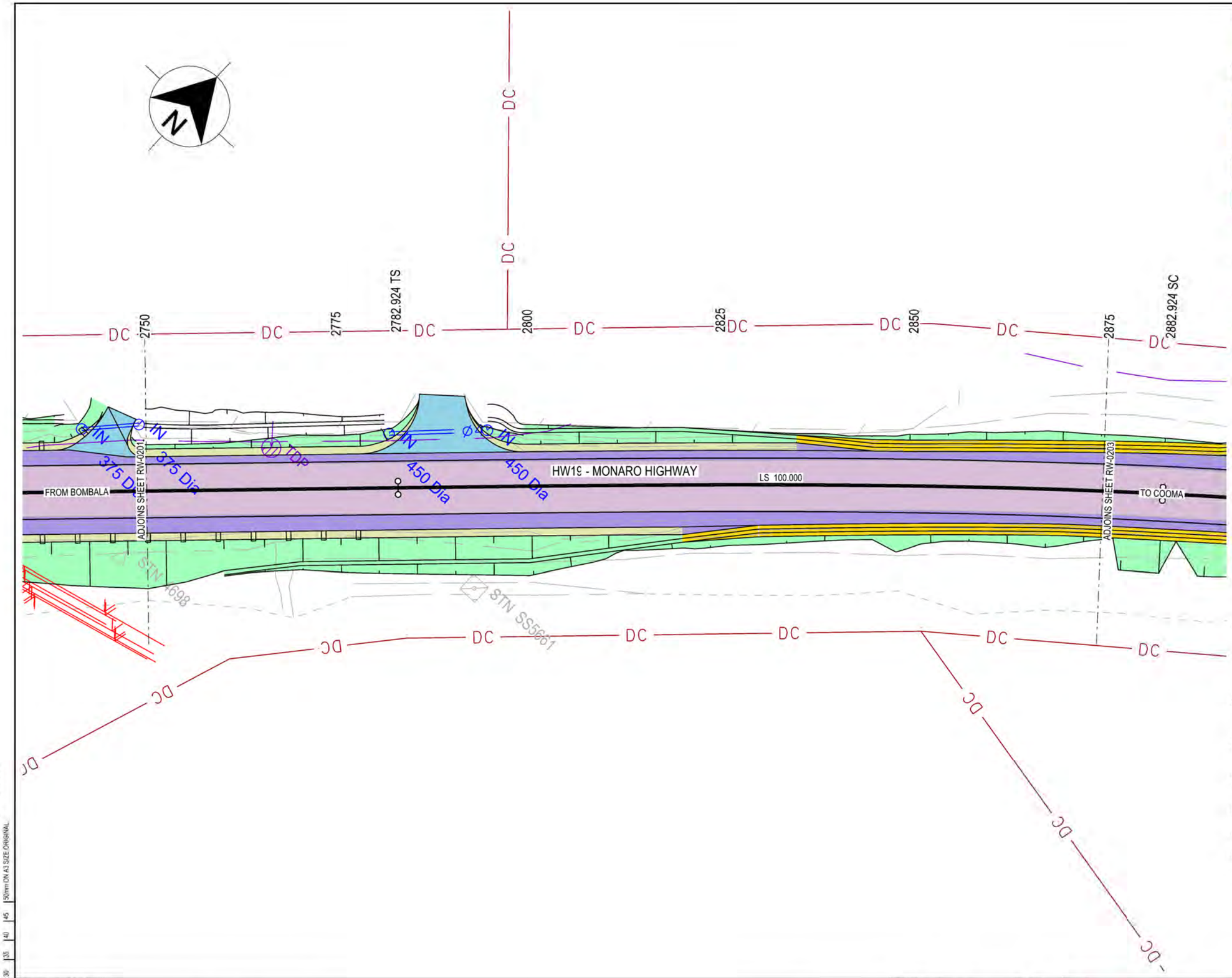
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2625 TO CH.2750

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0201
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
- T — SURVEY UTILITIES - TELECOMMUNICATIONS
- EU — SURVEY UTILITIES - ELECTRICAL
- HG — SURVEY UTILITIES - GAS
- W — SURVEY UTILITIES - WATER

NOTES

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6. REFER TO SHEET ??-???? FOR PAVEMENT PROFILES.
7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\DataWorksets\HW18 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM — PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA — A3

HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA

DETAIL PLAN

HW19 - MONARO HIGHWAY - MC00 - CH.2750 TO CH.2875

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

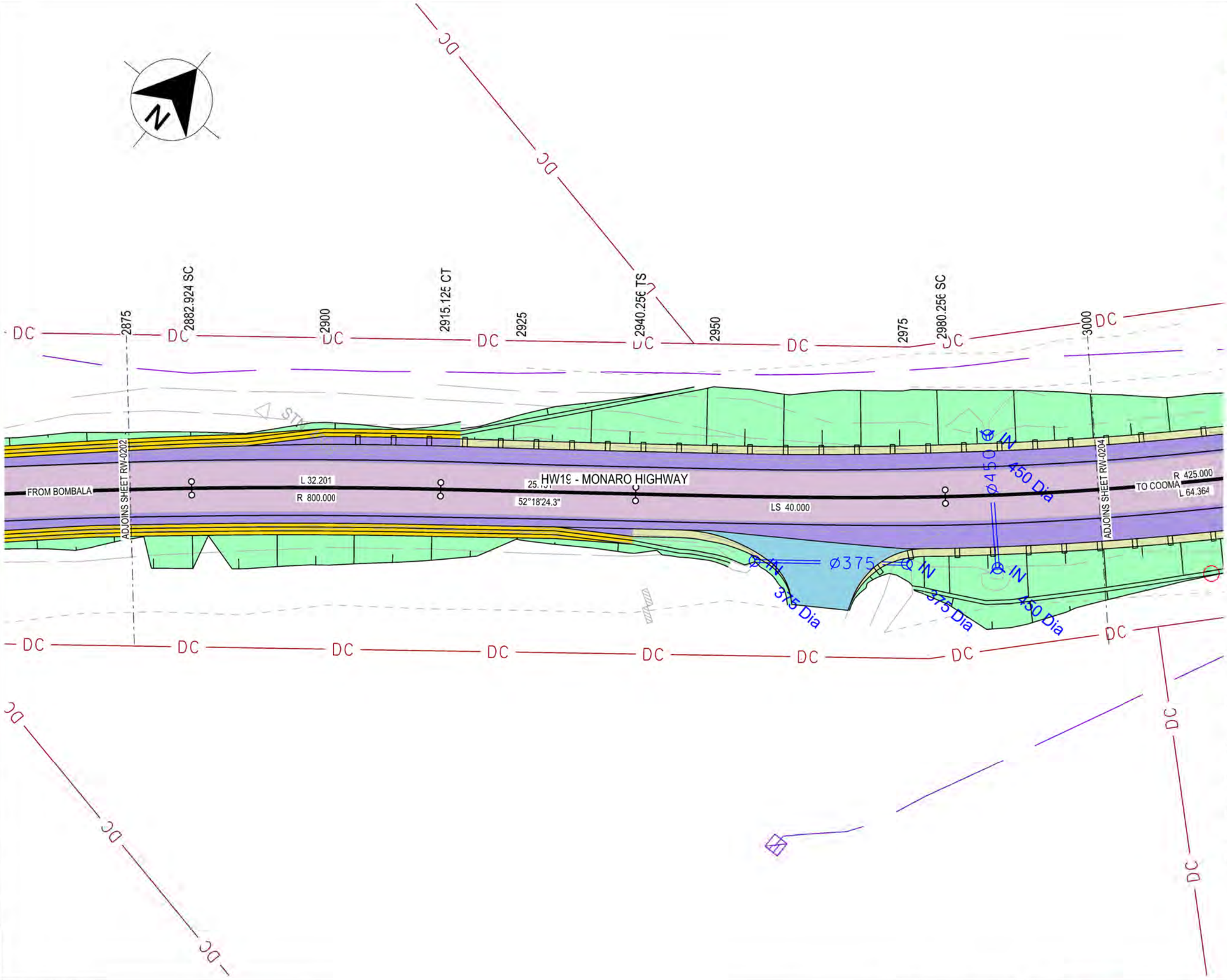
	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: RW-0202 — ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
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GDA 2020

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

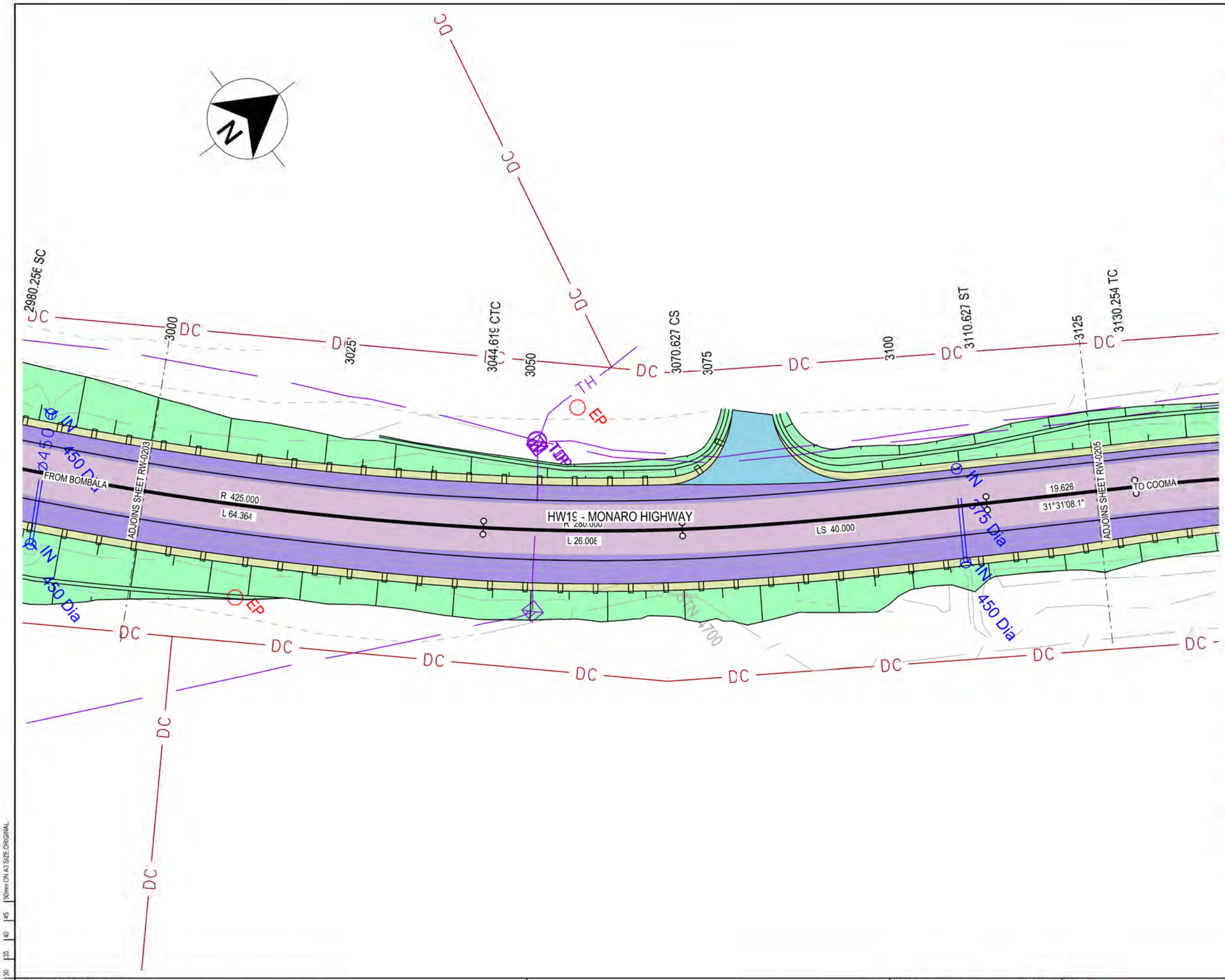
PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2875 TO CH.3000

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1
ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0203
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
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- BATTERS
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\DataWorksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM — PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3000 TO CH.3125

A3

EXTERNAL REFERENCE FILES:

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

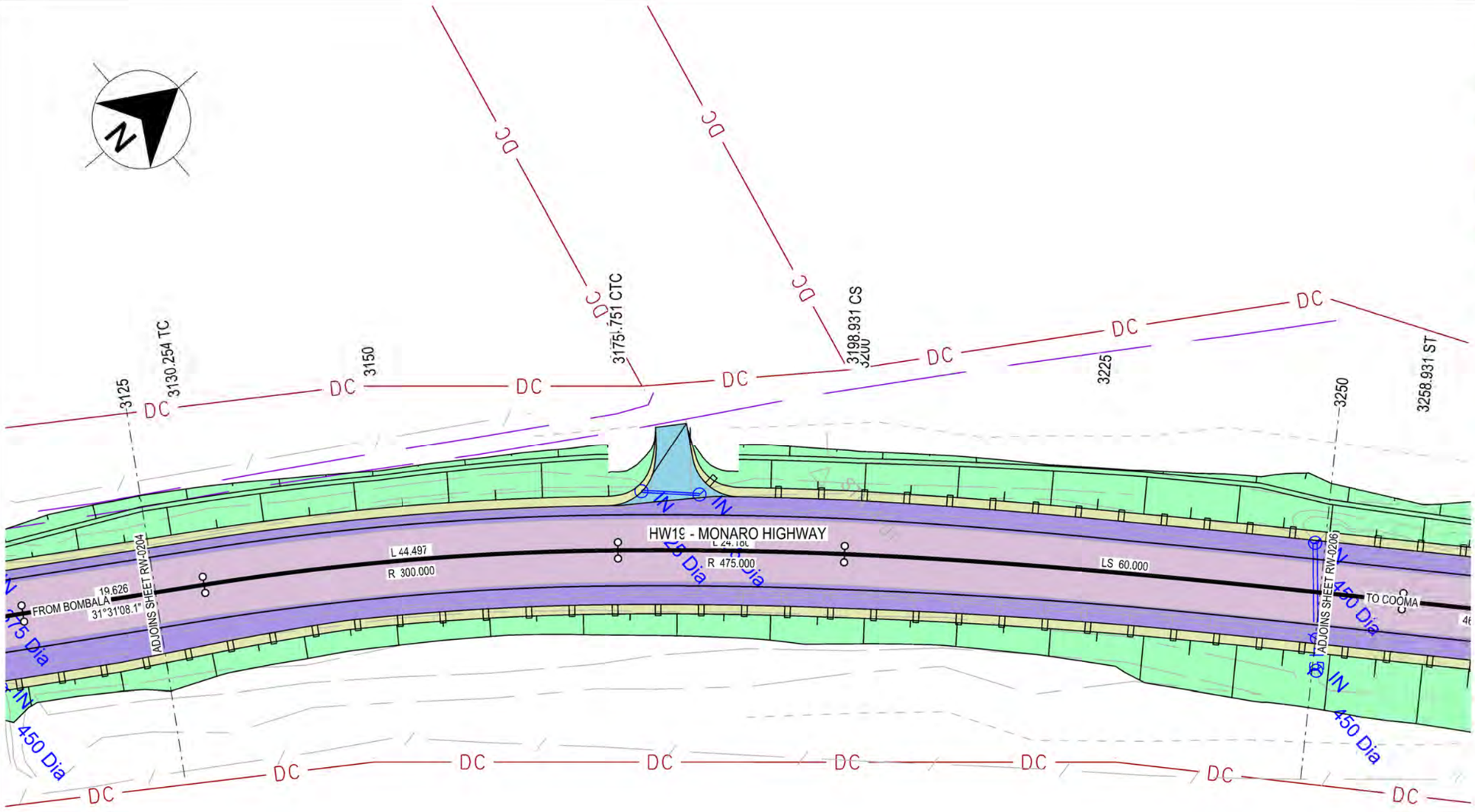
	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: RW-0204 — ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
- T — SURVEY UTILITIES - TELECOMMUNICATIONS
- EU — SURVEY UTILITIES - ELECTRICAL
- HG — SURVEY UTILITIES - GAS
- W — SURVEY UTILITIES - WATER

GDA 2020

NOTES

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6. REFER TO SHEET ??-???? FOR PAVEMENT PROFILES.
7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

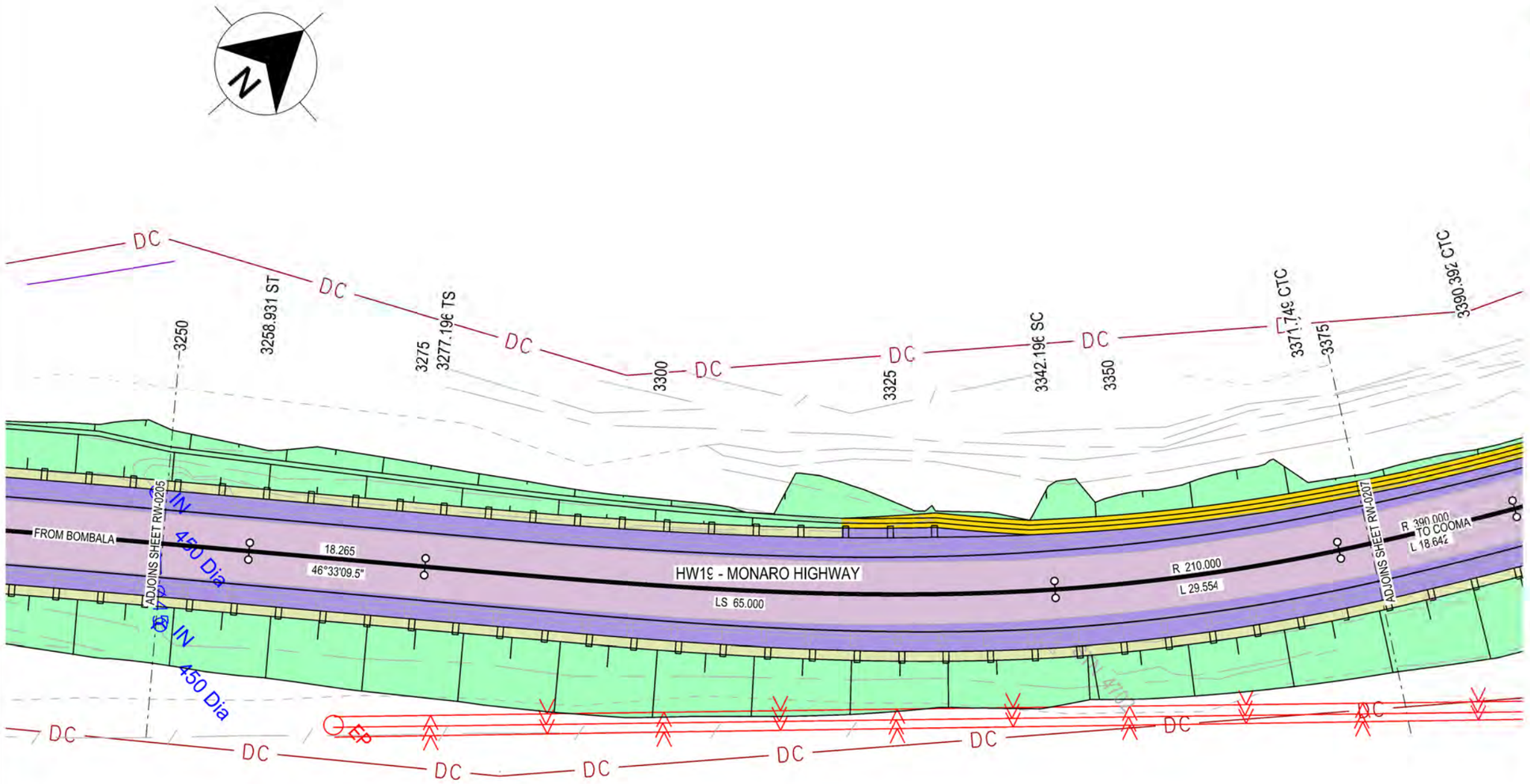
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3125 TO CH.3250

A3

RMS REGISTRATION No.: DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0205 | ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
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- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
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GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

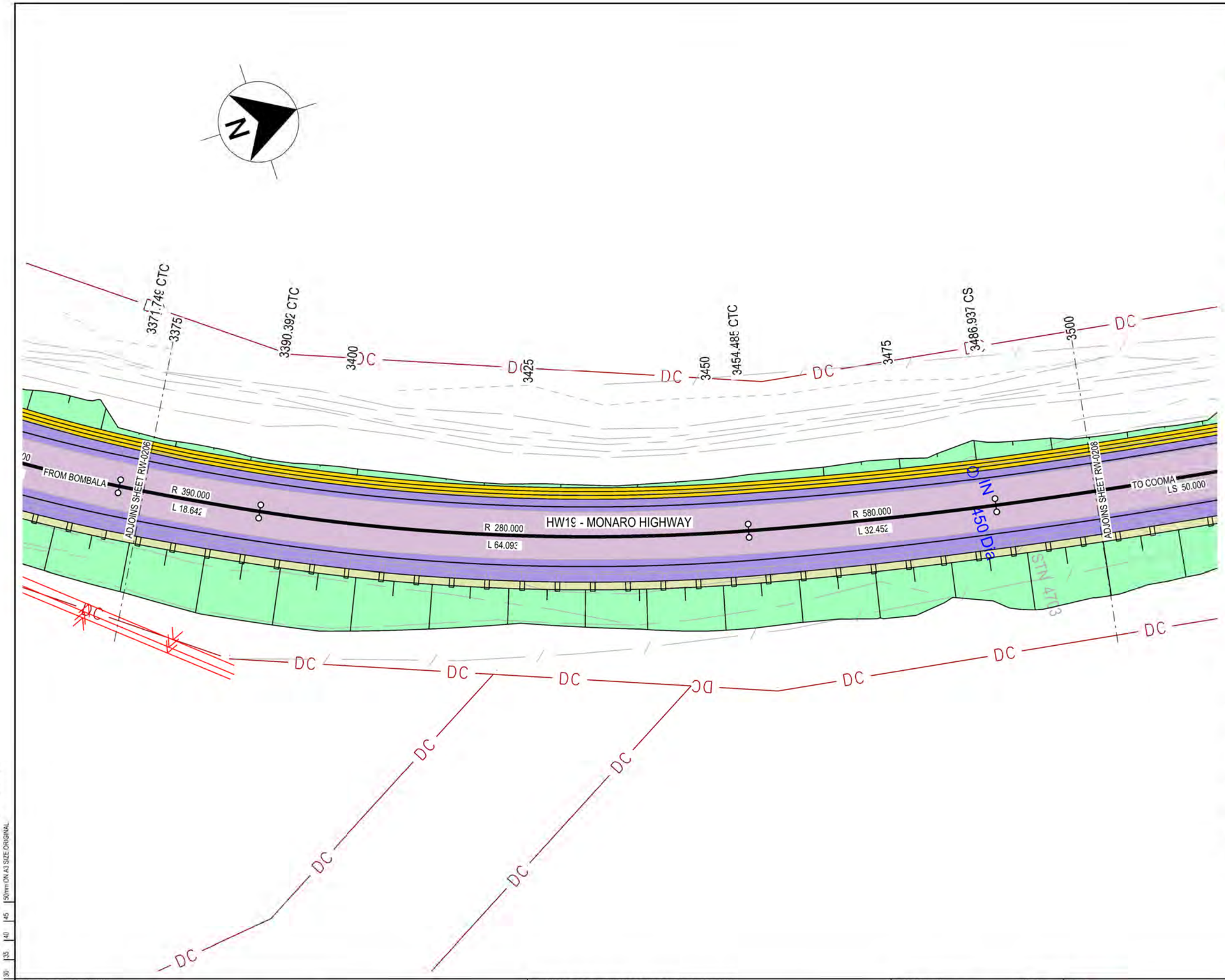
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3250 TO CH.3375

A3

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0206 | ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
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GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

EXTERNAL REFERENCE FILES:

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

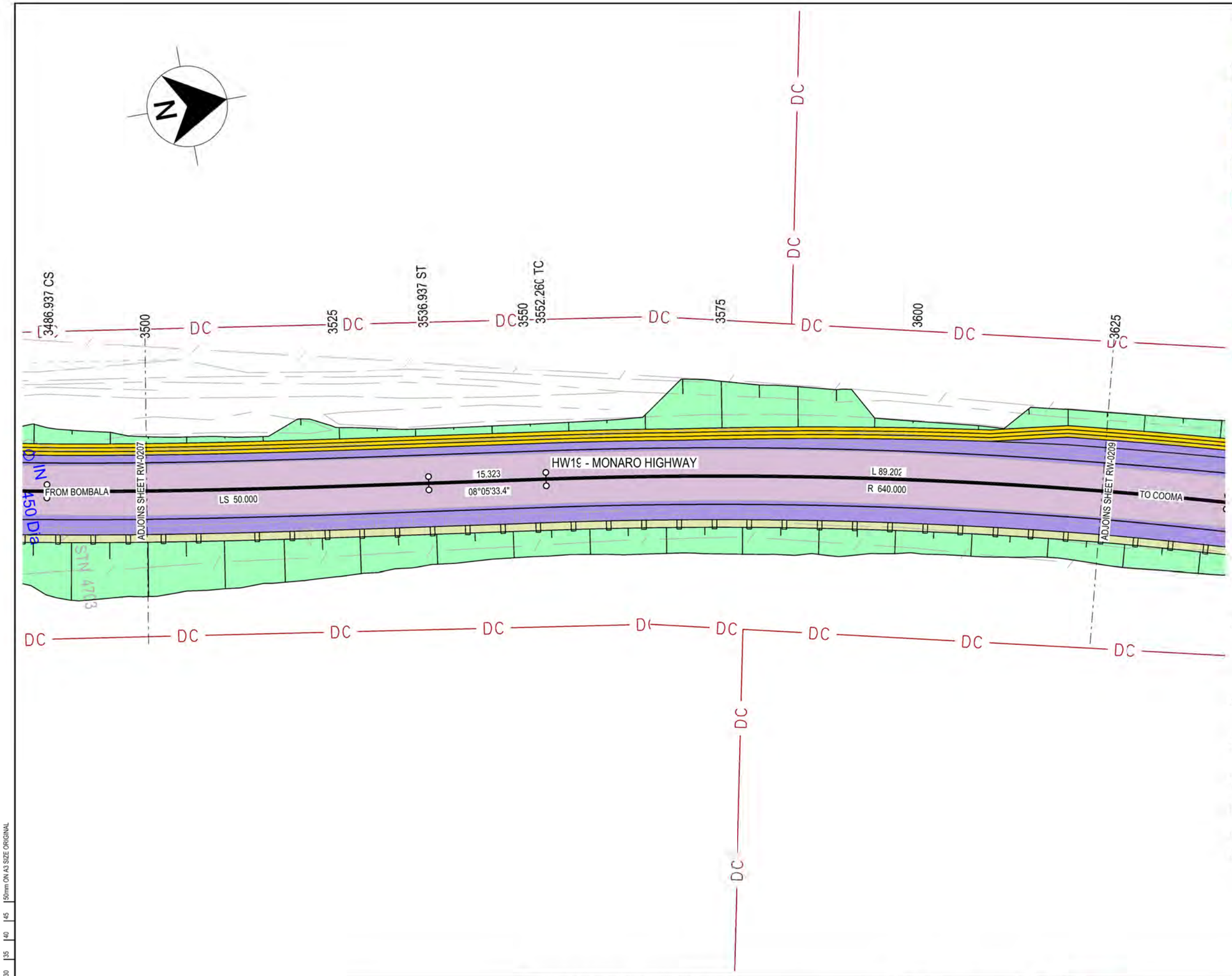
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3375 TO CH.3500

A3

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0207 | ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
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GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

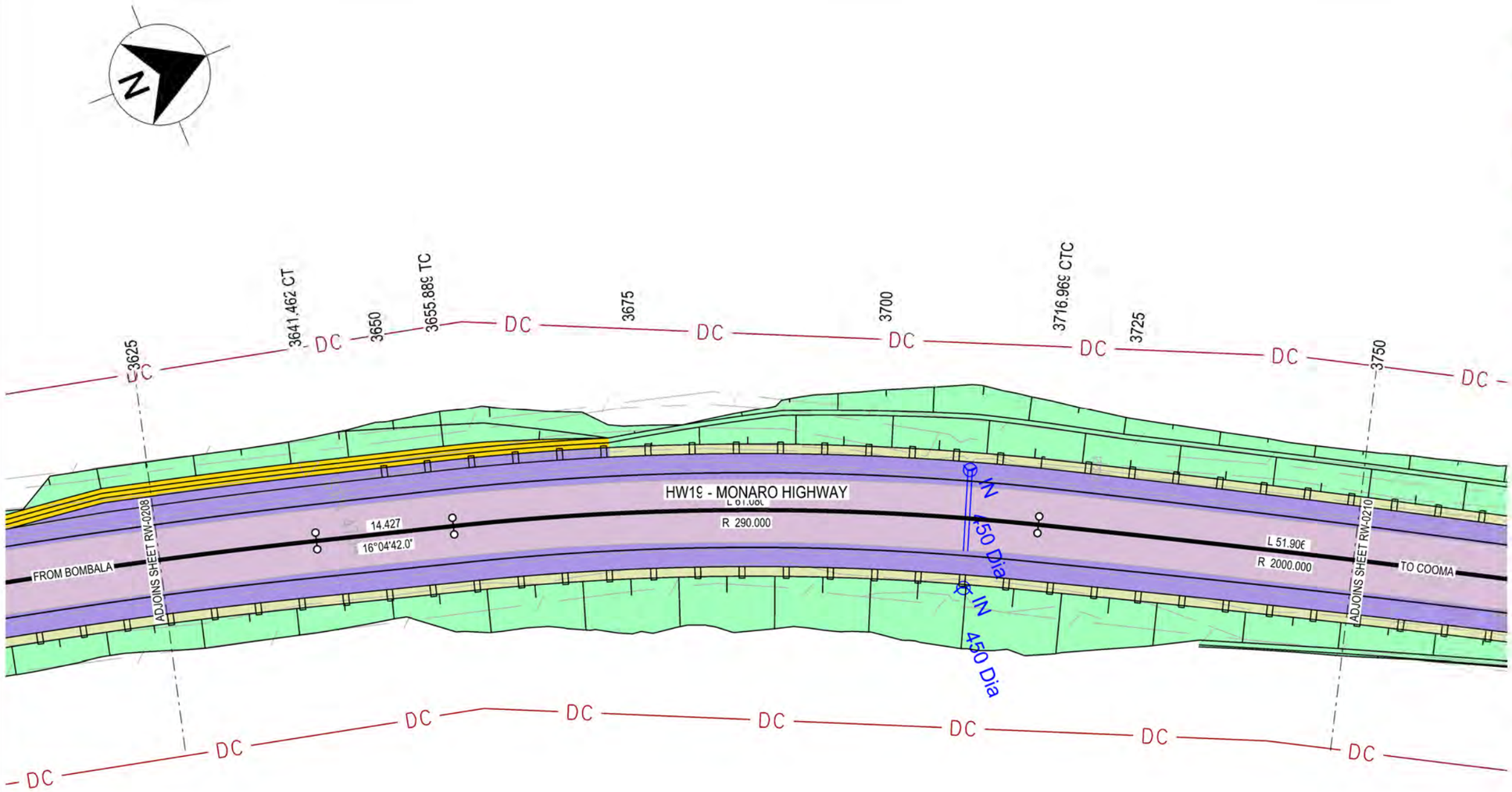
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3500 TO CH.3625

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0208
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
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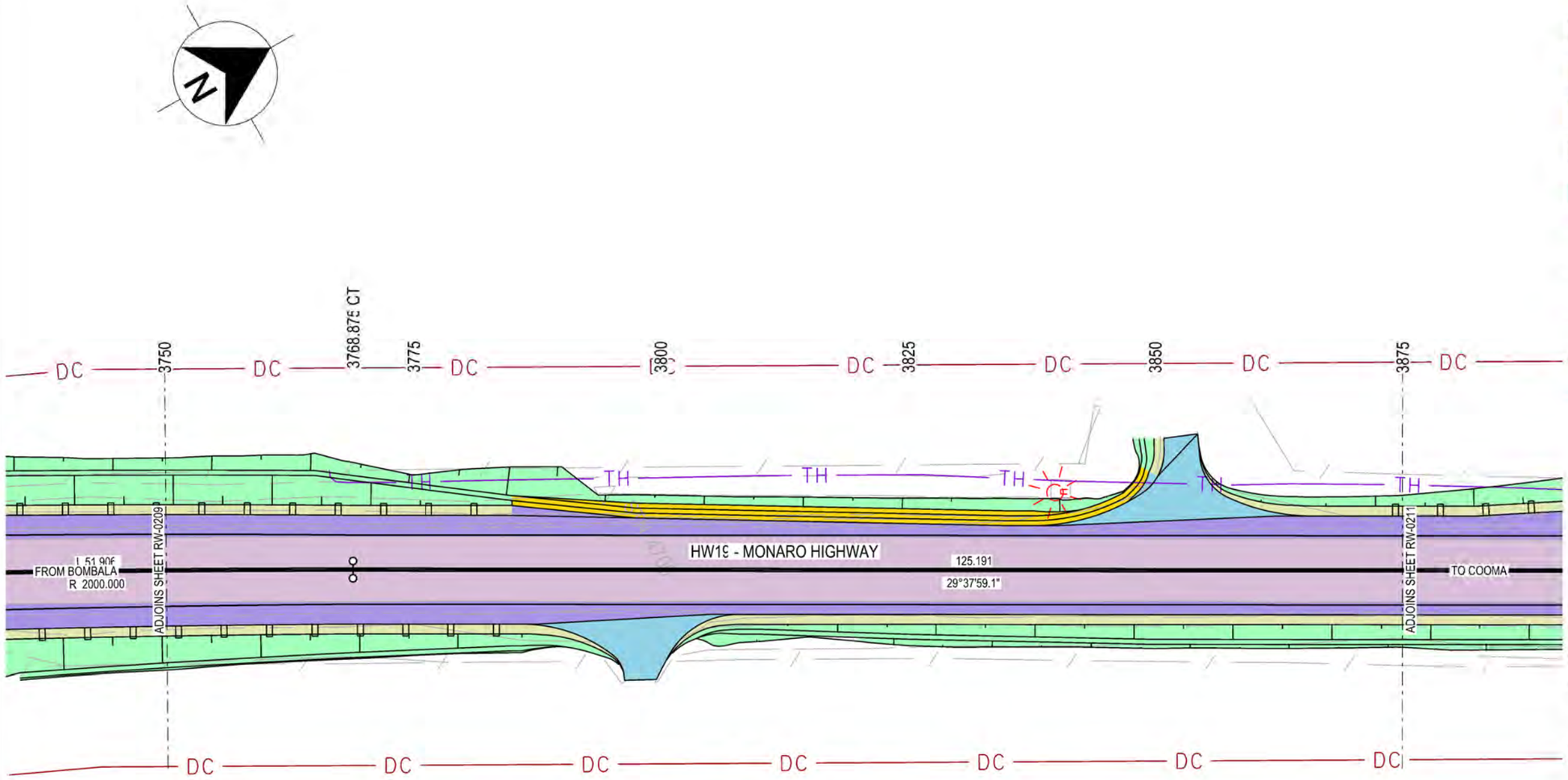
SNOWY MONARO REGIONAL LGA
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DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3625 TO CH.3750

A3

RMS REGISTRATION No.: DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0209 | ISSUE 3

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LEGEND

GDA 2020

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NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
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DESIGN	M. GREEN	XX.XX.XX
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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

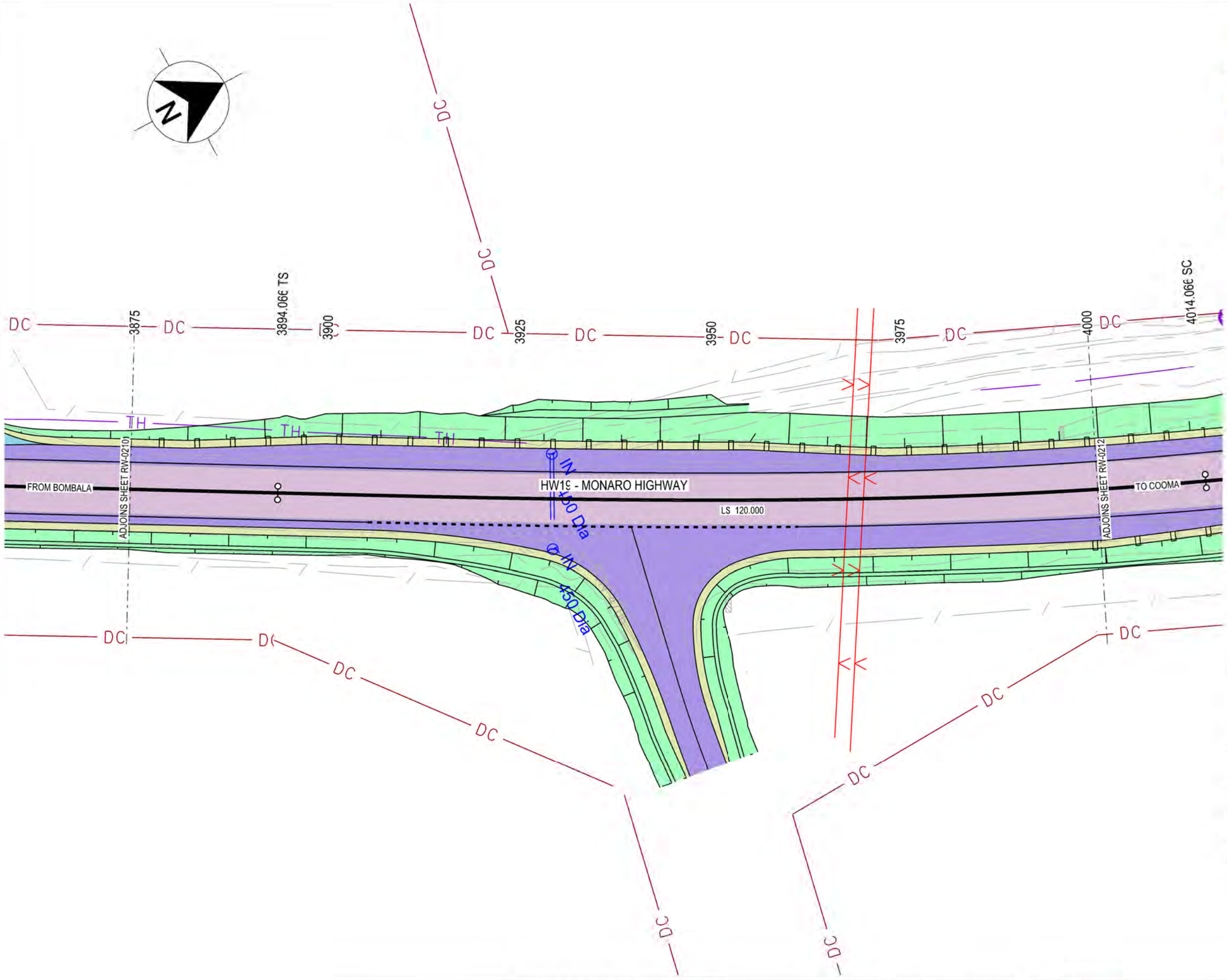
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DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3750 TO CH.3875

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0210
ISSUE: 3

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LEGEND

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- W — SURVEY UTILITIES - WATER

GDA 2020

NOTES

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7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/02/2025 1:51:05 PM
PLOT BY greenma

CLIENT: NSW GOVERNMENT TRANSPORT

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

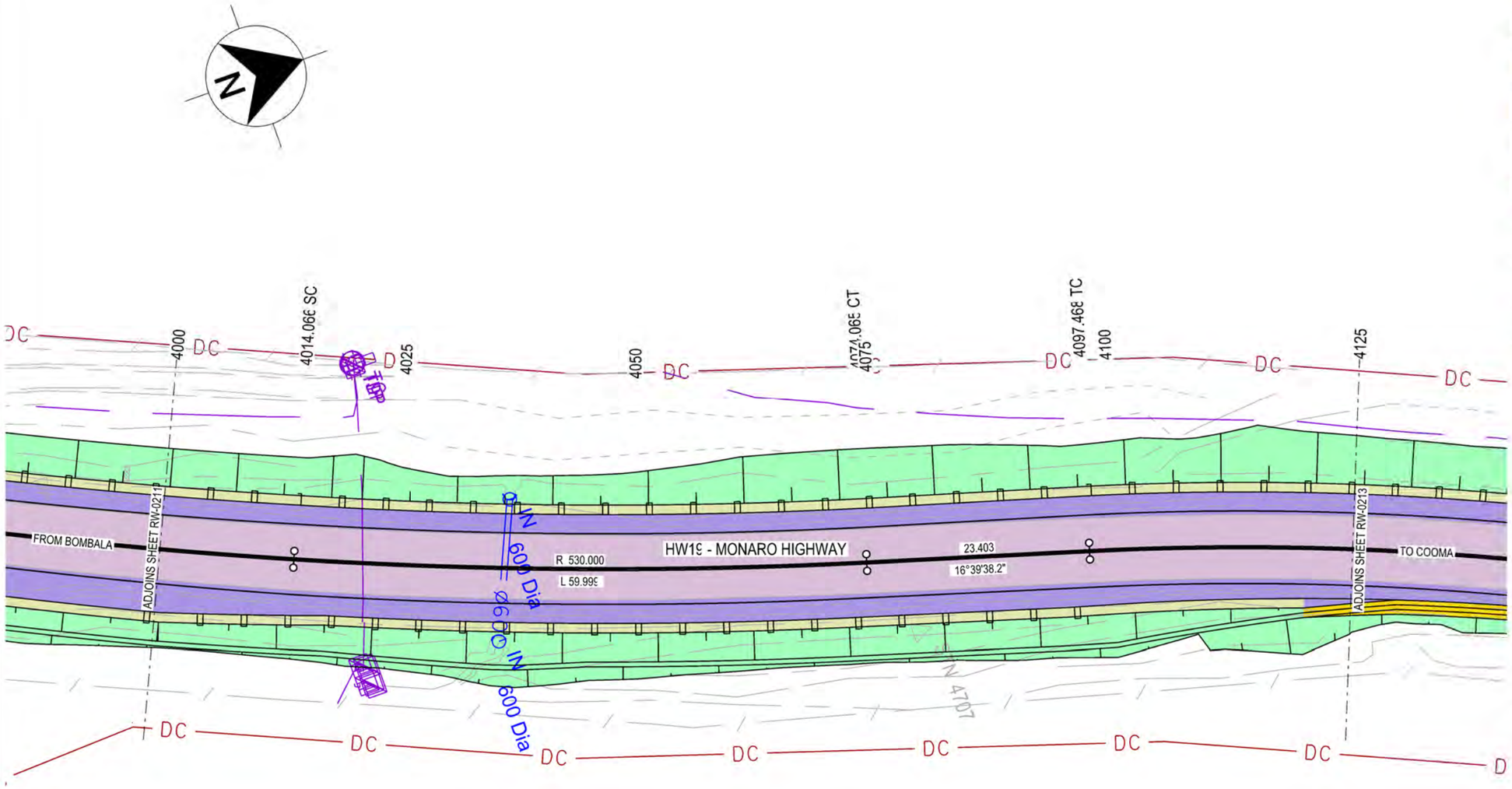
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3875 TO CH.4000

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. RW-0211
ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
- T — SURVEY UTILITIES - TELECOMMUNICATIONS
- EU — SURVEY UTILITIES - ELECTRICAL
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GDA 2020

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DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4000 TO CH.4125

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No: SF2022/211515
SHEET No: RW-0212
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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PLOT BY: greenma

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

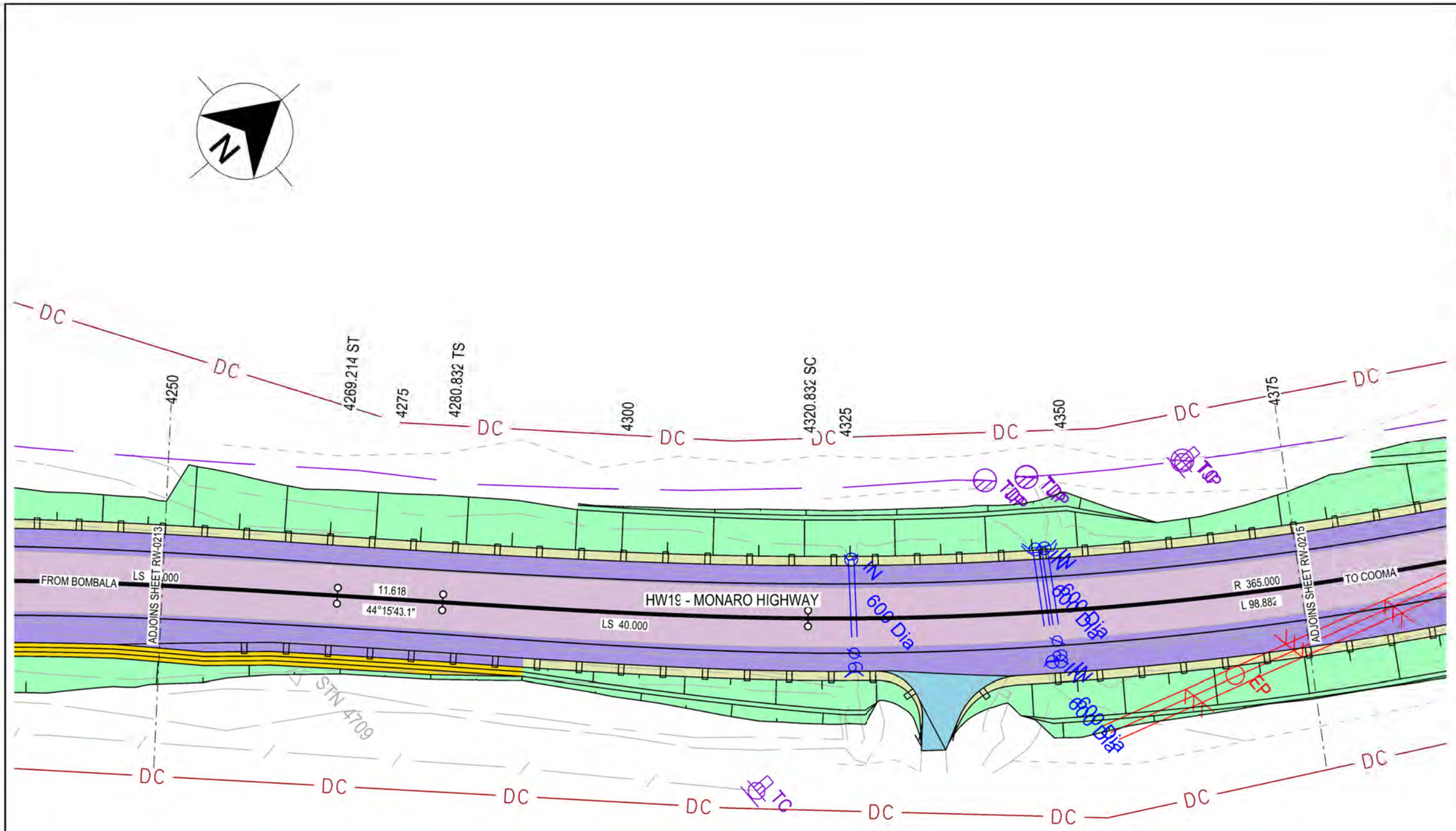
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4125 TO CH.4250

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0213
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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NSW GOVERNMENT TRANSPORT

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

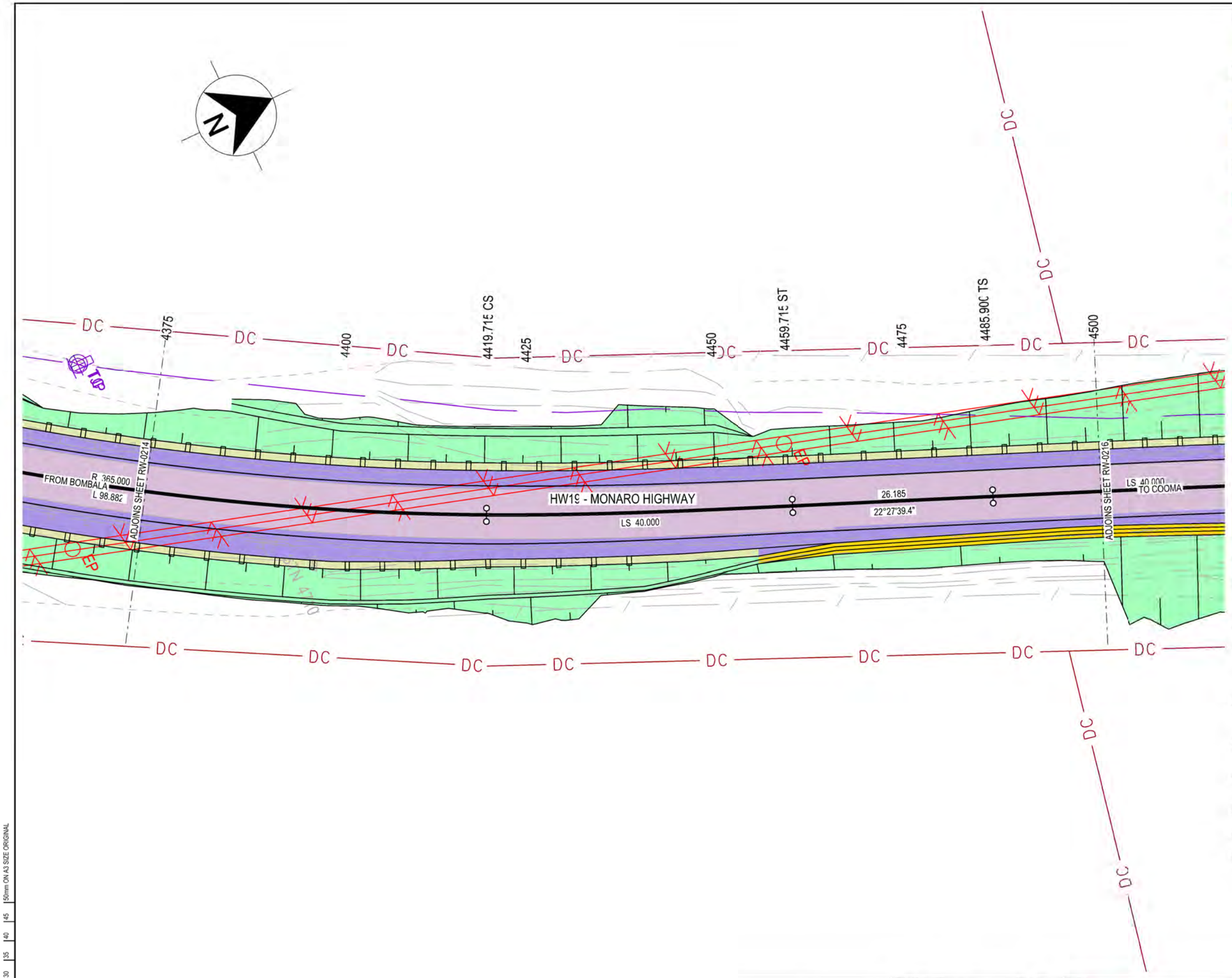
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4250 TO CH.4375

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0214
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
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GDA 2020

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

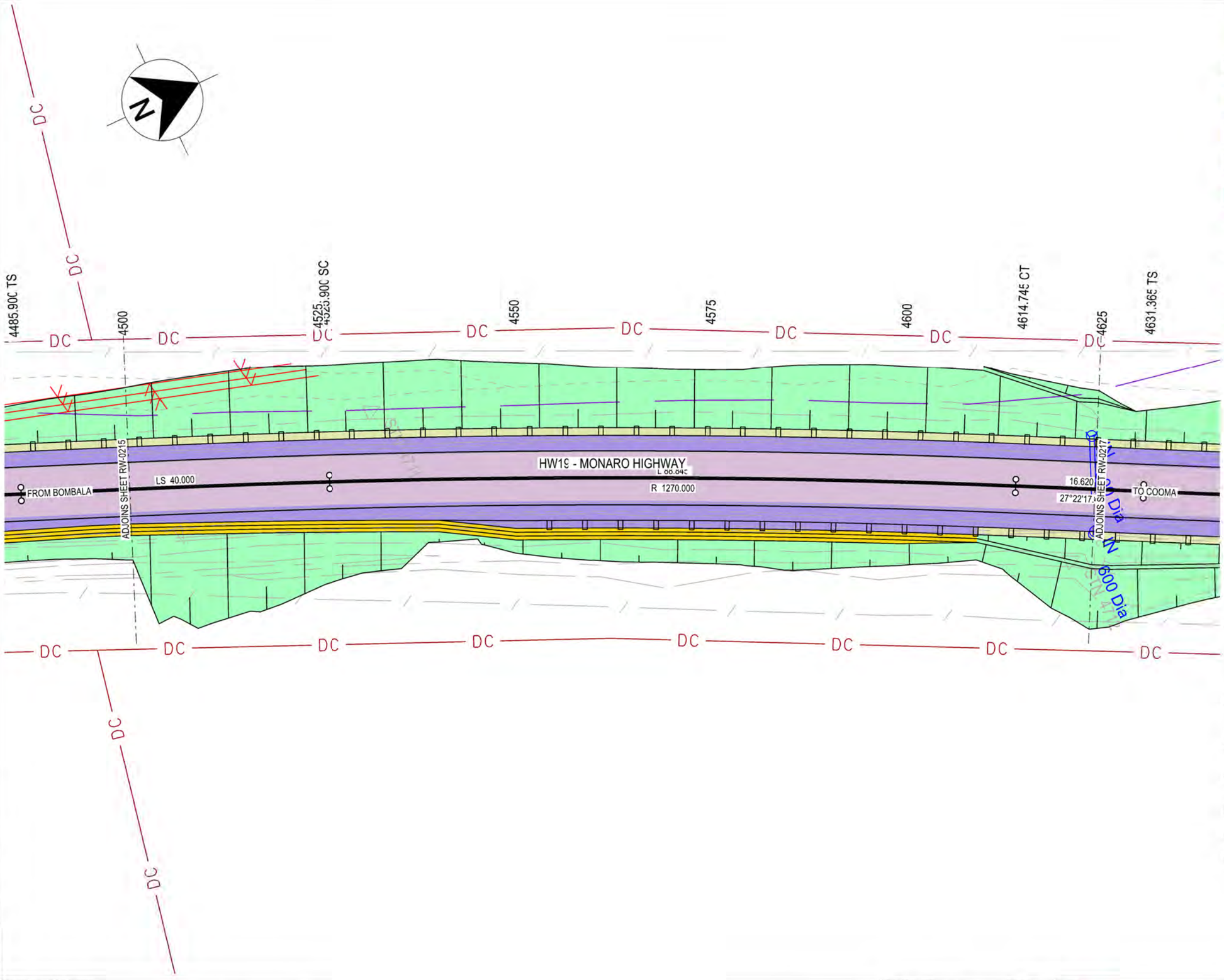
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4375 TO CH.4500

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0215
ISSUE: 3

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LEGEND

GDA 2020

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- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
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NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\DataWorksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM — PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4500 TO CH.4625

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

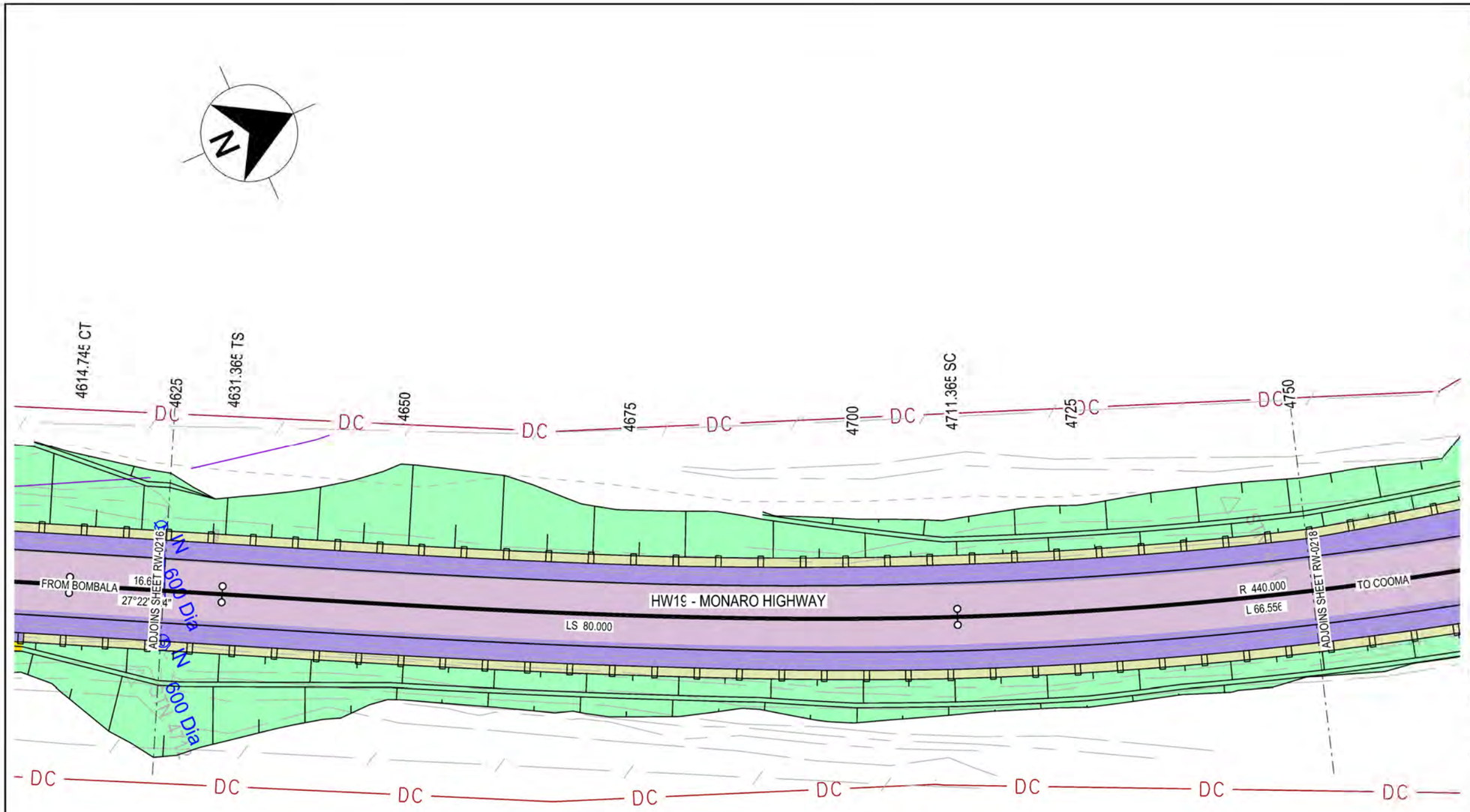
	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
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DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: RW-0216 — ISSUE: 3

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LEGEND

GDA 2020

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	TITLE	NAME	DATE
DRAWN		M. GREEN	XX.XX.XX
DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4625 TO CH.4750

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. RW-0217
ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
- T — SURVEY UTILITIES - TELECOMMUNICATIONS
- EU — SURVEY UTILITIES - ELECTRICAL
- HG — SURVEY UTILITIES - GAS
- W — SURVEY UTILITIES - WATER

GDA 2020

NOTES

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5. PAVEMENT AREAS EXCLUDE PAVEMENT UNDER KERBS AND VERGES. REFER TO SHEET (PAVEMENT TYPICAL DETAILS SHEET) FOR DETAILS.
6. REFER TO SHEET ??-???? FOR PAVEMENT PROFILES.
7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

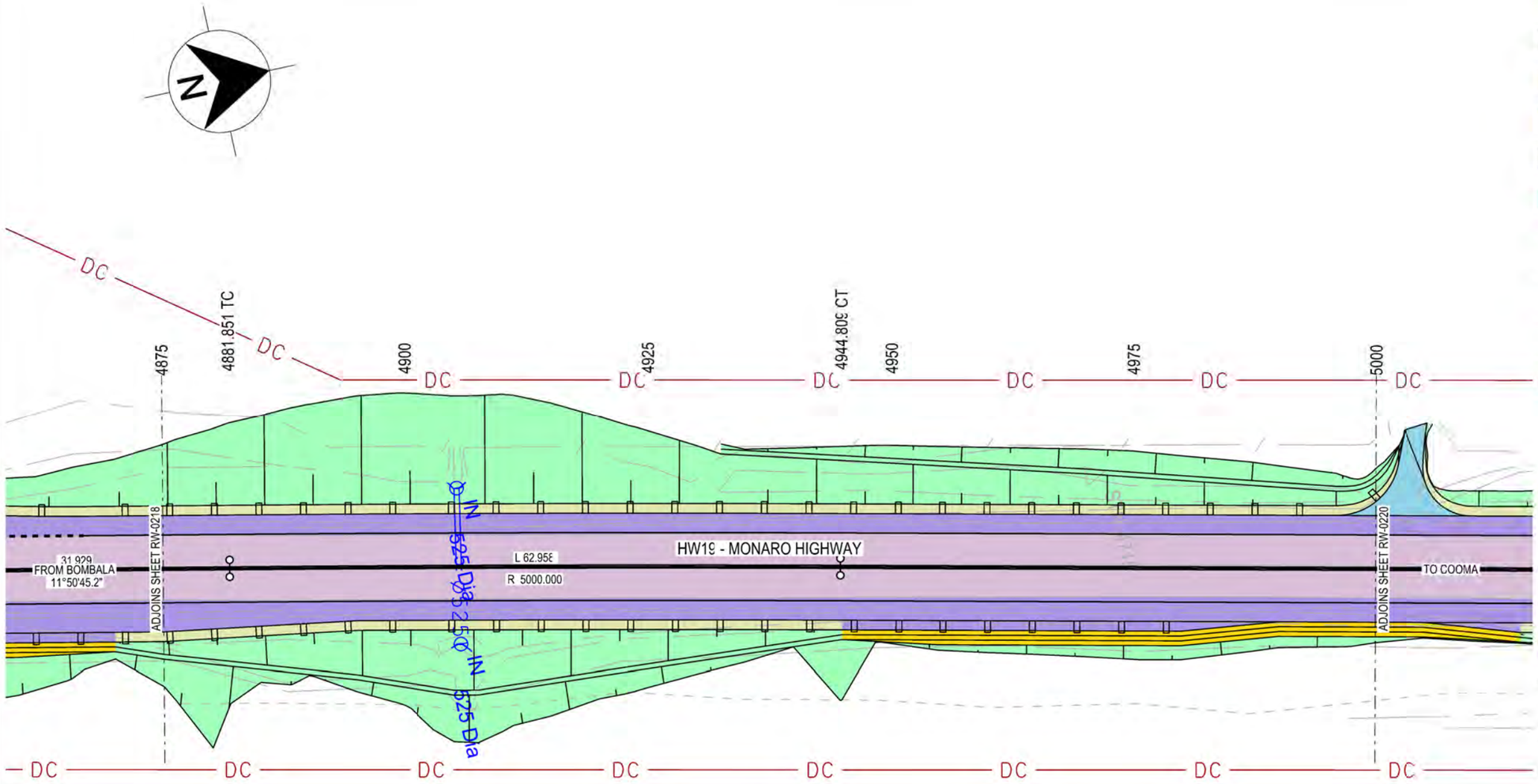
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4750 TO CH.4875

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0218
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
- T — SURVEY UTILITIES - TELECOMMUNICATIONS
- EU — SURVEY UTILITIES - ELECTRICAL
- HG — SURVEY UTILITIES - GAS
- W — SURVEY UTILITIES - WATER

GDA 2020

NOTES

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8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

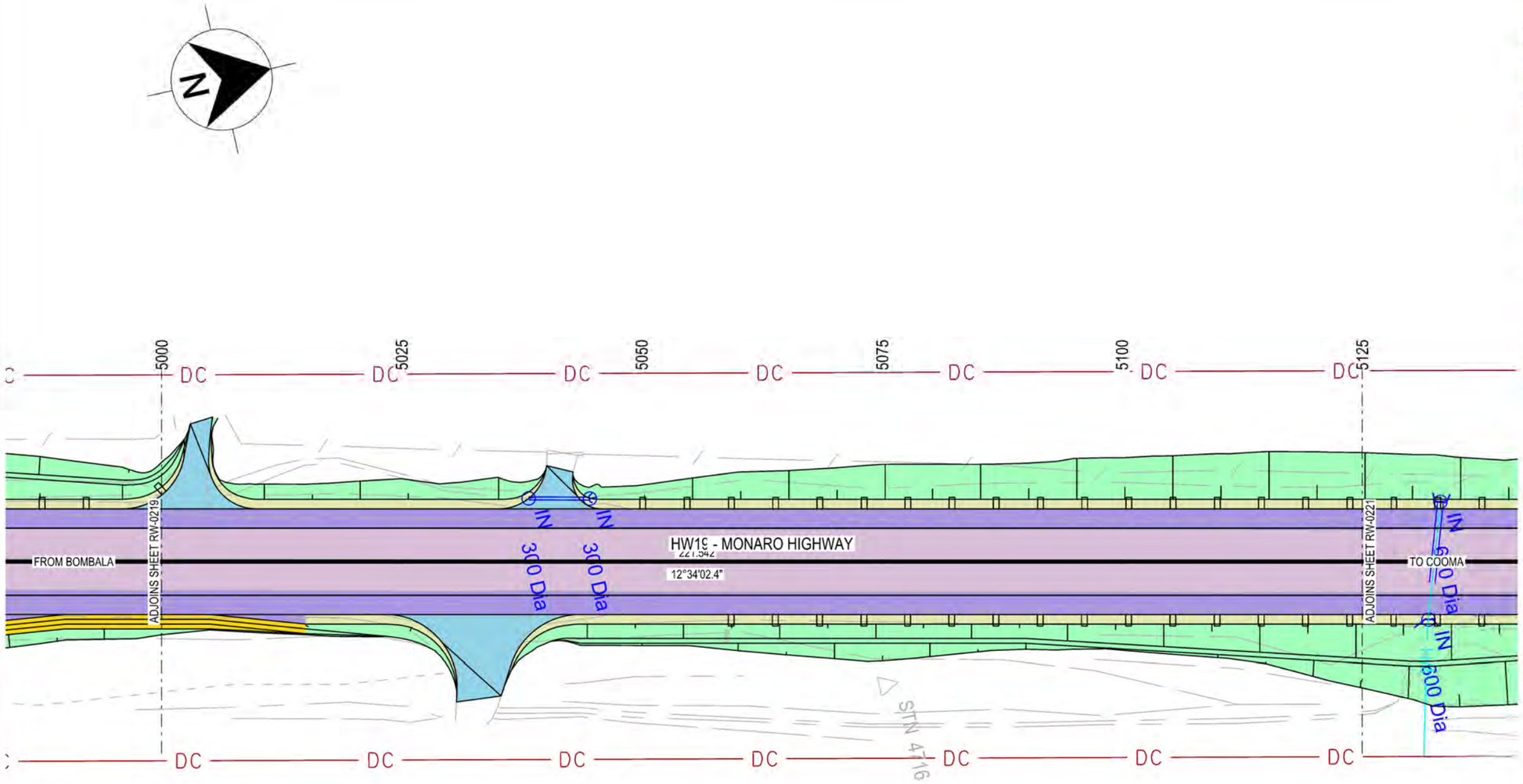
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4875 TO CH.5000

A3

RMS REGISTRATION No.: DS2022/000786 PART: 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0219
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
- T — SURVEY UTILITIES - TELECOMMUNICATIONS
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- HG — SURVEY UTILITIES - GAS
- W — SURVEY UTILITIES - WATER

GDA 2020

NOTES

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DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5000 TO CH.5125

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

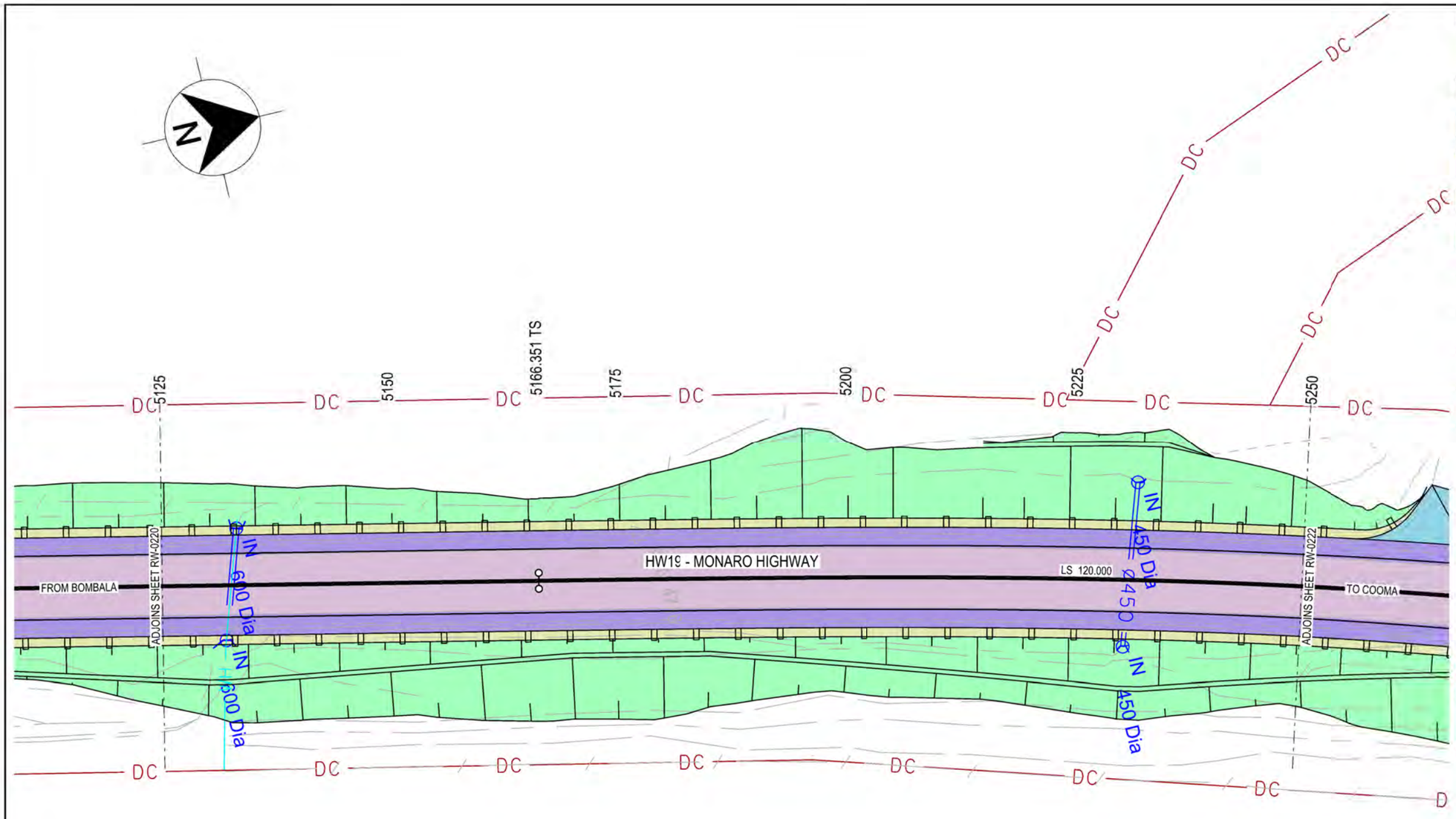
	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS	EDMS No.	SHEET No.	ISSUE
DETAIL DESIGN	SF2022/211515	RW-0220	3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
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NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/02/2025 1:51:05 PM
PLOT BY greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5125 TO CH.5250

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

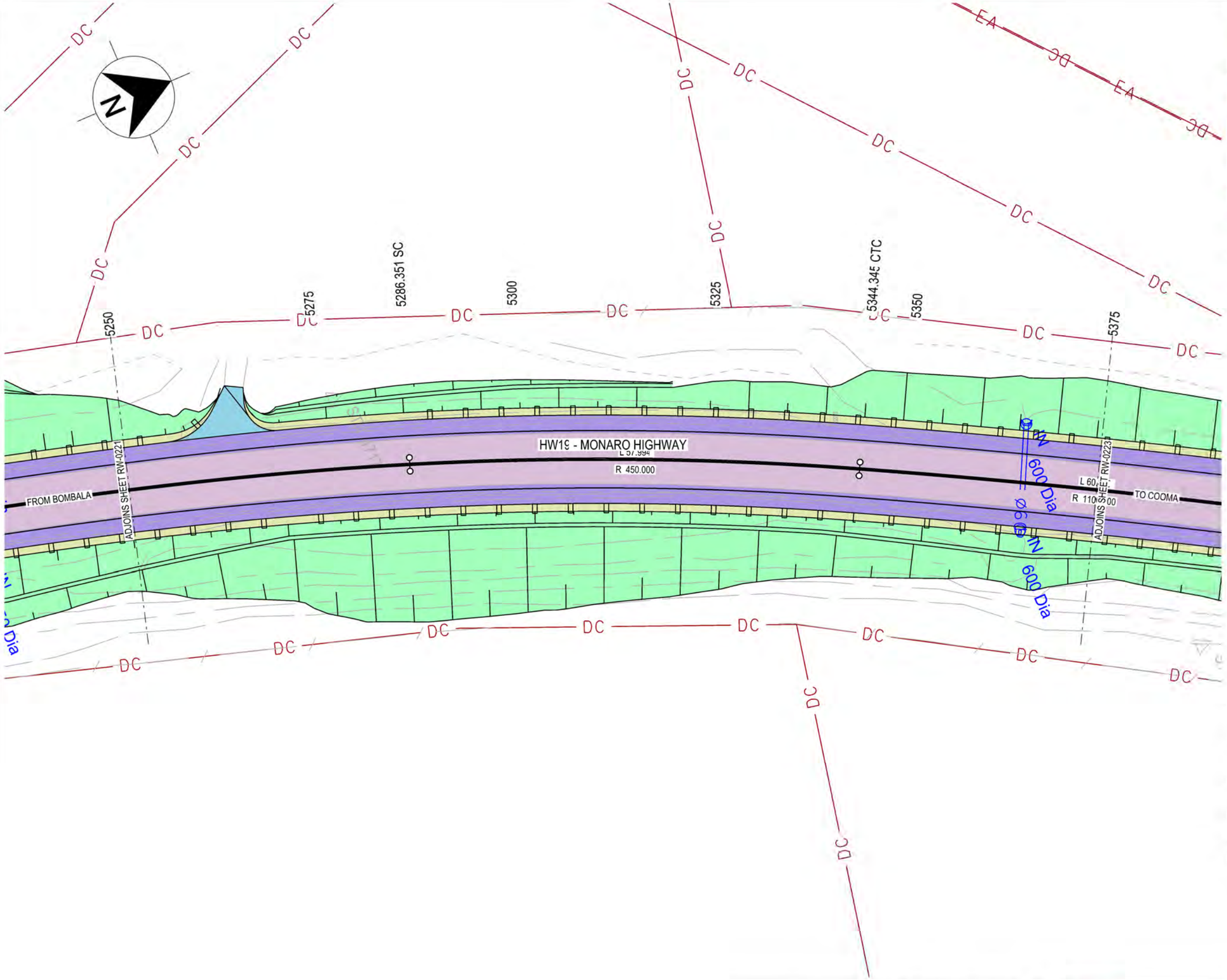
DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No. DS2022/000786
PART 1
ISSUE STATUS: DETAIL DESIGN
EDMS No: SF2022/211515
SHEET No: RW-0221
ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
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GDA 2020

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NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
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CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

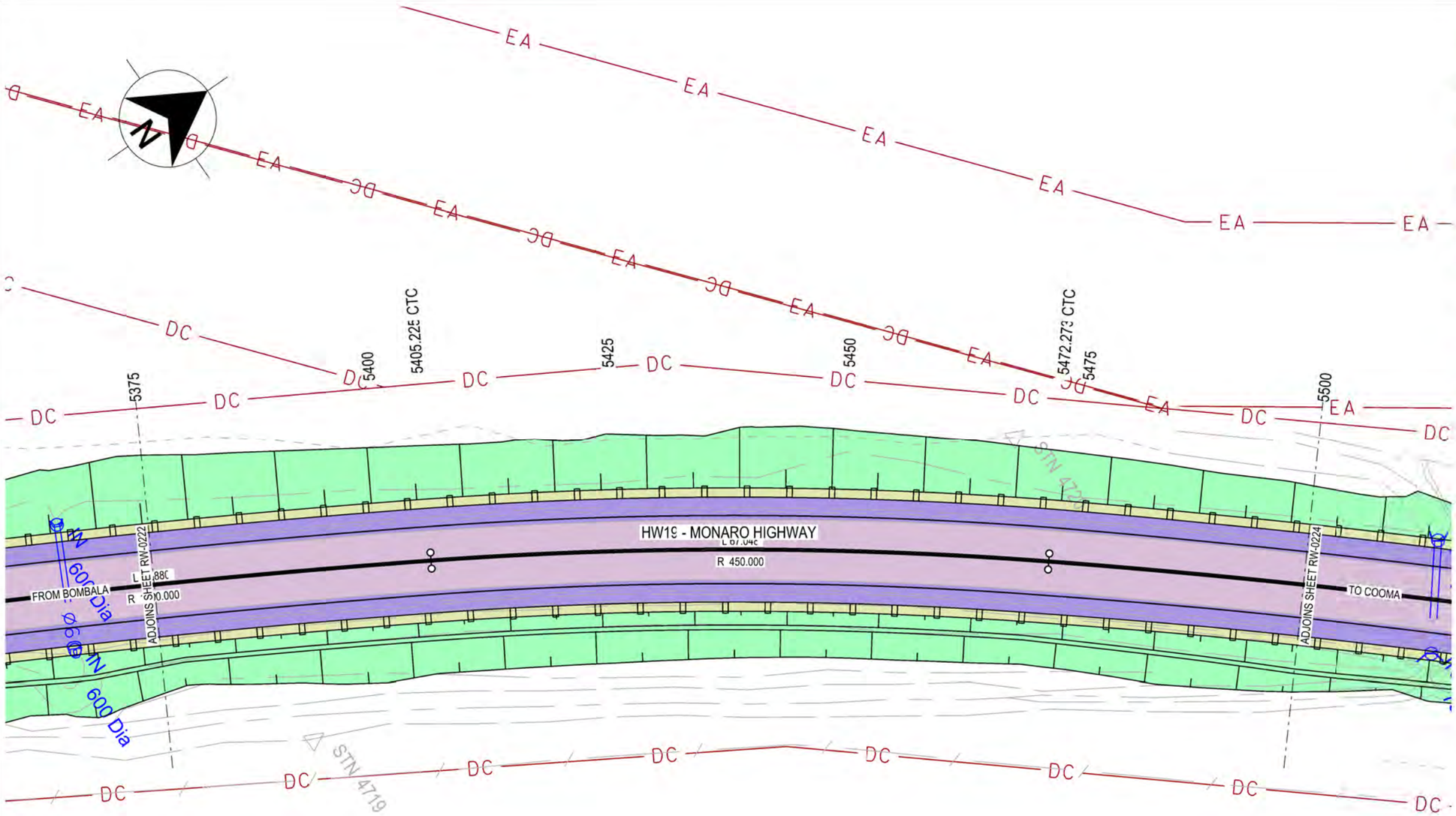
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5250 TO CH.5375

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0222
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
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- VERGE
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GDA 2020

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8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-03-RW-02-Road Detail.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	TITLE	NAME	DATE
DRAWN		M. GREEN	XX.XX.XX
DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

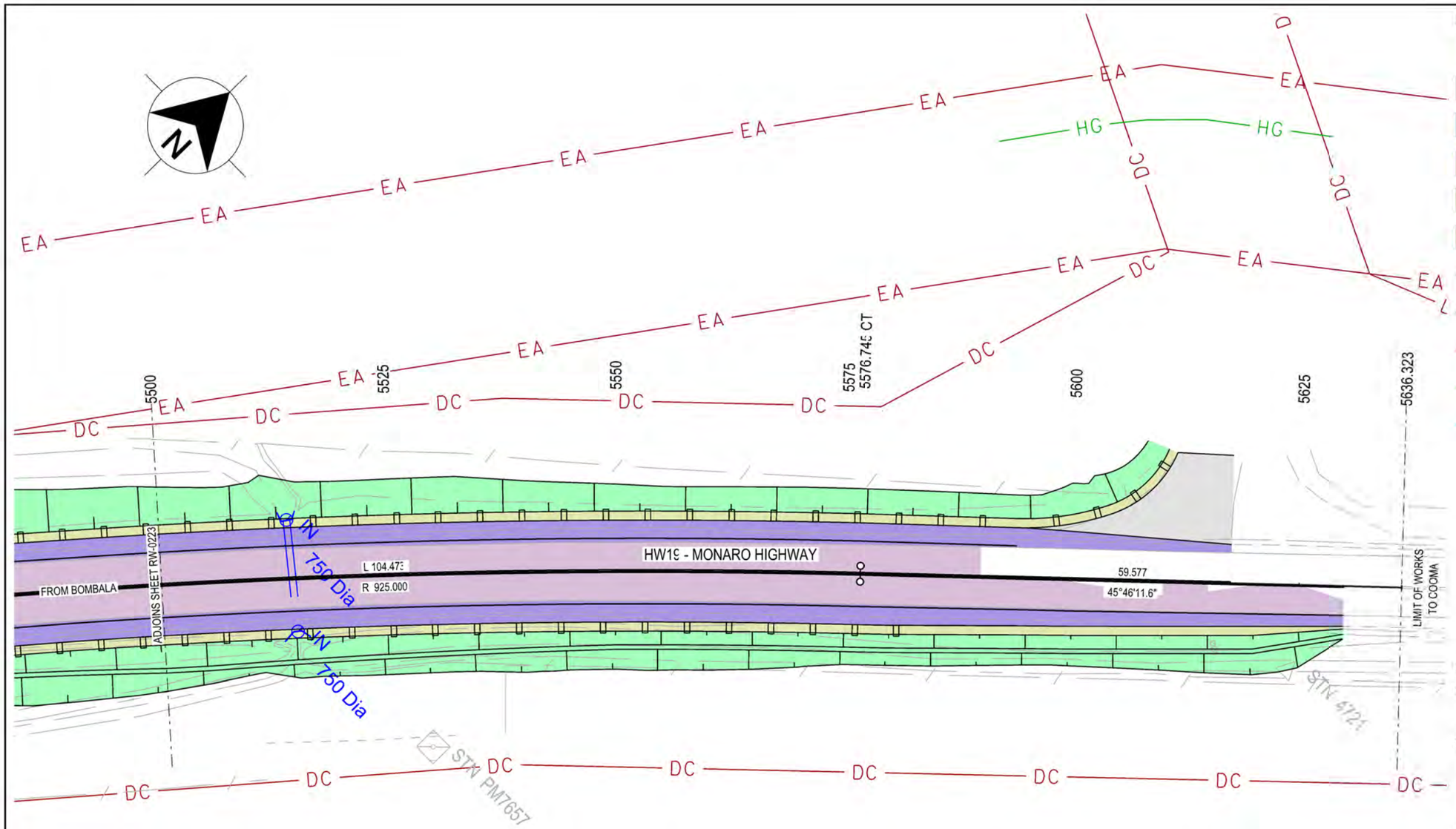
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5375 TO CH.5500

A3

RMS REGISTRATION No.: DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0223 | ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE P1 - PAVEMENT WIDENING AREA = ???m²
- PAVEMENT TYPE P2 - OVERLAY AREA = ???m²
- CONCRETE
- VERGE
- BATTERS
- DC — CADASTRAL OVERLAY BOUNDARY
- T — SURVEY UTILITIES - TELECOMMUNICATIONS
- EU — SURVEY UTILITIES - ELECTRICAL
- HG — SURVEY UTILITIES - GAS
- W — SURVEY UTILITIES - WATER

GDA 2020

NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT RMS QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
2. CONTRACTOR TO CONFIRM LOCATION OF ALL SERVICES, DRAINAGE WORKS AND UNDERGROUND INFRASTRUCTURE PRIOR TO COMMENCING WORK. CONTRACTOR TO ENSURE ADOPTED METHOD OF CONSTRUCTION AND PROPOSED WORKS WILL AVOID DAMAGE TO ALL SERVICES AND DRAINAGE WORKS, INCLUDING CLEARANCES TO OVERHEAD POWER LINES.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS, METERAGES, CHAINAGES AND CO-ORDINATES ARE EXPRESSED IN METRES
4. ACCESS TO PROPERTIES TO BE MADE AVAILABLE BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION.
5. PAVEMENT AREAS EXCLUDE PAVEMENT UNDER KERBS AND VERGES. REFER TO SHEET (PAVEMENT TYPICAL DETAILS SHEET) FOR DETAILS.
6. REFER TO SHEET ??-???? FOR PAVEMENT PROFILES.
7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/02/2025 1:51:05 PM
PLOT BY greenma

CLIENT: NSW GOVERNMENT TRANSPORT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
DETAIL PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5500 TO CH.5625

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. RW-0224
ISSUE 3

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STRING PREFIX	STRING DESCRIPTION
CB	D-KERB-Back
CE	D-CWAY-Bitumen Edge
CF	D-CWAY-Gutter Flow Line
DJ	D-EWKS-Back of Drain
DK	D-EWKS-Front of Drain
ES	D-CWAY-Back of Shoulder
EV	D-EWKS-Back of Verge
IA	D-EWKS-Ground Interface
IE	D-EWKS-Back of Table Drain Interface
LD	D-LNMK-Dividing - Double Barrier Line BB
LE	D-LNMK-Edge Line E1 (General)
LM	D-LNMK-Edge Line E5 (Painted Median)
TB	D-LNMK-Give Way Line TB1

LEGEND

- EXISTING PAVEMENT
- UNDERGROUND UTILITIES (COMMUNICATIONS / OPTIC FIBRE)
- PROPOSED W BEAM SAFETY BARRIER
- EXISTING W BEAM SAFETY BARRIER
- EXISTING CADASTRAL OVERLAY BOUNDARY
- EXISTING PROPERTY FENCE

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DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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PLOT BY greenma

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	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
CROSS SECTION
DESIGN FEATURE LABEL PLAN

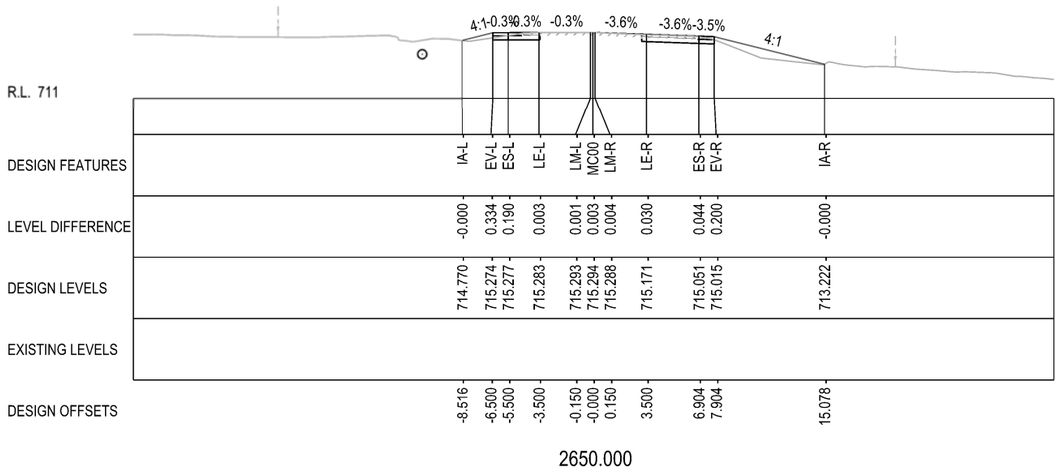
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RMS REGISTRATION No. DS2022/000786 PART 1

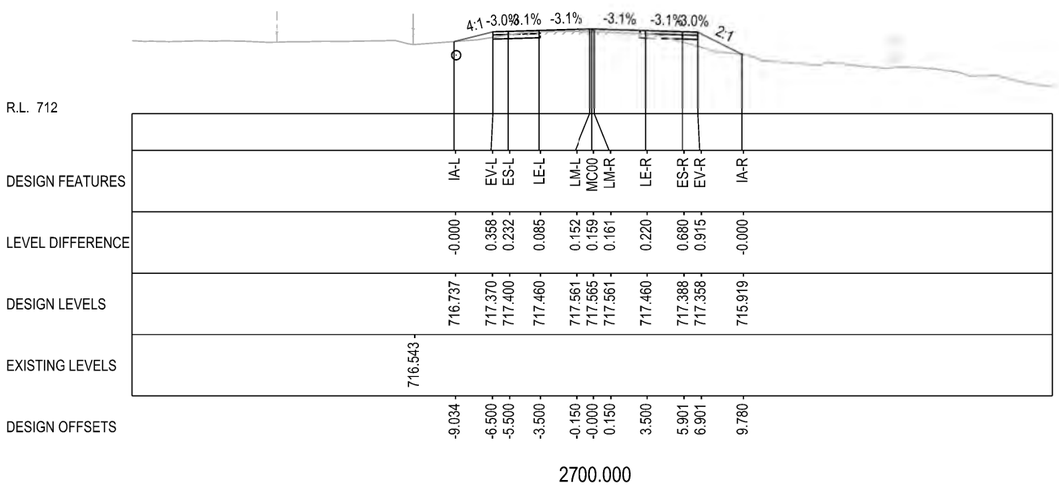
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EDMS No. SF2022/211515
SHEET No. RW-0501
ISSUE 3

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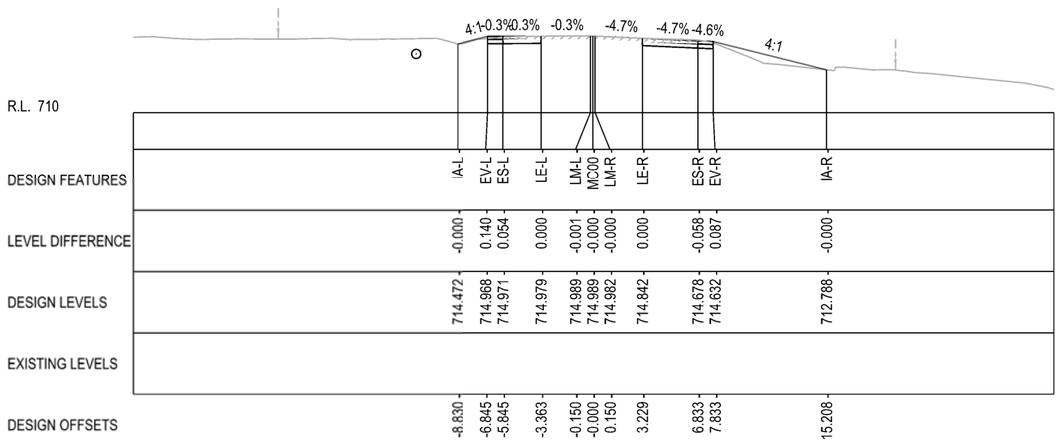
GDA 2020



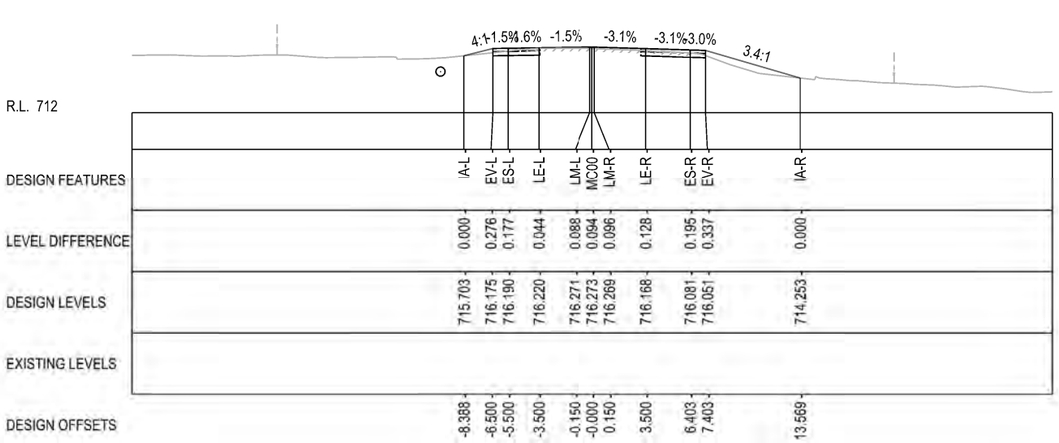
2650.000



2700.000



2640.000



2675.000

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

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TITLE	NAME	DATE	
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DRG CHECK	C. EGAN	XX.XX.XX	
DESIGN	M. GREEN	XX.XX.XX	
DESIGN CHECK	C. EGAN	XX.XX.XX	
DESIGN MNGR	N. COOKE	XX.XX.XX	
PROJECT MNGR	W. McGRATH	XX.XX.XX	

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 2640.000 TO CH. 2700.000

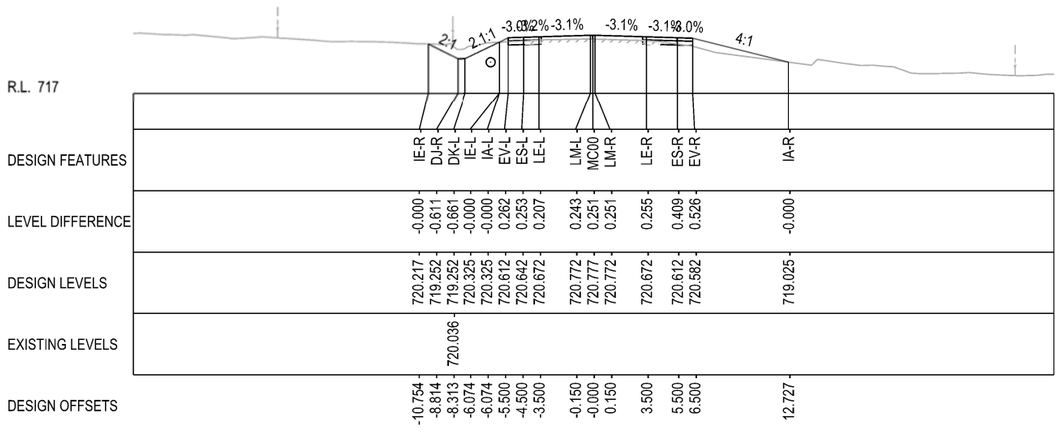
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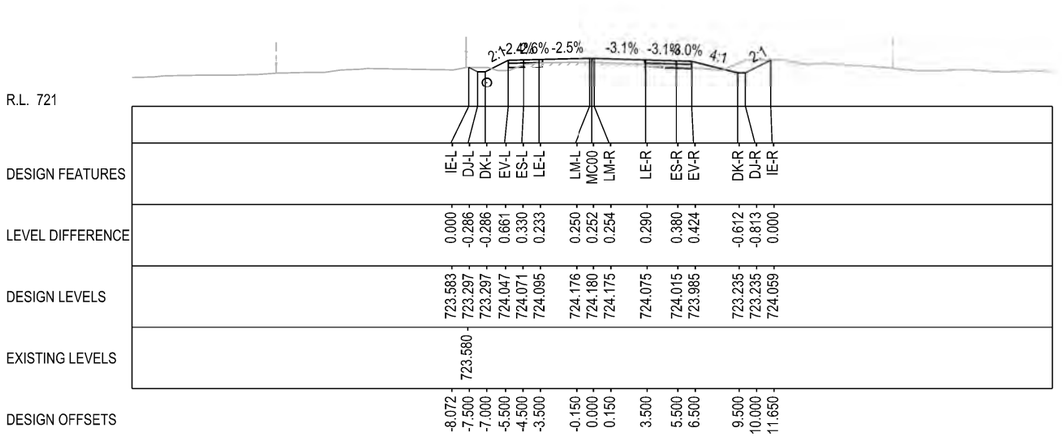
RMS REGISTRATION No. DS2022/000786
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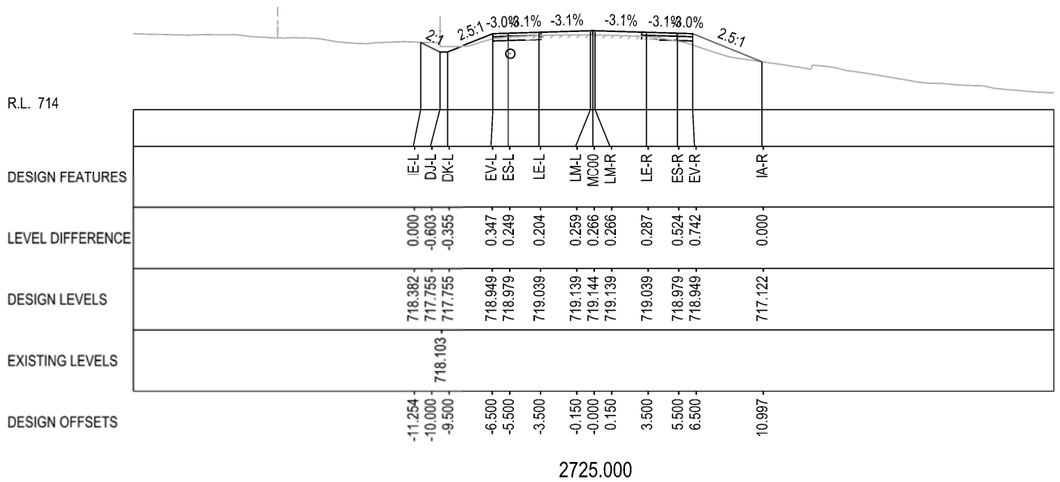
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EDMS No.: SF2022/211515
SHEET No.: RW-0601
ISSUE: 3

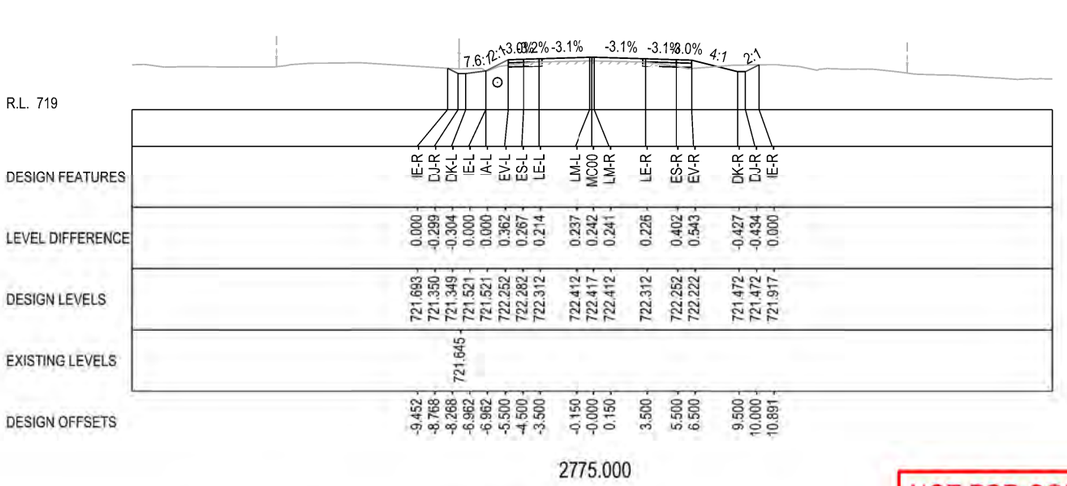
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50mm ON A3 SIZE ORIGINAL

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

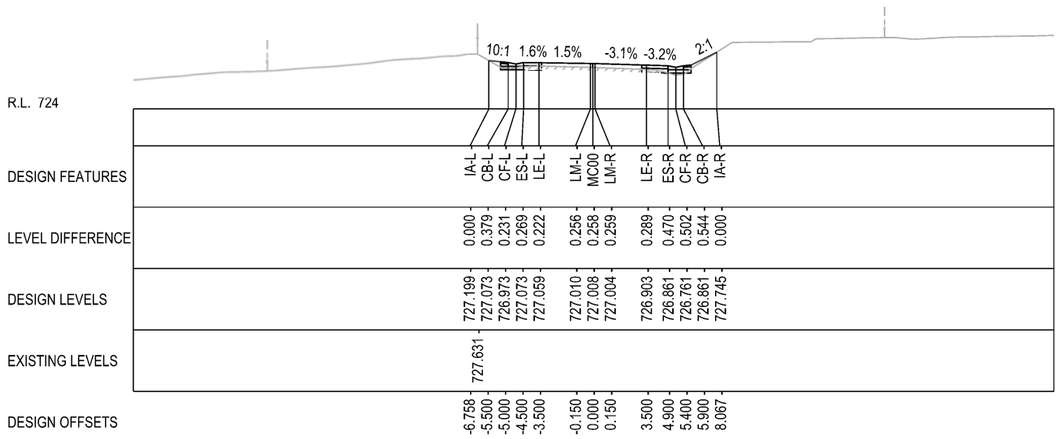
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 2725.000 TO CH. 2800.000

A3

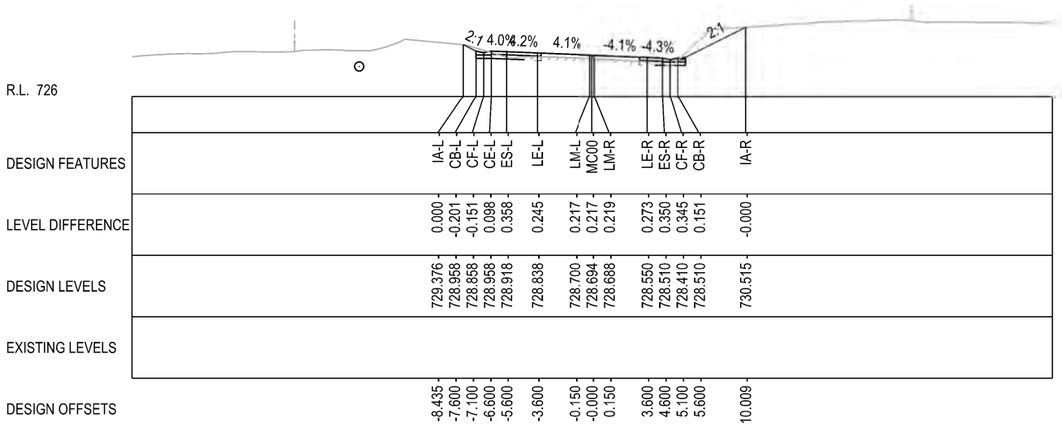
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ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. RW-0602
ISSUE 3

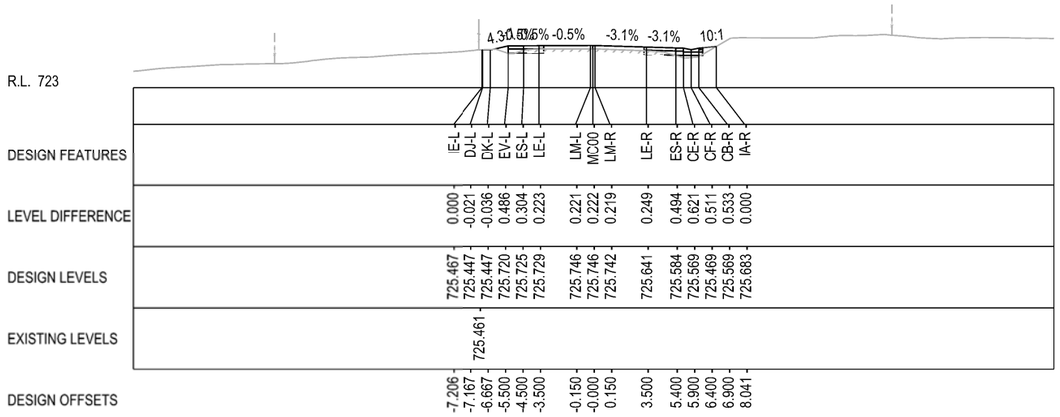
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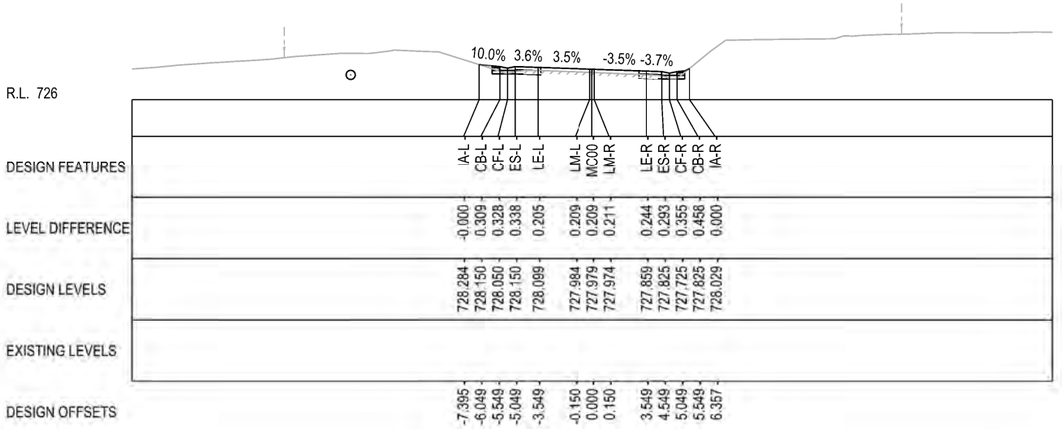
2850.000



2900.000



2825.000



2875.000

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn		13/02/2025 1:51:05 PM	greenma	NSW GOVERNMENT TRANSPORT	SNOWY MONARO REGIONAL LGA HW19 - MONARO HIGHWAY SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD CROSS SECTIONS HW19 - MONARO HIGHWAY - MC00 - CH. 2825.000 TO CH. 2900.000

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15, SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

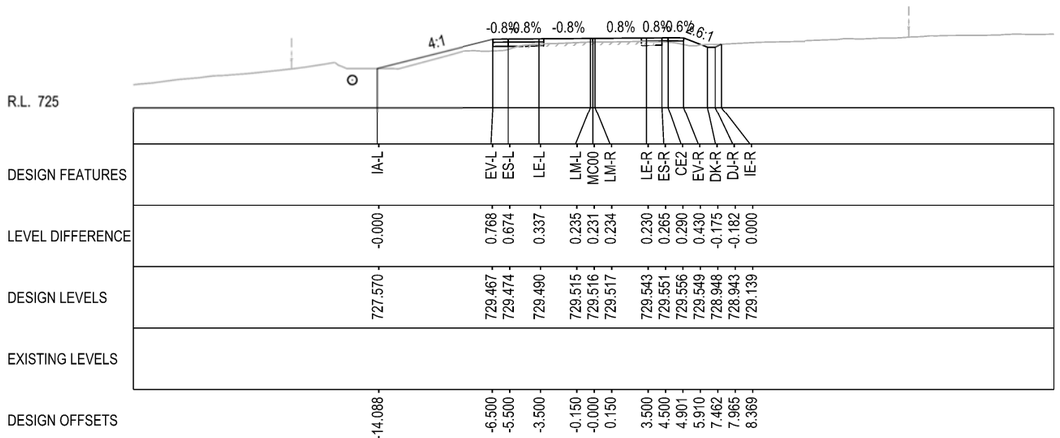
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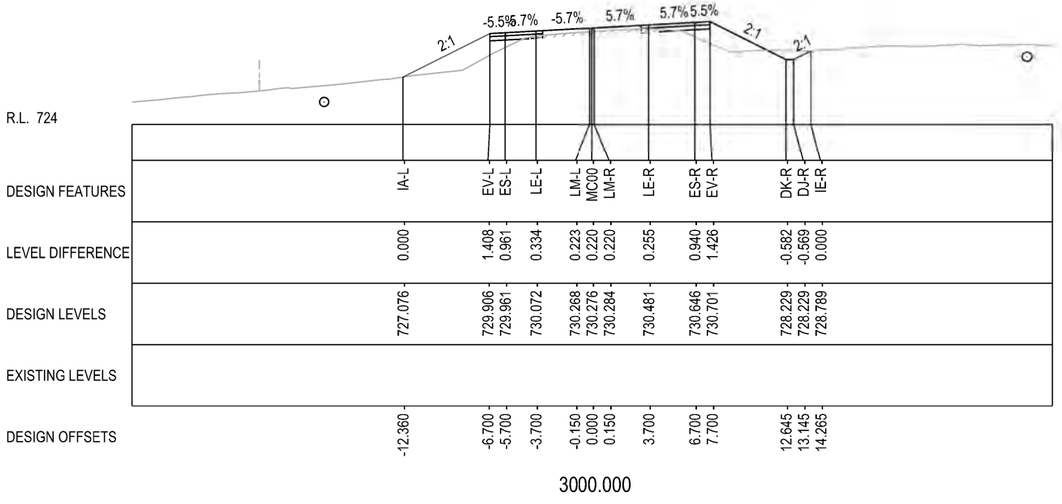
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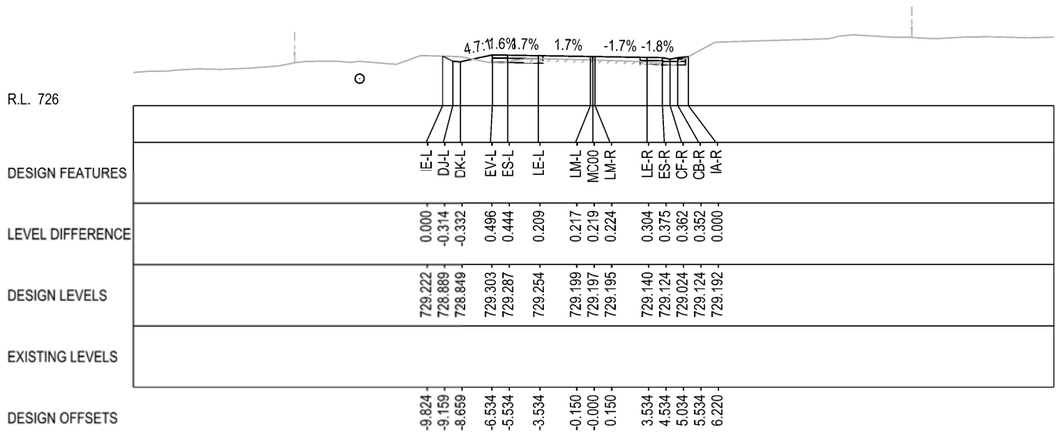
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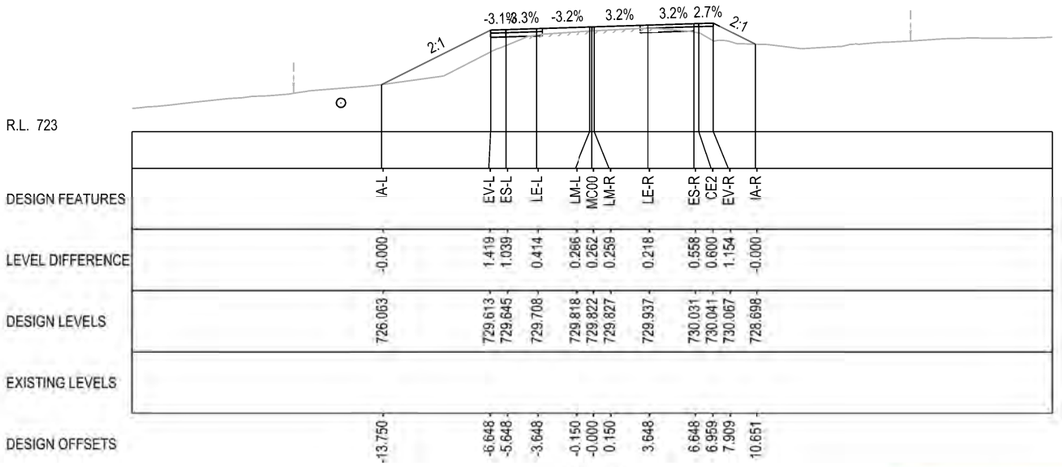
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SCALES ON A3 SIZE DRAWING: 0 5 10 15, SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

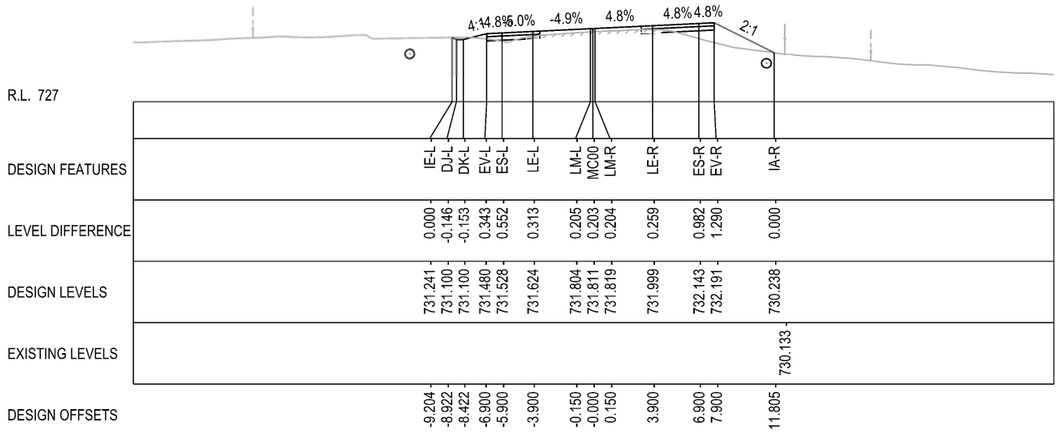
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 2925.000 TO CH. 3000.000

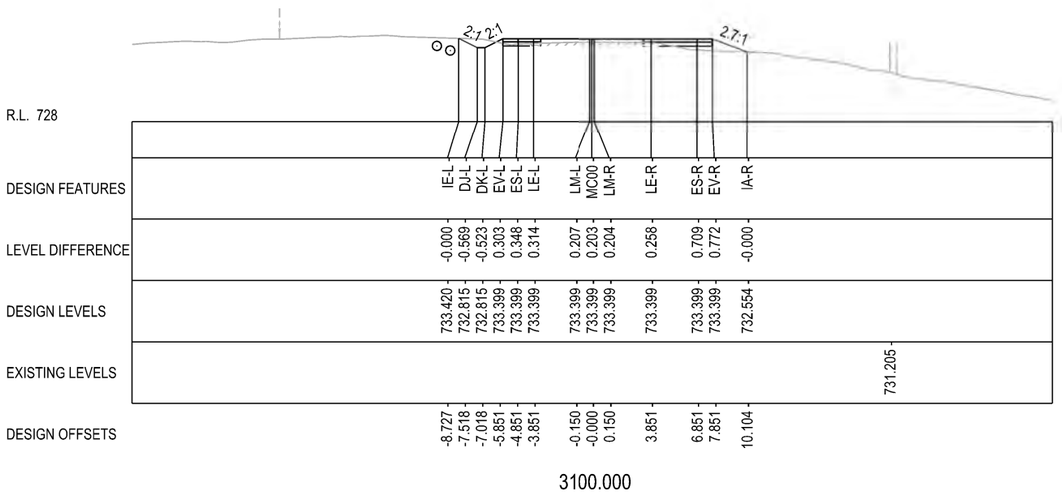
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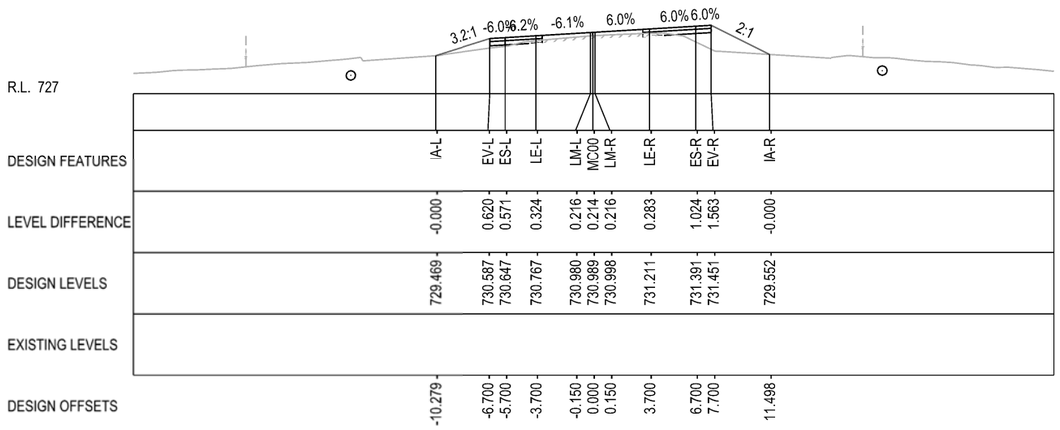
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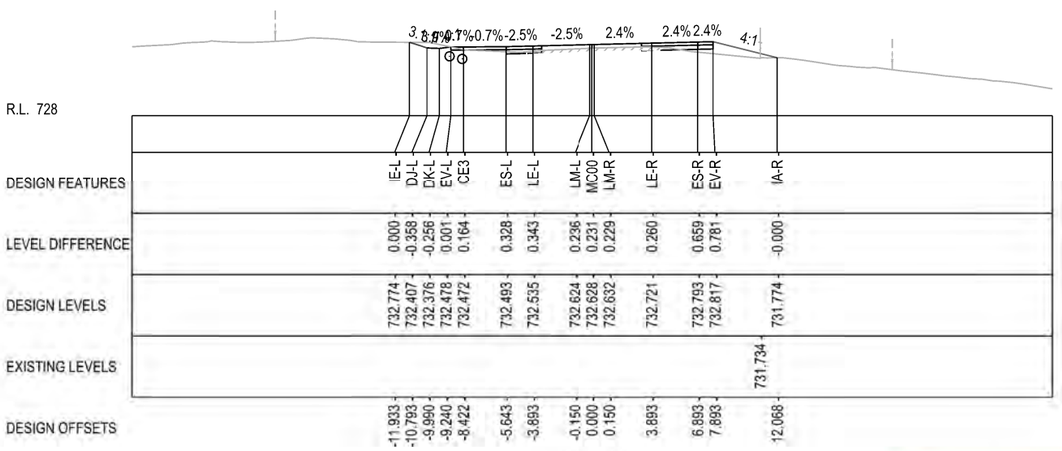
ISSUE STATUS: DETAIL DESIGN EDMS No.: SF2022/211515 SHEET No.: RW-0604 ISSUE: 3

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

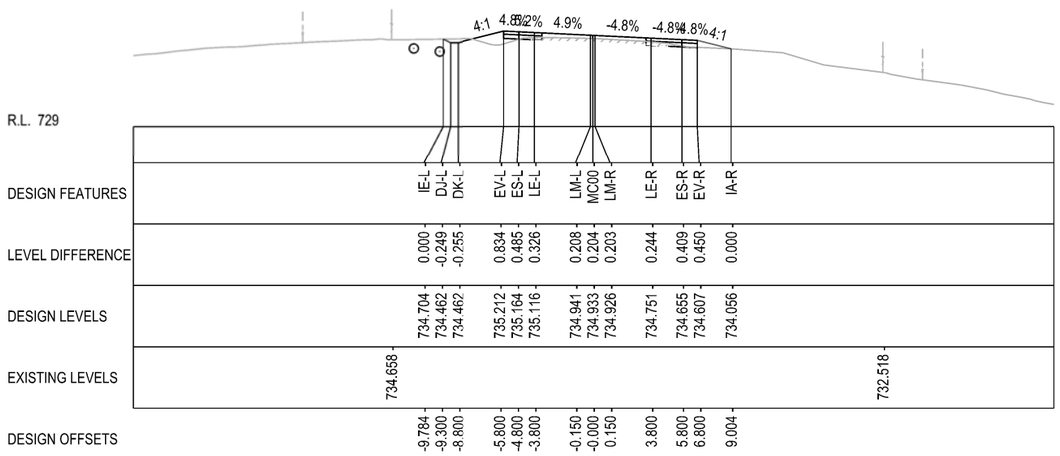
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3025.000 TO CH. 3100.000

A3

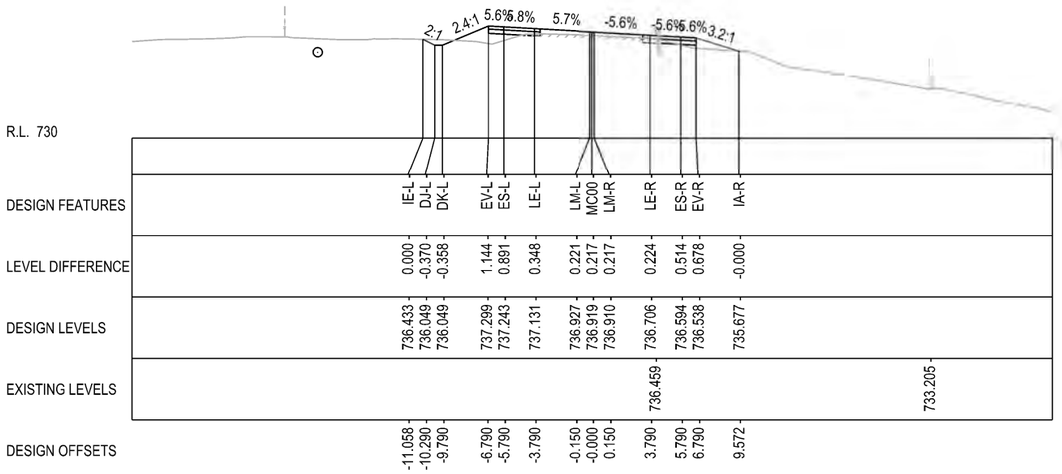
RMS REGISTRATION No. DS2022/000786
PART 1
ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0605
ISSUE: 3

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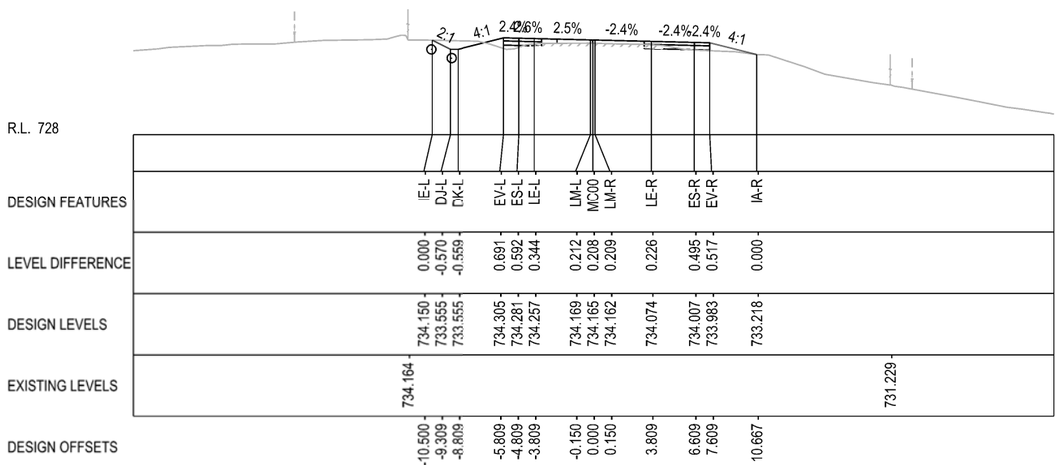
GDA 2020



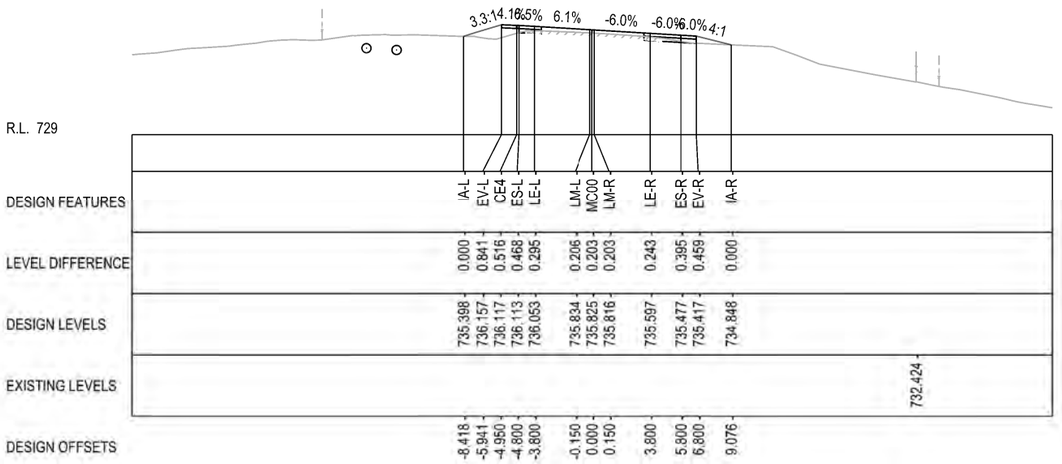
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3200.000



3125.000



3175.000

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

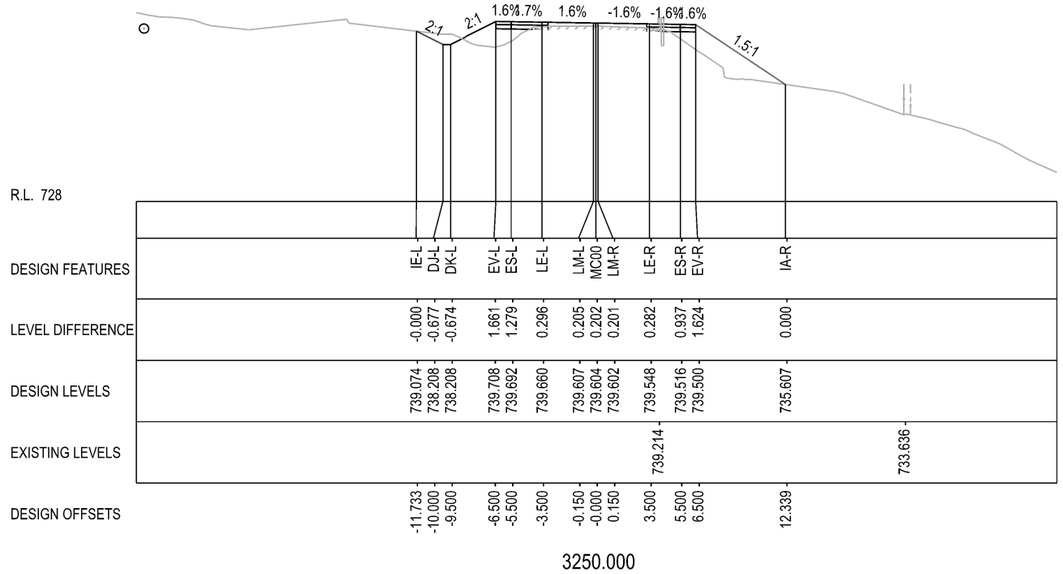
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3125.000 TO CH. 3200.000

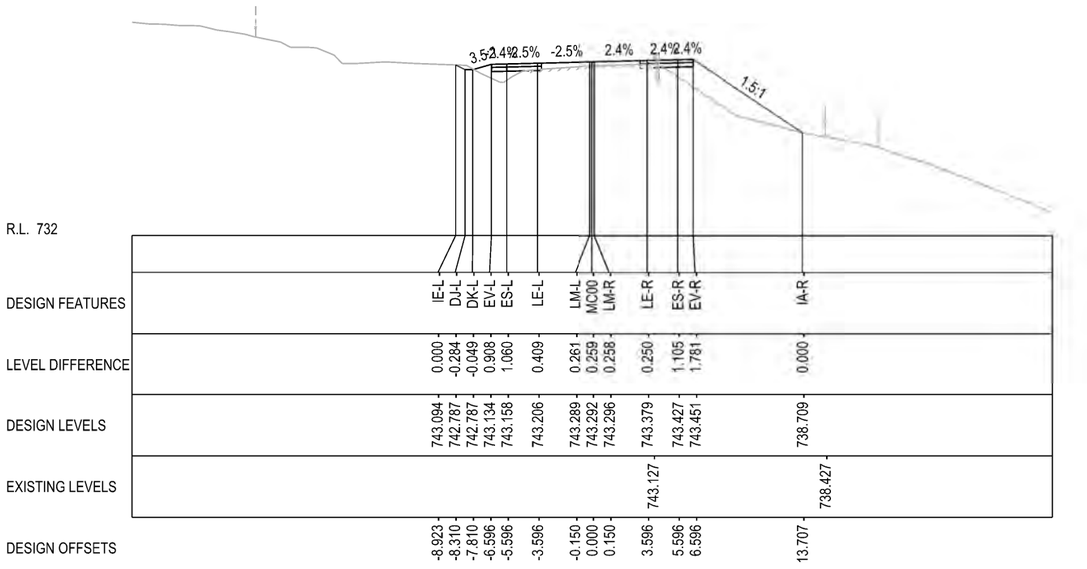
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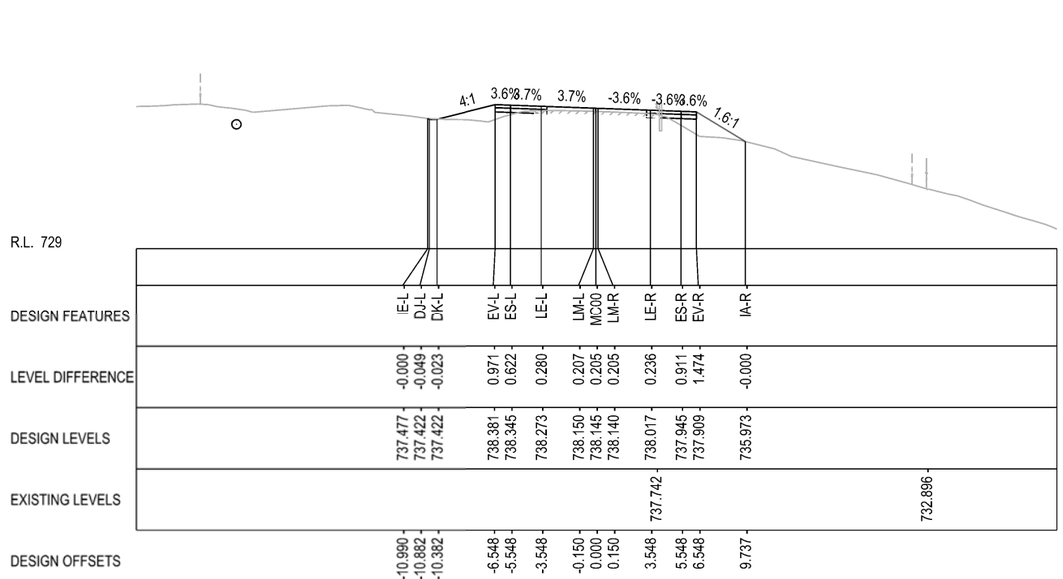
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PART 1
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ISSUE 3

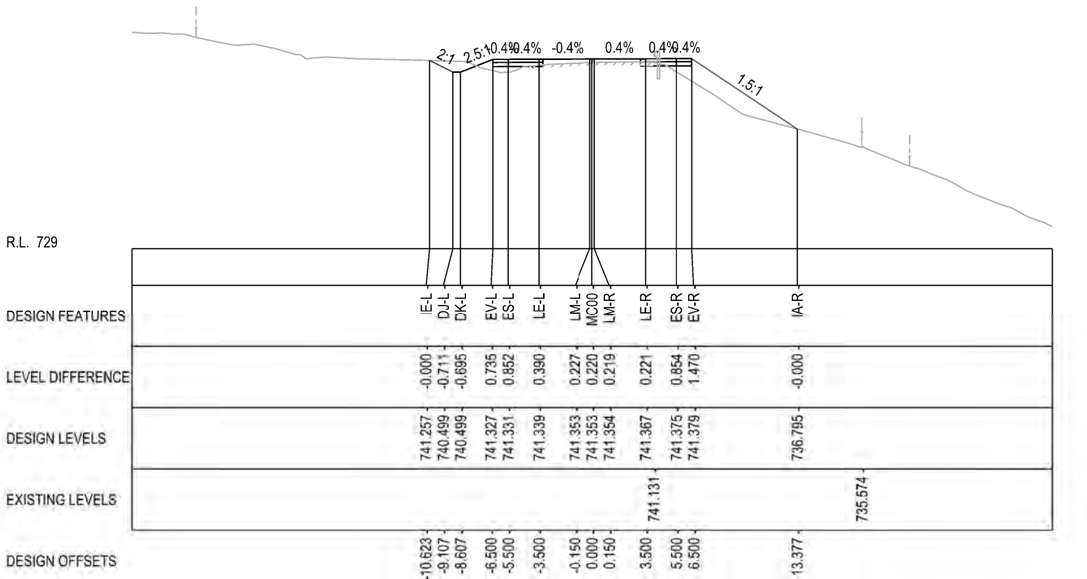
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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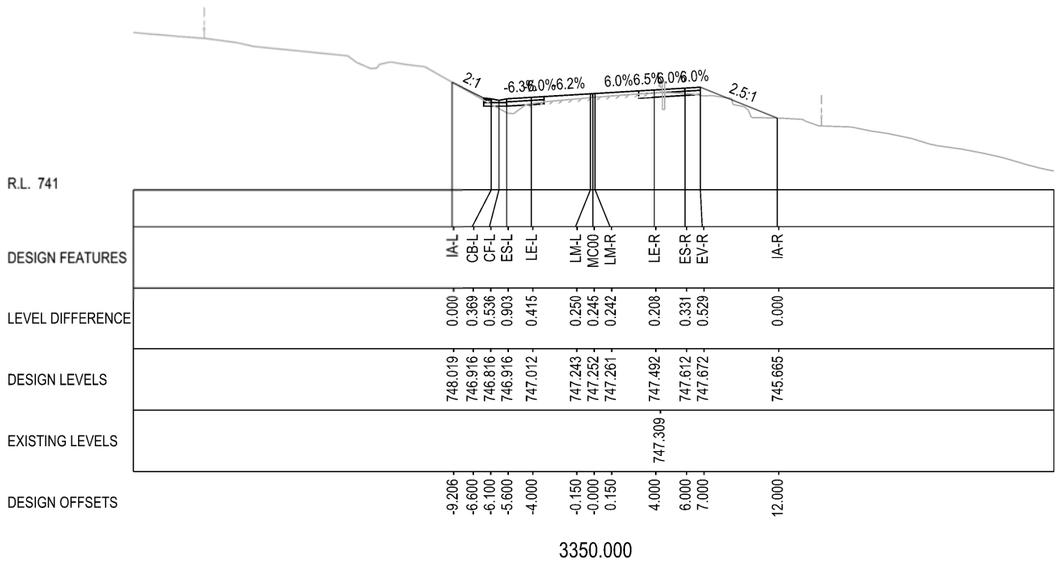
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3225.000 TO CH. 3300.000

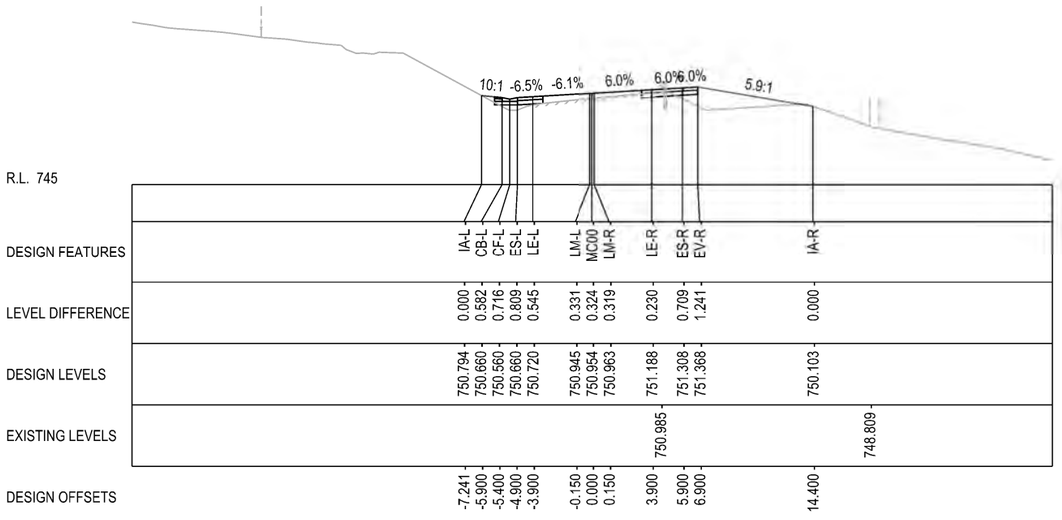
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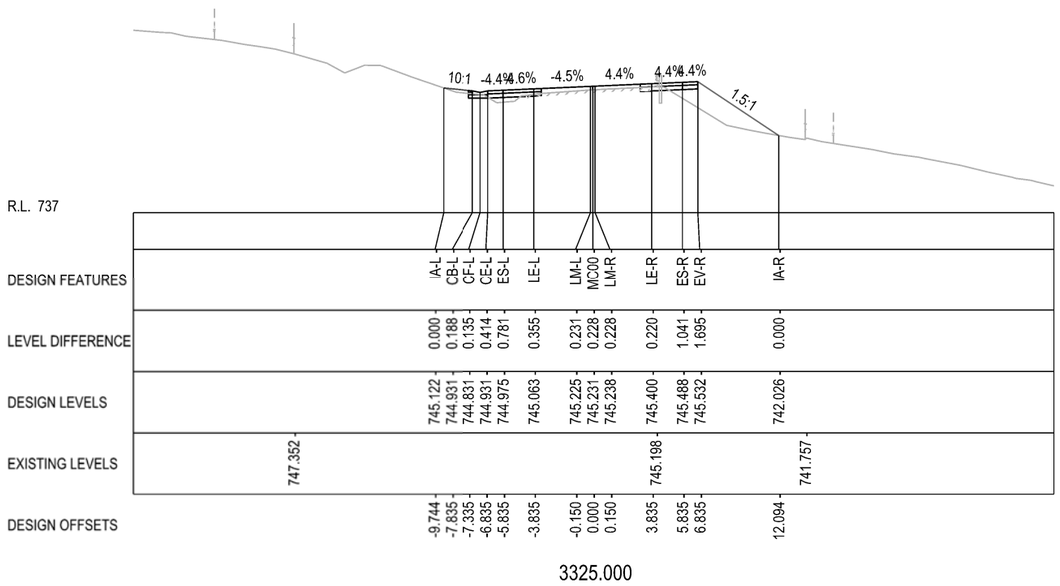
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ISSUE: 3

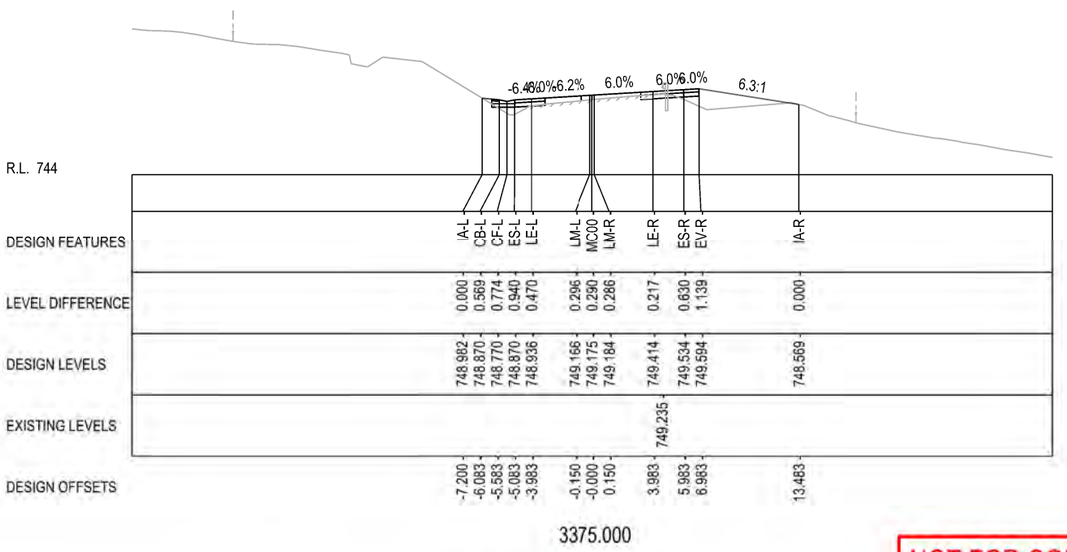
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	
SCALES ON A3 SIZE DRAWING	0 5 10 15 SCALE 1:400m
CO-ORDINATE SYSTEM / HEIGHT DATUM	MGA ZONE 55 (GDA2020) AHD
DRAWINGS / DESIGN PREPARED BY	INFRASTRUCTURE & PLACE REGIONAL TECHNICAL SERVICES ROAD DESIGN SOUTH

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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PLOT DATE / TIME	13/02/2025 1:51:05 PM	PLOT BY	greenma
TITLE	NAME		DATE
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DRG CHECK	C. EGAN		XX.XX.XX
DESIGN	M. GREEN		XX.XX.XX
DESIGN CHECK	C. EGAN		XX.XX.XX
DESIGN MNGR	N. COOKE		XX.XX.XX
PROJECT MNGR	W. McGRATH		XX.XX.XX

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PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

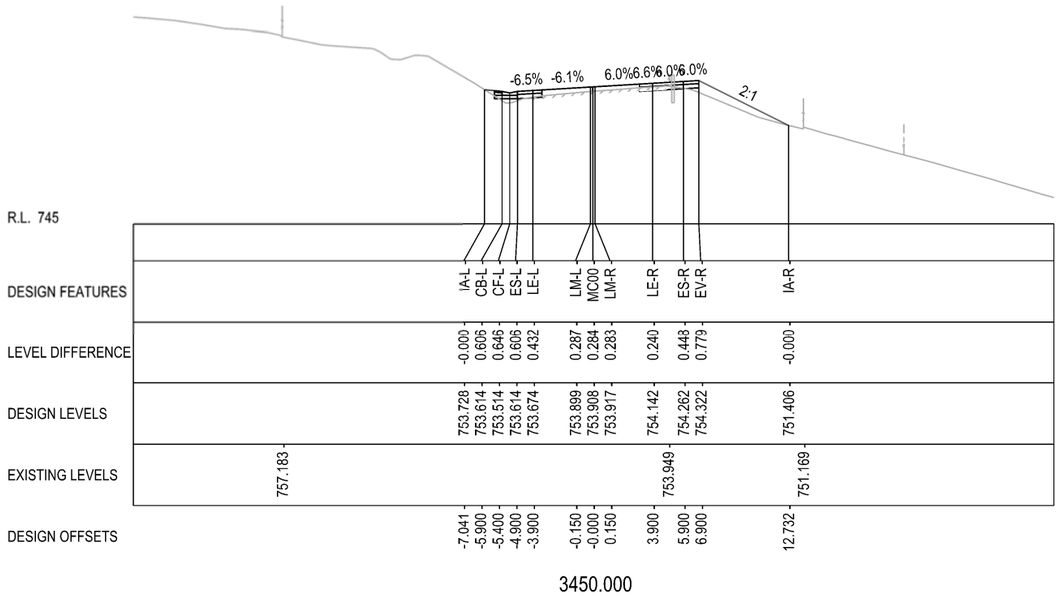
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3325.000 TO CH. 3400.000

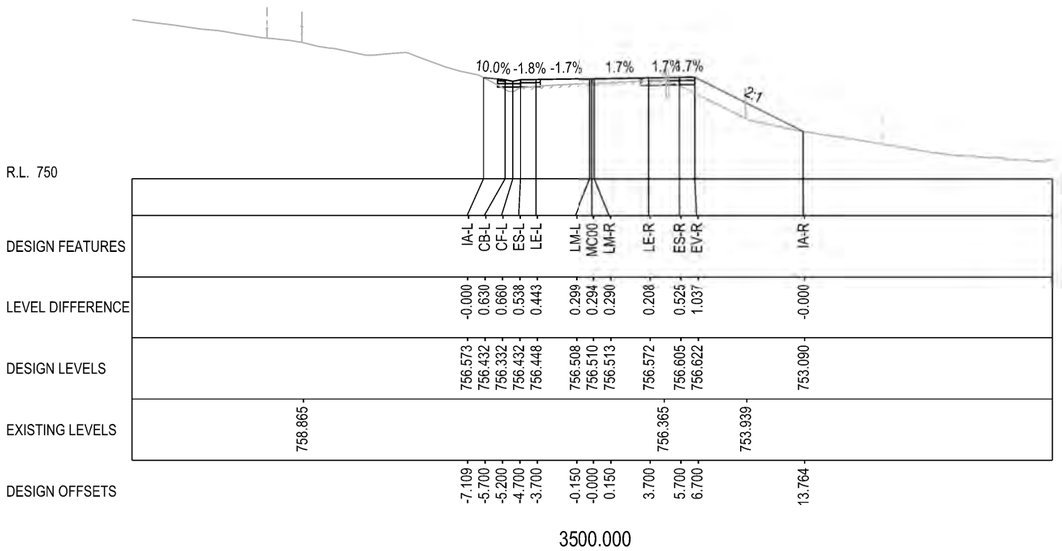
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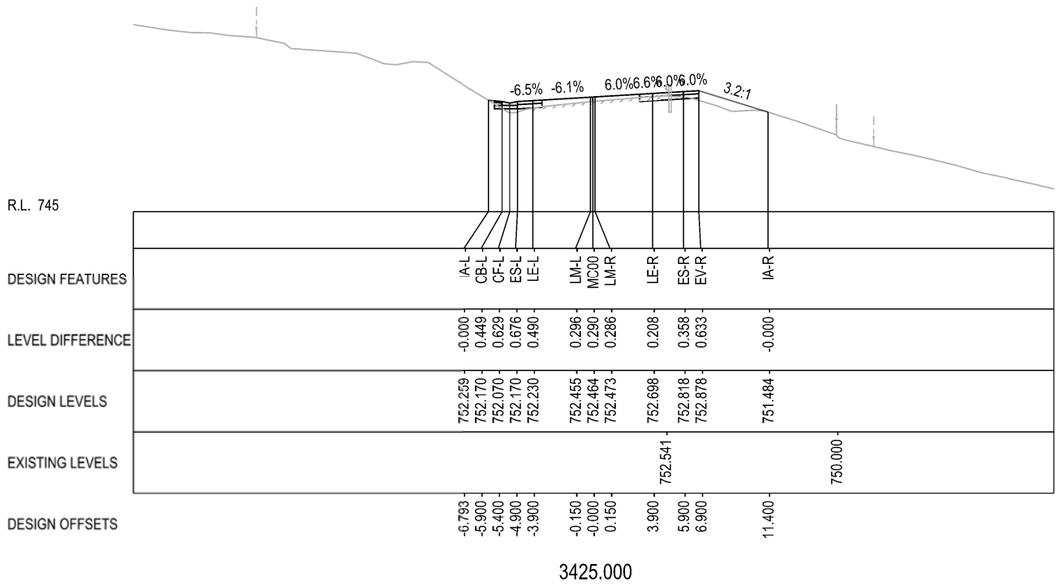
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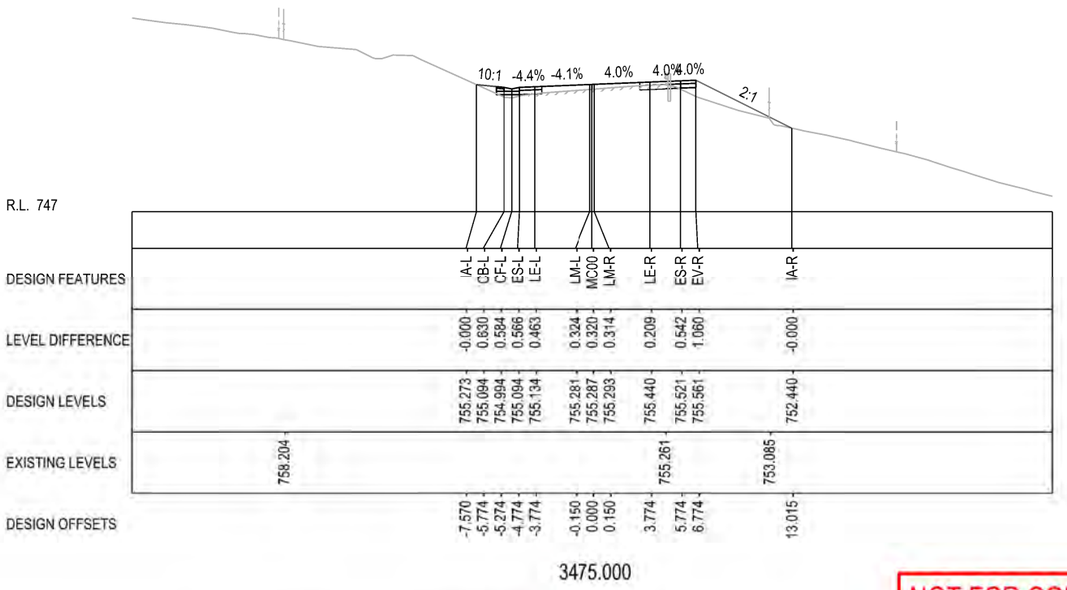
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DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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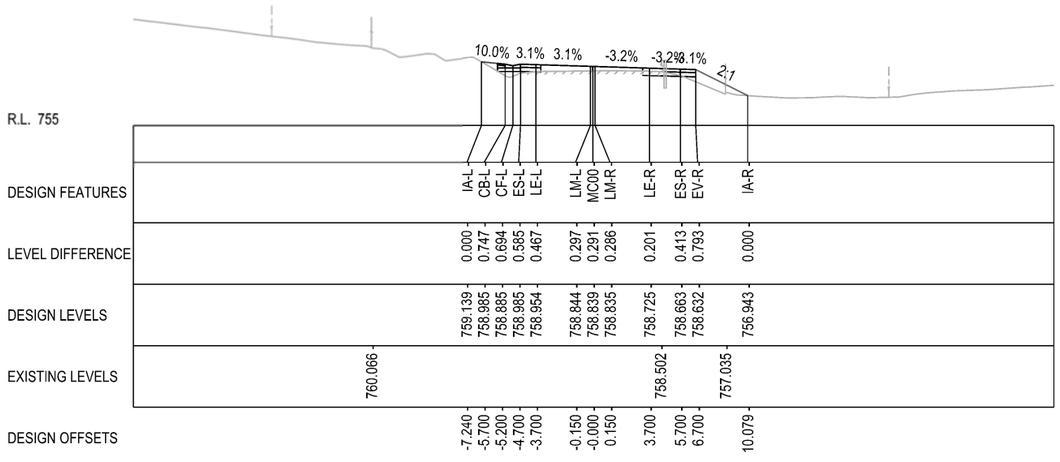
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3425.000 TO CH. 3500.000

A3

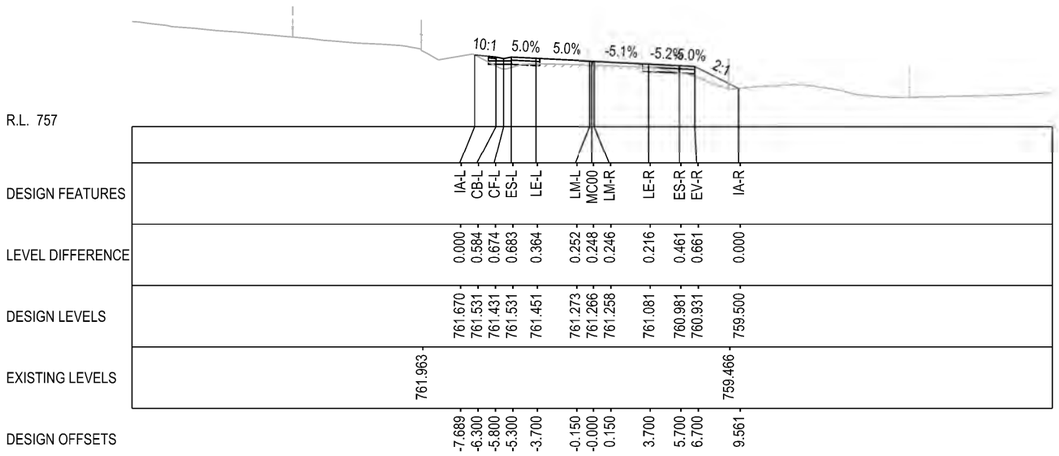
RMS REGISTRATION No. DS2022/000786
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EDMS No. SF2022/211515
SHEET No. RW-0609
ISSUE 3

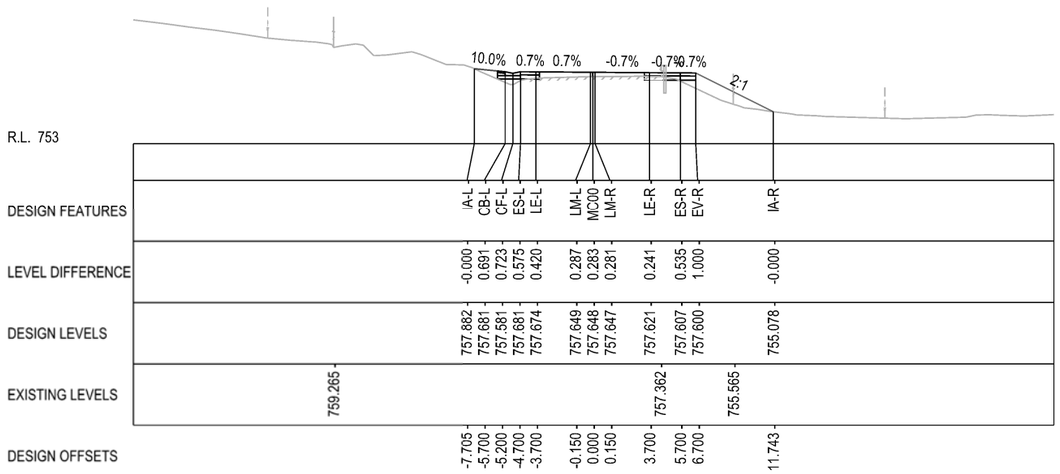
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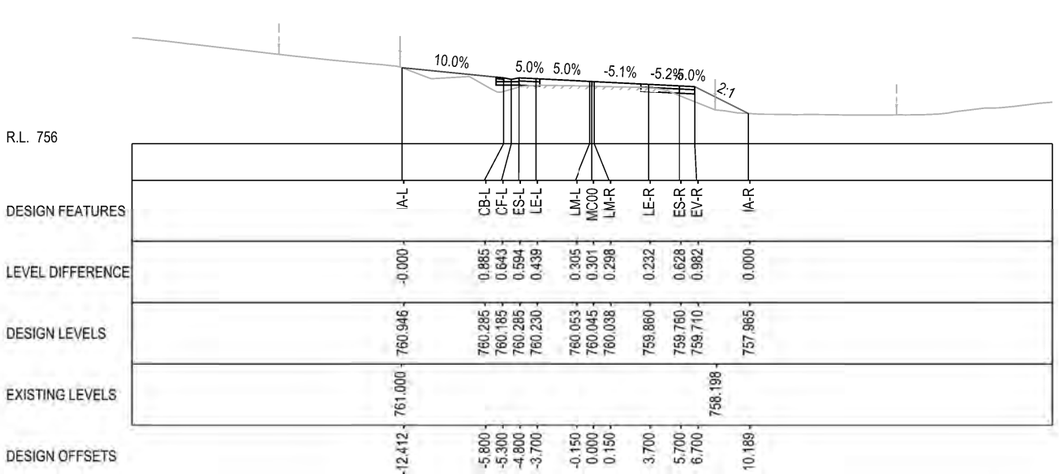
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3600.000



3525.000



3575.000

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DRAWING FILE LOCATION / NAME
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SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME	PLOT BY
13/02/2025 1:51:05 PM	greenma

	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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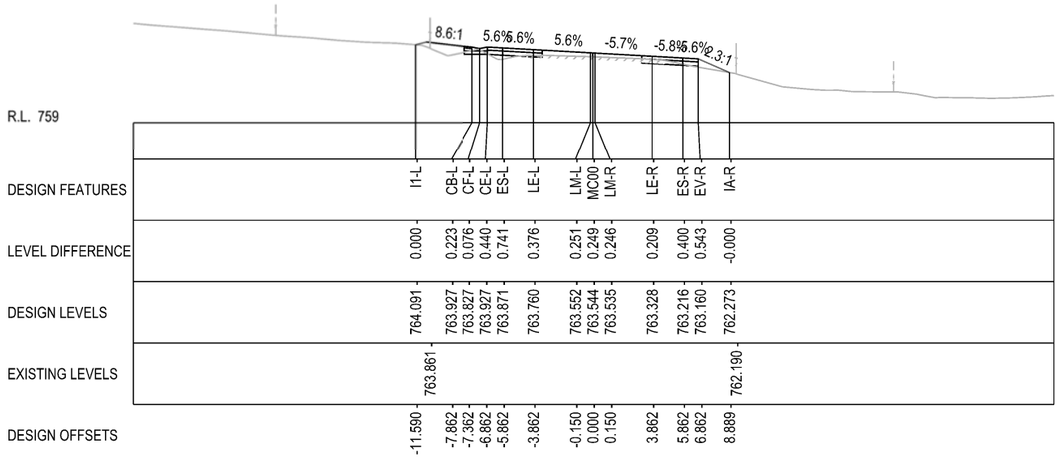
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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3525.000 TO CH. 3600.000

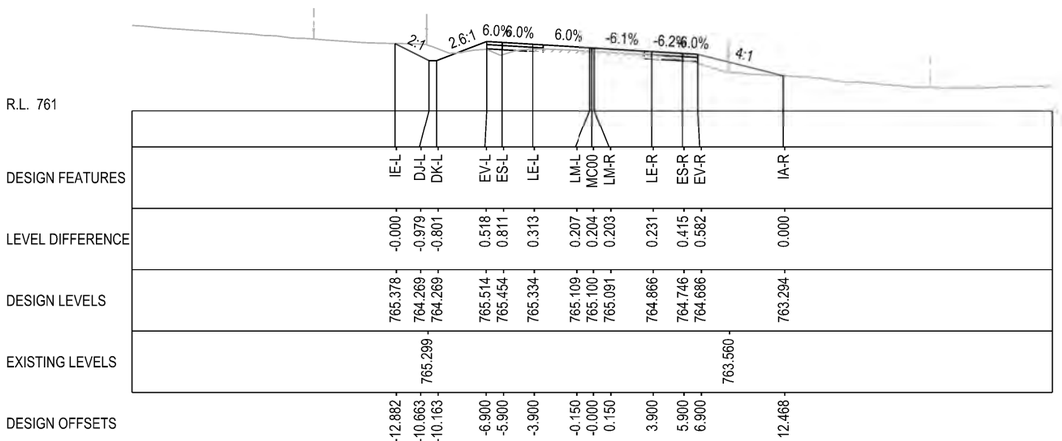
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EDMS No. SF2022/211515
SHEET No. RW-0610
ISSUE 3

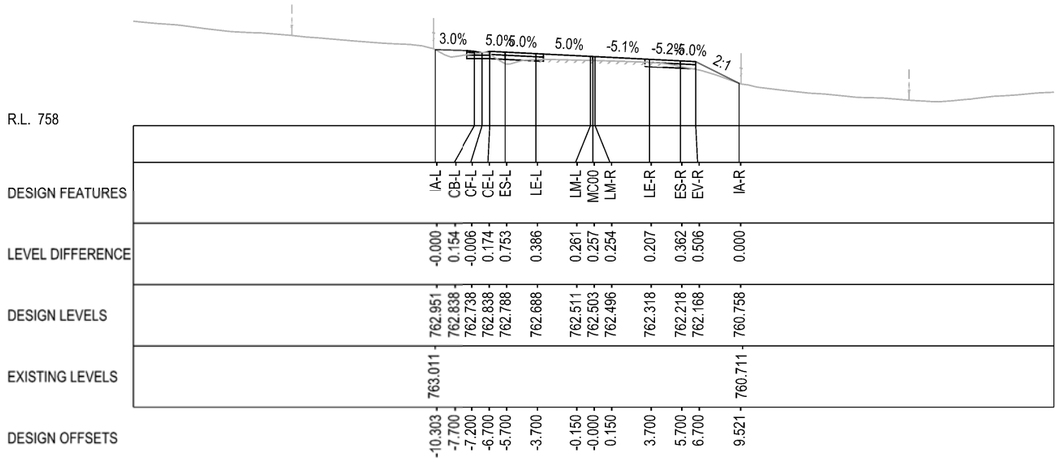
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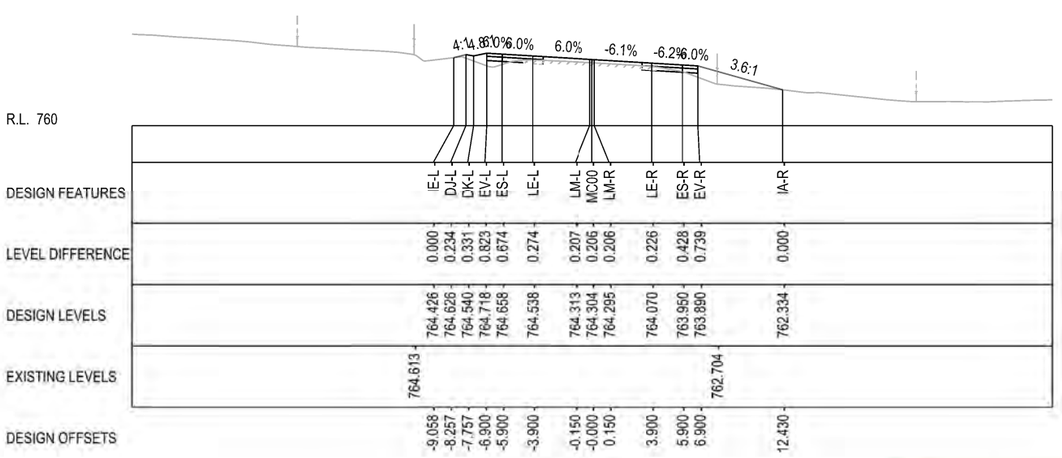
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3700.000



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DRAWING FILE LOCATION / NAME
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SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME	PLOT BY
13/02/2025 1:51:05 PM	greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

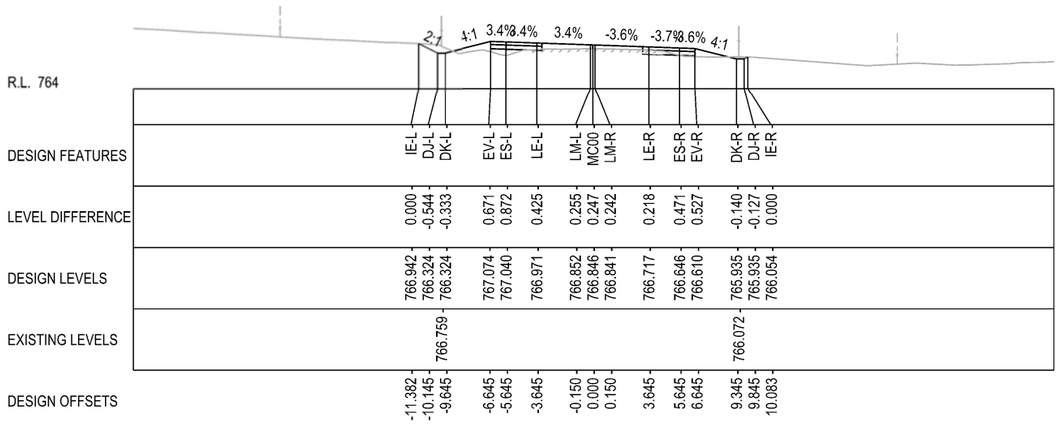
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3625.000 TO CH. 3700.000

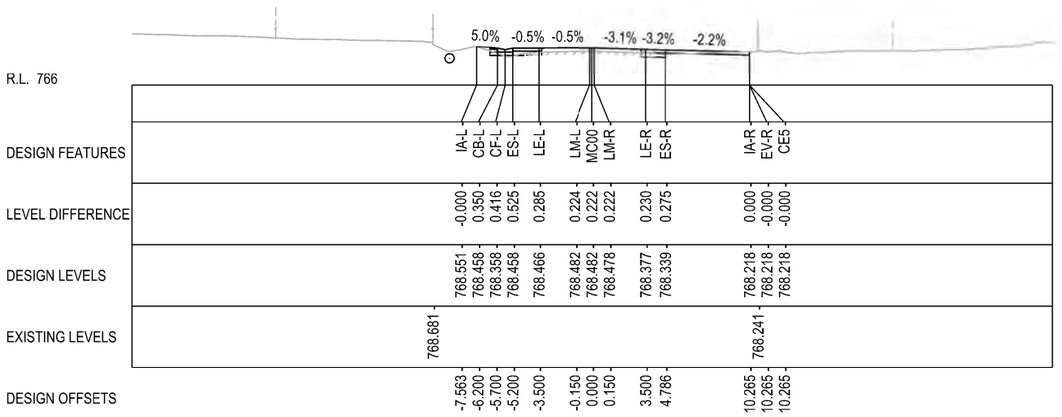
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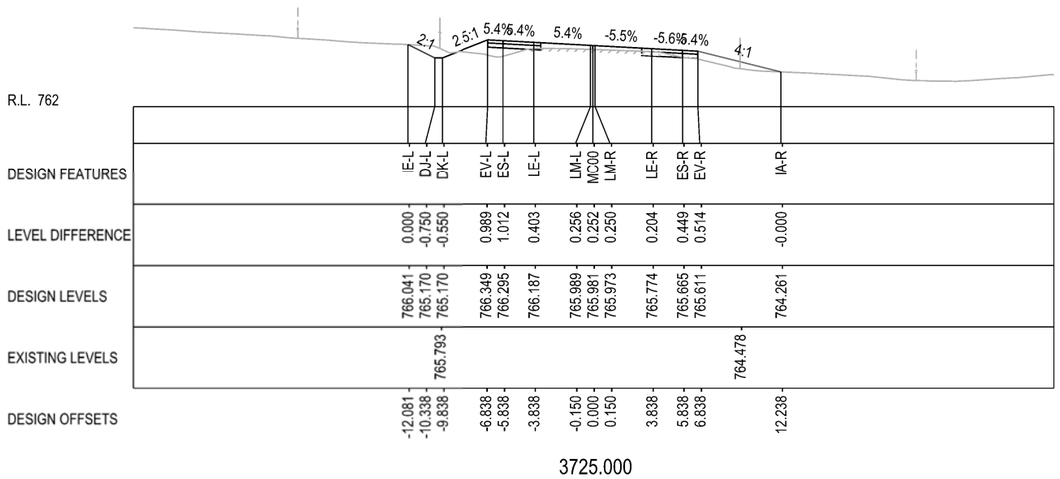
RMS REGISTRATION No. DS2022/000786
PART 1

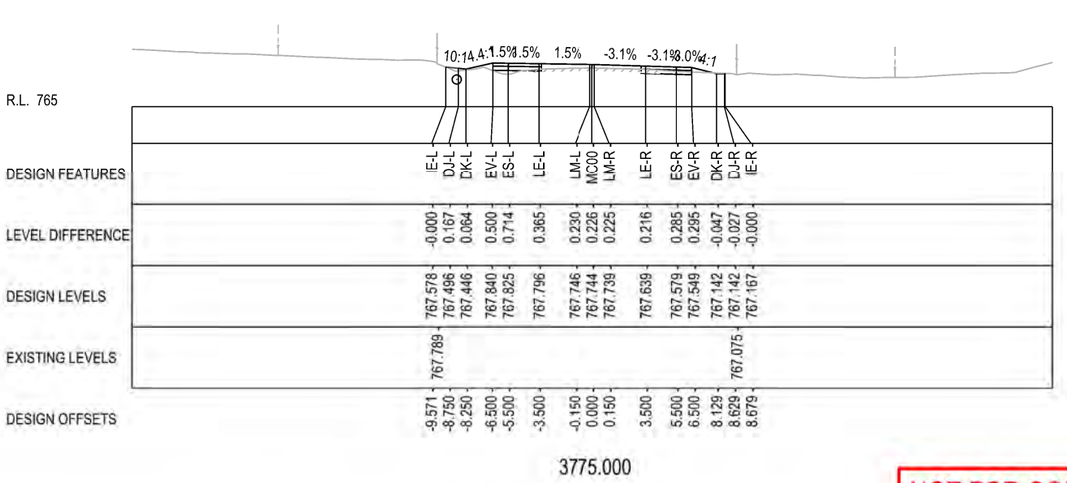
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ISSUE 3

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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SCALES ON A3 SIZE DRAWING: 0 5 10 15, SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

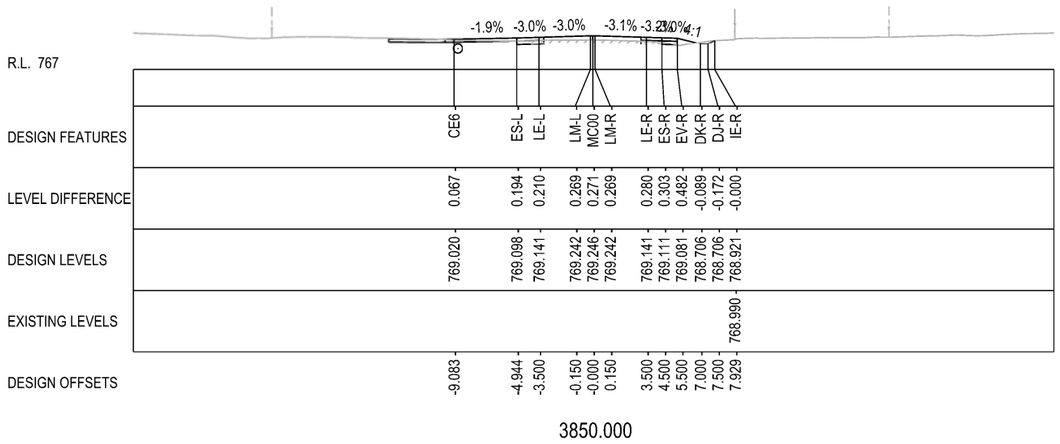
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HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3725.000 TO CH. 3800.000

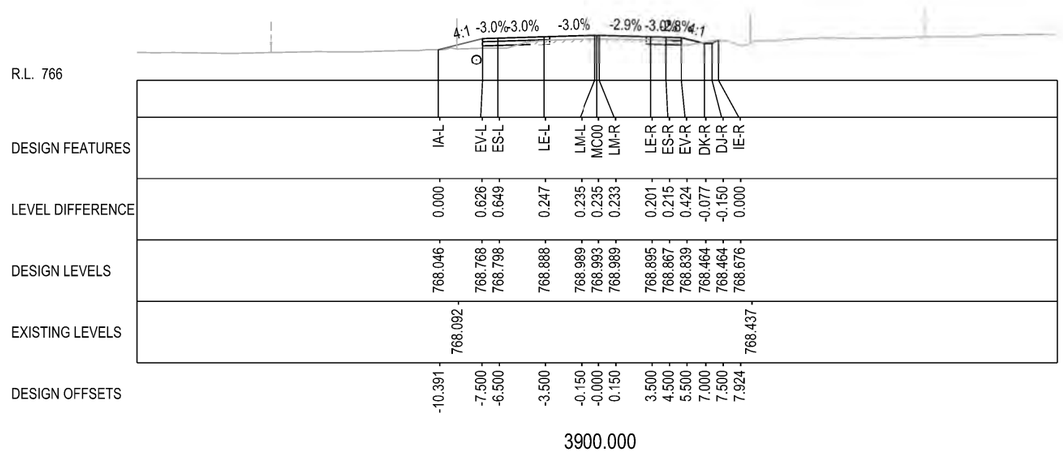
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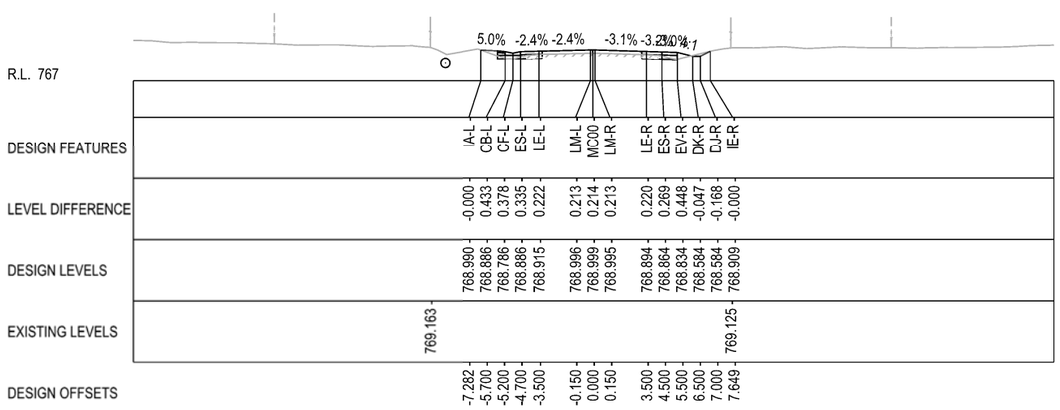
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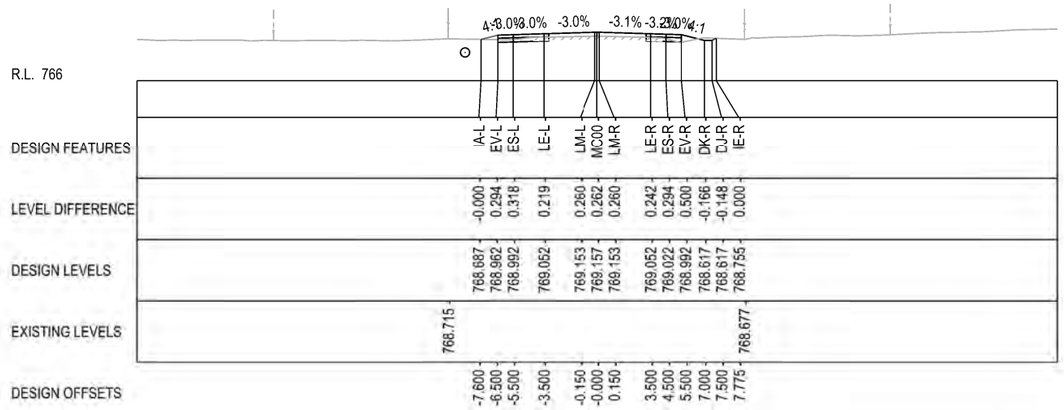
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
TITLE		
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

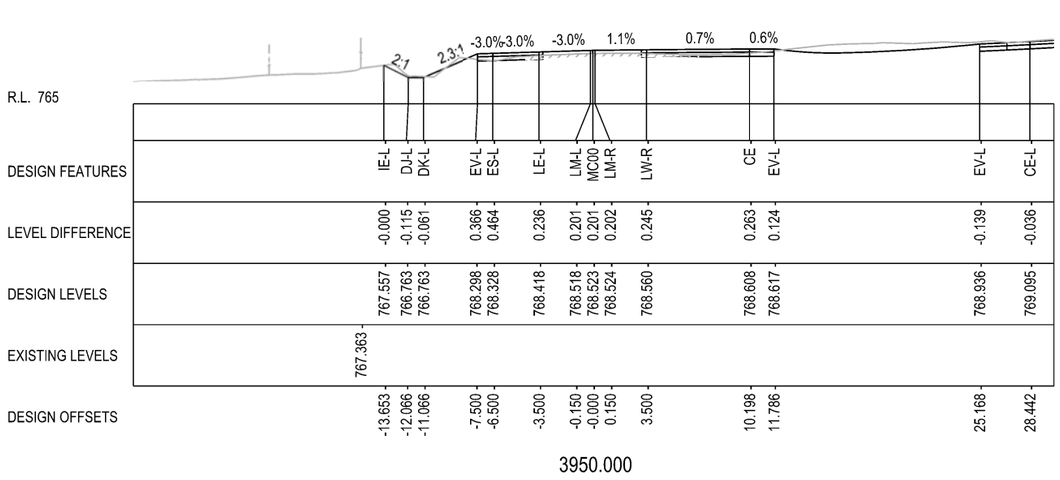
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3825.000 TO CH. 3900.000

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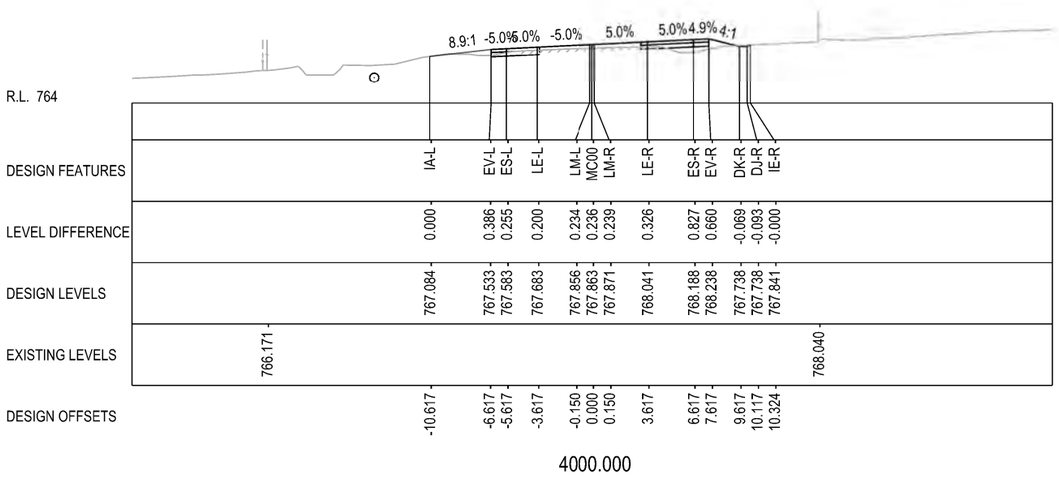
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PART: 1
ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0613
ISSUE: 3

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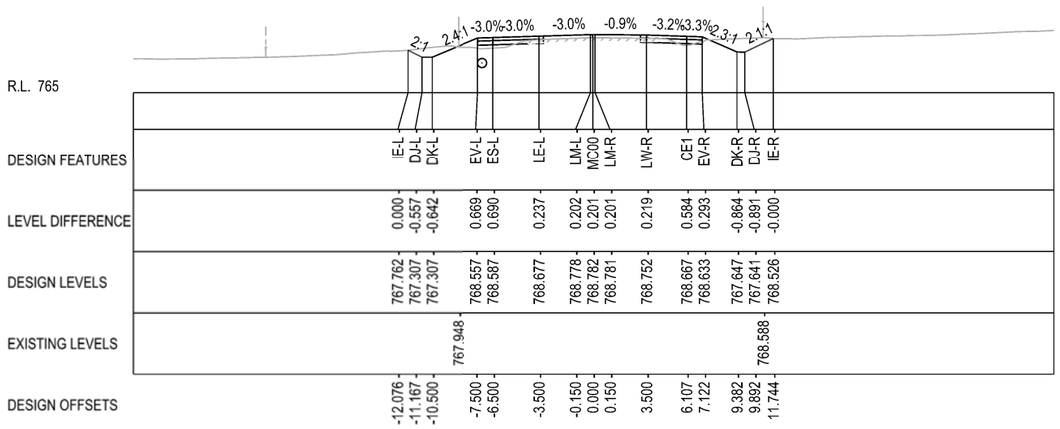
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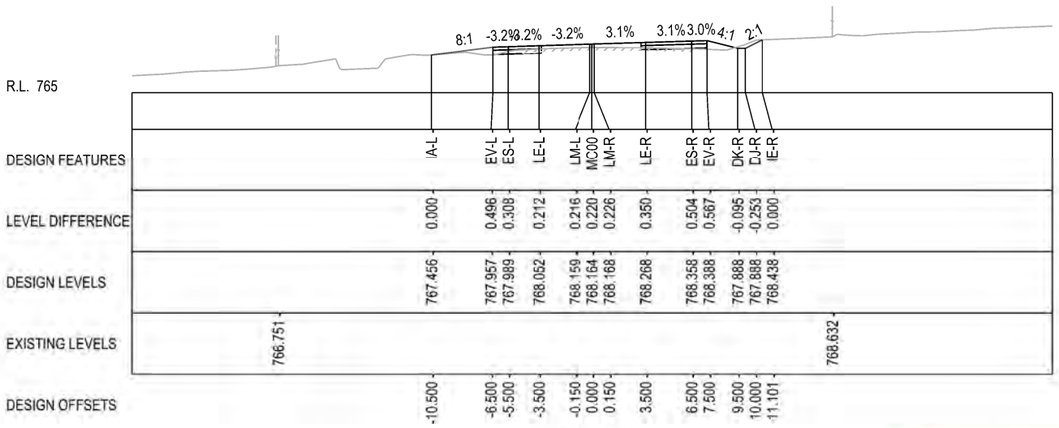
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4000.000



3925.000



3975.000

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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SCALES ON A3 SIZE DRAWING
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SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
PLOT DATE / TIME	13/02/2025 1:51:05 PM	PLOT BY greenma
TITLE		
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 3925.000 TO CH. 4000.000

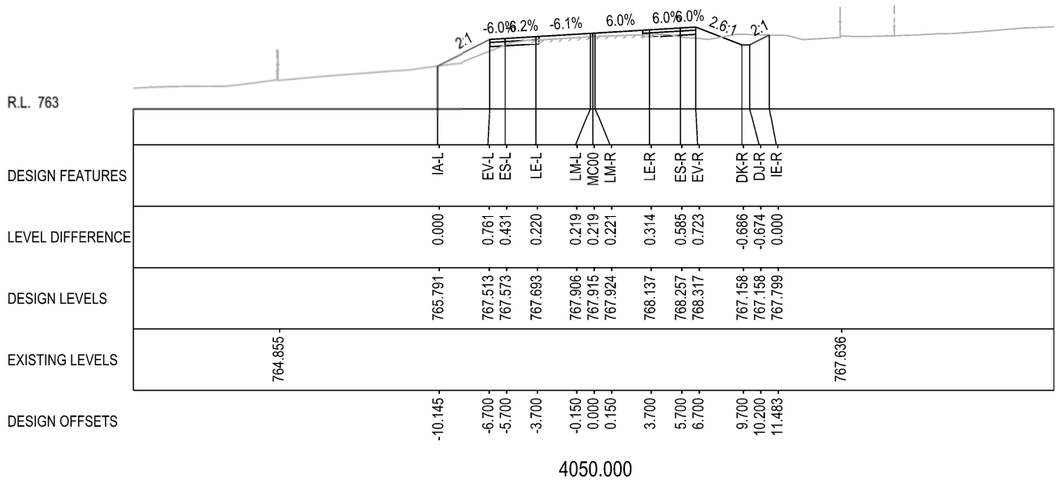
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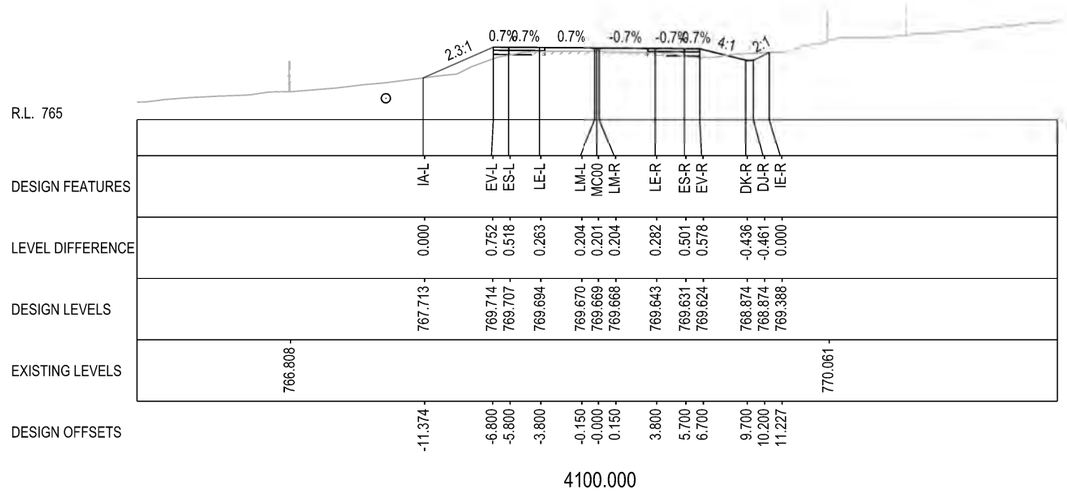
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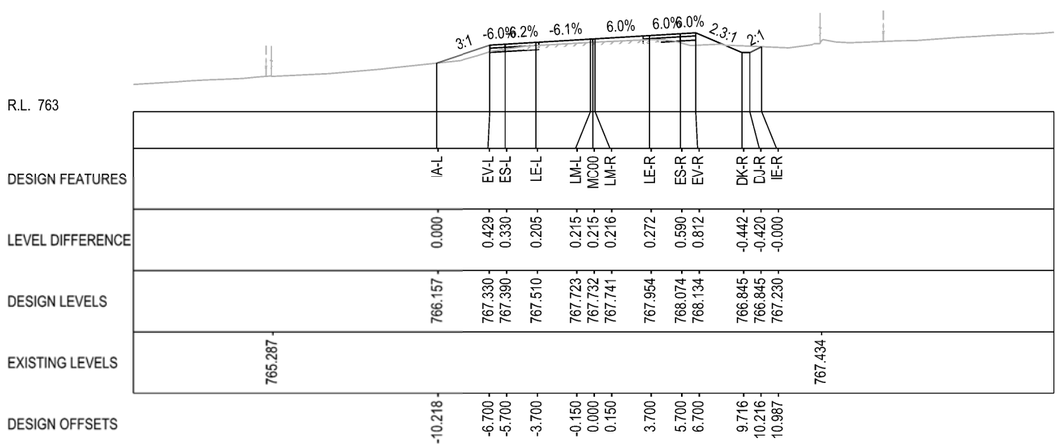
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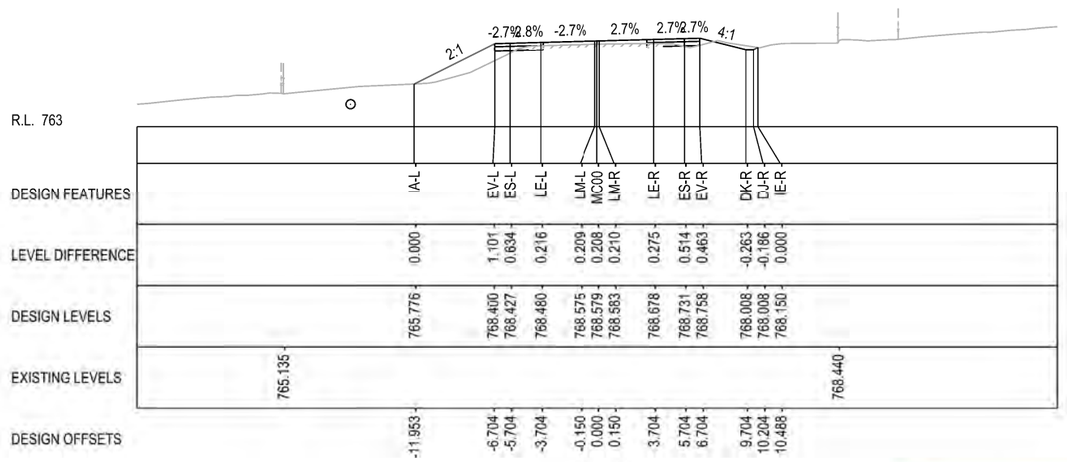
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4100.000



4025.000



4075.000

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03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	TITLE	NAME	DATE
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DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

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PROJECT SERVICES
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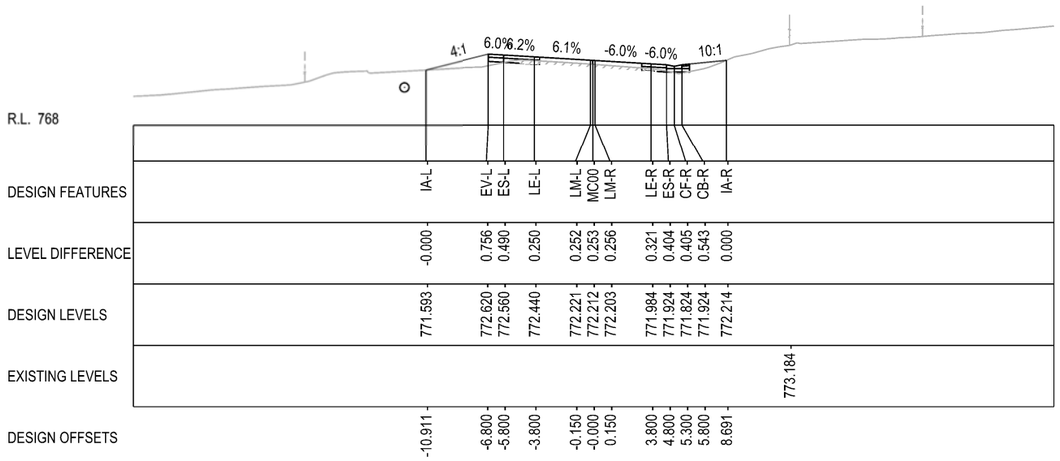
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4025.000 TO CH. 4100.000

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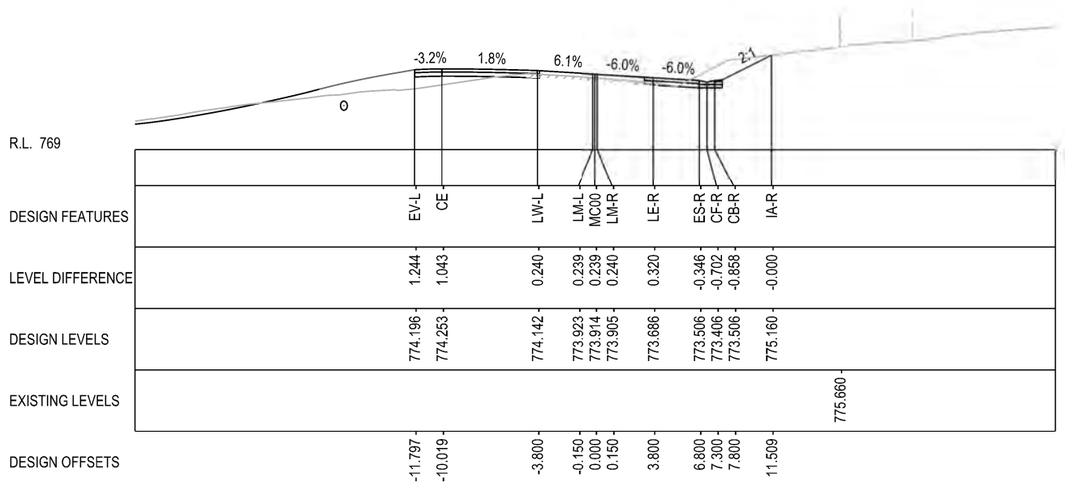
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EDMS No.: SF2022/211515
SHEET No.: RW-0615
ISSUE: 3

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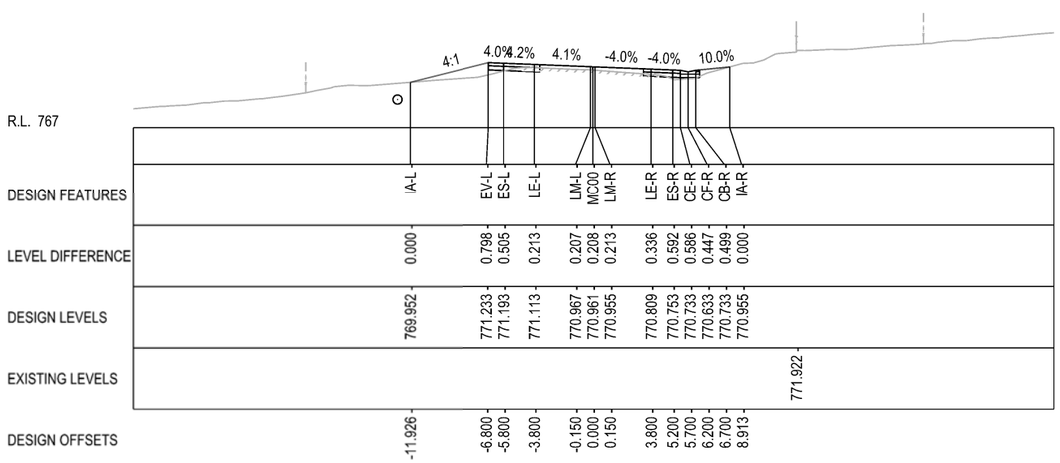
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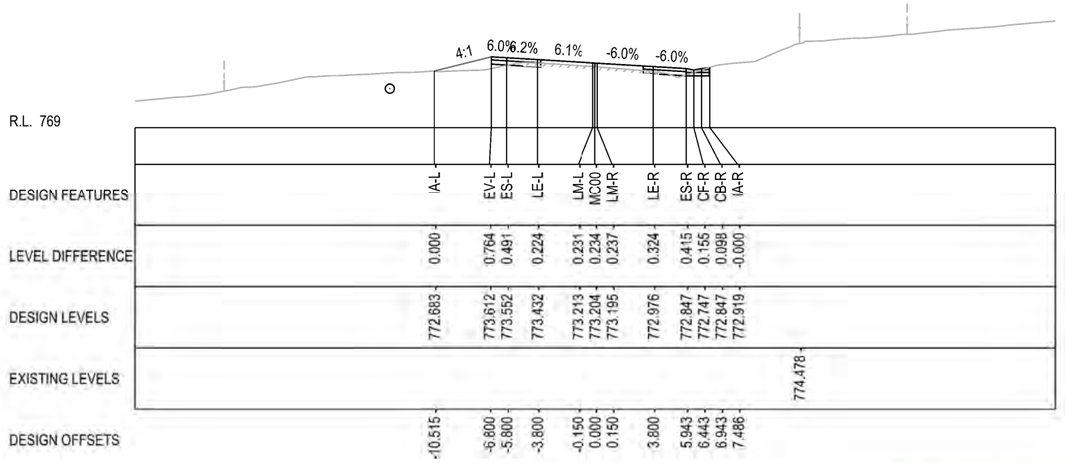
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4175.000

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4125.000 TO CH. 4200.000

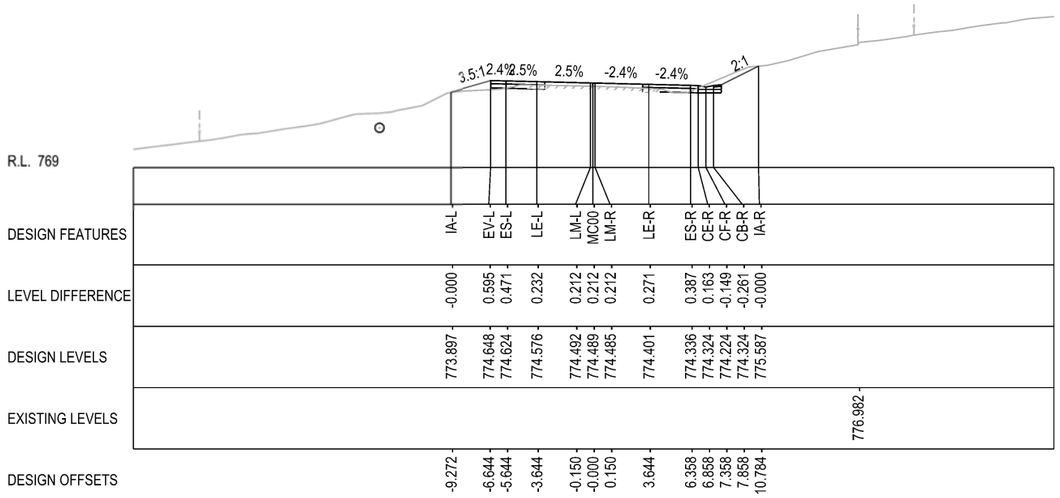
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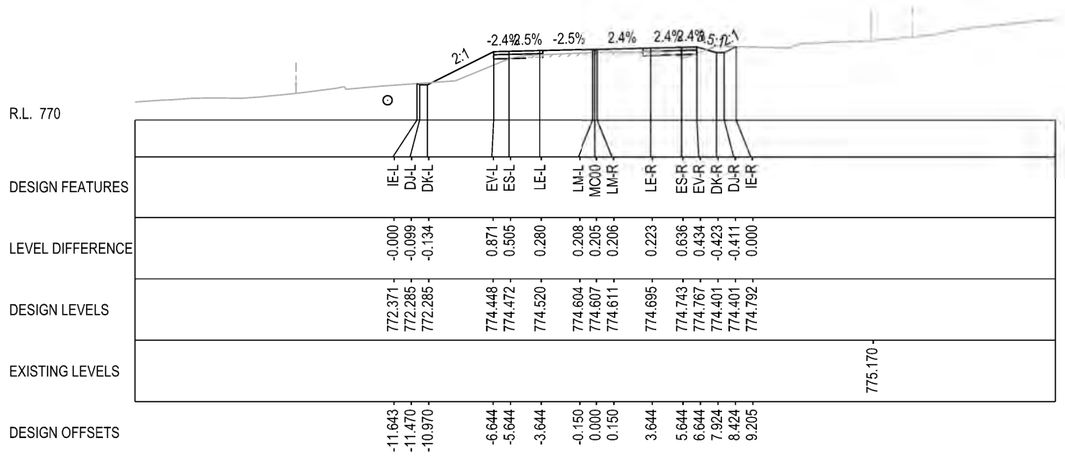
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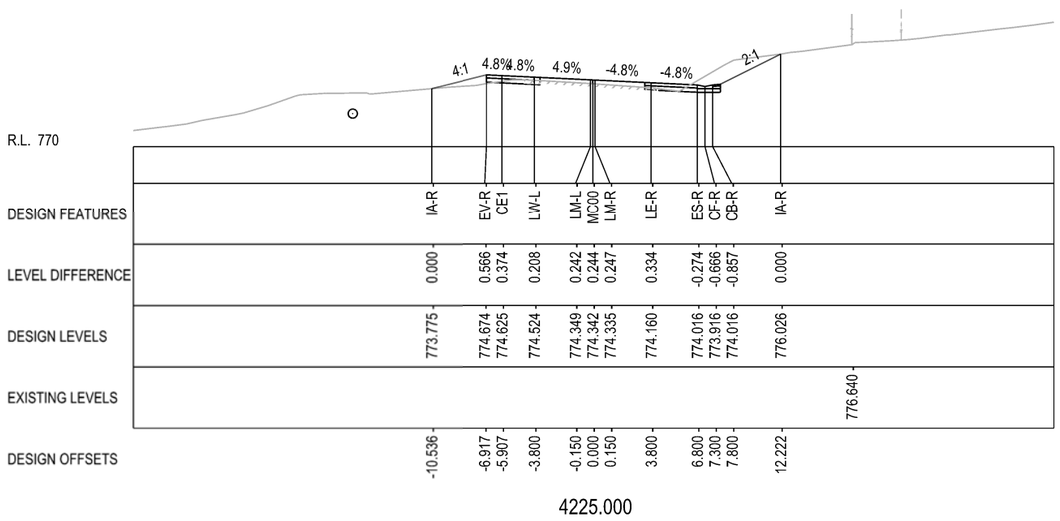
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SHEET No.: RW-0616
ISSUE: 3

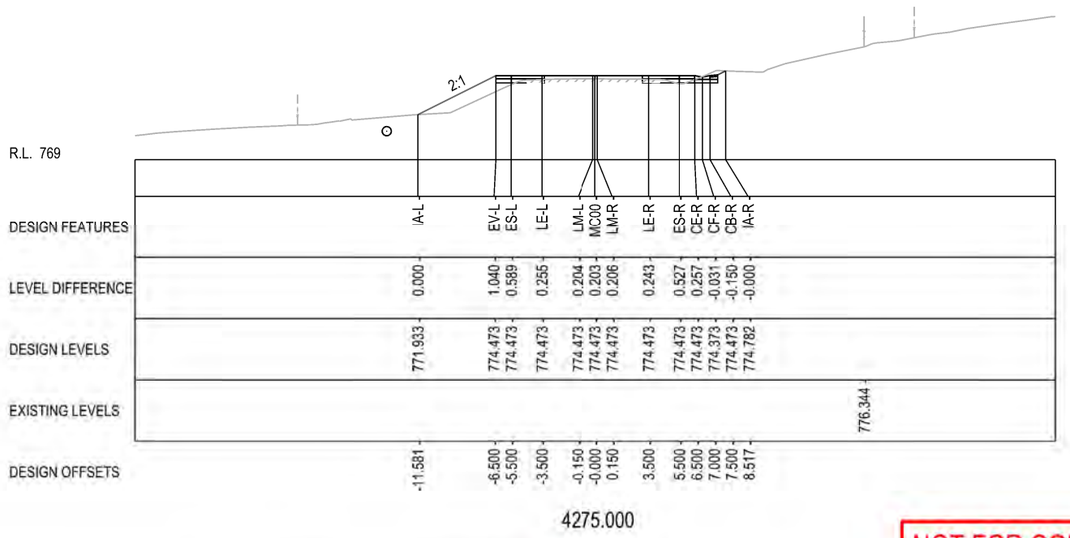
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GDA 2020









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50mm ON A3 SIZE ORIGINAL

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SCALES ON A3 SIZE DRAWING
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SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME	PLOT BY
13/02/2025 1:51:05 PM	greenma

	NAME	DATE
TITLE		
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

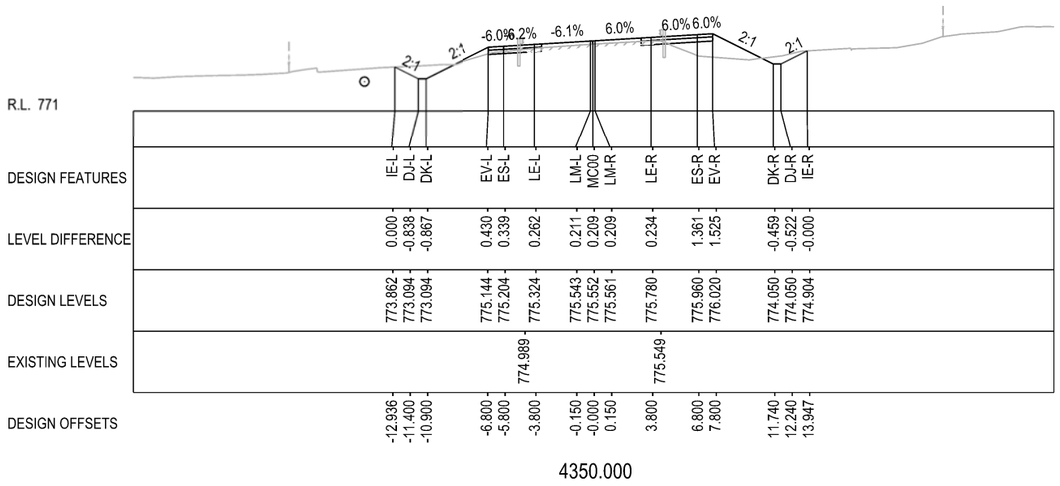
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4225.000 TO CH. 4300.000

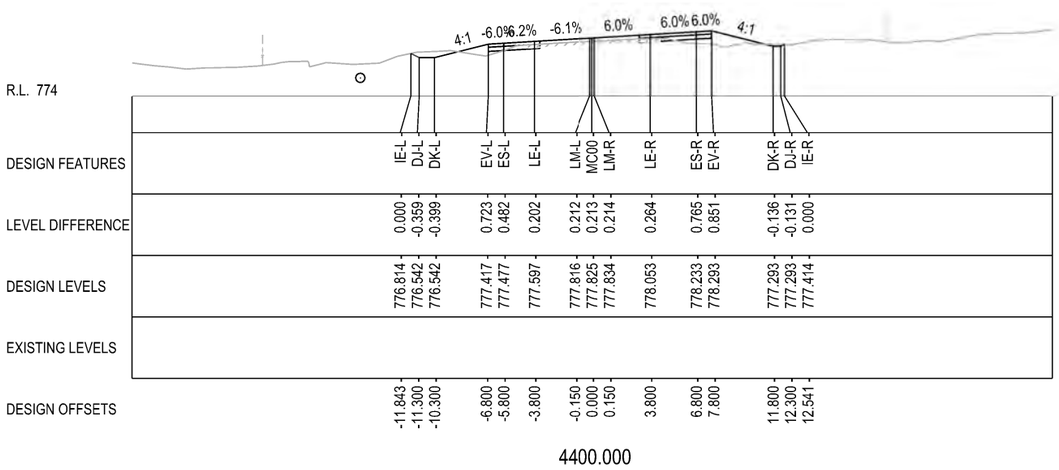
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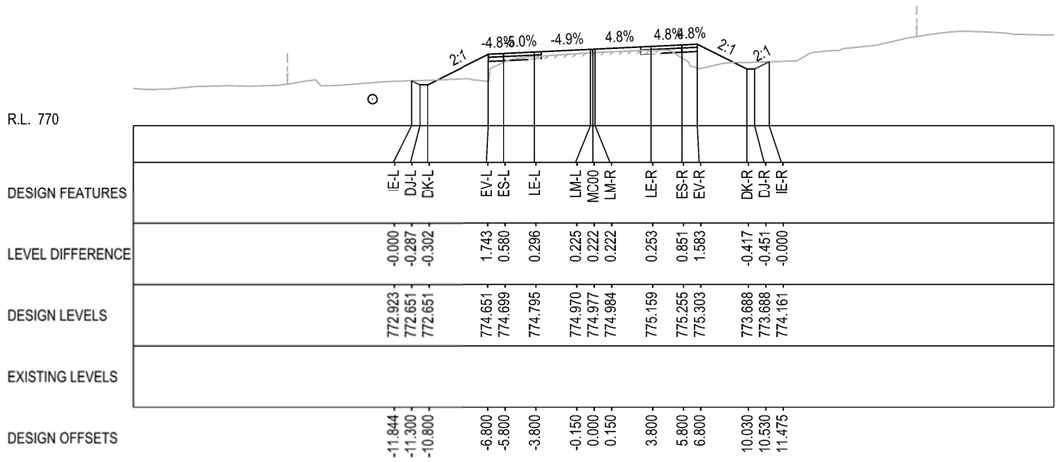
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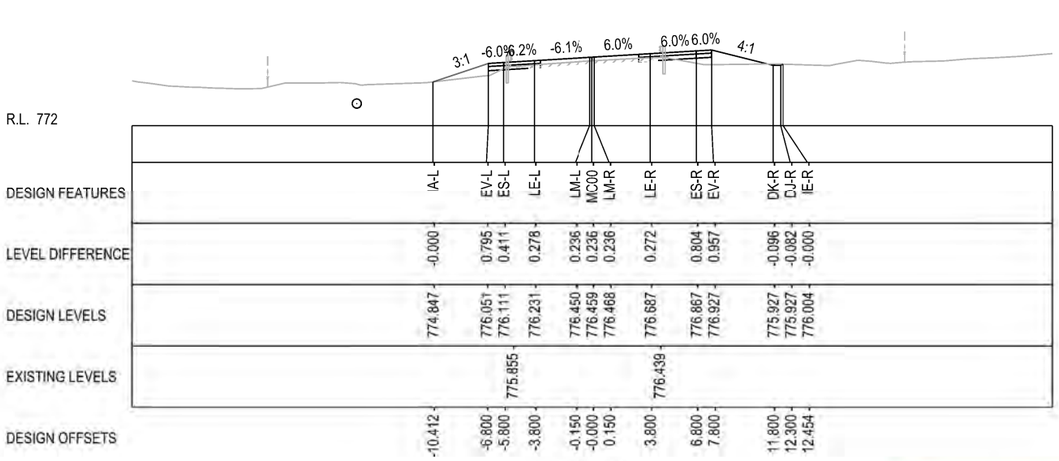
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SHEET No. RW-0617
ISSUE 3

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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SCALES ON A3 SIZE DRAWING: 0 5 10 15 SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	TITLE	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX	
DESIGN	M. GREEN	XX.XX.XX	
DESIGN CHECK	C. EGAN	XX.XX.XX	
DESIGN MNGR	N. COOKE	XX.XX.XX	
PROJECT MNGR	W. McGRATH	XX.XX.XX	

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

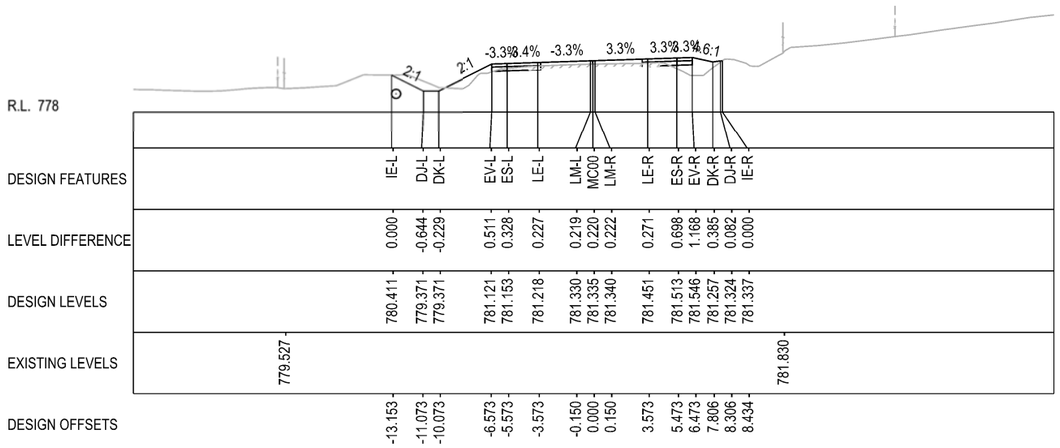
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4325.000 TO CH. 4400.000

A3

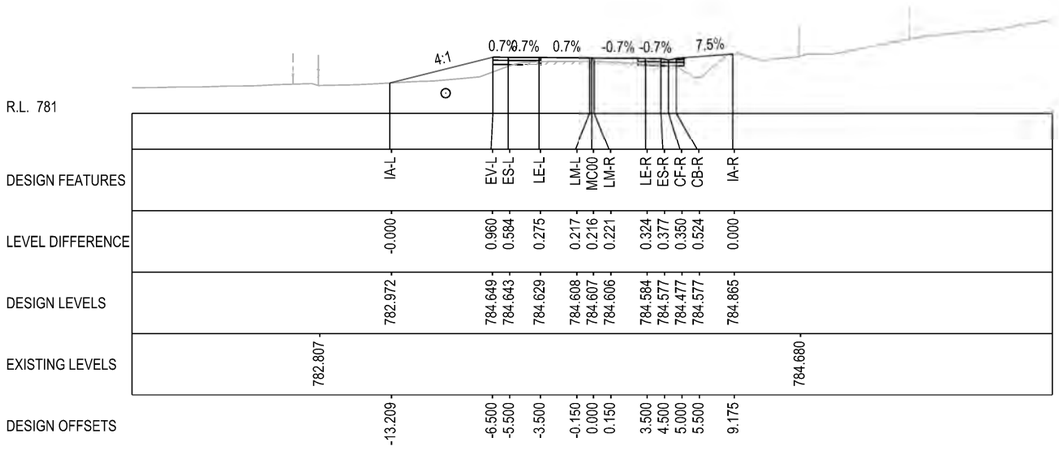
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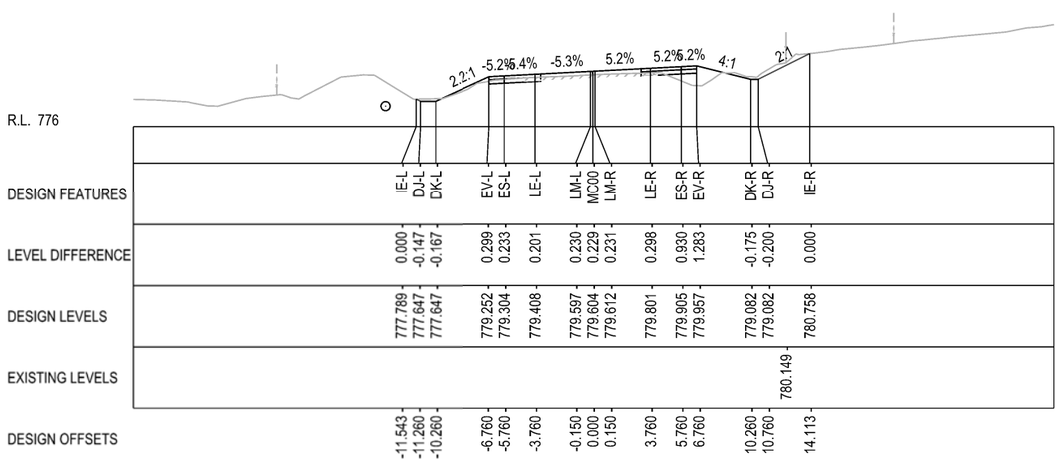
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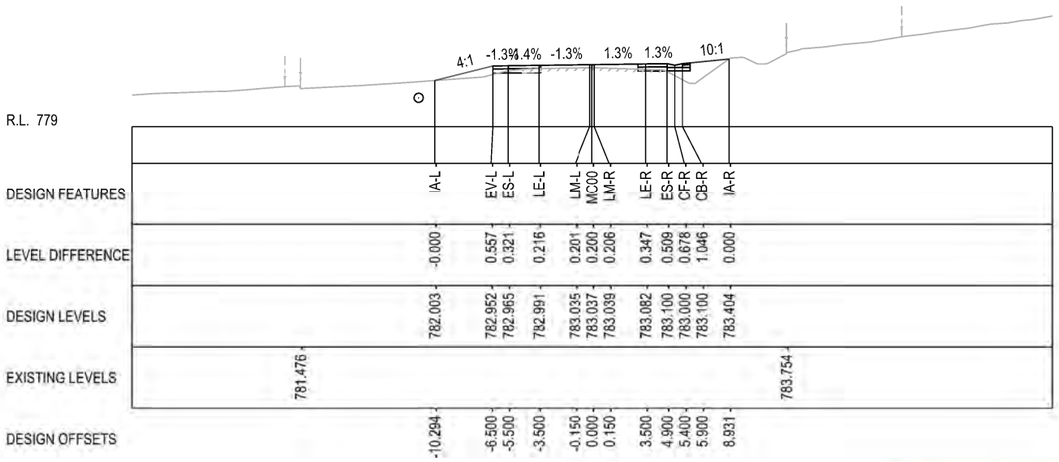
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4500.000



4425.000



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DRAWING FILE LOCATION / NAME
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PLOT DATE / TIME 13/02/2025 1:51:05 PM
PLOT BY greenma

CLIENT
NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
A3
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4425.000 TO CH. 4500.000

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

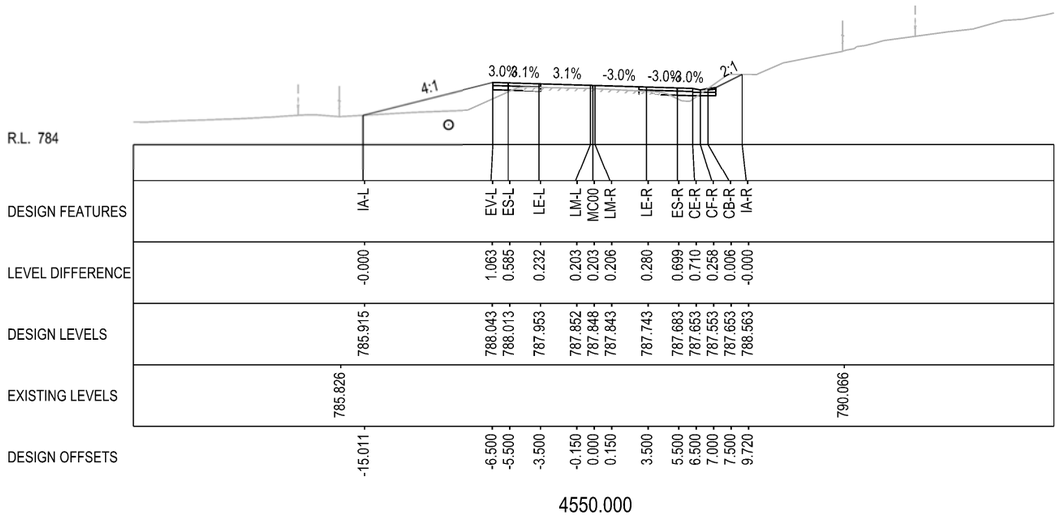
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DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

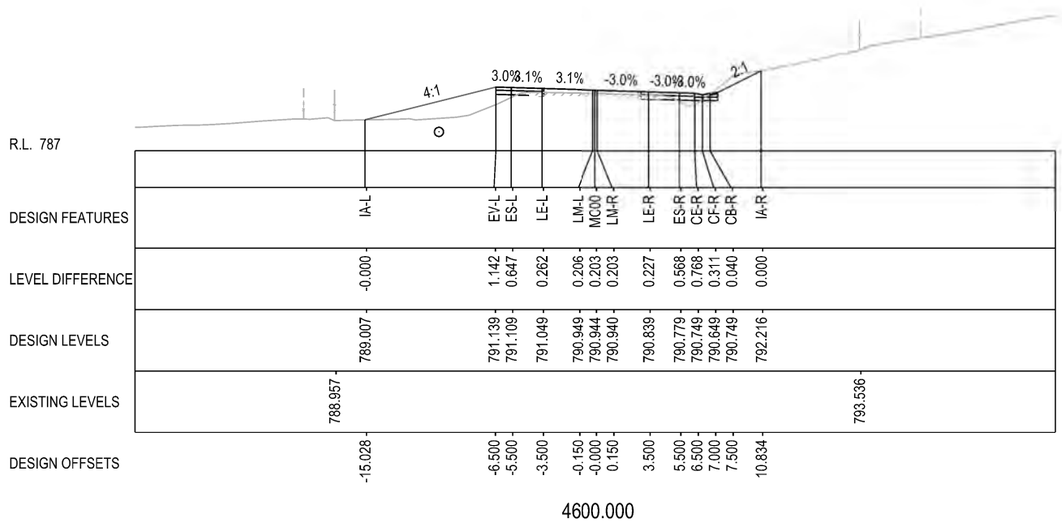
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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

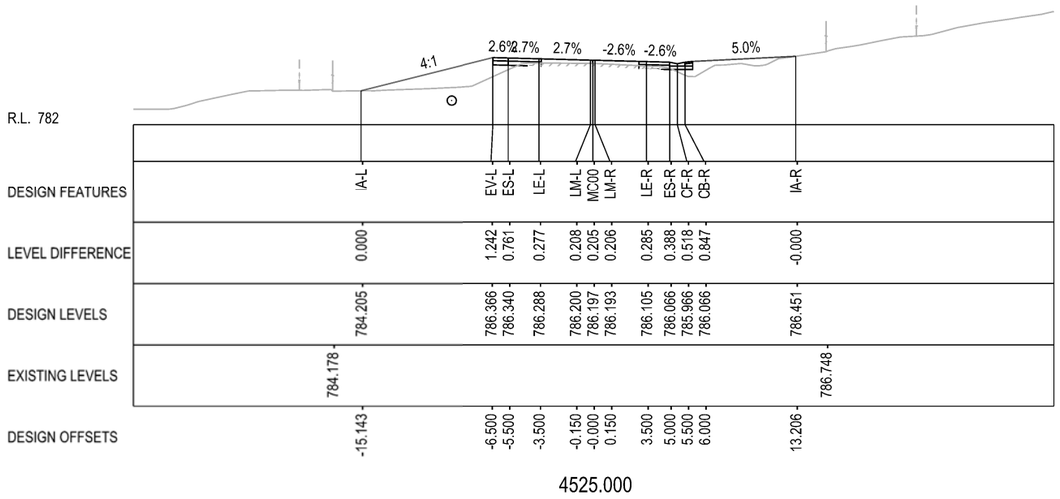
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PART 1
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EDMS No. SF2022/211515
SHEET No. RW-0619
ISSUE 3

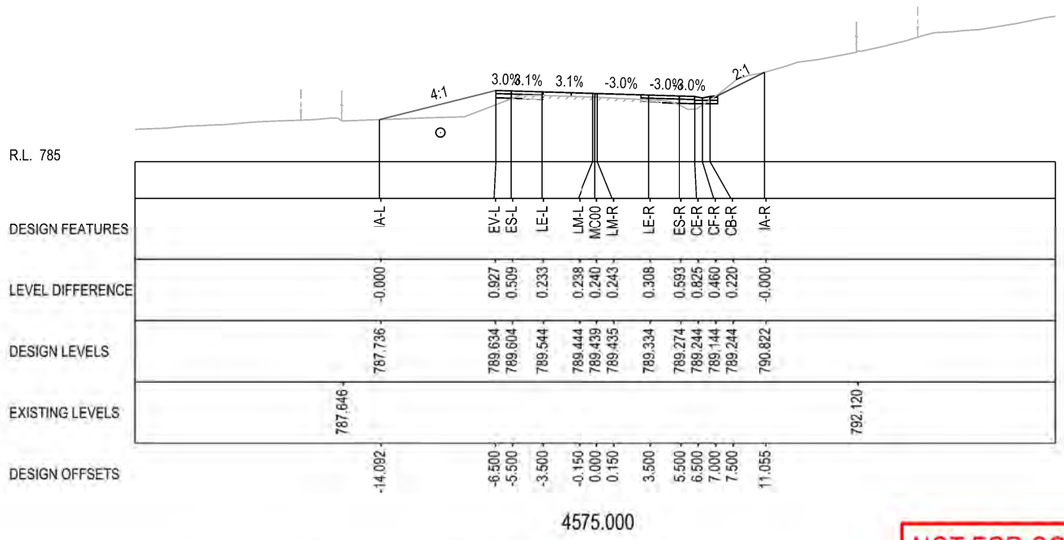
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GDA 2020









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50mm ON A3 SIZE ORIGINAL

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C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
A3
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4525.000 TO CH. 4600.000

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

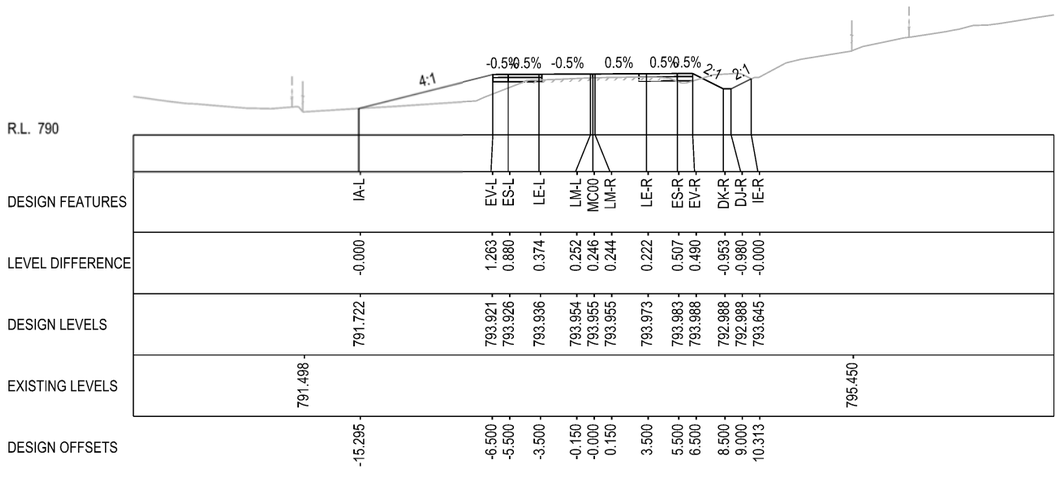
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DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

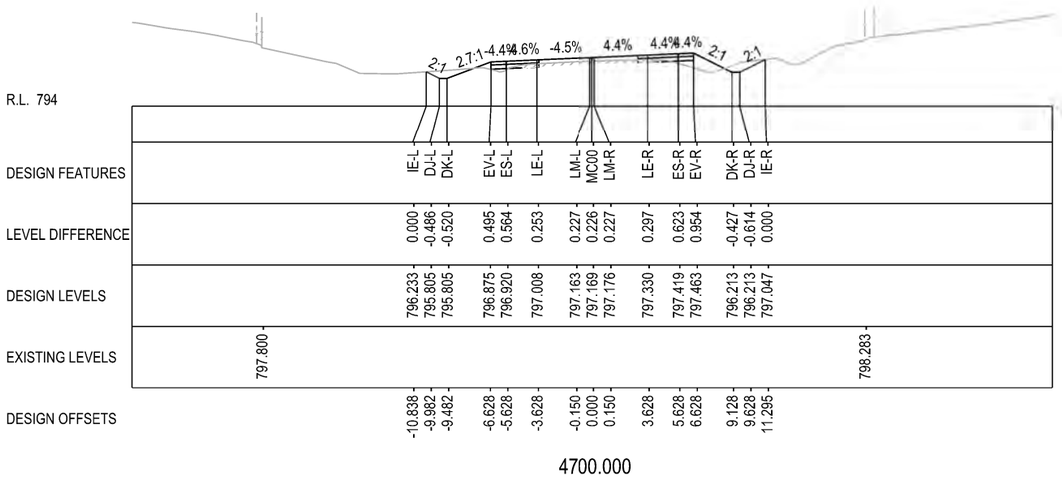
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SHEET No.: RW-0620
ISSUE 3

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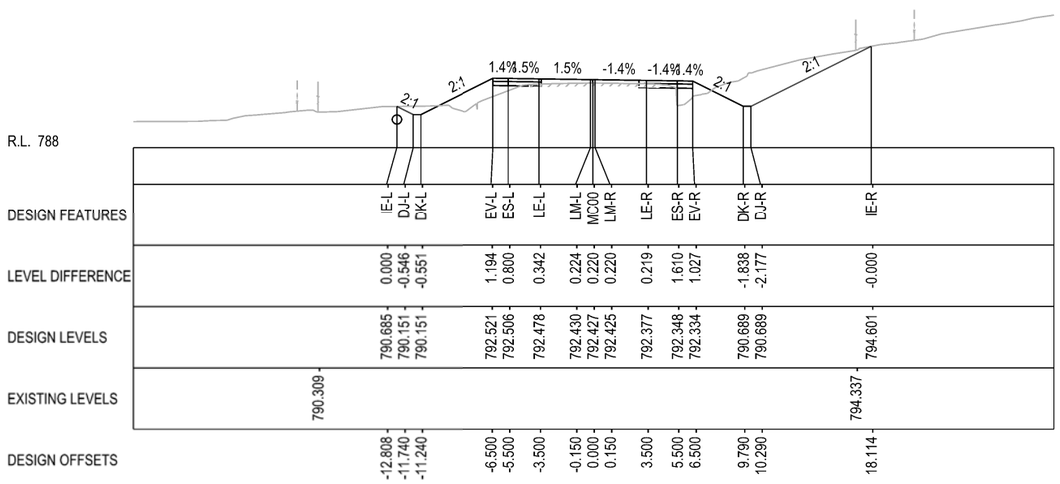
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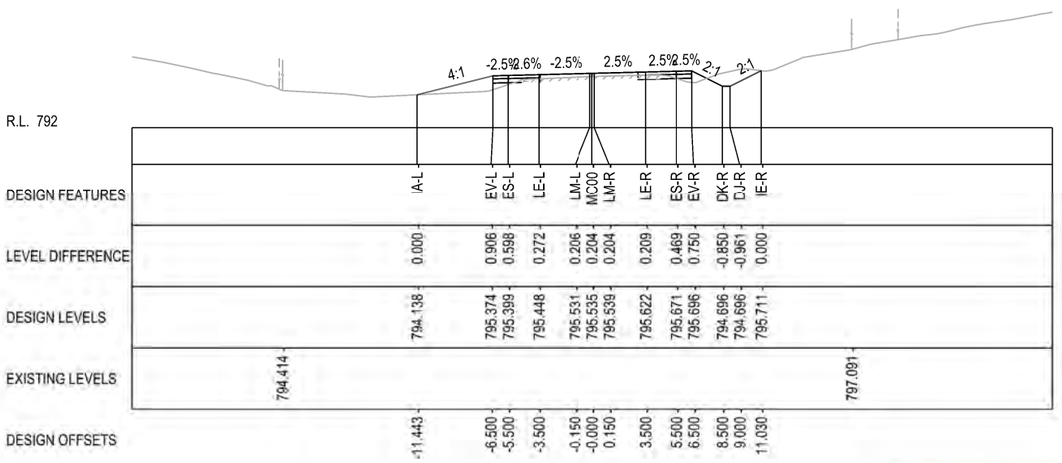
4650.000



4700.000



4625.000



4675.000

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DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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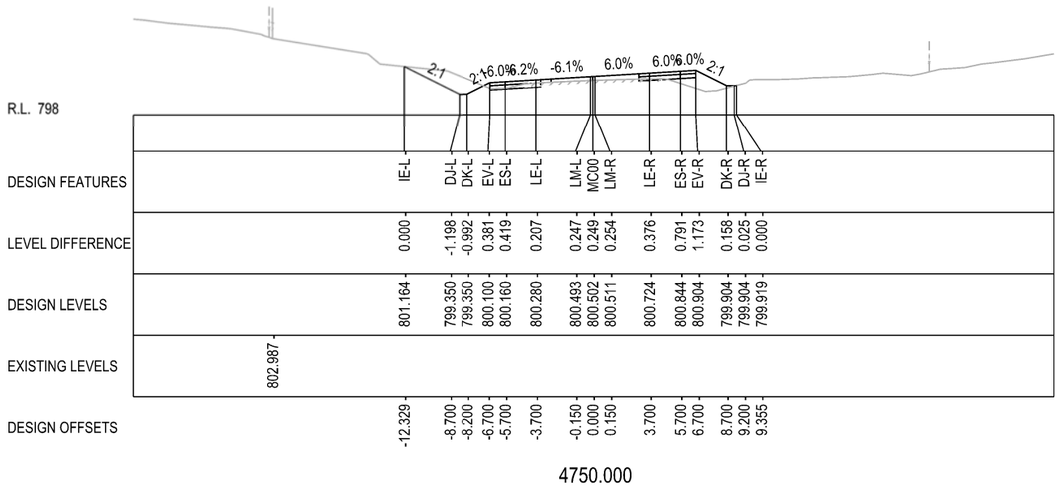
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4625.000 TO CH. 4700.000

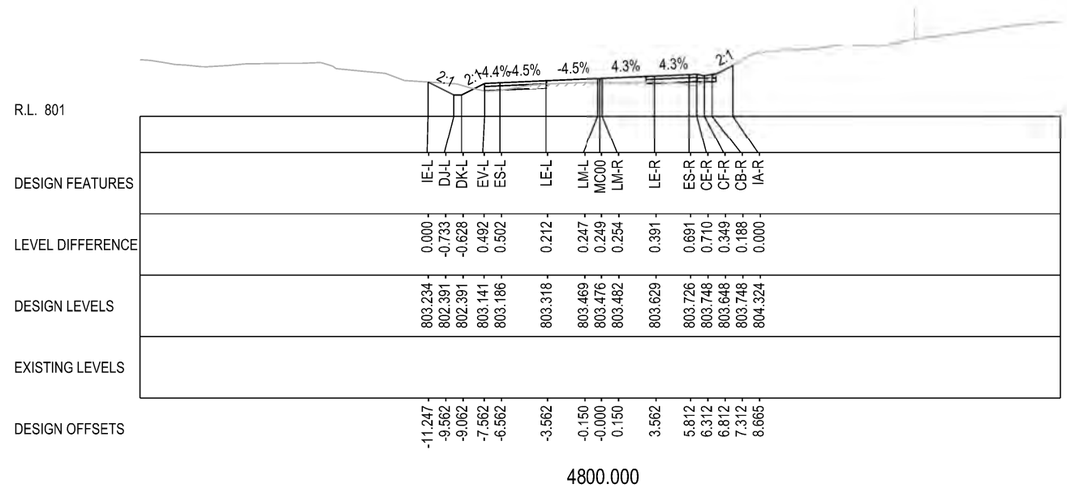
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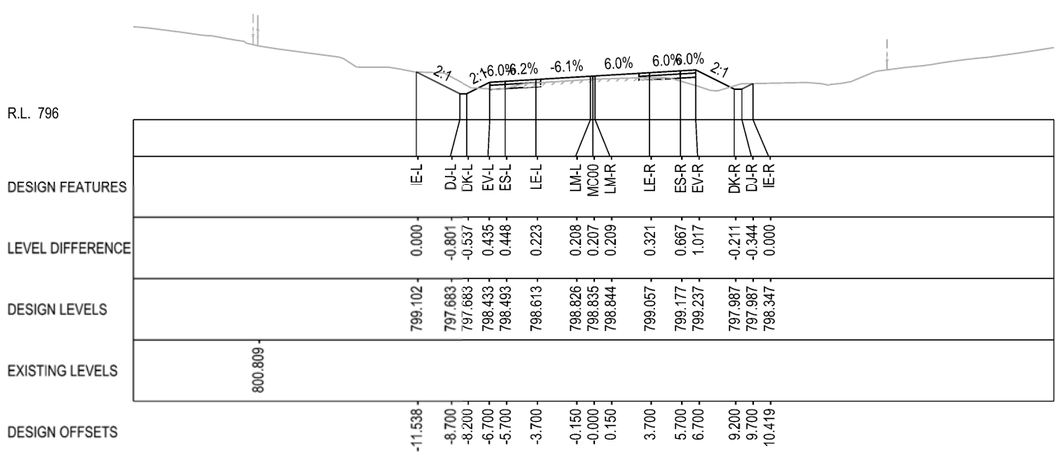
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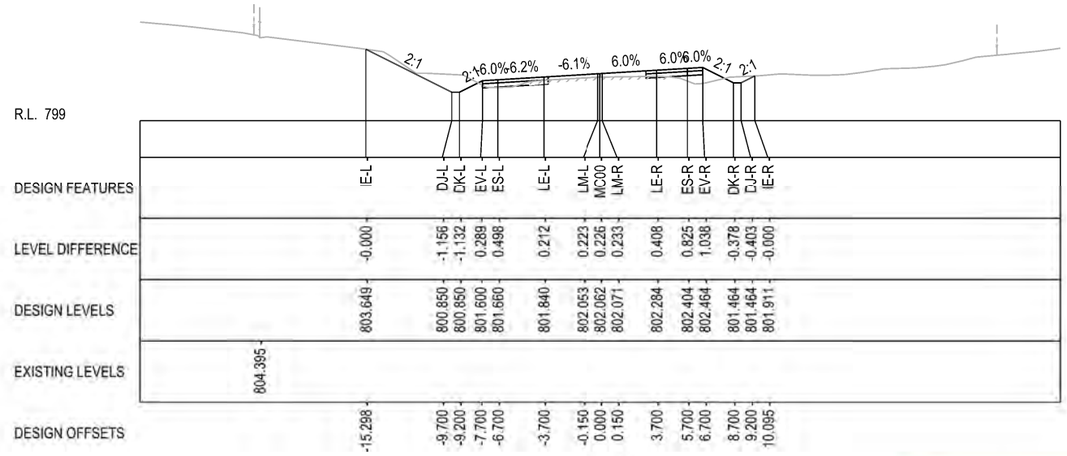
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EDMS No.: SF2022/211515
SHEET No.: RW-0621
ISSUE: 3

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SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

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DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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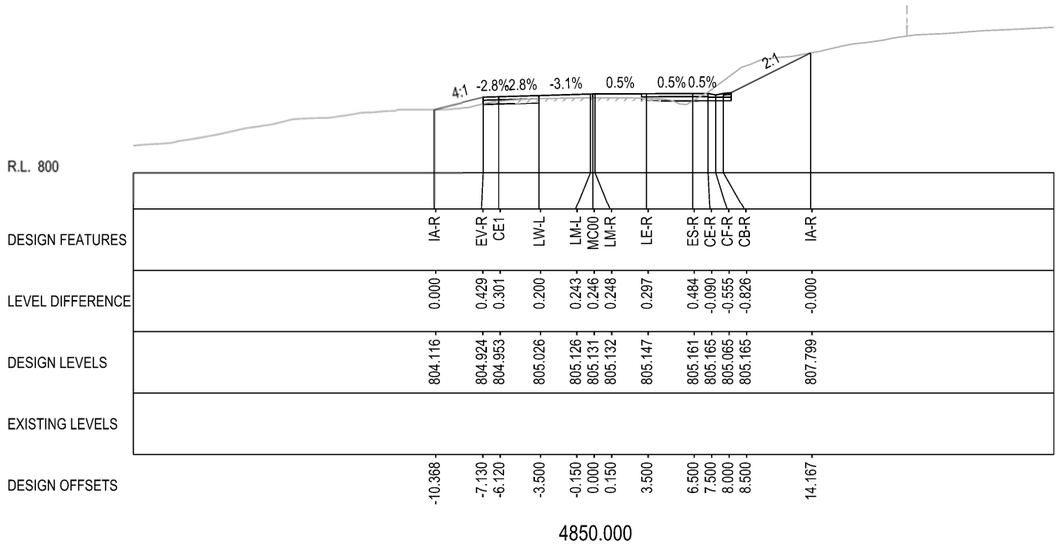
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4725.000 TO CH. 4800.000

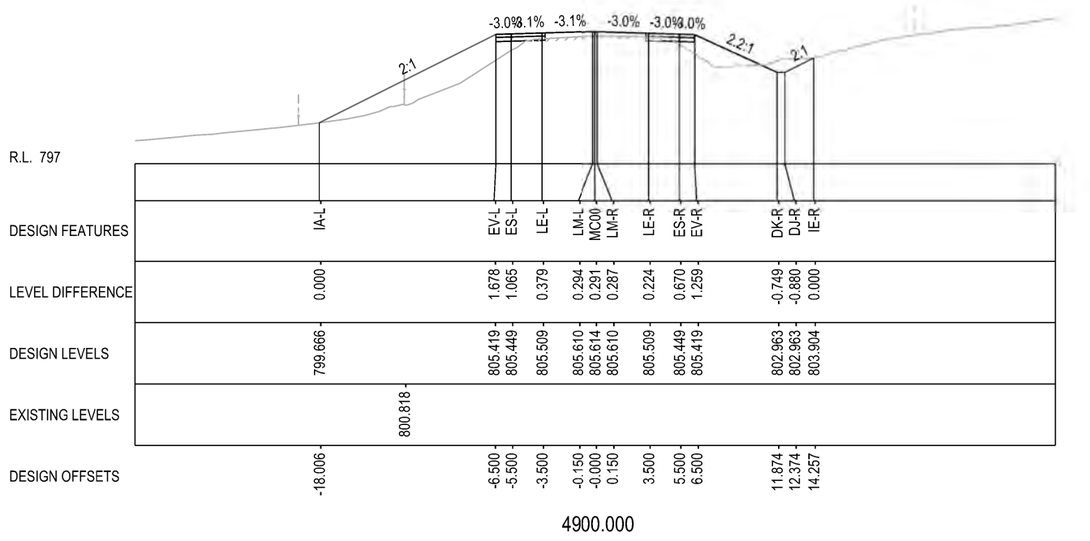
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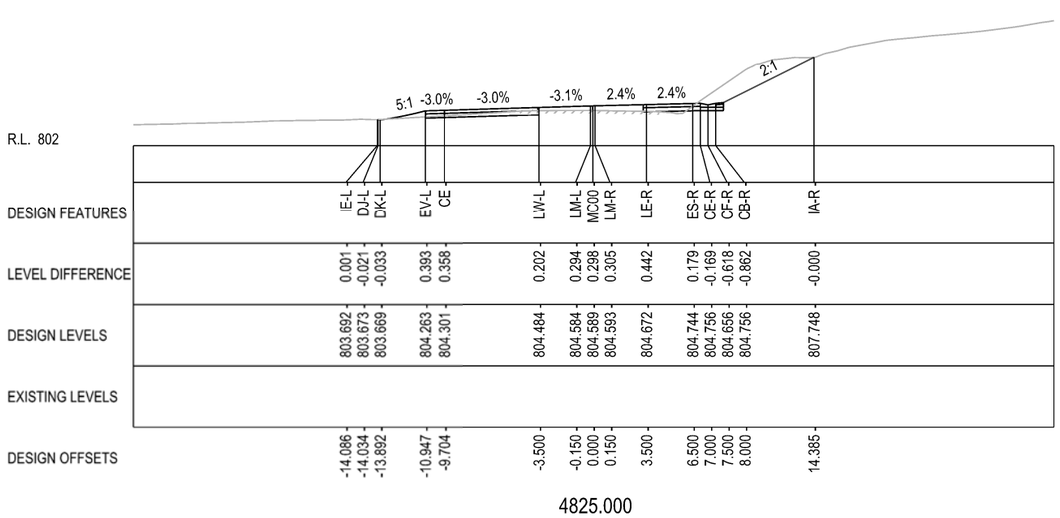
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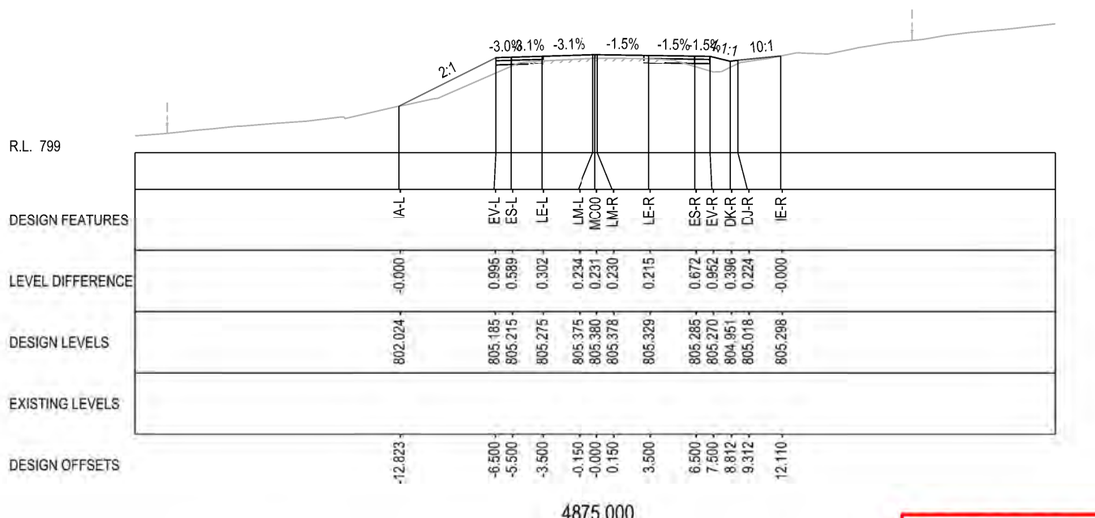
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PLOT DATE / TIME 13/02/2025 1:51:05 PM
PLOT BY greenma

CLIENT
NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4825.000 TO CH. 4900.000

A3

EXTERNAL REFERENCE FILES

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SCALE 1:400m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

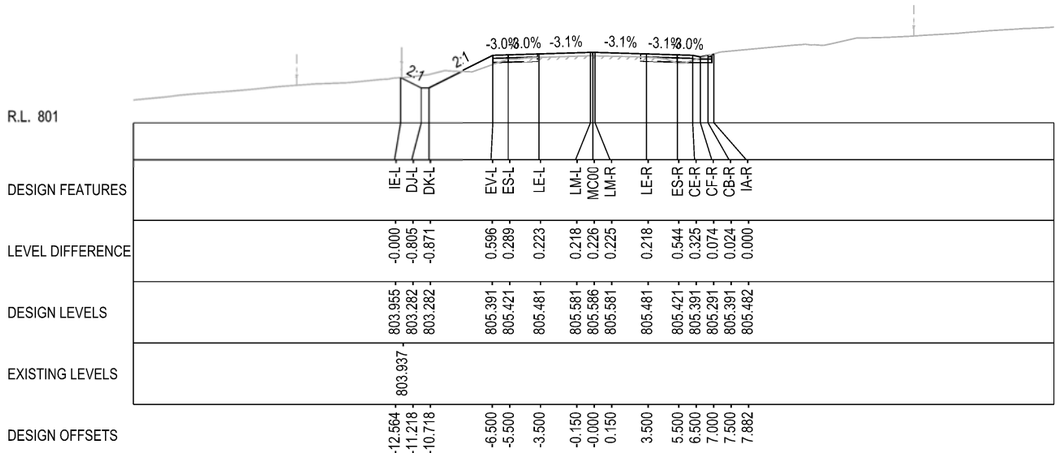
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REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

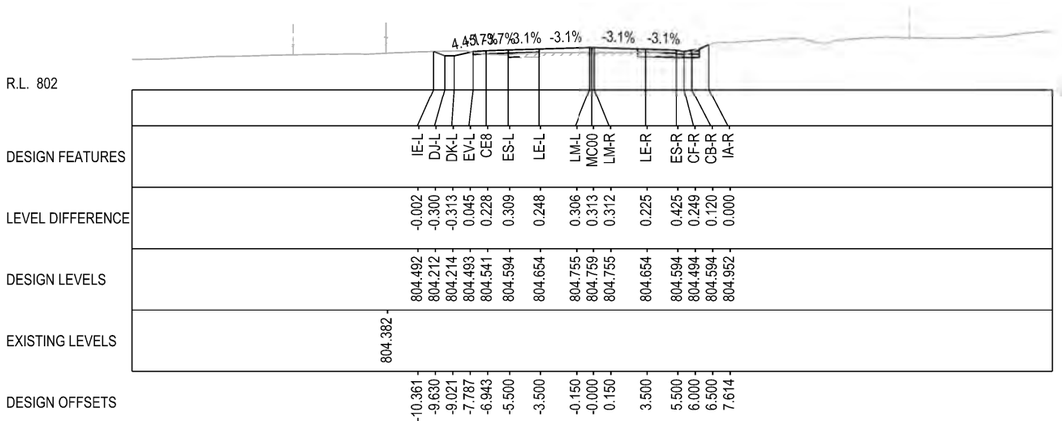
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PROJECT MNGR	W. McGRATH	XX.XX.XX

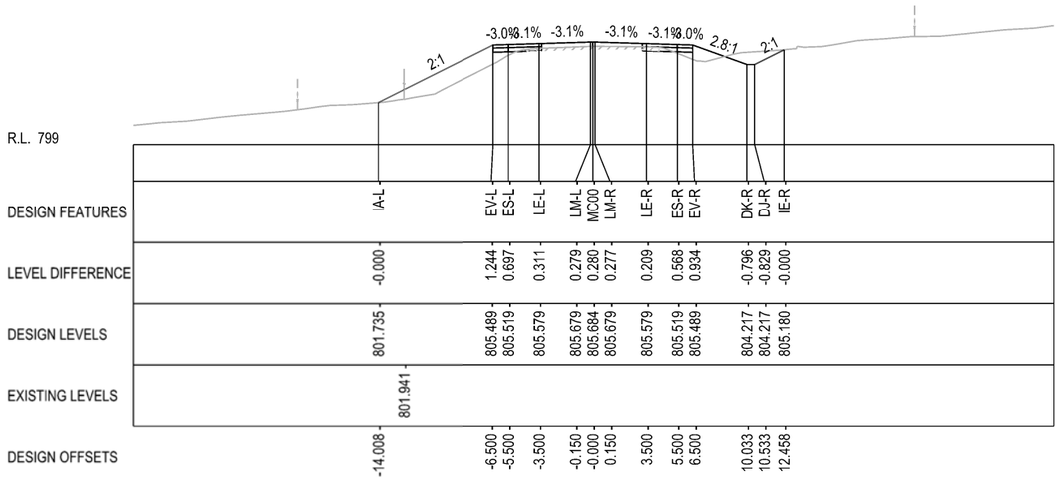
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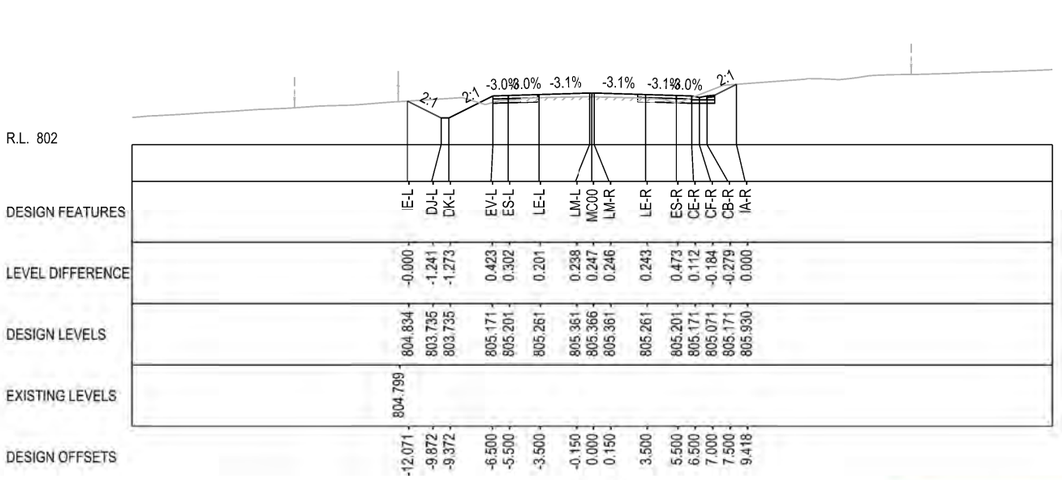
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CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)	HEIGHT DATUM: AHD	PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH	

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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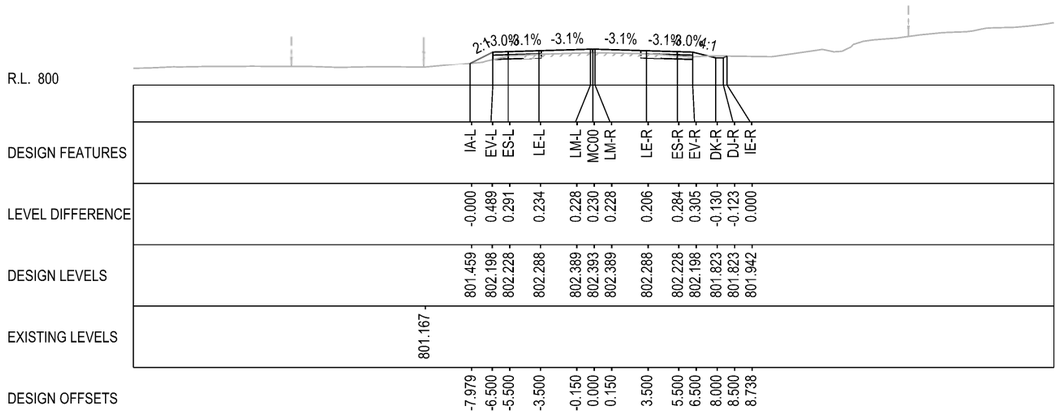
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 4925.000 TO CH. 5000.000

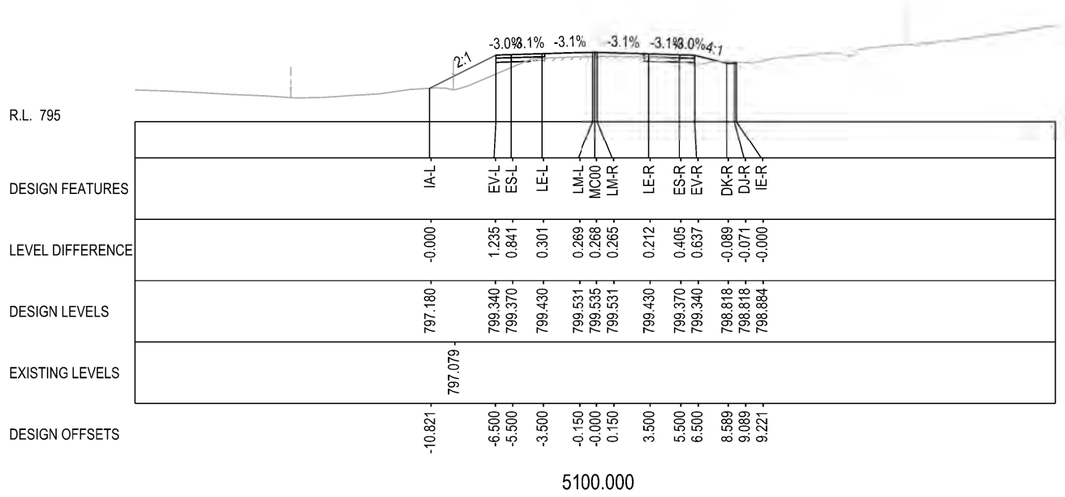
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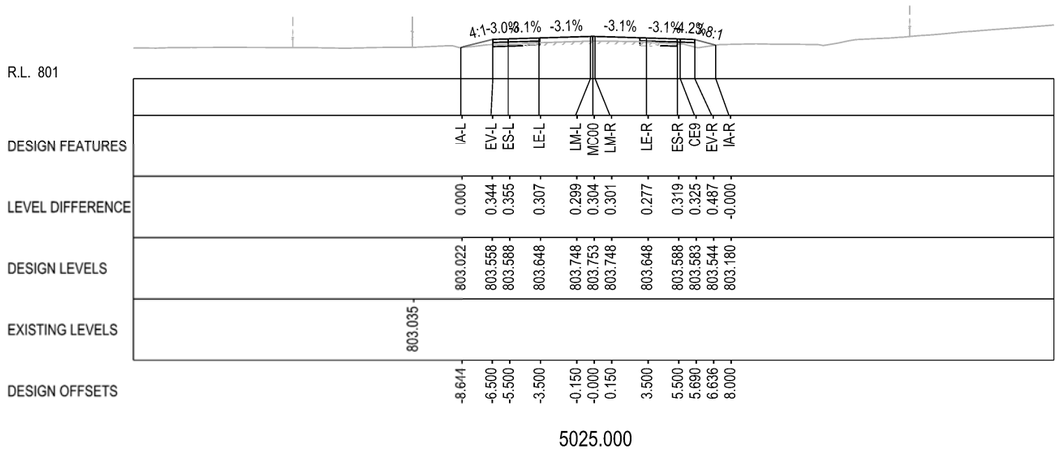
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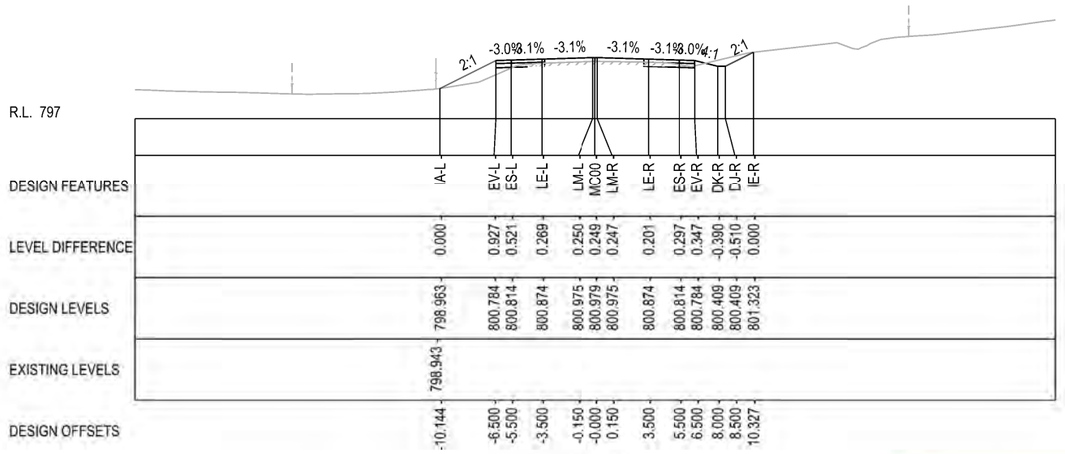
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50mm ON A3 SIZE ORIGINAL

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SCALES ON A3 SIZE DRAWING: 0 5 10 15 SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

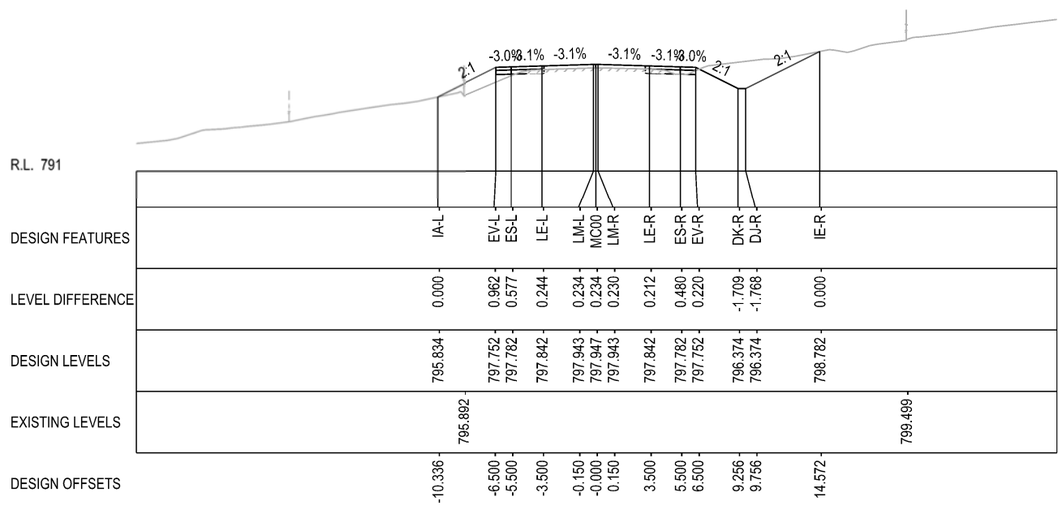
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HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 5025.000 TO CH. 5100.000

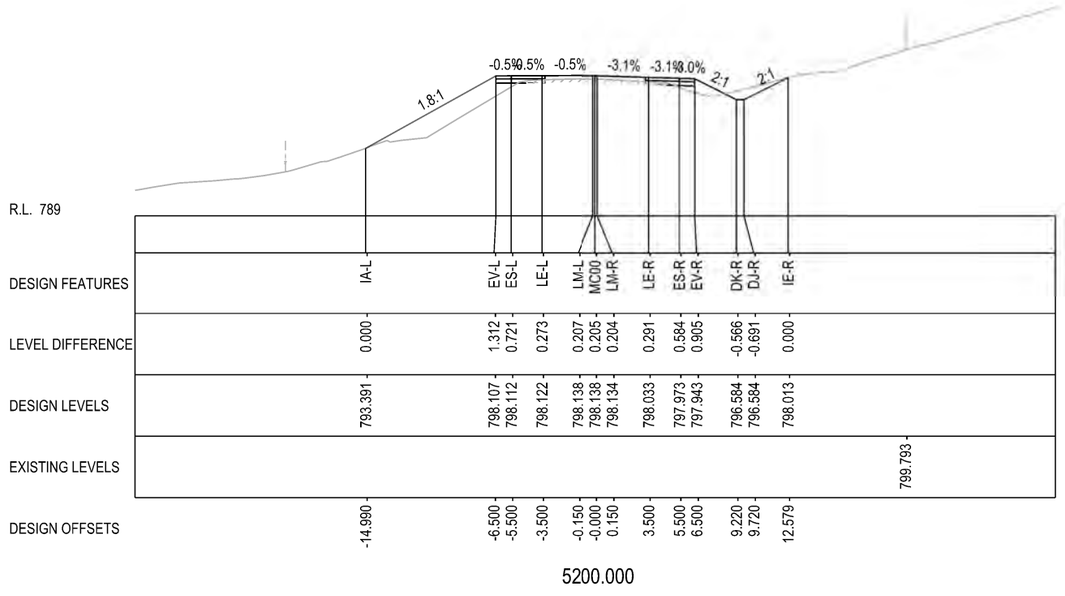
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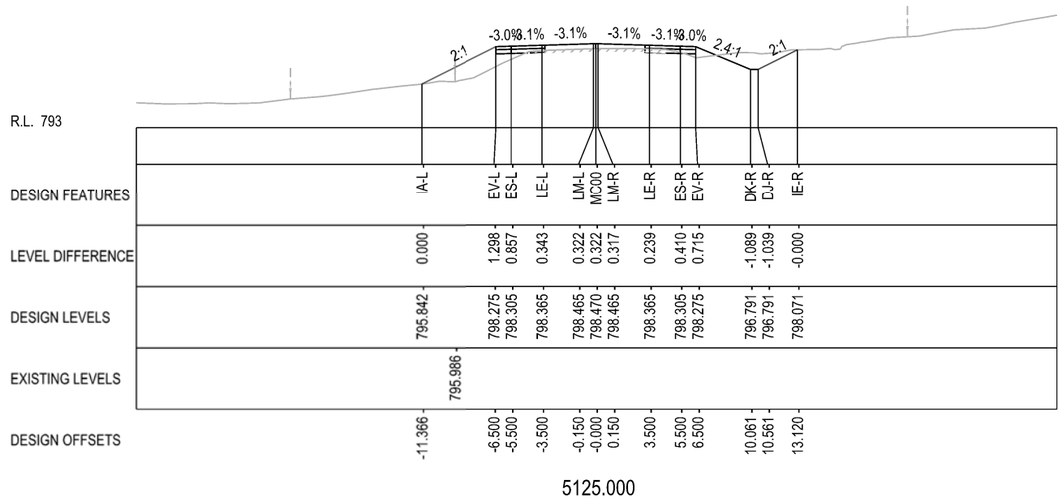
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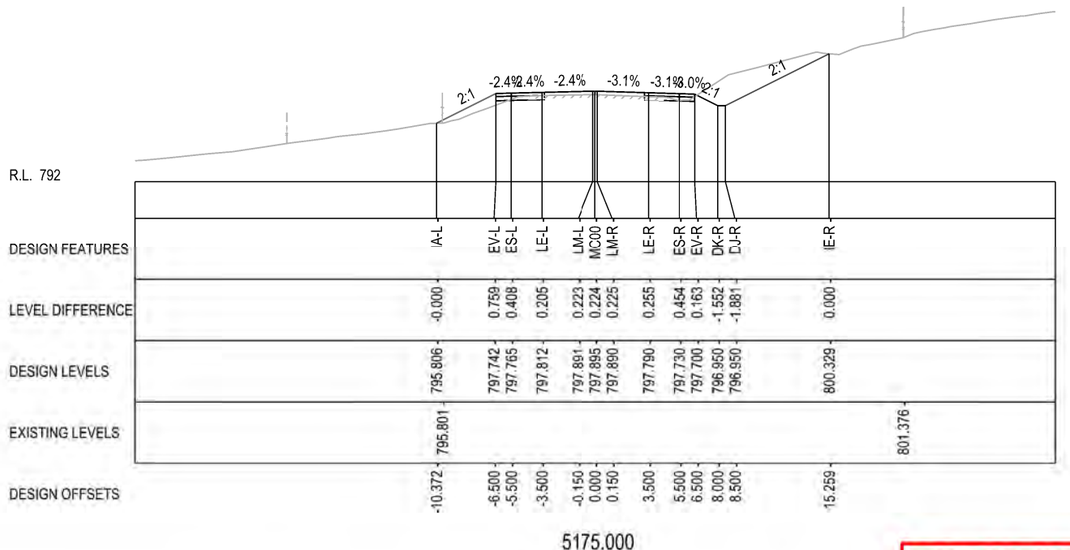
ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0625 | ISSUE: 3

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

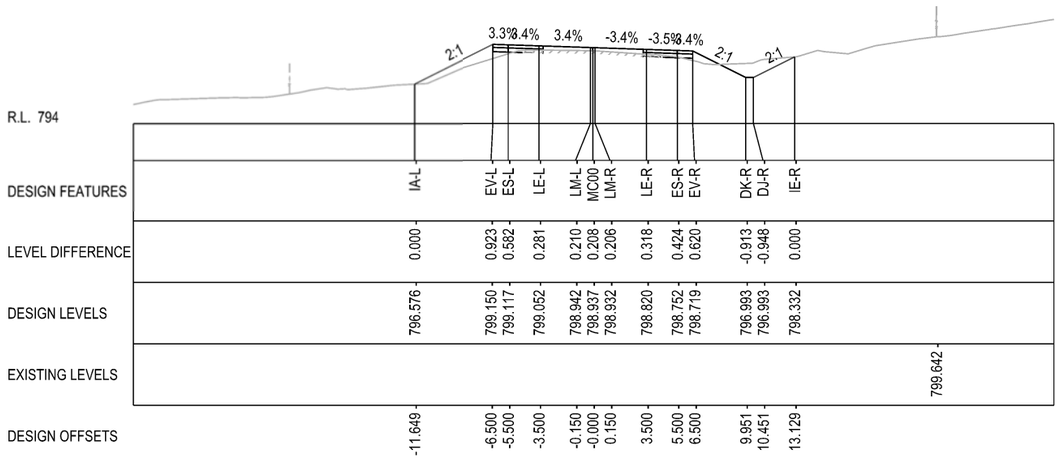
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 5125.000 TO CH. 5200.000

A3

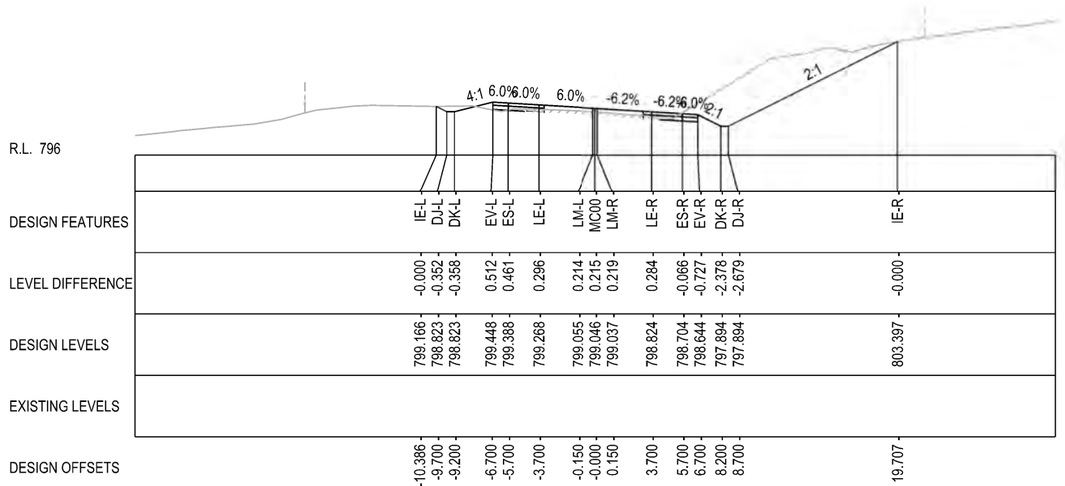
RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: RW-0626
ISSUE: 3

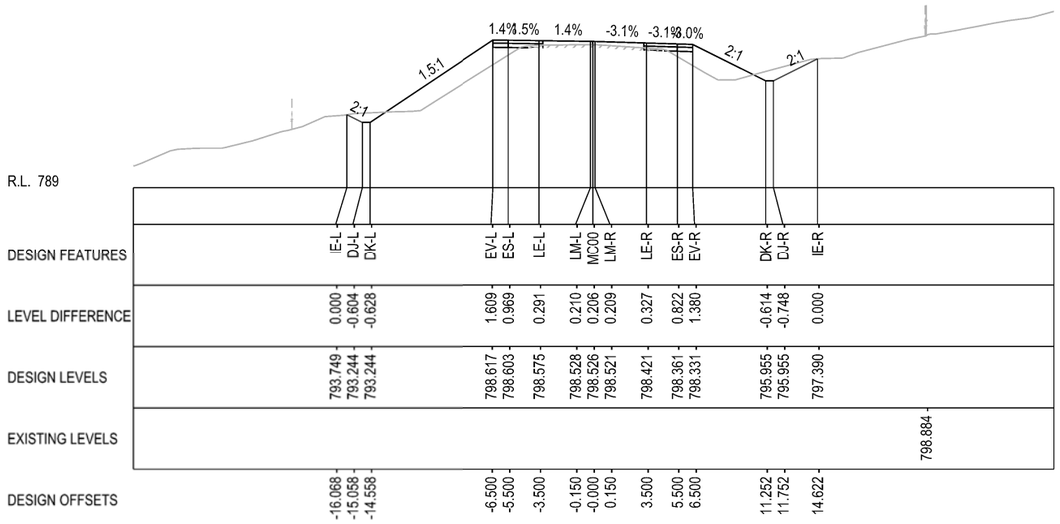
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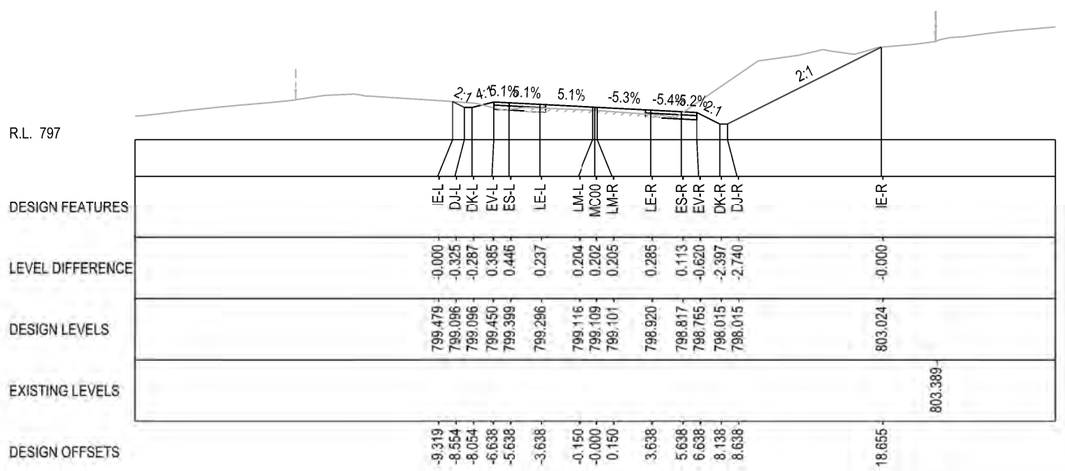
5250.000



5300.000



5225.000



5275.000

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn				DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15, SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME		PLOT BY
13/02/2025 1:51:05 PM		greenma

	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 5225.000 TO CH. 5300.000

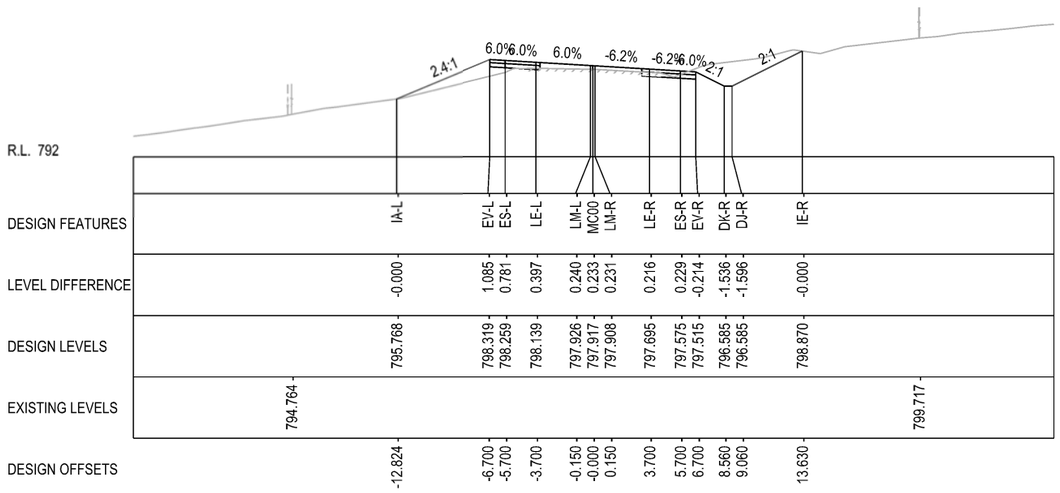
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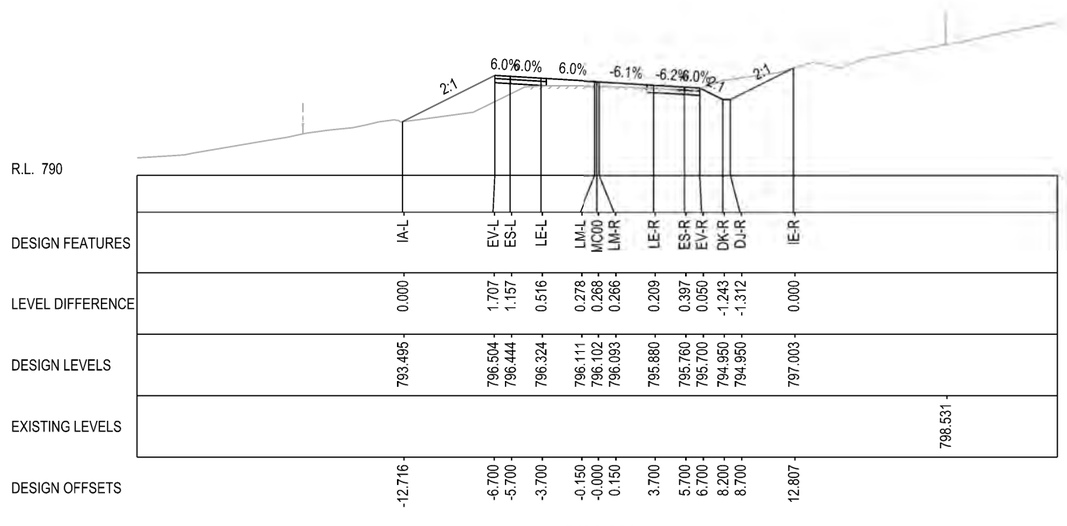
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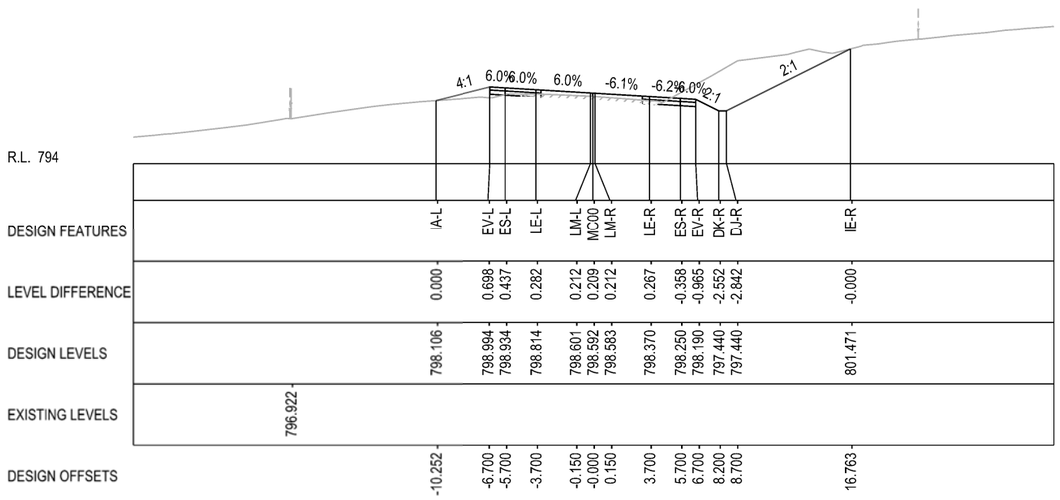
ISSUE STATUS: DETAIL DESIGN | EDMS No. SF2022/211515 | SHEET No. RW-0627 | ISSUE 3

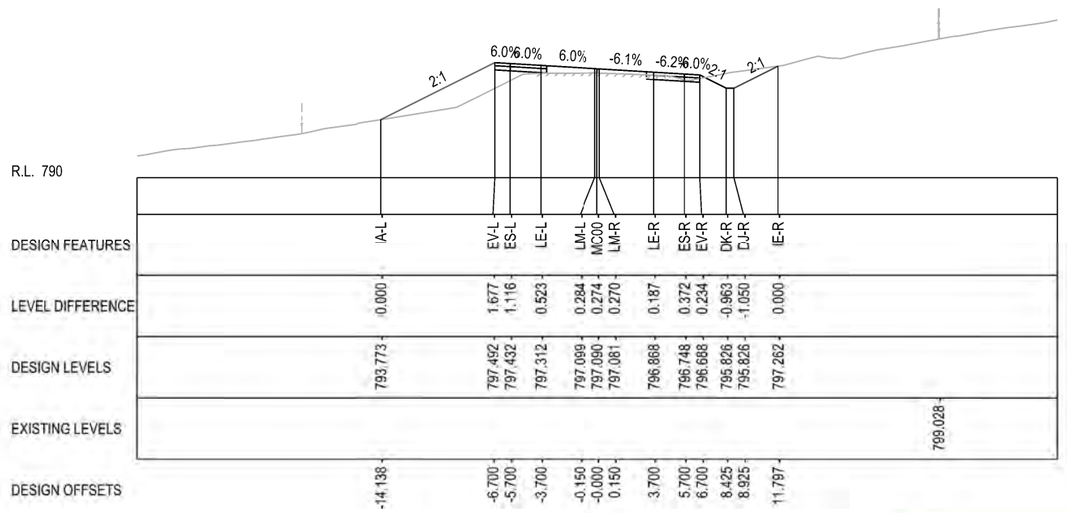
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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 5325.000 TO CH. 5400.000

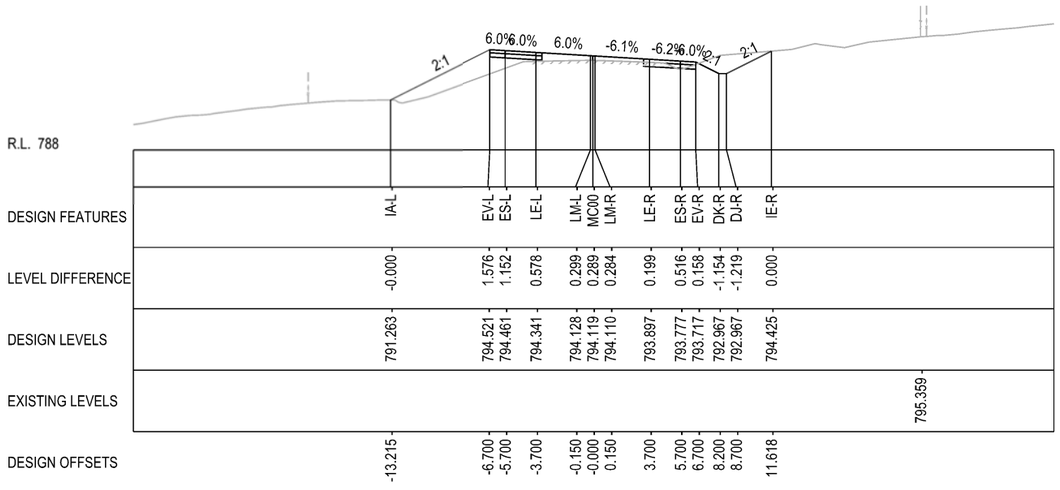
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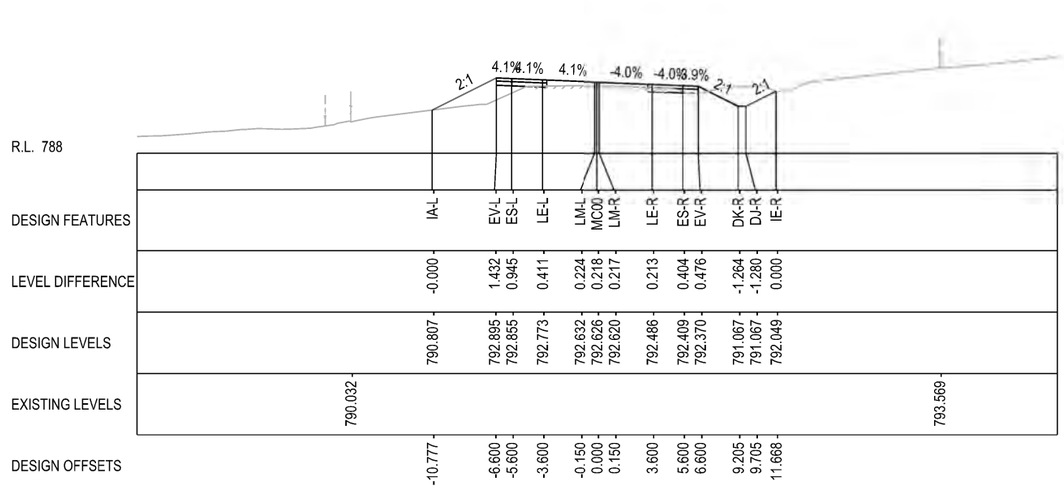
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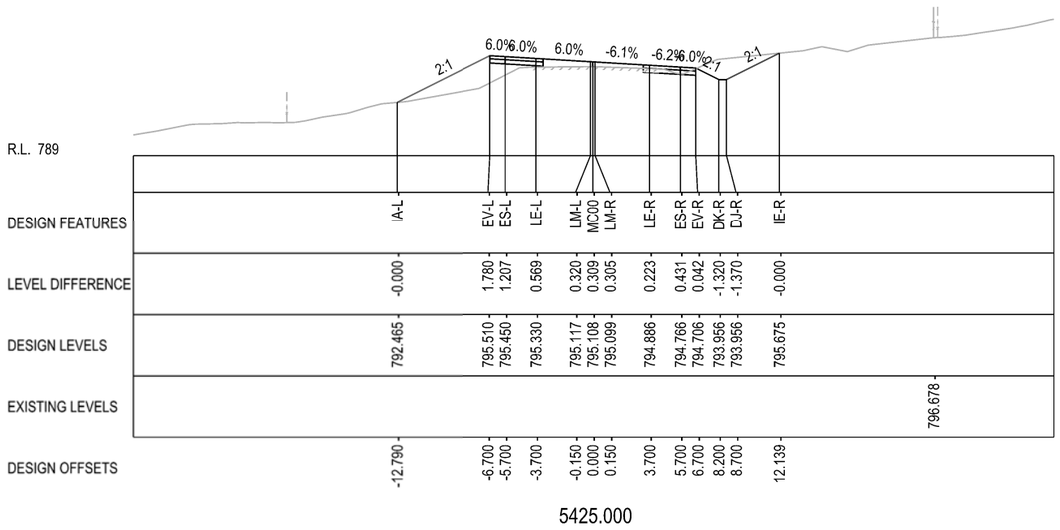
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SHEET No.: RW-0628
ISSUE: 3

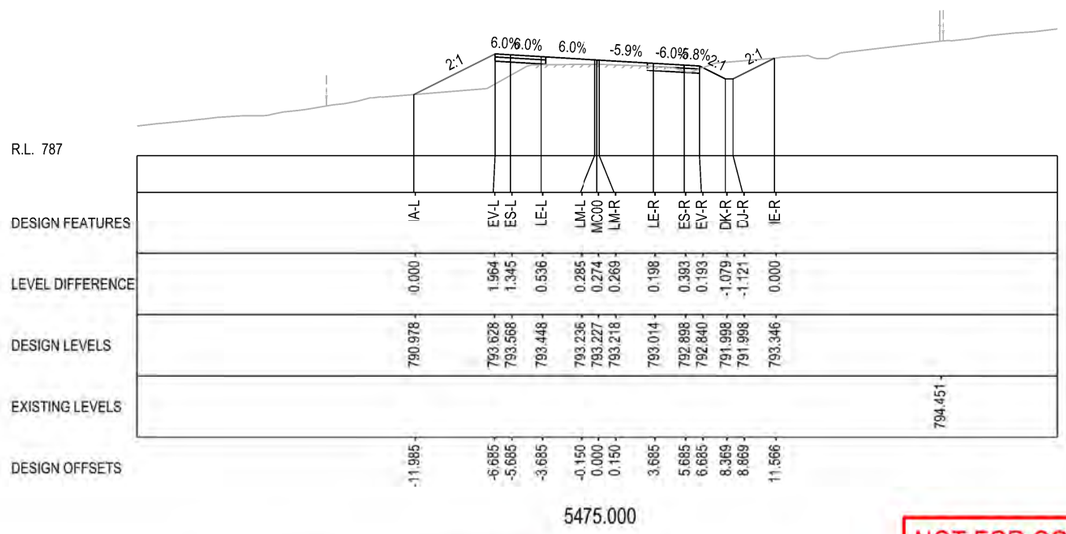
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50mm ON A3 SIZE ORIGINAL

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DRAWING FILE LOCATION / NAME
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME	PLOT BY
13/02/2025 1:51:05 PM	greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 5425.000 TO CH. 5500.000

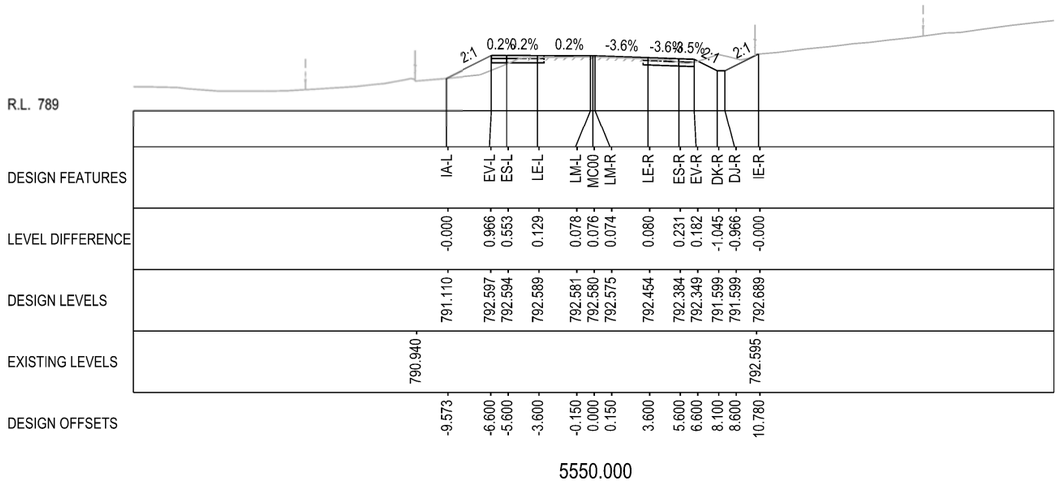
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RMS REGISTRATION No. DS2022/000786
PART 1

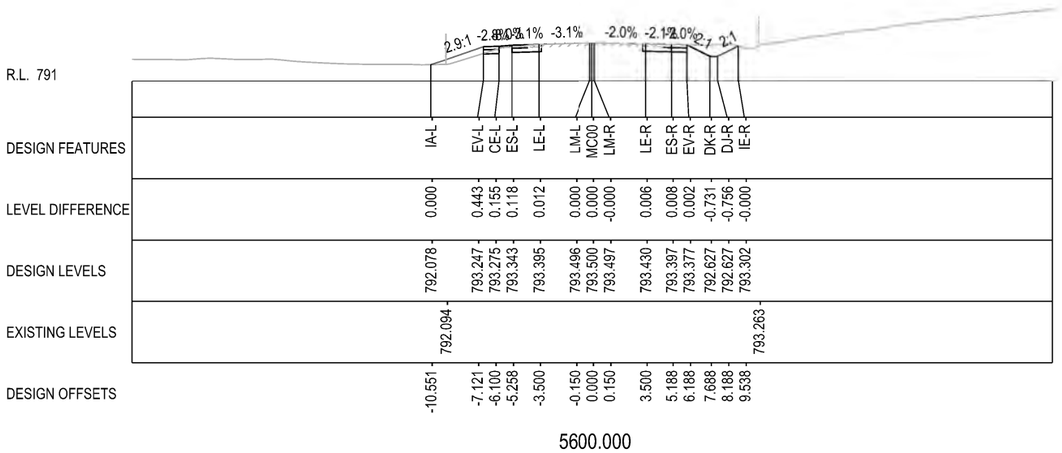
ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. RW-0629
ISSUE 3

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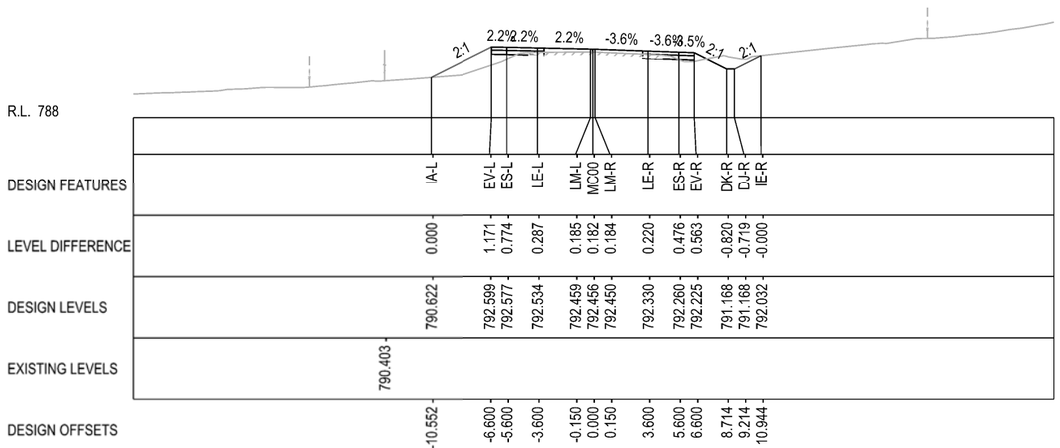
GDA 2020



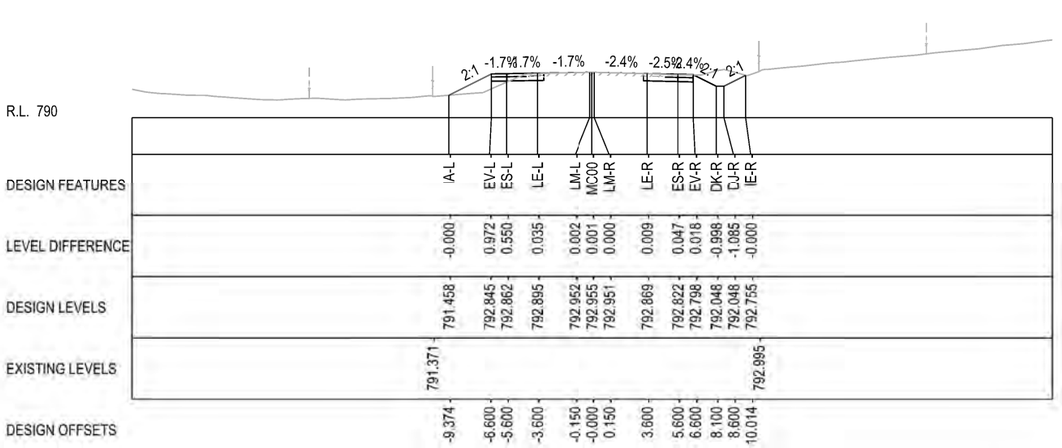
5550.000



5600.000



5525.000



5575.000

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15
SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

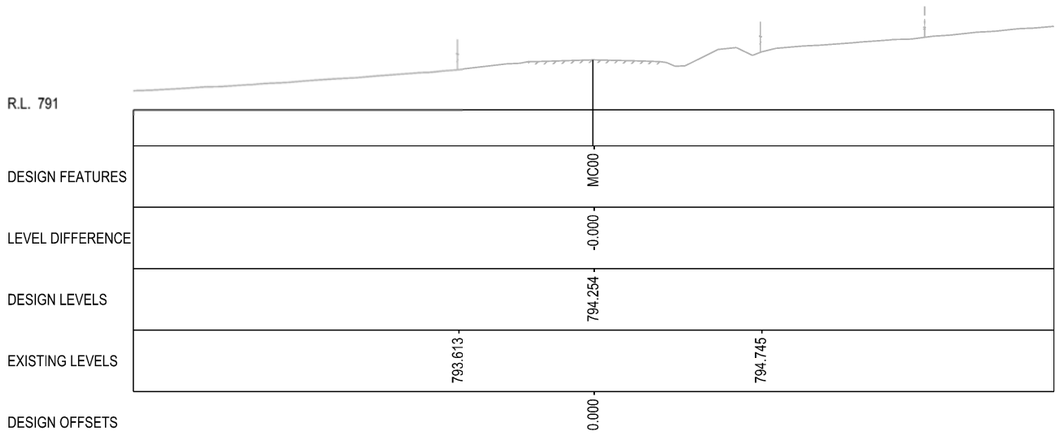
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROAD CROSS SECTIONS
HW19 - MONARO HIGHWAY - MC00 - CH. 5525.000 TO CH. 5600.000

A3

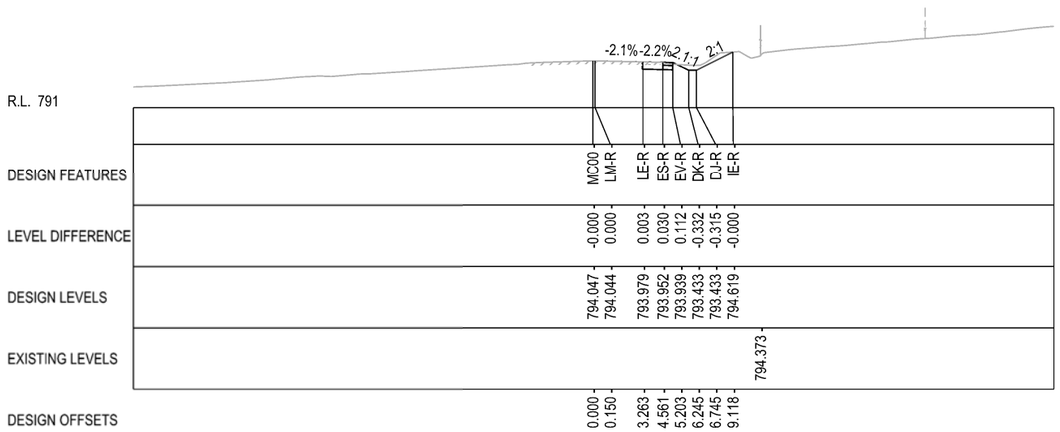
RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. RW-0630
ISSUE 3

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5636.323



5625.000

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-04-RW-Cross Sections.dgn	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME: 13/02/2025 1:51:05 PM	PLOT BY: greenma
EXTERNAL REFERENCE FILES			

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 — SCALE 1:400m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA

ROAD CROSS SECTIONS

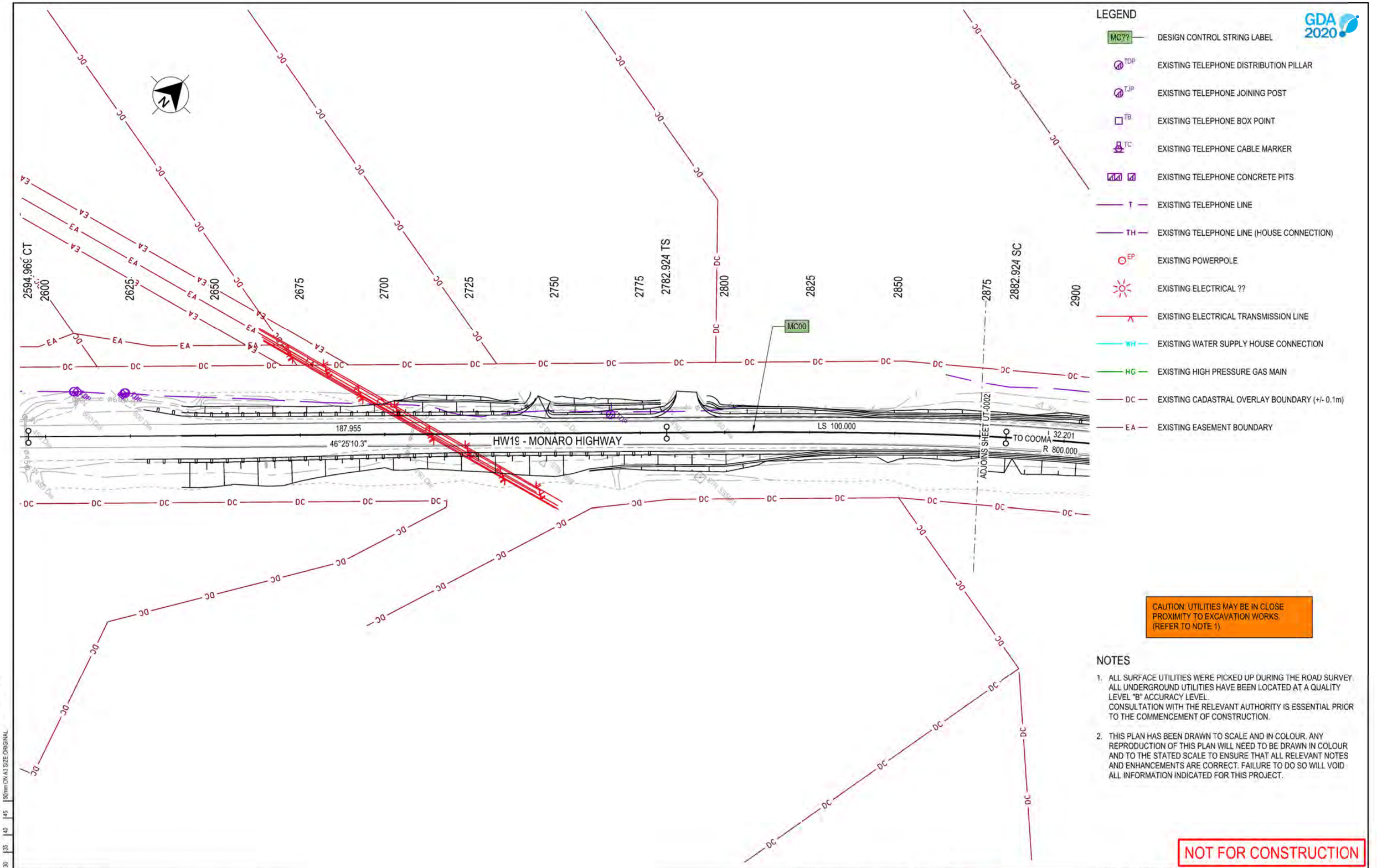
HW19 - MONARO HIGHWAY - MC00 - CH. 5625.000 TO CH. 5636.323

A3

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: RW-0631 | ISSUE: 3

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CAUTION: UTILITIES MAY BE IN CLOSE PROXIMITY TO EXCAVATION WORKS. (REFER TO NOTE 1).

NOTES

1. ALL SURFACE UTILITIES WERE PICKED UP DURING THE ROAD SURVEY. ALL UNDERGROUND UTILITIES HAVE BEEN LOCATED AT A QUALITY LEVEL "B" ACCURACY LEVEL. CONSULTATION WITH THE RELEVANT AUTHORITY IS ESSENTIAL PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
2. THIS PLAN HAS BEEN DRAWN TO SCALE AND IN COLOUR. ANY REPRODUCTION OF THIS PLAN WILL NEED TO BE DRAWN IN COLOUR AND TO THE STATED SCALE TO ENSURE THAT ALL RELEVANT NOTES AND ENHANCEMENTS ARE CORRECT. FAILURE TO DO SO WILL VOID ALL INFORMATION INDICATED FOR THIS PROJECT.

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2625 TO CH.2875

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: UT-0001
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- TDP — EXISTING TELEPHONE DISTRIBUTION PILLAR
- TJP — EXISTING TELEPHONE JOINING POST
- TB — EXISTING TELEPHONE BOX POINT
- TC — EXISTING TELEPHONE CABLE MARKER
- EXISTING TELEPHONE CONCRETE PITS
- T — EXISTING TELEPHONE LINE
- TH — EXISTING TELEPHONE LINE (HOUSE CONNECTION)
- EP — EXISTING POWERPOLE
- EXISTING ELECTRICAL ??
- EXISTING ELECTRICAL TRANSMISSION LINE
- WH — EXISTING WATER SUPPLY HOUSE CONNECTION
- HG — EXISTING HIGH PRESSURE GAS MAIN
- DC — EXISTING CADASTRAL OVERLAY BOUNDARY (+/- 0.1m)
- EA — EXISTING EASEMENT BOUNDARY

CAUTION: UTILITIES MAY BE IN CLOSE PROXIMITY TO EXCAVATION WORKS. (REFER TO NOTE 1).

NOTES

1. ALL SURFACE UTILITIES WERE PICKED UP DURING THE ROAD SURVEY. ALL UNDERGROUND UTILITIES HAVE BEEN LOCATED AT A QUALITY LEVEL "B" ACCURACY LEVEL.
   CONSULTATION WITH THE RELEVANT AUTHORITY IS ESSENTIAL PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
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NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-05-UT-Utilities.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

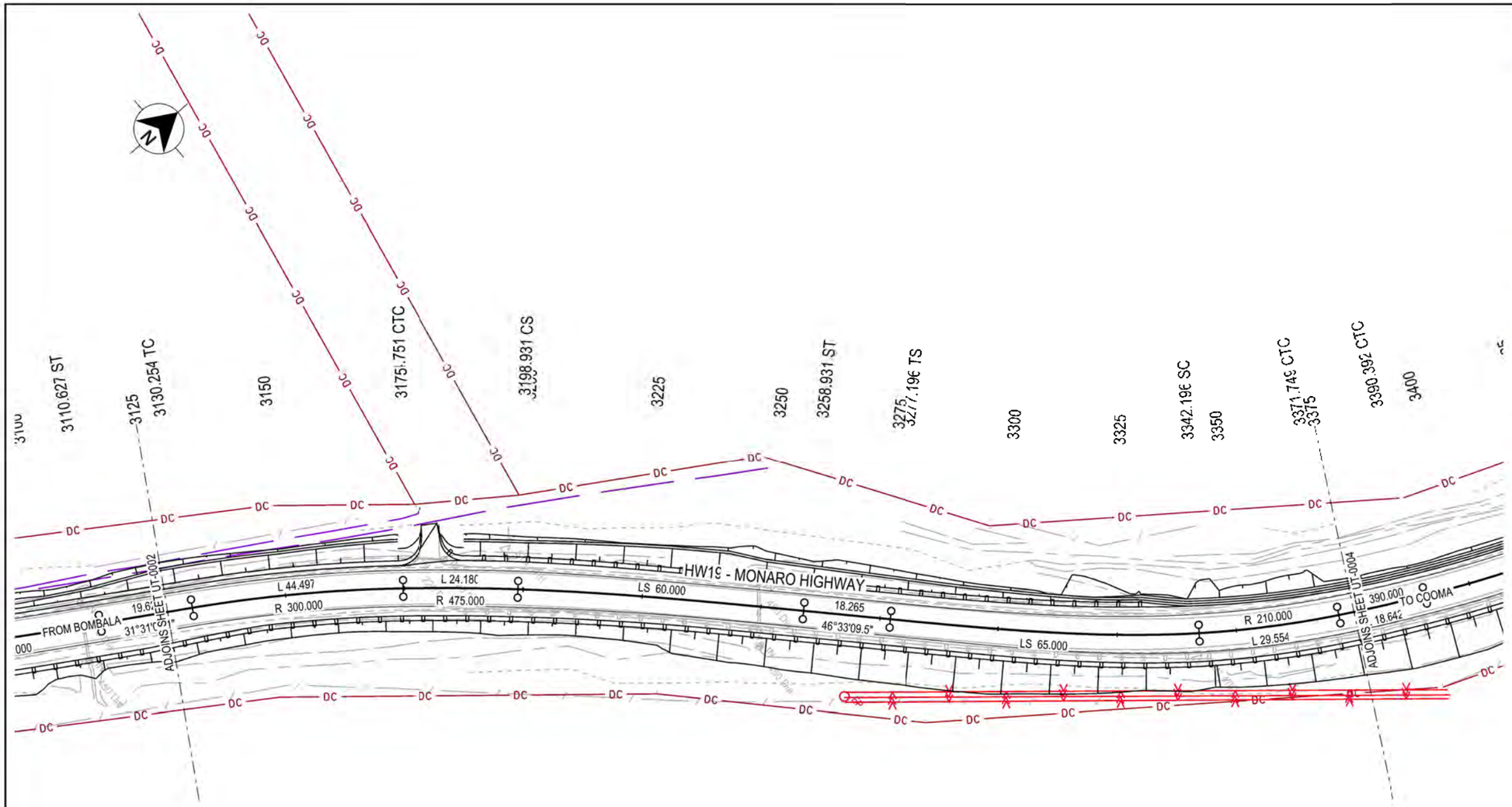
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2875 TO CH.3125

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: UT-0002
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- TDP — EXISTING TELEPHONE DISTRIBUTION PILLAR
- TJP — EXISTING TELEPHONE JOINING POST
- TB — EXISTING TELEPHONE BOX POINT
- TC — EXISTING TELEPHONE CABLE MARKER
- EXISTING TELEPHONE CONCRETE PITS
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- TH — EXISTING TELEPHONE LINE (HOUSE CONNECTION)
- EP — EXISTING POWERPOLE
- EXISTING ELECTRICAL ??
- EXISTING ELECTRICAL TRANSMISSION LINE
- WH — EXISTING WATER SUPPLY HOUSE CONNECTION
- HG — EXISTING HIGH PRESSURE GAS MAIN
- DC — EXISTING CADASTRAL OVERLAY BOUNDARY (+/- 0.1m)
- EA — EXISTING EASEMENT BOUNDARY

GDA 2020

CAUTION: UTILITIES MAY BE IN CLOSE PROXIMITY TO EXCAVATION WORKS. (REFER TO NOTE 1).

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03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA

UTILITIES PLAN

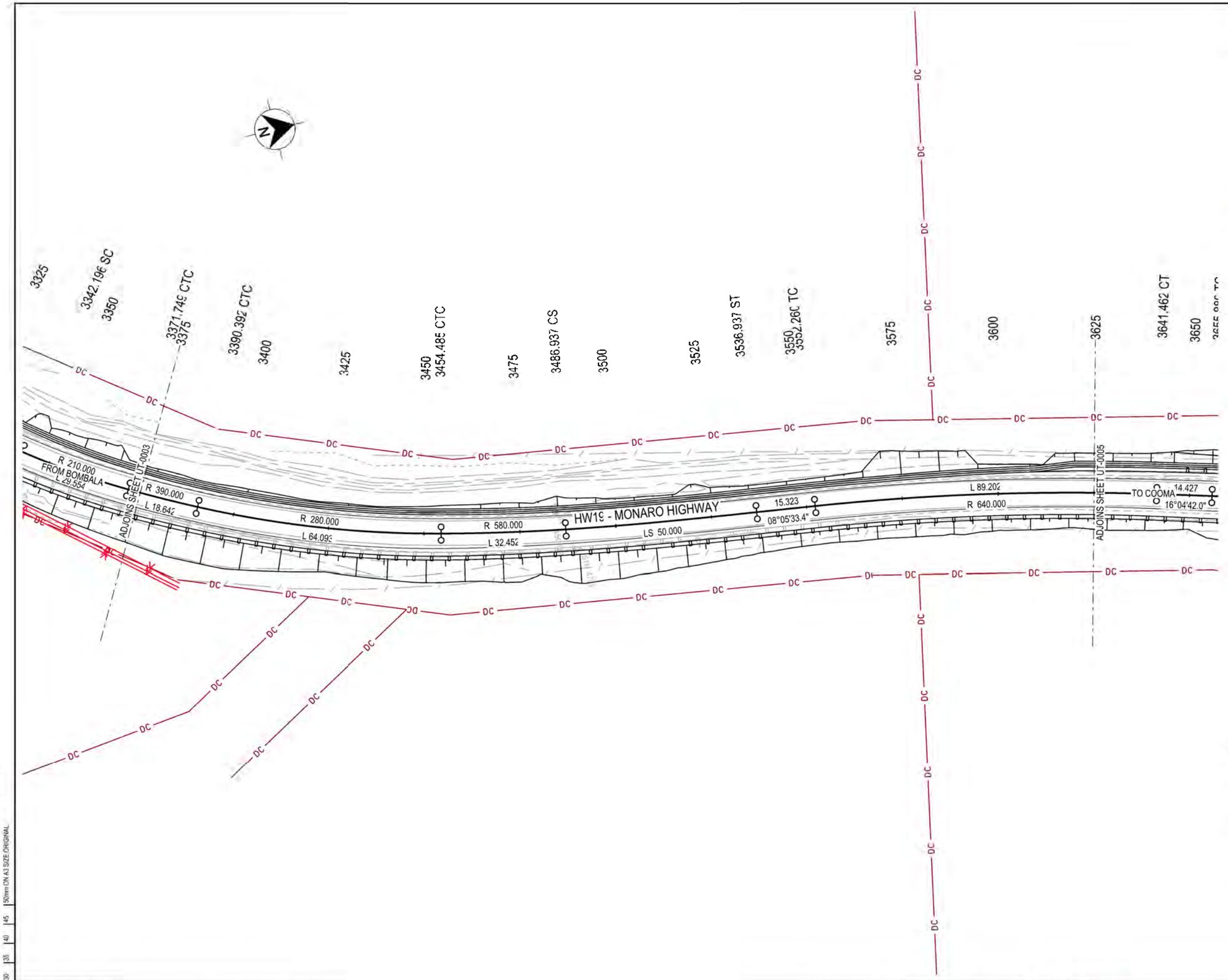
HW19 - MONARO HIGHWAY - MC00 - CH.3125 TO CH.3375

A3

RMS REGISTRATION No.: DS2022/000786 PART: 1

ISSUE STATUS: DETAIL DESIGN EDMS No.: SF2022/211515 SHEET No.: UT-0003 ISSUE: 3

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-05-UT-Utilities.dgn

EXTERNAL REFERENCE FILES:

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

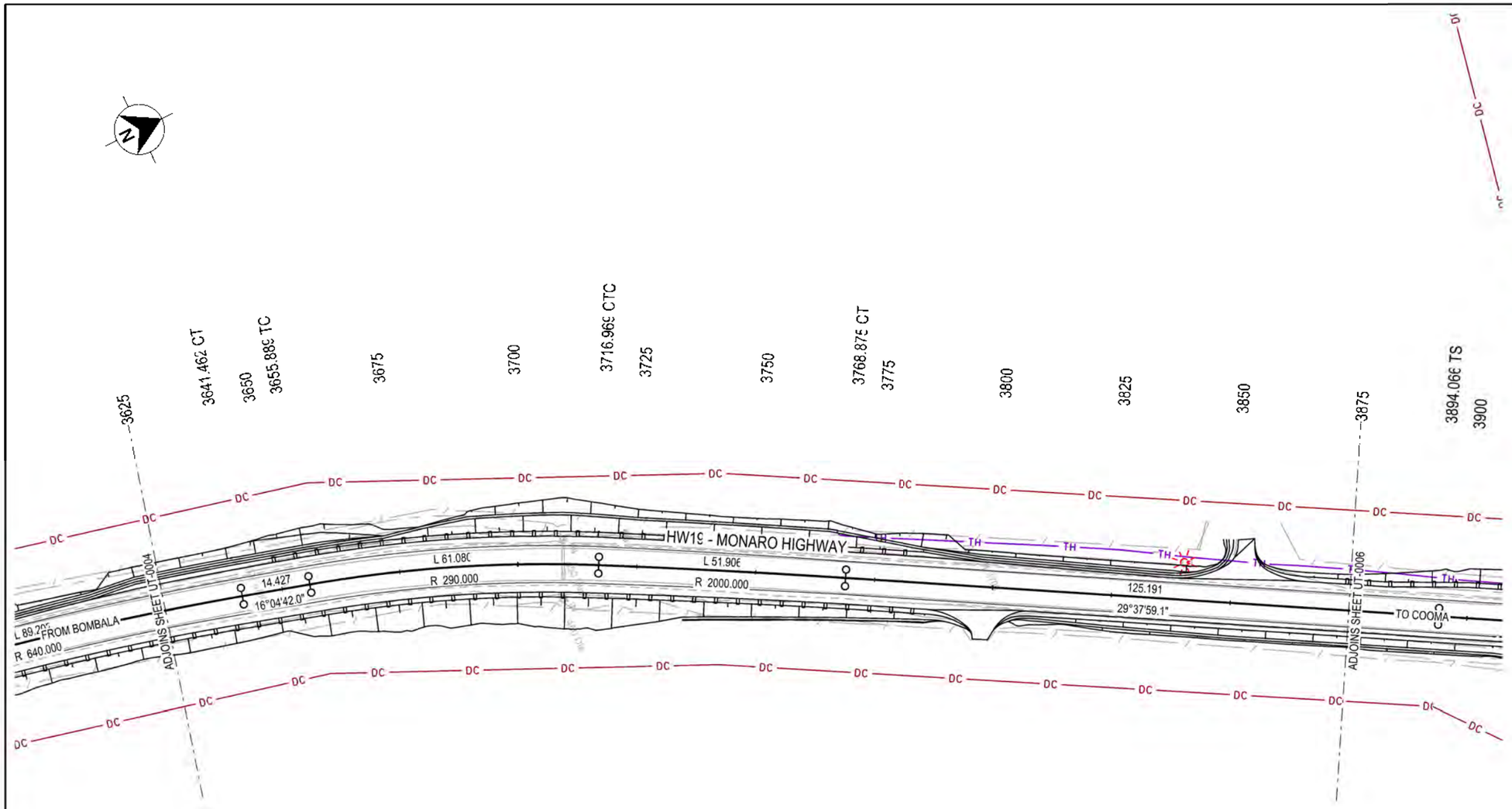
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3375 TO CH.3625

A3

RMS REGISTRATION No.: DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: UT-0004 | ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- TDP — EXISTING TELEPHONE DISTRIBUTION PILLAR
- TJP — EXISTING TELEPHONE JOINING POST
- TB — EXISTING TELEPHONE BOX POINT
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- HG — EXISTING HIGH PRESSURE GAS MAIN
- DC — EXISTING CADASTRAL OVERLAY BOUNDARY (+/- 0.1m)
- EA — EXISTING EASEMENT BOUNDARY

GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-05-UT-Utilities.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES:

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	TITLE	NAME	DATE
DRAWN		M. GREEN	XX.XX.XX
DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

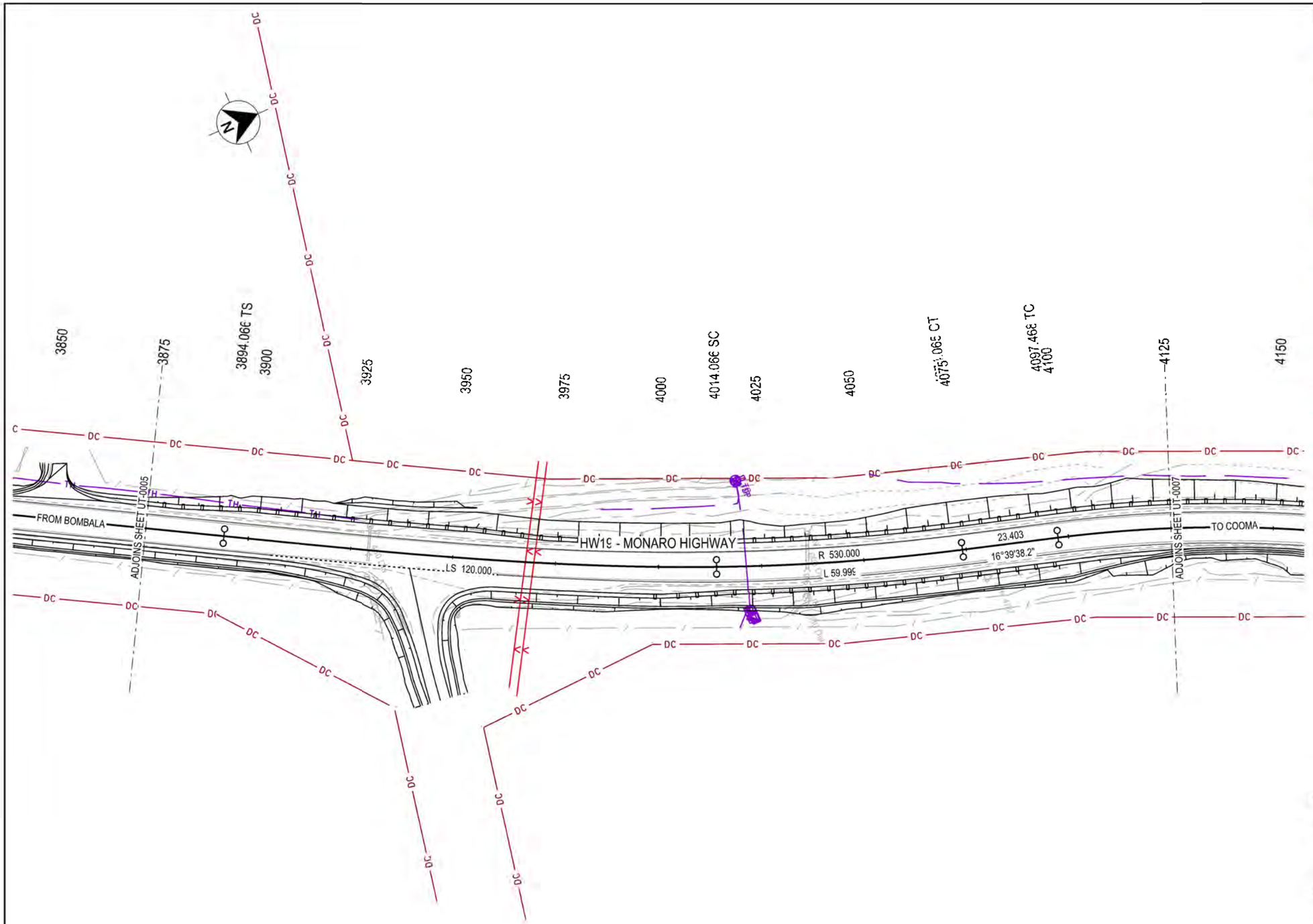
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3625 TO CH.3875

A3

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: UT-0005 | ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- TDP — EXISTING TELEPHONE DISTRIBUTION PILLAR
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GDA 2020

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SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA — A3

HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA

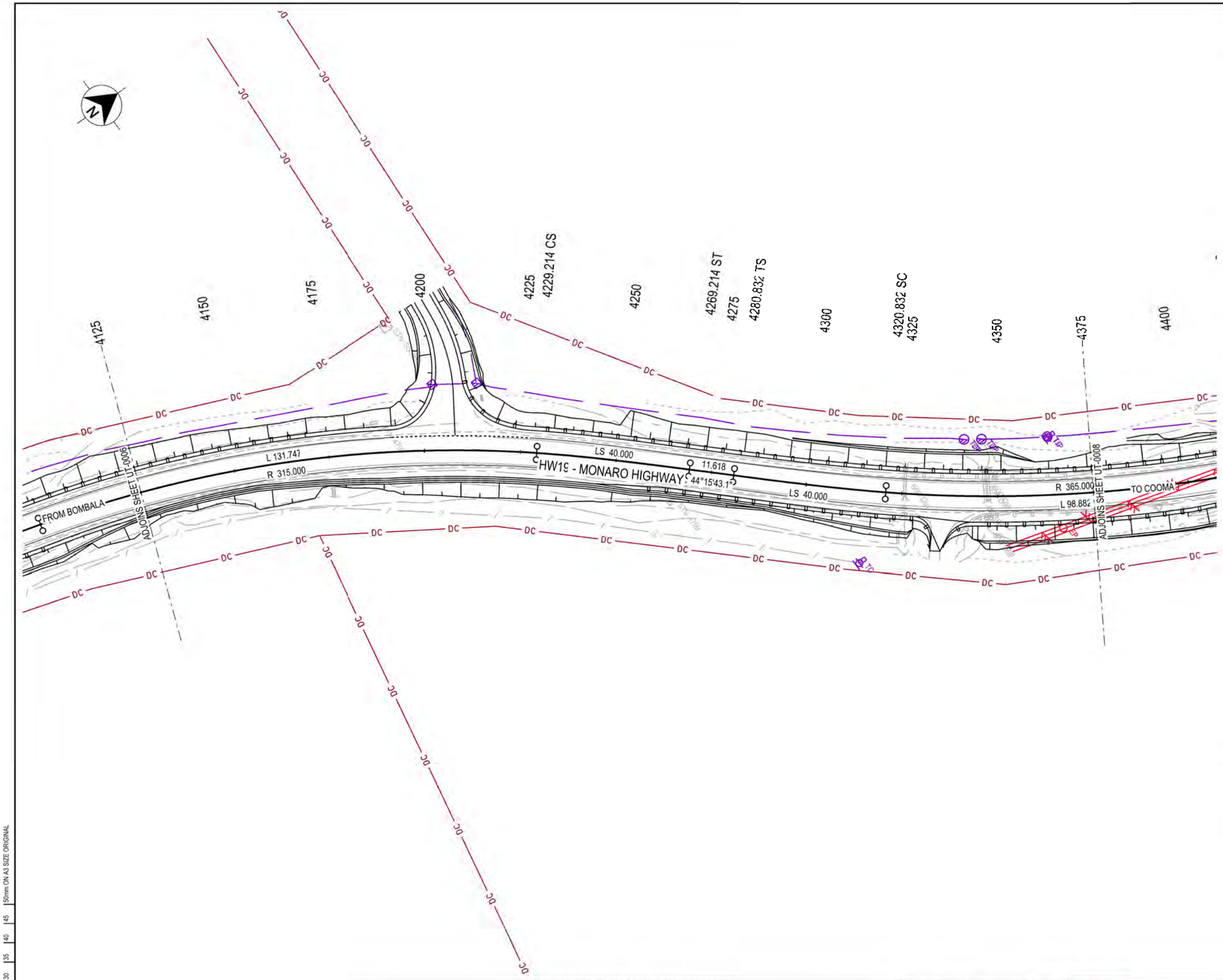
UTILITIES PLAN

HW19 - MONARO HIGHWAY - MC00 - CH.3875 TO CH.4125

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: UT-0006 | ISSUE: 3

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LEGEND

GDA 2020

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- TDP — EXISTING TELEPHONE DISTRIBUTION PILLAR
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DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-05-UT-Utilities.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

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DESIGN	M. GREEN	XX.XX.XX
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CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

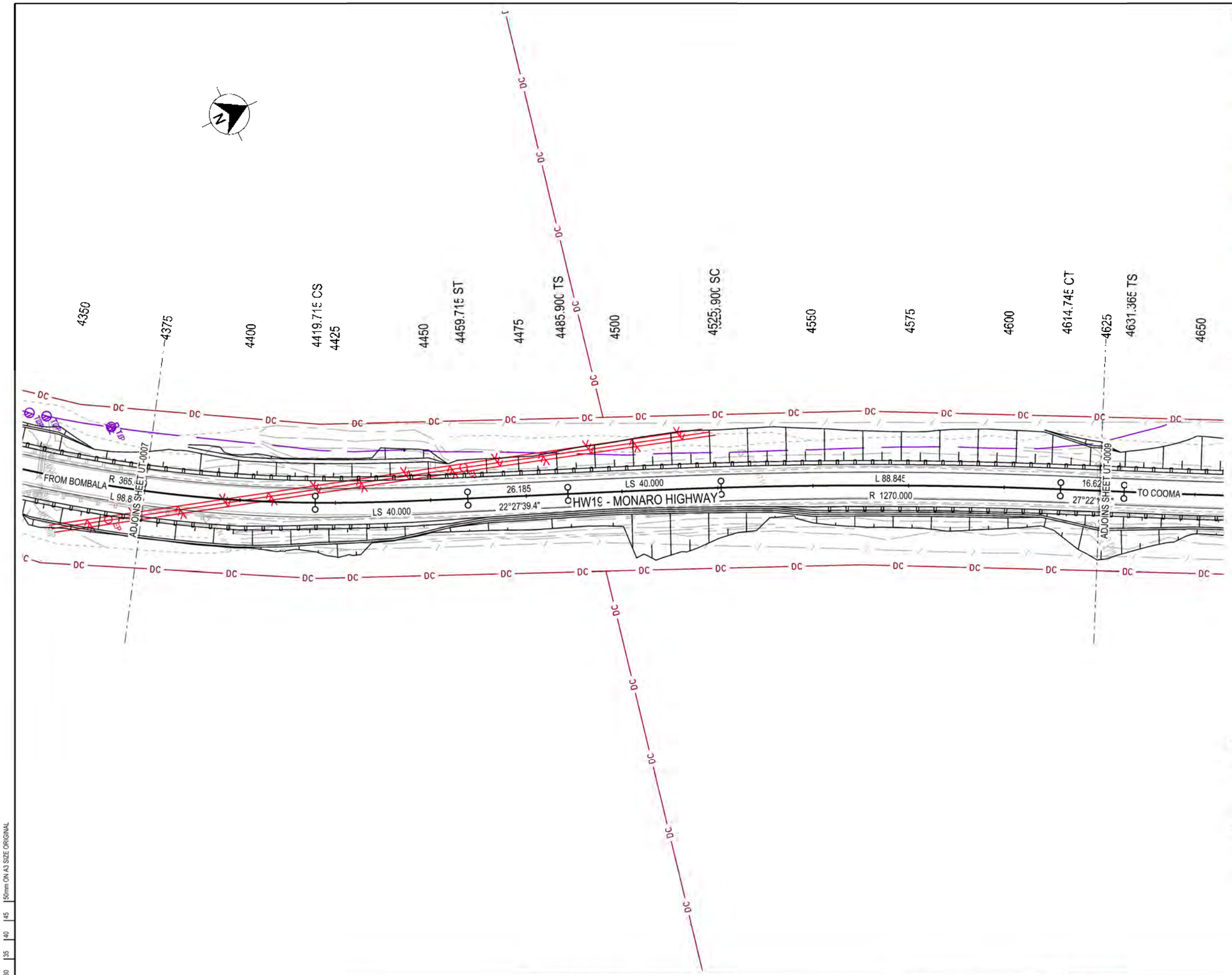
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4125 TO CH.4375

A3

RMS REGISTRATION No: DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No: SF2022/211515 | SHEET No: UT-0007 | ISSUE 3

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LEGEND

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GDA 2020

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PLOT BY: greenma

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SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
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CLIENT
NSW GOVERNMENT TRANSPORT

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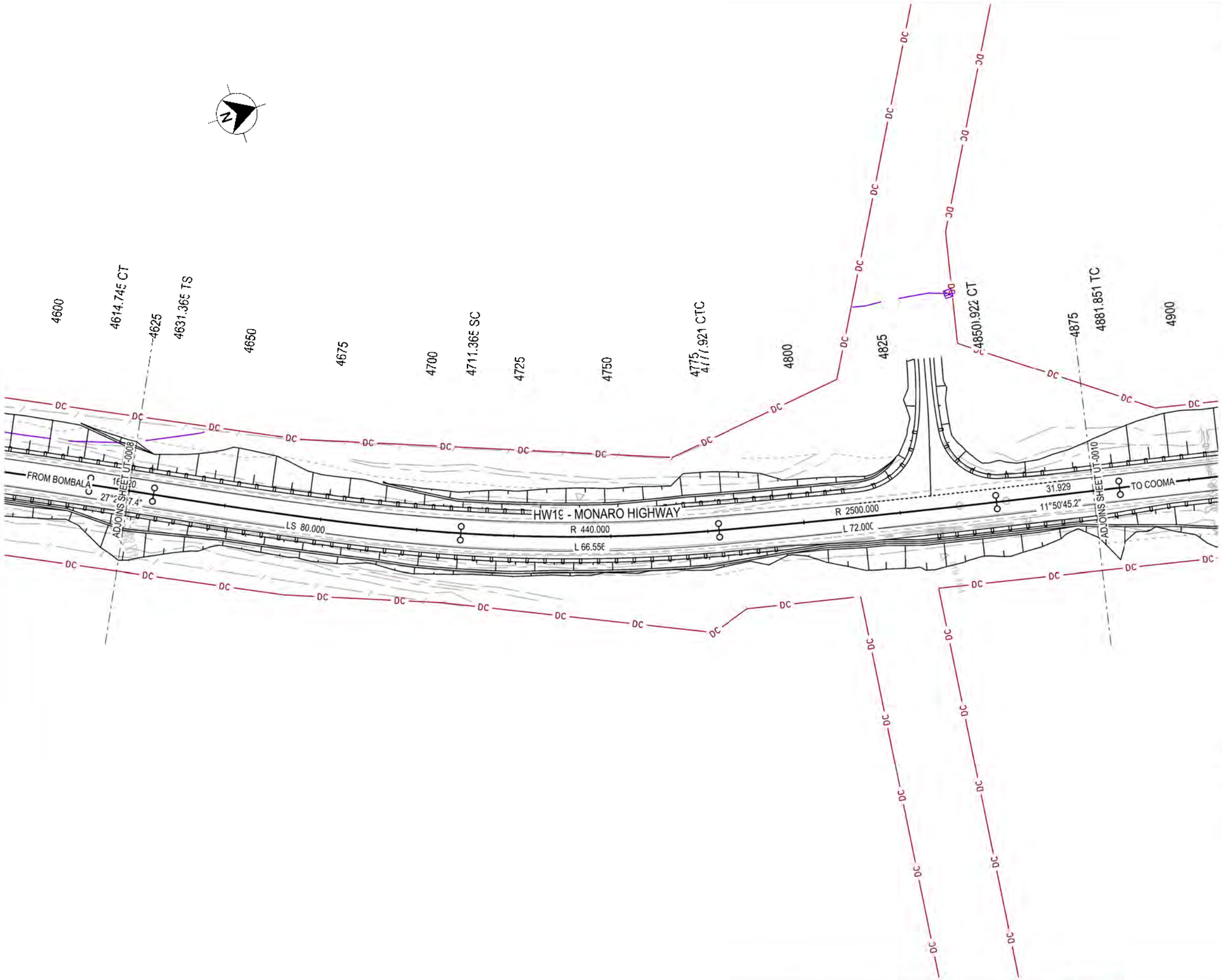
SNOWY MONARO REGIONAL LGA
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SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4375 TO CH.4625

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. UT-0008
ISSUE 3

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LEGEND

GDA 2020

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- TC — EXISTING TELEPHONE CABLE MARKER
- EXISTING TELEPHONE CONCRETE PITS
- T — EXISTING TELEPHONE LINE
- TH — EXISTING TELEPHONE LINE (HOUSE CONNECTION)
- EP — EXISTING POWERPOLE
- EXISTING ELECTRICAL ??
- EXISTING ELECTRICAL TRANSMISSION LINE
- WH — EXISTING WATER SUPPLY HOUSE CONNECTION
- HG — EXISTING HIGH PRESSURE GAS MAIN
- DC — EXISTING CADASTRAL OVERLAY BOUNDARY (+/- 0.1m)
- EA — EXISTING EASEMENT BOUNDARY

CAUTION: UTILITIES MAY BE IN CLOSE PROXIMITY TO EXCAVATION WORKS. (REFER TO NOTE 1).

NOTES

1. ALL SURFACE UTILITIES WERE PICKED UP DURING THE ROAD SURVEY. ALL UNDERGROUND UTILITIES HAVE BEEN LOCATED AT A QUALITY LEVEL "B" ACCURACY LEVEL.
   CONSULTATION WITH THE RELEVANT AUTHORITY IS ESSENTIAL PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
2. THIS PLAN HAS BEEN DRAWN TO SCALE AND IN COLOUR. ANY REPRODUCTION OF THIS PLAN WILL NEED TO BE DRAWN IN COLOUR AND TO THE STATED SCALE TO ENSURE THAT ALL RELEVANT NOTES AND ENHANCEMENTS ARE CORRECT. FAILURE TO DO SO WILL VOID ALL INFORMATION INDICATED FOR THIS PROJECT.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-05-UT-Utilities.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA — A3
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA

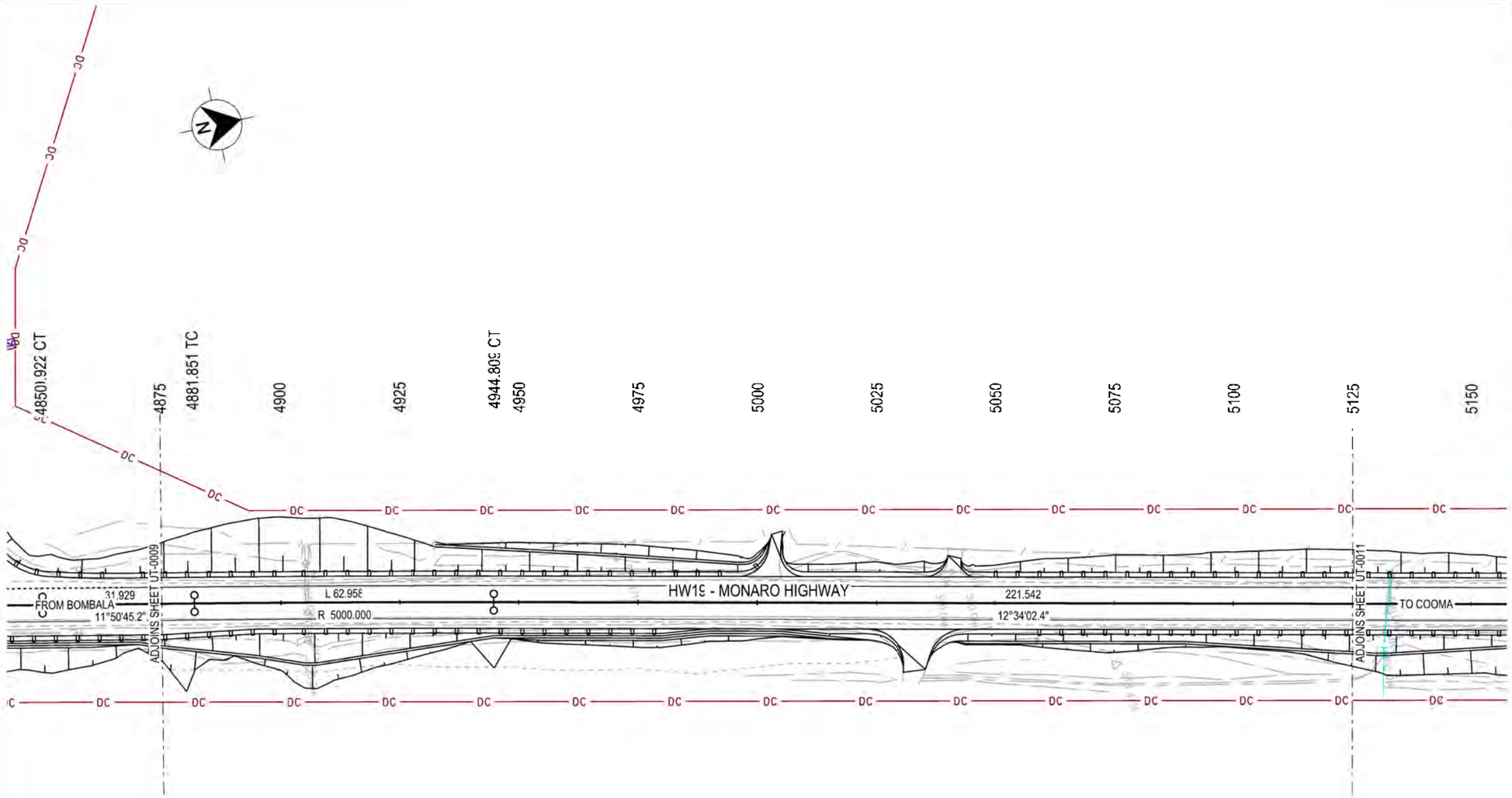
UTILITIES PLAN

HW19 - MONARO HIGHWAY - MC00 - CH.4625 TO CH.4875

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No. SF2022/211515 | SHEET No. UT-0009 | ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL STRING LABEL
- TDP — EXISTING TELEPHONE DISTRIBUTION PILLAR
- TJP — EXISTING TELEPHONE JOINING POST
- TB — EXISTING TELEPHONE BOX POINT
- TC — EXISTING TELEPHONE CABLE MARKER
- EXISTING TELEPHONE CONCRETE PITS
- T — EXISTING TELEPHONE LINE
- TH — EXISTING TELEPHONE LINE (HOUSE CONNECTION)
- EP — EXISTING POWERPOLE
- EXISTING ELECTRICAL ??
- EXISTING ELECTRICAL TRANSMISSION LINE
- WH — EXISTING WATER SUPPLY HOUSE CONNECTION
- HG — EXISTING HIGH PRESSURE GAS MAIN
- DC — EXISTING CADASTRAL OVERLAY BOUNDARY (+/- 0.1m)
- EA — EXISTING EASEMENT BOUNDARY

GDA 2020

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NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-05-UT-Utilities.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

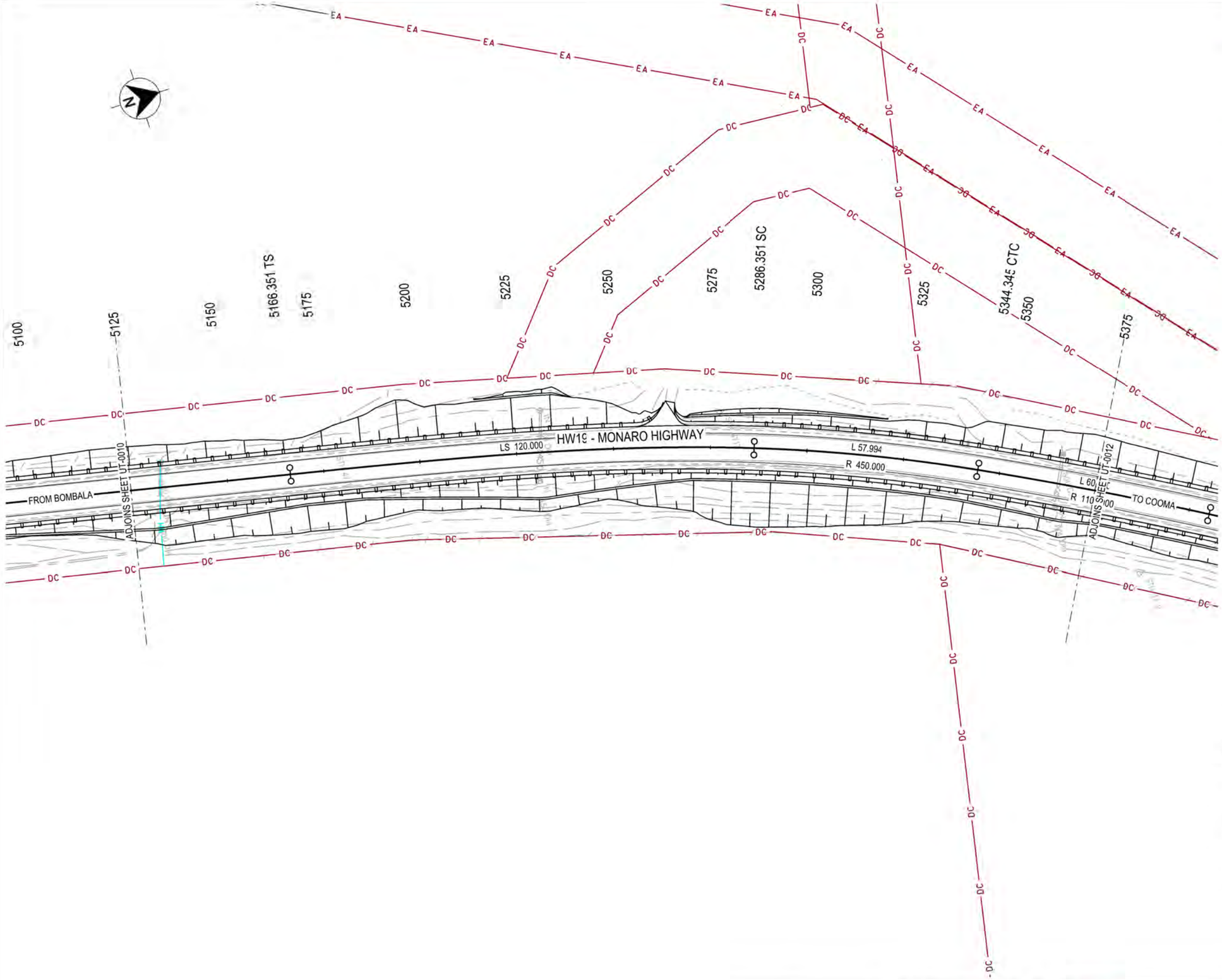
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4875 TO CH.5125

A3

RMS REGISTRATION No: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN — EDMS No: SF2022/211515 — SHEET No: UT-0010 — ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- TDP — EXISTING TELEPHONE DISTRIBUTION PILLAR
- TJP — EXISTING TELEPHONE JOINING POST
- TB — EXISTING TELEPHONE BOX POINT
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-05-UT-Utilities.dgn

EXTERNAL REFERENCE FILES:

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	TITLE	NAME	DATE
DRAWN		M. GREEN	XX.XX.XX
DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

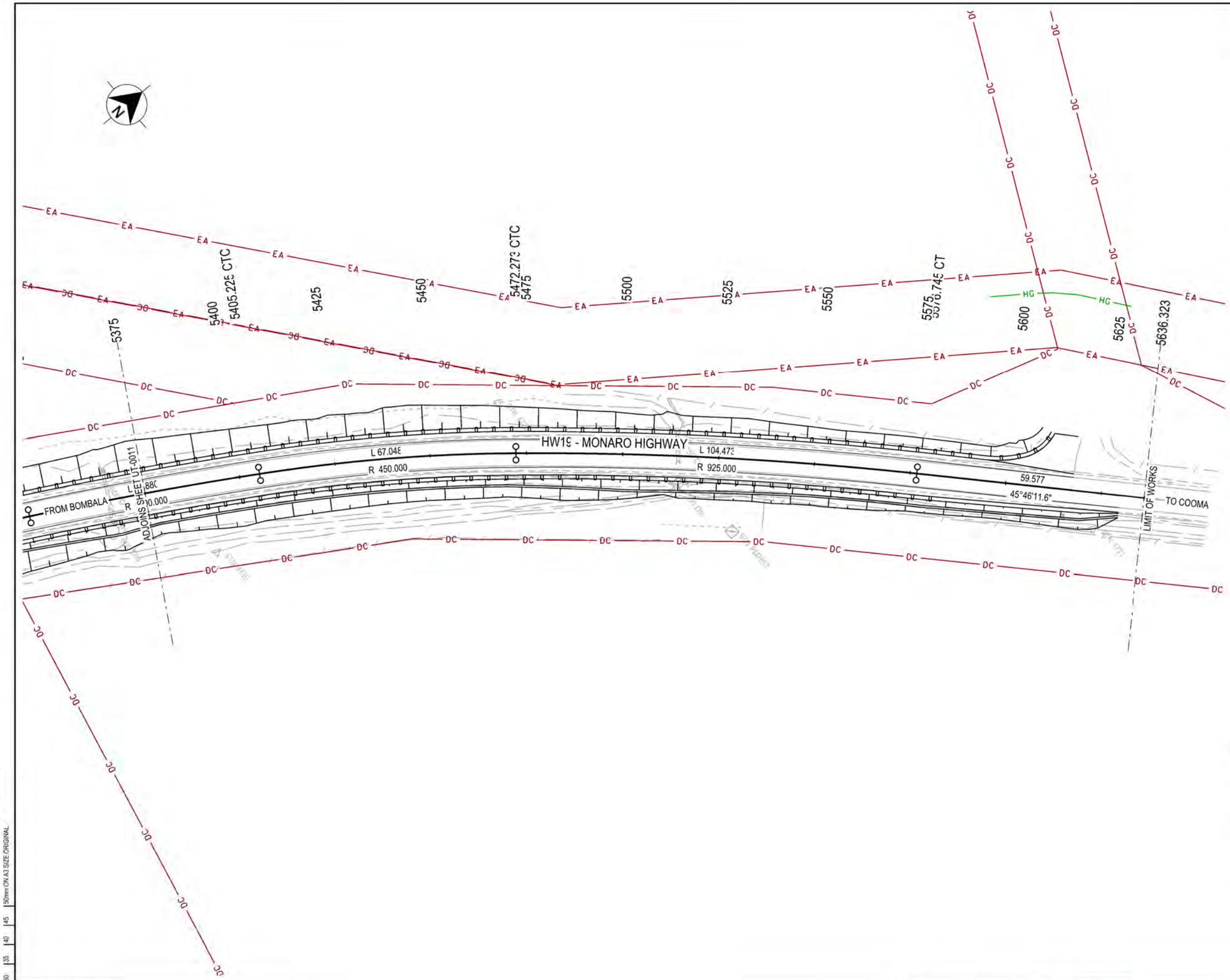
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5125 TO CH.5375

A3

RMS REGISTRATION No.: DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: UT-0011 | ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL STRING LABEL
- TDP — EXISTING TELEPHONE DISTRIBUTION PILLAR
- TJP — EXISTING TELEPHONE JOINING POST
- TB — EXISTING TELEPHONE BOX POINT
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- EXISTING ELECTRICAL ??
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- WH — EXISTING WATER SUPPLY HOUSE CONNECTION
- HG — EXISTING HIGH PRESSURE GAS MAIN
- DC — EXISTING CADASTRAL OVERLAY BOUNDARY (+/- 0.1m)
- EA — EXISTING EASEMENT BOUNDARY

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

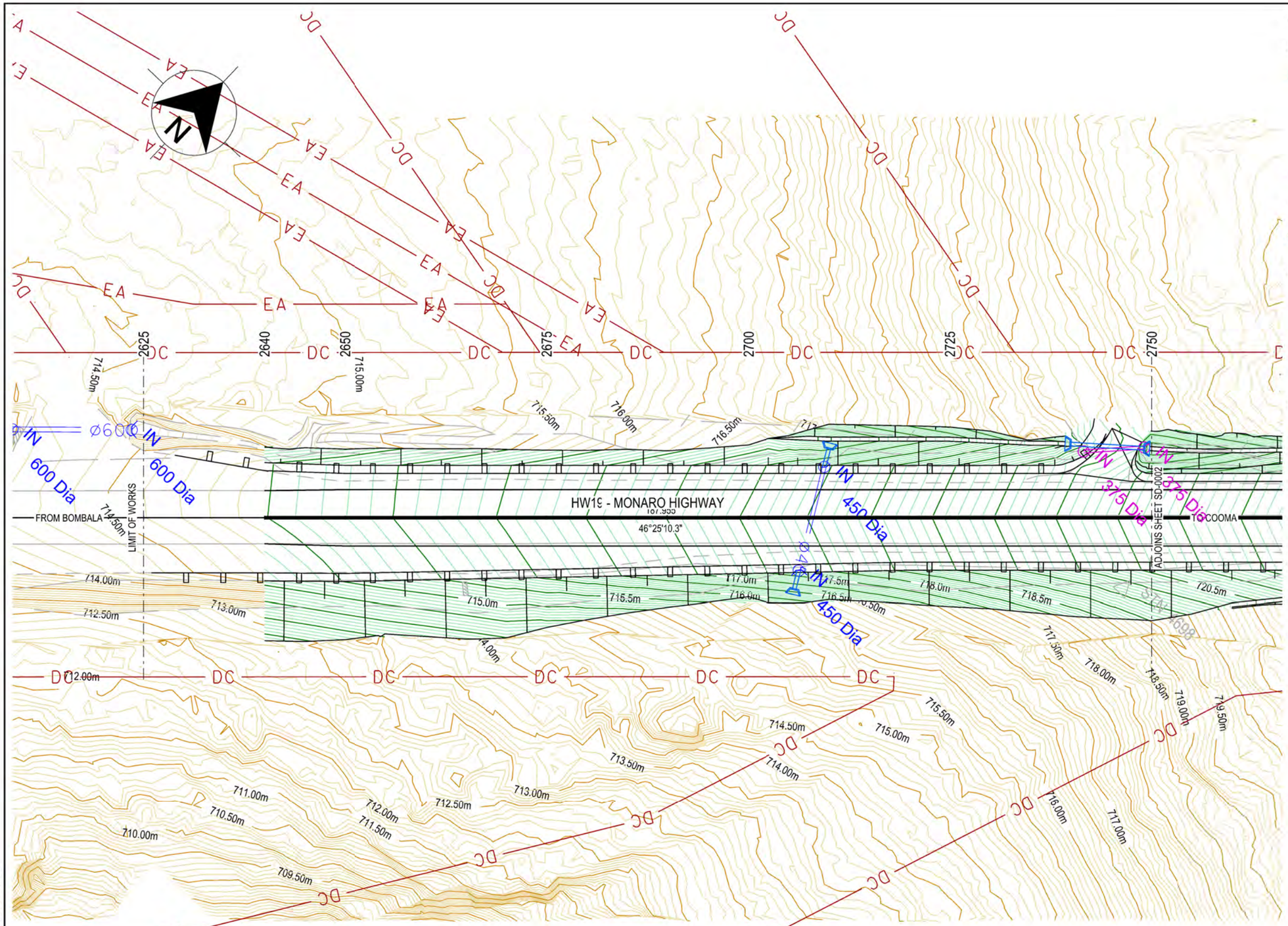
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
UTILITIES PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5375 TO CH.5636.323

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. UT-0012
ISSUE 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME: 13/02/2025 1:51:05 PM	PLOT BY: greenma
EXTERNAL REFERENCE FILES	SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m	DRAWINGS \ DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH	CLIENT: NSW GOVERNMENT TRANSPORT
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)	HEIGHT DATUM: AHD	PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH	

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
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03	XXX	ISSUED FOR 80% DESIGN REVIEW	

TITLE	NAME	DATE	
DRAWN	M. GREEN	XX.XX.XX	
DRG CHECK	C. EGAN	XX.XX.XX	
DESIGN	M. GREEN	XX.XX.XX	
DESIGN CHECK	C. EGAN	XX.XX.XX	
DESIGN MNGR	N. COOKE	XX.XX.XX	
PROJECT MNGR	W. McGRATH	XX.XX.XX	

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

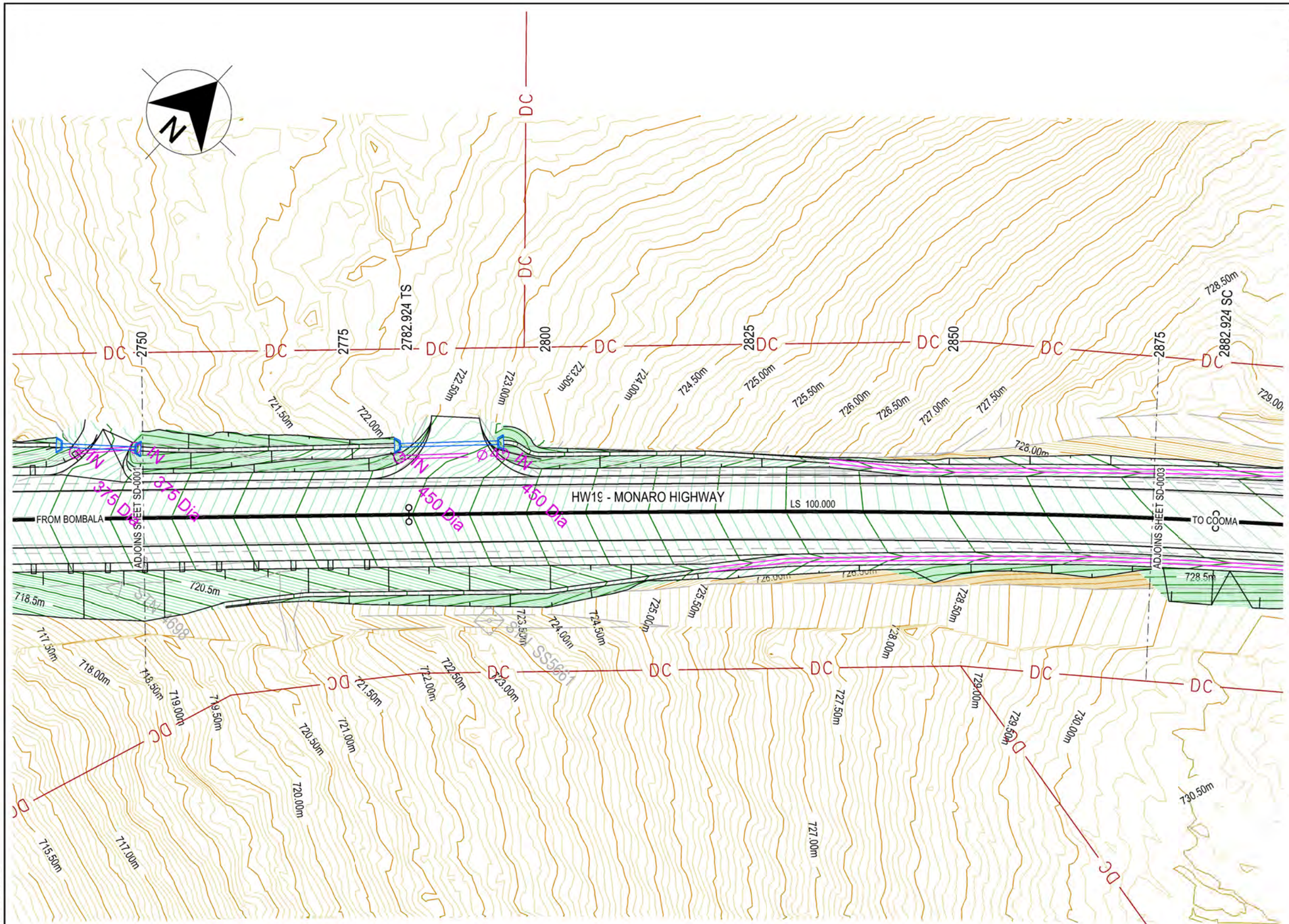
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN

HW19 - MONARO HIGHWAY - MC00 - CH.2625 TO CH.2750

A3

RMS REGISTRATION No.: DS2022/000786			PART: 1
ISSUE STATUS: DETAIL DESIGN	EDMS No.: SF2022/211515	SHEET No.: SD-0001	ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

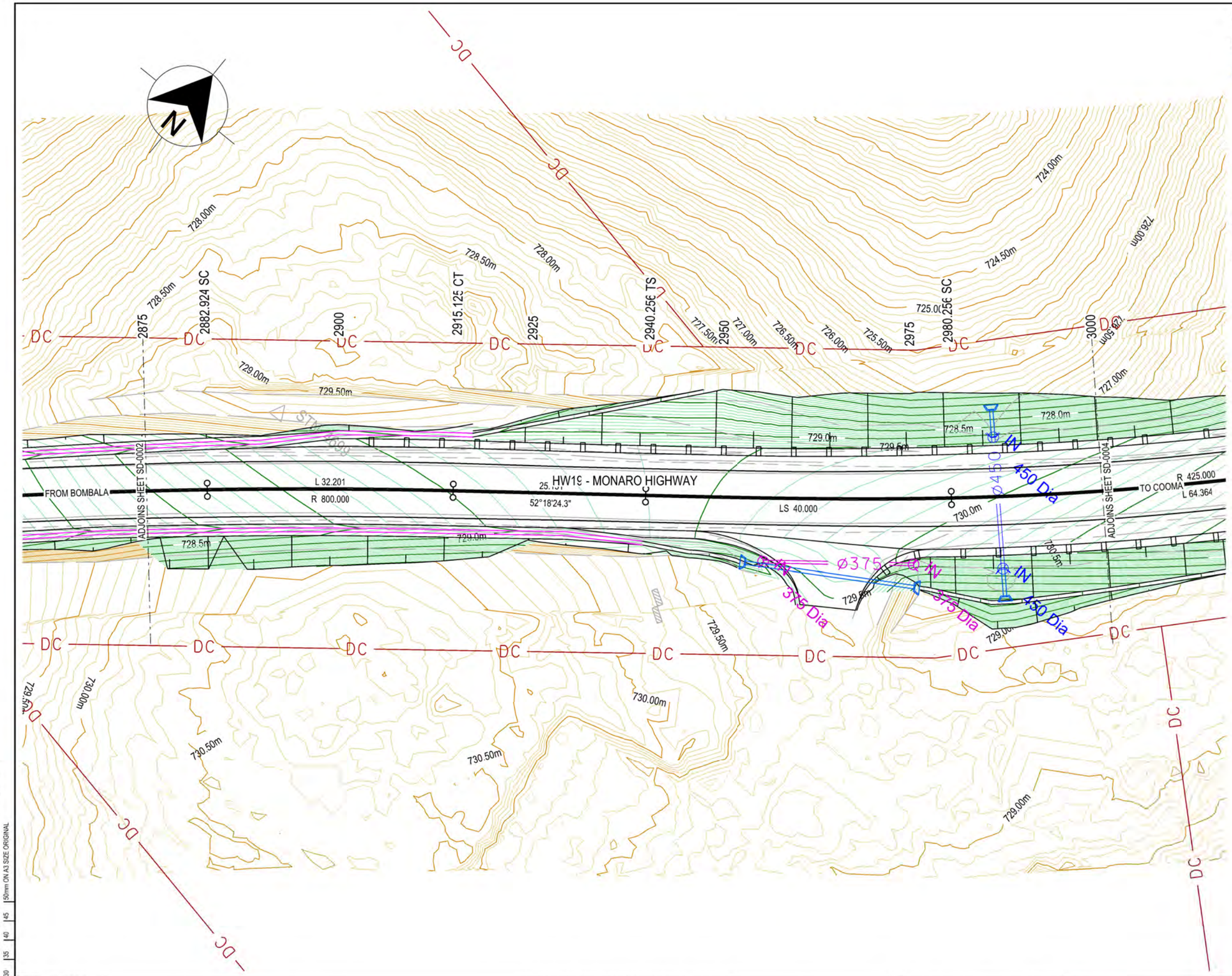
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2750 TO CH.2875

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: SD-0002
ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
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DESIGN FEATURES

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- DRAINAGE PIT / HEADWALL TO BE REMOVED
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- DP — CADASTRAL OVERLAY BOUNDARY

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2875 TO CH.3000

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

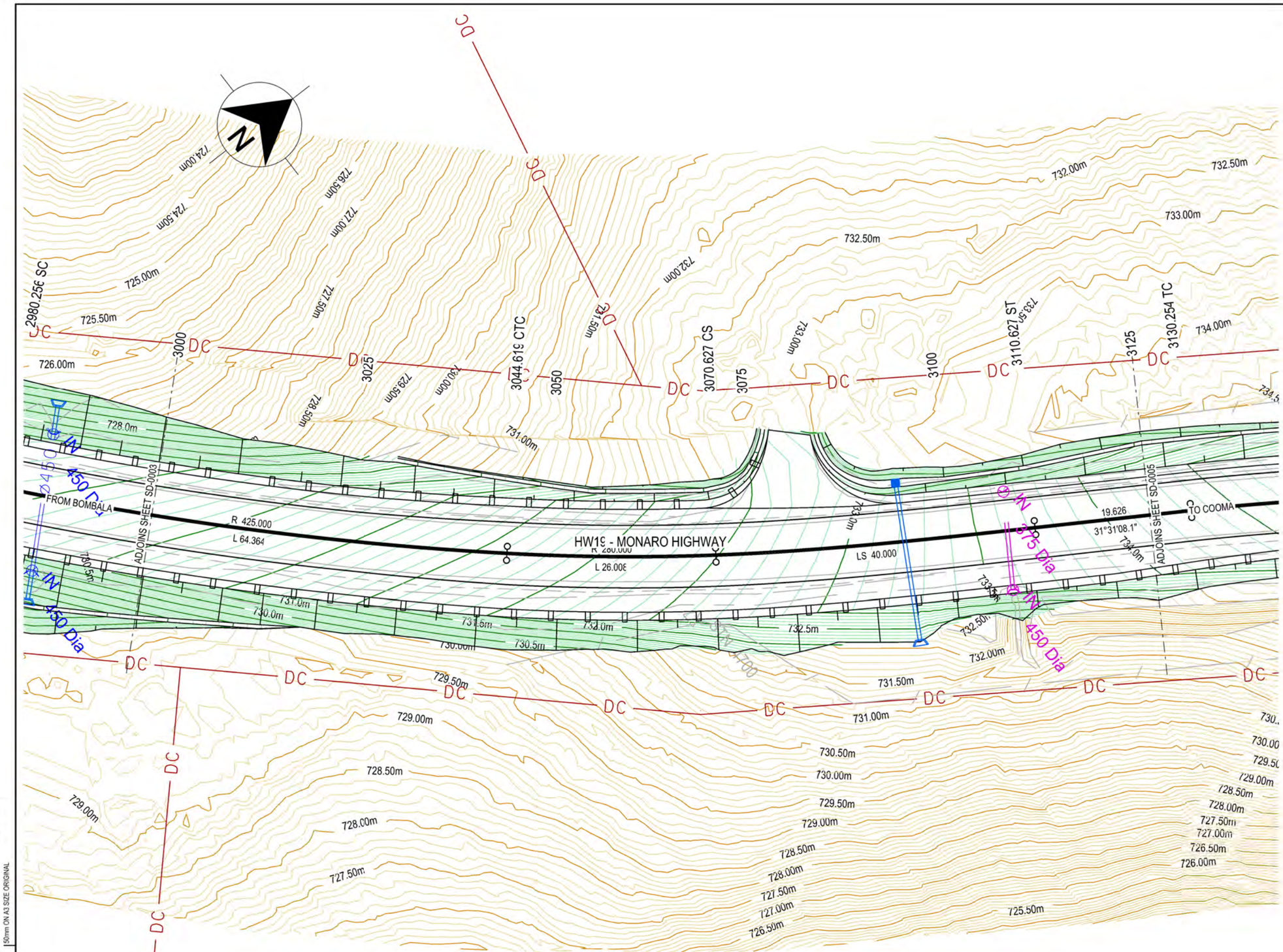
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DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No.: DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: SD-0003 — ISSUE 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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PLOT BY: greenma

EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN

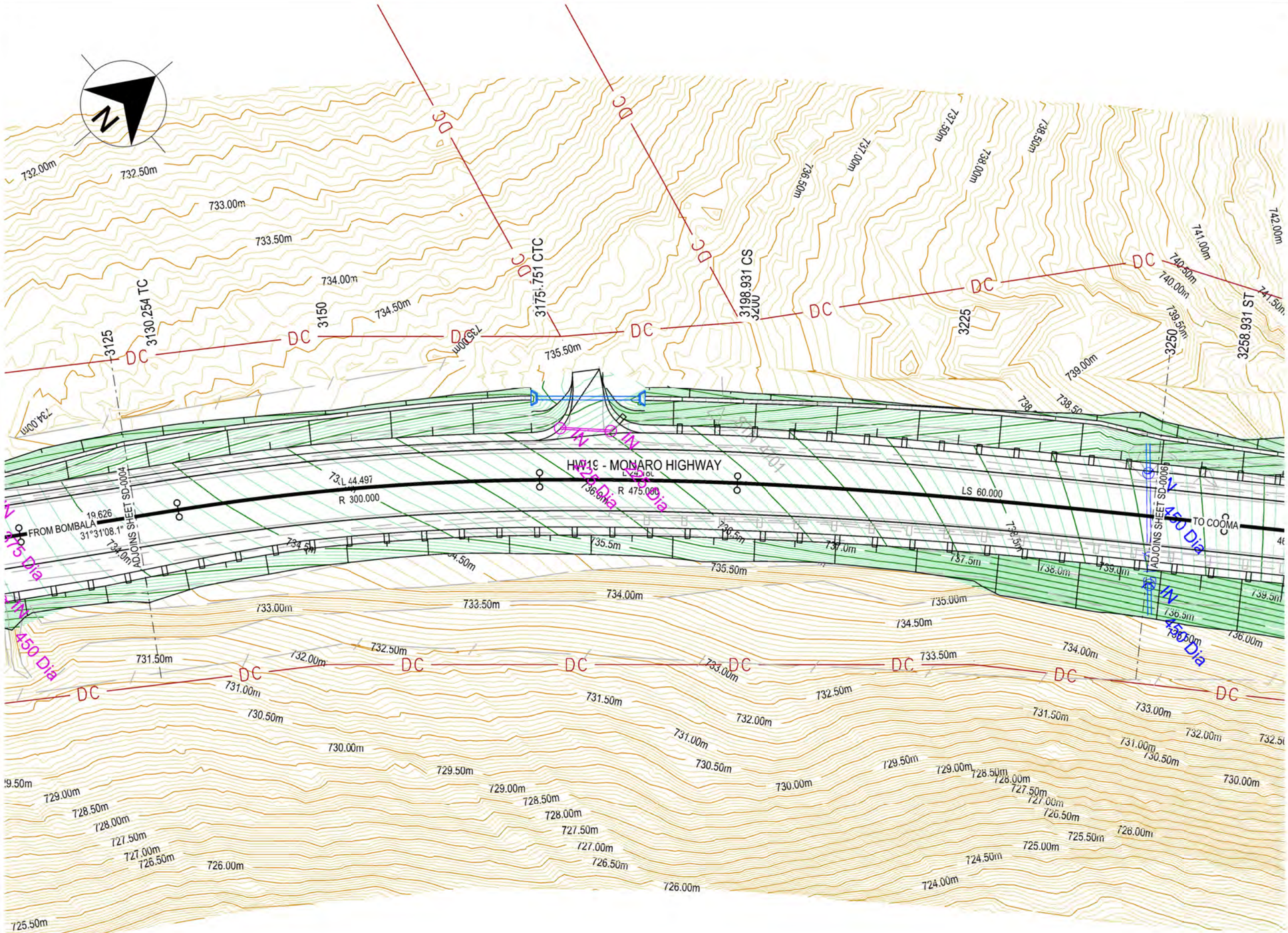
HW19 - MONARO HIGHWAY - MC00 - CH.3000 TO CH.3125

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: SD-0004
ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr				
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

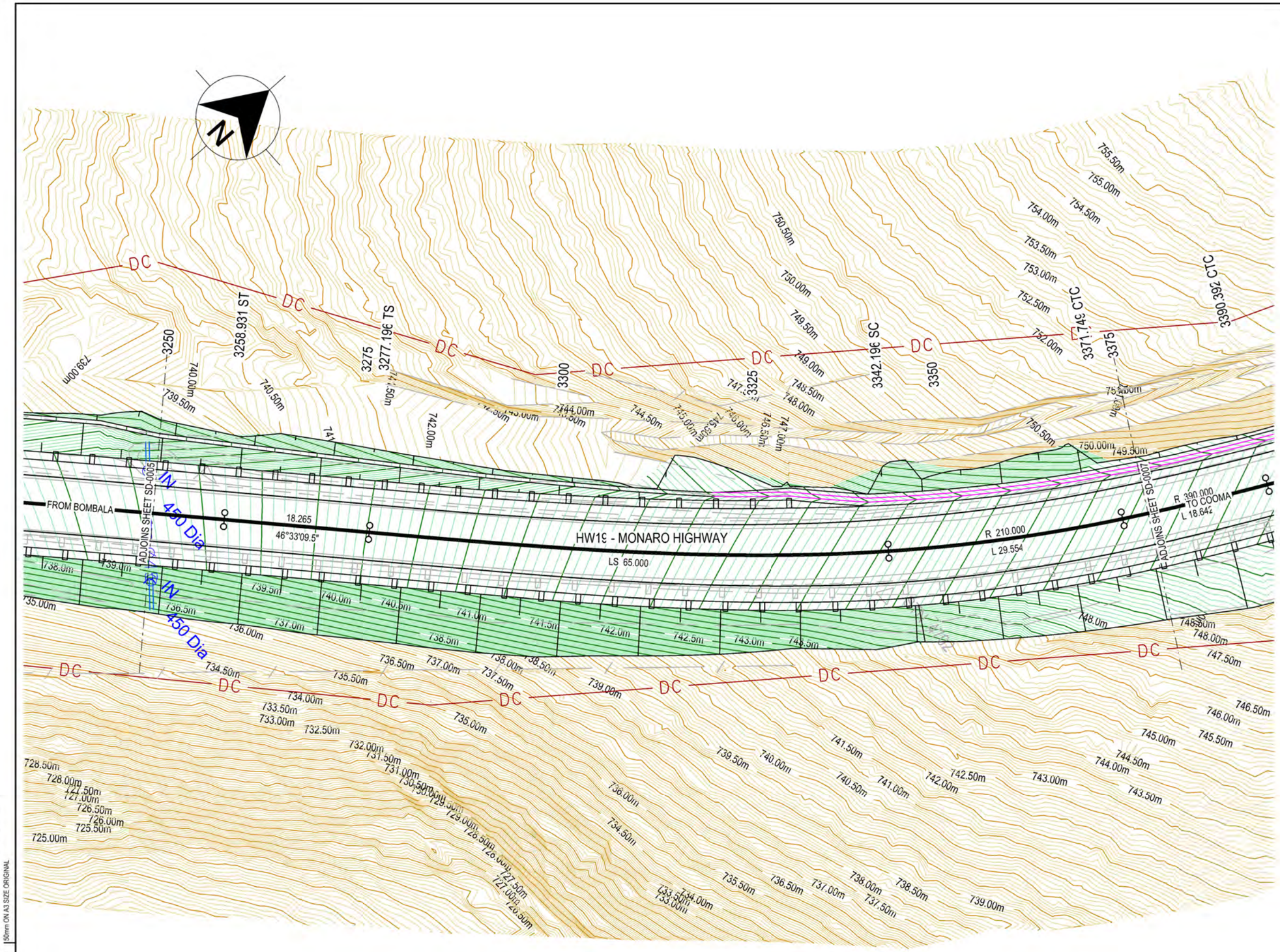
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3125 TO CH.3250

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: SD-0005 — ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

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- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

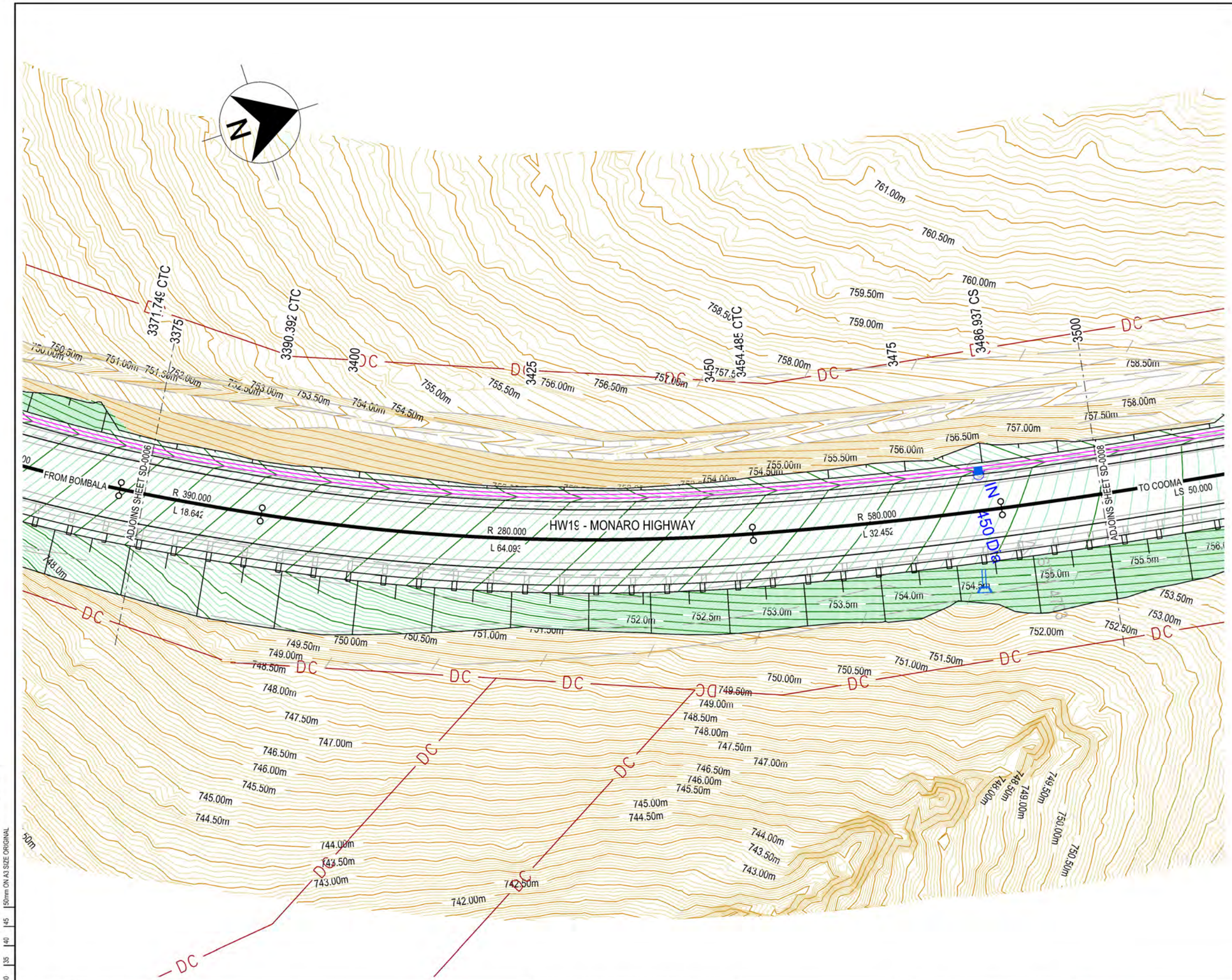
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3250 TO CH.3375

A3

RMS REGISTRATION No.: DS2022/000786 PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: SD-0006 | ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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DRAWING FILE LOCATION / NAME	C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr
EXTERNAL REFERENCE FILES	

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM — PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

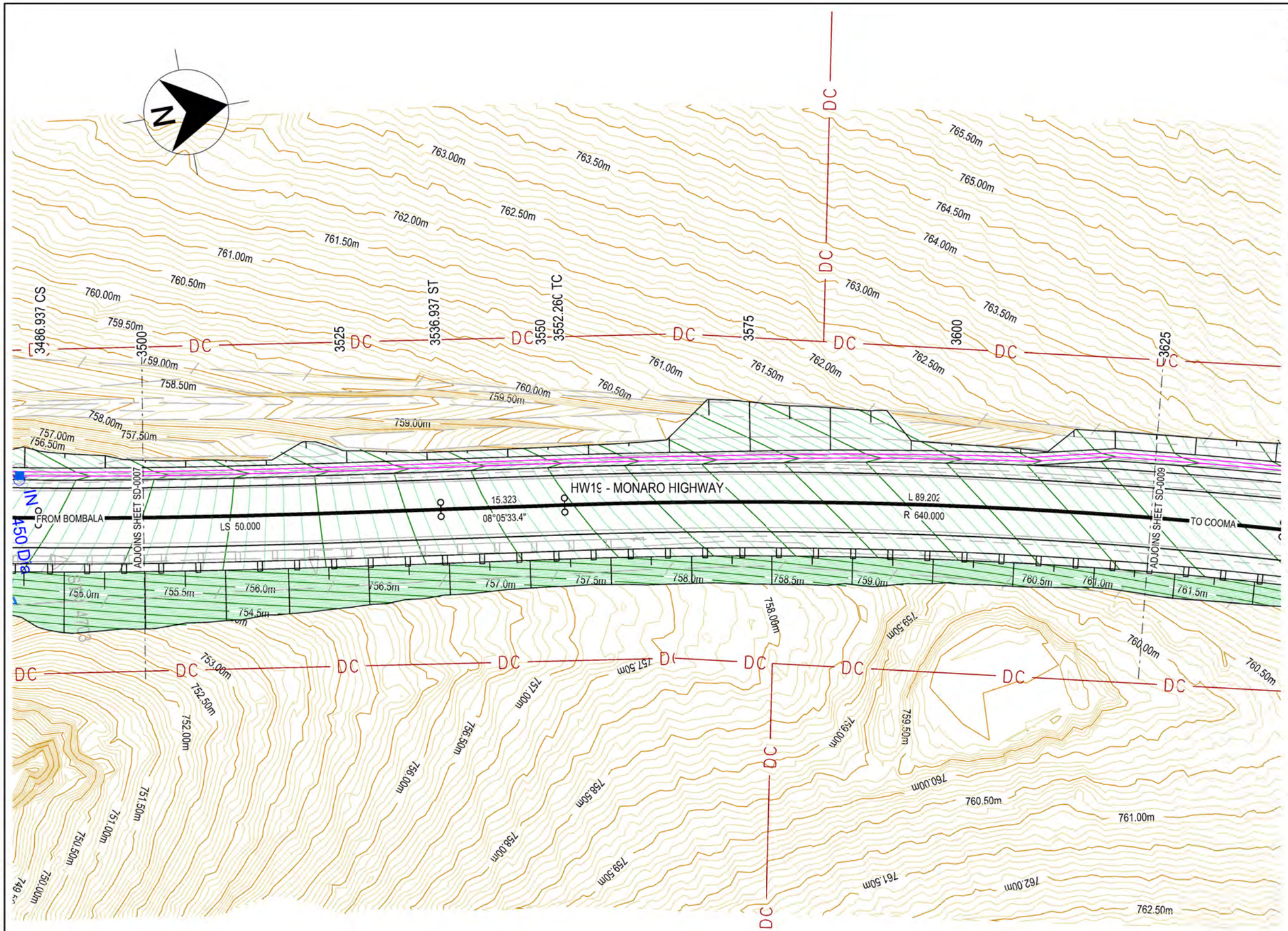
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3375 TO CH.3500

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN — EDMS No. SF2022/211515 — SHEET No. SD-0007 — ISSUE 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr

EXTERNAL REFERENCE FILES

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

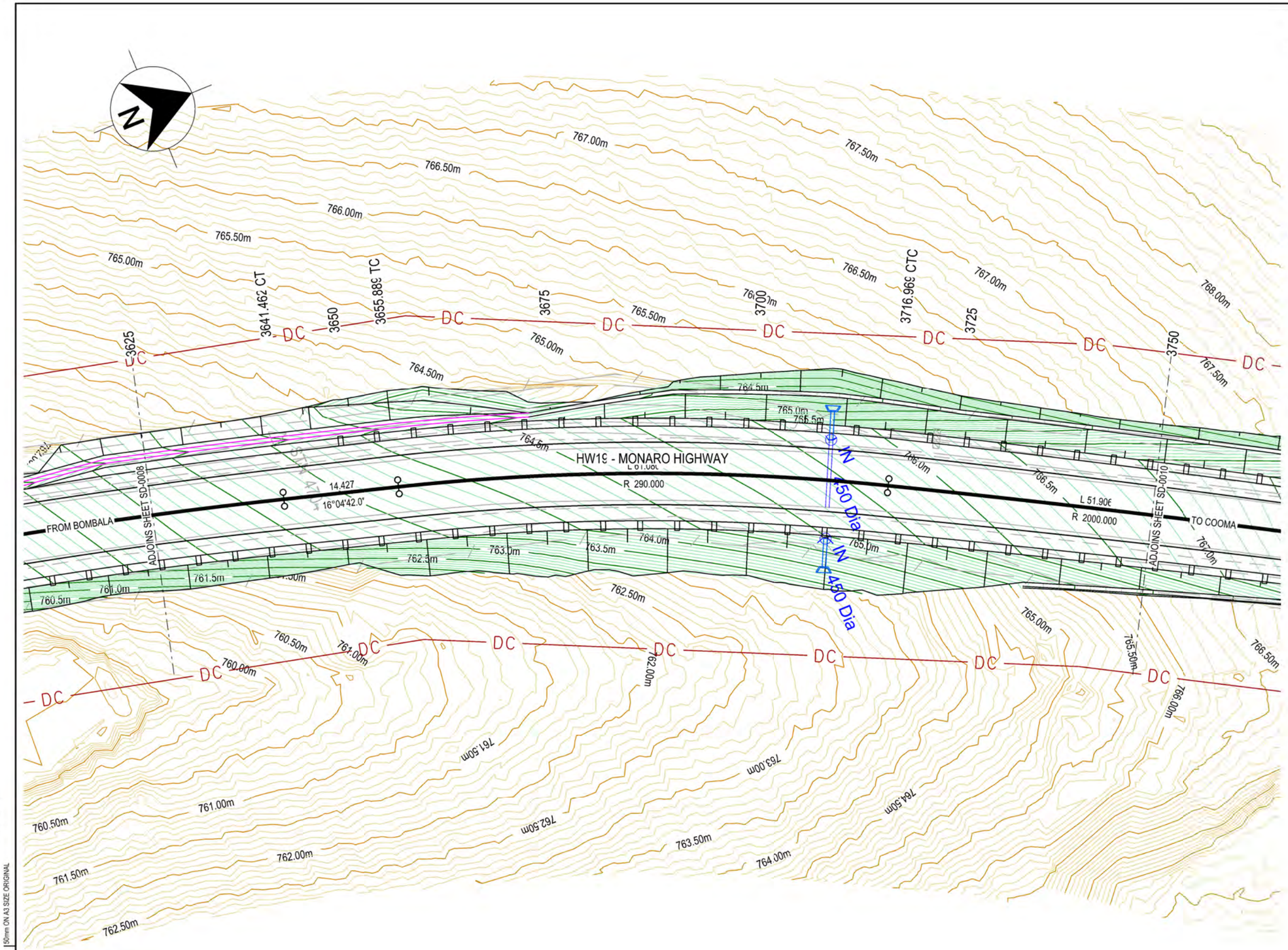
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3500 TO CH.3625

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: SD-0008 | ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr

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SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
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DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN

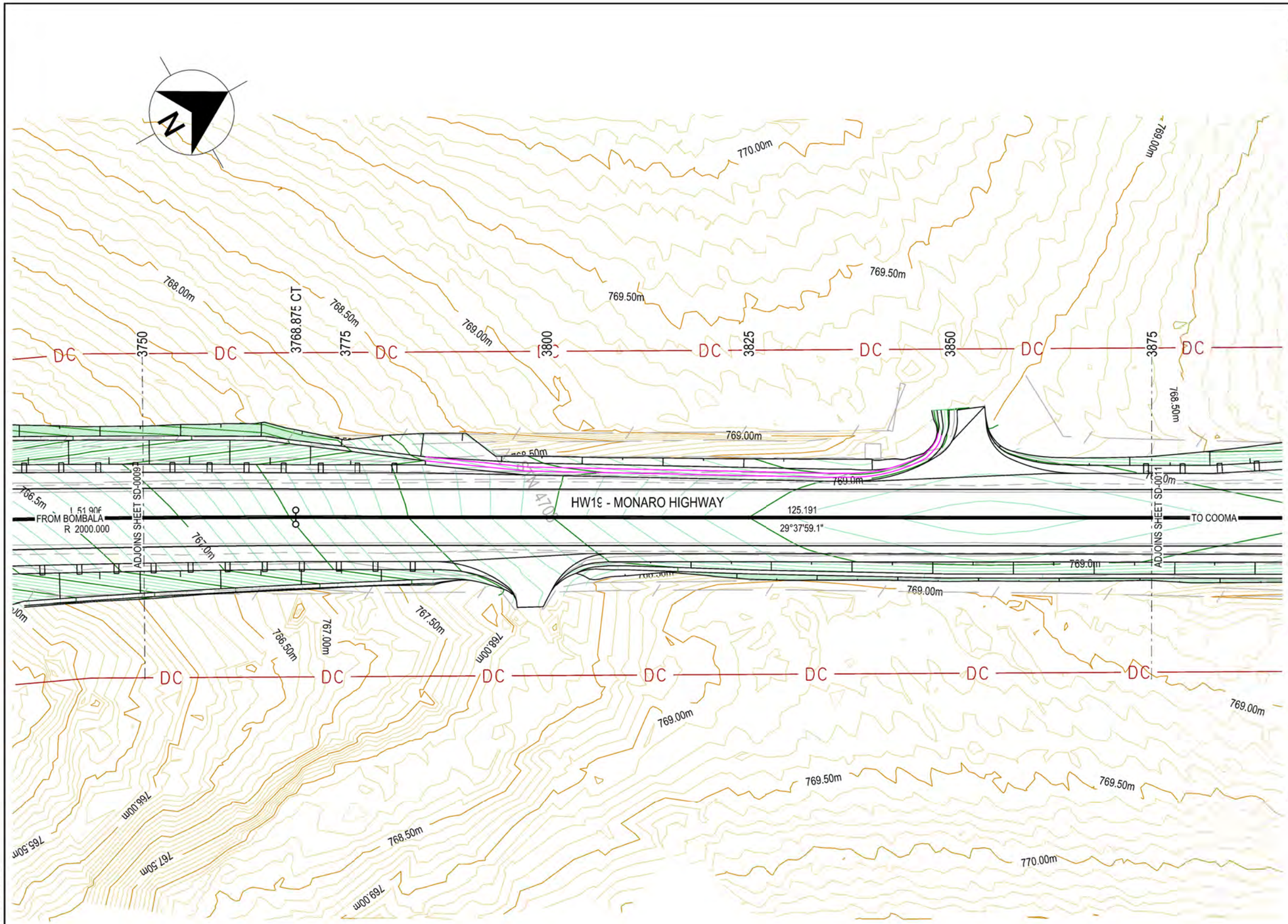
HW19 - MONARO HIGHWAY - MC00 - CH.3625 TO CH.3750

A3

RMS REGISTRATION No.: DS2022/000786 PART: 1

ISSUE STATUS: DETAIL DESIGN EDMS No.: SF2022/211515 SHEET No.: SD-0009 ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
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DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
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- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr

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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) | HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM | PLOT BY: greenma

TITLE	NAME	DATE
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DESIGN	M. GREEN	XX.XX.XX
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PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

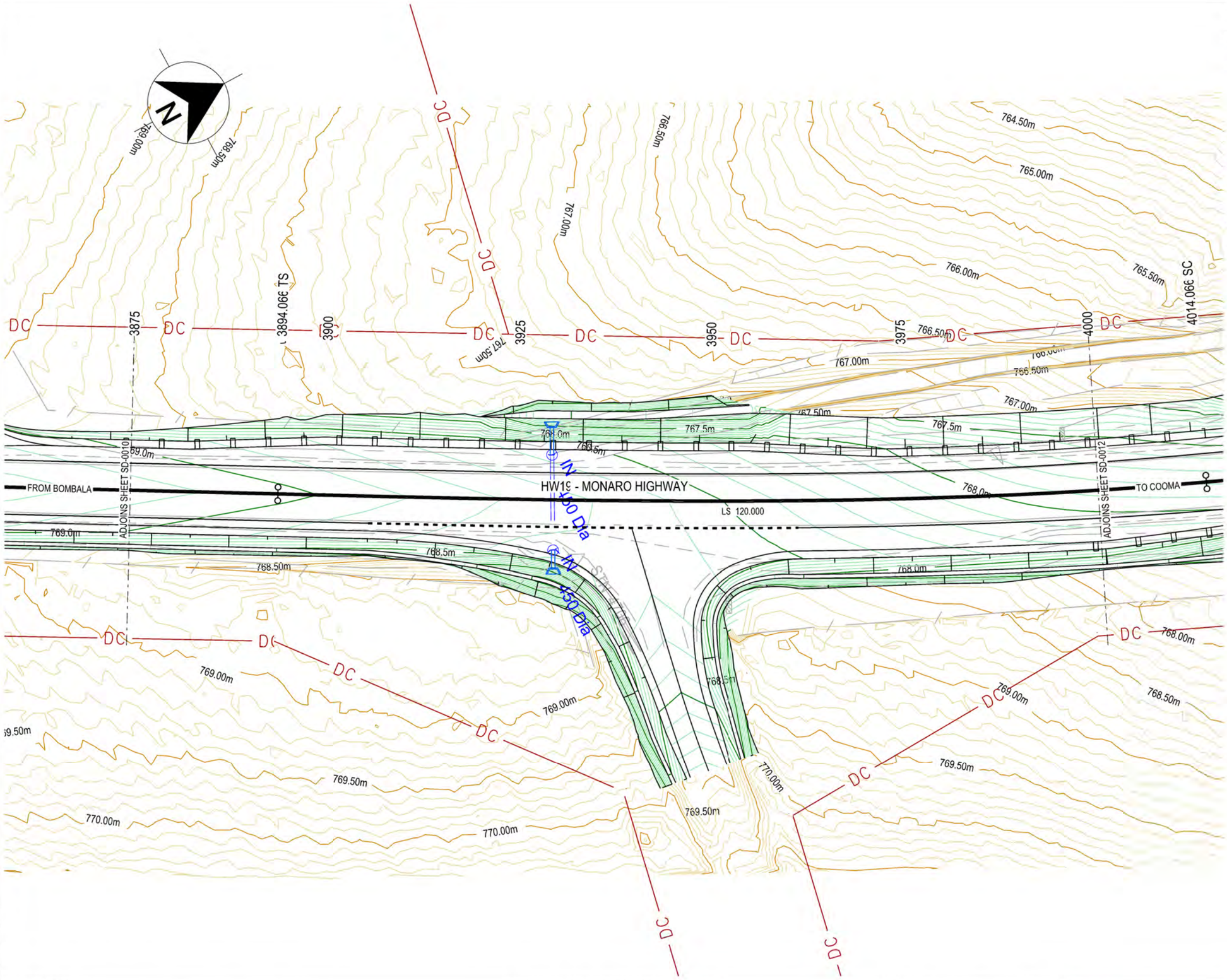
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3750 TO CH.3875

A3

RMS REGISTRATION No. DS2022/000786 | PART 1

ISSUE STATUS	EDMS No.	SHEET No.	ISSUE
DETAIL DESIGN	SF2022/211515	SD-0010	3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
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DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
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DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

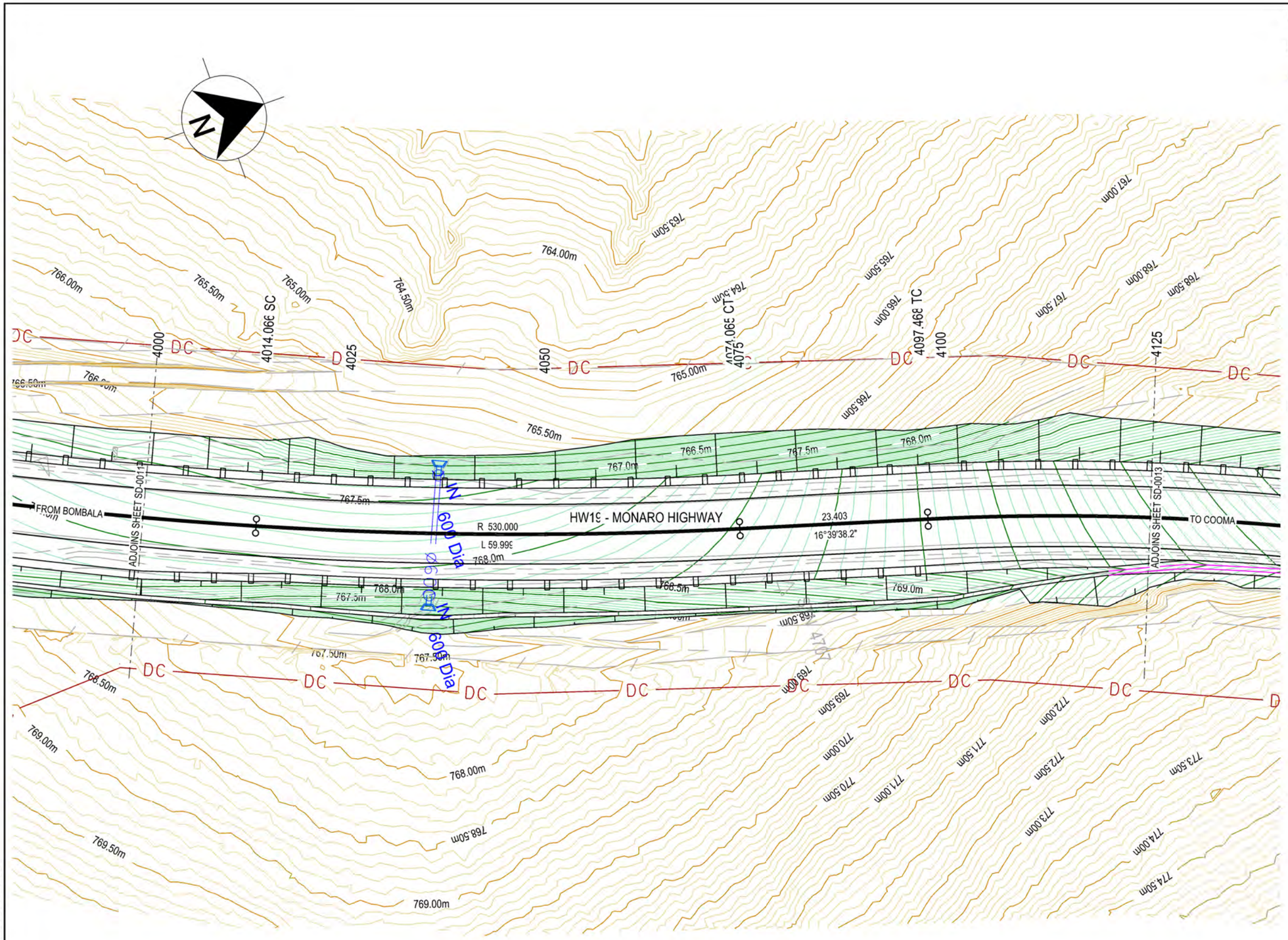
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3875 TO CH.4000

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: SD-0011
ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

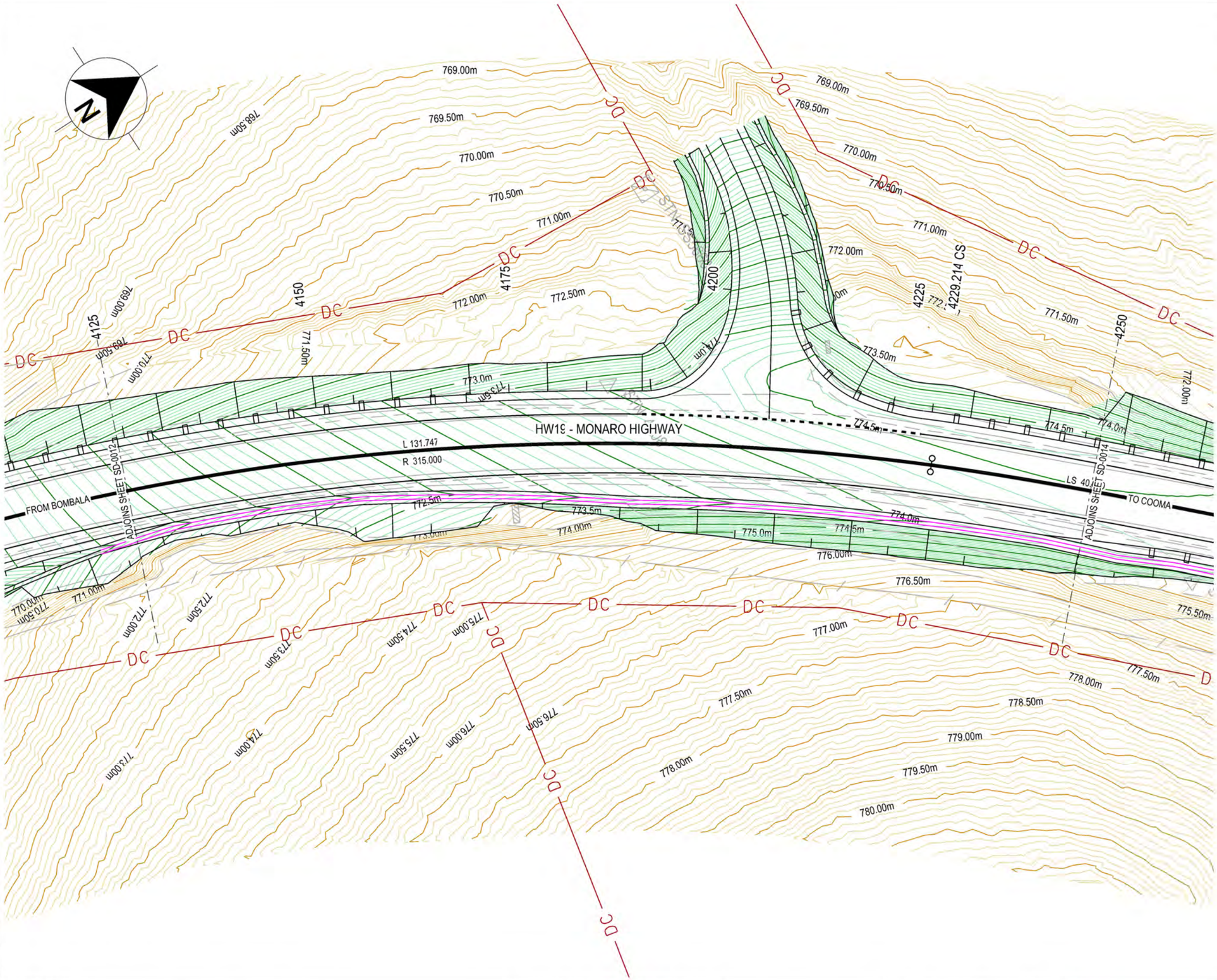
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4000 TO CH.4125

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: SD-0012
ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

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- MC00 — MASTER STRING LABEL

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- DP — CADASTRAL OVERLAY BOUNDARY

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

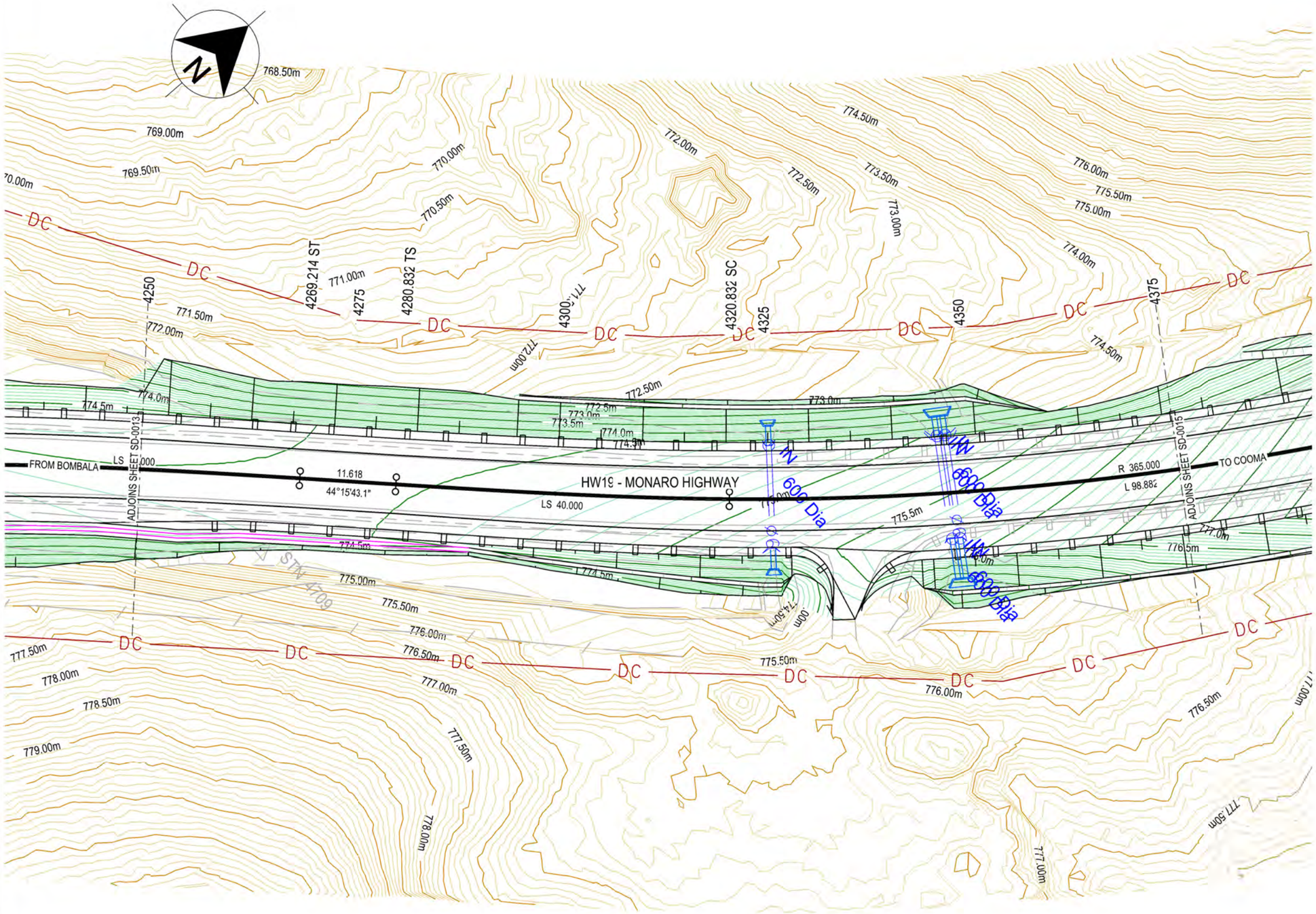
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4125 TO CH.4250

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. SD-0013
ISSUE 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

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- CONTOUR MAJOR INTERVAL 0.5m
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- DP — CADASTRAL OVERLAY BOUNDARY

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SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	TITLE	NAME	DATE
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DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN

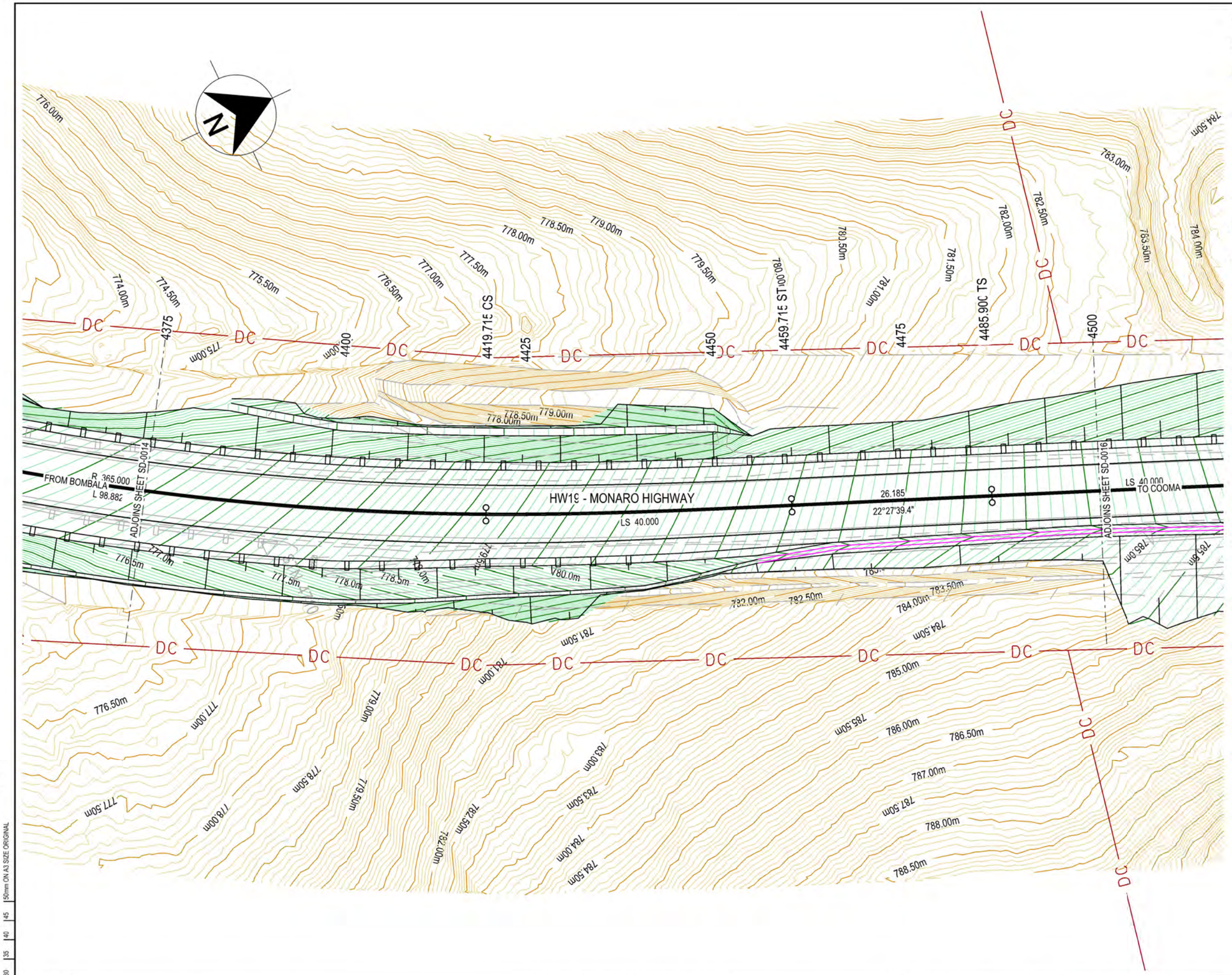
HW19 - MONARO HIGHWAY - MC00 - CH.4250 TO CH.4375

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No. SF2022/211515 | SHEET No. SD-0014 | ISSUE 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
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- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

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DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

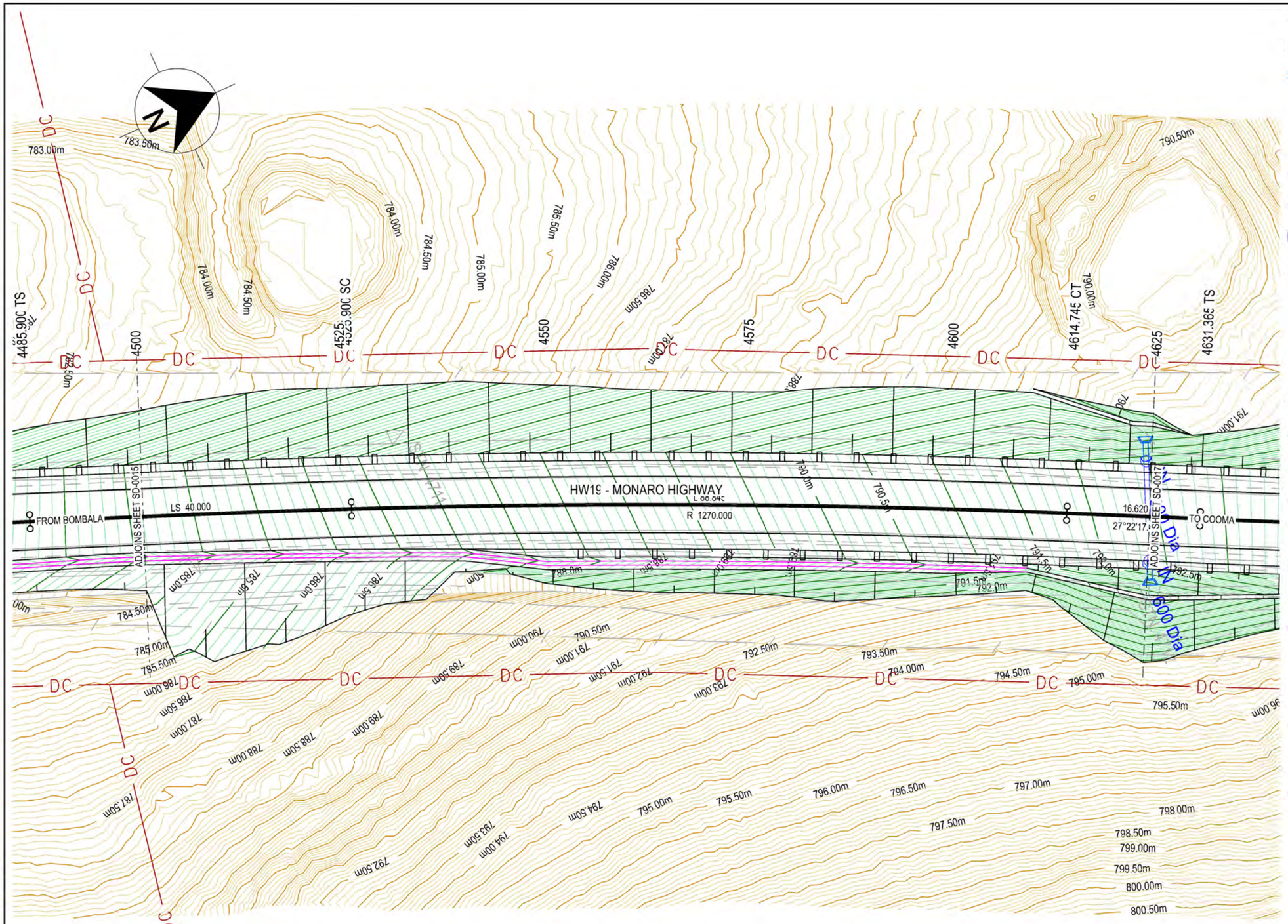
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4375 TO CH.4500

A3

RMS REGISTRATION No.: DS2022/000786 — PART 1

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
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- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

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DESIGN	M. GREEN	XX.XX.XX
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DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

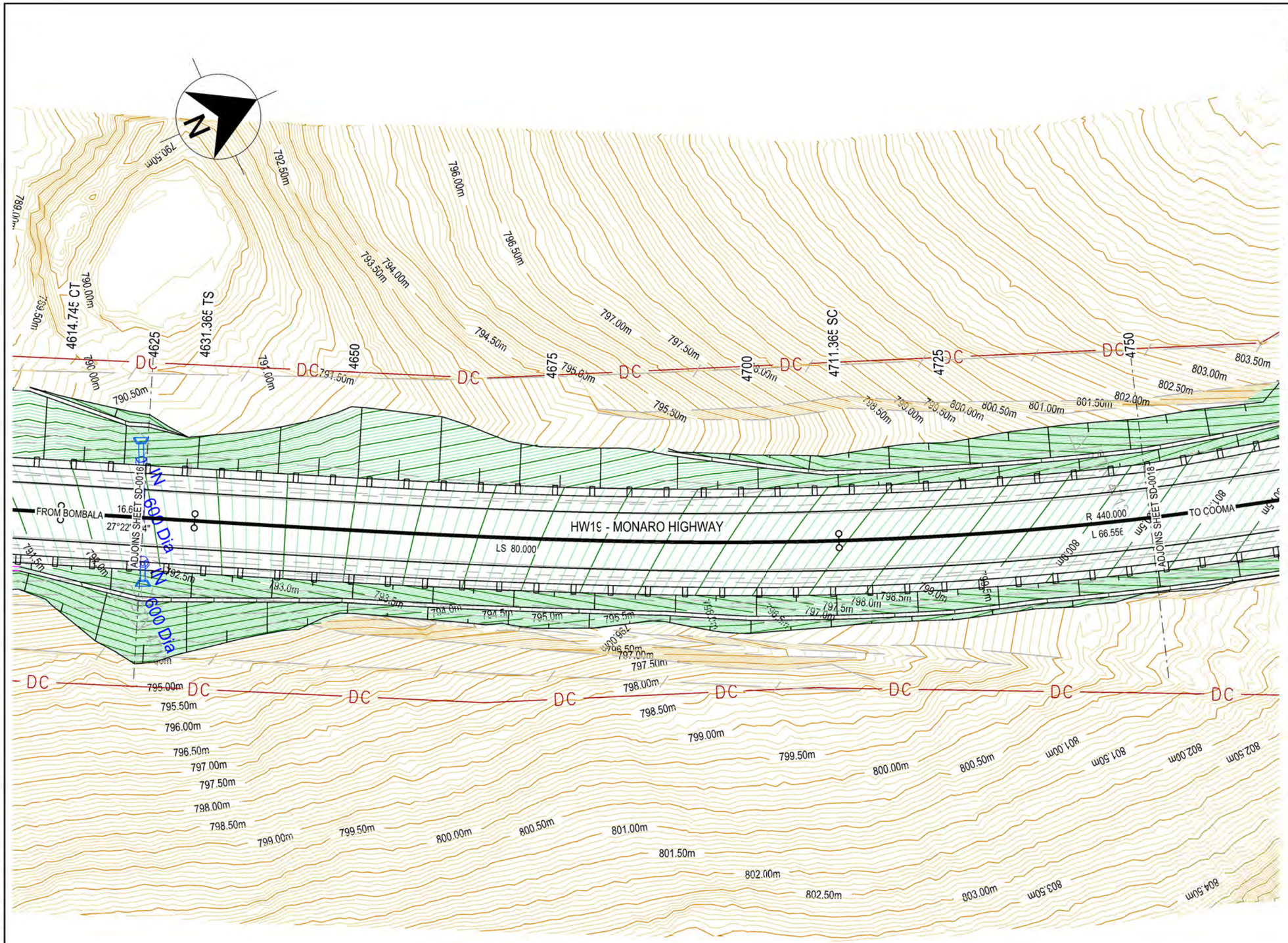
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4500 TO CH.4625

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: SD-0016
ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
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DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
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SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

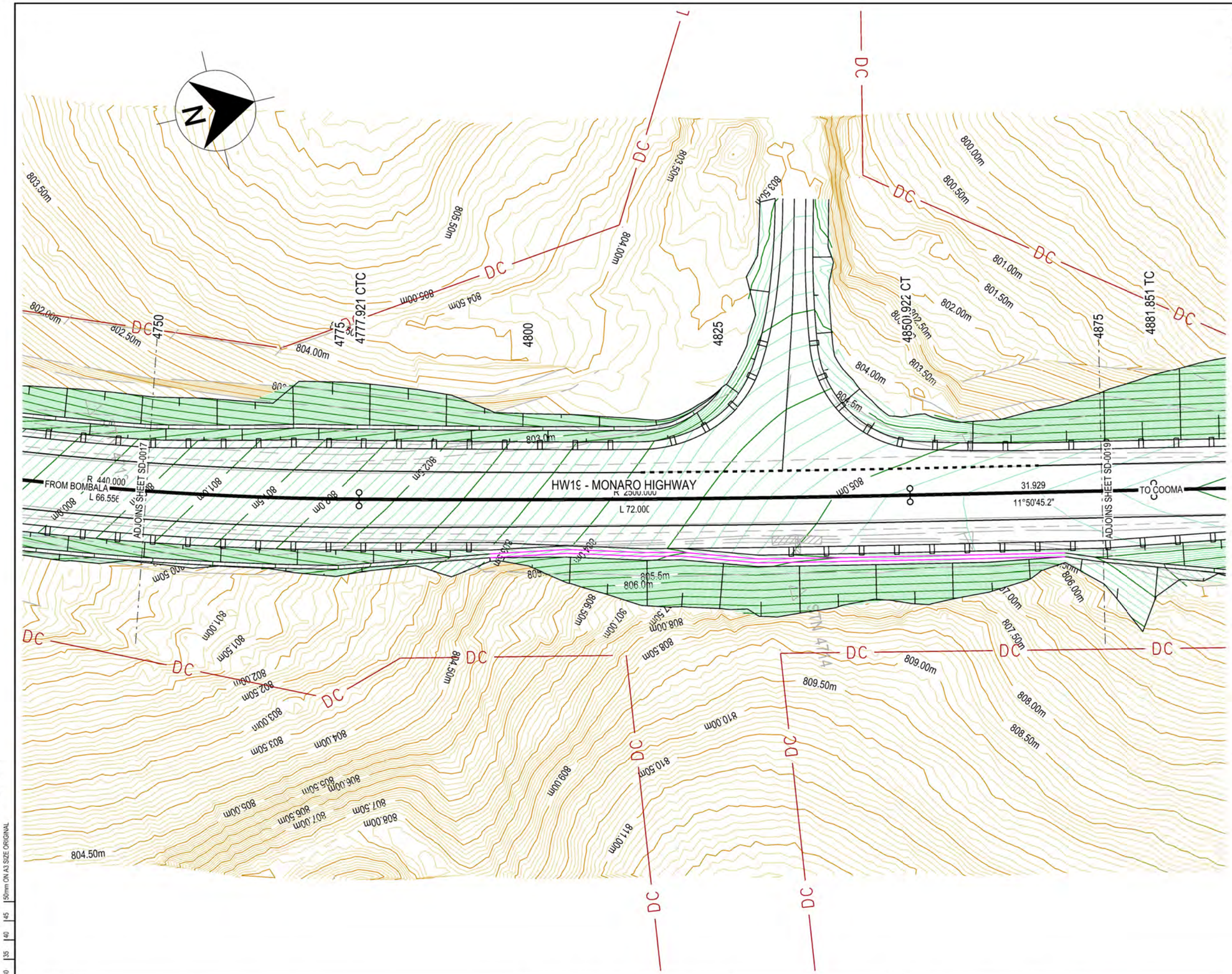
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DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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RMS REGISTRATION No.: DS2022/000786 — PART: 1

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

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DESIGN FEATURES

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EXISTING FEATURES

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

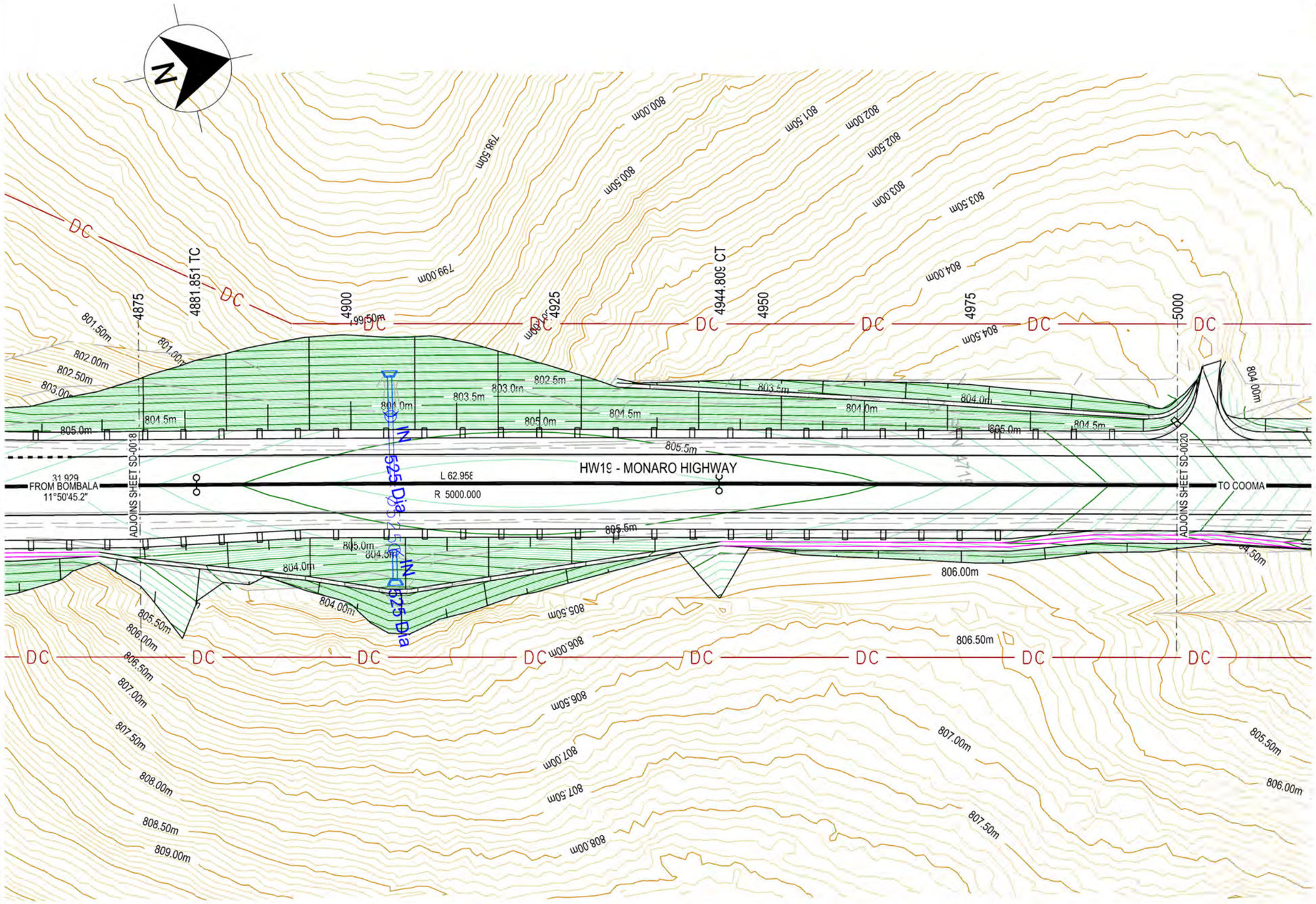
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4750 TO CH.4875

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. SD-0018
ISSUE 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

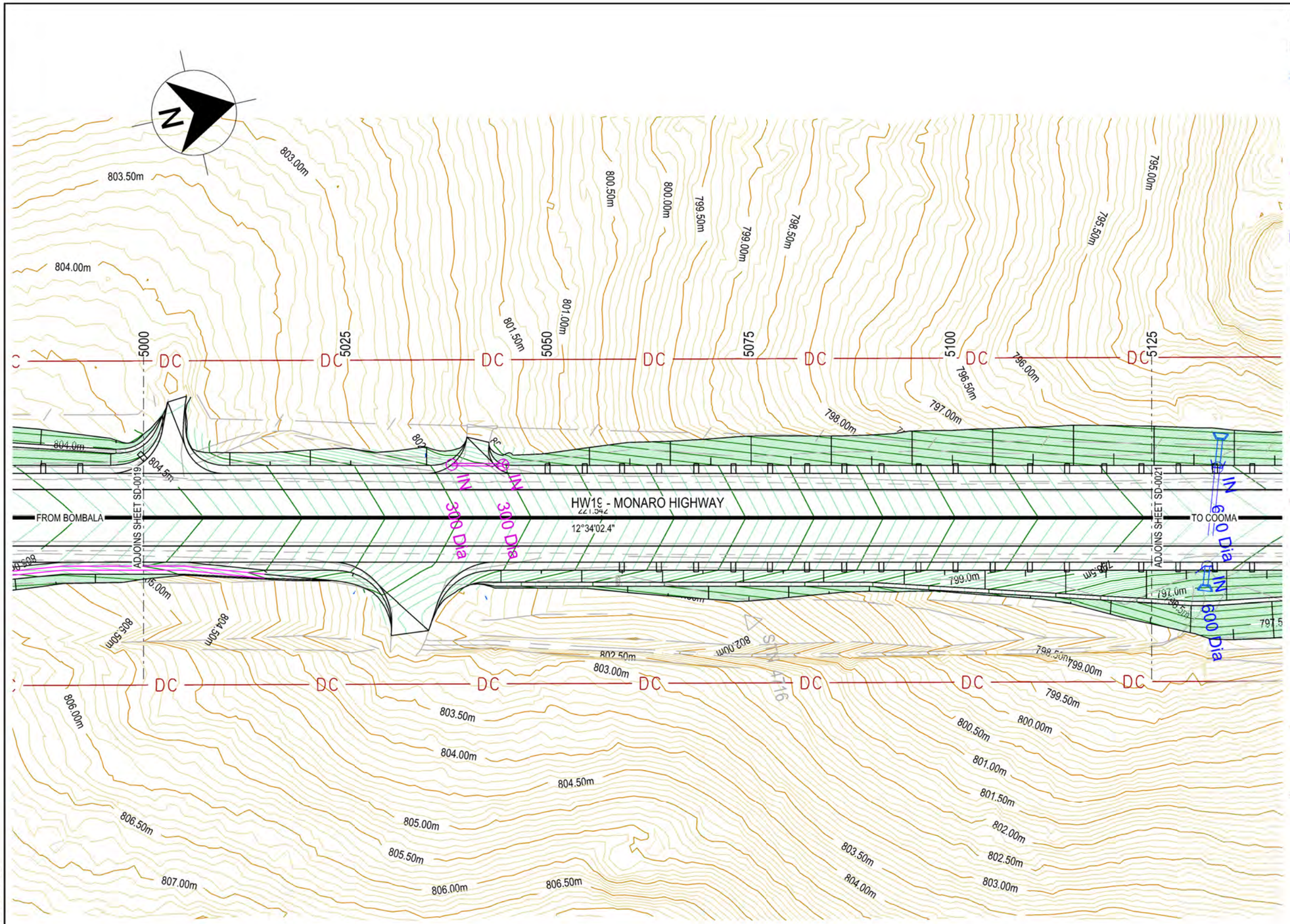
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4875 TO CH.5000

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: SD-0019 | ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME: 13/02/2025 1:51:05 PM	PLOT BY: greenma
EXTERNAL REFERENCE FILES	SCALES ON A3 SIZE DRAWING: 0 5 10 15 20, SCALE 1:500m	DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH	CLIENT: NSW GOVERNMENT TRANSPORT
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)	HEIGHT DATUM: AHD	PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH	

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN

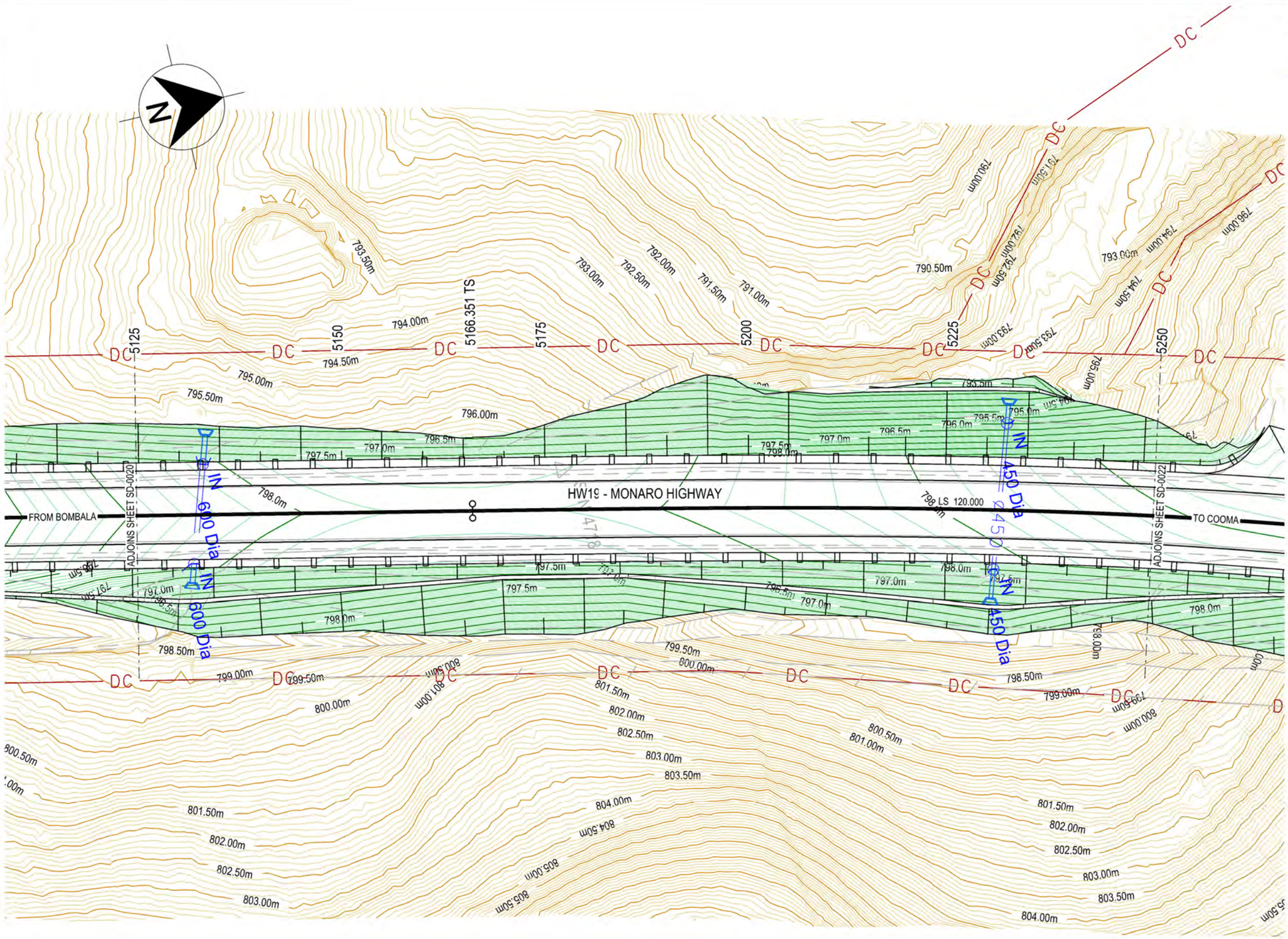
HW19 - MONARO HIGHWAY - MC00 - CH.5000 TO CH.5125

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No. SF2022/211515 | SHEET No. SD-0020 | ISSUE 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr

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EXTERNAL REFERENCE FILES

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

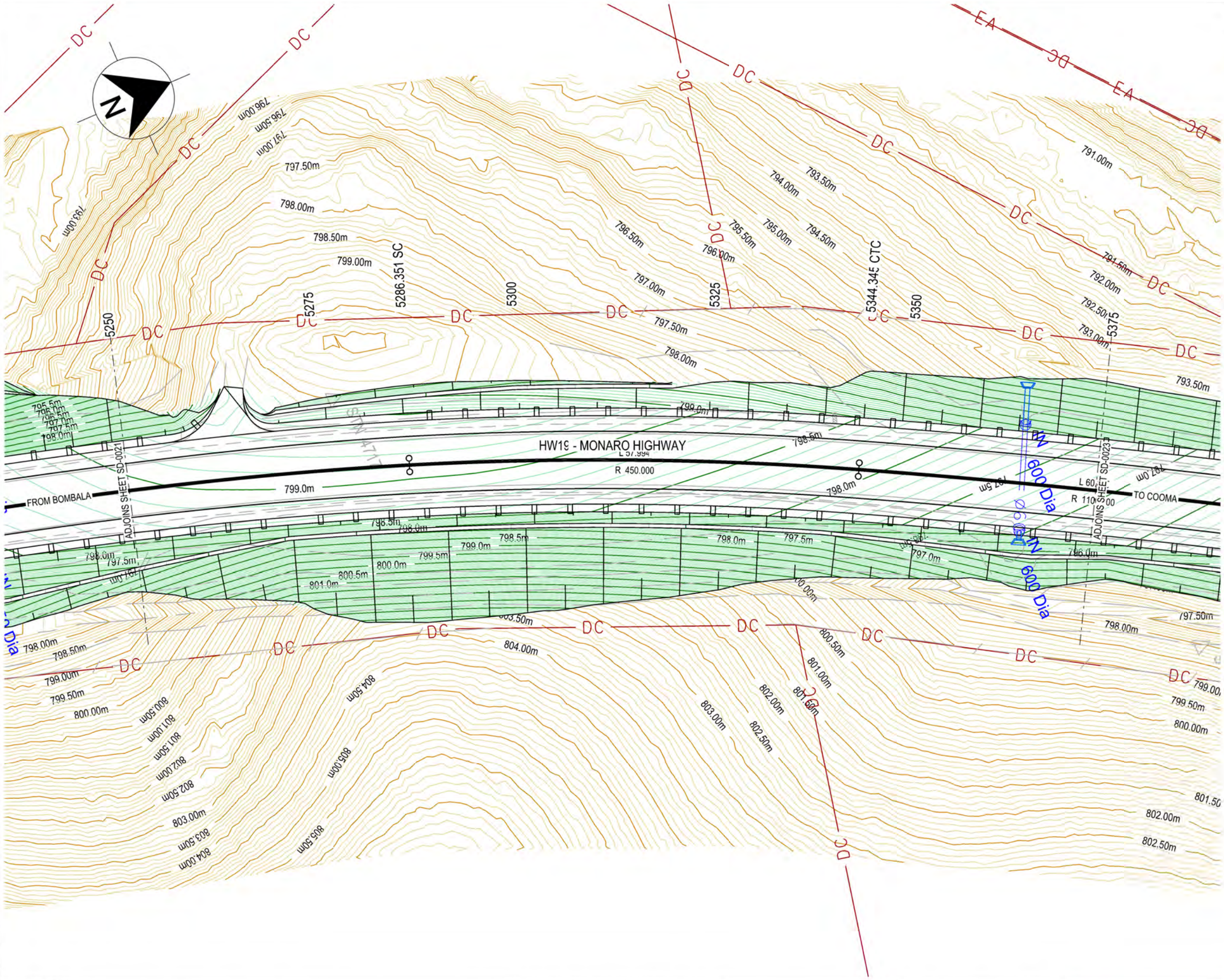
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5125 TO CH.5250

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: SD-0021 — ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

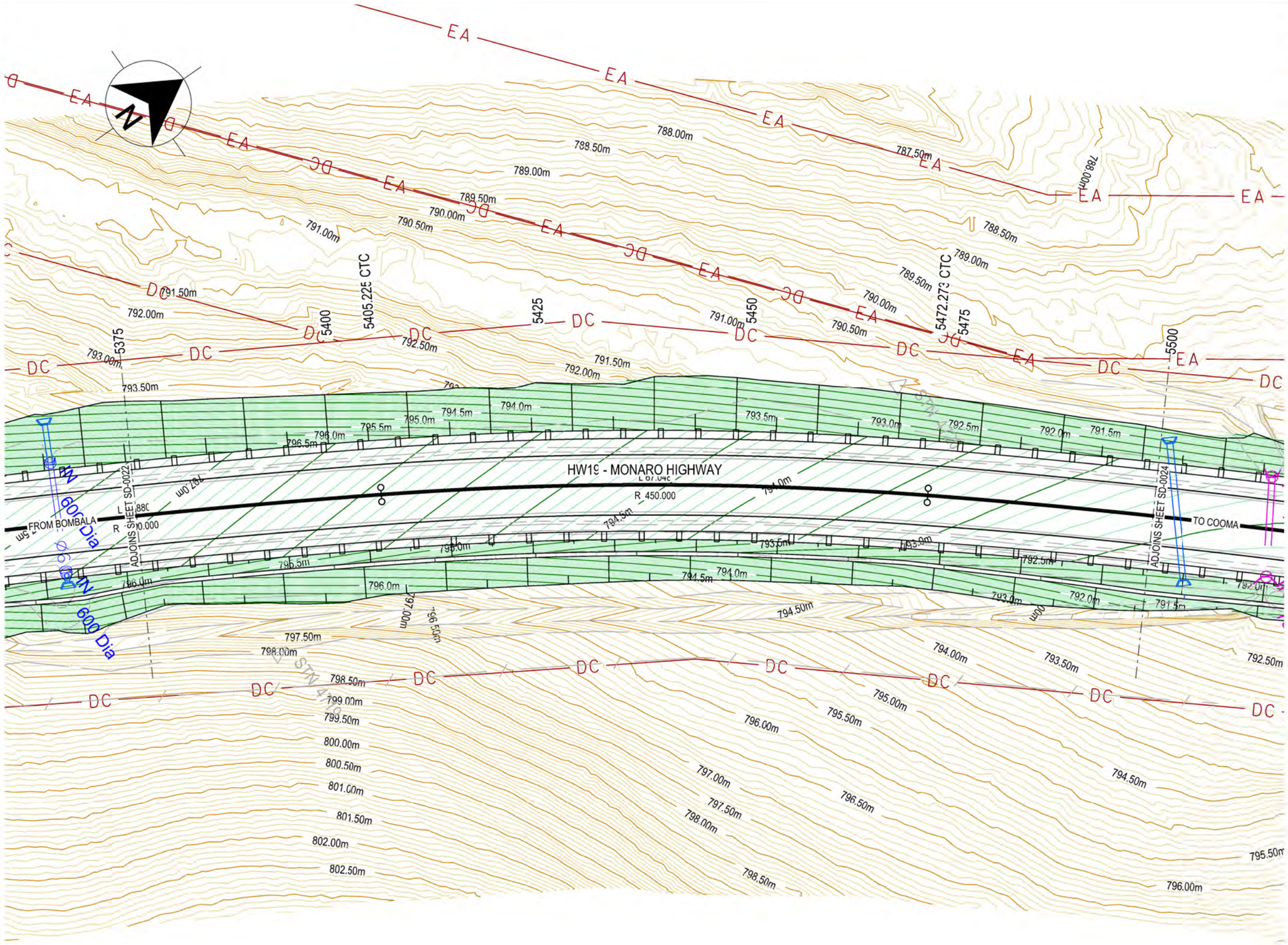
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME					DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT		A3
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-06-SD-00-Stormwater Management.dgr							13/02/2025 1:51:05 PM		greenma	NSW GOVERNMENT TRANSPORT	SNOWY MONARO REGIONAL LGA HW19 - MONARO HIGHWAY SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN HW19 - MONARO HIGHWAY - MC00 - CH.5250 TO CH.5375	
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE			
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX	0 5 10 15 20 SCALE 1:500m	INFRASTRUCTURE & PLACE REGIONAL TECHNICAL SERVICES ROAD DESIGN SOUTH	DRAWN	M. GREEN	XX.XX.XX	PREPARED FOR REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH	RMS REGISTRATION No. DS2022/000786	PART 1
	02	XXX	ISSUED FOR 50% DESIGN REVIEW				DRG CHECK	C. EGAN	XX.XX.XX			
	03	XXX	ISSUED FOR 80% DESIGN REVIEW				DESIGN	M. GREEN	XX.XX.XX			
							DESIGN CHECK	C. EGAN	XX.XX.XX			
					CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)	HEIGHT DATUM: AHD	DESIGN MNGR	N. COOKE	XX.XX.XX			
							PROJECT MNGR	W. McGRATH	XX.XX.XX		ISSUE STATUS: DETAIL DESIGN / EDMS No.: SF2022/211515 / SHEET No.: SD-0022 / ISSUE 3	

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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EXTERNAL REFERENCE FILES

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
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DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

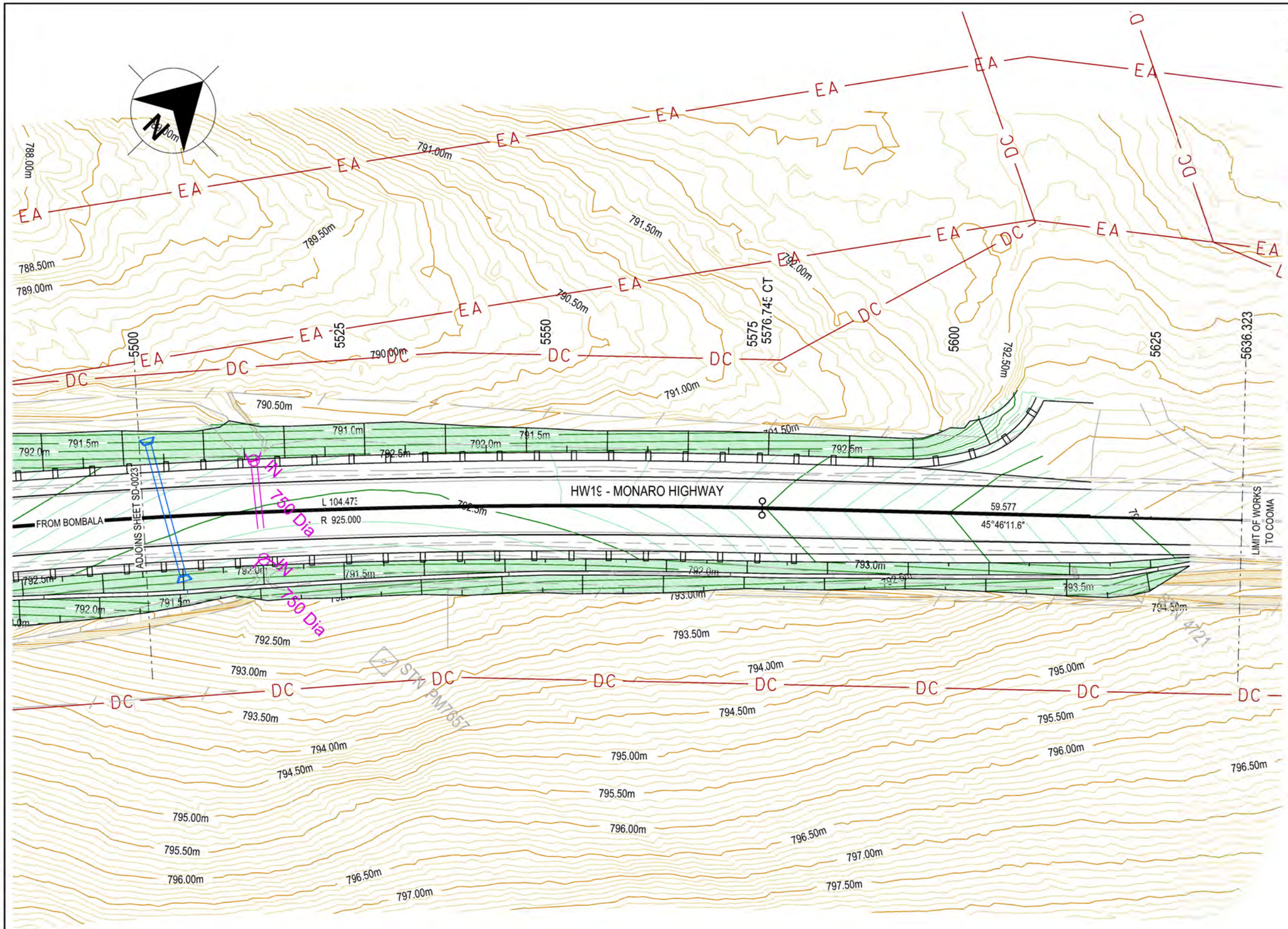
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5375 TO CH.5500

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: SD-0023
ISSUE: 3

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LEGEND

GDA 2020

DRAINAGE ELEMENTS TO BE CONTRUCTED

- DRAINAGE PIPE
- INLET SUMP PIT
- DRAINAGE HEADWALL
- KERB AND CHANNEL SYSTEM
- CONCRETE LINED CATCH DRAIN
- ROCK MATTRESS LINING

DRAINAGE LABELS

- SO.01 — DRAINAGE KERB SYSTEM LABEL
- SO-1-1/1 — DRAINAGE ELEMENT LABEL
- DT1 / 0101 — DRAINAGE STRUCTURE LABEL / DRAINAGE STRUCTURE SHEET NUMBER

DESIGN FEATURES

- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- PROPOSED ROAD BOUNDARY
- MC00 — MASTER STRING LABEL

EXISTING FEATURES

- ø375 — DRAINAGE PIPE
- ø375 — DRAINAGE PIPE TO BE REMOVED OR GROUT FILLED
- DRAINAGE PIT / HEADWALL
- DRAINAGE PIT / HEADWALL TO BE REMOVED
- CONTOUR MAJOR INTERVAL 0.5m
- CONTOUR MINOR INTERVAL 0.1m
- DP — CADASTRAL OVERLAY BOUNDARY

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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
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DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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NSW GOVERNMENT TRANSPORT

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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA STORMWATER MANAGEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5500 TO CH.5636.323

A3

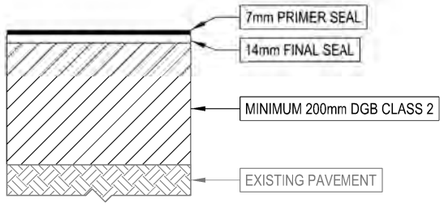
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PART 1

ISSUE STATUS: DETAIL DESIGN
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SHEET No.: SD-0024
ISSUE: 3

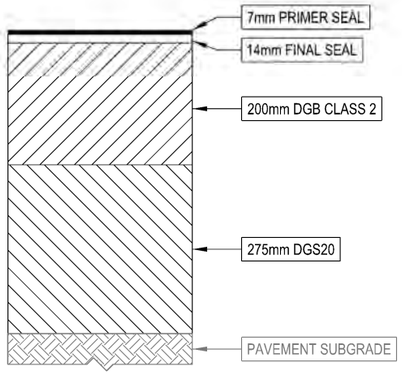
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GDA 2020

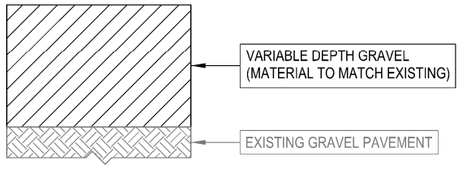
P1
NEW OVERLAY PAVEMENT



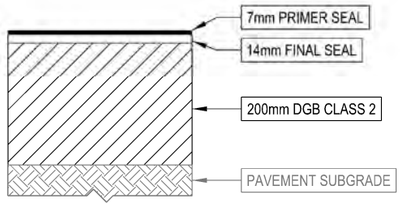
P2
NEW FULL DEPTH PAVEMENT



P3
BURNIMA ROAD



P4
ACCESSES



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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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PLOT BY greenma

CLIENT
NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
PAVEMENT DETAILS
A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	TITLE	NAME	DATE
DRAWN		M. GREEN	XX.XX.XX
DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No. DS2022/000786 PART 1

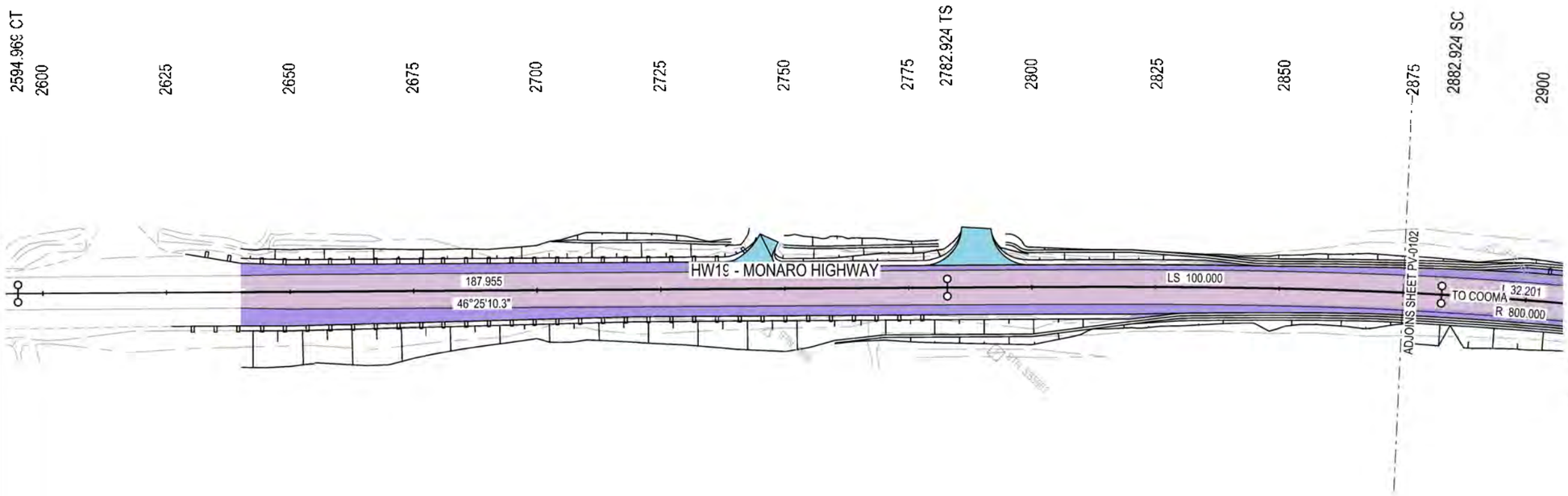
ISSUE STATUS DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. PV-0001
ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES



NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
2. PAVEMENT AREAS EXCLUDE PAVEMENT UNDER KERBS AND VERGES. REFER TO SHEET (*PAVEMENT TYPICAL DETAILS SHEET*) FOR DETAILS.
3. REFER TO SHEET PV-0001 FOR PAVEMENT DETAILS.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2625 TO CH.2875

A3

RMS REGISTRATION No.: DS2022/000786 PART: 1

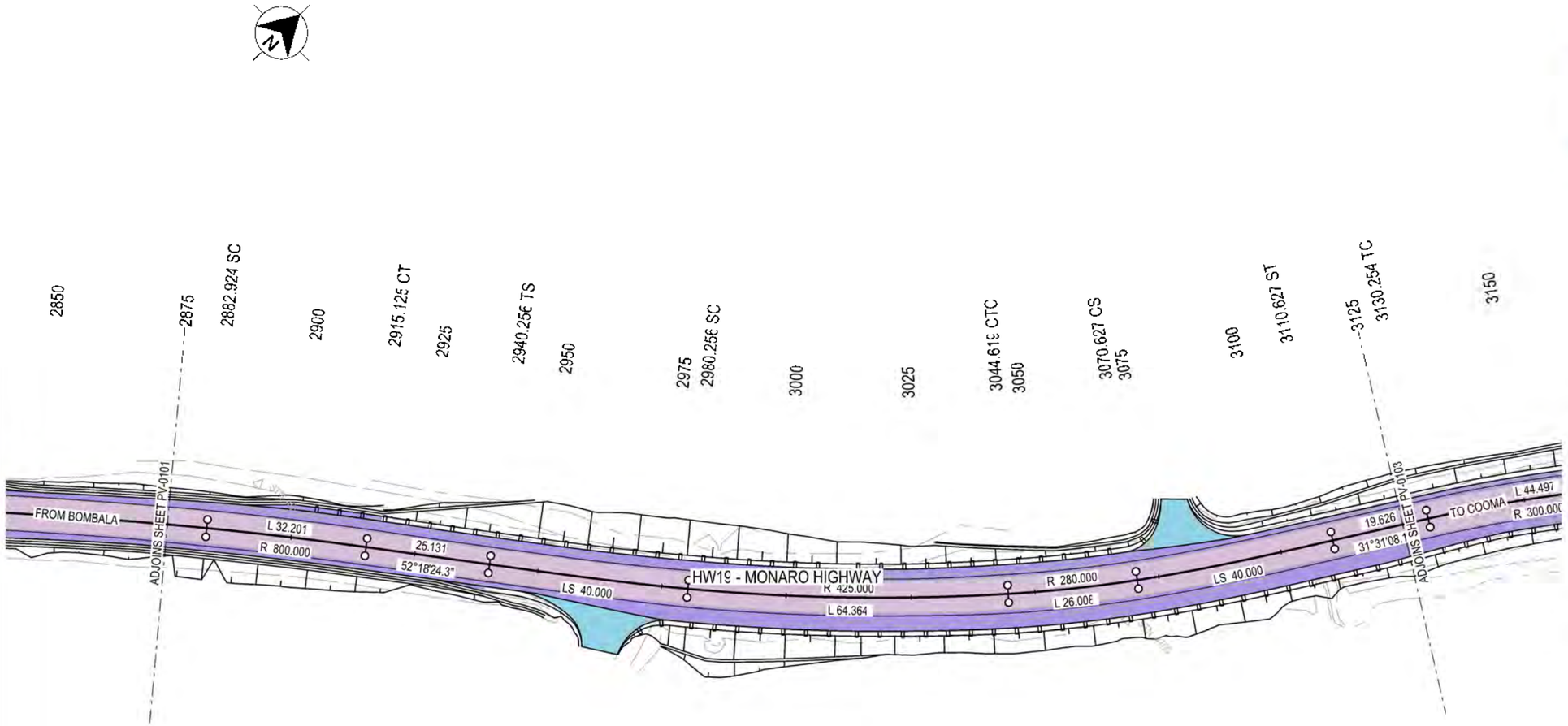
ISSUE STATUS: DETAIL DESIGN EDMS No.: SF2022/211515 SHEET No.: PV-0101 ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES



NOTES

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NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

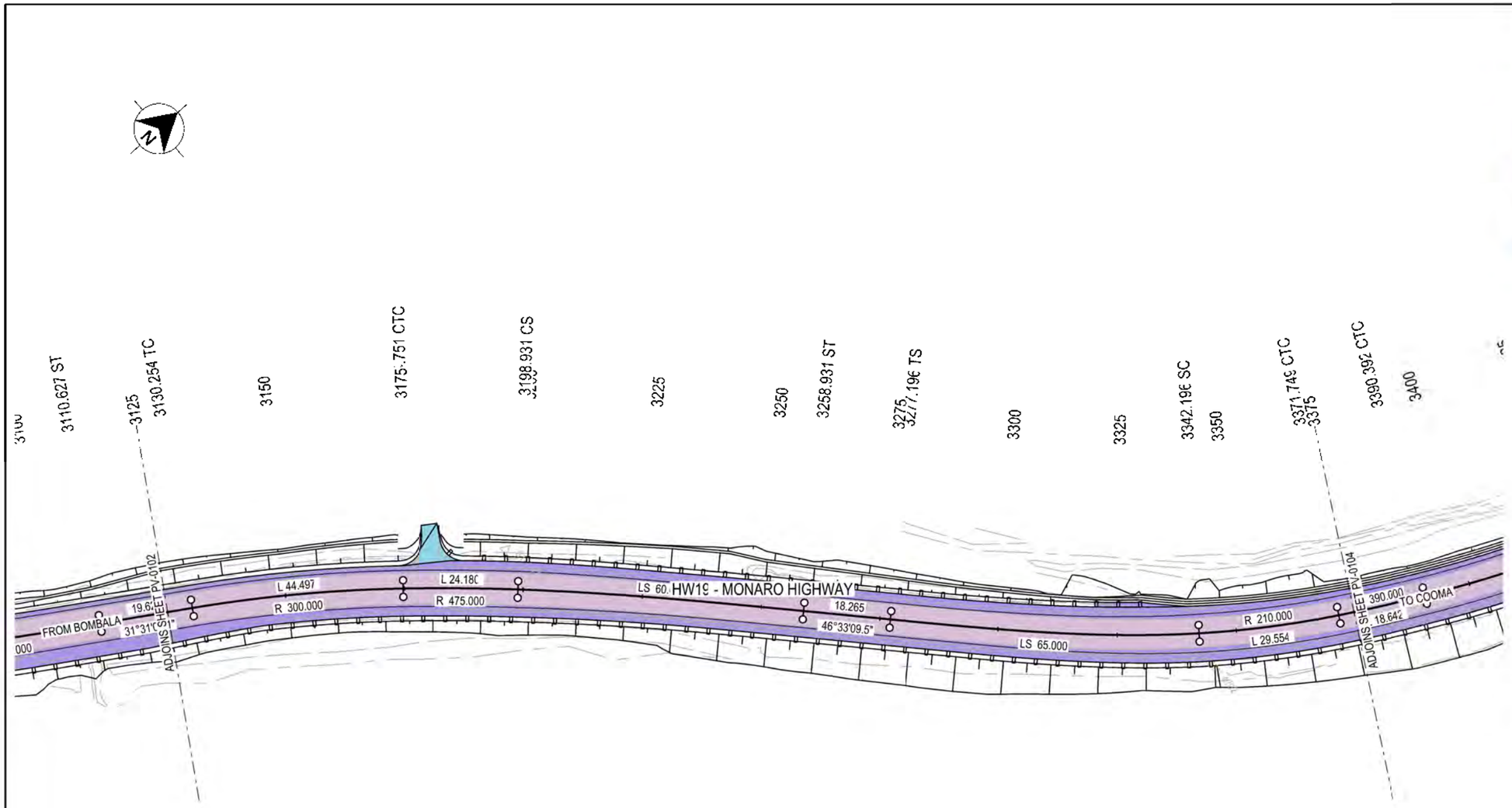
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2875 TO CH.3125

A3

RMS REGISTRATION No.: DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: PV-0102 | ISSUE 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES

GDA 2020

NOTES

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NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME: 13/02/2025 1:51:05 PM	PLOT BY: greenma
CLIENT: NSW GOVERNMENT TRANSPORT	SNOWY MONARO REGIONAL LGA HW19 - MONARO HIGHWAY SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA PAVEMENT PLAN HW19 - MONARO HIGHWAY - MC00 - CH.3125 TO CH.3375		A3

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: PV-0103 | ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES

GDA 2020

NOTES

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

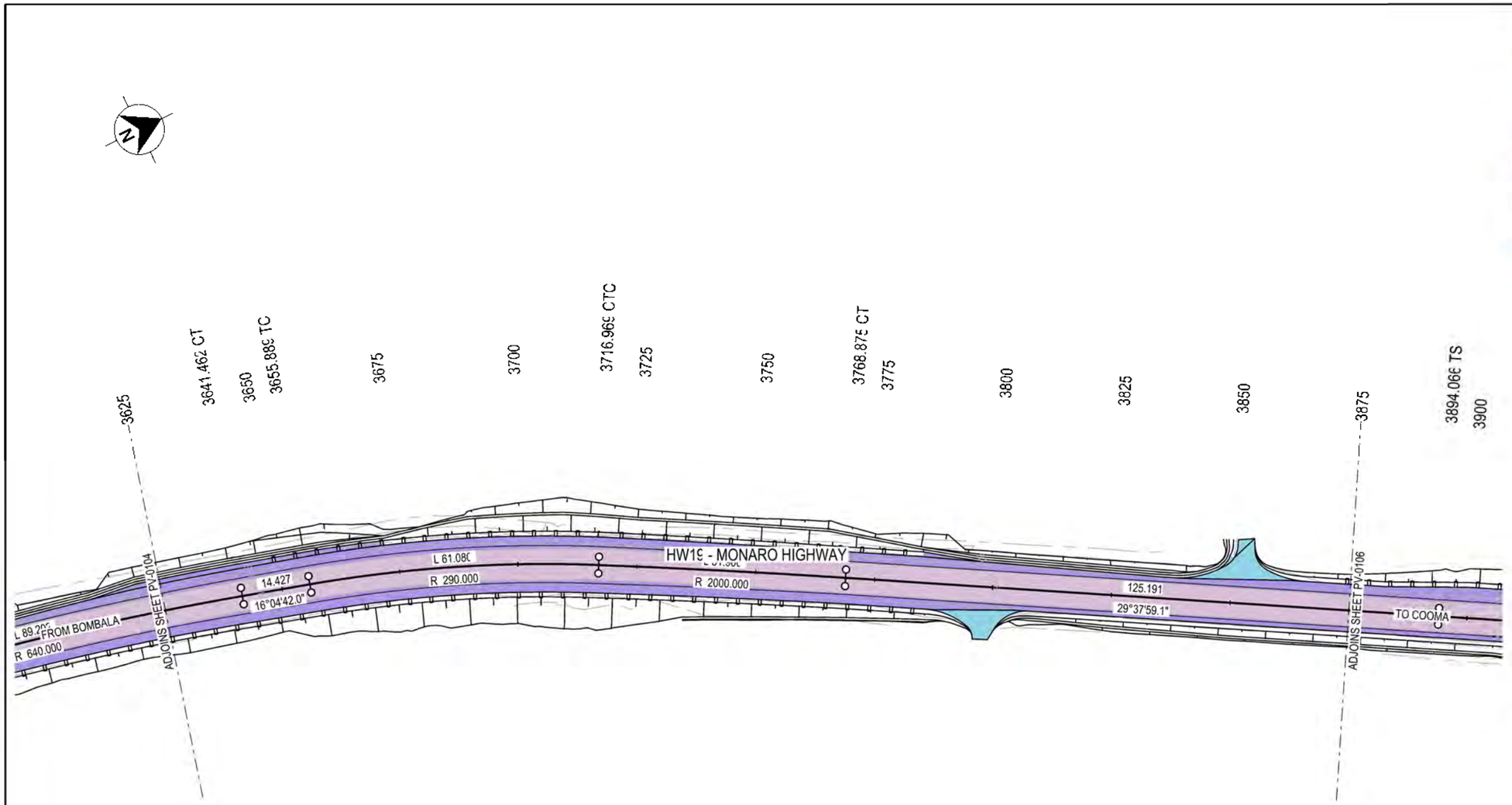
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3375 TO CH.3625

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: PV-0104
ISSUE: 3

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NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
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NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3625 TO CH.3875

A3

RMS REGISTRATION No. DS2022/000786 PART 1

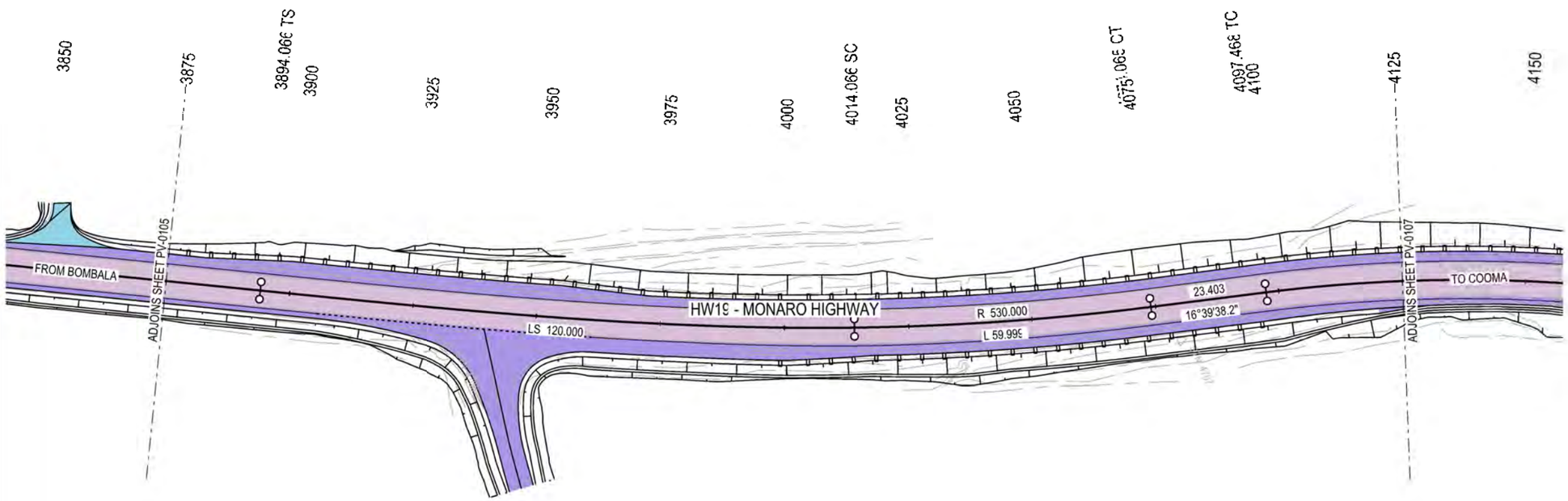
ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: PV-0105
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES



NOTES

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NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

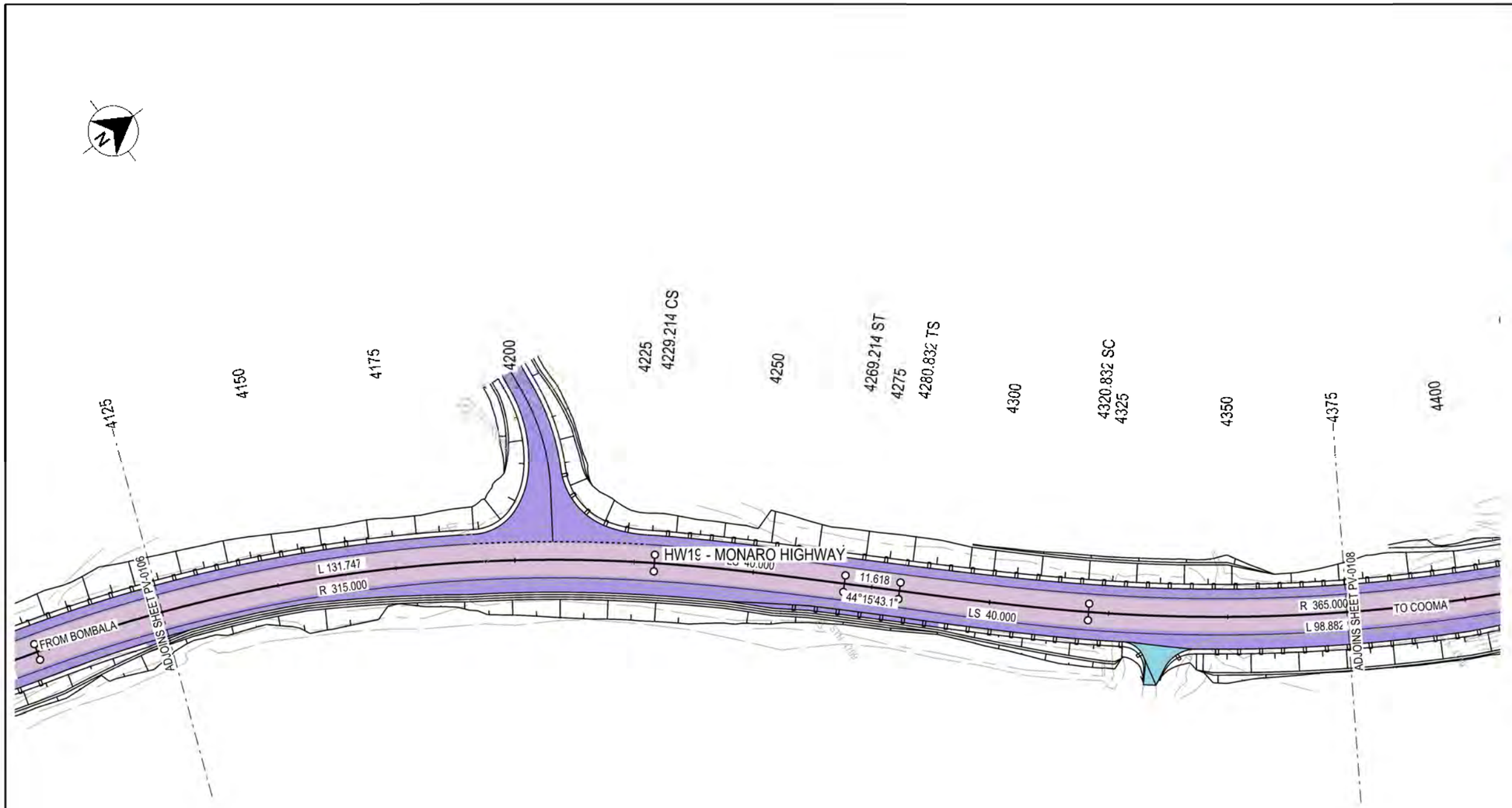
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3875 TO CH.4125

A3

RMS REGISTRATION No.: DS2022/000786 — PART: 1

ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: PV-0106 — ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES

NOTES

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50mm ON A3 SIZE ORIGINAL

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX	
DRG CHECK	C. EGAN	XX.XX.XX	
DESIGN	M. GREEN	XX.XX.XX	
DESIGN CHECK	C. EGAN	XX.XX.XX	
DESIGN MNGR	N. COOKE	XX.XX.XX	
PROJECT MNGR	W. McGRATH	XX.XX.XX	

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4125 TO CH.4375

A3

RMS REGISTRATION No.: DS2022/000786 PART: 1

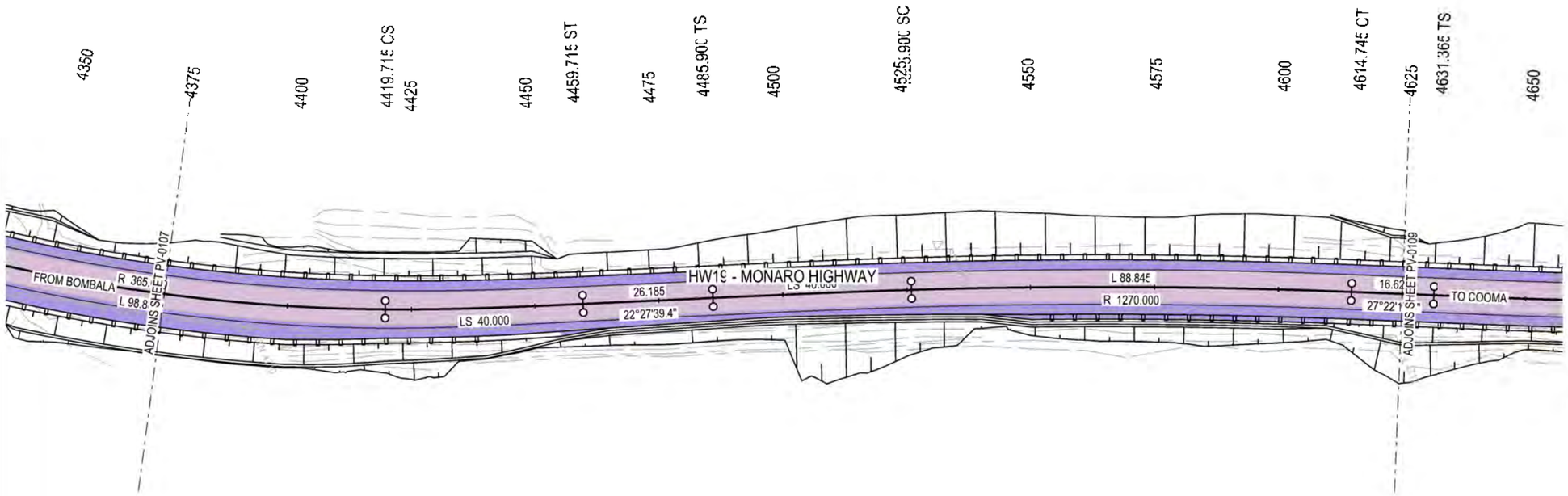
ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: PV-0107 | ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES



NOTES

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn		13/02/2025 1:51:05 PM	greenma	NSW GOVERNMENT TRANSPORT	SNOWY MONARO REGIONAL LGA HW19 - MONARO HIGHWAY SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA PAVEMENT PLAN HW19 - MONARO HIGHWAY - MC00 - CH.4375 TO CH.4625 — A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	TITLE	NAME	DATE
DRAWN		M. GREEN	XX.XX.XX
DRG CHECK		C. EGAN	XX.XX.XX
DESIGN		M. GREEN	XX.XX.XX
DESIGN CHECK		C. EGAN	XX.XX.XX
DESIGN MNGR		N. COOKE	XX.XX.XX
PROJECT MNGR		W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No. DS2022/000786 — PART 1

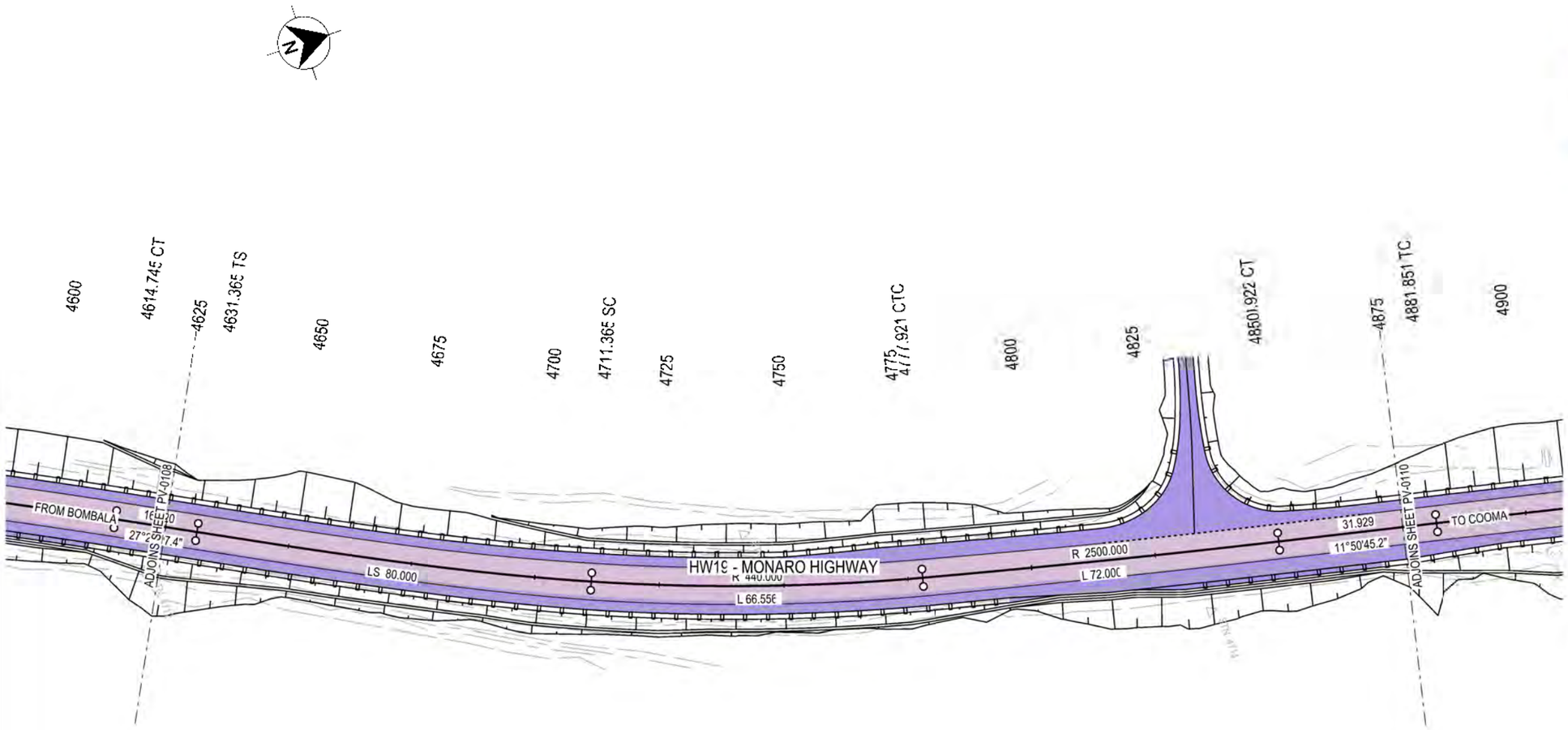
ISSUE STATUS: DETAIL DESIGN — EDMS No.: SF2022/211515 — SHEET No.: PV-0108 — ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
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- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES



NOTES

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NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4625 TO CH.4875

A3

RMS REGISTRATION No. DS2022/000786 PART 1

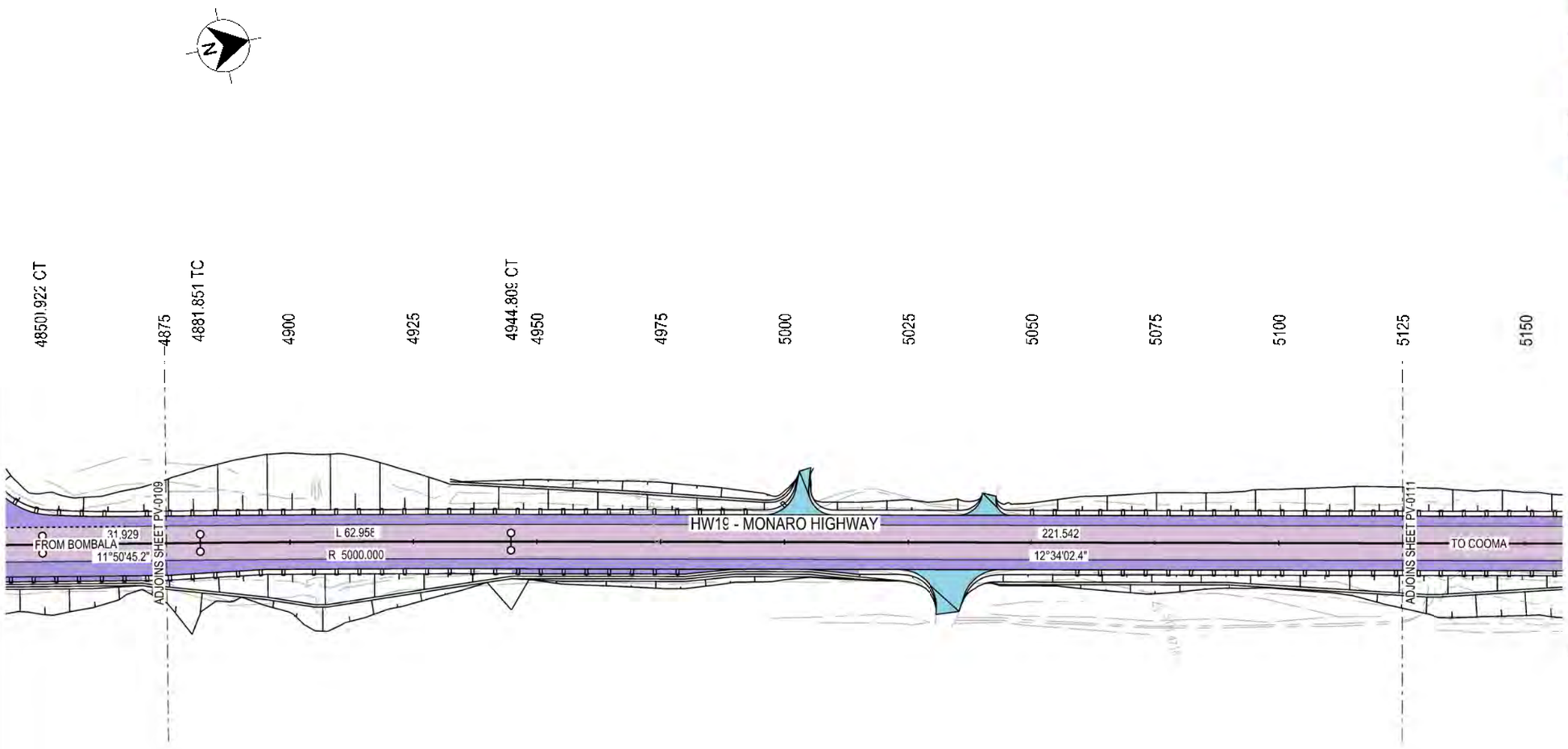
ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: PV-0109
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES



NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
2. PAVEMENT AREAS EXCLUDE PAVEMENT UNDER KERBS AND VERGES. REFER TO SHEET (*PAVEMENT TYPICAL DETAILS SHEET*) FOR DETAILS.
3. REFER TO SHEET PV-0001 FOR PAVEMENT DETAILS.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4875 TO CH.5125

A3

RMS REGISTRATION No. DS2022/000786
PART 1

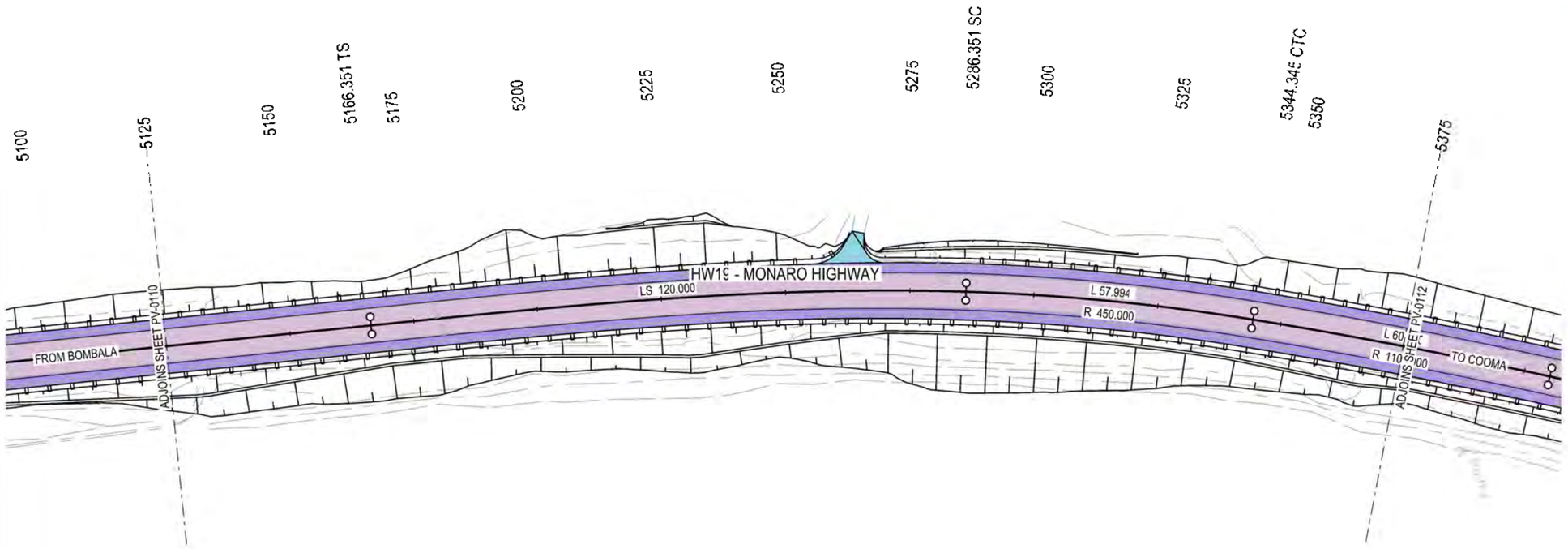
ISSUE STATUS: DETAIL DESIGN
EDMS No: SF2022/211515
SHEET No: PV-0110
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES



NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
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3. REFER TO SHEET PV-0001 FOR PAVEMENT DETAILS.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN PROJECT SERVICES PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5125 TO CH.5375

A3

RMS REGISTRATION No.: DS2022/000786 PART 1

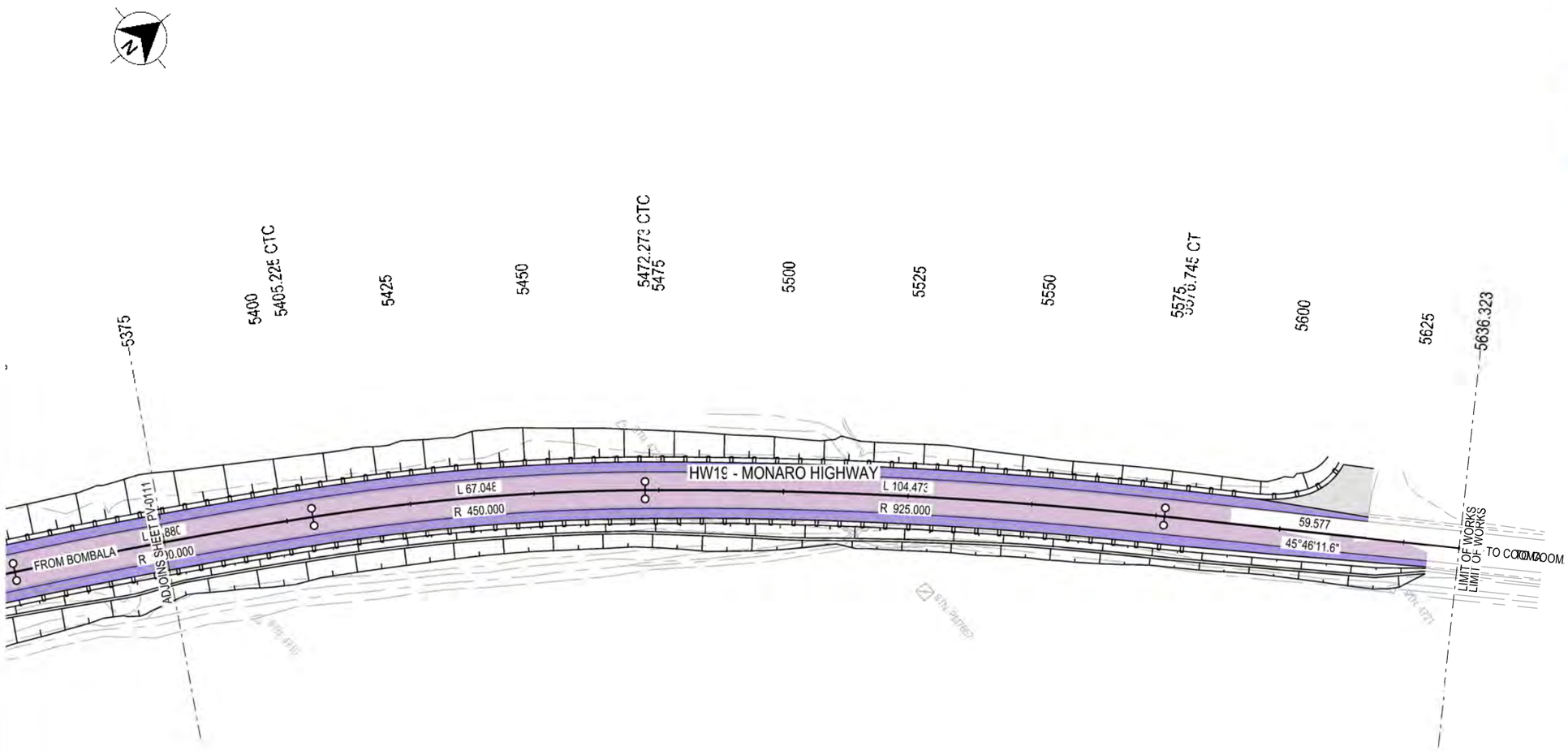
ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: PV-0111 | ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PAVEMENT TYPE P1 - NEW OVERLAY PAVEMENT
- PAVEMENT TYPE P2 - NEW FULL DEPTH PAVEMENT
- PAVEMENT TYPE P3 - BURNIMA ROAD
- PAVEMENT TYPE P4 - ACCESSES



NOTES

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3. REFER TO SHEET PV-0001 FOR PAVEMENT DETAILS.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-07-PV-Pavement.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

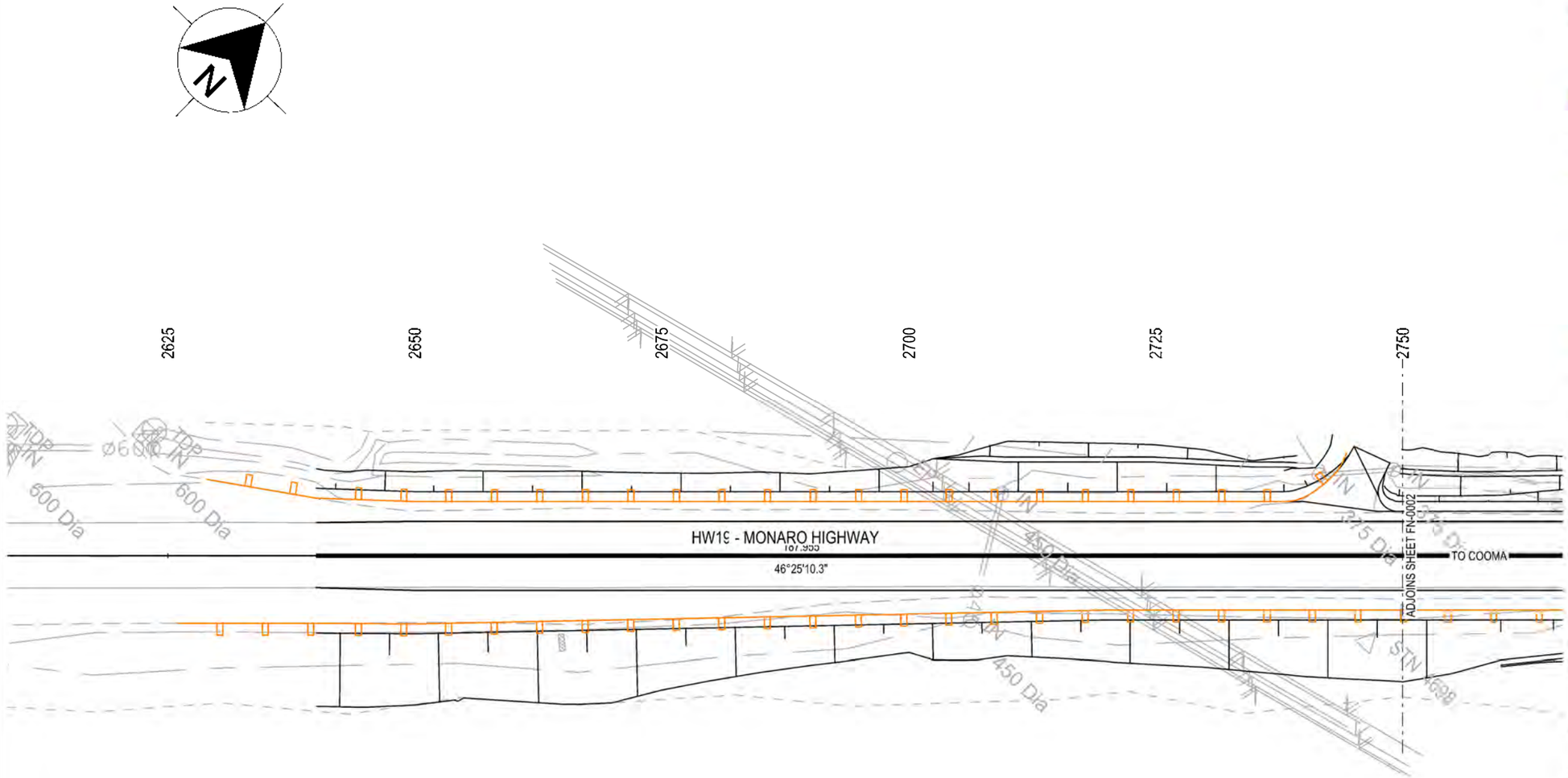
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
PAVEMENT PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5375 TO CH.5636.323

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: PV-0112
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
- W BEAM / THRIE BEAM GUARD RAIL
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

GDA 2020

NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT RMS QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
2. ALL REDUNDANT LINEMARKING TO BE REMOVED. REINSTATE EXISTING LINEMARKING AFFECTED BY PAVEMENT RE-SHEETING.
3. LINEMARKING AND RETRO REFLECTIVE PAVEMENT MARKERS (RRPM) TO BE INSTALLED IN ACCORDANCE WITH RMS DELINEATION GUIDELINES.
4. SIGNPOSING LOCATION AND ORIENTATION TO BE INSTALLED IN ACCORDANCE WITH AS1742.2 AND RMS SUPPLEMENTS.
5. EXISTING SIGNS TO BE REMOVED OR RELOCATED HAVE BEEN IDENTIFIED ONLY. EXISTING SIGNS WHICH ARE NOT NOTED ARE TO REMAIN UNLESS APPROVED BY THE PRINCIPALS REPRESENTATIVE.
6. FOR SIGN POST AND FOOTING DETAILS REFER TO RMS ACCEPTANCE DOCUMENT FOR FRANGIBLE SIGN POST PRODUCT.
7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2625 TO CH.2750
A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

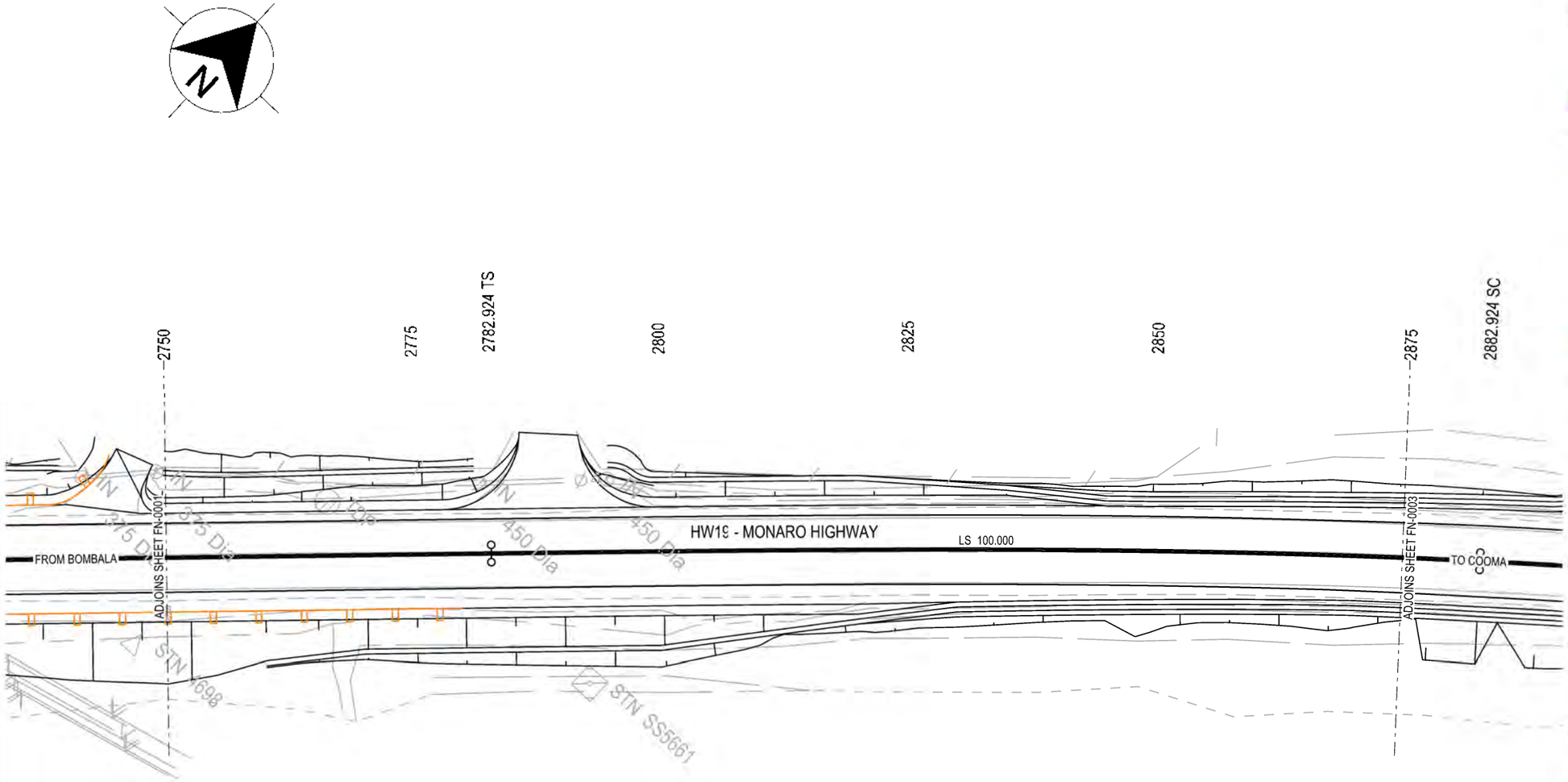
DRAWINGS / DESIGN PREPARED BY:
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No.: DS2022/000786
PART: 1
ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0001
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
- W BEAM / THRIE BEAM GUARD RAIL
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

GDA 2020

NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT RMS QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
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7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROADSIDE FURNITURE PLAN

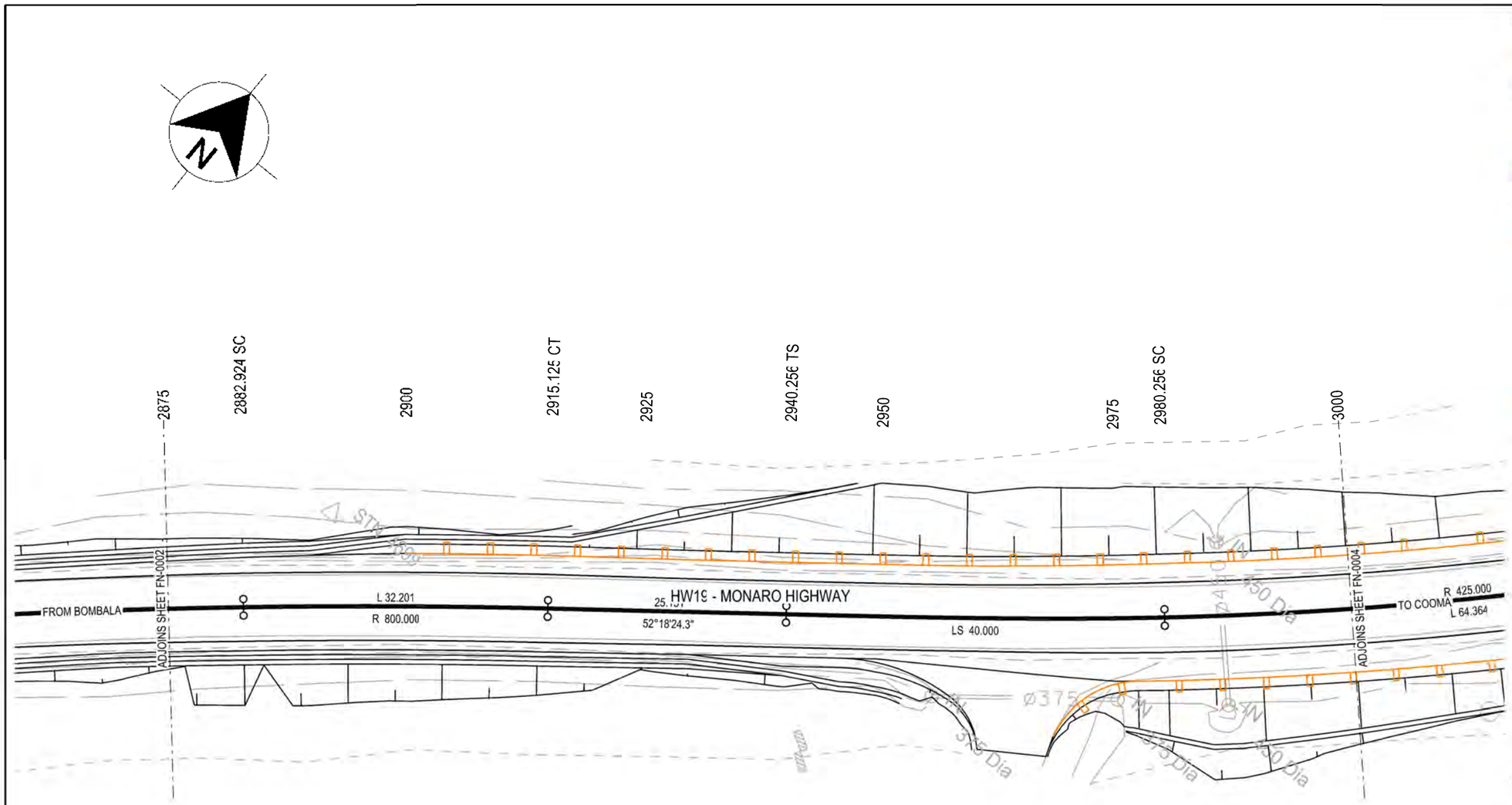
HW19 - MONARO HIGHWAY - MC00 - CH.2750 TO CH.2875

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: FN-0002 | ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
- W BEAM / THRIE BEAM GUARD RAIL
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

GDA 2020

NOTES

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7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

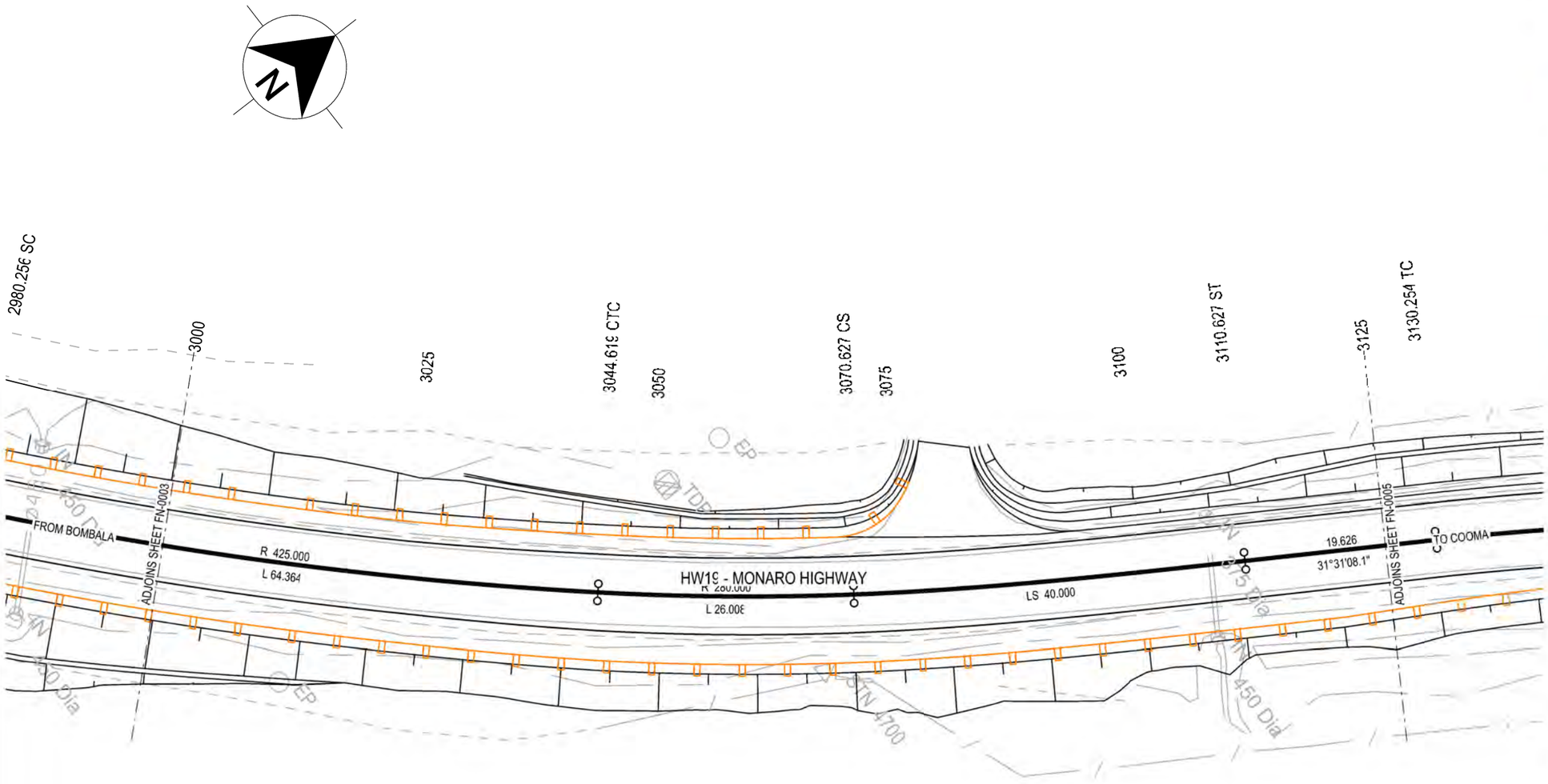
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.2875 TO CH.3000

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0003
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
- W BEAM / THRIE BEAM GUARD RAIL
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

GDA 2020

NOTES

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8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

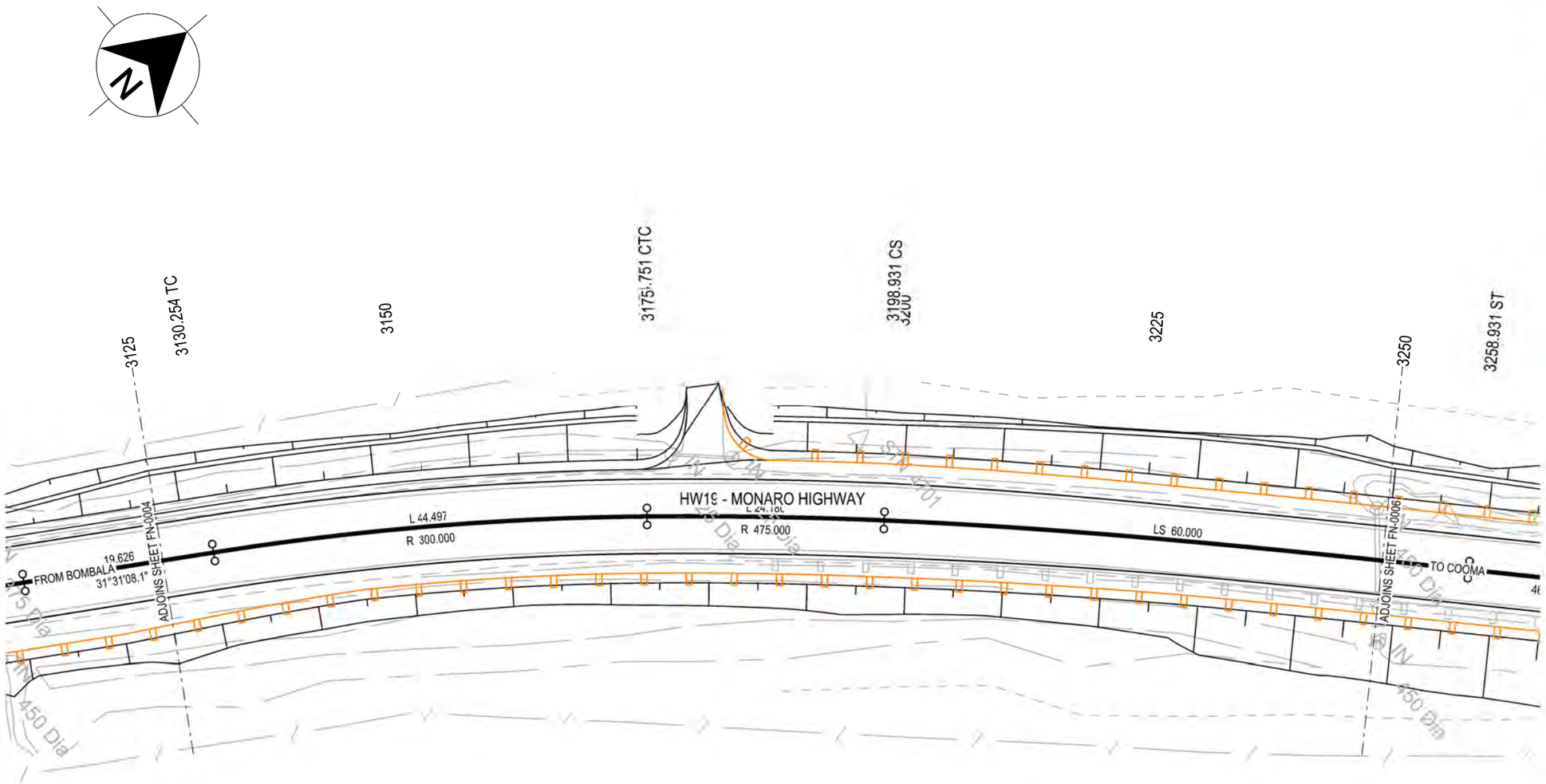
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3000 TO CH.3125

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No: SF2022/211515
SHEET No.: FN-0004
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
- W BEAM / THRIE BEAM GUARD RAIL
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

NOTES

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8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

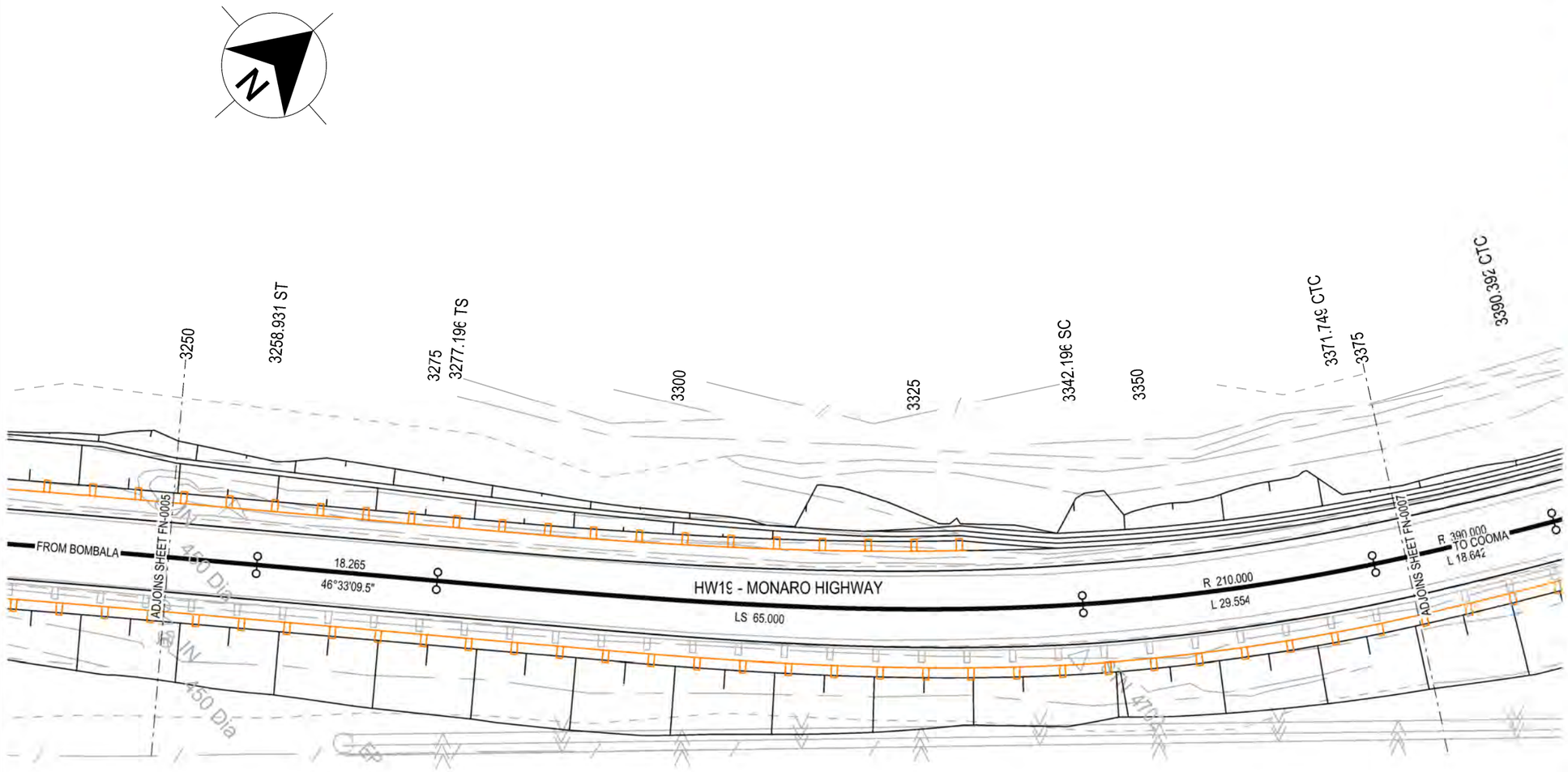
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3125 TO CH.3250

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0005
ISSUE: 3

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LEGEND

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- PROPOSED LINEMARKING
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GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/02/2025 1:51:05 PM
PLOT BY greenma

EXTERNAL REFERENCE FILES

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03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

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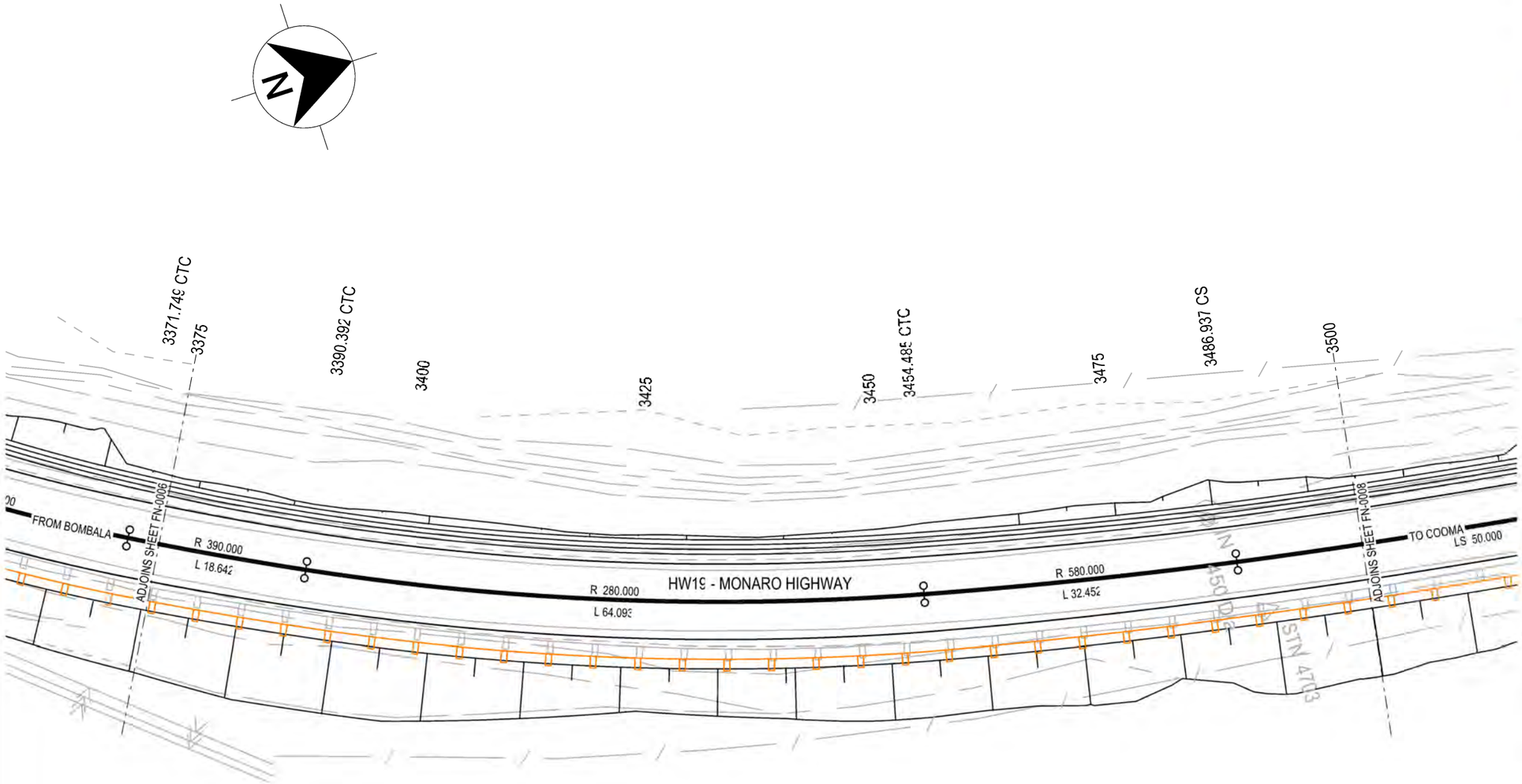
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PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3250 TO CH.3375

A3

RMS REGISTRATION No. DS2022/000786
PART 1
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EDMS No. SF2022/211515
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LEGEND

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- PROPOSED LINEMARKING
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GDA 2020

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DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

EXTERNAL REFERENCE FILES

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03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROADSIDE FURNITURE PLAN

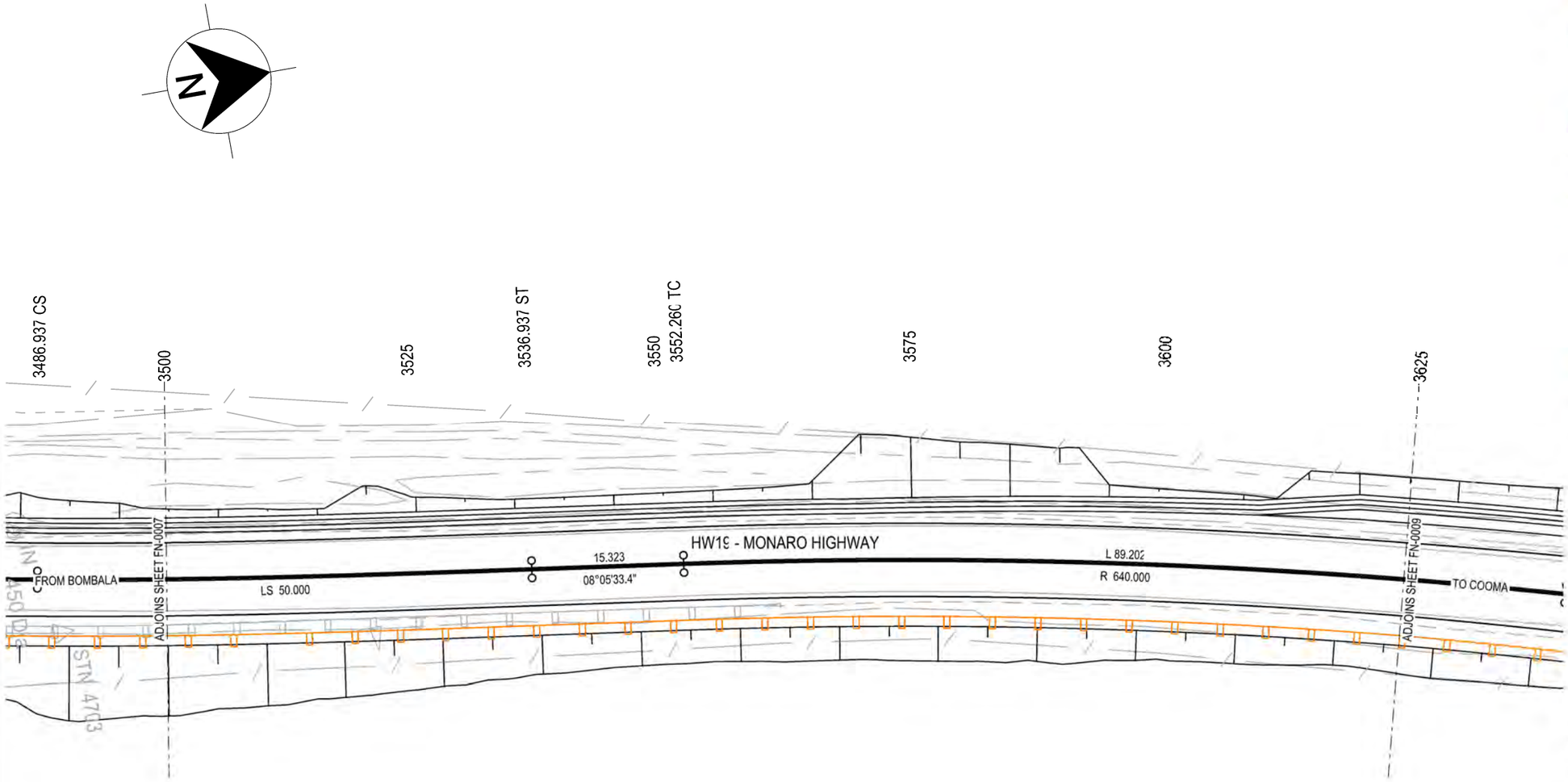
HW19 - MONARO HIGHWAY - MC00 - CH.3375 TO CH.3500

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0007
ISSUE: 3

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LEGEND

GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
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CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

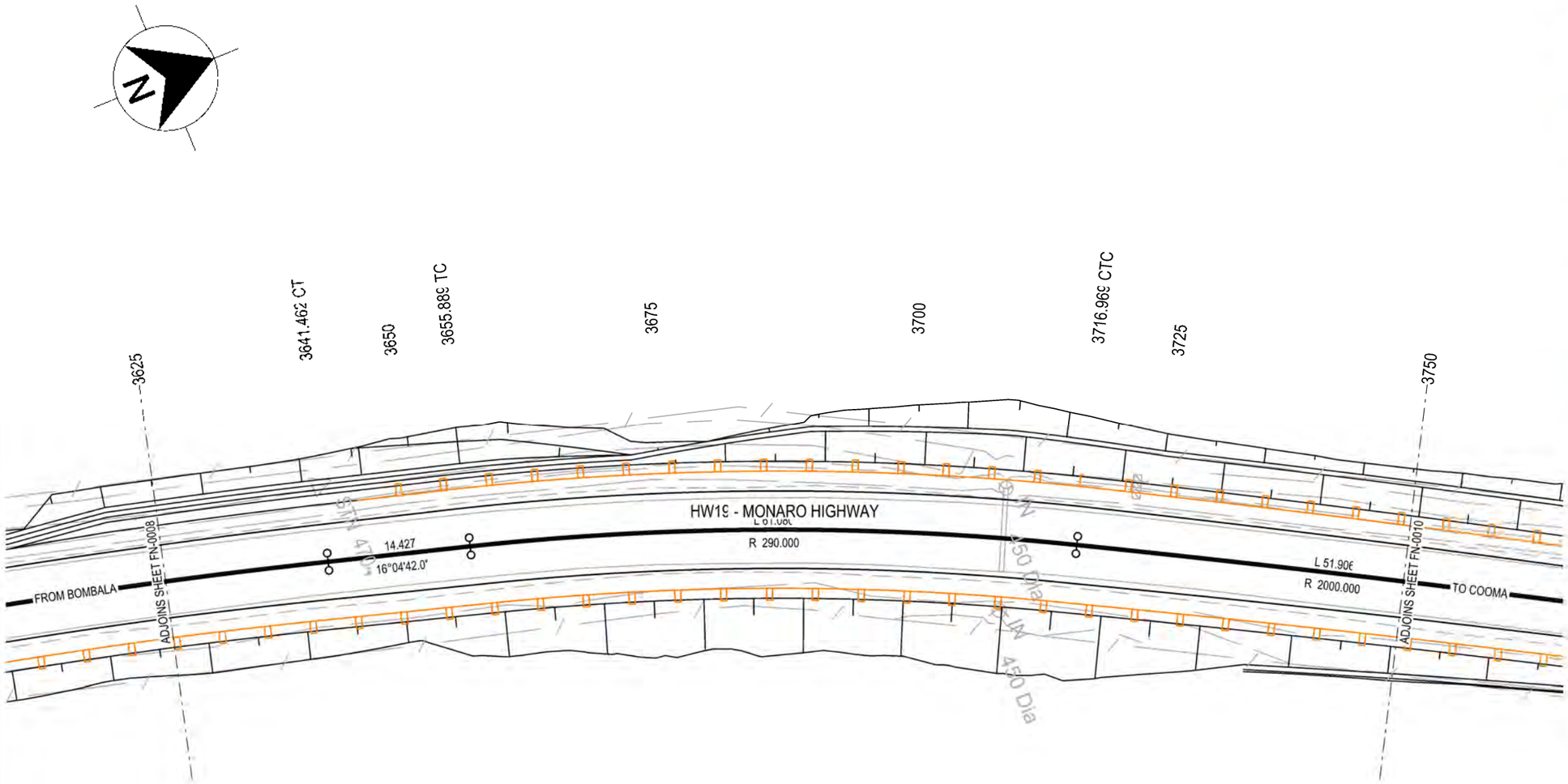
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3500 TO CH.3625

A3

RMS REGISTRATION No.: DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: FN-0008 | ISSUE 3

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LEGEND

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GDA 2020

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C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
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ROAD DESIGN SOUTH

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CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

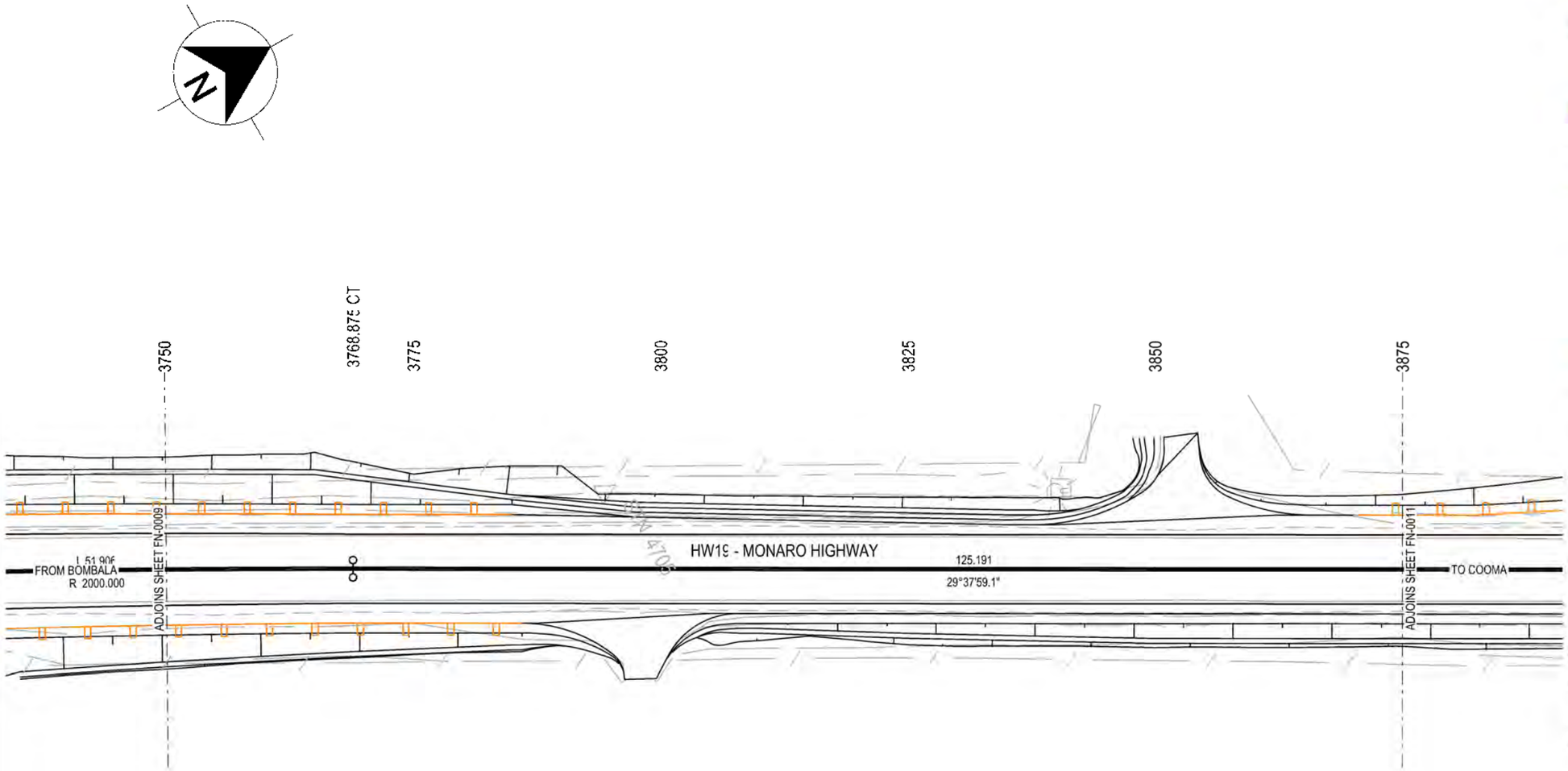
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SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3625 TO CH.3750

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
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SHEET No. FN-0009
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LEGEND

GDA 2020

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SCALES ON A3 SIZE DRAWING
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CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
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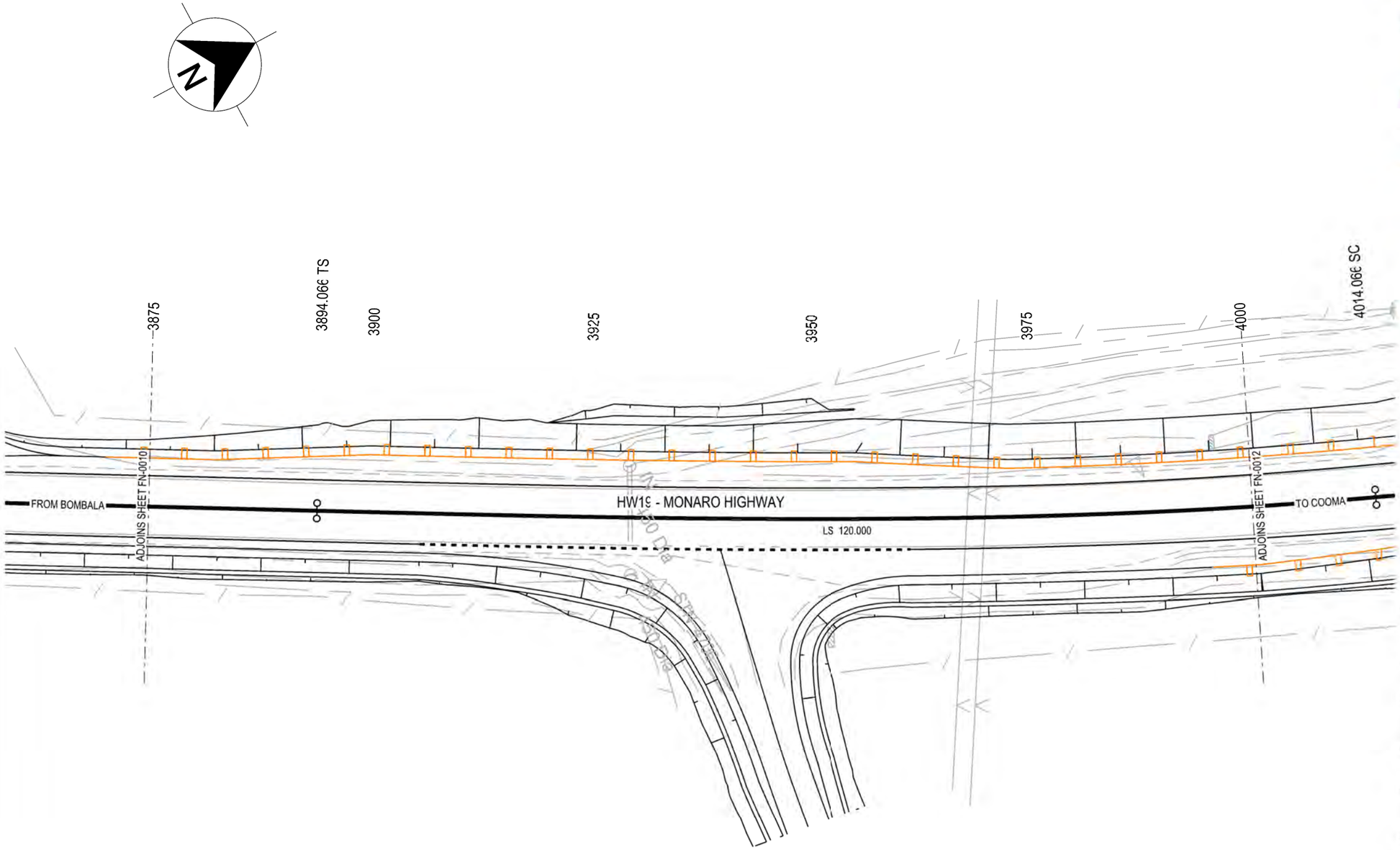
SNOWY MONARO REGIONAL LGA
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HW19 - MONARO HIGHWAY - MC00 - CH.3750 TO CH.3875

A3

RMS REGISTRATION No.: DS2022/000786
PART: 1

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SHEET No.: FN-0010
ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
- W BEAM / THRIE BEAM GUARD RAIL
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
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GDA 2020

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NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

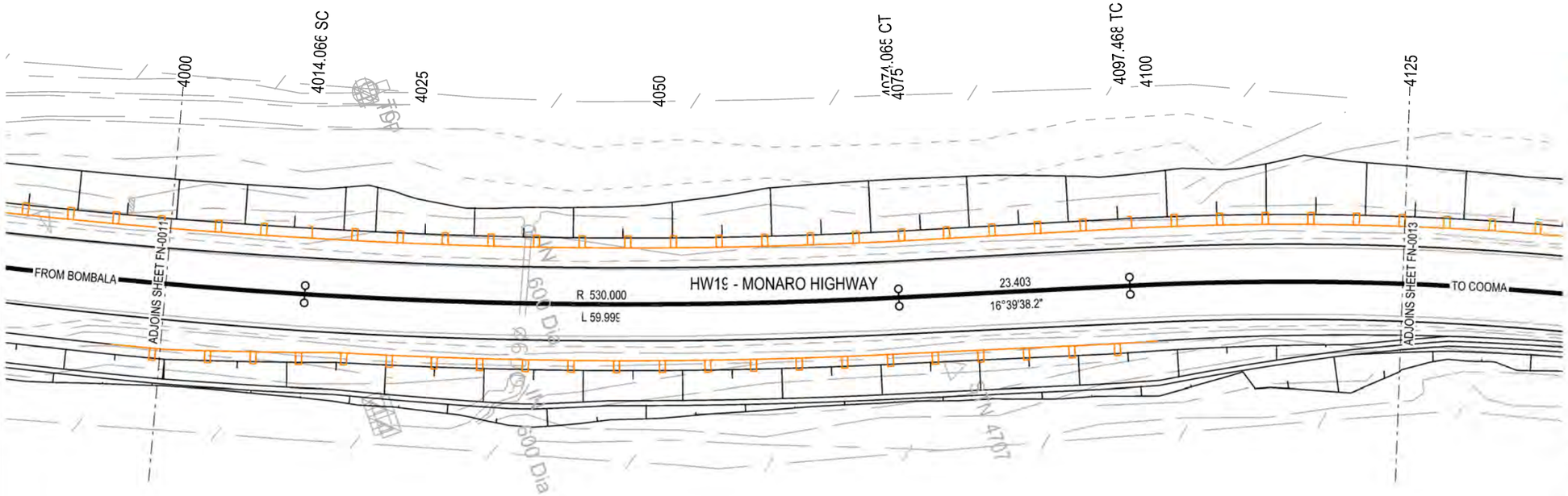
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.3875 TO CH.4000

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0011
ISSUE: 3

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C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

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CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

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REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

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PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

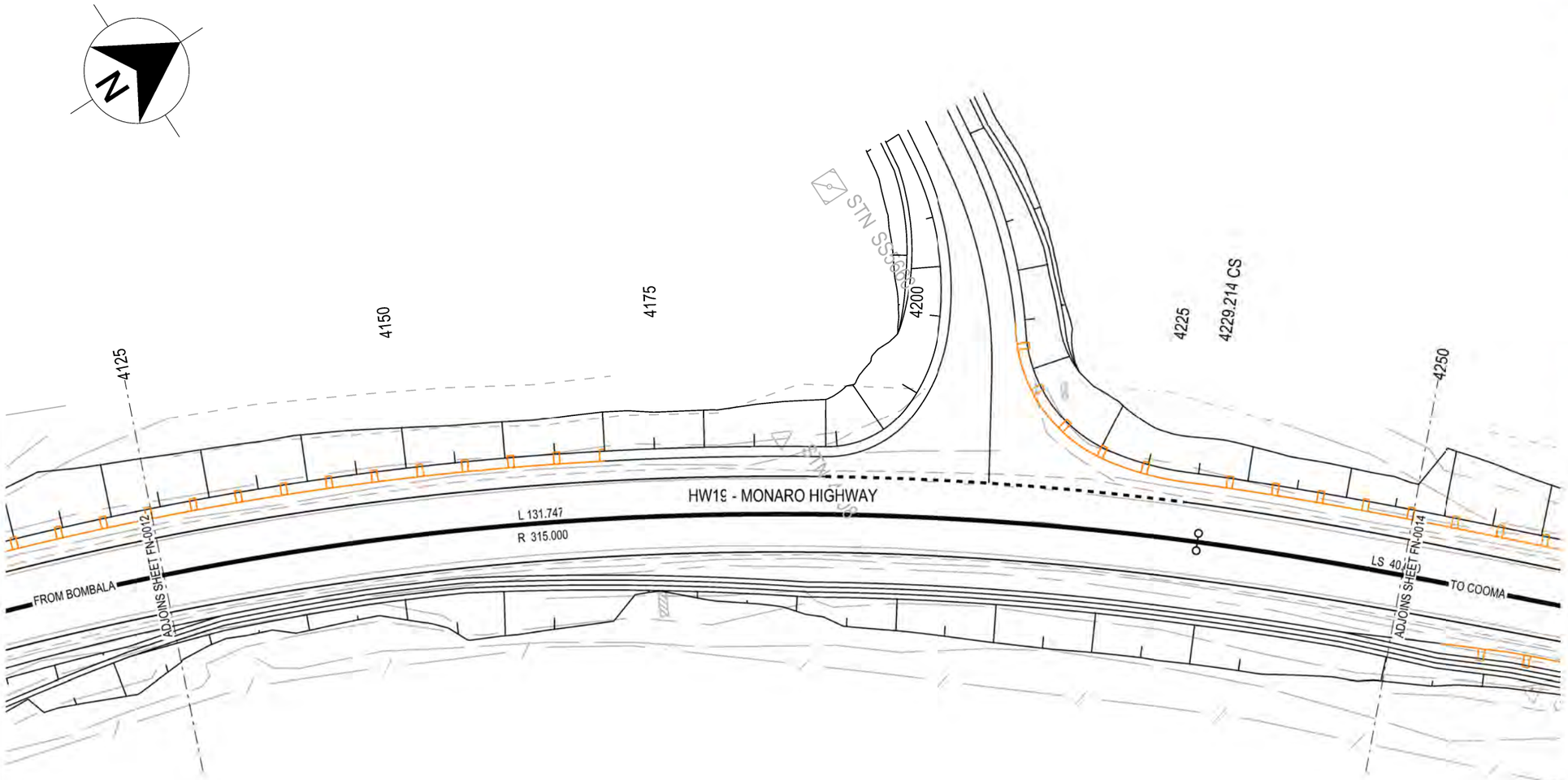
SNOWY MONARO REGIONAL LGA
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ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4000 TO CH.4125

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: FN-0012 | ISSUE: 3

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LEGEND

GDA 2020

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CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
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REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

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DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
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REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

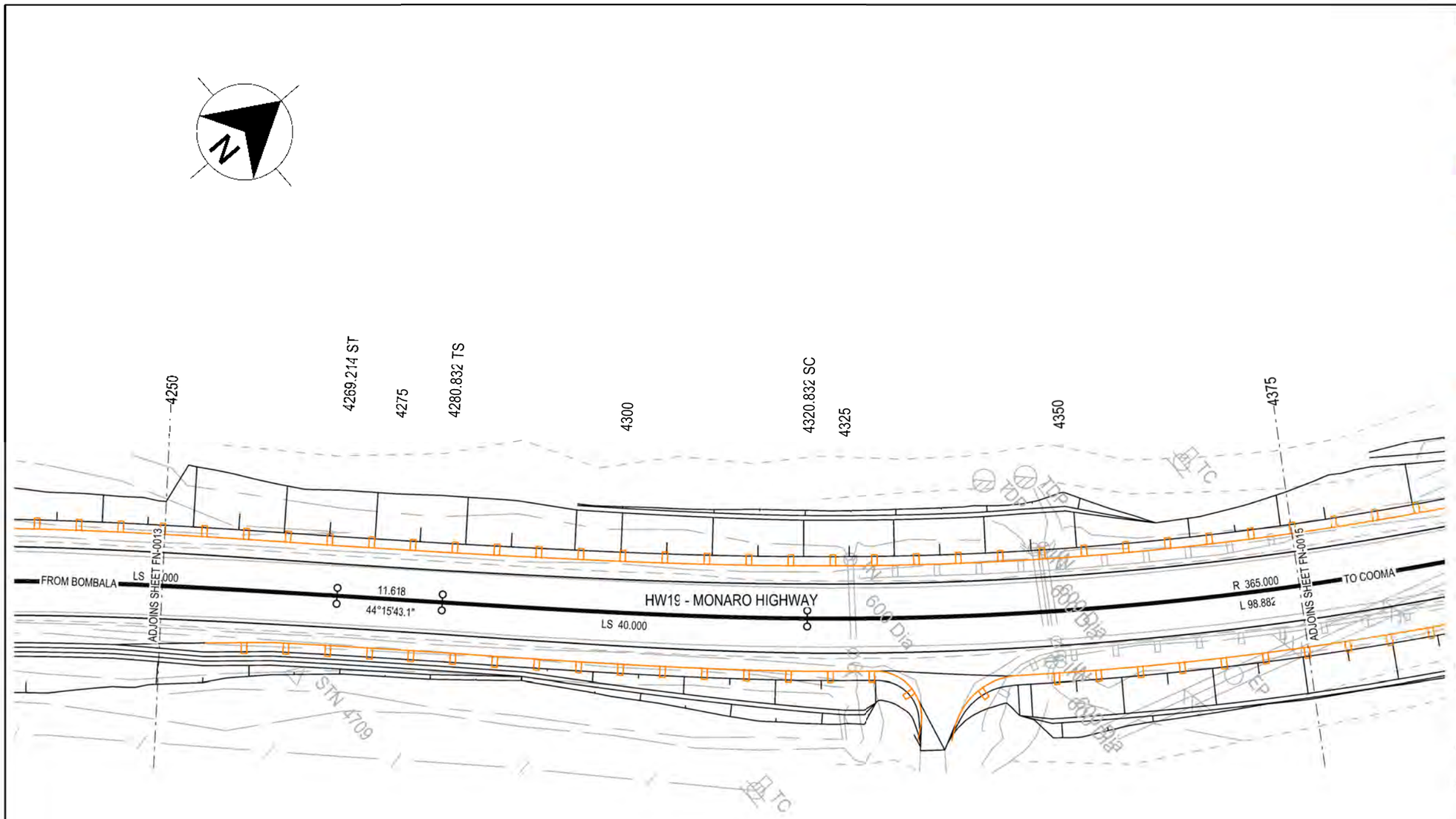
SNOWY MONARO REGIONAL LGA
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HW19 - MONARO HIGHWAY - MC00 - CH.4125 TO CH.4250

A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. FN-0013
ISSUE 3

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DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

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CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

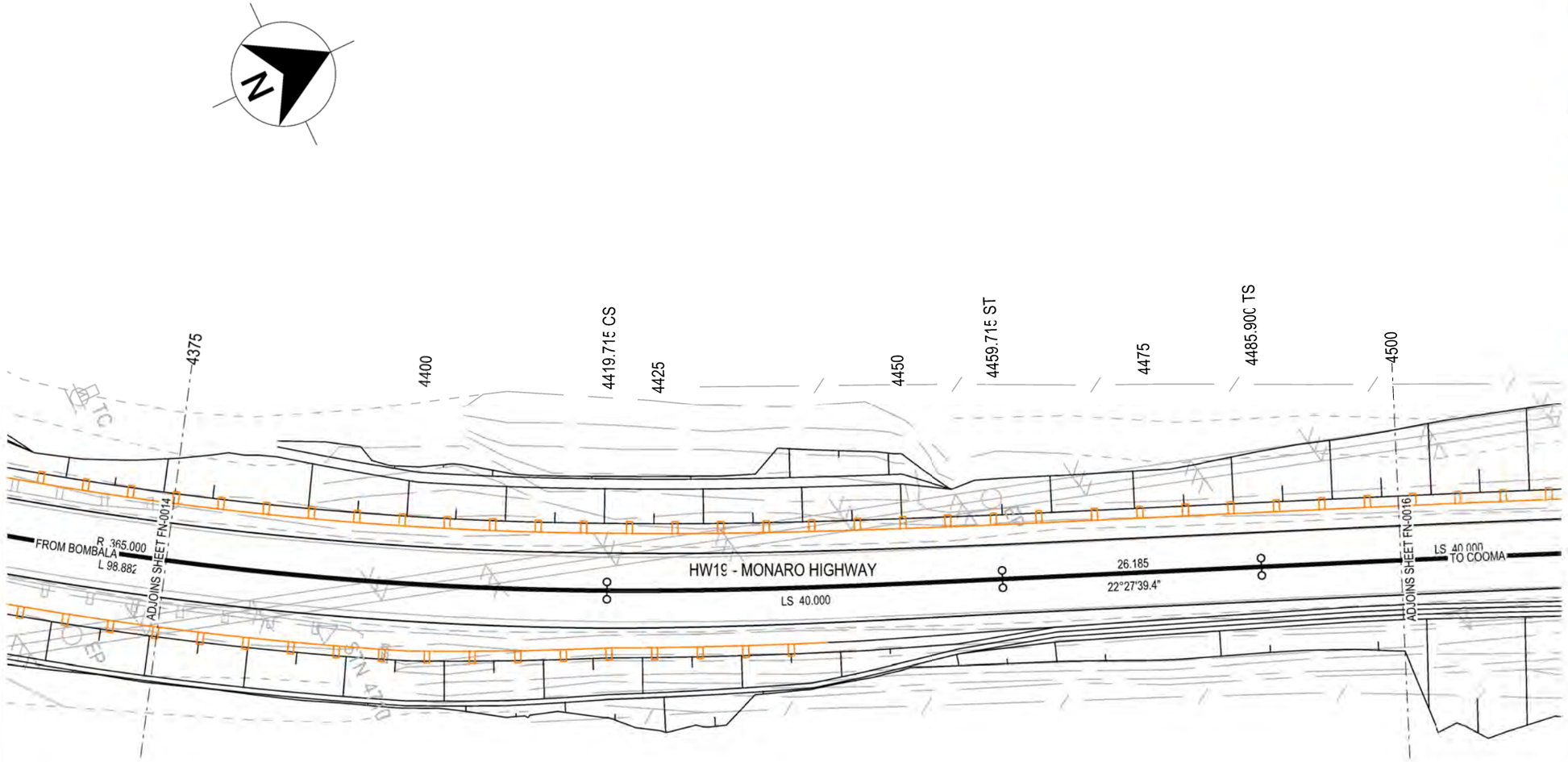
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SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4250 TO CH.4375

A3

RMS REGISTRATION No.: DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: FN-0014 | ISSUE 3

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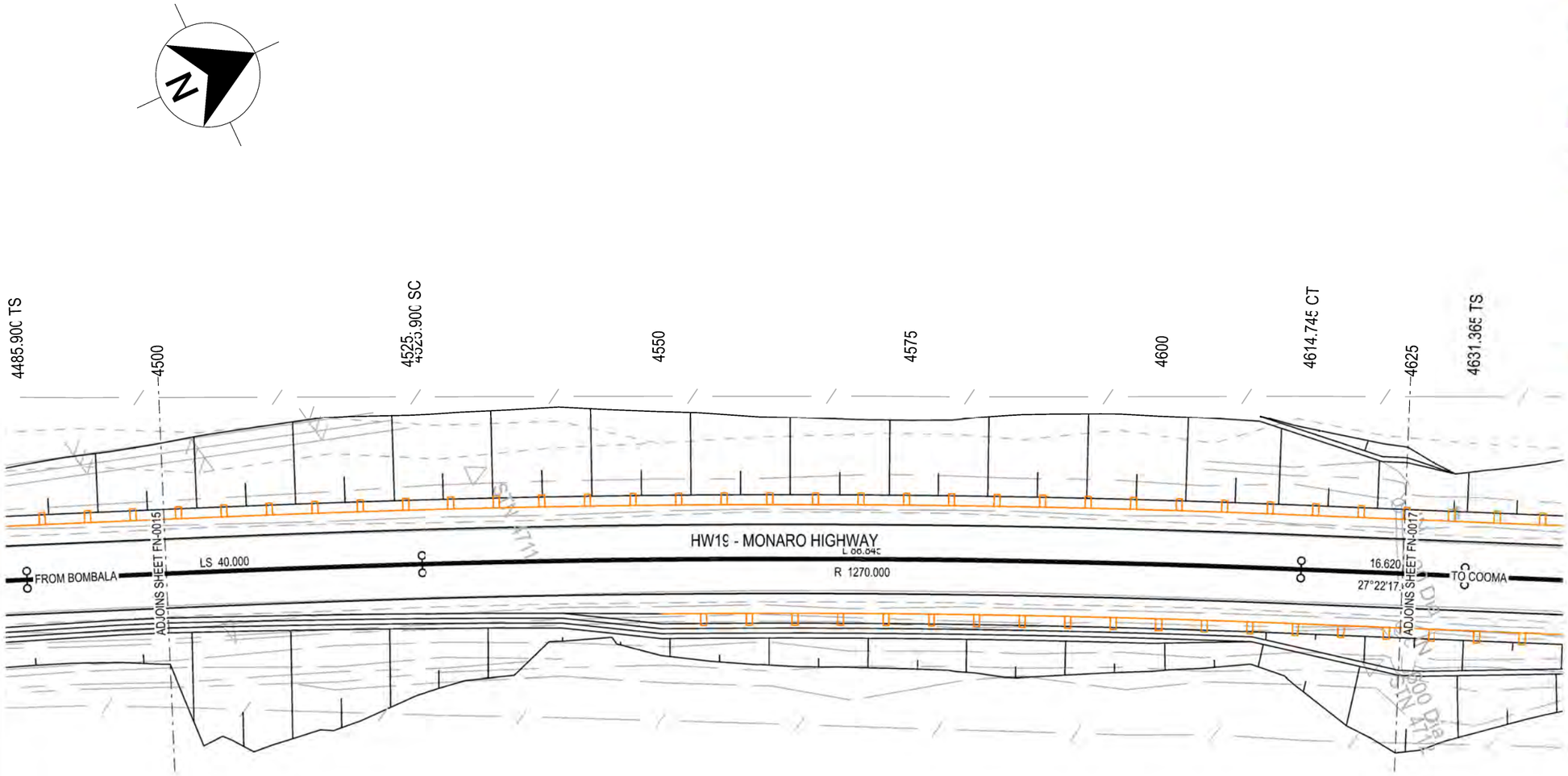
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A3

RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0015
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DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

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CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY

SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA ROADSIDE FURNITURE PLAN

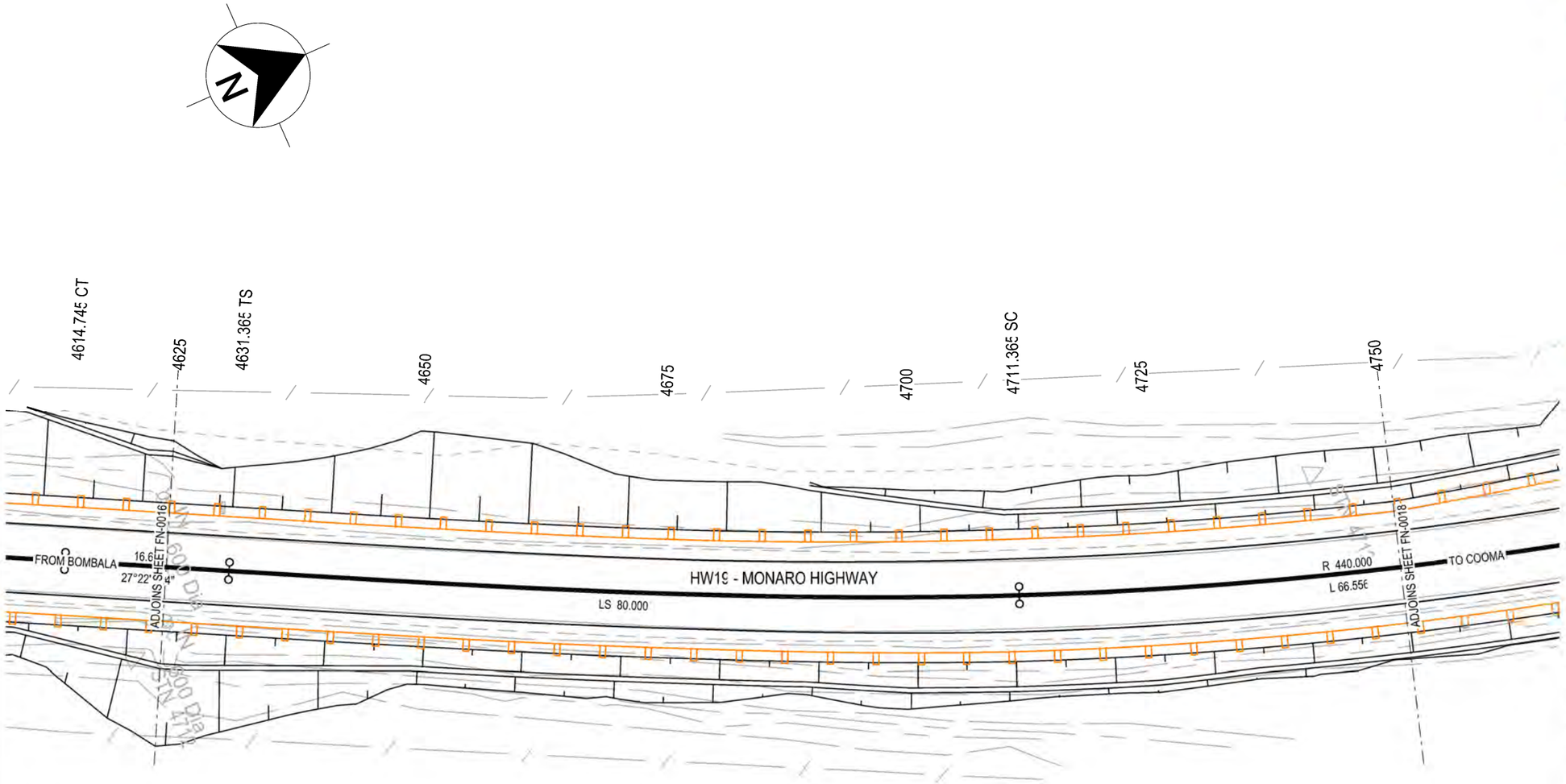
HW19 - MONARO HIGHWAY - MC00 - CH.4500 TO CH.4625

A3

RMS REGISTRATION No.: DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: FN-0016 | ISSUE: 3

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DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

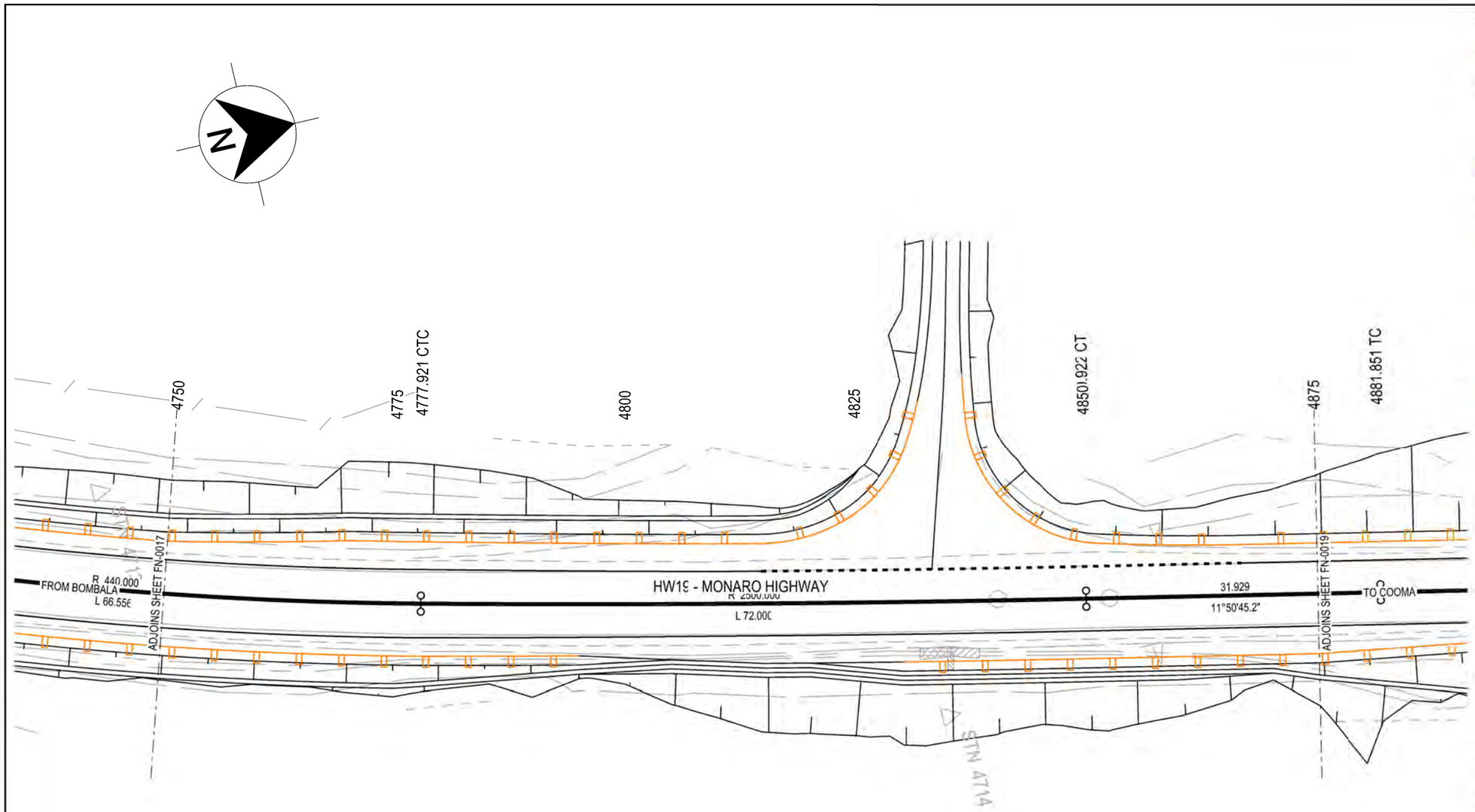
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4625 TO CH.4750

A3

RMS REGISTRATION No.: DS2022/000786 PART: 1

ISSUE STATUS: DETAIL DESIGN | EDMS No.: SF2022/211515 | SHEET No.: FN-0017 | ISSUE: 3

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LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
- W BEAM / THRIE BEAM GUARD RAIL
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

GDA 2020

NOTES

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7. REFER TO MODEL DRAWING R0300-01 FOR KERB PROFILES.
8. REFER TO SHEETS MS-???? AND MS-???? FOR SURVEY FEATURE LEGEND.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

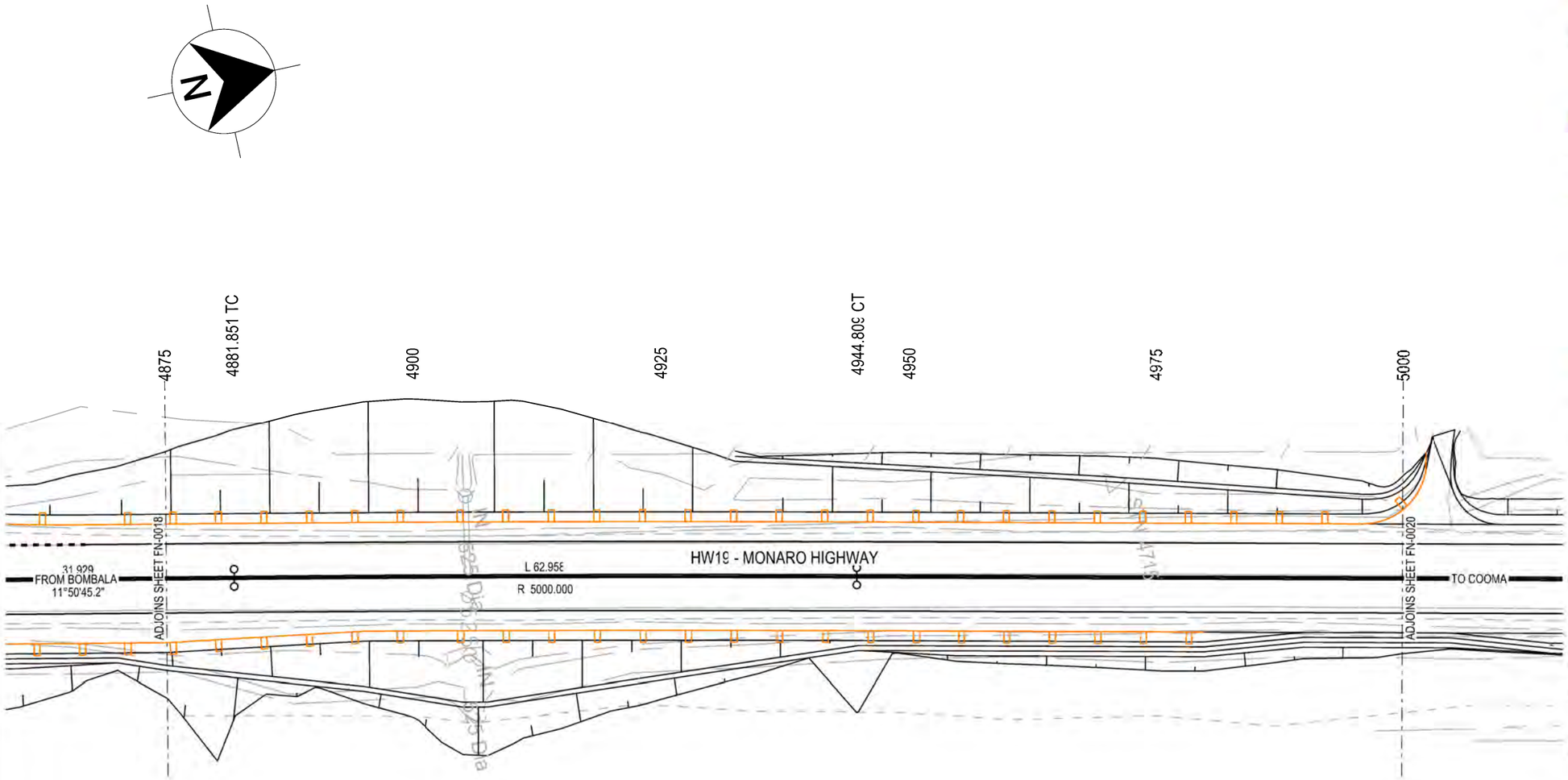
PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4750 TO CH.4875

A3

RMS REGISTRATION No. DS2022/000786
PART 1
ISSUE STATUS: DETAIL DESIGN
EDMS No. SF2022/211515
SHEET No. FN-0018
ISSUE 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
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- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
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- PROPOSED SIGNAGE LOCATION
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DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES

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01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

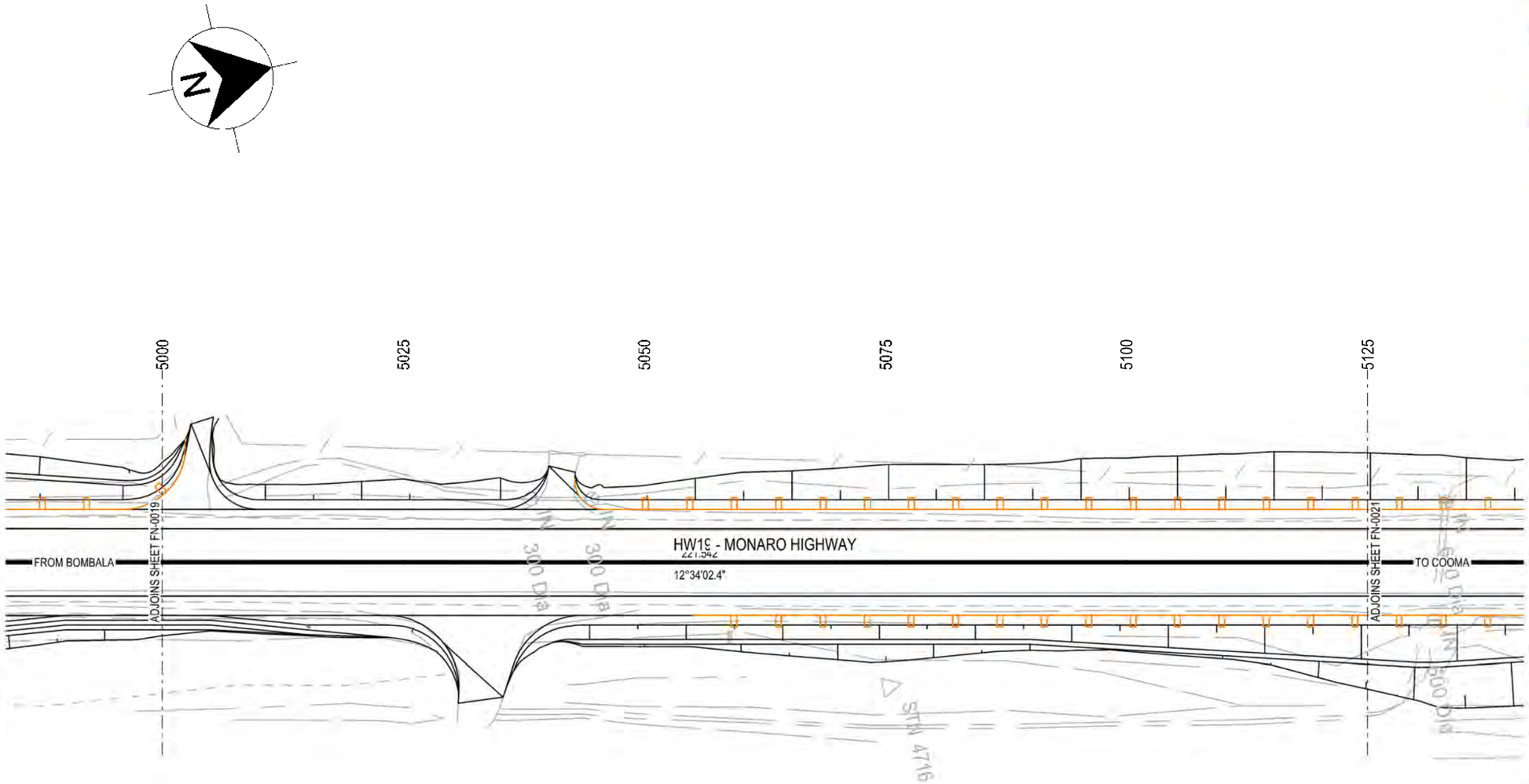
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.4875 TO CH.5000

A3

RMS REGISTRATION No. DS2022/000786 PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0019
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
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DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

	NAME	DATE
TITLE		
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

CLIENT
NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

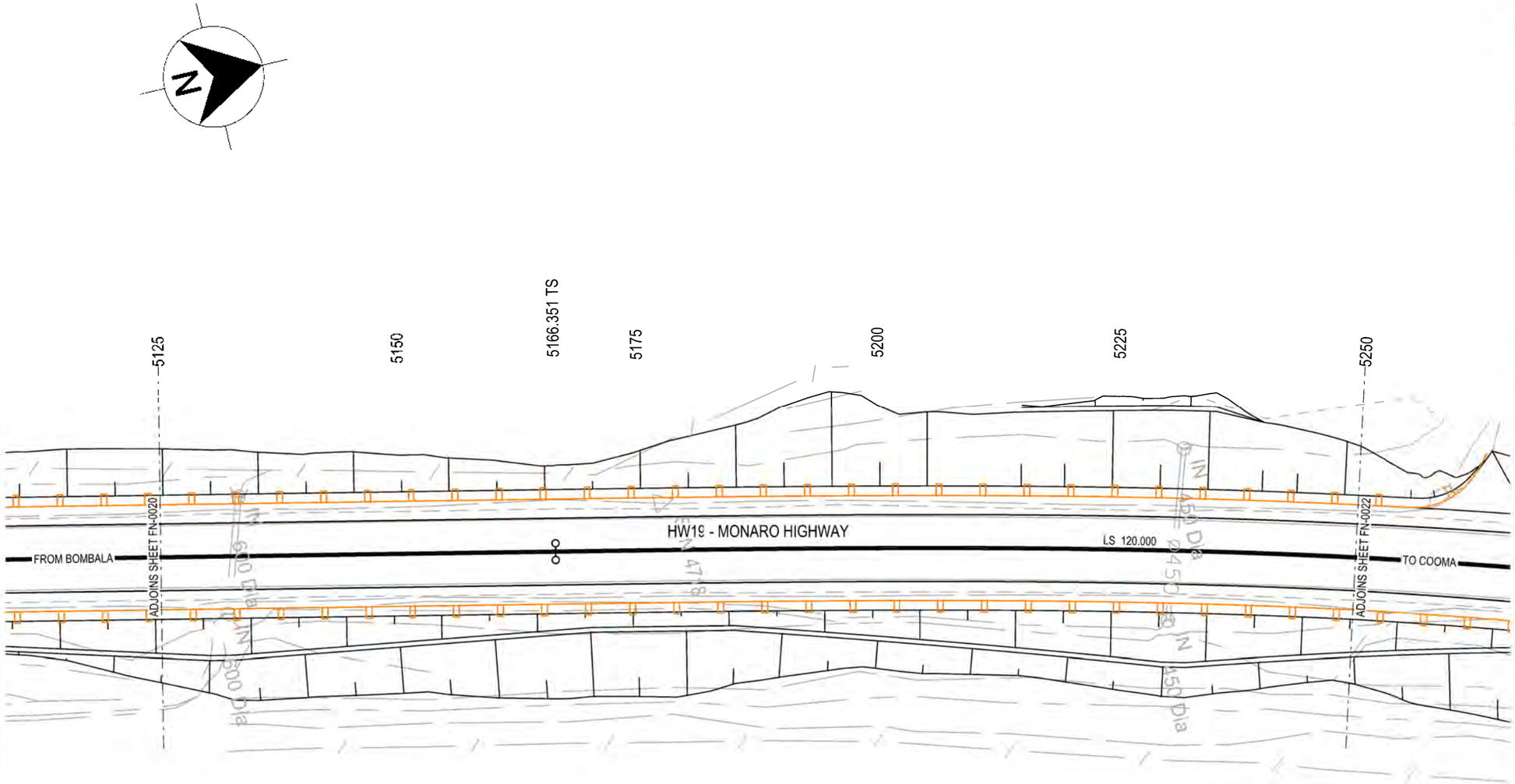
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5000 TO CH.5125

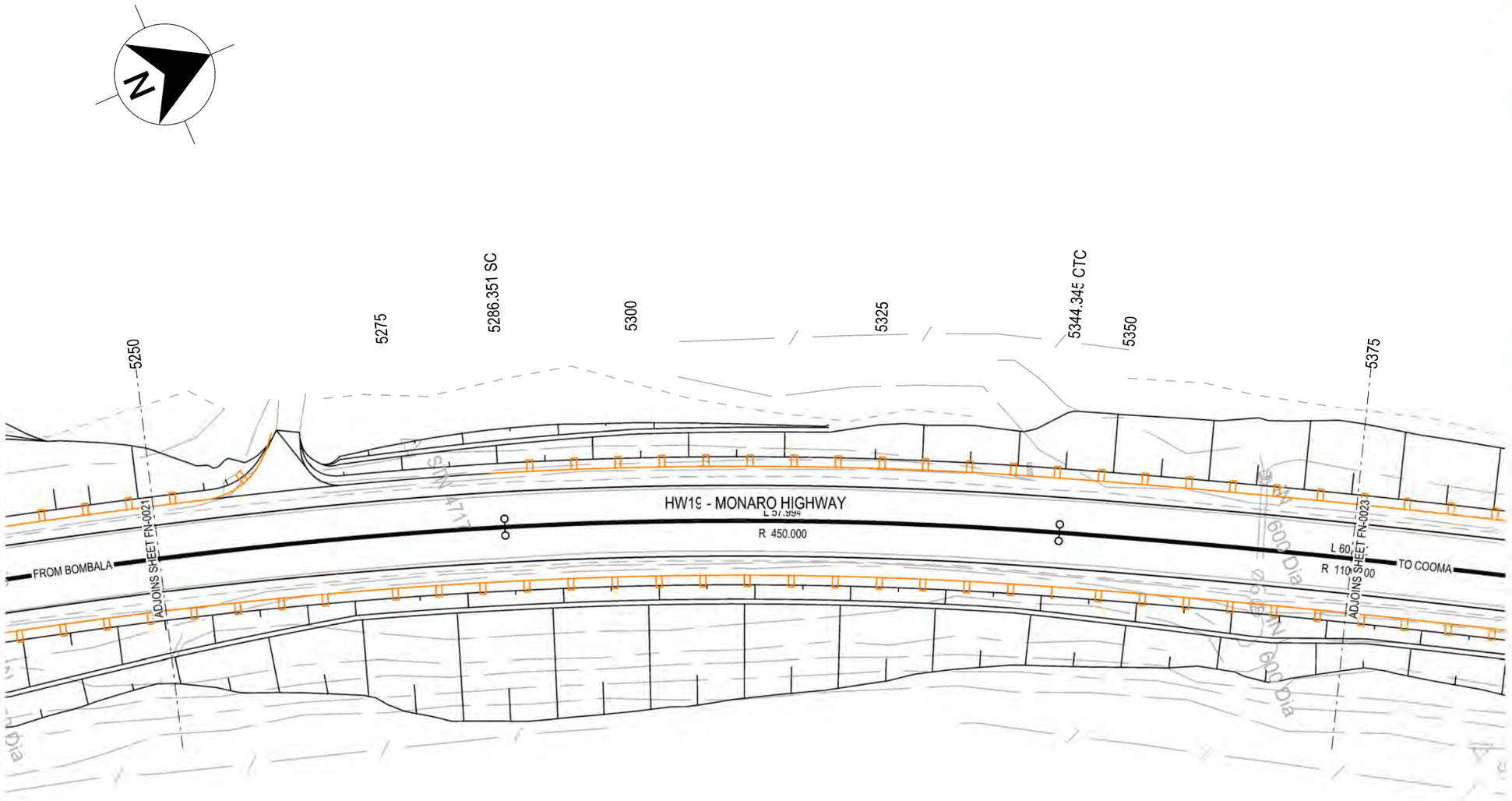
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RMS REGISTRATION No. DS2022/000786
PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0020
ISSUE: 3

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5125
5150
5166.351 TS
5175
5200
5225
5250
FROM BOMBALA
TO COOMA
HW19 - MONARO HIGHWAY
LS 120.000
ADJOINS SHEET FN-0020
ADJOINS SHEET FN-0022
N
N
N



LEGEND

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
- SB01 — SAFETY BARRIER CALLOUT
- PROPOSED LINEMARKING
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GDA 2020

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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
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02	XXX	ISSUED FOR 50% DESIGN REVIEW	
03	XXX	ISSUED FOR 80% DESIGN REVIEW	

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
INFRASTRUCTURE & PLACE
REGIONAL TECHNICAL SERVICES
ROAD DESIGN SOUTH

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX
DRG CHECK	C. EGAN	XX.XX.XX
DESIGN	M. GREEN	XX.XX.XX
DESIGN CHECK	C. EGAN	XX.XX.XX
DESIGN MNGR	N. COOKE	XX.XX.XX
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CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR
REGIONAL & OUTER METROPOLITAN
PROJECT SERVICES
PROJECT MANAGEMENT SOUTH

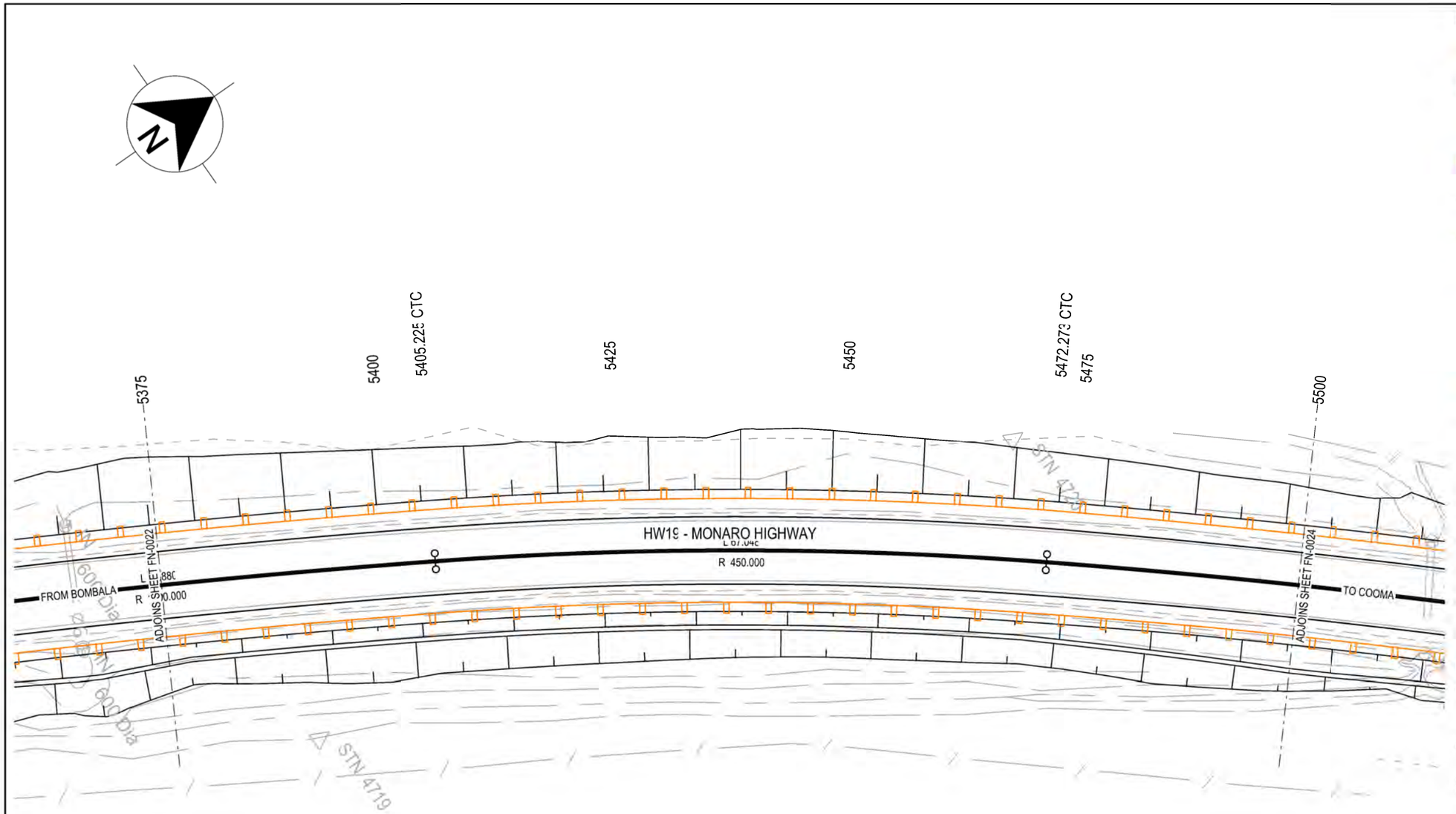
SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5250 TO CH.5375

A3

RMS REGISTRATION No. DS2022/000786 — PART 1

ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0022
ISSUE: 3

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LEGEND

GDA 2020

- MC?? — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING CALLOUT
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- PROPOSED LINEMARKING
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/02/2025 1:51:05 PM
PLOT BY: greenma

CLIENT: NSW GOVERNMENT TRANSPORT

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5375 TO CH.5500

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	APPROVAL
	01	DD-MM-YY	ISSUED FOR 20% DESIGN REVIEW	XXX
	02	XXX	ISSUED FOR 50% DESIGN REVIEW	
	03	XXX	ISSUED FOR 80% DESIGN REVIEW	

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

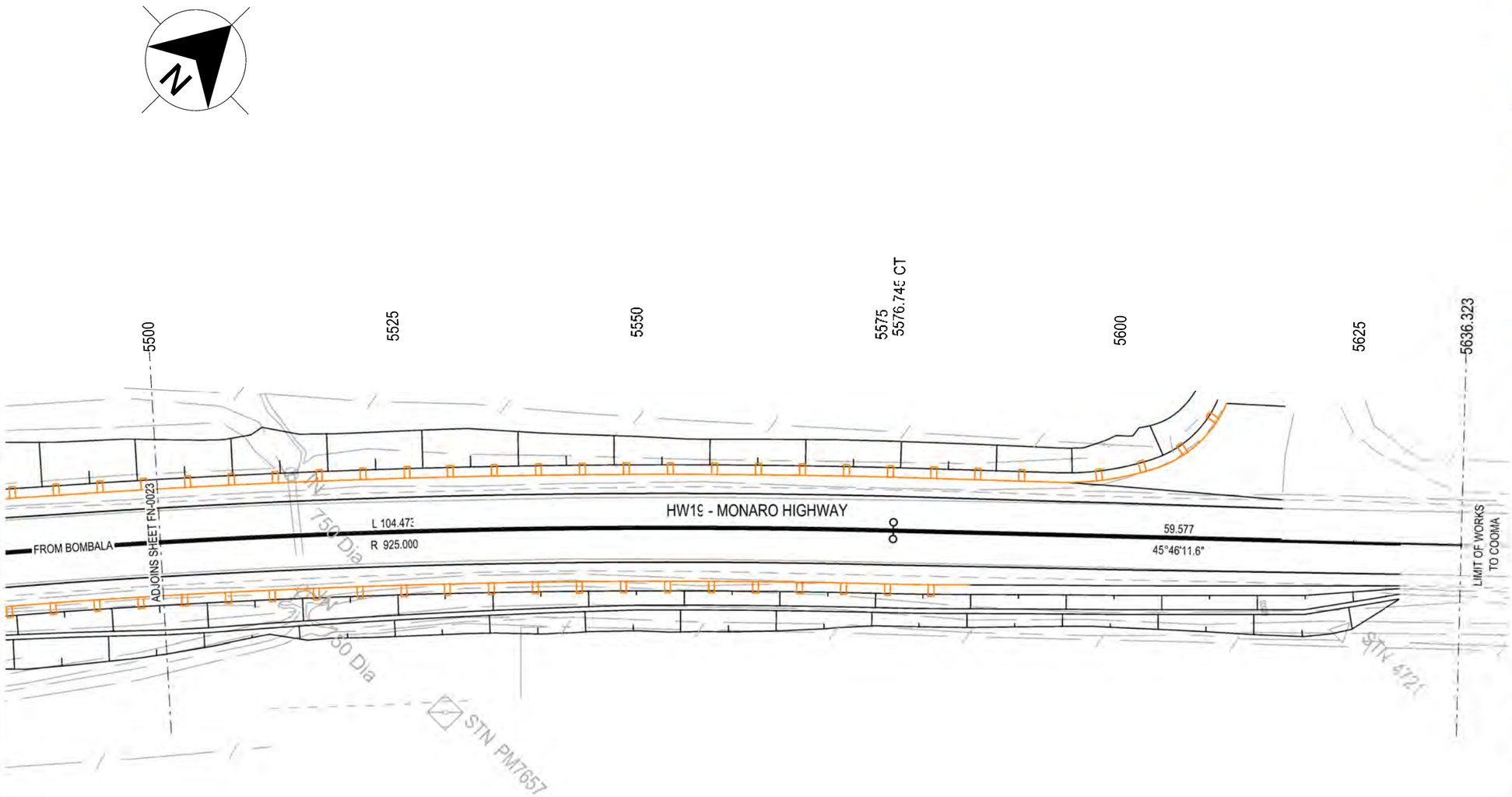
DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	NAME	DATE
TITLE		
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DESIGN MNGR	N. COOKE	XX.XX.XX
PROJECT MNGR	W. McGRATH	XX.XX.XX

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

RMS REGISTRATION No.: DS2022/000786
PART: 1
ISSUE STATUS: DETAIL DESIGN
EDMS No.: SF2022/211515
SHEET No.: FN-0023
ISSUE: 3

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LEGEND

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GDA 2020

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: C:\Data\Worksets\HW19 - MHUP - North of Bombala\dgn\07-Drawing Production\P-PLAN-08-FN-Roadside Furniture.dgn

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PLOT DATE / TIME: 13/02/2025 1:51:05 PM — PLOT BY: greenma

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SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: INFRASTRUCTURE & PLACE, REGIONAL TECHNICAL SERVICES, ROAD DESIGN SOUTH

	TITLE	NAME	DATE
DRAWN	M. GREEN	XX.XX.XX	
DRG CHECK	C. EGAN	XX.XX.XX	
DESIGN	M. GREEN	XX.XX.XX	
DESIGN CHECK	C. EGAN	XX.XX.XX	
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CLIENT: NSW GOVERNMENT TRANSPORT

PREPARED FOR: REGIONAL & OUTER METROPOLITAN, PROJECT SERVICES, PROJECT MANAGEMENT SOUTH

SNOWY MONARO REGIONAL LGA
HW19 - MONARO HIGHWAY
SAFETY IMPROVEMENTS FROM BOMBALA RIVER TO BURNIMA ROAD, NORTH OF BOMBALA
ROADSIDE FURNITURE PLAN
HW19 - MONARO HIGHWAY - MC00 - CH.5500 TO CH.5633.323

A3

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Appendix C: Biodiversity Assessment Report

Transport
for NSW

Biodiversity assessment report for REF

HW19 SUP – Monaro Highway Safety Improvements, north of Bombala

December 2022



NSW GOVERNMENT

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Executive summary

A Biodiversity Assessment has been prepared as Transport for NSW is proposing to improve safety and efficiency along a 3.1-kilometre section of HW19 – Monaro Highway, north of Bombala NSW.

This Biodiversity Assessment Report has been prepared by Lesryk Environmental Pty Ltd to accompany the Minor Work Review of Environmental Factors being prepared for the proposal. This report assesses the biodiversity impacts of the proposal in compliance with the requirements of Division 5.1 of the *Environmental Planning and Assessment Act 1979*.

Based on a worst-case estimate, about 10.9 hectares of native and exotic vegetation would require disturbance/removal to permit the proposal. This clearance will include the removal of 81 trees, including 19 non natives, 62 native, three of which are hollow-bearing; requiring this loss to be replaced. In line with Transport for NSW's '*The Tree and Hollow Replacement Program: An implementation plan for payments to and from the Transport for NSW Conservation Fund (2022)*' [Tree and hollow replacement guidelines (EMF-BD-GD-0129)] 452 trees are required to be planted and 3 artificial hollows provided within the project boundary or on land adjacent or close to the project with landowner's consent. Alternatively, Transport for NSW may opt to transfer $62,250 into the Conservation Fund, including an additional $1500 attributed to hollow replacement.

Vegetation within the clearance area comprised the following Plant Community Types:

- Plant community type 0 – Non-native vegetation
- Plant community type 3413 – Monaro Kangaroo Grass Woodland-Grassland Complex
- Plant community type 3341 – Monaro-Gourock Frost Hollow Grassy Woodland
- Plant community type 3301 – Southeast Tableland Ranges Snow Gum Sheltered Forest
- Plant community type 3375 – Monaro-Queanbeyan Rolling Hills Grassy Forest
- Plant community type 3220 – Southeast Tableland Ranges Brown Barrel Fern Forest
- Plant community type 4085 – Southwest Tableland Gorges Riparian Shrubland
- Plant community type 3951 – Southern Tableland Ranges Boggy Open Woodland.

Plant Community Type 3413 and 3341 are associated with Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion, listed as critically endangered under the NSW *Biodiversity Conservation Act 2016*.

By completion of the investigation, one flora species listed as Vulnerable under both the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* and NSW *Biodiversity Conservation Act 2016* was recorded, being the Mauve Burr-daisy (*Calotis glandulosa*).

Referencing the Commonwealth's Significant Impact Guidelines and Section 7.3 of the NSW *Biodiversity Conservation Act 2016,* assessments concluded that the proposal is unlikely to significantly affect Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion, Mauve Burr-daisy, or their habitat. Referral of the matter to the Minister for the Environment as a controlled action is not required, nor is the preparation of a Species Impact Statement (or alternatively, a Biodiversity Development Assessment Report).

No threatened fauna species listed, or currently being considered for listing, under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* or NSW *Biodiversity Conservation Act 2016* were recorded, or considered likely to occur, within the impact footprint of the proposal.

The southern extent of the investigated section of Monaro Highway traverses Bombala River, identified as Key Fish Habitat. No civil works are to occur within this area; therefore, no waterway will be directly or indirectly adversely impacted by the works. With regard to the NSW *Fisheries Management Act 1994*, no threatened aquatic species, ecological communities or their habitats are considered to occur within the study area. Therefore, an assessment of significance referencing Part 7A, Division 12, Subdivision 221ZV of the NSW Fisheries Management Act 1994 is not required. No permits in accordance with the *Fisheries Management Act 1994*, or consultation with the Department of Primary Industries – Fisheries, is considered necessary.

Mitigation measures have been recommended in Section 6, to reduce any ecological impact as a result of the proposed work. Two primary measures include:

- Minimising impact through detailed design.
- Adhering to Transport's Biodiversity Guidelines (RTA 2011).

In addition, the following key mitigation measures have been provided:

- Limit vegetation removal to the minimum required to successfully permit the proposal
- Translocate the two threatened Mauve Burr-daisy specimens, if required
- Replant 452 trees to replace the removal of 62 native trees, and provide three artificial hollows to replace the removal of several 'hollows' from three hollow-bearing trees
    - Alternatively, Transport for NSW may opt to transfer $171,00 into the Conservation Fund, including an additional $1500 attributed to hollow replacement.
- Prepare an Erosion and Sediment Control Plan to minimise soil erosion and sediment transfer off-site.

1. Introduction

1.1 Proposal background

The proposal is part of the Monaro Highway Upgrade Program (MHUP), with Transport for NSW (Transport) proposing to conduct works to improve safety and efficiency for motorists on HW19 – Monaro Highway. The project aims to contribute to the overall MHUP program objective of:

- Reducing frequency of fatal and serious injury crashes on the highway through upgrading sections of the corridor that have existing 1 or 2-Star AusRAP ratings to target minimum 3-Star ratings
- Enhancing corridor resilience to road incidents, natural hazards and during emergency situations
- Improving corridor efficiency for all road users through reduction in journey times and costs.

The Monaro Highway provides an important link between the Australian Capital Territory and the Victorian Border via Michelago, Cooma, Nimmitabel and Bombala, and is a key link between Sydney, Canberra and the Snowy Mountains; experiencing significant traffic associated with the ski season, attracting high visitor numbers to Kosciuszko National Park from June to October; with smaller tourism volume in spring/summer. From January 2015 to December 2019 there were 182 crashes, several of which were fatalities or serious injury crashes. The crash rate along the Monaro Highway south of Cooma is higher than the state average.

Transport has engaged Lesryk Environmental Pty Ltd (Lesryk) to prepare a Biodiversity Assessment Report (BAR) to consider and assess all ecological matters affecting, or likely to affect, the environment as a result of the proposed road work. The BAR will accompany the Minor Work Review of Environmental Factors (MWREF) being prepared for the proposal in compliance with the requirements of Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The proposed works is located along a 3.1-kilometre (km) section of Monaro Highway that is present from about 35 metres (m) south of Burnima Road to about 165 m north of Rifle Range Road (the western entrance to Rifle Range Road being about 1 km north of the NSW township of Bombala) (Figure 1-1). The proposal is located within a generally cleared, pastural, semi-rural-residential landscape, within the South Eastern Highlands IBRA Bioregion and Monaro subregion.

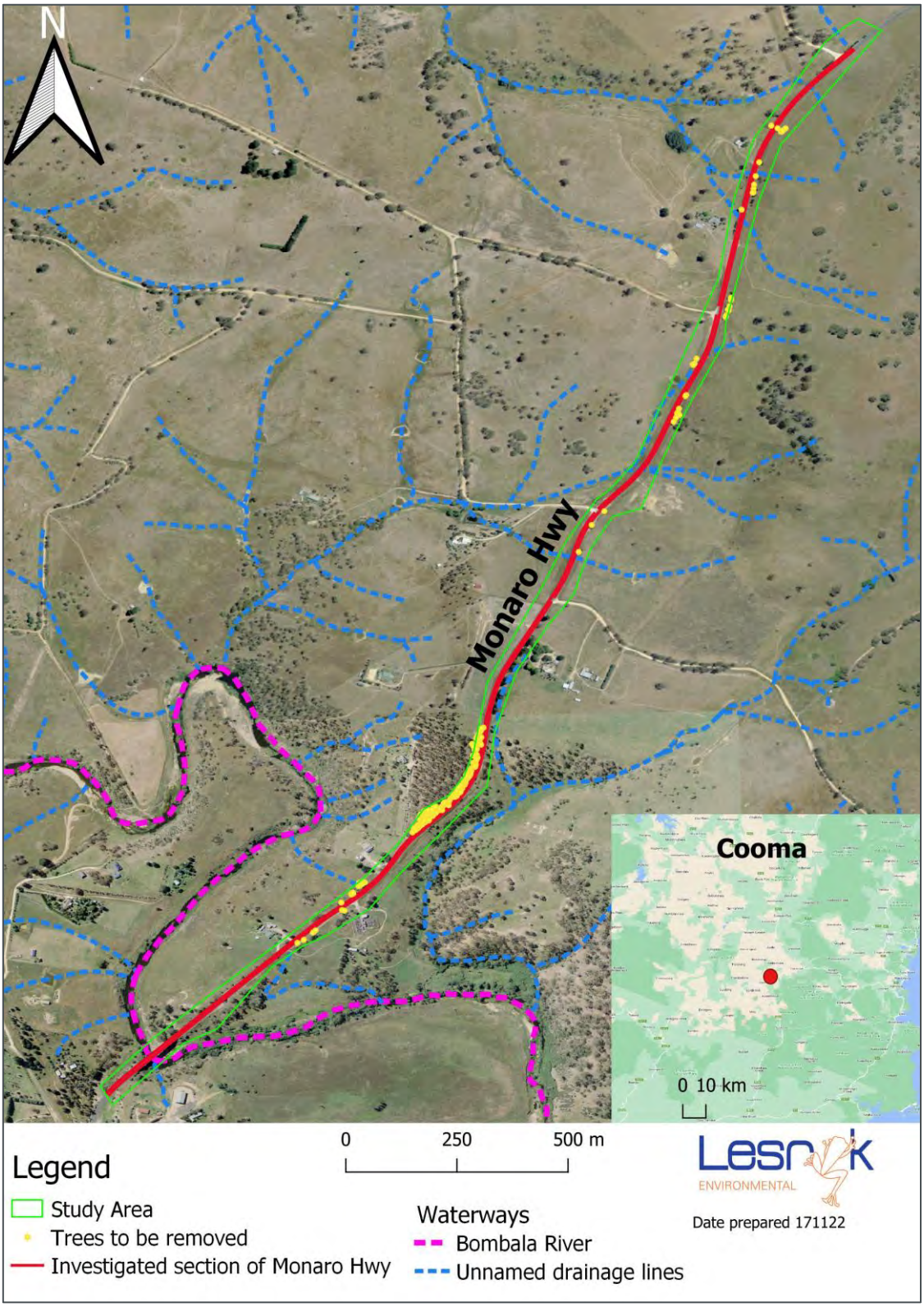


Figure 1-1: Study area



Figure 1-2: Proposal context

1.2 The proposal

In reference the illustrations provided in Plate A, the proposed road works within the area surveyed (as identified in Figure 1-2) would result in:

- Establishment of 3.5 m wide travel lanes
- A 1 m Wide Centre Line Treatment (WCLT) (BB2 width)
    - Estimated total of 3,100 m
- Provision of a minimum 1 m wide sealed shoulder (estimated total length of 2,594 m) (refer to Plate B)
- Establishment of Audio Tactile Lane Marking (ATLM) between the centrelines and adjacent to edge lines, these being:
    - 10,000 m total length consisting of three runs x 3,330 m (1 x centreline plus 2 x edge lines with length extending beyond civil works and across Bombala River Bridge)
    - Lengths subject to site assessment in accordance with TTD 2020/04
    - ATLM type to be approved by AMM during development phase
- Provision of flexible roadside safety barrier at select locations (estimated total length of 2,556 m) (refer to Plate C)
- Construction of SO Gutter through cuttings
    - Estimated total of 870 m
- Relocation of 60/100 km Speed Zone change to approximately 300 m north of existing location to northern side of Bombala River Bridge (entails adjustment to signposting and pavement numerals under direction of C&P)
    - Pending formal approval of speed zone review

It is acknowledged that, within the southern 320 m, this including the section of the highway that traverses Bombala River, no physical civil works will occur; the only 'activity' conducted in this area being a speed zone adjustment, with ATLM to be added to the road surface.

Based on a worst-case estimate, the total proposal disturbance footprint is about 20 hectares (ha) in size. To permit the proposal, about 10.9 ha of native and exotic vegetation would require disturbance/removal to permit the proposal; this including the clearing of a total of 81 trees. These trees consist of:

- 62 native
- 19 exotic
- 3 trees identified as (or potentially being) hollow-bearing.

The following machinery/equipment would be used during the proposed work:

20-25 tonne (t) excavator with grabs
Posi track (skid steer)
Rigid tipper trucks
Franna crane
Pad foot roller
Vibrating plate attached to excavator (or whacker packer)
Bride unit trucks
Mobile Elevated Working Platform
Water truck
Heavy ridged trucks
Light vehicles/Utes
Arborist team (including chainsaws, ropes, harness and cables)
15t, 31-inch timber mulcher
Generator
Hand tools i.e., drills etc.

Unless a specific aspect is referred to, the work would hereafter be referred to as 'the proposed work'.

The proposal occurs along an approximate 3.1 km of Monaro Highway; this being a two-lane carriageway.

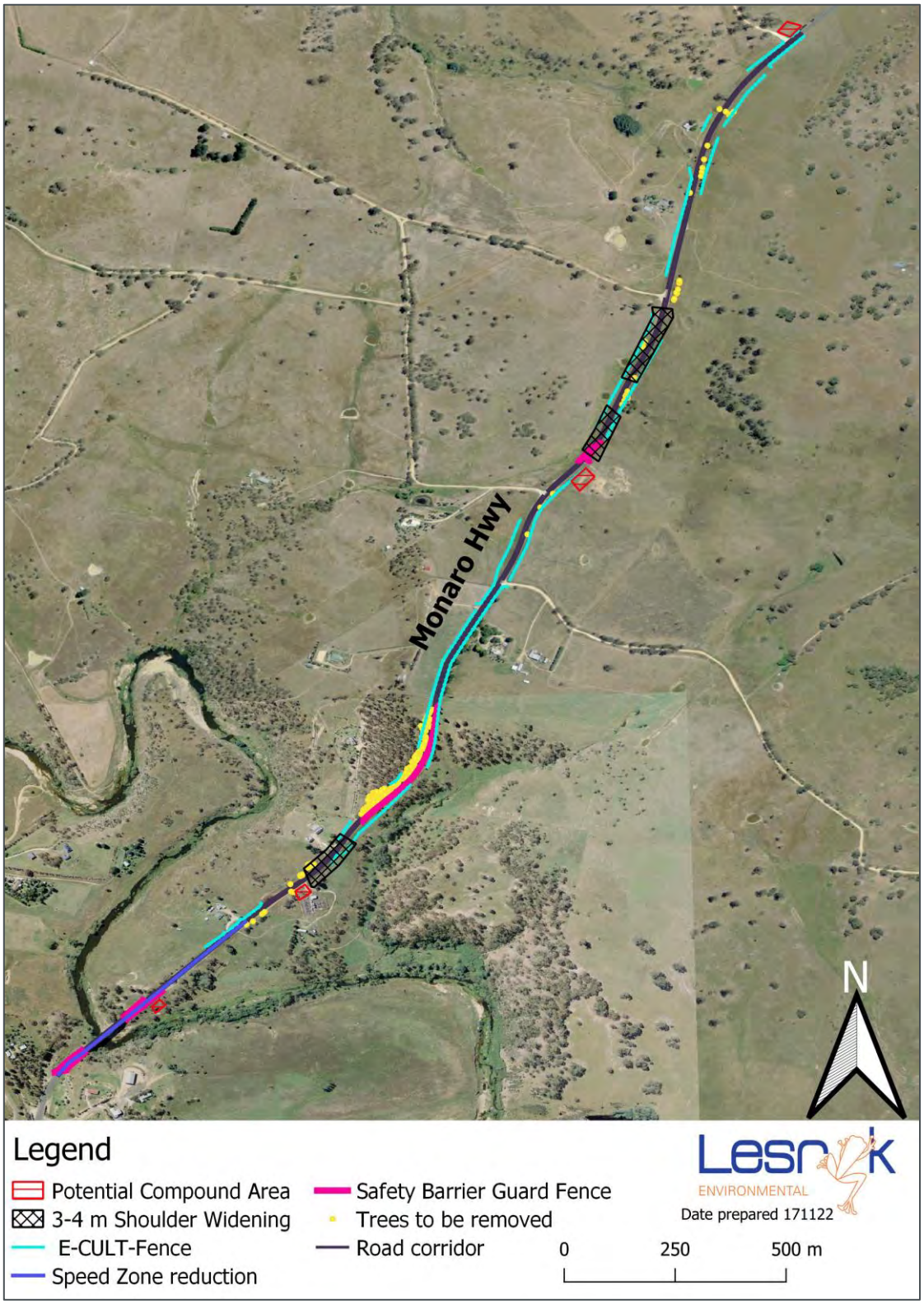


Figure 1-3: Scope of works

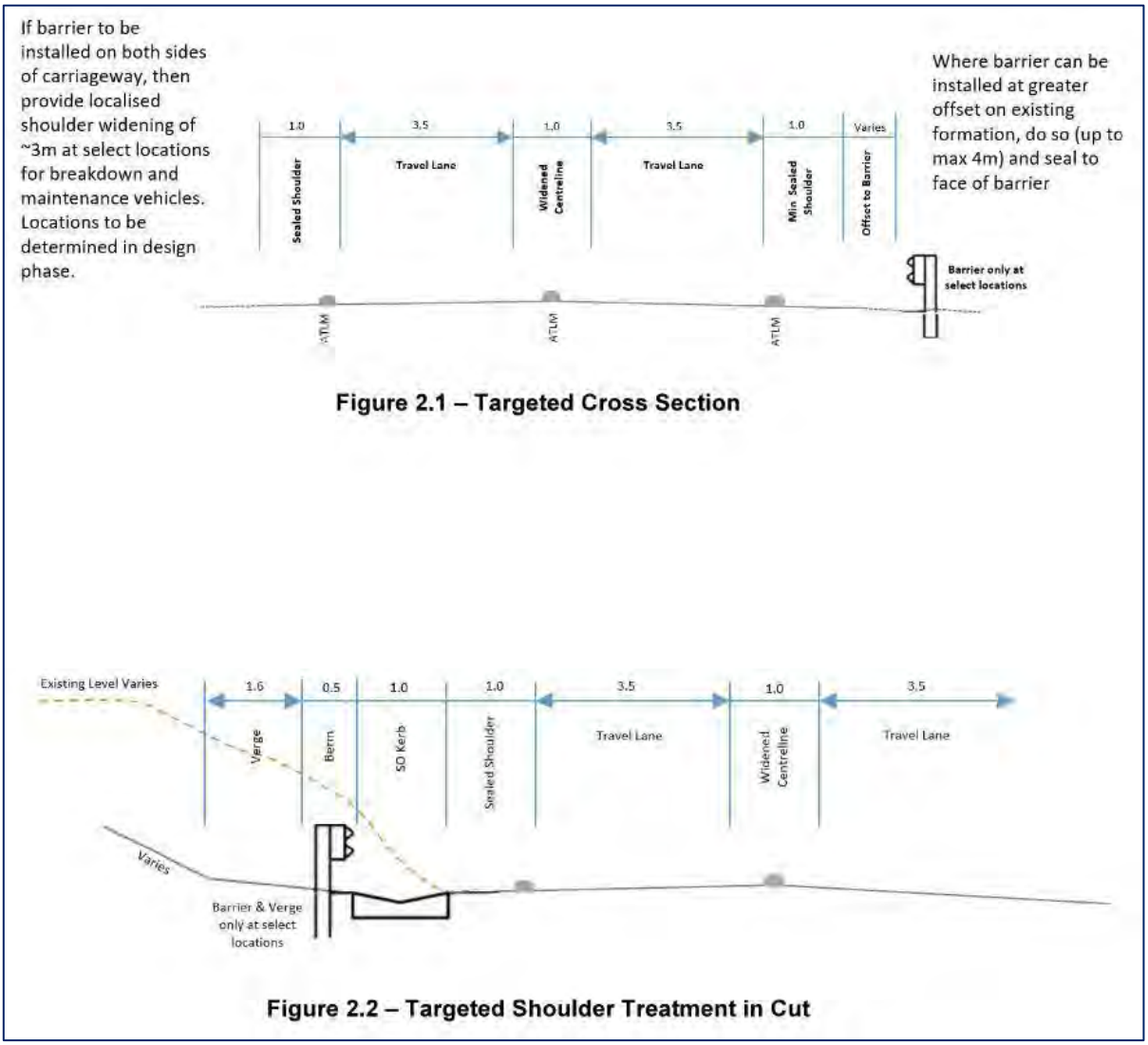


Plate A: Cross section illustrations

Site	Approx Length (m)	Roadside
SW1-1	477	Southbound
SW1-2	211	Northbound
SW1-3	462	Northbound
SW1-4	526	Southbound
SW1-5	649	Northbound
SW1-6	269	Southbound
Total	**2,594**	

Plate B: Shoulder Widening 1 m Schedule

Site	Approx Length (m)	Roadside
SB-1	315	Northbound
SB-2	195	Northbound
SB-3	586	Northbound
SB-4	175	Southbound
SB-5	151	Northbound
SB-6	511	Southbound
SB-7	180	Southbound
SB-8	205	Northbound
SB-9	238	Southbound
Total	**2,556**	

Plate C: Roadside Safety barrier Schedule

1.2.1 Assessment areas

Based on a worst-case estimate, the proposal, being road safety works along a 3.1 km section of the Monaro Highway north of the NSW township of Bombala, would require a work area (i.e. impact footprint in which 'disturbances would occur') totalling about 20 ha in size; this composed of:

- Disturbance/removal of 10.9 ha of native and exotic vegetation, inclusive of:
  - 2.5 ha of Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – BC Act Critically Endangered Ecological Community (CEEC)
  - 81 trees; 3 being hollow-bearing
- Four temporary compound sites (estimated size 20 m x 10 m [800 m^2 total])
- Up to 4 m either side of proposed work elements
- The movement of personnel and vehicles/machinery.

The operational footprint of the proposal would be less than this.

The study area is defined as the subject site and any additional areas which are likely to be affected by the proposal, either directly or indirectly.

1.3 Legislative context

A REF is prepared to satisfy Transport duties under s.5.5 of the EP&A Act to "examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity" and s.5.5 in making decisions on the likely significance of any environmental impacts. This biodiversity impact assessment forms part of a Minor Works REF (MWREF) being prepared for the Monaro Highway Safety Improvements and assesses the biodiversity impacts of the proposal to meet the requirements of the EP&A Act.

The NSW *Biodiversity Conservation Act 2016* (BC Act) requires that the significance of the impact on threatened species, populations and threatened ecological communities is assessed using the assessment criteria provided in Section 7.3 of the BC Act. Similarly, Part 7A of the FM Act requires that significance assessments are undertaken in accordance with Division 12 of the NSW *Fisheries Management Act 1994* (FM Act). Where a significant impact is likely to occur, a Species Impact Statement (SIS) must be prepared in accordance with the Environment Agency Head's requirements, or a Biodiversity Development Assessment Report (BDAR) must be prepared by an accredited assessor in accordance with the biodiversity assessment method (BAM) (State Government of NSW and DPIE 2020c).

In September 2015, a 'strategic assessment' approval was granted by the Federal Minister in accordance with the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The approval applies to Transport's road activities being assessed under Division 5.1 (formerly Part 5) of the EP&A Act with respect to potential impacts on nationally listed threatened species, ecological communities and migratory species.

As a result, Transport's road proposals assessed via an REF:

- Must address and consider potential impacts on EPBC Act listed threatened species, populations, ecological communities and migratory species, including application of the "avoid, minimise, mitigate and offset" hierarchy
- Do not require referral to the Department of Climate Change, Energy, the Environment and Water (DCCEEW) for these matters, even if the activity is likely to have a significant impact.

Assessments of impact significance are required for all relevant biodiversity values in accordance with the *Matters of National Environmental Significance: Significant impact guidelines 1.1. Environment Protection and Biodiversity Conservation Act 1999* (DE 2013).

2. Methods

2.1 Personnel

Personnel involved in the assessment and an overview of their qualifications are provided in Table 2-1.

Table 2-1: Personnel

Name	Role	Qualifications
Deryk Engel	Director: conducted site investigation, document preparation. document review and quality assurance	B.Env.Sc (Hons)
Itzel Gonzalez	Field ecologist: conducted site investigation, document preparation.	B.Sc (Hons)
Edward Langston	Field ecologist: conducted site investigation	Certificate II Land Management and Conservation
Kirsty Bloomfield	Research assistant: document review and quality assurance	–

2.2 Background research

Prior to carrying out any fieldwork, known databases and any previous studies conducted in the region were consulted to identify matters such as the diversity of ecological communities, flora and fauna species known for, or potentially occurring in, the study region, important habitat for migratory species, areas of outstanding biodiversity value and so forth. The identification of those known or potentially occurring native species and communities within this portion of the Snowy Monaro Regional Council LGA, particularly those listed under the Schedules to the EPBC, BC and/or FM Acts, thereby permits the tailoring of the field survey strategies to the detection of these plants and animals, their vegetation associations and/or necessary habitat requirements. By identifying likely species, particularly any threatened plants and animals, either the most appropriate species-specific survey techniques may be selected [should their associated vegetation communities/habitat requirements be present] or a precautionary approach to their presence adopted.

The carrying out of a literature search ensures that the results from surveys conducted during different climatic, seasonal and date periods are considered and drawn upon as required. This approach therefore increases the probability of considering the presence of, and possible impact on, all known and likely native species, particularly plants and animals that are of regional, State and/or national conservation concern. This approach also avoids issues inherent with a one off 'snap-shot' study.

A list of all databases, date these were accessed, and the search area employed is provided in Table 2-2. Other reports and documents referred to are provided within the bibliography section of this report.

All these databases and reports were reviewed and drawn upon where relevant. While reviewing these documents, particular attention was paid to identifying relevant ecological matters listed, or currently being considered for listing, under the Schedules of the EPBC, BC and/or FM Acts, plants, animals and ecological communities that have been recorded in the region and which may occur within, or in the vicinity of, the study area.

Field guides and standard texts used include:

- Fairley and Moore (2010) [used to identify those plants present]
- Richardson *et al.* 2007) [weeds]
- Cogger (2014) [reptiles and frogs]
- Churchill (2008) [flying mammals]
- Simpson and Day (2019) [birds]

- Van Dyck and Strahan (2008) [non-flying mammals]
- Triggs (1996) [identification of scats, tracks and markings].

Table 2-2: Database searches

Database/Information sources	Date accessed	Search area
Protected Matters Search Tool (PMST) (DCCEEW 2022a)	18 November 2022	10 km buffer on study area
Register of critical habitat (DCCEEW 2022c)	November 2022	N/A
BioNet Atlas (DPE 2022a)	17 November 2022	10 km buffer on study area
Areas of Outstanding Biodiversity Value register (DPE 2022b)	November 2022	N/A
NSW WeedWise Database (DPI 2022a)	November 2022	South East region
Fisheries NSW Spatial Data Portal (DPI 2022b)	November 2022	Southern Rivers layer
State Vegetation Type Map (NSW Government & DPE 2022)	November 2022	N/A
BioNet Vegetation Classification database (NSW Government 2022c)	November 2022	N/A
PlantNet (2022)	November 2022	N/A
SEED map viewer (NSW Government 2022e)	November 2022	Study area
Groundwater Dependent Ecosystems Atlas (BoM 2022b)	November 2022	Study area
National Flying-fox monitoring viewer (DCCEEW 2022d)	November 2022	Study area
Core Koala Habitat (Biodiversity and Conservation SEPP 2021)	November 2022	N/A

Nomenclature follows that in these texts, or within the EPBC, BC and/or FM Acts. It is noted that the current accepted scientific names for some of the threatened fauna species previously recorded in this locality are not consistent with the names used/provided under either the EPBC, BC and/or FM Acts. In these instances, nomenclature used within this report follows the current approved scientific conventions.

Where applicable, any TECs were classified and named according to the NSW Scientific Committee's Final and Preliminary Determinations [various dates].

The conservation significance of those ecological communities, plants and animals recorded is made with reference to:

- The EPBC, BC and/or FM Acts
- Vegetation mapping of the study region (NSW Government and DPE 2022)
- The BioNet Vegetation Classification database (NSW Government 2022c).

2.3 Vegetation assessment

2.3.1 Vegetation mapping

Prior to conducting the field survey, an assessment of the Plant Community Types (PCT) likely to occur in the study area was undertaken by reviewing the NSW State Vegetation Type Map (NSW Government and DPE 2022).

A review of this mapping indicated that the following PCTs were present in the study area (Figure 2-1):

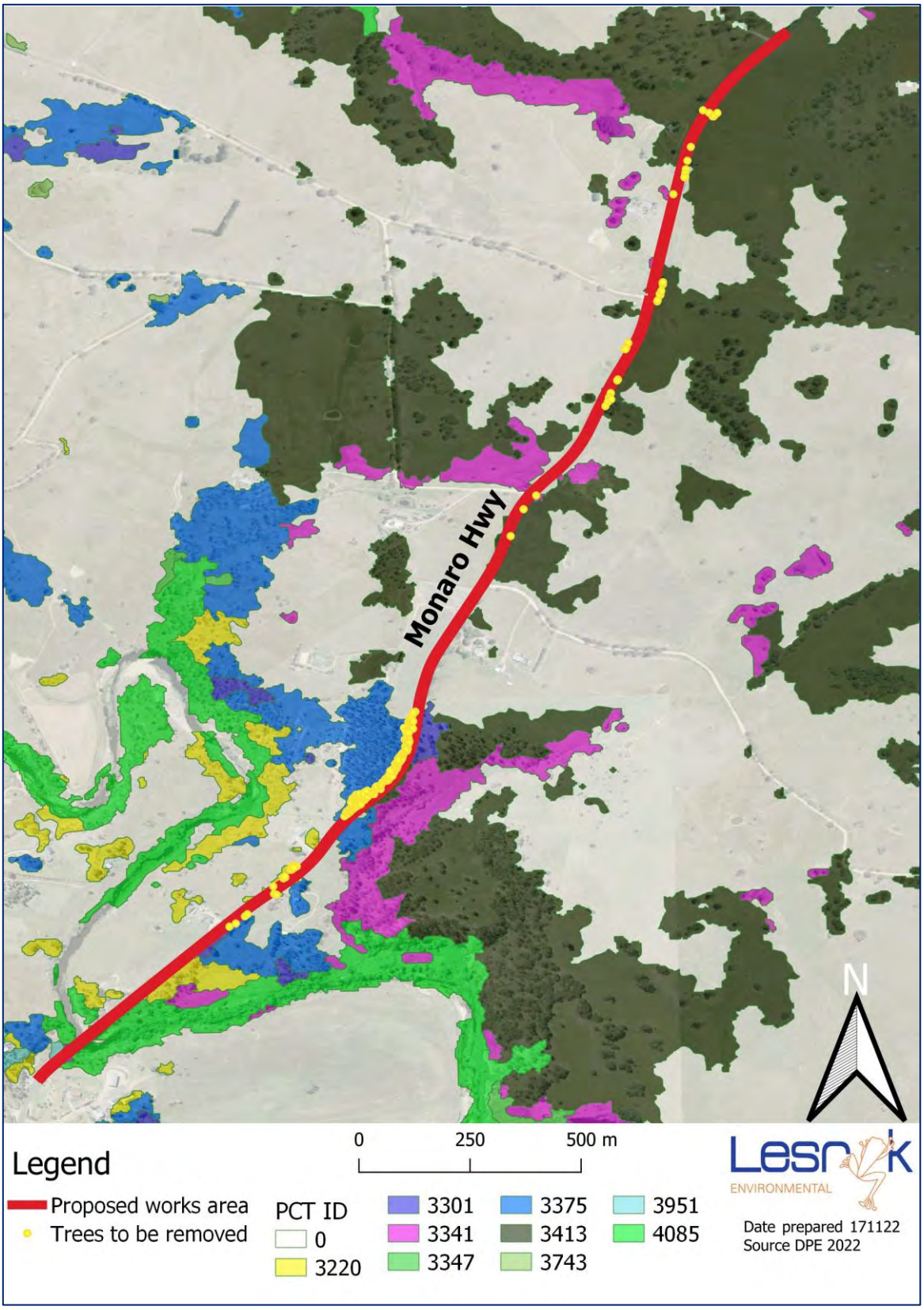


Figure 2-1: Plant community types

- PCT ID 0 – Non-native vegetation
- PCT ID 3220 – Southeast Tableland Ranges Brown Barrel Fern Forest
- PCT ID 3301 – Southeast Tableland Ranges Snow Gum Sheltered Forest
- PCT ID 3341 – Monaro-Gourock Frost Hollow Grassy Woodland
- PCT ID 3375 – Monaro-Queanbeyan Rolling Hills Grassy Forest
- PCT ID 3413 – Monaro Kangaroo Grass Woodland-Grassland Complex
- PCT ID 3951 – Southern Tableland Ranges Boggy Open Woodland
- PCT ID 4085 – Southwest Tableland Gorges Riparian Shrubland.

The field survey was conducted on November 14 and 15, 2022 and confirmed the vegetation mapping.

2.4 Threatened species assessment

A biodiversity assessment of the proposed work area was conducted between the hours of 3.00 pm and 5.00 pm on 14 November, and from 9.00 am to 12.00 pm on 15 November, 2022 by Deryk Engel [Director and Senior Ecologist], Edward Langston [Field Ecologist] and Itzel Gonzalez [Botanist]. For reference, the weather conditions experienced during the site investigation were generally cold temperatures (~12˚C), overcast skies (80% cloud cover) and moderate winds.

While conducting the habitat assessments, efforts were made to identify features such as known vegetation associations, geological features, feed trees, mature trees with hollows, connectivity of fauna corridors, aquatic environments and other habitat features important to the lifecycle requirements of those threatened plants and animals previously recorded in the study region (as listed in Appendix A).

The aims of the investigation were:

- To identify those flora and fauna species and vegetation communities present within, and in close proximity to, the areas of likely disturbance, including both direct and indirect impact
    - Diurnal calls of fauna species present identified in the field
    - Identification of any indirect evidence such as tracks, scats, scratchings and diggings suggestive of the presence of a particular fauna species
    - Leaf litter and ground debris searched for sheltering reptiles and amphibians.
- To identify the structure of those vegetation communities and fauna habitats present within, and close to, the subject site
- Conduct targeted searches for those species of State and/or national conservation concern, as listed the EPBC, BC and/or FM Acts, or their likely habitat areas, which were identified during the literature review stage of the project.

Where required, a more detailed description on one or more of the survey methods employed is provided below.

Where safe to do so, all sections of the proposed work area were traversed by foot.

2.4.1 Habitat suitability assessment

An assessment of available habitat for each threatened species, population or community identified in the database searches, and their likelihood of occurrence, is provided in Appendix A.

2.4.2 Targeted surveys

Based on the observations made during the diurnal investigations, the generally cleared, disturbed and modified nature of the area investigated (i.e. bridge and road corridor) and the identification of those habitats present, it was not considered necessary to employ any species-specific fauna survey methods (e.g. nocturnal surveys, echolocation targeting microbats). Those survey methods that were conducted are as follows:

Diurnal investigation

During the field investigation birds were identified using visual identification of observed individuals or aural identification of their vocalisations. Generally, these were conducted as point survey census' that lasted 20-minutes per survey.

Any opportunistic observations obtained whilst carrying out other field activities were also recorded.

Ground debris searches

Ground debris searches were carried out on foot within the limited number of vegetated portions of the subject site. This involved conducting random meanders through these areas and turning over any occurrences of natural debris or urban refuse.

While conducting the ground debris searches, tracks, diggings and characteristic scats were also searched for, and identified in the field.

Mature and hollow-bearing tree classification survey

Within the surveyed study area, the number and position of mature trees (native and exotic), including those considered to be hollow-bearing (potentially used by microbats, birds and arboreal mammals), was recorded through use of a Garmen™ hand-held Global Positioning System (GPS). For each recorded tree, the following data was collected (and is presented in Appendix B):

- Species identification
- Height and diameter at breast height (DBH)
- Estimated size classes:
  - Small 5 – 20 cm
  - Medium 20 – 50 cm
  - Large 50 – 100 cm
  - Very large > 100 cm.

By the completion of the investigation, 81 trees were recorded. The location, values and management of the trees assessed was recorded in accordance with Transport's 'Tree and hollow removal field data sheet' (Appendix B) (Refer to Section 5.1.1 of this report for further details). Due to a minor change in design an additional revised tree count was conducted of the eastern side of the road, south of Crankies Plain Road (-36.88395461991111, 149.2471685236301) and north of the entrance to the power station (-36.89061986304328, 149.2427926192728).

Hollow-bearing trees were generally recorded in accordance with methods described in the Operation Manual for BioMetric 3.1 (DECCW 2011), in that hollows were only recorded if the:

- Entrance could be seen from the ground
- Hollow appeared to have depth
- Hollow was at least 1 m above the ground (basal hollows were only recorded if they continued up into the tree above 1 m).

That stated, if a vertical dead limb or branch of sufficient diameter to potentially be occupied by a bird, arboreal or flying mammal, was observed in association with a mature tree, a precautionary approach to the presence of a hollow was also adopted.

Three hollow-bearing trees were recorded, one tree containing a degraded Raven's nest (-36.87861552, 149.2508446). Refer to Section 5.1.2 for further details.

The survey methods employed and level of effort required were generally based on descriptions provided in the following:

- DEC Threatened biodiversity survey and assessment – Guidelines for developments and activities (2004 working draft)
- The DECC Threatened species survey and assessment guidelines - field survey methods for fauna: amphibians (DECC 2009)
- DEWHA survey guidelines for Australia's threatened bats, bird and frogs (DEWHA 2010a, 2010b, 2010c)
- The DSEWPC survey guidelines for Australia's threatened mammals and reptiles (DSEWPC 2011a, 2011b, 2011c).
- The 'Species credit' threatened bats and their habitats NSW survey guide for the Biodiversity Assessment Method (State of NSW and OEH 2018a)

- The NSW Survey Guide for Threatened Frogs: A guide for the survey of threatened frogs and their habitats for the Biodiversity Assessment Method (State Government of NSW and DPIE 2020a).

2.5 Aquatic surveys

The southern extent of the investigated section of the Monaro Highway traverses across Bombala River, with several ephemeral drainage lines of this waterway traversing beneath the highway along the remainder of the 3.1 km length.

The Fisheries NSW Spatial Data Portal (DPI 2022b) identifies Bombala River as Key Fish Habitat (KFH) [search: Southern Rivers].

With reference to the Policy and Guidelines for Fish Habitat Conservation and Management (DPI 2013) and the Strahler Stream Order Classification System (DPI 2022d), within the study area, Bombala River is a 4th order waterway; the intersecting drainage lines being 1st or 2nd order. Fourth order waterways are considered to be Class 1 'Major fish habitat', with 1st and 2nd order being Class 4 'Unlikely fish habitat', identified as:

> Major fish habitat – Major permanently or intermittently flowing waterway (e.g. river or major creek); habitat of a threatened fish species or 'critical habitat'
>
> Unlikely fish habitat – Named or unnamed waterway with intermittent flow following rain events only, little or no defined drainage channel, little or no flow or free-standing water or pools after rain events (e.g. dry gullies or shallow floodplain depressions with no permanent aquatic flora present).

The proposed works in the vicinity of Bombala River is limited to a speed zone adjustment and the installation of ATLM on the road surface. As the proposal would not directly or indirectly impact a waterway/drainage line, an aquatic study was not required. Refer to Sections 3.5 and 5.1.4 of this report for further detail.

2.6 Limitations

By the completion of the field investigation a total of about 15 person hours of active searches had been accumulated. Given the predominantly disturbed/modified nature, physical condition and size of the area investigated, this length of time is considered more than adequate when endeavouring to determine the diversity of native species present, their habitats and vegetation associations, and the conservation status of each of these.

Given the seasonal timing of the field investigation, some species are considered to be absent or not readily identifiable from the locality. As such, the presence of these animals was not targeted, though the occurrence of their necessary habitats (as document in the scientific literature) was noted, and if present, a precautionary approach adopted.

While not considered to compromise the scientific rigour of the field assessment, no specific surveys (i.e. nocturnal work) were carried out. In order to overcome this limitation:

- Database searches were conducted for threatened species, populations and ecological communities known to occur within the region
- The precautionary approach was adopted where necessary (i.e. suitable habitat for those threatened species known to occur, or that have been previously recorded within the surrounding locality, was identified).

Not all animals and plants can be fully accounted for within any given study area. The presence of threatened species is not static; it changes across time, often in response to longer term natural forces that can, at any time, be dramatically influenced by human-made disturbances.

No additional limitations, such as reduced site visibility, adverse weather conditions or access to achieving the objectives of the ecological survey were encountered.

This report is based upon data acquired from the current investigation; however, it should be recognised that the data gathered is indicative of the environmental conditions of the site at the time the field work was conducted.

3. Existing environment

For reference, a photographic record of the area investigated is provided in Appendix C.

The 3.1 km section of the Monaro Highway that was investigated is located north of Bombala NSW; about 70 km south of Cooma, within the Snowy Monaro Regional LGA. The study area is located within a generally **cleared, pastural, semi-rural-residential landscape**.

The investigated section of Monaro Highway about 10 m wide, and is a two-lane carriageway. The road shoulders and fill slopes present have been previously cleared, and generally support maintained areas of exotic grasses and weeds with sections of native Silver Grass (*Vulpia muralis*). The road verge is comprised of isolated Eucalypts (*Eucalyptus sp*) and Poplars (*Populus alba*) that span the length of the proposed works. It is likely that most of these trees were established as part of landscaping works conducted post-construction of the Highway. Occurrences of scattered urban rubbish were observed.

The portion of the study area within which the main significant vegetation and tree removal works would be undertaken consists of an 8 –10 m tall remnant Eucalypt woodland. The noncontinuous canopy was dominated by Broad-Leaved Peppermint (*Eucalyptus dives*), Snow Gum (*Eucalyptus pauciflora*) and Candle-Bark (*Eucalyptus rubida*). The mid-storey was comprised of Eucalypt saplings of the above-mentioned species. The understory consisted of dense sections of Blunt-leaf bitter pea (*Daviesia mimosoides*) with annual herbaceous exotics; with a groundcover of high-density exotic grasses and weed, with leaf litter, ground debris and some surface rocks about 15 cm in width.

Roadside vegetation along the proposed works would be removed to establish the E-CULT fence, safety barrier and allow shoulder widening.

Temporary compound sites were comprised of road base material; maintained exotic grasses and planted amenity trees such as Arizona Cypress (*Cupressus arizonica*), with remnant Eucalypts present. No significant clearing of vegetation will be required to establish these sites, their location chosen as each has been previously disturbed/cleared; though some minor trimming of branches may be required.

The southern extent of the investigated section of the Monaro Highway traverses across Bombala River, this being the primary waterway present within the study area; the river converging with the Delegate River, about 17 km west of the subject site. Several ephemeral drainage lines of the Bombala River traverse beneath the highway along the remainder of the 3.1 km length. Table drains alongside the highway channel stormwater run-off to culverts present beneath the road.

Infrastructure present within the study area includes powerlines along the eastern side of the highway, a substation about 550 m north of Bombala River Bridge, and a subsurface Telstra asset (to be relocated) beneath a residential driveway.

The investigated road network was exhibiting low volumes of traffic at the time of inspection.

The study area is not located within an area systematically mapped by Soil Conservation Service of NSW, based on standard 1:100,000 and 1:250,000 scale soil landscape sheets. While that is the case, reference to eSpade (2022) indicates that, within the investigated study area, one soil profile is present; being Leptic Rudosol and Lithosol, featuring sandy loam and clayey sand. Erosion is moderate, with no salting evident (i.e. salinity). Soil hydrology is well drained, with moderate run-off. Furthermore, reference to the NSW Government's Sharing and Enabling Environmental Data (SEED) web viewer (State Government and DPE 2022e) did not identify any occurrence of salinity or acid sulfate soils within the study area.

The NSW Environmental Protection Authority (EPA) Contaminated Land Record [search area: Snowy Monaro Regional Council LGA] does not identify the study area on the database as supporting contaminated land.

The investigated area occurs at a height between about 710 - 810 m Above Sea Level (ASL).

For reference, Table 3-1 identifies attributes of the investigated study area.

Table 3-1: Site attributes

Site Attributes	
Estimated size (ha)	About 20 ha
ASL	Between 710 - 810 m
Climate	According to monthly rainfall figures from Bombala (AWS) the mean annual rainfall experienced by the study region is about 570 mm, with the greatest falls of 68.4 mm being encountered during the month of November (Bureau of Meteorology 2022a). January has a mean maximum summer temperature of 25.6°C, while July is the coldest month with a mean minimum of -0.1°C.
Waterbody	Bombala River
Critical habitat	No
IBRA Bioregion/Subregion	South Eastern Highlands / Monaro
Mitchell Landscape	Monaro Plains Basalts and Sands and Monaro Plains Meta-sediments (Figure 1-2)
Soil Landscape	N/A
NPWS estate	None within, or near to, the study area. Nearest is Coolumbooka Nature Reserve about 6.4 km east of the proposed works.

3.1 Plant community types and vegetation zones

With reference to the State Vegetation mapping and Section 2.3.1 of this report, eight PCTs are identified within, or in proximity to, the study area (Figure 2-1, Table 3-2).

The field investigation found the vegetation mapping to be correct. However, the vegetation within PCT 3413 does not conform to Natural Temperate Grassland of the South Eastern Highlands - listed CEEC under the EPBC Act. With reference to the Department of Environment and Energy's 2016 publication: *Natural Temperate Grassland of the South Eastern Highlands: a nationally protected ecological community*, the works area does not meet the minimum threshold assessment of at least 50% groundcover of native groundcover (identified below in Plates D and E). The groundcover was dominated by exotic perennials and as such does not meet the definition for the ecological community; therefore, no assessment referencing the EPBC Act Significant Guidelines on Natural Temperate Grassland is necessary.

Similarly, given that works within land mapped as PCT 3951 is limited to a speed zone adjustment and the installation of ATLM on the road surface, ecological assessments with consideration to the BC Act listed EEC Montane Peatlands and Swamps and the EPBC Act listed EEC Temperate Highland Peat Swamps on Sandstone are not needed.

The remaining PCTs, none of which are associated with a Threatened Ecological Community (TEC) listed, or currently being considered for listing, under the EPBC or BC Acts, were noted to be significantly disturbed due to their proximity to the road corridor and the dominance of exotic grasses under a canopy of isolated Eucalypts.

Due to the nature of the vegetation present, and scope of works proposed, no surveys conducted in accordance with the BAM were completed for this project.

Table 3-2: Plant Community Types and threatened ecological community association

Vegetation zone	PCT	Threatened ecological community	Study area (ha)
1	0	N/A	7.3
2	3413	Natural Temperate Grassland of the South Eastern Highlands – CEEC under the EPBC Act Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – CEEC, BC Act	2
3	3341	Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – CEEC, BC Act	0.5
4	3301	N/A	0.3
5	3375	N/A	0.7
6	3320	N/A	0.1
7	4085	N/A	No civil works occurring within this PCT
8	3951	Temperate Highland Peat Swamps on Sandstone – EEC under the EPBC Act Montane Peatlands and Swamps of the New England Tableland, NSW North Coast, Sydney Basin, South East Corner, South Eastern Highlands and Australian Alps bioregions – EEC, BC Act	No civil works occurring within this PCT

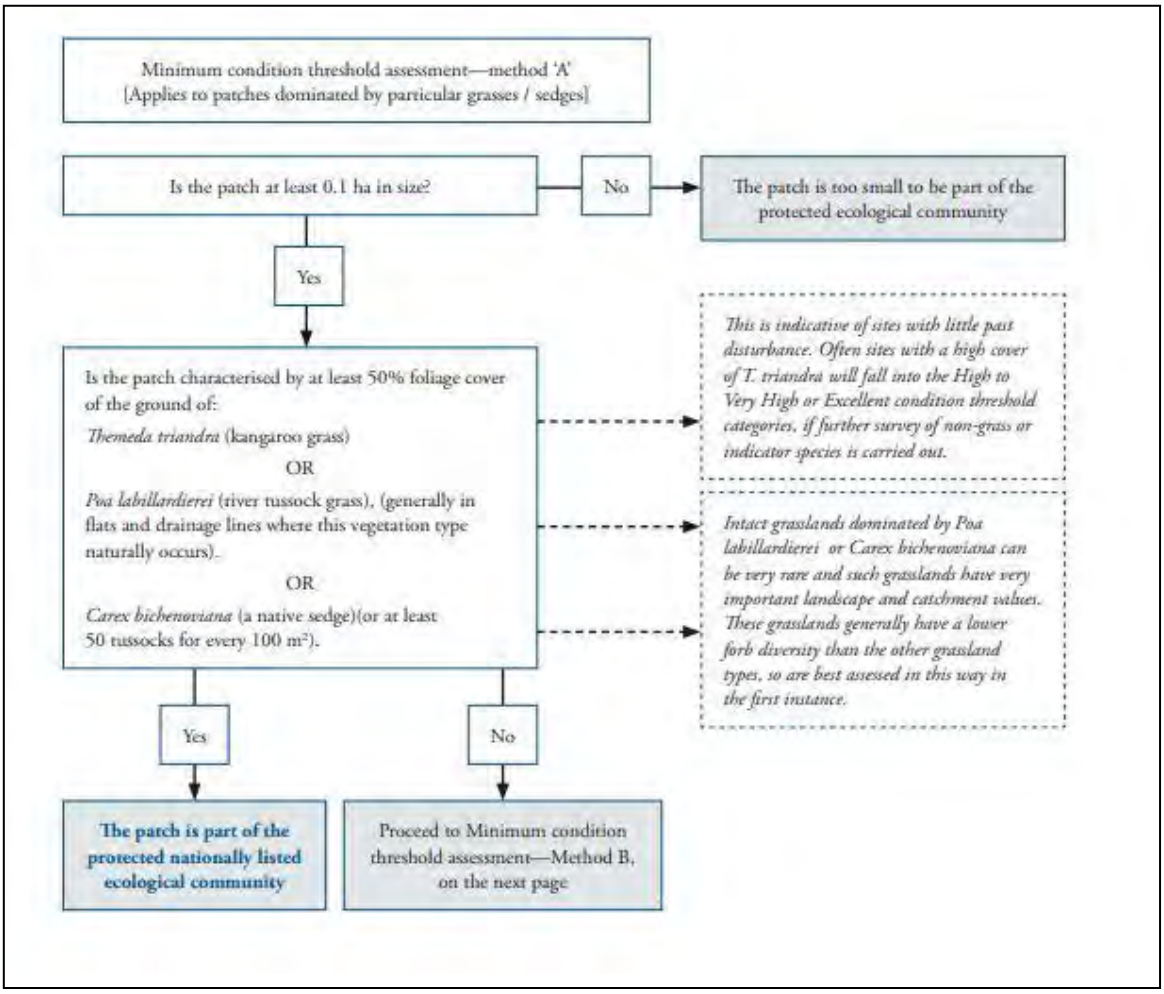


Plate D: Minimum condition threshold assessment – method A

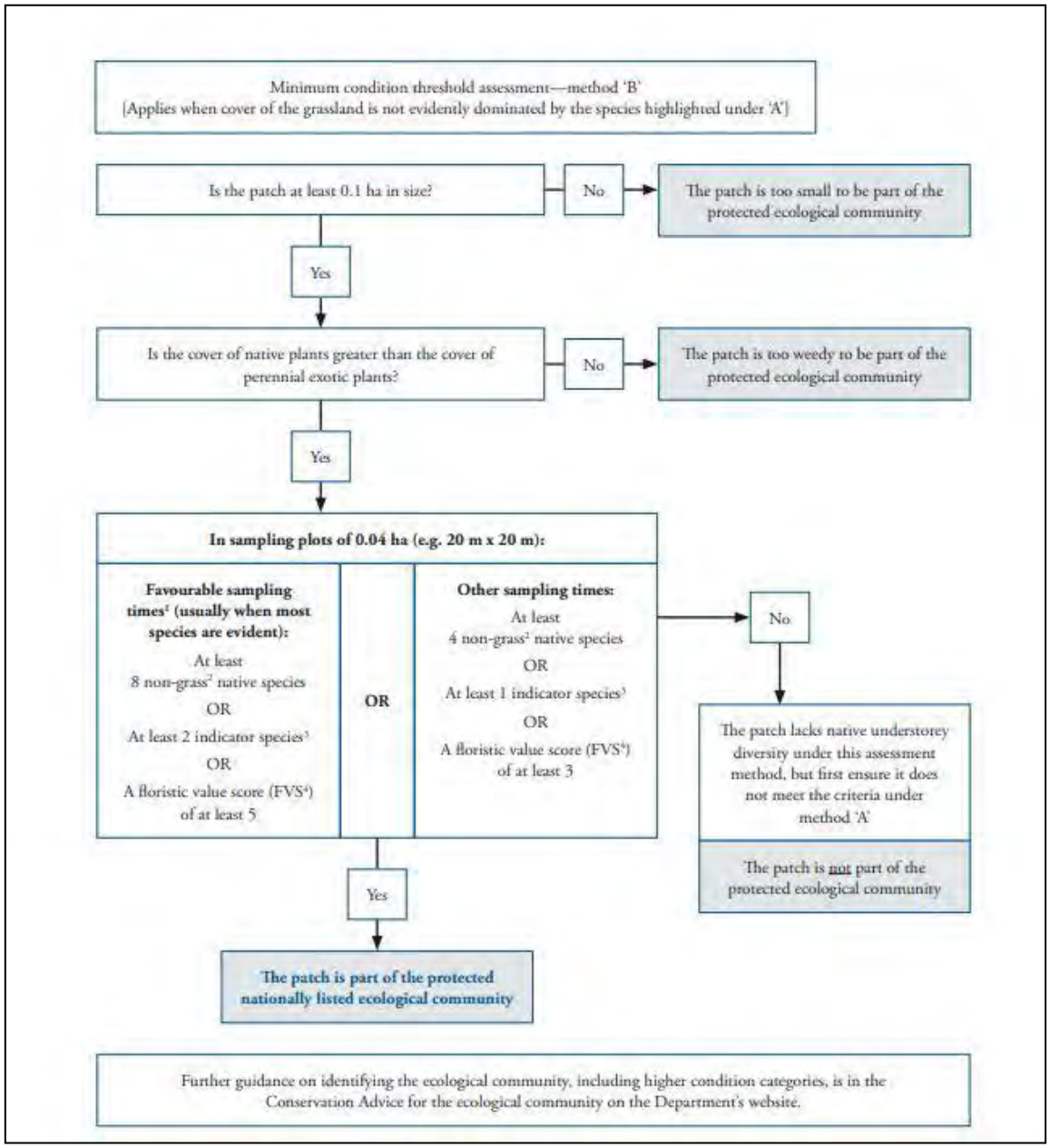


Plate E: Minimum condition threshold assessment – method B

3.2 Threatened ecological communities

Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion, a listed CEEC under the BC Act, will be impacted by the proposed work, and is associated with the following PCTs within the study area (Figure 3-1):

- PCT ID 3413 - Monaro Kangaroo Grass Woodland-Grassland Complex
- PCT ID 3341 - Monaro-Gourock Frost Hollow Grassy Woodland.

Within the limits of the CEEC, 2.5 ha of vegetation is to be cleared, this including the removal of 29 trees.

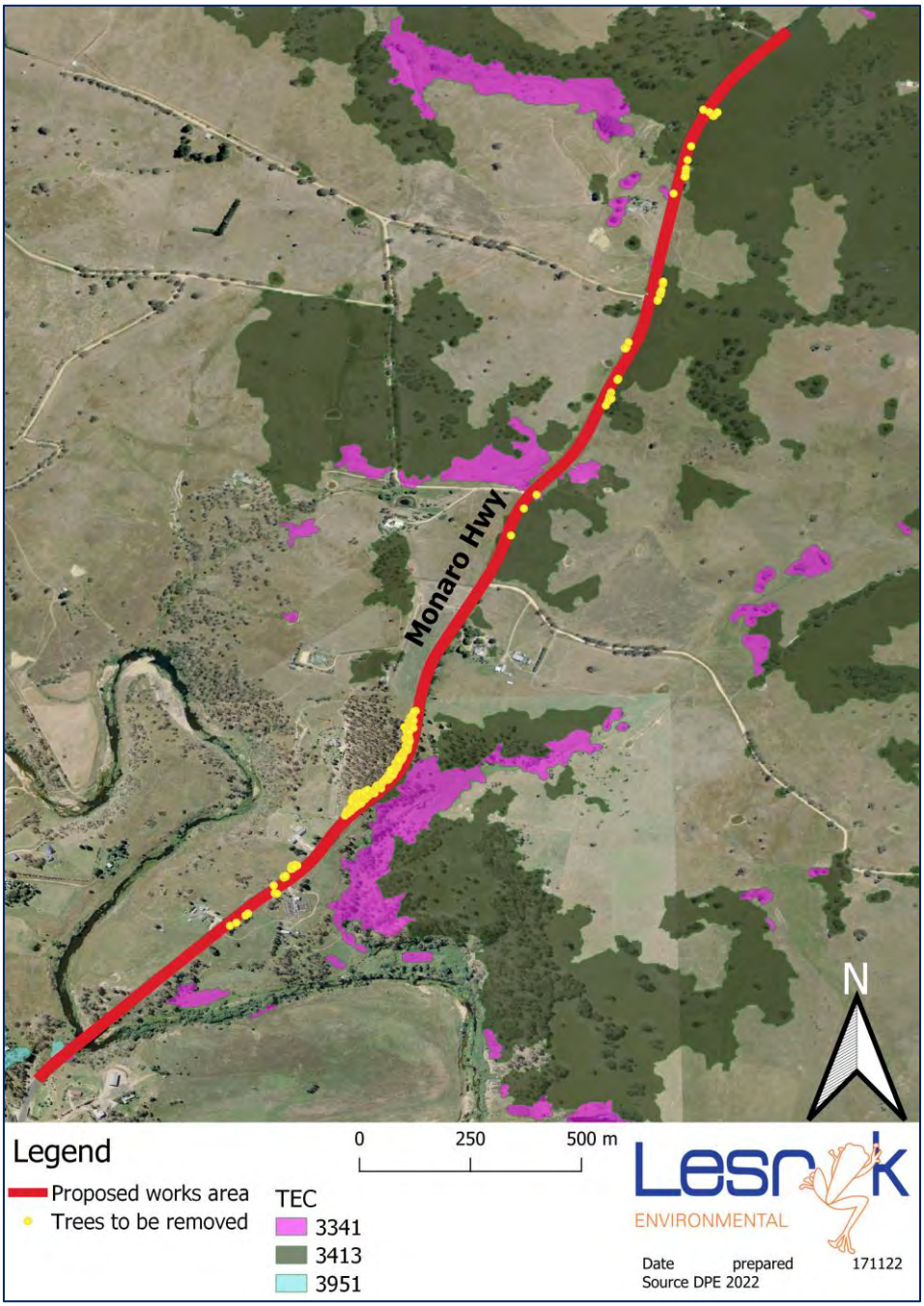


Figure 3-1: Threatened ecological communities

PCT 3413 and 3341 are consistent with the BC Act CEEC Monaro Tableland Cool Temperate Grassy Woodland as described by the NSW Scientific Committee (2019) for the following reasons:

- It is situated in the South East Highlands bioregion and in a LGA listed in the determination.
- It is situated on a periodically inundated flat/drainage line associated with a coastal floodplain.
- The patch has sparse to very sparse tree stratum dominated by *Eucalyptus pauciflora* either in monospecific stands or with any of *E. rubida* subsp*. rubida, E. stellulata*.
- A continuous herbaceous ground stratum is present.

To further consider the impact of the proposal on CEEC Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion, an assessment referencing Section 7.3 of the BC Act (these commonly referred to as the '5-part test') was conducted (Appendix D).

3.3 Groundwater dependent ecosystems

GDE are communities of plants, animals and other organisms whose extent and life processes are dependent on groundwater.

A review of the Bureau of Meteorology GDE Atlas (Bureau of Meteorology 2022b) identified the proposed work is within land mapped as Low potential Terrestrial GDE and Low potential Aquatic GDE (Figures 3-2 and 3-3).

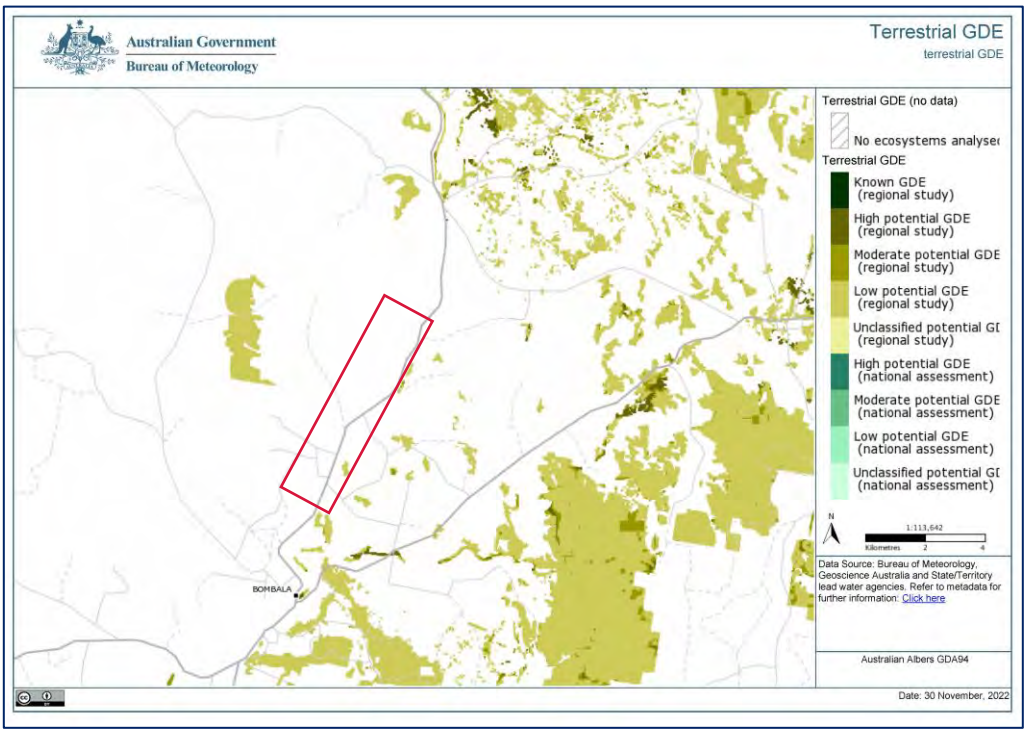


Figure 3-2: Terrestrial Groundwater dependent ecosystems (red rectangle indicative of study area)

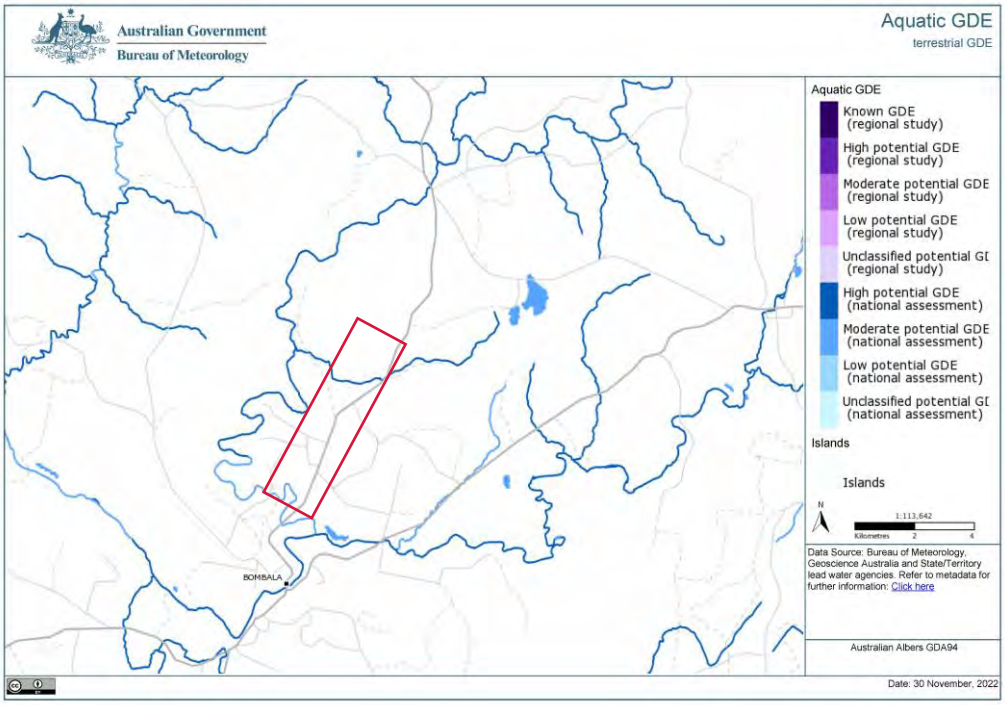


Figure 3-3: Aquatic Groundwater dependent ecosystems (red rectangle indicative of study area)

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3.4 Threatened species

Prior to conducting the field investigation, a review of the BioNet Atlas and PMST databases (DPE 2022a, DCCEEW 2022a) identified 19 threatened plants and/or their populations, and 35 threatened fauna species listed under the EPBC and BC Acts that have been previously recorded or are considered to have habitat within 10 km of the study area (Appendix A). Those species that have been previously recorded within 10 km of the study area as per the BioNet Atlas are presented in Figure 3-4 (note: some species overlap). Due to a lack of their necessary habitats within the area investigated, oceanic, estuarine wetland and/or fish species were not considered.

In the case of fauna, numerous highly mobile threatened species with large territorial requirements (e.g. bats, birds) may traverse or occupy the study area on occasions. Only those that have a documented association with those habitat components that were identified within the study area would be considered for assessment under the EPBC and/or BC Acts.

While previously recorded within and/or predicted as having habitat within 10 km of the study area, the majority of threatened species listed in Appendix A were assessed to have an 'unlikely' or 'low' likelihood of occurrence, given the disturbed and heavily modified condition of the locality. These species would not occur within, or be reliant upon, the disturbed road reserve or the adjacent vegetation within the impact footprint of the proposal. The majority of these animals and plants have specific habitat requirement (as identified in Appendix A), no significant components of which are present within, or close to, the impact footprint. Better resources are present within the surrounding, larger bushland areas (including the proximate conservation area).

The proposal would require the removal of four hollow-bearing trees. Similar hollow-bearing plants were observed in proximity to, and beyond the limits of, the study area. The removal of the four hollow-bearing trees would not limit resources for hollow-dependent species (e.g. Yangochiroptera [insectivorous bats][1]) in either the study area or locality. No assessments considering the effect of the activity on hollow-dependent species were considered necessary; however, mitigation measures have been recommended in regard to those hollow-bearing trees to be removed, in accordance with a precautionary approach to the potential presence of fauna.

Reference to the National Flying-fox monitoring viewer (DCCEEW 2022d) did not identify any flying-fox camps present within, or near to, the study area. The nearest Flying-fox camp (Candelo) – is located 40 km north-east of the study area; last surveyed during 2017, no Flying-foxes being recorded. While individuals may fly over and/or forage within, and close to, the study area, the Grey-headed Flying-fox (Vulnerable EPBC and BC Acts) is not considered to be reliant on the vegetation that would be cleared for any of its lifecycle requirements.

No threatened fauna species were recorded within, or near to, the study area, and none were considered to have a moderate or high likelihood of occurring or reliance upon the proposal's impact footprint (Appendix A).

By the completion of the investigation, two specimens of Mauve Burr-daisy (*Calotis glandulosa*), a plant listed as Vulnerable under both the EPBC and BC Acts, were identified within proposed the vegetation clearing area (detected at -36.88837051, 149.2447653 and -36.88839216, 149.2448288) (Figure 3-5). Refer to Section 5.1.3 for further details in regards to this plant.

[1] It is noted hat no microbats are listed as having been previously record within 10 km buffer of the area surveyed (DPE 2022a). A PMST search also did not identify any nationally listed hollow-dependent microbats that are known, or could occur within, the study region (DCCEEW 2022a).

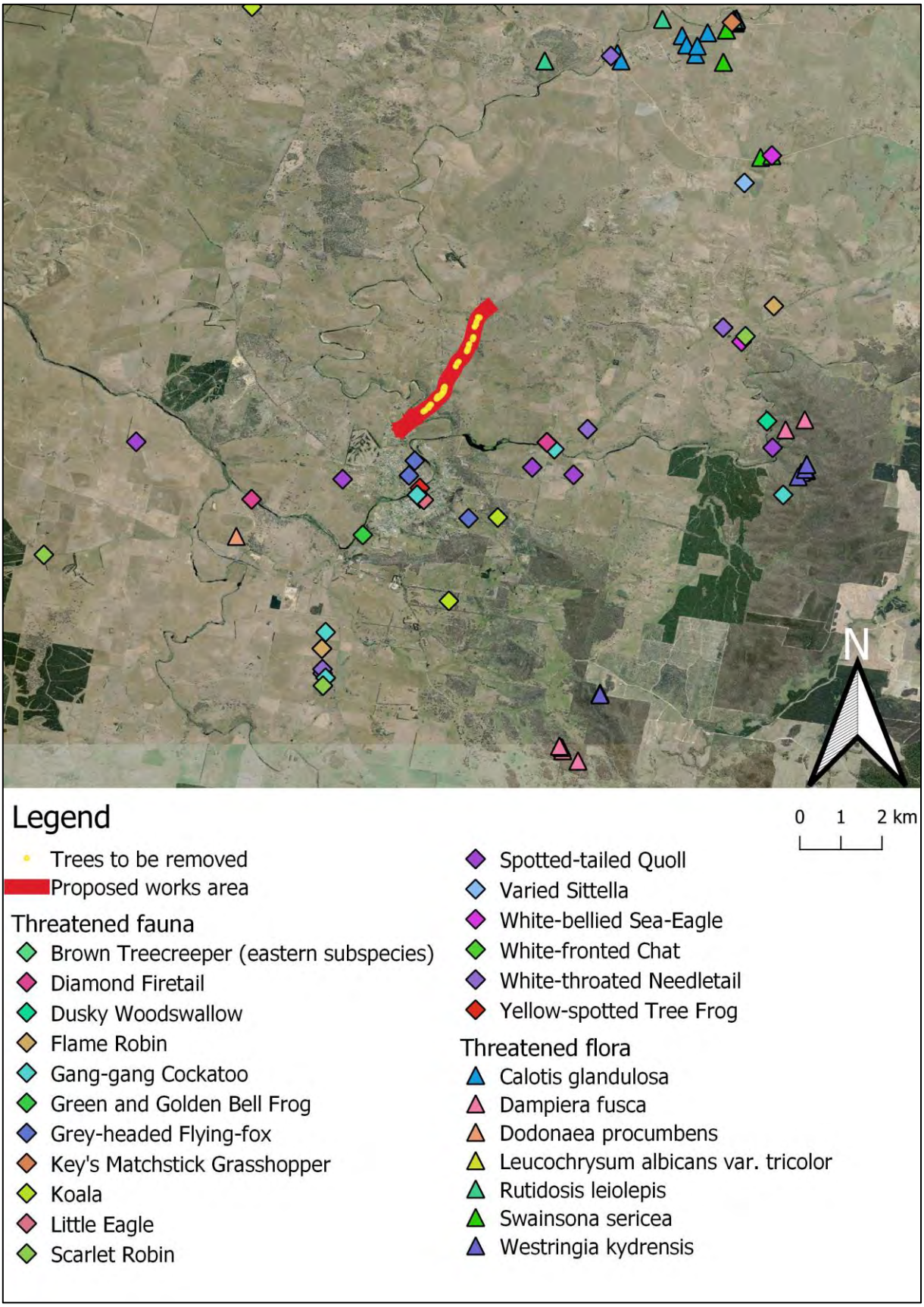


Figure 3-4: Previously recorded threatened species within 10 km of study area

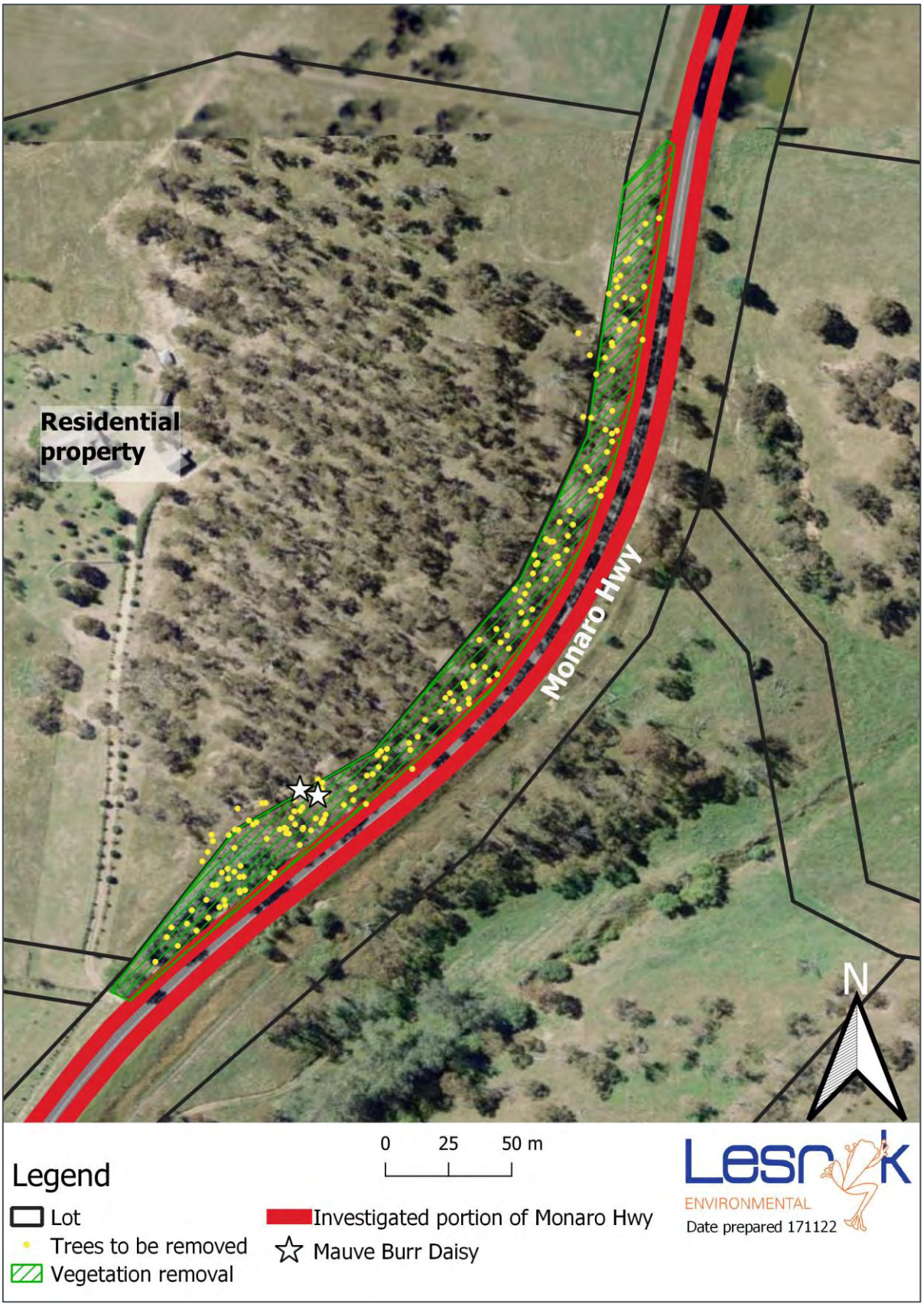


Figure 3-5: Recorded threatened flora – Mauve Burr-daisy

3.5 Aquatic results

As mentioned in Section 2.5 of this report, Bombala River is identified as being KFH (Figure 3-6), with Class 1 and 4 waterways present within the proposal footprint. One of the objectives of the FM Act is to '... conserve key fish habitats...' (NSW Government 2022b). While the term 'key fish habitat' is not defined within the FM Act, DPI has identified KFH to include all marine and estuarine habitats up to highest astronomical tide level (that reached by 'king' tides) and most permanent and semipermanent freshwater habitats including rivers, creeks, lakes, lagoons, billabongs, weir pools and impoundments up to the top of the bank (DPI 2022e).

Reference to the Fisheries NSW Spatial Data Portal (search: Southern Rivers) did not map the stretch of Bombala River that occurs near the proposed road works site as encompassing distribution for any threatened fish species; nor did either the BioNet or PMST identify any previously recorded EPBC or FM Act listed threatened fish, or their predicted habitat, within 10 km of the study area.

The proposed works in the vicinity of Bombala River is limited to a speed zone adjustment and the installation of ATLM on the road surface. The proposal will not have any direct or indirect impact on a waterway/drainage line or KFH. As no threatened aquatic species, ecological communities or their habitats are considered to occur within the study area, no assessment of significance referencing the EPBC Act or Part 7A, Division 12, Subdivision 221ZV of the FM Act is required.

3.6 Areas of outstanding biodiversity value

The DCCEEW's Register of Critical Habitat (DCCEEW 2022c), DPE's Area of Outstanding Biodiversity Value (AOBV) register (DPE 2022b) (in conjunction with Part 3 of the Biodiversity Conservation Regulation 2017), and DPI's Register of critical habitat (DPI 2022c) per listings provided under the EPBC, BC and/or FM Acts, did not identify any gazetted areas of critical habitat or AOBV for any flora or fauna species, populations or communities occurring within or near to the scope of work proposed.

3.7 Wildlife connectivity corridors

With reference to SEED Datasets (NSW Government 2022f), wildlife corridors or key fauna habitats mapping is limited to North East NSW and Nandewar.

The study area, present along a section of Monaro Highway, is located within a previously cleared, highly fragmented pastural landscape, with minimal remnant roadside vegetation in the vicinity; as such, it is not part of a significant wildlife corridor. Isolated or small woodland stands within the surrounding area provide fragmented connectivity to the nearest conservation reserve, Coolumbooka Nature Reserve, about 6.4 km east of the proposed works.

The presence of the Monaro Highway (about 10 m wide within the study area) currently presents an adverse impact on east-west movement patterns of ground traversing species recorded or expected to occur within the investigated area. In the operational phase of the proposal, given the scope of work proposed, any ground traversing species currently negotiating the road network are considered to continue to do so post-work.

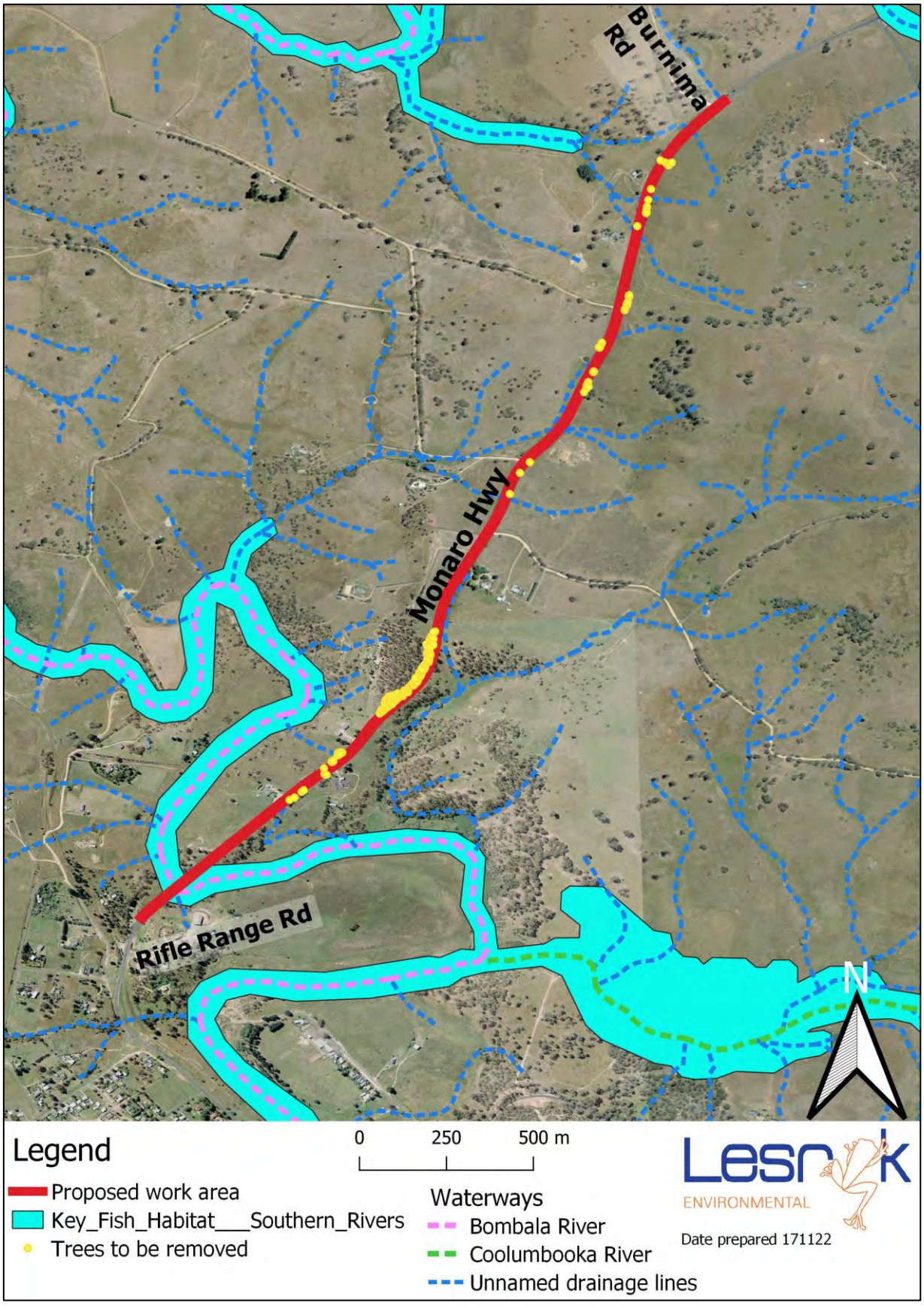


Figure 3-6: Key Fish Habitat

3.8 SEPP Biodiversity and Conservation 2021

Chapter 4 Koala Habitat Protection 2021

The Snowy Monaro Regional LGA is identified under Schedule 2 - LGAs of the SEPP, and within the Central and Southern Tablelands Koala management area. This Policy seeks to encourage the proper conservation and management of areas that provide habitat for Koalas.

Chapter 4 'Koala habitat protection 2021' of the SEPP only applies to development applications assessed under Part 4 of EPA Act, not those considered under Part 5. That stated, it is Transport's practice to consider the SEPP criteria as part of the environmental assessment process.

No Koala Plan of Management exists for the locality. No evidence (i.e. sightings, calls, scats etc.) to suggest that the area investigated supported a resident Koala population were identified. Reference to the BioNet Atlas (DPE 2022a) identified a previous Koala record about 2.6 km south-east of the study area – this being the nearest and most recent detection (sighting date – 1950).

In accordance with the following definitions provided under Chapter 4, Section 4.2 of the SEPP, the study area is not considered to constitute Core Koala habitat:

a) an area of land which has been assessed by a suitably qualified and experienced person as being highly suitable koala habitat and where koalas are recorded as being present at the time of assessment of the land as highly suitable koala habitat, or

b) an area of land which has been assessed by a suitably qualified and experienced person as being highly suitable koala habitat and where koalas have been recorded as being present in the previous 18 years.

The carrying out of the proposed work would not require the preparation of a Plan of Management for the conservation and management of areas of Koala habitat.

3.9 Matters of national environmental significance

The following MNES protected under the EPBC Act occurs at the subject site:

- Mauve Burr-daisy – listed as Vulnerable.

The Significant Impact Guidelines prepared under the EPBC Act were used to determine whether the action (i.e. vegetation clearance) has, will have, or is likely to have a significant impact on this MNES, and whether the conducting of the proposal would be a controlled action requiring referral of the matter to the Federal Minister for the Environment (Appendix D).

4. Avoidance and minimisation

The key part of Transport's management of biodiversity for this proposal is the application of the 'avoid, minimise, mitigate and offset' hierarchy as follows:

1. Avoid and minimise impacts.
2. Mitigate impacts.
3. Offset impacts in accordance with Transport's guidelines.

4.1 Application of avoid and minimise principles

Given that the proposal is directly related to proposed road safety upgrade works on Monaro Highway, an alternative location is not feasible; however, the proposal has been designed to minimise impact on the ecological values of the subject site wherever possible. The objective of the proposal is to widen shoulders, alter speed zones and install safety barriers to improve safety for motorists.

While disturbance/removal of 10.9 ha of exotic and native vegetation is unavoidable to achieve the objectives of the proposal, the amount and quality is considered to provide minimal habitat resources for those species recorded, or potentially occurring. The proposed work will be conducted within an existing modified footprint and directly adjacent to the existing disturbed road corridor of the investigated section of the Monaro Highway, as such, the potential to avoid impact to biodiversity is high.

To avoid the removal of additional vegetation, the temporary compound sites would be located within existing disturbed/cleared areas.

Vegetation clearance and work limits would be identified both on site maps/plans and on-site through the erection of temporary exclusion fencing, bunting or similar in accordance with Guide 2 of Transport's Biodiversity Guidelines (RTA 2011). Fencing etc. would be established at the outer limits of the drip line of retained trees present and areas marked as 'no-go zones', to avoid indirect impact. Vegetation clearance would be limited to the minimum required to successfully complete the proposal; with the selection of equipment to also minimise clearance requirements. Similarly, selection of work methodology is designed to efficiently address the proposed scope of work while mitigating identified constraints.

The proposal will require the removal of 216 trees, four of which are hollow-bearing; however, this loss would be replaced through the planting of 1,348 trees and the provision of six artificial hollows in line with Transport's '*The Tree and Hollow Replacement Program: An implementation plan for payments to and from the Transport for NSW Conservation Fund (2022)*' [hereafter referred to as the Tree and hollow replacement guidelines (EMF-BD-GD-0129)] (Appendix F).

Alternatively, Transport may consider the contribution of $171,000 to be transferred into the Conservation Fund.

To avoid loss of the two threatened Mauve Burr-daisy specimens recorded, it is recommended that these individuals be translocated locally. The translocation would occur in accordance with the DPIE *Translocation operational policy* (2019a). To assist with the translocation, a limited management plan that includes on-going monitoring would be developed.

5. Impact assessment

Potential impacts as a result of conducting the scope of work proposed include the disturbance/removal of 10.9 ha of exotic and native vegetation (i.e. shrubs, ground cover), 2.5 ha of which would be the BC Act CEEC Monaro Tableland Cool Temperate Grassy Woodland.

Within the required clearance works, 216 trees will require removal; four of which are hollow-bearing.

Two specimens of Mauve Burr-daisy, listed as Vulnerable under both the EPBC and BC Acts, were identified within the required vegetation clearing areas, these expected to be translocated locally prior to construction commencing.

No threatened fauna species were recorded within the study area, or considered to have a moderate or high likelihood of occurring or reliance upon the proposal's impact footprint.

Though Bombala River, identified as KFH, is present within the study area, no direct or indirect adverse impact of this waterway are anticipated as a result of the proposal.

Further potential construction impact includes temporary noise and/or vibration levels, erosion, injury and/or mortality to fauna, edge effects, weed proliferation and introduction of pathogens.

No significant adverse impact is expected during the operational phase of the proposal.

Mitigation measures have been provided in Section 6 of this report.

5.1 Construction direct impacts

5.1.1 Removal of native vegetation

By the completion of the field survey a number of native and exotic species were recorded within the area investigated (Appendix E). It is noted that Appendix E is not intended to be a comprehensive list of all species present within the area investigated, and only represents those plants that were recorded whilst conducting searches for:

- those native species and ecological communities of State and/or national conservation concern that are known, or expected to occur, in the locality
- weeds of significance that would require treatment (refer to Section 5.2.4).

Based on a worst-case estimate it is expected that 10.9 ha of predominantly exotic vegetation would be disturbed/removed to permit the proposal, 2.5 ha of which would be composed of the BC Act CEEC Monaro Tableland Cool Temperate Grassy Woodland (Table 5-1).

Within the vegetation clearance, 216 trees will require removal (Appendix B); *Eucalyptus* being the dominant genus, these trees having an average height of 8 m (Figure 5-1). Of these, four are hollow-bearing; this addressed separately in Section 5.1.2. T

To replace the loss of 216 trees, Transport's *Tree and hollow replacement guidelines* (Transport for NSW 2022b) provides a calculation to assess the number of replacement plants (Table 5-2). In line with the calculation, and in reference to Appendix B, 1348 trees would require planting. For trees with multiple stems/trunks, the replacement/payment required is only calculated for the largest stem DBH.

Table 5-1: Summary of direct impacts on native vegetation

Vegetation zone	PCT	Broad condition class	TEC	Area to be impacted (ha)[1]
1	0	Poor	N/A	7.3
2	3413	Poor – disturbed	Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – CEEC, BC Act	2
3	3341	Poor – disturbed	Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – CEEC, BC Act	0.5
4	3301	Poor – disturbed	No	0.3
5	3375	Good	No	0.7
6	3320	Poor – disturbed	No	0.1

7	4085	Poor – disturbed	No	No civil works occurring within this PCT
8	3951	N/A	N/A	No civil works occurring within this PCT
NOTE 1: Area to be cleared based on ground-truthed vegetation mapping within the subject land.				

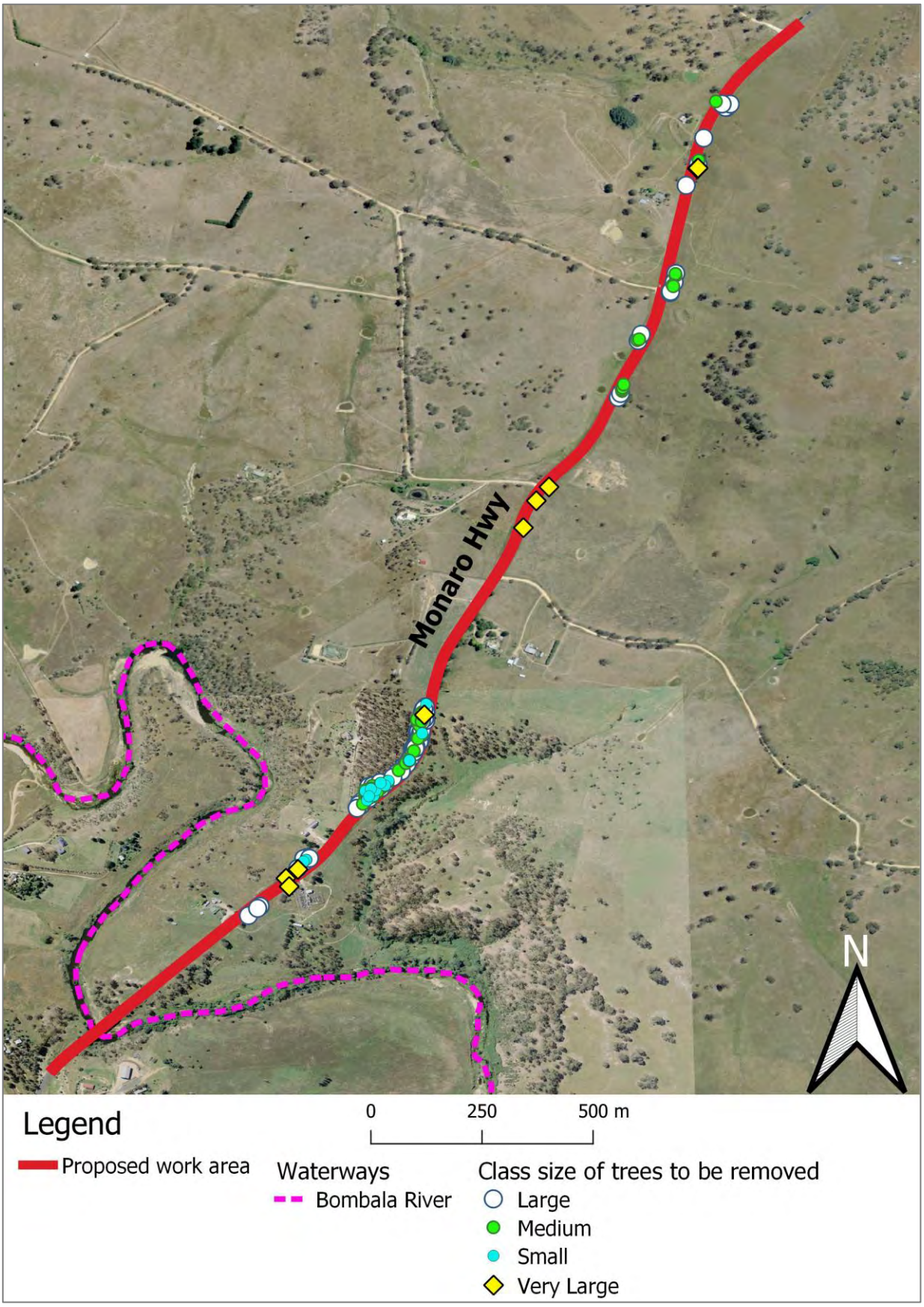


Figure 5-1: Trees to be removed

Table 5-2: Tree replacement requirements

Tree size	Tree replacement requirement
Very large tree (DBH > 100 cm)	Plant minimum 16 trees
Large tree (DBH 50 – 100 cm)	Plant minimum eight trees
Medium tree (DBH > 20 – 50 cm)	Plant minimum four trees
Small tree (DBH 5 – 20 cm)	Plant minimum two trees

In accordance with Section 2.4 of Transport's *Tree and hollow replacement guidelines*, where tree replacement cannot be accommodated locally [or only partially], payment must be made to Transport's Conservation Fund as per the rates set out in Table 5-3.

Transfer of funds must occur prior to commencement of work.

Based on the calculations, and in reference to Appendix B, should off-setting planting within the existing road corridor not occur, Transport would be required to transfer up to $171,00 into the Conservation Fund.

Table 5-3: Tree fund contributions

Tree size	Tree replacement requirement
Very large tree (DBH > 100 cm)	$2500
Large tree (DBH 50 – 100 cm)	$1000
Medium tree (DBH > 20 – 50 cm)	$500
Small tree (DBH 5 – 20 cm)	$125
Hollow	$500

Relevant to the proposal's impact on vegetation, the following Key Threatening Process (KTP) are applicable:

- Clearing of native vegetation – Schedule 4 BC Act
- Removal of dead wood and dead trees – Schedule 4 BC Act.

Given the extent of similar resources within the study area and beyond, and provided recommended mitigation measures are adopted, the loss of 10.9 ha of native and exotic vegetation, and removal of dead wood and dead trees, is not considered to significantly contribute to, or increase the impact of, these KTP.

Clearing within the subject site would be carried out in accordance with Guide 4 of the Biodiversity Guidelines (RTA 2011) to minimise disturbance to surrounding flora and fauna habitats.

Where possible, felled trees will be relocated locally, as opposed to being mulched. Relocation of the felled trees would aim at providing habitat for native species and their prey (as per DEC 2004 'Threatened Species Survey and Assessment: Guidelines for developments and activities' and Transport's 'Biodiversity guidelines' (RTA 2011).

5.1.2 Removal of threatened fauna habitat

The proposed activity will not affect any potentially occurring threatened fauna. During the site investigation a number of common-to-abundant mammals, birds and amphibians were observed or heard calling near the area investigated, including species such as the Eastern Grey Kangaroo (*Macropus giganteus*), Sulphur-crested Cockatoo (*Cacatua galerita*) and Common Eastern Froglet (*Crinia signifera*).

The native species recorded are protected, as defined by the BC Act, but considered to be common to abundant throughout the surrounding region. The fauna species recorded would not be solely reliant upon those habitats present within, or near to, the subject site such that the removal or further disturbance of these would threaten the 'local' occurrence of these animals. The species recorded are all expected to be present within both the study area and surrounding locality post-work.

As identified in Section 3.4 of this report, a search of the BioNet database did not return any previously recorded threatened cave-dependent species within a 10 km radius of the proposed works. Nonetheless, inspections, using hand-held torches, were conducted of those culverts present within the study area. The objective of these inspections was to determine the presence of any cave-occupying microbats within those culverts present, none being observed. A number of the culverts inspected were noted to support flowing surface runoff, or have their entrances covered by a dense layer of vegetation (this preventing access by flying species). The works would not remove any habitat that could be used on occasion by cave-dependent microbats. Any extension of the culverts as part of the proposal may actually increase the habitat value of these structures for this group of animals.

Of the 216 trees to be removed, four are hollow-bearing (Table 5-4, Figure 5-2).

Table 5-4: Hollow-bearing trees recorded during the investigation

Tree ID	Species	Latitude/Longitude	DBH (cm)	Hollows		
				Number	Diameter (cm)	Orientation
9	*Eucalyptus dives*	-36.88190066 149.248449	110	2	4 – 10	Vertical
				1	30	Vertical
142	*Eucalyptus* sp.	-36.8880397 149.2453564	40	1	4 – 10	Vertical
143	*Eucalyptus* sp.	-36.87120333 149.2534653	60	1	4 – 10	Horizontal
				3	10 – 15	Vertical
215	*Eucalyptus rubida*	-36.8917744 149.2413045	60	2	> 50	Horizontal

To replace the loss of the four hollow-bearing trees, artificial hollows will be provided in line with Transport's Tree and hollow replacement guidelines (Transport for NSW 2022b). Based on an assumed occupancy rate of 20 percent (per the guidelines), three artificial hollows would be provided for every 'occupied' hollow removed; therefore, as a total of 10 hollows were recorded (Table 5-4), two of these would be considered as 'occupied', these requiring replacement by the placement of six artificial hollows.

The artificial hollows would be installed within the project boundary or on land adjacent or close to the project with landowner's consent, in accordance with Guide 8: Nest boxes of Transport's '*Biodiversity Guidelines*' (RTA 2011).

In accordance with Section 2.4 of Transport's *Tree and hollow replacement guidelines*, where hollow replacement cannot be accommodated locally [or only partially], payment must be made to Transport's Conservation Fund as per the rates set out in Table 5-3 (see above).

As previously stated, two of the hollows recorded would be considered to be 'occupied'; therefore, should Transport pursue this off-setting option, an additional $1000 would need to be paid into the Conservation Fund.

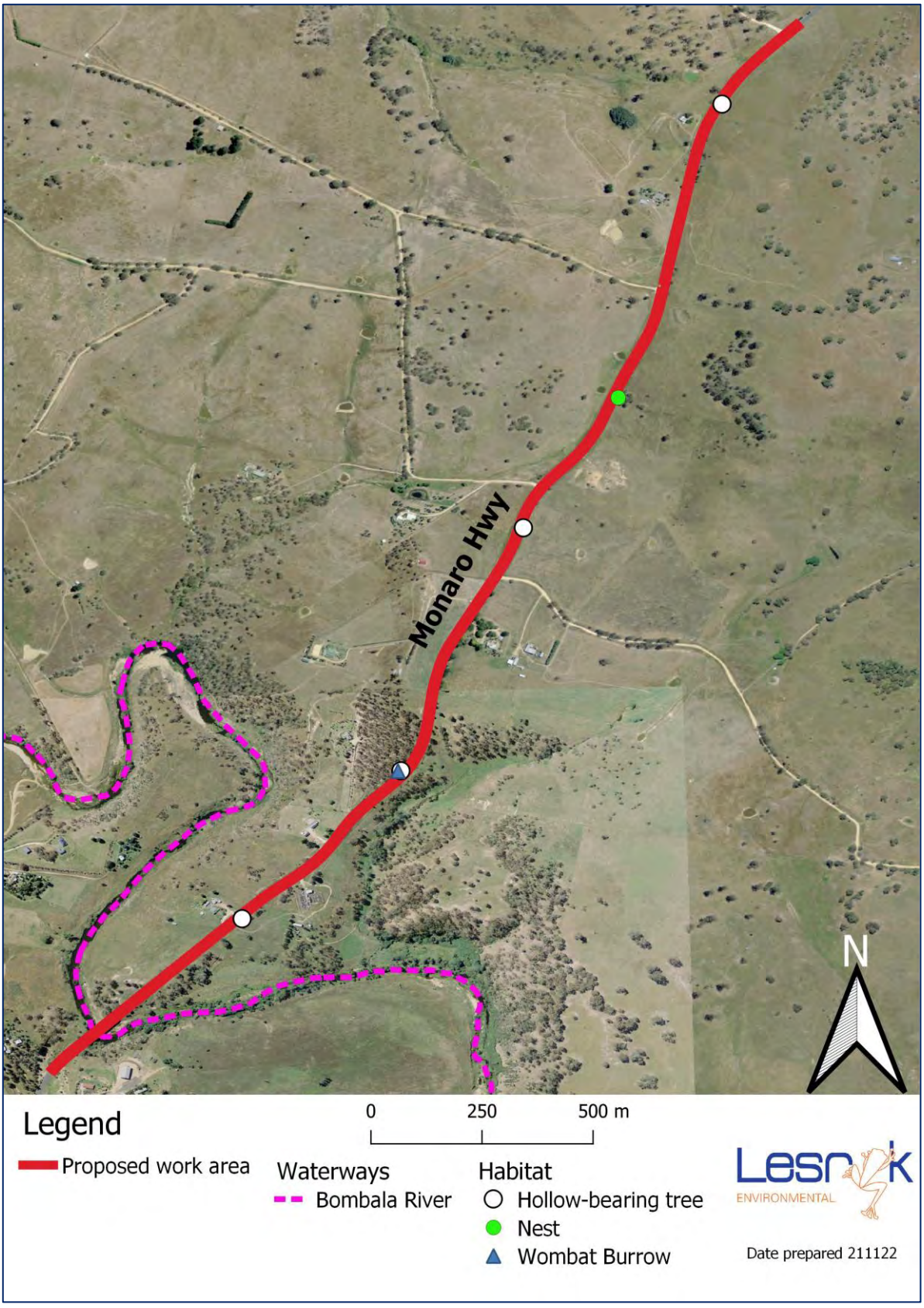


Figure 5-2: Hollow-bearing tree locations

To minimise any impact associated with the removal of the three hollow-bearing trees, the following mitigation measures are recommended:

- An arborist [or similar] would climb each identified hollow-bearing tree and provide confirmation if the predicted hollows are actual cavities.
    - Whilst examining the tree, the arborist [or similar] is to use a hand-held torch to inspect any cavities for sheltering animals. A photographic record of the cavity is to be obtained, this included in a pre-clearing report that is submitted to the appropriate Transport Environmental representative.
    - If animals are observed sheltering in the cavity, the entrance is to be temporarily plugged through the placement of a breathable material (cloth bag, towel etc). The limb/branch is then to be roped off, a chainsaw being used to remove this from the main plant (the cut made at least 100 mm beyond the predicted limit of the cavity). The limb is to be gently lowered to the ground, relocated to the edge of the road corridor and the cloth plug removed (if possible upon dusk). The sheltering animal is to be permitted to naturally disperse from the cavity.
    - If birds are present, particularly fledglings, these are to be collected and taken to a wildlife carer or veterinarian for assessment.
- An ecologist or licensed wildlife carer must be on-site during vegetation clearing/habitat removal in accordance with Guide 4: Clearing of vegetation and removal of bushrock of Transport's *Biodiversity Guidelines* (RTA 2011).
- Prior to the trees' removal (if an excavator employed) these would be knocked several times to alert potential sheltering fauna and provide an opportunity for these animals to disperse. The trees would not be felled till approval from the ecologist [or similar] is given.
- If possible, all vegetation around the four hollow-bearing trees would be cleared 24 to 48 hours prior to the removal of the hollow-bearing trees. This approach isolates the hollow-bearing trees and reduces their habitat value (particularly for ground-traversing fauna that are exposed to predation).
- Hollow-bearing limbs would be removed by chainsaw and lowered to the ground, the cut being about 100 mm below the bottom of the cavity.
- Once on the ground, the ecologist, or similar, would inspect the cavities for sheltering species.
- Any fauna encountered would be handled in accordance with Biodiversity Guide 9: Fauna Handling (RTA 2011).
- Any animals recovered would be relocated locally.
- Any injured animals would be taken to a local veterinarian for treatment or euthanising.

'Loss of hollow-bearing trees' is a BC Act listed KTP. Given the extent of more suitable habitat within the surrounding conservation reserves, and as no threatened hollow-dependent species (e.g. microbats) have been previously recorded within a 10 km radius of the proposed works, the removal of the four hollow-bearing trees is not considered to significantly contribute to, or increase the impact of, this KTP.

No further threatened fauna habitat important to the local occurrence of threatened species previously recorded within the surrounding region was observed within the area investigated.

5.1.3 Removal of threatened flora

By the completion of the investigation, two specimens of Mauve Burr-daisy, listed as Vulnerable under the EPBC Act and BC Act, were identified within a portion of the required vegetation clearing area (Table 5-5, Figure 3-6). Whilst targeted searches for other threatened plants known to occur within the study region were conducted, none were recorded.

Table 5-5: Summary of direct impacts on threatened flora

Species name	EPBC Act	BC Act	Potential occurrence (Moderate, High, Recorded)	Associated habitat in subject land	Impact (ha or individuals)
Mauve Burr-daisy	V	V	Recorded	PCT 3375	2 individuals

The proposed clearing works has the potential to destroy the recorded Mauve Burr-daisy individuals; however, it is recommended that the two specimens be collected and relocated into an appropriate translocation site. The site should have a similar habitat to the area where the plants were removed from, such as the embankments that are present to the east of the Monaro Highway near its intersection with Brills Road. The translocation would occur in accordance with the DPIE *Translocation operational policy* (2019a). To assist with the translocation, a brief management plan that includes site preparation and on-going monitoring would be developed.

To consider the impact of the proposal on the Vulnerable Mauve Burr-daisy, assessments referencing the EPBC Act Significant Impact Guidelines and Section 7.3 of the BC Act were conducted (Appendix D); these concluding that the proposal would not significantly impact this species or its habitat. It is not considered necessary that, in regard to this threatened species, the matter be referred to the Federal Minister for the Environment for further consideration or approval or that a Species Impact Statement (or BDAR should Transport elect that option) be prepared.

5.1.4 Aquatic impacts

In reference to Section 2.5 and 3.5 of this report, the proposal will not have any direct or indirect impact on Bombala River, KFH or any threatened aquatic species or their habitat. No permits in accordance with the FM Act, or consultation with DPI – Fisheries, is considered necessary.

As the proposed work in the vicinity of Bombala River is limited to a speed zone adjustment and the installation of ATLM on the road surface, no riparian vegetation will require removal.

During the proposed work, construction activities have the potential to impact the water quality of nearby waterways (i.e. changes to turbidity and sedimentation) through erosion, off-site sediment movement and dirty water. Erosion and sediment control measures will be implemented and maintained in accordance with 'Managing Urban Stormwater: Soils and Construction' (Landcom 2004). Temporary stockpile sites will be managed in accordance with Transport's Stockpile Site Management Guideline (EMS-TG-10).

Mitigation measures provided within Section 6 of this report to protect aquatic habitat will be undertaken in accordance with Guide 10: Aquatic habitats and riparian zones of the 'Biodiversity Guidelines' (RTA 2011) and Section 3.3.2 Standard precautions and mitigation measures of the Policy and guidelines for fish habitat conservation and management (DPI 2013).

No land identified by SEPP Resilience and Hazards 2021 (i.e. coastal wetlands) occurs within, or near to, the study area.

No acid sulphate soils occur within, or near to, the study area.

No aquaculture, commercial or recreational fishing occurs within, or near to, the study area.

5.1.5 Injury and mortality

Clearing to permit the proposal would involve the removal of up to about 10.9 ha of predominantly exotic vegetation. Given the proposal would be conducted within a previously disturbed/modified environment, there is minimal expectation that sheltering animals would be injured during the course of the proposed work.

During the construction phase of the proposal some rural and semi-urban adaptable, sheltering fauna species (i.e. frogs and ground-traversing mammals) could be present and be subject to injury. Mitigation measures such as checking beneath vehicles/machinery prior to their use have been provided to address this matter (Section 9).

Beyond current levels of impact due to the existing presence of the Monaro Highway and the volume of traffic that typically use this road network, the operation phase of the proposal is not expected to significantly increase injury or mortality of fauna within the subject site. The proposal is not expected to significantly alter vehicle strikes on those fauna species recorded or potentially occurring than may be currently transpiring. The proposal would not have an adverse impact on the long-term viability of these species or their local populations.

5.1.6 Groundwater dependent ecosystems

In reference to the DPI's (Office of Water) Risk Assessment guidelines for GDE (Serov et al. 2012), the proposed work would not have any adverse direct or indirect impact on a water source or aquifer structure, it would not involve groundwater extraction and, with the adoption of mitigation measures, would not contribute to the off-site movement of sediment.

5.2 Indirect and operational impacts

5.2.1 Edge effects on adjacent native vegetation and habitat

Weeds are readily spread by existing dispersal factors such as wind, birds, water and the movement of vehicles along roads. Clearing and opening up of new vegetation edges can facilitate the recruitment of these species and provide opportunity for the establishment of other weed species. These weeds are often able to out-compete native flora and fauna species and reduce the habitat values of these areas.

While this is the case, edge effects beyond those that are currently occurring along the section of Monaro Highway investigated are not expected to be exaggerated due to the carrying out of the proposed work.

5.2.2 Wildlife connectivity and habitat fragmentation

The investigated study area is not part of a significant wildlife corridor, the proposal located within an existing road corridor within a highly fragmented landscape. The presence of the Monaro Highway (about 10 m wide within the study area) currently presents an adverse impact on east-west movement patterns of ground traversing species recorded or expected to occur within the investigated area. The works proposed will not have any direct or indirect impact on those fauna corridors that exist beyond the limits of the activity.

The proposed works will not further fragment or isolate areas of fauna habitat, or erect any additional barriers to the movement and dispersal patterns of fauna species currently negotiating the subject site.

No migration of fauna species would be adversely impacted by the proposal.

No direct or indirect impact to wildlife connectivity would occur as a result of the operational phase of the proposal. Species currently negotiating the existing road network and surrounding area are considered to continue to do so post-work.

5.2.3 Injury and mortality

The proposed road upgrade works would generally be conducted within existing disturbed/modified areas. As such, the potential for fauna injury and mortality impact, beyond that identified during the construction phase of the proposal (Section 5.1.5) or currently occurring along the section of Monaro Highway investigated, would not increase during the operational phase of the proposal.

5.2.4 Invasion and spread of weeds

Under the *Biosecurity Act 2015*, 'all plants are regulated with a general biosecurity duty to prevent, eliminate or minimise any biosecurity risk they may pose. Any person who deals with any plant, who knows (or ought to know) of any biosecurity risk, has a duty to ensure the risk is prevented, eliminated or minimised, so far as is reasonably practicable.'

Of the introduced plant species recorded, Blackberry (*Rubus fruticosus* agg. Spp), Scotch Broom (*Cytisus scoparius*) and Serrated tussock (*Nassella trichotoma*) are all listed:

- As Priority Weeds in the South East region (Snowy Monaro Regional Council LGA) (DPI 2022a)
- Under Schedule 3 of the NSW Biosecurity Regulation 2017
- As Weeds of National Significance (Weeds Australia 2022).

Additionally, Sweetbriar (*Rubus rubiginosa*) and Oxeye Daisy (*Leucanthemum vulgare*) are listed as Priority Weeds in the Snowy Monaro Regional Council.

Where these weed species occur on site, they must be controlled to result in their suppression. This would be done prior to the commencement of work to avoid further spread of these species.

5.2.5 Invasion and spread of pests

Beyond the existing exotic species recorded within the study area, the operational phase of the proposal is unlikely to introduce or increase the presence of pest species. The proposal will not benefit any exotic pests at the expense of native species.

5.2.6 Invasion and spread of pathogens and disease

There is a risk that the proposal would introduce, spread or exacerbate the plant diseases caused by the pathogen *Phytophthora cinnamomi*. This is most likely introduced or spread through the importation or movement of soil, water and landscaping materials, either directly or through incidental attachment to machinery.

'*Infection of native plants by Phytophthora cinnamomi*' and '*Dieback caused by the root-rot fungus (Phytophthora cinnamomi)*', is a listed KTP under the BC and EPBC Acts, respectively.

Although there was no obvious evidence for the presence of *Phytophthora cinnamomi*, nor Myrtle Rust (*Austropuccinia psidii*) or Chytrid Fungus (*Batrachochytrium dendrobatidis*) in the vegetation of the study area, recommendations to disinfect personnel footwear and machinery prior to its use in construction activities have been presented in Section 6.

5.2.7 Changes to hydrology

The proposal would not result in any direct or indirect adverse changes to surface hydrology within the study area.

5.2.8 Noise, light, dust and vibration

Several residential properties occur along the investigated 3.1 km section of Monaro Highway, the closest from 30 m of the highway; however, the closest to the proposed shoulder widening is present from about 37 m to the west.

During construction, activities associated with the proposal may cause additional noise and vibration; however, the proposed work impact is considered to be temporary and short-term. The Draft Construction Noise Guideline (EPA 2020) would be referenced, as would compliance of all vehicles and machinery with industry noise guidelines.

While the proposal includes widened lanes and the installation of ATLM, this serves to meet the road safety objectives of the proposal. Given the presence of the existing road network, it is not considered that the proposed work, or the operational phase of the proposal, would result in adverse changes to existing levels of noise, vibration and/or light from this existing source such that there would be a significant impact to native fauna species or nearby sensitive receivers.

5.3 Cumulative impacts

Based on a worst-case estimate, the cumulative construction impact of the proposal is about 20 ha; this composed of:

- Disturbance/removal of 10.9 ha of native and exotic vegetation, inclusive of:
  - 2.5 ha of BC Act CEEC Monaro Tableland Cool Temperate Grassy Woodland
  - 216 trees; four being hollow-bearing.

Through the proposed safety upgrade work undertaken along a 3.1 km long section of the Monaro Highway, the cumulative beneficial impacts would include:

- Reducing frequency of fatal and serious injury crashes on the highway through upgrading sections of the corridor that have existing 1 or 2-Star AusRAP ratings to target minimum 3-Star ratings
- Enhancing corridor resilience to road incidents, natural hazards and during emergency situations

- Improving corridor efficiency for all road users through reduction in journey times and costs.

The proposal is not expected to have an adverse cumulative impact on any existing or planned developments within the surrounding locality.

The proposed work is not considered to contribute to an adverse cumulative ecological impact in a local and regional context.

5.4 Assessments of significance

Assessments have been conducted on the recorded EPBC and/or BC Act listed CEEC Monaro Tableland Cool Temperate Grassy Woodland and Mauve Burr-daisy (Appendix D), the findings of these assessments summarised in Tables 5-6 and 5-7.

It was concluded that the proposal would not require referral to the Federal Minister for the Environment for further consideration or approval, nor is the preparation of a SIS (or alternatively a BDAR) considered necessary.

Table 5-6: Summary of BC Act significance assessments findings

Significance assessment question *(per Section 7.2 of the BC Act and Threatened Species Test of Significance Guidelines (OEH 2018))*						
Threatened species, or communities	**a**	**b**	**c**	**d**	**e**	**Likely significant impact?**
Mauve Burr-daisy	N	N	N	N	N	N
Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion	X	N	N	N	N	N
***Y** = Yes (negative impact), **N** = No (no or positive impact), **X** = answer not applicable, **?** = unknown impact.*						

Table 5-7: Summary of EPBC Act significance assessments findings

Threatened species, or communities	Important population *(per Significant Impact Guidelines 1.1 (DoE 2013))*	Likely significant impact?
Mauve Burr-daisy	N	N
***Y** = Yes (negative impact), **N** = No (no or positive impact), **X** = Yes/No answer not applicable, **?** = unknown impact.*		

6. Mitigation

Table 6-1 provides safeguards and mitigation measures that aim to ensure that the proposed work carried out does not have an adverse impact on those environments that occur within or near to the study area.

Where applicable, safeguards are made with reference to Transport's *Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects* (RTA 2011).

Table 6-1: Mitigation measures

ID	Impact	Mitigation measure	Timing and duration	Likely efficacy of mitigation	Residual impacts anticipated?	Responsibility
B01	General	An Erosion Sediment Control Plan (ESCP) would be prepared for the proposal and would be in line with the publication *Managing Urban Stormwater: Soils and Construction* (Landcom 2004).	Detailed design	Effective	N/A	Project Manager/ Contractor
B02		A Construction Environmental Management Plan (CEMP) would be prepared for the proposal.	Prior to construction	Effective	N/A	Project Manager/ Contractor
B03		Temporary compound sites will be located within the identified and assessed areas.	Prior/during construction	Effective	N/A	Project Manager
B04		If required, temporary stockpile sites will be located within the assessed compound sites and managed in accordance with Transport's Stockpile Site Management Guideline (EMS-TG-10).	Prior/during construction	Effective	N/A	Project Manager/ Contractor
B05		The unexpected species find procedure is to be followed under *Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects* (RTA 2011) if threatened ecological communities and threatened fauna or flora not assessed in the biodiversity assessment, are identified in the proposal site.	During construction	Proven	N/A	Environment Manager
B06	**Removal of native vegetation**	Native vegetation removal will be minimised through detailed design.	Detailed design	Effective	There would be a residual impact from the loss of 10.9 ha of native/exotic vegetation.	Botanist/ Project Manager
B07		Vegetation clearance limits would be identified both on site maps/plans and on-site through the erection of temporary exclusion fencing, bunting or similar in accordance with *Guide 2: Exclusion Zones* (RTA 2011). Fencing etc. would be established at the outer limits of the drip line of any retained trees and the areas marked as 'no-go zones' to avoid direct impact.	Prior to construction	Effective		Botanist/ Project Manager/ Contractor
B08		Pre-clearing surveys will be conducted in accordance with *Guide 1: Pre-clearing process* (RTA 2011).	Prior to construction	Effective		Ecologist

ID	Impact	Mitigation measure	Timing and duration	Likely efficacy of mitigation	Residual impacts anticipated?	Responsibility
B09		Vegetation removal will be conducted in accordance with *Guide 4: Clearing of vegetation and removal of bushrock* (RTA 2011). Clearing of native vegetation would be limited to the minimum required to successfully permit the proposal.	During construction	Effective		Contractor
B10		The felled trees will be cut at ground level, retaining the stump/root system in the ground; maintaining soil stabilisation. The root structure of removed trees must be left undisturbed.	During construction	Effective		Contractor
B11		Vegetation removal work is not to be conducted during periods of high winds.	During construction	Effective		Contractor
B12		Removed native and non-seed-bearing exotic vegetation would be mulched or re-used on-site (e.g. to stabilise disturbed areas).	During/post construction	Effective		Contractor
B13		Weed contaminated green waste will be disposed of appropriately at a licensed landfill facility.	During/post construction	Effective		Contractor
B14		To replace the loss of 216 trees, 1348 trees will be planted or $171,000 to be transferred into Transport's Conservation Fund as per the Tree and hollow replacement guidelines [EMF-BD-GD-0129] (Transport for NSW 2022b; Appendix F). A Tree and Hollow Replacement Plan is to be prepared.	Post construction	Effective		Project Manager/ Environment Manager
B15	**Removal of threatened fauna habitat**	Threatened fauna habitat removal will be minimised through detailed design.	Detailed design	Effective	Four hollow-bearing trees are to be removed.	Ecologist/ Project Manager
B16		Fauna will be managed in accordance with *Guide 9: Fauna handling* (RTA 2011).	During construction	Effective		Ecologist or licensed wildlife carer
B17		Habitat removal will be conducted in accordance with *Guide 4: Clearing of vegetation and removal of bushrock* (RTA 2011). In accordance with Guide 4, an ecologist or wildlife carer will be on-site during removal of the four hollow-bearing trees.	During construction	Effective		Contractor
B18		An arborist [or similar] would climb each identified hollow-bearing tree and provide confirmation if the predicted hollows are actual cavities.	During construction	Effective		Ecologist or licensed wildlife carer

ID	Impact	Mitigation measure	Timing and duration	Likely efficacy of mitigation	Residual impacts anticipated?	Responsibility
		• Whilst examining the tree, the arborist [or similar] is to use a hand-held torch to inspect any cavities for sheltering animals. A photographic record of the cavity is to be obtained, this included in a pre-clearing report that is submitted to the appropriate Transport Environmental representative. • If animals are observed sheltering in the cavity, the entrance is to be temporarily plugged through the placement of a breathable material (cloth bag, towel etc). The limb/branch is then to be roped off, a chainsaw being used to remove this from the main plant (the cut made at least 100 mm beyond the predicted limit of the cavity). The limb is to be gently lowered to the ground, relocated to the edge of the road corridor and the cloth plug removed (if possible upon dusk). The sheltering animal is to be permitted to naturally disperse from the cavity. • If birds are present, particularly fledglings, these are to be collected and taken to a wildlife carer or veterinarian for assessment. An ecologist or licensed wildlife carer must be on-site during vegetation clearing/habitat removal in accordance with Guide 4: Clearing of vegetation and removal of bushrock of Transport's *Biodiversity Guidelines* (RTA 2011). Prior to the trees' removal (if an excavator employed) these would be knocked several times to alert potential sheltering fauna and provide an opportunity for these animals to disperse. The trees would not be felled till approval from the ecologist [or similar] is given. If possible, all vegetation around the four hollow-bearing trees would be cleared 24 to 48 hours prior to the removal of the hollow-bearing trees. This approach isolates the hollow-bearing trees and reduces their habitat value (particularly for ground-traversing fauna that are exposed to predation). Hollow-bearing limbs would be removed by chainsaw and lowered to the ground, the cut being about 100 mm below the bottom of the cavity. Once on the ground, the ecologist, or similar, would inspect the cavities for sheltering species. Any fauna encountered would be handled in accordance with Biodiversity Guide 9: Fauna Handling (RTA 2011).				Project Manager Contractor

ID	Impact	Mitigation measure	Timing and duration	Likely efficacy of mitigation	Residual impacts anticipated?	Responsibility
B19		Any animals recovered would be relocated locally. Any injured animals would be taken to a local veterinarian for treatment or euthanising. Felled habitat trees will be relocated in accordance with *Guide 5: Re-use of woody debris and bushrock* (RTA 2011).	During construction	Effective		Contractor/ Ecologist or wildlife carer
B20		To replace the loss of 10 hollows from the four hollow-bearing trees to be removed, six artificial hollows as per the Tree and hollow replacement guidelines [EMF-BD-GD-0129] (Transport for NSW 2022b) would be installed, or an additional $1000 paid into the Conservation Fund. Artificial hollows would be provided in accordance with *Guide 8: Nest boxes* (RTA 2011).	Post construction	Effective		Project manager/ Ecologist/ Environment Manager
B21	**Removal of threatened flora**	Threatened flora removal will be minimised through detailed design.	Detailed design	Effective	Two specimens of Mauve Burr-daisy are to be removed.	Botanist or similar qualified personnel/ Contractor
B22		It is recommended that the two recorded Mauve Burr-daisy specimens be collected and relocated locally. The translocation would occur in accordance with DPIE *Translocation operational policy* (2019a) and be included in the CEMP prepared for the proposal. A management plan that includes on-going monitoring would be developed.	Prior to construction	Effective		Botanist or similar qualified personnel
B23	**Aquatic impacts**	Aquatic habitat will be protected in accordance with *Guide 10: Aquatic habitats and riparian zones* (RTA 2011) and Section 3.3.2 *Standard precautions and mitigation measures of the Policy and guidelines for fish habitat conservation and management Update 2013* (DPI 2013).	During construction	Effective	The proposal would not alter flooding regimes, nor change hydrology including excessive flow velocities, waterway depth, increase water turbulence, channelisation, creek realignment or alteration to	Ecologist/ Project Manager

ID	Impact	Mitigation measure	Timing and duration	Likely efficacy of mitigation	Residual impacts anticipated?	Responsibility
					natural flow regimes.	
B24		Environmental safeguards [with reference to Managing Urban Stormwater: Soils and Construction (Landcom 2004)] will be established as required prior to commencement of work, and kept in place for the duration. Safeguards are to be used during the work to ensure that there is no escape of turbid plumes into the adjacent aquatic environment.	Prior/during construction	Effective		Project Manager/ Contractor
B25		Work would be programmed to coincide with periods of dry weather.	During construction	Effective		Contractor
B26		If required, refuelling of machinery is to occur within an impervious bunded area located more than 50 m from any waterway/drainage line to prevent the escape of substances into the surrounding environment.	During construction	Effective		Project Manager/ Contractor
B27		An emergency spill kit must be kept on site at all times. The kit must be commensurate with the type and quantity of hazardous material used/stored on site.	During construction	Effective		Contractor
B28		DPI Fisheries (1800 043 536) and the Environment Protection Authority (131 555) is to be notified immediately if any fish kills occur in the vicinity of the works. In such cases, all works other than emergency response procedures are to cease until the issue is rectified and approval is given by DPI Fisheries and/or the Environment Protection authority for the works to proceed.	During construction	Effective		Contractor/ Project Manager
B29	**Groundwater dependent ecosystems**	Interruptions to water flows associated with groundwater dependent ecosystems will be minimised through detailed design.	Detailed design	Effective	No	Project Manager
B30	**Changes to hydrology**	Changes to existing surface water flows will be minimised through detailed design.	Detailed design	Effective	No	Project Manager
B31	**Fragmentation of identified habitat corridors**	Connectivity measures will be considered/implemented in accordance with the *Draft Wildlife Connectivity Guidelines for Road Projects* (RTA 2011) or equivalent updated NSW Guidelines.	Detailed design, during construction and post construction	Effective	No	Project Manager/ Ecologist

ID	Impact	Mitigation measure	Timing and duration	Likely efficacy of mitigation	Residual impacts anticipated?	Responsibility
B32	Edge effects on adjacent native vegetation and habitat	Exclusion zones will be set up at the limit of clearing in accordance *with Guide 2: Exclusion zones* (RTA 2011).	Prior to/during construction	Effective	No	Project Manager/ Contractor
B33	Injury and mortality of fauna	Fauna will be managed in accordance with *Guide 9: Fauna* handling (RTA 2011).	During construction	Effective	No	Ecologist or licensed wildlife carer
B34		Inspections for the presence of any sheltering fauna would be carried out beneath vehicles/machinery prior to use.	During construction	Effective	No	Contractor
B35		Any sheltering native species would be collected and relocated locally (nocturnal species to be released on dusk). Any native wildlife injured during the work would be taken to a local veterinarian or wildlife carer for treatment. Once rehabilitated, these native animals must be released at their point of capture. Exotic injured wildlife would be taken to a local veterinarian and ethically euthanised.	During construction	Effective	No	Ecologist or licensed wildlife carer
B36	Invasion and spread of weeds	Weed species will be managed in accordance *with Guide 6: Weed management* (RTA 2011). Recorded Blackberry, Scotch Broom, Serrated tussock, Sweetbriar and Oxeye Daisy will be controlled to result in their suppression and avoid further spread of these species.	Prior/during construction	Effective	No	Botanist or similarly qualified personnel
B37		All vehicles/machinery would enter the site via stabilised access areas to prevent the introduction and spread of weed seeds and/or pathogens.	During construction	Effective	No	Contractor
B38	Invasion and spread of pests	If applicable, pest species will be managed within the proposal site.	During construction	Effective	No	Ecologist or licensed wildlife carer
B39	Invasion and spread of pathogens and disease	Pathogens (e.g. *Phytophthora cinnamomi*) will be managed in accordance with *Guide 2: Exclusion zones* (RTA 2011), including the following hygiene protocols: • Before entering and leaving the work site, workers are to remove excess soil and mud and then spray boots, tools,	During construction	Effective	No	Contractor/ Project Manager

ID	Impact	Mitigation measure	Timing and duration	Likely efficacy of mitigation	Residual impacts anticipated?	Responsibility
		gloves and small equipment with recommended disinfectant supplied by the contractor (70% Methylated spirits / 30% Water) until runoff is clear. • Avoid unnecessary soil disturbance.				
B40	Noise, light, dust, emissions, and vibration	Residents within the study area (100 m radius from the subject site) will be notified prior to work commencing. The notification is to include: • The duration of work and working hours • Any changed traffic or access arrangements • How to lodge a complaint or obtain more information • Contact name and details.	Prior to construction	Effective	No	Project Manager
B41		Potential dust impact generated from activities (e.g. mulching) would be monitored (i.e. to ensure it is not reducing traffic visibility). If dust impact is more than manageable, work will stop and the work method reviewed.	During construction	Effective	No	Contractor
B42		All plant/equipment to be used on site will be designed and operated to control the potential emission of smoky exhaust fumes into the atmosphere.	During construction	Effective	No	Contractor
B43		All machinery/vehicles to be operated within standard guidelines.	During construction	Effective	No	Contractor
B44		Construction activities would be limited to the period provided in the Draft Construction Noise Guideline (EPA 2020): • 7.00 am to 6.00 pm Monday to Friday • 8.00 am to 1.00 pm on Saturday. • No work on Sundays or public holidays.	During construction	Effective	No	Contractor

7. Offsets and other measures

7.1 Thresholds

The proposed works would not trigger thresholds set out by No Net Loss Guidelines listed in Table 7-1 (Transport 2022a).

Table 7-1: Offset thresholds (Transport's No Net Loss Guidelines)

Impact	Threshold	Triggered
Works involving clearing of a CEEC	Where there is any clearing of an CEEC in 'moderate to good' condition	No About 2.5 ha of BC Act CEEC Monaro Tableland Cool Temperate Grassy Woodland will require removal; however, in reference to Table 7-2 below, the condition of this CEEC is poor/disturbed.
Works involving clearing of an EEC	Where clearing of a EEC ≥ 2 ha in 'moderate to good' condition	No
Works involving clearing of VEC	Where clearing of VEC ≥ 5 ha in 'moderate to good' condition	No
Works involving clearing of any habitat for a known species credit fauna species or clearing of breeding habitat (as defined by the TBDC) for dual-credit fauna species (excluding exotic and planted vegetation that cannot be assigned to a plant community type)	Where clearing ≥ 1 ha in 'moderate to good' condition	No Four hollow-bearing trees will require removal to permit the proposal; however, this would not equate to ≥ 1 ha in 'moderate to good' condition.
Works involving removal of known threatened flora species and their habitat	Where loss of individuals is ≥10 or where clearing of habitat is ≥ 1 ha	No Only two specimens of the threatened Mauve Burr-daisy will be removed/translocated.
Type 1 or Type 2 key fish habitats	Where there is a net loss of habitat	No Bombala River (identified as KFH) is present within the study area; however, there will be no direct/indirect impact of this waterway, and, therefore, no net loss of habitat.
Any residual biodiversity impact that doesn't require offsets in accordance with the No Net Loss Guideline is to be assessed against the requirements of the Tree and Hollow Replacement Guideline.	**Any clearing of hollows and/or trees ≥5 cm DBH**	**Yes** (refer to Table 7.2 below)

Table 7-2: Assessment of vegetation impacts against thresholds

Vegetation zone	PCT	Condition	TEC	Impact area (ha)[1]	Threshold triggered?
1	0	Poor	Not a TEC	7.3	Tree replacement
2	3413	Poor – disturbed	Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – BC Act CEEC	2	Tree replacement Hollow replacement
3	3341	Poor – disturbed	Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – BC Act CEEC	0.5	Tree replacement
4	3301	Poor – disturbed	Not a TEC	0.3	Tree replacement
5	3375	Good	Not a TEC	0.7	Tree replacement Hollow replacement
6	3320	Poor – disturbed	Not a TEC	0.1	Tree replacement
7	4085	N/A	Not a TEC	No civil works occurring within this PCT	No
8	3951	N/A	N/A	No civil works occurring within this PCT	No

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7.2 Biodiversity offset strategy/tree and hollow replacement plan

The proposal will require the removal of 216 trees; of which four are hollow-bearing.

To replace this loss, 1,348 trees would be planted and six artificial hollows installed in line with Transport's Tree and hollow replacement guidelines (EMF-BD-GD-0129)] (Appendix F).

Alternatively, Transport will transfer $171,000 into the Transport Conservation Fund. Additionally, $1000 would be paid in to the Conservation Fund in regards to the removal of tree hollows.

A Tree and Hollow Replacement Plan is to be prepared (EMF-BD-GD-0129-TT1).

8. Conclusion

To permit the proposed Monaro Highway safety improvements, an estimated total disturbance footprint of 20 ha would be required, this comprised of 10.9 ha of vegetation disturbance/removal; of which 2.5 ha would be Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion, listed as a CEEC under the BC Act.

As part of the required clearing works, 216 trees will be removed; four of which are hollow-bearing.

By the completion of the Biodiversity Assessment, one threatened species was identified:

- Mauve Burr-daisy – Vulnerable, EPBC Act and BC Act.

To avoid loss of the two threatened Mauve Burr-daisy specimens recorded, it was recommended that these individuals be translocated. The translocation would occur in accordance with the DPIE *Translocation operational policy* (2019a). To assist with the translocation, a management plan that includes on-going monitoring would be developed.

No State or Federal listed threatened fauna species, or suitable habitats for such species, were recorded or considered likely to occur.

Assessments referencing the EPBC Act's Significant Impact Guidelines and Section 7.3 of the BC Act concluded that the proposed work would not significantly impact Monaro Tableland Cool Temperate Grassy Woodland or the Mauve Burr-daisy. Referral of the matter to the Minister for the Environment as a controlled action is not required, nor is the preparation of a SIS (or alternatively a BDAR).

To replace the loss of 216 trees, 1,348 trees will be planted and six artificial hollows installed in line with Transport's '*The Tree and Hollow Replacement Program: An implementation plan for payments to and from the Transport for NSW Conservation Fund (2022)*' (EMF-BD-GD-0129)]; or, alternatively, $171,000 would be transferred into the Conservation Fund. The artificial hollows would be installed within the project boundary or on land adjacent or close to the project with landowner's consent.

Within the study area, Bombala River is identified as KFH. The proposal would not require any civil work along this portion of the subject site; therefore, no waterway will be directly or indirectly adversely impacted by the works. With regard to the FM Act, no threatened aquatic species, ecological communities or their habitats are considered to occur within the study area. No assessment of significance referencing Part 7A, Division 12, Subdivision 221ZV of the FM Act is required; nor are any FM Act permits, or consultation with the DPI – Fisheries, considered necessary.

With reference to Chapter 4 of SEPP (Biodiversity and Conservation) 2021, the study area is not considered to constitute Core Koala Habitat. The preparation of a Koala Plan of Management is not required.

Mitigation measures have been recommended in Section 6, to reduce any ecological impact as a result of the proposed work. Two primary measures include:

- Minimising impact through detailed design.
- Adhering to Transport's Biodiversity Guidelines (RTA 2011).

In addition, the following key mitigation measures have been provided:

- Limit vegetation removal to the minimum required to successfully permit the proposal

- Translocate the two threatened Mauve Burr-daisy specimens, if possible
- Replant 1,348 trees to replace the removal of 216 trees, and provide six artificial hollows to replace the removal of several 'hollows' from four hollow-bearing trees
    - Alternatively, Transport for NSW to transfer $171,00 into the Conservation Fund, including an additional $1000 attributed to hollow replacement.
- Prepare an ESCP to minimise soil erosion and sediment transfer off-site.

With adherence to those recommendations provided in this report, no ecological constraints to the proposal proceeding as planned were identified or considered likely to occur.

The adoption of the mitigation measures provided would ensure that the proposal is carried out in an ecologically sustainable manner.

9. Glossary

Term	Definition
Artificial hollow	Artificial hollows, including hollows carved into a tree, nest boxes attached to trees and salvaged hollows can be used to provide supplementary breeding habitat and shelter for hollow-dependent fauna where hollows have been removed.
Biodiversity offsets	The gain in biodiversity values achieved from the implementation of management actions on areas of land, to compensate for losses to biodiversity values from the impacts of development (State Government of NSW and DPIE 2020c).
BioNet Atlas	The DPE database of flora and fauna records (formerly known as the NSW Wildlife Atlas). The Atlas contains records of plants, mammals, birds, reptiles, amphibians, some fungi, some invertebrates (such as insects and snails listed under the BC Act) and some fish.
BioNet Vegetation classification	Refers to the vegetation community-level classification for use in vegetation mapping programs and regulatory biodiversity impact assessment frameworks in NSW.
Construction footprint	The area to be directly impacted by the proposal during construction activities. See also definition for subject land.
Cumulative impact	The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Refer to Clause 228(2) of the EP&A Regulation 2000 for cumulative impact assessment requirements.
Direct impact	Direct impacts on biodiversity values include those related to clearing native vegetation and threatened species habitat and impacts on biodiversity values prescribed by the Biodiversity Conservation Regulation 2017 (the BC Regulation). This includes impacts from activities related to the construction or operational phase of the proposal (State Government of NSW and DPIE 2020c).
Ecosystem credit species	Threatened species or components of species habitat that are identified in the Threatened Species Data Collection as requiring assessment for ecosystem credits. This is analogous with the definition of 'predicted species'.
Ecosystem credits	A measurement of the value of threatened ecological communities, threatened species habitat for species that can be reliably predicted to occur with a PCT, and PCTs generally. Ecosystem credits measure the loss in biodiversity values at a development, activity, clearing or biodiversity certification site and the gain in biodiversity values at a biodiversity stewardship site (State Government of NSW and DPIE 2020c).
Habitat	An area or areas occupied, or periodically or occasionally occupied, by a species, population or ecological community, including any biotic or abiotic component (State Government of NSW and DPIE 2020c).
Indirect impact	Impacts that occur when the proposal affects native vegetation and threatened species habitat beyond the development footprint or within retained areas (e.g. transporting weeds or pathogens, dumping rubbish). This includes impacts from activities related to the construction or operational phase of the proposal and prescribed impacts (State Government of NSW and DPIE 2020c).

Local population	The population that occurs in the study area. The assessment of the local population may be extended to include individuals beyond the study area if it can be clearly demonstrated that contiguous or interconnecting parts of the population continue beyond the study area, according to the following definitions: • The local population of a threatened plant species comprises those individuals occurring in the study area or the cluster of individuals that extend into habitat adjoining and contiguous with the study area that could reasonably be expected to be cross-pollinating with those in the study area. • The local population of resident fauna species comprises those individuals known or likely to occur in the study area, as well as any individuals occurring in adjoining areas (contiguous or otherwise) that are known or likely to utilise habitats in the study area. • The local population of migratory or nomadic fauna species comprises those individuals that are likely to occur in the study area from time to time or return year to year.
Matter of national environmental significance	A MNES is any of the nine defined components protected by a provision of Part 3 of the EPBC Act.
Mitigation	Action to reduce the severity of an impact.
Native vegetation	Has the same meaning as in section 1.6 of the BC Act and section 60B of the LLS Act. In summary: a) trees (including any sapling or shrub or any scrub) b) understorey plants c) groundcover (being any type of herbaceous vegetation) d) plants occurring in a wetland. A plant is native to New South Wales if it was established in New South Wales before European settlement (BC Act). Native vegetation does not extend to marine vegetation (being mangroves, seagrasses or any other species of plant that at any time in its life cycle must inhabit water other than fresh water). Marine vegetation is covered by the provisions of the FM Act.
NSW (Mitchell) landscape	Landscapes with relatively homogeneous geomorphology, soils and broad vegetation types, mapped at a scale of 1:250,000 (State Government of NSW and DPIE 2020c).
Operational footprint	The area that will be subject to ongoing operational impacts from the proposal. This includes the road, surrounding safety verges and infrastructure, fauna connectivity structures and maintenance access tracks and compounds.
Population	A group of organisms, all of the same species, occupying a particular area (State Government of NSW and DPIE 2020c).
Species credit species	Threatened species or components of species habitat that are identified in the Threatened Species Data Collection as requiring assessment for species credits (State Government of NSW and DPIE 2020a). This is analogous with the definition of 'candidate species'.
Species credits	The class of biodiversity credits created or required for the impact on threatened species that cannot be reliably predicted to use an area of land based on habitat surrogates. Species that require species credits are listed in the Threatened Biodiversity Data Collection (State of NSW and DPIE 2020c).
Study area	The area directly affected by the proposal (subject land or construction footprint) and any additional areas likely to be affected by the proposal, either directly or indirectly.

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Subject land	Land subject to a development, activity, clearing, biodiversity certification or a biodiversity stewardship proposal. It excludes the landscape assessment area which surrounds the subject land (i.e., the area of land in the 1500 m buffer zone around the subject land or 500 m buffer zone for linear proposals). In the case of a biodiversity certification proposal, subject land includes the biodiversity certification assessment area (State Government of NSW and DPIE 2020a). See also definition for construction footprint.
Vegetation zone	A relatively homogeneous area of native vegetation on a development site, clearing site, land to be biodiversity certified or biodiversity stewardship site that is the same PCT and has the same broad condition state (State Government of NSW and DPIE 2020c).

10. Abbreviations

Term	Definition
AOBV	Area of Outstanding Biodiversity Value
BAR	Biodiversity Assessment Report
BC Act	*Biodiversity Conservation Act 2016* (NSW)
BC Regulation	Biodiversity Conservation Regulation 2017 (NSW)
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CEMP	Construction Environmental Management Plan
DCCEEW	Department of Climate Change, Energy, the Environment and Water (Commonwealth)
DPE	Department of Planning and Environment
DPI	Department of Primary Industries
EIS	Environmental Impact Statement
EP&A Act	*Environment Planning and Assessment Act 1979* (NSW)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)
FM Act	*Fisheries Management Act 1994* (NSW)
GDE	Groundwater dependent ecosystems
IBRA	Interim Biogeographically Regionalisation of Australia
KFH	Key Fish Habitat
KTP	Key Threatening Process
LGA	Local Government Area
mm/cm/m/m2/km/ha	Millimetres, centimetres, metres, square metres, kilometres, hectares
MNES	Matters of national environmental significance
NSW	New South Wales
PCT	Plant community type
PMST	Protected Matters Search Tool
MWREF	Minor Work Review of Environmental Factors
SEPP	State Environmental Planning Policy
SIS	Species Impact Statement
TECs	Threatened ecological communities

Transport	Transport for NSW
WoNS	Weeds of National Significance

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Appendix A (BDAR): Likelihood of occurrence table - habitat suitability

Likelihood	Criteria
Recorded	The species was observed in the study area during the current survey or has been recorded within the past five years (known from a reputable source).
High	A species is considered highly likely to occur in the study area if: • There are previous credible records on BioNet within the study area from the last 10 years and suitable habitat is present. • The species is highly mobile, is dependent on identified suitable habitat within the study area (i.e., for breeding or important life cycle periods such as winter flowering resources) and has been recorded recently (within five years) on BioNet in the locality. This also includes species known or likely to visit the study area during regular seasonal movements or migration.
Moderate	A species is considered moderately likely to occur in the study area if: • Any suitable habitat (e.g., foraging) is present in the study area, the species is highly mobile and has been recorded in the locality in the last 10 years on BioNet. The species may be unlikely to maintain sedentary populations, however, may seasonally use resources within the study area opportunistically or during migration. The species is unlikely to be dependent (i.e., for breeding or important life cycle periods such as winter flowering resources) on habitat within the study area. • The species is not highly mobile, is dependent on identified suitable habitat features (e.g., hollows, rocky outcrops) within the study area and has been recorded in the locality in the last 10 years on BioNet. • For flora species that are associated with PCTs in the study area (see TBDC) or have been recorded in the locality in the last 10 years on BioNet – the associated PCT/habitat present in the study area is not degraded and the species was not targeted by surveys in accordance with the BAM and relevant survey guidelines. In addition, for flora species known to occur in disturbed areas (e.g., orchids), records from any time within the locality may warrant inclusion in this category.
Low	A species is considered to have a low likelihood of occurring in the study area if: • For highly mobile species, the species may be an occasional visitor, but habitat similar to the study area is widely distributed in the locality, meaning that the species is not dependent (i.e., for breeding or important life cycle periods such as winter flowering resources) on habitats in the study area and the species has not been recorded in the locality in the last 10 years on BioNet. • The species is not highly mobile, is dependent on identified suitable habitat features (e.g., hollows, rocky outcrops) within the study area and has not been recorded in the locality in the last 10 years on BioNet. • For flora species that are associated with PCTs in the study area (see TBDC) and the species was not identified following targeted surveys in accordance with the BAM and relevant survey guidelines. Flora species that have been recorded in the locality on BioNet at any time, associated suitable habitat (see the TBDC) is not present in the study area, though similar habitats of the same vegetation formation is present in the study area.
Unlikely	Suitable habitat for the species is absent from the study area.

Key

V - vulnerable E - endangered CE - critically endangered M - migratory

Note: Species underlined are those which only the EPBC PMST predicted as having habitat in the search area. All other species have been recorded within 10 km of the study area.

Note: As these habitats are not present, no pelagic, estuarine or wetland species have been included in the following table.

Given that the proposed work is not located within the Commonwealth marine area, this being from 3 to 200 nautical miles from the coast, no species listed as marine under the EPBC Act have been considered; nor has the marine status of any species been acknowledged.

Habitat suitability assessment table

Scientific name	Status		Distribution and habitat	Likelihood of occurrence
	EPBC Act	BC Act		
Plants				
Mauve Burr-daisy *Calotis glandulosa*	V	V	Found in subalpine grassland (dominated by *Poa* spp.), and montane or natural temperate grassland dominated by Kangaroo Grass (*Themeda australis*) and Snow Gum (*Eucalyptus pauciflora*) Woodlands on the Monaro and Shoalhaven area.	Recorded
Hoary Sunray *Leucochrysum albicans var. tricolor*	E		Occurs at relatively high elevations in woodland and open forest communities, in an area roughly bounded by Goulburn, Albury and Bega.	Low
Monaro Golden Daisy *Rutidosis leiolepis*	V	V	Found in Natural Temperate Grassland on the Monaro.	Low
Silky Swainson-pea *Swainsona sericea*		V	Found in Natural Temperate Grassland and Snow Gum Eucalyptus pauciflora Woodland on the Monaro. Found in Box-Gum Woodland in the Southern Tablelands and South West Slopes.	Low
Pretty Beard Orchid *Calochilus pulchellus*		E	The life cycle of *C. pulchellus* is typical for temperate zone members of the genus, with the leaf emerging from a subterranean tuber in mid-winter, and flowering occurring from late October to late November, with only one or two flowers open at a time and each flower lasting only 2-4 days. The plant dies back to tubers in later summer.	Low
Button Wrinklewort *Rutidosis leptorhynchoides*	E	E	Occurs in Box-Gum Woodland, secondary grassland derived from Box-Gum Woodland or in Natural Temperate Grassland; and often in the ecotone between the two communities.	Low

Scientific name	Status		Distribution and habitat	Likelihood of occurrence
	EPBC Act	BC Act		
Armomatic/Basalt Pepper-cress *Lepidium hyssopifolium*	E	E	In NSW the species was known to have occurred in both woodland with a grassy understorey and in grassland.	Low
Tarengo Leek Orchid *Prasophyllum petilum*	E	E	Natural populations are known from a total of five sites in NSW; these are at Boorowa, Captains Flat, Ilford, Delegate and a newly recognised population c.10 k SE of Muswellbrook. Grows in open sites within Natural Temperate Grassland (Boorowa and Delegate sites), also grows in grassy woodland in association with River Tussock *Poa labillardieri*, Black Gum *Eucalyptus aggregata* and tea-trees *Leptospermum* spp. (near Queanbeyan) and within the grassy groundlayer dominated by Kanagroo Grass under Box-Gum Woodland (at Ilford [and Hall, ACT]).	Low
Kydra Dampiera *Dampiera fusca*		E	The species may germinate in large numbers after fires, rapidly colonising areas and setting seed within two years post-fire. However, few (if any) standing plants are observed in populations 20-30 years post fire. Recorded in montane heath, also amongst rock platform and tors interspersed with closed heath. Habitat in the Canberra area is generally restricted to granite ridgetops and plateau on very shallow soils supporting heath, scrub and heathy snow gum and/or mallee woodland. Flowers from October to February. Plant is very hard to observe when not in flower.	Low
Kydra Westringia *Westringia kydrensis*	E	E	Occurs in heathland with larger shrubs of *Allocasuarina nana* and *Banksia caneii*. Grows on shallow rocky granite or quartzite soils.	Low
Silver-leafed Gum *Eucalyptus pulverulenta*	V	V	Grows in shallow soils as an understorey plant in open forest, typically dominated by Brittle Gum (*Eucalyptus mannifera*), Red Stringybark (*E. macrorhynca*), Broad-leafed Peppermint (*E. dives*), Silvertop Ash (*E. sieberi*) and Apple Box (*E. bridgesiana*).	Low
Spiny Pepper-cress *Lepidium aschersonii*	V	V	Not widespread, occurring in the marginal central-western slopes and north-western plains regions of NSW. Found on ridges of gilgai clays dominated by Brigalow (*Acacia harpophylla*), Belah (*Casuarina cristata*), Buloke (*Allocasuarina luehmanii*) and Grey Box (*Eucalyptus microcarpa*). In the south has been recorded growing in Bull Mallee (*E. behriana*).	Low
Swamp Everlasting *Xerochrysum palustre*	V		Grows in wetlands including sedge-swamps and shallow freshwater marshes, often on heavy black clay soils.	Low
Deane's Boronia *Boronia deanei*	V	V	Grows in wet heath, often at the margins of open forest adjoining swamps or along streams.	Low
Parris' Pomaderris *Pomaderris parrisiae*	V	V	Found on skeletal soils in rocky shrubland or tall open forest chiefly on escarpment ranges.	Low
Austral Toadflax *Thesium australe*	V	V	Occurs in grassland on coastal headlands or grassland and grassy woodland away from the coast.	Low

Scientific name	Status		Distribution and habitat	Likelihood of occurrence
	EPBC Act	BC Act		
Clover Glycine, Purple Clover *Glycine latrobeana*	V	CE	The Clover Glycine occurs mainly in grassland and grassy woodland habitats, less often in dry forests, and only rarely in heathland. Populations occur from sea level to c. 1,200 m altitude 6 (900 m in Tasmania). The NSW population is in subalpine grassland (at about 1300 m asl).	Low
Large-fruit Fireweed, Large-fruit Groundsel *Senecio macrocarpus*	V		Predicted to occur in Goulburn Tableland Box-Gum Grassy Forest and Southern Tableland Grassy Box Woodland.	Low
Trailing/Creeping Hop-bush *Dodonaea procumbens*	V	V	Creeping Hop-bush is found in the dry areas of the Monaro, between Michelago and Dalgety. Here it occurs mostly in Natural Temperate Grassland or Snow Gum *Eucalyptus pauciflora* Woodland.	Low
Mammals				
Spotted-tailed Quoll *Dasyurus maculatus*	E	V	Recorded across a range of habitat types, including rainforest, open forest, woodland, coastal heath and inland riparian forest, from the sub-alpine zone to the coastline.	Unlikely
Koala *Phascolarctos cinereus*	E	V	Open eucalypt forest and woodland, containing a variety of 'preferred' food tree species.	Low
Grey-headed Flying-fox *Pteropus poliocephalus*	V	V	Occur in subtropical and temperate rainforests, tall sclerophyll forests and woodlands, heaths and swamps as well as urban gardens and cultivated fruit crops.	Unlikely
Southern Brown Bandicoot *Isoodon obesulus obesulus*	E	E	Generally, only found in heath or open forest with a heathy understorey on sandy or friable soils.	Unlikely
Greater Glider *Petauroides volans*	V		Largely restricted to eucalypt forests and woodlands, utilising tree hollows.	Unlikely
Yellow-bellied Glider *Petaurus australis*		V	Occur in tall mature eucalypt forest generally in areas with high rainfall and nutrient rich soils.	Unlikely
Smoky Mouse *Pseudomys fumeus*	E	CE	Appears to prefer heath habitat on ridge tops and slopes in sclerophyll forest, heathland and open-forest from the coast (in Victoria) to sub-alpine regions of up to 1800 m, but sometimes occurs in ferny gullies.	Unlikely
Broad-toothed Rat (mainland), Tooarrana *Mastacomys fuscus mordicus*	V	V	The Broad-toothed Rat lives in a complex of runways through the dense vegetation of its wet grass, sedge or heath environment, and under the snow in winter. This relatively warm under-snow space enables it to be active throughout winter.	Unlikely
Birds				

Scientific name	Status		Distribution and habitat	Likelihood of occurrence
	EPBC Act	BC Act		
White-throated Needletail *Hirundapus caudacutus*	V, M		Almost exclusively aerial. Takes insects on wing over a range of habitat types. Recorded most often above wooded areas, including open forest and rainforest.	Low
White-bellied Sea Eagle		V	Found in coastal habitats (especially those close to the sea-shore) and around terrestrial wetlands in tropical and temperate regions of mainland Australia.	Low
Little Eagle *Hieraaetus morphnoides*		V	Occupies open eucalypt forest, woodland or open woodland. Sheoak or *Acacia* woodlands and riparian woodlands of interior NSW are also used.	Low
Gang-gang Cockatoo *Callocephalon fimbriatum*		V	Prefers tall mountain forests and woodlands, particularly in heavily timbered and mature wet sclerophyll forests during summer, these being at higher altitudes. In winter, occurs at lower altitudes in drier, more open eucalypt forests and woodlands, or in dry forest in coastal areas.	Unlikely
Brown Treecreeper *Climacteris picumnus victoriae*		V	The western boundary of the range of *Climacteris picumnus victoriae* runs approximately through Corowa, Wagga Wagga, Temora, Forbes, Dubbo and Inverell and along this line the subspecies intergrades with the arid zone subspecies of Brown Treecreeper *Climacteris picumnus picumnus* which then occupies the remaining parts of the state. Found in eucalypt woodlands (including Box-Gum Woodland) and dry open forest of the inland slopes and plains inland of the Great Dividing Range; mainly inhabits woodlands dominated by stringybarks or other rough-barked eucalypts, usually with an open grassy understorey, sometimes with one or more shrub species.	Low
White-fronted Chat *Epthianura albifrons*		V	Usually found foraging on bare or grassy ground in wetland areas, singly or in pairs.	Unlikely
Varied Sittella *Daphoenositta chrysoptera*		V	Inhabits eucalypt forests and woodlands, especially those containing rough-barked species and mature smooth-barked gums with dead branches, mallee and *Acacia* woodland.	Unlikely
Dusky Woodswallow *Artamus cyanopterus cyanopterus*		V	Primarily inhabit dry, open eucalypt forests and woodlands, including mallee associations, with an open or sparse understorey of eucalypt saplings, acacias and other shrubs, and ground-cover of grasses or sedges and fallen woody debris.	Unlikely
Scarlet Robin *Petroica boodang*		V	Lives in dry eucalypt forests and woodlands. The understorey is usually open and grassy with few scattered shrubs.	Unlikely
Hooded Robin *Melanodryas cucullata*		V	Prefers lightly wooded country, usually open eucalypt woodland, acacia scrub and mallee, often in or near clearings or open areas.	Unlikely
Flame Robin *Petroica phoenicea*		V	Breeds in upland tall moist eucalypt forests and woodlands, often on ridges and slopes. Prefers clearings or areas with open understoreys.	Unlikely
Diamond Firetail *Stagonopleura guttata*		V	Found in grassy eucalypt woodlands, including Box-Gum Woodlands and Snow Gum *Eucalyptus pauciflora* Woodlands. Also occurs in open forest, mallee, Natural Temperate Grassland, and in	Low

Scientific name	Status		Distribution and habitat	Likelihood of occurrence
	EPBC Act	BC Act		
			secondary grassland derived from other communities. Often found in riparian areas (rivers and creeks), and sometimes in lightly wooded farmland.	
Regent Honeyeater *Anthochaera phrygia*	CE	CE	Inhabits dry open forest and woodland. These woodlands have significantly large numbers of mature trees, high canopy cover and abundance of mistletoes.	Unlikely
Painted Honeyeater *Grantiella picta*	V	V	Inhabits Boree, Brigalow and Box-Gum Woodlands and Box-Ironbark Forests. A specialist feeder on the fruits of mistletoes growing on woodland eucalypts and acacias. Prefers mistletoes of the genus *Amyema*.	Unlikely
Swift Parrot *Lathamus discolor*	CE	E	Eucalypt forests. When over-wintering on the mainland, this species is dependent on winter-flowering eucalypt species.	Unlikely
Australian Painted Snipe *Rostratula australis*	E	E	Prefers fringes of swamps, dams and nearby marshy areas where there is a cover of grasses, lignum, low scrub or open timber.	Unlikely
Glossy Black-cockatoo *Calyptorhynchus lathami*		V	Inhabits eucalypt woodland and feeds almost exclusively on Casuarina fruits.	Unlikely
Pilotbird *Pycnoptilus floccosus*	V		Found in wet forested areas and heathland in eastern Victoria and south-eastern New South Wales. Forages on the ground, turning over leaf litter using strong legs.	Unlikely
Grey Falcon *Falco hypoleucos*	V	E	Sparsely distributed in NSW, chiefly throughout the Murray-Darling Basin, with the occasional vagrant east of the Great Dividing Range. Usually restricted to shrubland, grassland and wooded watercourses of arid and semi-arid regions, although it is occasionally found in open woodlands near the coast.	Unlikely
Amphibians				
Green and Golden Bell Frog *Litoria aurea*	V	E	Inhabits a variety of environments, including disturbed sites, ephemeral ponds, wetlands, marshes, dams and stream-sides, particularly those that contain one or more of the following aquatic plants: bullrush (*Typha* spp.), spikerush (*Eleocharis* spp.), *Juncus kraussii*, *Schoenoplectus littoralis* and *Sporobolus virginicus.*	Unlikely
Yellow-spotted Tree Frog *Litoria castanea*	CE	CE	Require large permanent ponds or slow flowing 'chain-of-ponds' streams with abundant emergent vegetation such as bulrushes and aquatic vegetation.	Unlikely
Booroolong Frog *Litoria booroolongenis*	E	E	Live along permanent streams with some fringing vegetation cover such as ferns, sedges or grasses.	Unlikely

Scientific name	Status		Distribution and habitat	Likelihood of occurrence
	EPBC Act	BC Act		
Giant Burrowing Frog *Heleioporus australiacus*	V	V	Found in heath, woodland and open dry sclerophyll forest on a variety of soil types except those that are clay based.	Unlikely
Reptile				
Grassland Earless Dragon *Tympanocryptis pinguicolla*	E	E	Historically, the Grassland Earless Dragon ranged from Bathurst to Cooma, including the ACT region. The only populations now known are in the ACT and adjacent NSW at Queanbeyan, and on the Monaro Basalt Plains between Cooma and south-west of Nimmitabel.	Low
Pink-tailed worm-lizard *Aprasia parapulchella*	V	V	Inhabits sloping, open woodland areas with predominantly native grassy groundlayers, particularly those dominated by Kangaroo Grass (*Themeda australis*). Sites are typically well-drained, with rocky outcrops or scattered, partially-buried rocks.	Low
Striped Legless Lizard *Delma impar*	V	V	Found mainly in Natural Temperate Grassland but has also been captured in grasslands that have a high exotic component.	Low
Insect				
Key's Matchstick Grasshopper	E		Typically found in native grasslands and grassy woodlands but it has also been recorded in other vegetation associations usually containing a native grass understory (especially kangaroo grass *Themeda triandra*) and known food plants (particularly Asteraceae).	Low

Appendix B (BDAR): Tree classification and removal

KEY

DBH – Diameter Breast Height

HBT – Hollow-bearing tree

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Native or Amenity	Minimum trees to replant	Fund payment
116	*Cupressus arizonica*	-36.8889	149.2443	Large	60	Amenity	8	1000
117	*Cupressus arizonica*	-36.8888	149.2444	Large	60	Amenity	8	1000
118	*Cupressus arizonica*	-36.8887	149.2445	Large	60	Amenity	8	1000
119	*Cupressus arizonica*	-36.8886	149.2446	Large	60	Amenity	8	1000
120	*Cupressus arizonica*	-36.8886	149.2446	Large	70	Amenity	8	1000
121	*Cupressus arizonica*	-36.8887	149.2445	Large	70	Amenity	8	1000
122	*Cupressus arizonica*	-36.8887	149.2445	Large	70	Amenity	8	1000
123	*Cupressus arizonica*	-36.8887	149.2445	Large	70	Amenity	8	1000
124	*Cupressus arizonica*	-36.8887	149.2446	Large	70	Amenity	8	1000
125	*Cupressus arizonica*	-36.8888	149.2444	Large	80	Amenity	8	1000
126	*Cupressus arizonica*	-36.8889	149.2443	Large	90	Amenity	8	1000
127	*Cupressus arizonica*	-36.889	149.2443	Large	100	Amenity	8	1000
128	*Eucalyptus*	-36.8903	149.243	Large	50	Native	8	1000
129	*Eucalyptus*	-36.8772	149.2513	Large	50	Native	8	1000
130	*Eucalyptus*	-36.8915	149.2418	Large	50	Native	8	1000
131	*Eucalyptus*	-36.8713	149.2536	Large	50	Native	8	1000
132	*Eucalyptus*	-36.8713	149.2536	Large	50	Native	8	1000
133	*Eucalyptus*	-36.8713	149.2536	Large	50	Native	8	1000
134	*Eucalyptus*	-36.8713	149.2536	Large	50	Native	8	1000
135	*Eucalyptus*	-36.876	149.2522	Large	50	Native	8	1000
136	*Eucalyptus*	-36.8902	149.243	Large	50	Native	8	1000
137	*Eucalyptus*	-36.8733	149.2526	Large	50	Native	8	1000
138	*Eucalyptus*	-36.8903	149.2429	Large	50	Native	8	1000
139	*Eucalyptus*	-36.8712	149.2537	Large	60	Native	8	1000

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Native or Amenity	Minimum trees to replant	Fund payment
140	*Eucalyptus*	-36.8786	149.2508	Large	60	Native	8	1000
141	*Eucalyptus*	-36.877	149.2514	Large	60	Native	8	1000
143	*Eucalyptus* (HBT)	-36.8712	149.2535	Large	60	Native	8	1000
144	*Eucalyptus*	-36.8785	149.2509	Large	60	Native	8	1000
145	*Eucalyptus*	-36.8759	149.2522	Large	60	Native	8	1000
146	*Eucalyptus*	-36.8755	149.2523	Large	70	Native	8	1000
147	*Eucalyptus*	-36.8757	149.2523	Large	70	Native	8	1000
148	*Eucalyptus*	-36.8903	149.2429	Large	70	Native	8	1000
149	*Eucalyptus*	-36.8727	149.2529	Large	70	Native	8	1000
150	*Eucalyptus*	-36.8721	149.253	Large	70	Native	8	1000
151	*Eucalyptus*	-36.8917	149.2415	Large	80	Native	8	1000
152	*Eucalyptus*	-36.8903	149.2429	Large	80	Native	8	1000
153	*Eucalyptus*	-36.8902	149.243	Large	80	Native	8	1000
154	*Eucalyptus*	-36.8915	149.2417	Large	90	Native	8	1000
155	*Eucalyptus*	-36.8905	149.2427	Large	90	Native	8	1000
156	*Eucalyptus dives*	-36.8713	149.2536	Large	50	Native	8	1000
157	*Eucalyptus dives*	-36.8713	149.2536	Large	50	Native	8	1000
158	*Eucalyptus dives*	-36.8713	149.2536	Large	50	Native	8	1000
159	*Eucalyptus dives*	-36.8713	149.2536	Large	50	Native	8	1000
160	*Eucalyptus dives*	-36.8884	149.2448	Large	50	Native	8	1000
161	*Eucalyptus dives*	-36.8873	149.2458	Large	50	Native	8	1000
162	*Eucalyptus dives*	-36.8866	149.2459	Large	50	Native	8	1000
163	*Eucalyptus dives*	-36.8872	149.2458	Large	50	Native	8	1000
164	*Eucalyptus dives*	-36.8885	149.2447	Large	50	Native	8	1000
165	*Eucalyptus dives*	-36.8885	149.2447	Large	50	Native	8	1000
166	*Eucalyptus dives*	-36.8885	149.2447	Large	60	Native	8	1000
167	*Eucalyptus dives*	-36.8881	149.2453	Large	60	Native	8	1000
168	*Eucalyptus dives*	-36.8864	149.246	Large	60	Native	8	1000
169	*Eucalyptus dives*	-36.8874	149.2457	Large	60	Native	8	1000
170	*Eucalyptus dives*	-36.887	149.2458	Large	60	Native	8	1000

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Native or Amenity	Minimum trees to replant	Fund payment
171	*Eucalyptus dives*	-36.887	149.2458	Large	60	Native	8	1000
172	*Eucalyptus dives*	-36.8875	149.2457	Large	60	Native	8	1000
173	*Eucalyptus dives*	-36.8865	149.2459	Large	60	Native	8	1000
174	*Eucalyptus dives*	-36.8866	149.246	Large	60	Native	8	1000
175	*Eucalyptus dives*	-36.8873	149.2458	Large	60	Native	8	1000
176	*Eucalyptus dives*	-36.887	149.2458	Large	60	Native	8	1000
177	*Eucalyptus dives*	-36.8871	149.2459	Large	60	Native	8	1000
178	*Eucalyptus dives*	-36.8873	149.2459	Large	60	Native	8	1000
179	*Eucalyptus dives*	-36.8873	149.2459	Large	70	Native	8	1000
180	*Eucalyptus dives*	-36.8876	149.2456	Large	70	Native	8	1000
181	*Eucalyptus dives*	-36.8873	149.2458	Large	70	Native	8	1000
182	*Eucalyptus dives*	-36.8873	149.2458	Large	70	Native	8	1000
183	*Eucalyptus dives*	-36.8884	149.2447	Large	70	Native	8	1000
184	*Eucalyptus dives*	-36.8865	149.2459	Large	70	Native	8	1000
185	*Eucalyptus dives*	-36.8869	149.2459	Large	70	Native	8	1000
186	*Eucalyptus dives*	-36.8871	149.2459	Large	70	Native	8	1000
187	*Eucalyptus dives*	-36.8885	149.2449	Large	70	Native	8	1000
188	*Eucalyptus dives*	-36.8885	149.2449	Large	70	Native	8	1000
189	*Eucalyptus dives*	-36.8879	149.2454	Large	75	Native	8	1000
190	*Eucalyptus dives*	-36.8877	149.2456	Large	80	Native	8	1000
191	*Eucalyptus dives*	-36.8877	149.2456	Large	80	Native	8	1000
192	*Eucalyptus dives*	-36.8875	149.2457	Large	80	Native	8	1000
193	*Eucalyptus dives*	-36.8884	149.2446	Large	80	Native	8	1000
194	*Eucalyptus dives*	-36.8865	149.2459	Large	80	Native	8	1000
195	*Eucalyptus dives*	-36.887	149.2459	Large	80	Native	8	1000
196	*Eucalyptus dives*	-36.8875	149.2457	Large	80	Native	8	1000
197	*Eucalyptus dives*	-36.8874	149.2457	Large	80	Native	8	1000
198	*Eucalyptus dives*	-36.8879	149.2455	Large	90	Native	8	1000
199	*Eucalyptus dives*	-36.8876	149.2457	Large	90	Native	8	1000
200	*Eucalyptus dives*	-36.8875	149.2457	Large	90	Native	8	1000

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Native or Amenity	Minimum trees to replant	Fund payment
201	*Eucalyptus dives*	-36.8868	149.246	Large	90	Native	8	1000
202	*Eucalyptus dives*	-36.888	149.2454	Large	100	Native	8	1000
203	*Eucalyptus dives*	-36.8882	149.2452	Large	100	Native	8	1000
204	*Eucalyptus dives*	-36.8882	149.2452	Large	100	Native	8	1000
205	*Eucalyptus pauciflora*	-36.8885	149.2447	Large	50	Native	8	1000
206	*Eucalyptus rubida*	-36.8884	149.2445	Large	50	Native	8	1000
207	*Eucalyptus rubida*	-36.8884	149.2445	Large	50	Native	8	1000
208	*Eucalyptus rubida*	-36.8884	149.2449	Large	60	Native	8	1000
209	*Eucalyptus rubida*	-36.8872	149.2459	Large	60	Native	8	1000
210	*Eucalyptus rubida*	-36.8885	149.2447	Large	70	Native	8	1000
211	*Eucalyptus rubida*	-36.8883	149.2448	Large	80	Native	8	1000
212	*Eucalyptus rubida*	-36.8866	149.2459	Large	90	Native	8	1000
213	*Eucalyptus rubida*	-36.8867	149.246	Large	100	Native	8	1000
214	*Eucalyptus rubida*	-36.8868	149.2459	Large	100	Native	8	1000
215	*Eucalyptus rubida* (HBT)	-36.8918	149.2413	Large	60	Native	8	1000
216	*Populus alba*	-36.8889	149.2443	Large	60	Amenity	8	1000
36	*Crataegus monogyna*	-36.8884	149.2447	Medium	20	Amenity	4	500
37	*Cupressus arizonica*	-36.8887	149.2445	Medium	20	Amenity	4	500
38	*Cupressus arizonica*	-36.8888	149.2445	Medium	25	Amenity	4	500
39	*Eucalyptus*	-36.8726	149.2529	Medium	20	Native	4	500
40	*Eucalyptus*	-36.8755	149.2523	Medium	20	Native	4	500
41	*Eucalyptus*	-36.8755	149.2523	Medium	20	Native	4	500
42	*Eucalyptus*	-36.8755	149.2523	Medium	20	Native	4	500
43	*Eucalyptus*	-36.8785	149.2509	Medium	20	Native	4	500
44	*Eucalyptus*	-36.8784	149.2509	Medium	20	Native	4	500
45	*Eucalyptus*	-36.8784	149.2509	Medium	20	Native	4	500
46	*Eucalyptus*	-36.8758	149.2522	Medium	30	Native	4	500
47	*Eucalyptus*	-36.8784	149.251	Medium	30	Native	4	500
48	*Eucalyptus*	-36.8783	149.251	Medium	30	Native	4	500
49	*Eucalyptus*	-36.8783	149.251	Medium	30	Native	4	500

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Native or Amenity	Minimum trees to replant	Fund payment
50	*Eucalyptus*	-36.8772	149.2513	Medium	30	Native	4	500
51	*Eucalyptus*	-36.8772	149.2513	Medium	30	Native	4	500
52	*Eucalyptus*	-36.8758	149.2522	Medium	30	Native	4	500
53	*Eucalyptus*	-36.8771	149.2514	Medium	40	Native	4	500
54	*Eucalyptus*	-36.8711	149.2533	Medium	40	Native	4	500
55	*Eucalyptus*	-36.8711	149.2533	Medium	40	Native	4	500
56	*Eucalyptus dives*	-36.8871	149.2459	Medium	20	Native	4	500
57	*Eucalyptus dives*	-36.8871	149.2459	Medium	20	Native	4	500
58	*Eucalyptus dives*	-36.8871	149.2459	Medium	20	Native	4	500
59	*Eucalyptus dives*	-36.8866	149.2459	Medium	20	Native	4	500
60	*Eucalyptus dives*	-36.8866	149.2459	Medium	20	Native	4	500
61	*Eucalyptus dives*	-36.8877	149.2456	Medium	20	Native	4	500
62	*Eucalyptus dives*	-36.8877	149.2456	Medium	20	Native	4	500
63	*Eucalyptus dives*	-36.8885	149.2449	Medium	20	Native	4	500
64	*Eucalyptus dives*	-36.8885	149.2449	Medium	25	Native	4	500
65	*Eucalyptus dives*	-36.8885	149.2449	Medium	25	Native	4	500
66	*Eucalyptus dives*	-36.8884	149.2448	Medium	25	Native	4	500
67	*Eucalyptus dives*	-36.888	149.2453	Medium	25	Native	4	500
68	*Eucalyptus dives*	-36.888	149.2453	Medium	30	Native	4	500
69	*Eucalyptus dives*	-36.8884	149.2449	Medium	30	Native	4	500
70	*Eucalyptus dives*	-36.8884	149.2449	Medium	30	Native	4	500
71	*Eucalyptus dives*	-36.8866	149.2459	Medium	30	Native	4	500
72	*Eucalyptus dives*	-36.8875	149.2457	Medium	30	Native	4	500
73	*Eucalyptus dives*	-36.8875	149.2457	Medium	30	Native	4	500
74	*Eucalyptus dives*	-36.8875	149.2457	Medium	30	Native	4	500
75	*Eucalyptus dives*	-36.8872	149.2458	Medium	30	Native	4	500
76	*Eucalyptus dives*	-36.8885	149.2448	Medium	30	Native	4	500
77	*Eucalyptus dives*	-36.8885	149.2448	Medium	30	Native	4	500
78	*Eucalyptus dives*	-36.8885	149.2448	Medium	35	Native	4	500
79	*Eucalyptus dives*	-36.8878	149.2455	Medium	40	Native	4	500

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Native or Amenity	Minimum trees to replant	Fund payment
80	*Eucalyptus dives*	-36.8878	149.2456	Medium	40	Native	4	500
81	*Eucalyptus dives*	-36.8878	149.2456	Medium	40	Native	4	500
82	*Eucalyptus dives*	-36.8878	149.2456	Medium	40	Native	4	500
83	*Eucalyptus dives*	-36.8884	149.2446	Medium	40	Native	4	500
84	*Eucalyptus dives*	-36.8866	149.2459	Medium	40	Native	4	500
85	*Eucalyptus pauciflora*	-36.8866	149.2459	Medium	20	Native	4	500
86	*Eucalyptus pauciflora*	-36.8867	149.2459	Medium	20	Native	4	500
87	*Eucalyptus pauciflora*	-36.8885	149.2447	Medium	20	Native	4	500
88	*Eucalyptus pauciflora*	-36.8885	149.2448	Medium	20	Native	4	500
89	*Eucalyptus pauciflora*	-36.8885	149.2446	Medium	25	Native	4	500
90	*Eucalyptus pauciflora*	-36.8885	149.2448	Medium	25	Native	4	500
91	*Eucalyptus pauciflora*	-36.8885	149.2446	Medium	25	Native	4	500
92	*Eucalyptus pauciflora*	-36.8885	149.2447	Medium	25	Native	4	500
93	*Eucalyptus pauciflora*	-36.8885	149.2447	Medium	25	Native	4	500
94	*Eucalyptus pauciflora*	-36.8885	149.2447	Medium	30	Native	4	500
95	*Eucalyptus pauciflora*	-36.8883	149.245	Medium	30	Native	4	500
96	*Eucalyptus pauciflora*	-36.8885	149.2445	Medium	30	Native	4	500
97	*Eucalyptus pauciflora*	-36.8886	149.2444	Medium	30	Native	4	500
98	*Eucalyptus pauciflora*	-36.8884	149.245	Medium	30	Native	4	500
99	*Eucalyptus pauciflora*	-36.8885	149.2445	Medium	30	Native	4	500
100	*Eucalyptus pauciflora*	-36.8885	149.2448	Medium	30	Native	4	500
101	*Eucalyptus pauciflora*	-36.8867	149.2458	Medium	30	Native	4	500
102	*Eucalyptus pauciflora*	-36.8885	149.2445	Medium	30	Native	4	500
103	*Eucalyptus pauciflora*	-36.8885	149.2445	Medium	40	Native	4	500
104	*Eucalyptus pauciflora*	-36.8885	149.2446	Medium	40	Native	4	500
105	*Eucalyptus pauciflora*	-36.8886	149.2448	Medium	40	Native	4	500
106	*Eucalyptus rubida*	-36.8869	149.2458	Medium	20	Native	4	500
107	*Eucalyptus rubida*	-36.8867	149.2459	Medium	30	Native	4	500
108	*Eucalyptus rubida*	-36.8868	149.2459	Medium	40	Native	4	500
109	*Eucalyptus rubida*	-36.8884	149.2448	Medium	40	Native	4	500

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Native or Amenity	Minimum trees to replant	Fund payment
110	*Populus alba*	-36.8887	149.2447	Medium	20	Amenity	4	500
111	*Populus alba*	-36.8887	149.2446	Medium	25	Amenity	4	500
112	*Populus alba*	-36.8887	149.2445	Medium	30	Amenity	4	500
113	*Populus alba*	-36.8888	149.2444	Medium	30	Amenity	4	500
114	*Populus alba*	-36.8887	149.2446	Medium	30	Amenity	4	500
115	*Populus alba*	-36.8889	149.2444	Medium	35	Amenity	4	500
142	*Eucalyptus* (HBT)	-36.877	149.2514	Medium	40	Native	4	500
12	*Cupressus arizonica*	-36.8888	149.2445	Small	7	Amenity	2	125
13	*Cupressus arizonica*	-36.8888	149.2445	Small	15	Amenity	2	125
14	*Eucalyptus*	-36.8903	149.243	Small	5	Native	2	125
15	*Eucalyptus*	-36.8905	149.2427	Small	5	Native	2	125
16	*Eucalyptus*	-36.8906	149.2427	Small	5	Native	2	125
17	*Eucalyptus*	-36.8903	149.2429	Small	10	Native	2	125
18	*Eucalyptus*	-36.8903	149.243	Small	10	Native	2	125
19	*Eucalyptus*	-36.8903	149.2429	Small	10	Native	2	125
20	*Eucalyptus dives*	-36.8903	149.2429	Small	10	Native	2	125
21	*Eucalyptus dives*	-36.8903	149.2429	Small	10	Native	2	125
22	*Eucalyptus dives*	-36.8871	149.2459	Small	10	Native	2	125
23	*Eucalyptus dives*	-36.8871	149.2459	Small	15	Native	2	125
24	*Eucalyptus dives*	-36.8878	149.2456	Small	15	Native	2	125
25	*Eucalyptus dives*	-36.8883	149.245	Small	15	Native	2	125
26	*Eucalyptus dives*	-36.8883	149.245	Small	15	Native	2	125
27	*Eucalyptus pauciflora*	-36.8887	149.2446	Small	5	Native	2	125
28	*Eucalyptus pauciflora*	-36.8886	149.2445	Small	10	Native	2	125
29	*Eucalyptus pauciflora*	-36.8885	149.2447	Small	15	Native	2	125
30	*Eucalyptus pauciflora*	-36.8884	149.245	Small	15	Native	2	125
31	*Eucalyptus pauciflora*	-36.8885	149.2446	Small	15	Native	2	125
32	*Eucalyptus pauciflora*	-36.8883	149.2448	Small	19	Native	2	125
33	*Populus alba*	-36.8887	149.2447	Small	10	Amenity	2	125
34	*Populus alba*	-36.8887	149.2446	Small	15	Amenity	2	125

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Native or Amenity	Minimum trees to replant	Fund payment
35	*Prunus cerasifera*	-36.8864	149.246	Small	10	Amenity	2	125
1	*Eucalyptus*	-36.8728	149.2528	Very Large	500	Native	16	2500
2	*Eucalyptus*	-36.8728	149.2528	Very Large	500	Native	16	2500
3	*Eucalyptus*	-36.8908	149.2425	Very Large	500	Native	16	2500
4	*Eucalyptus*	-36.8728	149.2529	Very Large	700	Native	16	2500
5	*Eucalyptus*	-36.8905	149.2428	Very Large	800	Native	16	2500
6	*Eucalyptus*	-36.8809	149.2491	Very Large	900	Native	16	2500
7	*Eucalyptus*	-36.891	149.2425	Very Large	900	Native	16	2500
8	*Eucalyptus*	-36.8812	149.2488	Very Large	1000	Native	16	2500
9	*Eucalyptus dives* (HBT)	-36.8819	149.2484	Very Large	110	Native	16	2500
10	*Eucalyptus dives*	-36.8819	149.2484	Very Large	120	Native	16	2500
11	*Eucalyptus rubida*	-36.8866	149.2459	Very Large	120	Native	16	2500
TOTAL							**1348**	**$171,000.00**

TfNSW additional tree assessment

Project: North of Bombala Safety Upgrades

Person completing form: Amber Gault

TfNSW contact officer: Will McGrath

Date: 25/2/2025

Road ID: MR19

Tree ID	GPS	Species	Native / Amenity	DBH (cm)	Tree size class	Habitat
1	-36.886316114151256, 149.24608610175827	Euc	N	100	L	No
2	-36.88660504262291, 149.24605459691884	Euc	N	40	M	No
3	-36.88660504262291, 149.24605459691884	Euc	N	60	L	No
4	-36.88660504262291, 149.24605459691884	Euc	N	50	L	No
5	-36.88678614535455, 149.2460471454954	Euc	N	75	L	No
6	-36.88692518548392, 149.24601046392044	Euc	N	95	L	No
7	-36.88692518548392, 149.24601046392044	Euc	N	40	M	No
8	-36.88717647756066, 149.24597218749503	Euc	N	70	L	No
9	-36.88717647756066, 149.24597218749503	Euc	N	15	S	No
10	-36.88717647756066, 149.24597218749503	Euc	N	170	XL	No
11	-36.88717647756066, 149.24597218749503	Euc	N	70	L	No
12	-36.88721119327228, 149.2459153299384	Euc	N	80	L	No
13	-36.88721119327228, 149.2459153299384	Euc	N	40	M	No
14	-36.88724224195466, 149.24591790314545	Euc	N	40	M	No
15	-36.88729454117014, 149.24595936927366	Euc	N	30	M	No

16	-36.88730155691893, 149.24594719325853	Euc	N	30	M	No
17	-36.88730155691893, 149.24594719325853	Euc	N	30	M	No
18	-36.887359959116765, 149.24592158904707	Euc	N	60	L	No
19	-36.88720638165791, 149.24593842461283	Euc	N	100	L	No possible retention
20	-36.88720638165791, 149.24593842461283	Euc	N	100	L	No. Possible retention
21	-36.8873818406786, 149.24587167849077	Euc	N	70	L	No. Possible retention
22	-36.887529328264264, 149.24580261160875	Euc	N	15	S	No. Possible retention
23	-36.887529328264264, 149.24580261160875	Euc	N	60	L	No. Possible retention
24	-36.88767732899998, 149.24573092815228	Euc	N	80	L	No

Tree size[1]
Very large tree (DBH[2] greater than 100cm)
Large tree (DBH between 50cm and 100cm)
Medium tree (DBH greater than 20 cm, but less than 50cm)
Small tree (DBH greater than 5cm, but less than 20cm)
Hollow replacement requirement

Appendix C (BDAR): Photographic record of area investigated

	Character of Monaro Highway.
	Character of vegetation to be removed. Photograph taken looking north through site.
	Character of exotic grasses along road corridor.

	Character of PCT 3375.
	Character of Amenity trees along investigated portion of Monaro Highway.
	Character of disturbed vegetation.

	Character of culverts present.
	Character of portion of Monaro Highway traversing over Bombala River, where works are limited to a speed zone adjustment and installation of ATLM.
	Character of potential compound areas.

Appendix D (BDAR): Ecological Assessment

Species listed under the EPBC Act

By the completion of the field investigation, the following MNES had been recorded within or near to the study area:

- Mauve Burr-daisy – listed as Vulnerable.

The Significant Impact Guidelines prepared under the EPBC Act are used to determine whether the action (i.e. vegetation clearance) has, will have, or is likely to have a significant impact on this MNES and, as such, whether the conducting of the proposal would be a controlled action requiring referral of the matter to the Federal Minister for the Environment.

1.(a) Mauve Burr-daisy – Vulnerable

An action is likely to have a significant impact on a vulnerable species if there is a real chance or possibility that it will:

- *lead to a long-term decrease in the size of an important population*[2] *of a species*

The two specimens are not necessary for the species long term survival or recovery as they are not part of an important population.

- *reduce the area of occupancy of an important population*

An important population does not occur at the subject site.

- *fragment an existing important population into two or more populations*

An important population does not occur at the subject site.

- *adversely affect habitat critical to the survival of a species*

The plants that would be affected are not part of important populations.

- *disrupt the breeding cycle of an important population*

The nearest occurring natural metapopulation is at Bibbenluke (OEH 2022c). The removal of two plants from the subject site is unlikely to have any effect of the breeding cycle of plants in that population.

- *modify, destroy, remove or isolate or decrease the availability or quality of habitat to the extent that the species is likely to decline*

The loss of the two specimens is unlikely to contribute to the decline of the species.

- *result in invasive species that are harmful to a vulnerable species becoming established in the vulnerable species' habitat*

The proposal would have no impact on the introduction of harmful species in the habitat of Mauve Burr-daisy.

- *introduce disease that may cause the species to decline, or*

[2] An 'important population' is a population that is necessary for a species' long-term survival and recovery. This may include populations identified as such in recovery plans, and/or that are:
- key source populations either for breeding or dispersal
- populations that are necessary for maintaining genetic diversity, and/or
- populations that are near the limit of the species' range.

The proposal would have no impact on the introduction of diseases into the habitat of Mauve Burr-daisy.

- *interfere substantially with the recovery of the species*

The proposal would have no impact on the recovery of the species.

Conclusion

The proposal is not considered to have a significant impact on Mauve Burr-daisy. As such, referral of the proposal to the Federal Minister for the Environment as a controlled action is not required.

2. State - *Biodiversity Conservation Act 2016*

By the completion of the field investigation, the following TEC and threatened flora species were recorded within the study area:

- Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion – CEEC
- Mauve Burr-daisy – Vulnerable.

The potential impact associated with the proposal on the recorded TEC and threatened species, and their local populations, is considered with reference to the assessment criteria provided under Section 7.3 of the BC Act (these commonly referred to as the 5-part test). These criteria are designed to determine whether there is likely to be a significant effect on the TEC, threatened species, or their habitats, and consequently whether a SIS [or BDAR if Transport pursues that option] is required.

2.(a) Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands – 5-part test

(a) *in the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life-cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction*,

Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands is an EEC not a threatened species.

(b) *in the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity*:

(i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction,

The work has the potential to impact about 2.5 ha of Monaro Tableland Cool Temperate Grassy Woodland. The EEC extends beyond the proposed work area and, as such, the local occurrence is unlikely to be placed at risk of extinction.

(ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,

The work will not substantially and adversely modify the composition of the community beyond the proposed work area that its local occurrence is placed at risk of extinction.

(c) *in relation to the habitat of a threatened species or ecological community*:

(i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity,

The work has the potential to impact 2.5 ha of Monaro Tableland Cool Temperate Grass Woodland.

(ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity,

Beyond existing conditions, the works proposed are not considered to fragment or increase fragmentation of the TEC that is present.

(iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species or ecological community in the locality,

Given the extent of TEC to be disturbed, when compared to that which has been mapped within the immediate area (NSW Government and DPE 2022), the area that will be affected is not considered important to the long-term survival of this TEC in this locality.

(d) *whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly),*

No declared AOBV would be directly or indirectly affected by the proposal. The subject site is not listed as a declared AOBV under Part 3 of the BC Regulation 2017.

(e) *whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.*

Currently 35 KTPs for mainland NSW are listed under Schedule 4 of the BC Act. Of these, the 'clearing of native vegetation' will be applicable to the proposed work. While this is the case, the removal and/or disturbance of 2.5 ha of Monaro Tableland Cool Temperate Grassy Woodland is unlikely to significantly affect the population of the community.

Expected impact on Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion

The proposal is considered unlikely to significantly affect Monaro Tableland Cool Temperate Grassy Woodland, or its habitat. The proposal will not remove a significant portion of this ecological community nor would it present any additional barriers to the seed dispersal mechanisms that are operating. The preparation of a SIS [or BDAR] that further considers the impact of the proposal on Monaro Tableland Cool Temperate Grassy Woodland is not required

2.(b) Mauve Burr-daisy – Five-part test

(a) *in the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life-cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,*

It is unlikely the removal of two specimens would place the species at risk of extinction.

(b) *in the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity*:

(i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction,
(ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,

Mauve Burr-daisy is a threatened species, not an EEC.

(c) *in relation to the habitat of a threatened species or ecological community*:

(i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity,

The habitat will be removed for the proposed works; however, this area is not considered significant habitat for the Mauve Burr-daisy, nor would the removal of two specimens significantly impact the population.

(ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity,

The proposed work area contains two specimens of Mauve Burr-daisy, both to be removed; however, this would not fragment or isolate areas of habitat.

(iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species or ecological community in the locality,

The proposal is not considered to remove, modify, fragment or isolate a significant amount of vegetation such that the long-term survival of Mauve Burr-daisy would be jeopardised. Given that no major components of this species' habitat are to be further isolated or fragmented, it is not considered that the proposal would have an impact on the species such that its long-term survival in the locality would be adversely affected.

It is acknowledged, with reference to Mauve Burr-daisy's Save our Species strategy profile (OEH 2022c), that a priority management site for the species, 'Bibbenluke Common', is located about 7.5 km north of the proposal.

(d) *whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly),*

No declared AOBV would be directly or indirectly affected by the proposal. The subject site is not listed as a declared AOBV under Part 3 of the BC Regulation 2017.

(e) *whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.*

Currently 35 KTPs for mainland NSW are listed under Schedule 4 of the BC Act. Of these, 'clearing of native vegetation' would be applicable to the proposal. While the proposed work would remove some vegetation, it is considered that this clearance would not significantly contribute to, or increase the impact of this KTP.

Expected impact on Mauve Burr-daisy

The proposed road works will only potentially clear two Mauve Burr-daisy individuals. These two individuals do not make up a significant percentage of the overall population. Therefore, the proposal is considered unlikely to significantly affect this species or its habitat long-term. The preparation of a SIS [or BDAR] that further considers the impact of the proposal on Mauve Burr-daisy is not required.

Appendix E (BDAR): Flora and fauna species recorded

Recorded flora

Key

* denotes introduced species

Weed of National Significance

V –species listed as Vulnerable under EPBC and BC Acts

Family	Scientific name	Common name
Poaceae	*Avena fatua**	Wild Oat Grass
	*Lolium multiflorum**	Annual Ryegrass
	*# Nassella trichotoma **	Serrated Tussock
	*Aira caryophyllea **	Silvery Hairgrass
	*Briza maxima **	Blowfly Grass
	*Briza subaristata **	Lantern Grass
	Vulpia muralis	Silver Grass
	*Dactylis glomerata**	Cock's-Foot
	*Holcus lanatus **	Yorkshire Fog
	Poa sieberiana	Grey Tussock
Lomandraceae	*Lomandra multiflora*	Many-Flowered Mat Rush
	Lomandra longifolia	Mat Rush
Onagraceae	*Oenothera stricta **	Evening-Primrose
Malaceae	*Cotoneaster glaucophyllus **	Cotoneaster
Rosaceae	*# Rubus fruticosus agg. spp. **	Blackberry
	*Prunus cerasifera**	Cherry Plum
	*Cydonia oblonga**	Quince
	*Rubus rubiginosa **	Sweetbriar
	*Crataegus monogyna**	Common Hawthorne
	*Pyracantha angustifolia**	Orange Firethorn
Cyperaceae	*Cyperus eragrostis **	Flat Sedge
Geraniaceae	*Geranium antrorsum*	Wild Geranium
	Geranium solanderi	Australian Cranesbill
Asteraceae	*Conyza hoariness **	Fleabane

Family	Scientific name	Common name
	Gamochaeta sp. *	Cudweed
	Calotis glandulosa	[V] Mauve Burr-daisy
	Leucochrysum alpinum	Alpine Sunray
	*Sonchus oleraceus**	Sow Thistle
	Ozothamnus thyrsoideus	Sticky Everlasting
	Cassinia longifolia	Shiny Cassinia
	Leucanthemum vulgare *	Oxeye Daisy
	Senecio quadridentatus	Cotton Fireweed
	Senecio tenuiflorus	Slender Fireweed
Campanulaceae	*Wahlenbergia multicaulis*	Native Bluebell
Myrtaceae	*Eucalyptus dives*	Broad-Leaved Peppermint
	Eucalyptus pauciflora	Snow Gum
	Eucalyptus rubida	Candle-Bark
	Eucalyptus stellulata	Black Sallee
	Kunzea ericoides	White Tea-Tree
Dilleniaceae	*Hibbertia obtusifolia*	Hoary Guinea Flower
Ericaceae	*Acrotriche serrulata*	Groundberry
Asphodelaceae	*Bulbine bulbosa*	Golden Lily
Euphorbiaceae	*Euphorbia oblongata* *	Egg-Leaf Spurge
Scrophulariaceae	*Verbascum thapsus subsp. thapsus* *	Great Mullein
Salicaceae	*Populus alba* *	White Poplar
	Populus sp. *	Poplar
Polygonaceae	*Rumex acetosella* *	Sheep's Sorrel
Fabaceae Subfamily: Faboideae	*Daviesia mimosoides*	Blunt-Leaf Bitter-Pea
	# Cytisus scoparius *	Scotch Broom
Cupressaceae	*Cupressus arizonica* *	Arizona Cypress
Juncaceae	*Juncus subsecundus*	Fingered Rush
Orchidaceae	*Diuris sulphurea*	Tiger Orchid

Recorded fauna

Scientific name	Scientific name
MAMMALS	
Eastern Grey Kangaroo	*Macropus giganteus*
Common Wombat	*Vombatus ursinus*
Common Brushtail Possum	*Trichosurus vulpecula*
* Brown Hare	*Lepus capensis*
BIRDS	
Laughing Kookaburra	*Dacelo novaeguineae*
Pacific Black Duck	*Anas superciliosa*
Australian Wood Duck	*Chenonetta jubata*
Australasian Grebe	*Tachybaptus novaehollandiae*
Wedge-tailed Eagle	*Aquila audax*
Sulphur-crested Cockatoo	*Cacatua galerita*
Crimson Rosella	*Platycercus elegans*
White-throated Treecreeper	*Cormobates leucophaea*
Superb Fairy-wren	*Malurus cyaneus*
Striated Pardalote	*Pardalotus striatus*
Striated Thornbill	*Acanthiza lineata*
Yellow-rumped Thornbill	*Acanthiza chrysorrhoa*
Red Wattlebird	*Anthochaera carunculata*
Grey Shrike-thrush	*Colluricincla harmonica*
Australian Magpie	*Cracticus tibicen*
Grey Fantail	*Rhipidura albiscapa*
Australian Raven	*Corvus coronoides*
Magpie-lark	*Grallina cyanoleuca*
Tree Martin	*Petrochelidon nigricans*
* Common Blackbird	*Turdus merula*
* Common Starling	*Sturnus vulgaris*
AMPHIBIANS	
Brown-striped Frog	*Limnodynastes peronii*
Spotted Grass Frog	*Limnodynastes tasmaniensis*
Common Eastern Froglet	*Crinia signifera*

REPTILES	
Eastern Snake-necked Turtle	*Chelodina longicollis*

Appendix F (BDAR): Tree and hollow replacement guidelines

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Transport
for NSW

Tree and hollow replacement guidelines

July 2022



NSW GOVERNMENT

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Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

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 Songlines, 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.



Document control

Document owner	Senior Specialist (Biodiversity), SER
Consultant	N/A
Approved by	Executive Director, Environment and Sustainability
Branch / division	Environment and Sustainability / Safety, Environment and Regulation
Review date	Five years from release or as recommended by the Steering Committee

Versions

Version	Date	Amendment notes
1.0	Jul 2022	These guidelines (EMF-BD-GD-0129) are referred to as the 'The Tree and Hollow Replacement Program: An implementation plan for payments to and from the Transport for NSW Conservation Fund (2022)' in the Biodiversity Policy.

Related policy and supporting information

- Transport Environment and Sustainability Policy
- Transport Biodiversity Policy
- Transport Sustainability Plan
- Environment & Sustainability Management Framework

The following resources support this document:

- EMF-BD-GD-0129-TT1_Tree and hollow replacement plan template (Resource 1)
- EMF-BD-GD-0129-TT2_Transport Conservation Fund proposal template (Resource 2)
- EMF-BD-GD-0129-TT3_Making payments to the Transport Conservation Fund Form (Resource 3)

This document should be read in conjunction with:

- Biodiversity Assessment Guidelines (EMF-BD-GD-0010)

Contacts and further information



Email: environmentandsustainability@transport.nsw.gov.au

Internal Transport users: Biodiversity (sharepoint.com)

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1. Introduction

1.1 Why is vegetation within infrastructure corridors important?

Vegetation within infrastructure corridors, including road reserves, hold significant biodiversity values that can form critical habitat corridors across fragmented landscapes and support habitat resources (e.g., tree hollows) that are rare in the surrounding landscape.

Due to the extent of historical land clearing over much of NSW, roadsides in many areas support the only remaining examples of the original vegetation. Vegetation quality varies from biologically diverse remnants in good condition to highly-disturbed areas in poor condition. Significant opportunities exist to repair and reconnect habitats within infrastructure corridors.

The social and functional benefits of maintaining vegetation within infrastructure corridors are many and include:

- Reducing the velocity of water runoff, thus reducing scour and erosion of batters and embankments.
- Providing shade keeps the road cool for transport and road users, particularly pedestrians and cyclists, and by providing shade at rest stops for travellers.
- Preventing the establishment of weeds in the roadside and within adjacent land. Roadsides heavily infested with weeds can be a threat to adjacent properties and may increase wildfire risk.
- Contributing to the scenic quality of the landscape and its rural character.
- Defining curves, creating a safer driving environment.
- Providing valuable shelter for livestock and crops in adjacent land.
- Providing habitat for predatory insects ('farmers helpers') that are commonly found on native vegetation.
- Helping to lower local water tables that may affect the road formation and pavement.

Trees both native and exotic, can be highly valued by people due to their beauty, function, historical, biodiversity or/and cultural significance. Examples of these include rows of trees planted to commemorate fallen soldiers, visually prominent trees that provide local landmarks and trees that have cultural values for Aboriginal people such as scar trees, bush food, medicine plants and other resources. These trees are also subject to replacement requirements subject to appropriate environmental impact assessment and community consultation.

1.2 Policy context

In December 2021, Transport adopted a Sustainability Plan which commits the organisation to achieving protecting and enhancing biodiversity as a result of our activities.

This commitment is supported by the Transport Biodiversity Policy which provides the framework to protect and enhance biodiversity across TfNSW with the goal of achieving no net loss of biodiversity. The Policy commits TfNSW to replace individual trees and hollows removed by TfNSW activities subject to certain exemptions for low-risk activities.

This plan sets out how TfNSW will implement this requirement. This document does not address the environmental impact assessment or community consultation required to inform decision making.

The Biodiversity Policy also requires that biodiversity offsets or conservation measures are provided for impacts to biodiversity above certain area thresholds. Separate guidelines address the implementation of these area thresholds.

1.3 Who should read this plan?

This plan should be read by TfNSW staff involved in infrastructure development and maintenance activities involving the removal of trees. The plan should be considered during the strategic phase of project development and as part of the environment impact assessment process.

This plan does not apply to activities undertaken by Sydney Metro, Sydney Trains, NSW Trains and State Transit or to the land divestment activities of the Transport Asset Holding Entity.

1.4 Exclusions

In accordance with the Biodiversity Policy, the following low-risk activities are excluded from the requirement to provide replacement trees and hollows:

- Exempt development under the Transport and Infrastructure SEPP including emergency works and projects requiring development consent under Part 4 of the EP&A Act.
- Works to remove a traffic hazard on or overhanging a public road.
- Works within the disturbed zone or to maintain required operational clearances.
- Works within areas that are reasonably likely to naturally regenerate.
- Non-native trees without amenity value

In addition, the following circumstances have also been excluded from the requirement to provide replacement trees and hollows:

- Removal of trees that have been otherwise offset including for projects that have triggered the NSW Biodiversity Offset Scheme thresholds or the TfNSW biodiversity offset thresholds. Trees and hollows that have not been offset via these processes (eg trees that are not part of a recognisable plant community type or are below the offset area thresholds) are required to be replaced.
- Any project approved or determined or where an REF has been exhibited prior to the commencement of the Transport Biodiversity Policy.

Please refer to the glossary for definitions of key terms.

2. Tree and hollow replacement requirements

2.1 Introduction

The Biodiversity Policy requires that TfNSW replace trees and hollows removed as a consequence of our activities unless excluded (see Section 1.4). Planning for this requirement commences at the earliest stage of project development and will be ultimately documented in the environmental impact assessment prepared for the project and implemented via the CEMP (or similar) prepared for the project.

Consistent with the Biodiversity Policy, trees and hollows can either be replaced within the project boundary or on nearby land with the consent of the owner or, where this is not feasible, payment can be made to the TfNSW Conservation Fund. E&S will then use the funds collected to deliver conservation measures that deliver landscape scale outcomes in accordance with this plan (See Section 3).

The process of identifying tree and hollow requirements applicable to a project is provided at Figure 1. The following sections provide more detail on each of the steps in flowchart.

2.2 Options to avoid and mitigate impacts to trees

Avoiding tree removal through careful design is a crucial first step in the process. Features of particular significance include large hollow bearing trees, trees providing the only available opportunity for connectivity across the landscape, weed free areas of native vegetation and any areas with records of threatened species and ecological communities plus all trees with Aboriginal and non-Aboriginal heritage value.

Mitigation measures can also reduce the impact of tree removal on biodiversity as recommended by the TfNSW Biodiversity Guidelines. Any proposed removal of trees with potential Aboriginal heritage value requires consultation with the relevant Aboriginal Cultural Heritage officer prior to removal.

2.3 Determining replacement requirements

Where removal cannot be avoided, the number of native and amenity trees and individual hollows to be removed must be counted and used to calculate the number of replacement trees and hollows as per Table 2-1. This should be undertaken by or verified by environment staff in consultation with the project manager. This requirement does not apply to trees within areas that otherwise require offsetting under the TfNSW offsetting guidelines (see Section 1.4 for a full list of exclusions).

Pre-clearing ground based hollow surveys can be used to identify the number of hollows likely to be impacted.

Hollow bearing trees include living and dead native species that have at least one hollow (DPIE 2020 BAM Operational Manual Stage 1). A tree is considered to contain a hollow if:

a) the entrance can be seen

b) the hollow appears to have depth (i.e., solid wood cannot be seen beyond the entrance)

c) the hollow is at least one metre above the ground.

Trees must be examined from all angles using binoculars. Tree size is determined by measuring the diameter at breast height (DBH), which is taken around the largest trunk (if there are multiple trunks/stems) over top of the bark at a height of 1.3 metres above the ground. It is recommended that tree counting surveys are undertaken using a specific DBH measuring tape. Only living trees are to be counted. [See Appendix A].

The results of this calculation are to be included as a safeguard in the Review of Environment Factors (REF) or similar prepared for the project or a commitment made in the REF to calculate the requirement in accordance with this Plan. **Appendix A** provides an example field sheet to collect data on tree and hollow removal.

Table 2-1: Tree and hollow replacement requirements

Tree size[1]	Tree replacement requirement
Very large tree (DBH[2] greater than 100cm)	Plant minimum 16 trees
Large tree (DBH between 50cm and 100cm)	Plant minimum eight trees
Medium tree (DBH greater than 20 cm, but less than 50cm)	Plant minimum four trees
Small tree (DBH greater than 5cm, but less than 20cm)	Plant minimum two trees
Hollow replacement requirement	Provide three artificial hollows for every occupied hollow removed[3]

[1] For trees with multiple stems/trunks, calculate the payment required for the largest stem DBH. Only one stem requires replacement/payment.
[2] DBH – Diameter at breast height.
[3] Assume 20% occupancy rate. For every five hollows identified (or where less than five hollows will be impacted), assume one hollow will be occupied and requires replacement. Where hollows are inspected during the clearing process, actual occupation can used as the basis for the replacement requirement.

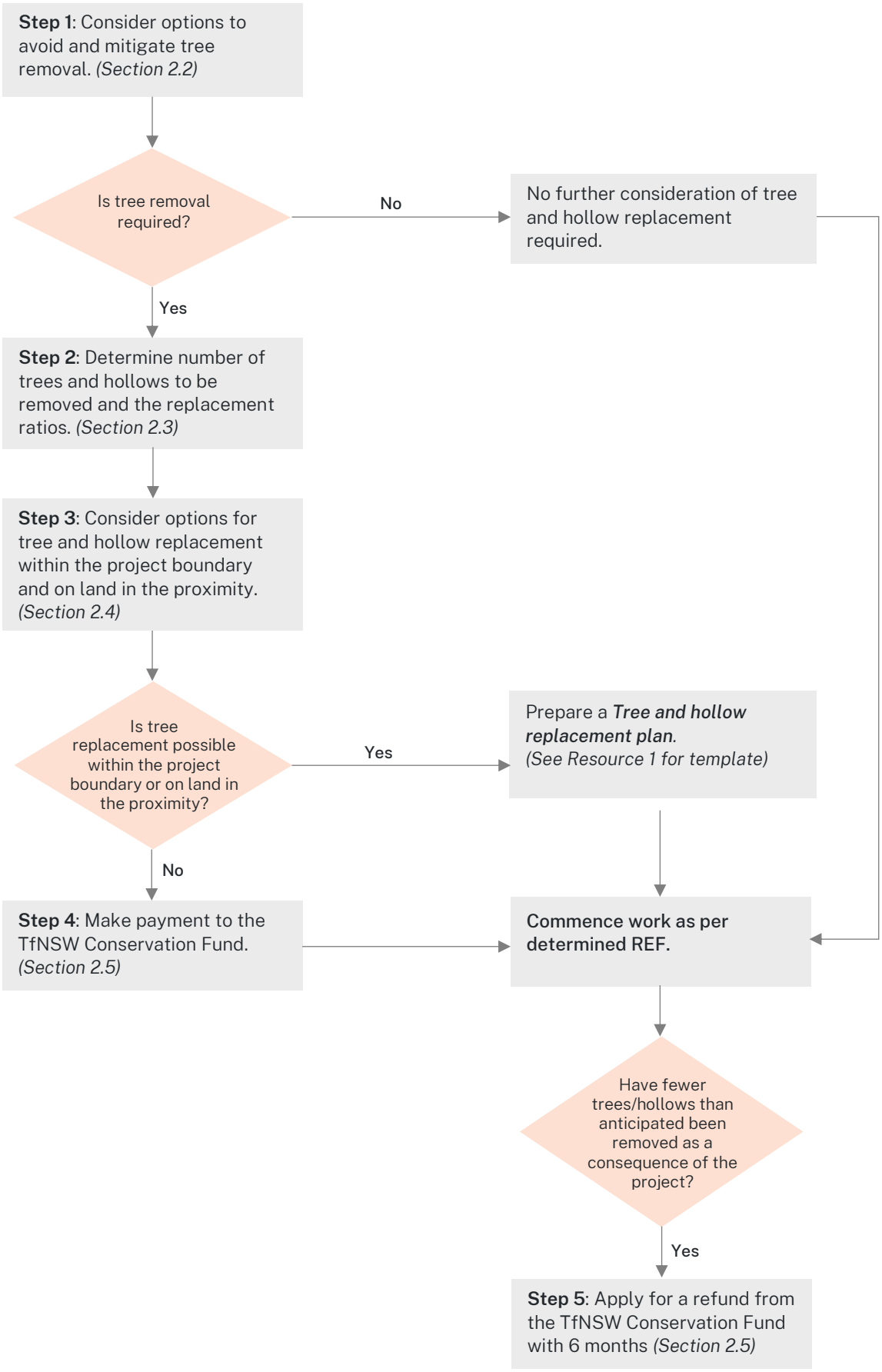


Figure 2-1: Tree and hollow replacement flowchart

2.4 Considering options for local tree and hollow replacement

The next step in the process is to determine whether the project is able to deliver the required tree and hollow replacement within the project boundary or on land adjacent or close to the project with landowner's consent (including travelling stock reserves, crown reserves, council managed reserves and private land).

This option requires the preparation of a *Tree and Hollow Replacement Plan* or similar. A template has been prepared to aid in the preparation of the THRP (See Resource 1) which can be modified as needed. This plan can be prepared as part of the Construction Environmental Management Plan (CEMP), or similar, being prepared for the project. This should be prepared by a person suitably qualified in rehabilitation and restoration techniques and requires review by environment officers. Where replacement is proposed on lands in proximity to the project, then consultation with the relevant land manager is required or an agreement made with the relevant local Council or Local Land Services to undertake this consultation. Implementation should involve a three-year period of monitoring and maintenance for replanted trees and be undertaken in accordance with relevant guidelines.

Where tree and hollow replacement cannot be accommodated locally or can only be partially accommodated, payment must be made to the TfNSW Conservation Fund in accordance with section 2.5.

2.5 Determining TfNSW Conservation Fund payment

Once opportunities for delivery of tree and hollow replacement within the project boundary or on land in the proximity have been determined (as per section 2.4), any remaining requirement can be met by transferring funds into the TfNSW Conservation Fund as per the rates set out at Table 2-2. Transfer of funds to the TfNSW Conservation Fund must occur prior to commencement of works.

Table 2-2: Tree and hollow fund contributions

Tree size	Contribution required per tree/hollow
Very large tree (DBH greater than 100cm)	$2500
Large tree (DBH between 50cm and 100cm)	$1000
Medium tree (DBH greater than 20 cm, but less than 50cm)	$500
Small tree (DBH greater than 5cm, but less than 20cm)	$125
Hollow	$500

2.6 Making payments and arranging refunds from the TfNSW Conservation Fund

Payments are made by completing the form at Resource 3 and emailing it to: ConservationFund@transport.nsw.gov.au.

In some situations, further design changes may reduce the number of trees or hollows required to be replaced as a consequence of the project. In such cases, projects may apply for a refund from the TfNSW Conservation Fund within 6 months of payment using the same form. Information detailing the final clearing footprint and numbers of trees cleared must be included in the application. Applications for refunds must be reviewed by the E&S Regions/Sydney environmental teams.

2.7 Reporting

SER Environment Operations manage environmental performance monitoring on behalf of TfNSW including end of month incident reporting and quarterly biodiversity offset reporting.

From 1 August 2022, embedded teams will be asked to complete the Tree and Hollow Replacement Database which records details of projects triggering tree and hollow replacement requirements under the Biodiversity Policy.

An entry should be made to this database each time a project is REF determined with tree and hollow replacement requirements. Entry to this database does not achieve a payment to the TfNSW Conservation Fund – See Section 2.6.

Appendix A provides a form that can be used in the field to collect the information about trees and hollows that are planned for removal.

3. TfNSW Conservation Fund

3.1 Introduction

The Transport Biodiversity Policy establishes the TfNSW Conservation Fund as an option for projects to achieve tree and hollow requirement requirements where delivery is not possible within project boundary or land in proximity to the project.

The TfNSW Conservation Fund is administered by Environment and Sustainability (E&S) on behalf of TfNSW. This section sets out how E&S will administer the TfNSW Conservation Fund in partnership with other areas within TfNSW.

3.2 Objective of the program

The objective of the TfNSW Conservation Fund is to support projects to conserve and repair native habitats within linear reserves and landscape habitat corridors and to support research activities to help us achieve this; with the overall aim of conserving a diverse, connected, thriving environment across the linear reserves and habitat corridors of NSW.

3.3 Governance

Oversight of payments into and from the TfNSW Conservation Fund will be undertaken by the TfNSW Conservation Fund Steering Committee (the Committee) comprising:

- Two representatives from E&S.
- A representative from Regional and Outer Metropolitan.
- A representative from Greater Sydney.
- A representative of Infrastructure and Place.
- A representative of Customer Strategy and Technology.

The Committee will meet on a six-monthly basis to consider proposals for future expenditure and to evaluate the implementation of the previous funding round. Funding proposal may be considered on an ad-hoc basis by the Committee as required.

Secretariat support to the Committee will be provided by Senior Specialist (Biodiversity) E&S.

3.4 Eligibility

3.4.1 Delivery partners

The Fund will support projects undertaken by:

- TfNSW
- Local Government
- Private individuals under a program managed by Local Lands Services or a recognised conservation organisation.
- NSW National Parks and Wildlife Service
- Other State Agencies
- Aboriginal landowners
- Tertiary institutions or a recognised research organisation.

3.4.2 Location

TfNSW projects would be located within TfNSW managed infrastructure corridors that are no longer required for operational purposes or are outside operational clearances.

External projects would be located:

- Within existing infrastructure corridors (including roadside reserves) managed by Local Government.
- Within travelling stock reserves and other linear reserves managed by Local Land Services.
- Land reserved for a conservation or related purpose under the *Crowns Land Act 1989*.
- On land within recognised landscape scale corridors.
- Within marine and freshwater environments.
- On freehold land owned by a Local Aboriginal Land Council and crown land under Aboriginal land claim with the agreement of current landowner.

3.4.3 Eligible conservation measures

The following conservation measures are eligible for funding:

1. weed control
2. vegetation rehabilitation activities
3. habitat augmentation including hollow creation
4. tree-planting
5. fencing
6. bank stabilisation
7. instream restoration and repair
8. marine conservation activities including habitat creation and restoration projects
9. ecological fire management and cultural burning
10. other activities that support Aboriginal people care for Country
11. mitigation of vehicle strike
12. activities required to support achieving these activities
13. research initiatives relevant to these activities

3.5 Funding available

A maximum of $300K is available for projects up to three years.

3.5.1 Key stages

The key stages leading to the final award for funding are described in Table 3-1 and shown in Figure 3-1.

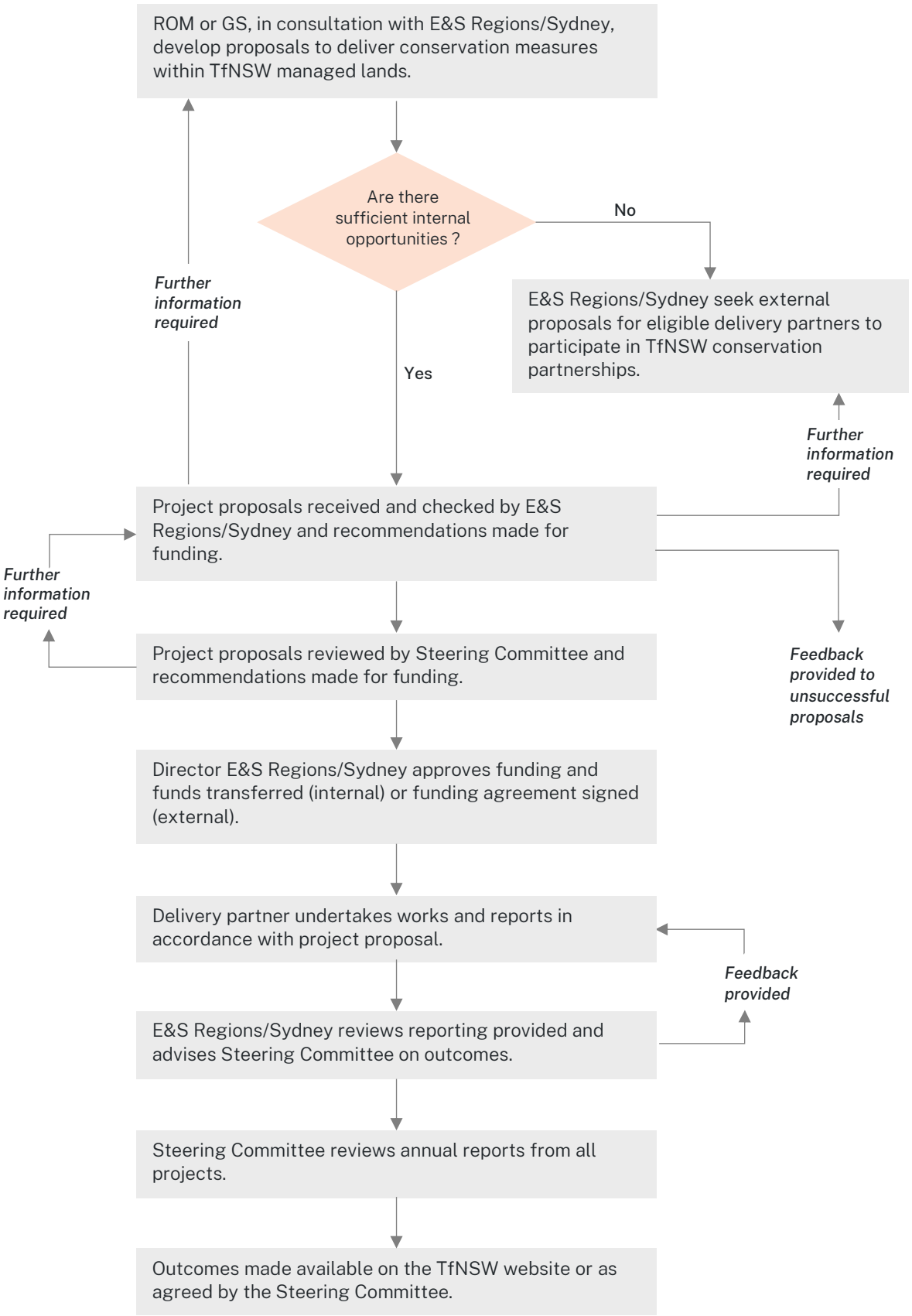


Figure 3-1: Stages in assessment of funding proposals

Table 3-1: Stages in assessment of funding proposals

Stage	Description	Responsibility
1	Development of proposals (see Resource 2) to undertake conservation measures on TfNSW-managed lands in accordance with proposal template.	ROM in consultation with E&S Regions/Sydney
2	Where insufficient proposals are generated via Stage 1, seeking external proposals from eligible organisations. SER Regions/Sydney are expected to submit proposals commensurate with the amount of funds flowing to the Transport Conservation Fund from their respective areas.	E&S Regions/Sydney
3	Eligibility and technical assessment to determine whether the applicants are eligible, and the proposal template has been completed and recommendation to support or otherwise	E&S Regions/Sydney
4	Final review and recommendations for funding	Steering Committee
5	Approve transfer of funds (internal) or funding agreement (external)	Director, E&S, Regions/Sydney
6	Project implementation oversight including reporting and evaluation	E&S Regions/Sydney

3.6 Technical assessment

Proposals from all eligible delivery partners will be assessed on a rolling six- monthly basis and in accordance with Table 3-2 by E&S Regions/Sydney and made to the Steering Committee in relation to funding. Any unsuccessful proposals will be provided feedback and advised promptly. Proposals may be considered outside this program with the agreement of the Committee.

Table 3-2: Assessment criteria

Stage	Description	Maximum score
Relevance	The proposal involves an eligible conservation measure within an eligible location as per Section 3.4. For research, consideration will be given to research that advances our understanding of: • restoration practices • transport relevant mitigation and management strategies • habitat creation and augmentation techniques	20
Benefit and impact	Consideration will be given to the extent to which the project: • will restore habitat connectivity and protect areas of high conservation value • supports Aboriginal communities to care for and connect to Country • addresses long-standing issues of community concern	20
Sustainability	Consideration will be given to: • technical, organisations and financial capabilities of the delivery partner • necessary licences, permits and approvals available • likely future ongoing performance of the measure • scope for future scaling up and replication • complementarity with other conservation programs including likelihood of duplication	20
Effectiveness	Consideration will be given to: • the extent the project will achieve its expected objectives and outcomes • how realistic and comprehensive are the planned actions	20

	• the results framework provided and performance indicators proposed	
Efficiency	Consideration will be given to whether: • budget proposals reflect proposed activities • budget proposals are realistically estimated • management and administration costs as a percentage of total expenditure	20
Score		**100**

3.7 Reporting and evaluation

Each funded project will have reporting and evaluation requirements.

Each E&S region is responsible for review of these reports and annual reporting to the Steering Committee annually on progress and achievements for each project funded.

Fund balances will be reported quarterly by the Secretariat to the SER Senior Leadership Team and the Steering Committee.

4. Definitions

Term	Definition
Amenity tree	Trees, both native and exotic, that are valued by people due to their beauty, function, historical, biodiversity or cultural significance.
Artificial hollow	Artificial hollows, including hollows carved into a tree, nest boxes attached to trees and salvaged hollows can be used to provide supplementary breeding habitat and shelter for hollow-dependent fauna where hollows have been removed. When designed, built, installed and monitored correctly artificial hollows can provide an alternative to natural fauna habitat.
Conservation measure	Activities voluntarily undertaken by TfNSW in addition to BOS or EPBC Act requirements to address the ongoing cumulative impacts of TfNSW activities on biodiversity and local environments. Conservation measures are different to biodiversity conservation actions under the BOS. Conservation measures are typically delivered locally and include weed control, vegetation rehabilitation activities, habitat augmentation, tree-planting, fencing, bank stabilisation, instream restoration and repair, ecological fire management, vehicle strike mitigation or supporting research initiatives by a recognised tertiary institution.
Disturbed zone	Has the same meaning as the *Routine and Minor Works Procedure* and applies to road activities only.
E&S	Environment and Sustainability, Safety Environment and Regulation, Transport for NSW
Feasible	For biodiversity offset requirements, offset delivery is always considered feasible due to the ease of payment to the BCT's Biodiversity Conservation Fund (BCF). For tree and hollow replacement requirements, feasibility relates to practical considerations and involves the consideration of the following preference hierarchy: 1. Modifying works to avoid impacts and reduce requirement. 2. Tree and hollow replacement on land within the infrastructure corridor in proximity to the proposal triggering the requirement. 3. Tree and hollow replacement on land in proximity to the proposal triggering the requirement. 4. Making a contribution to the TfNSW Conservation Fund.
Habitat tree	Habitat trees are typically native species that provide food and/or shelter for native fauna and flora.
No net loss	Projects will have achieved a no net loss where the expected loss from infrastructure development has been: • Avoided to the extent reasonably practicable; **and** • Mitigation measures, including measures to reduce habitat fragmentation effects, have been applied to the extent reasonably practicable; **and** • Offsets have been provided through either credit purchase or BCF payment of the required number and type of biodiversity credits in accordance with the BAM or TfNSW guidelines; **and/or** • Conservation measures have been delivered in accordance with the requirements of this policy and guidelines.
Operational clearances	Means the area required to be maintained for the safe and efficient operation of the infrastructure and applies to rail activities only
Reasonable	Selecting reasonable measures from those that are feasible involves judging whether the overall biodiversity benefits are worthwhile in the context of: • recent and anticipated impacts of a similar nature in the locality • the cost of the measure, including the cost of the measure as a percentage of the total project cost and any ongoing maintenance and operational costs • the level of community interest and engagement with the proposed measure.

	Where the cost of making payment to the BCF to meet TfNSW biodiversity offset requirements is considered excessive, conservation measures will be considered and provided to the extent or value considered appropriate. Where the cost of making payment to the TfNSW Conservation Fund to meet Tree and Hollow replacement requirements is considered excessive, changes must be made to project scope to reduce impacts.
Reasonably likely to naturally regenerate	Means areas capable of natural regeneration as evidenced by the presence of a native understorey including juvenile native trees and shrubs as determined by an appropriately qualified person.
REF	Review of Environmental Factors. Prepared to meet Transport's statutory obligation to consider the impact of its activities on the environment to the fullest extent reasonably practicable for projects considered under Part 5, Division 5.1 of the EP&A Act.
Residue land	Residue land is Transport owned-land that is not required for current or future project requirements and therefore would be available for disposal.
TfNSW tree and hollow replacement exclusions	Activities excluded from the TfNSW tree and hollow replacement requirements: • Exempt development under the Infrastructure SEPP including emergency work. • Projects requiring development consent under Part 4 of the EP&A Act. • Works to remove a traffic hazard on or overhanging a public road. • Works within the disturbed zone (road) or essential to maintain required operational clearances (rail). • Works within areas that are reasonably likely to naturally regenerate. • Non-native trees without amenity value. • Trees that are being otherwise offset including projects that have triggered the Biodiversity Offset Scheme thresholds or the TfNSW biodiversity offset thresholds. • Any project approved or determined or where an REF has been exhibited prior to the commencement of this Policy.
Tree	Is as per Australian Standard 4970-2009: Long lived woody perennial plant greater than (or usually greater than) 3m in height with one or relatively few main stems or trunks (or as defined by the determining authority)
Tree and hollow replacement ratios	Trees and hollows will be replaced using the following ratios: • Very large tree (DBH greater than 100cm) – Plant a minimum 16 trees and provide three artificial hollows for every occupied hollow removed (assuming a 20% occupancy rate). • Large tree (DBH between 50cm and 100cm) - Plant minimum eight trees and provide three artificial hollows for every occupied hollow removed (assuming a 20% occupancy rate). • Medium tree (DBH greater than 20 cm, but less than 50cm) - Plant minimum four trees and provide three artificial hollows for every occupied hollow removed (assuming a 20% occupancy rate). • Small tree (DBH greater than 5cm, but less than 20cm) – Provide at least two trees Artificial hollows should be provided in accordance with relevant guidelines.

Appendix A: Tree and hollow removal field data sheet

Project:

Person completing form:

TfNSW contact officer:

Date:

Road ID:

Location details:

Comments:

Table A-1: Inventory of tree removal

Tree ID	GPS	Species	'Native' or 'Amenity' tree	DBH[1] (cm)	Tree size category
Insert ID	Insert GPS ref	Insert tree species name	See definitions		E.g. "Very large tree (DBH[4] greater than 100cm)"

Table A-2: Inventory of hollow removal

Tree ID	GPS	Species	DBH (cm)	No. hollows per entrance size (cm)					Comments
				2-4	4-10	10-15	15-30	>30	
		Insert tree species name							Provide any other details to describe the hollow, including type (branch, trunk, etc), height off ground, aspect, evidence of use, etc.

[1] DBH = Diameter at Breast Height

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NSW GOVERNMENT

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Appendix D: Construction Noise Estimator Results

Residential receiver			LAeq(15minute) noise level above background (LA90)											
			5 to 10 dB(A)			10 to 20 dB(A)			20 to 30 dB(A)			> 30 dB(A)		
			Noticeable			Clearly audible			Moderately intrusive			Highly intrusive		
		Affected distance (m)	Measures	Within distance (m)	Mitigation level (dB(A))	Measures	Within distance (m)	Mitigation level (dB(A))	Measures	Within distance (m)	Mitigation level (dB(A))	Measures	Within distance (m)	Mitigation level (dB(A))
Undeveloped green fields, rural areas with isolated dwellings	Day	120							N	45	60	N	20	70
	Day (OOHW)	175				N, R1, DR	120	50	N, R1, DR	45	60	N, R1, DR, PC, SN	20	70
	Evening	250				N, R1, DR	175	45	N, R1, DR	75	55	N, R1, DR, PC, SN	25	65
	Night	365	N	365	35	N, R2, DR	250	40	N, PC, SN, R2, DR	120	50	AA, N, PC, SN, R2, DR	45	60
	Highly Affected	15												

Noise area category		R1
RBL or LA90 Background level (dB(A))	Day	40
	Evening	35
	Night	30
LAeq(15minute) Noise Mangement Level (dB(A))	Day	50
	Day (OOHW)	45
	Evening	40
	Night	35
Noisiest plant		13.5T Excavator
Is there line of sight to receiver?		Yes

Abbreviation	Measure
N	Notification
SN	Specific notifications
PC	Phone calls
IB	Individual briefings
RO	Respite offer
R1	Respite period 1
R2	Respite period 2
DR	Duration respite
AA	Alternative accommodation
V	Verification

Appendix E: PACHCI Stage 1 Endorsement Letter

28/03/2025

William McGrath
Project Engineer
Road Maintenance & Resilience
Transport for NSW

Dear William,

Preliminary assessment results for the *HW19 – Monaro Highway Safety Improvements – North of Bombala* **on Stage 1 of the *Procedure for Aboriginal cultural heritage consultation and investigation* (the procedure).**

The project, as indicated in the Procedure for Aboriginal cultural heritage consultation and the AHIMS search was 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 (AHIMS sites).
- The AHIMS search did not indicate high concentrations of Aboriginal objects or places in the proposed project scope.

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 Brad Hanlon, 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.*

For further assistance in this matter do not hesitate to contact Brad Hanlon.

Yours sincerely



Brad Hanlon
Aboriginal Cultural Heritage Officer – Southern

Appendix F - Tree and Hollow Removal Field Data Sheet

Tree and hollow removal field data sheet

Project: North of Bombala Safety Upgrades

Person completing form: Amber Gault

TfNSW contact officer: Will McGrath

Date: 25/2/2025

Road ID: MR19

Location details: Chainage 3100 - 3600

Comments: Update to assessment due to change in design. Trees on the Eastern side of the road were not originally assessed based off original design.

Tree ID	GPS	Species	Native / Amenity	DBH (cm)	Tree size class	Habitat
1	-36.886316114151256, 149.24608610175827	Euc	N	100	L	No
2	-36.88660504262291, 149.24605459691884	Euc	N	40	M	No
3	-36.88660504262291, 149.24605459691884	Euc	N	60	L	No
4	-36.88660504262291, 149.24605459691884	Euc	N	50	L	No
5	-36.88678614535455, 149.2460471454954	Euc	N	75	L	No
6	-36.88692518548392, 149.24601046392044	Euc	N	95	L	No
7	-36.88692518548392, 149.24601046392044	Euc	N	40	M	No
8	-36.88717647756066, 149.24597218749503	Euc	N	70	L	No
9	-36.88717647756066, 149.24597218749503	Euc	N	15	S	No
10	-36.88717647756066, 149.24597218749503	Euc	N	170	XL	No

11	-36.88717647756066, 149.24597218749503	Euc	N	70	L	No
12	-36.88721119327228, 149.2459153299384	Euc	N	80	L	No
13	-36.88721119327228, 149.2459153299384	Euc	N	40	M	No
14	-36.88724224195466, 149.24591790314545	Euc	N	40	M	No
15	-36.88729454117014, 149.24595936927366	Euc	N	30	M	No
16	-36.88730155691893, 149.24594719325853	Euc	N	30	M	No
17	-36.88730155691893, 149.24594719325853	Euc	N	30	M	No
18	-36.887359959116765, 149.24592158904707	Euc	N	60	L	No
19	-36.88720638165791, 149.24593842461283	Euc	N	100	L	No possible retention
20	-36.88720638165791, 149.24593842461283	Euc	N	100	L	No. Possible retention
21	-36.8873818406786, 149.24587167849077	Euc	N	70	L	No. Possible retention
22	-36.887529328264264, 149.24580261160875	Euc	N	15	S	No. Possible retention
23	-36.887529328264264, 149.24580261160875	Euc	N	60	L	No. Possible retention
24	-36.88767732899998, 149.24573092815228	Euc	N	80	L	No

Tree size[1]
Very large tree (DBH[2] greater than 100cm)
Large tree (DBH between 50cm and 100cm)
Medium tree (DBH greater than 20 cm, but less than 50cm)
Small tree (DBH greater than 5cm, but less than 20cm)
Hollow replacement requirement

Appendix G - Updates to Tree Assessment

Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Habitat	Native or Amenity	Minumum trees to replant	Fund payment	Zone	Update 04.03.2025
1	Eucalyptus	-36.87283255	149.252849	Very Large	500		Native	16	2500	directly impacted	Directly impacted
2	Eucalyptus	-36.87283171	149.2528383	Very Large	500		Native	16	2500	directly impacted	Directly impacted
3	Eucalyptus	-36.89075289	149.2424538	Very Large	500		Native	16	2500	Within 3m Buffer	Directly impacted
4	Eucalyptus	-36.87281951	149.2528589	Very Large	700		Native	16	2500	directly impacted	Directly impacted
5	Eucalyptus	-36.89052704	149.2427583	Very Large	800		Native	16	2500	Directly impacted - potentially desig	Directly Impacted
6	Eucalyptus	-36.88087259	149.2490947	Very Large	900		Native	16	2500	outside buffer	Directly Impacted
7	Eucalyptus	-36.89095908	149.2425358	Very Large	900		Native	16	2500	Within 3m Buffer	No Impact
8	Eucalyptus	-36.88122111	149.2487748	Very Large	1000		Native	16	2500	directly impacted	Directly impacted
9	Eucalyptus dives	-36.88190066	149.248449	Very Large	110	Hollow-bearing	Native	16	3000	Within 3m Buffer	Directly impacted
10	Eucalyptus dives	-36.88190066	149.248449	Very Large	120		Native	16	2500	Within 3m Buffer	Directly impacted
11	Eucalyptus rubida	-36.88662648	149.2459483	Very Large	120		Native	16	2500	Within 3m Buffer	No Impact
12	Cupressus arizonica	-36.88876234	149.2444967	Small	7		Amenity	0	0	Directly impacted	Directly impacted
13	Cupressus arizonica	-36.88878173	149.2444996	Small	15		Amenity	0	0	Directly impacted	Directly impacted
14	Eucalyptus	-36.89028551	149.2429744	Small	5		Native	2	125	outside buffer	No Impact
15	Eucalyptus	-36.89053102	149.2427012	Small	5		Native	2	125	Within 3m Buffer	No Impact
16	Eucalyptus	-36.89055076	149.242708	Small	5		Native	2	125	Within 3m Buffer	Directly Impacted
17	Eucalyptus	-36.89033694	149.2428909	Small	10		Native	2	125	outside buffer	No Impact
18	Eucalyptus	-36.89028535	149.2429544	Small	10		Native	2	125	outside buffer	No Impact
19	Eucalyptus	-36.89032943	149.2428977	Small	10		Native	2	125	outside buffer	No Impact
20	Eucalyptus dives	-36.89032943	149.2428977	Small	10		Native	2	125	outside buffer	No Impact
21	Eucalyptus dives	-36.89032943	149.2428977	Small	10		Native	2	125	outside buffer	No Impact
22	Eucalyptus dives	-36.88709263	149.2458932	Small	10		Native	2	125	directly impacted	Directly impacted
23	Eucalyptus dives	-36.88709263	149.2458932	Small	15		Native	2	125	directly impacted	Directly impacted
24	Eucalyptus dives	-36.8877751	149.2455704	Small	15		Native	2	125	directly impacted	No Impact
25	Eucalyptus dives	-36.88828936	149.245045	Small	15		Native	2	125	outside buffer	No Impact
26	Eucalyptus dives	-36.88828936	149.245045	Small	15		Native	2	125	outside buffer	No Impact
27	Eucalyptus pauciflora	-36.88872744	149.2445702	Small	5		Native	2	125	directly impacted	Directly impacted
28	Eucalyptus pauciflora	-36.88855302	149.2444555	Small	10		Native	2	125	outside buffer	No Impact
29	Eucalyptus pauciflora	-36.88852655	149.2447258	Small	15		Native	2	125	outside buffer	No Impact
30	Eucalyptus pauciflora	-36.88840714	149.2449556	Small	15		Native	2	125	directly impacted	Directly impacted
31	Eucalyptus pauciflora	-36.88849409	149.2445986	Small	15		Native	2	125	outside buffer	No Impact
32	Eucalyptus pauciflora	-36.88834512	149.2448451	Small	19		Native	2	125	outside buffer	No Impact
33	Populus alba	-36.88866606	149.2446735	Small	10		Amenity	0	0	directly impacted	Directly impacted
34	Populus alba	-36.88868067	149.2445507	Small	15		Amenity	2	125	Within 3m Buffer	No Impact
35	Prunus cerasifera	-36.88635647	149.2459951	Small	10		Amenity	2	125	Within 3m Buffer	No Impact
36	Crataegus monogyna	-36.88844717	149.2447457	Medium	20		Amenity	4	500	outside buffer	No Impact
37	Cupressus arizonica	-36.88870927	149.2444553	Medium	20		Amenity	4	500	outside buffer	No Impact
38	Cupressus arizonica	-36.8887884	149.2444782	Medium	25		Amenity	0	0	Directly impacted	Directly impacted
39	Eucalyptus	-36.87262803	149.2528736	Medium	20		Native	4	500	Directly impacted	Directly impacted
40	Eucalyptus	-36.87553831	149.2522891	Medium	20		Native	4	500	outside buffer	No Impact
41	Eucalyptus	-36.87553533	149.2522947	Medium	20		Native	4	500	outside buffer	No Impact
42	Eucalyptus	-36.87549275	149.2522873	Medium	20		Native	4	500	outside buffer	No Impact
43	Eucalyptus	-36.87845018	149.2509392	Medium	20		Native	4	500	directly impacted	No Impact
44	Eucalyptus	-36.87839821	149.2509307	Medium	20		Native	4	500	directly impacted	No Impact
45	Eucalyptus	-36.87841598	149.2509392	Medium	20		Native	4	500	directly impacted	No Impact
46	Eucalyptus	-36.87577958	149.2522144	Medium	30		Native	4	500	outside buffer	No Impact
47	Eucalyptus	-36.87836879	149.2509522	Medium	30		Native	4	500	Within 3m Buffer	No Impact
48	Eucalyptus	-36.8782846	149.2509793	Medium	30		Native	4	500	directly impacted	Directly impacted
49	Eucalyptus	-36.8782846	149.2509793	Medium	30		Native	4	500	directly impacted	Directly impacted
50	Eucalyptus	-36.87716574	149.2513237	Medium	30		Native	4	500	outside buffer	No Impact
51	Eucalyptus	-36.87716574	149.2513237	Medium	30		Native	4	500	outside buffer	No Impact
52	Eucalyptus	-36.87580481	149.2522323	Medium	30		Native	4	500	outside buffer	No Impact
53	Eucalyptus	-36.87714495	149.2513708	Medium	40		Native	4	500	Within 3m Buffer	No Impact
54	Eucalyptus	-36.8711381	149.2533089	Medium	40		Native	4	500	directly impacted	Directly Impacted
55	Eucalyptus	-36.8711381	149.2533089	Medium	40		Native	4	500	directly impacted	Directly Impacted
56	Eucalyptus dives	-36.88713073	149.2458761	Medium	20		Native	4	500	directly impacted	Directly impacted

57	Eucalyptus dives	-36.88713073	149.2458761	Medium	20		Native	4	500	directly impacted	Directly impacted
58	Eucalyptus dives	-36.88713073	149.2458761	Medium	20		Native	4	500	directly impacted	Directly impacted
59	Eucalyptus dives	-36.88655705	149.2458905	Medium	20		Native	4	500	outside buffer	No Impact
60	Eucalyptus dives	-36.88655705	149.2458905	Medium	20		Native	4	500	outside buffer	No Impact
61	Eucalyptus dives	-36.8877398	149.2455529	Medium	20		Native	4	500	directly impacted	No Impact
62	Eucalyptus dives	-36.8877398	149.2455529	Medium	20		Native	4	500	directly impacted	No Impact
63	Eucalyptus dives	-36.88845886	149.2448562	Medium	20		Native	4	500	directly impacted	Directly Impacted
64	Eucalyptus dives	-36.88845886	149.2448562	Medium	25		Native	4	500	directly impacted	Directly Impacted
65	Eucalyptus dives	-36.88845886	149.2448562	Medium	25		Native	4	500	directly impacted	Directly Impacted
66	Eucalyptus dives	-36.88843233	149.2447742	Medium	25		Native	4	500	outside buffer	No Impact
67	Eucalyptus dives	-36.88802649	149.2452988	Medium	25		Native	4	500	Within 3m Buffer	No Impact
68	Eucalyptus dives	-36.88802649	149.2452988	Medium	30		Native	4	500	Within 3m Buffer	No Impact
69	Eucalyptus dives	-36.8884241	149.2449216	Medium	30		Native	4	500	directly impacted	Directly impacted
70	Eucalyptus dives	-36.8884241	149.2449216	Medium	30		Native	4	500	directly impacted	Directly impacted
71	Eucalyptus dives	-36.88658278	149.2458952	Medium	30		Native	4	500	outside buffer	No Impact
72	Eucalyptus dives	-36.88754013	149.2456824	Medium	30		Native	4	500	directly impacted	No Impact
73	Eucalyptus dives	-36.88754013	149.2456824	Medium	30		Native	4	500	directly impacted	No Impact
74	Eucalyptus dives	-36.88754013	149.2456824	Medium	30		Native	4	500	directly impacted	No Impact
75	Eucalyptus dives	-36.8872219	149.2457848	Medium	30		Native	4	500	Within 3m Buffer	No Impact
76	Eucalyptus dives	-36.88850569	149.2447773	Medium	30		Native	4	500	Within 3m Buffer	No Impact
77	Eucalyptus dives	-36.88850569	149.2447773	Medium	30		Native	4	500	Within 3m Buffer	No Impact
78	Eucalyptus dives	-36.88850569	149.2447773	Medium	35		Native	4	500	Within 3m Buffer	No Impact
79	Eucalyptus dives	-36.88784606	149.2454792	Medium	40		Native	4	500	directly impacted	No Impact
80	Eucalyptus dives	-36.88778041	149.2455671	Medium	40		Native	4	500	directly impacted	No Impact
81	Eucalyptus dives	-36.88778041	149.2455671	Medium	40		Native	4	500	directly impacted	No Impact
82	Eucalyptus dives	-36.88778041	149.2455671	Medium	40		Native	4	500	directly impacted	No Impact
83	Eucalyptus dives	-36.88841812	149.2446305	Medium	40		Native	4	500	outside buffer	No Impact
84	Eucalyptus dives	-36.88660548	149.2458648	Medium	40		Native	4	500	outside buffer	No Impact
85	Eucalyptus pauciflora	-36.88660548	149.2458648	Medium	20		Native	4	500	outside buffer	No Impact
86	Eucalyptus pauciflora	-36.88669958	149.2459223	Medium	20		Native	4	500	outside buffer	No Impact
87	Eucalyptus pauciflora	-36.88850928	149.2447165	Medium	20		Native	4	500	outside buffer	No Impact
88	Eucalyptus pauciflora	-36.88848879	149.2448412	Medium	20		Native	4	500	directly impacted	Directly impacted
89	Eucalyptus pauciflora	-36.8884794	149.2445832	Medium	25		Native	4	500	outside buffer	No Impact
90	Eucalyptus pauciflora	-36.88851055	149.2447749	Medium	25		Native	4	500	Within 3m Buffer	No Impact
91	Eucalyptus pauciflora	-36.88854454	149.2446472	Medium	25		Native	4	500	outside buffer	No Impact
92	Eucalyptus pauciflora	-36.88851121	149.2446933	Medium	25		Native	4	500	outside buffer	No Impact
93	Eucalyptus pauciflora	-36.88849339	149.2447482	Medium	25		Native	4	500	outside buffer	No Impact
94	Eucalyptus pauciflora	-36.88849339	149.2447482	Medium	30		Native	4	500	outside buffer	No Impact
95	Eucalyptus pauciflora	-36.88831493	149.2450243	Medium	30		Native	4	500	Within 3m Buffer	No Impact
96	Eucalyptus pauciflora	-36.8885119	149.2445329	Medium	30		Native	4	500	outside buffer	No Impact
97	Eucalyptus pauciflora	-36.88859197	149.2444373	Medium	30		Native	4	500	outside buffer	No Impact
98	Eucalyptus pauciflora	-36.88836287	149.2449585	Medium	30		Native	4	500	Within 3m Buffer	No Impact
99	Eucalyptus pauciflora	-36.88853127	149.244512	Medium	30		Native	4	500	outside buffer	No Impact
100	Eucalyptus pauciflora	-36.88847257	149.2448213	Medium	30		Native	4	500	Within 3m Buffer	No Impact
101	Eucalyptus pauciflora	-36.8867459	149.2457559	Medium	30		Native	4	500	outside buffer	No Impact
102	Eucalyptus pauciflora	-36.88851329	149.2445463	Medium	30		Native	4	500	outside buffer	No Impact
103	Eucalyptus pauciflora	-36.88853058	149.2444506	Medium	40		Native	4	500	outside buffer	No Impact
104	Eucalyptus pauciflora	-36.88848603	149.2446109	Medium	40		Native	4	500	outside buffer	No Impact
105	Eucalyptus pauciflora	-36.88856642	149.2447643	Medium	40		Native	4	500	directly impacted	Directly Impacted
106	Eucalyptus rubida	-36.88689215	149.2458197	Medium	20		Native	4	500	outside buffer	No Impact
107	Eucalyptus rubida	-36.8867333	149.2459026	Medium	30		Native	4	500	outside buffer	No Impact
108	Eucalyptus rubida	-36.88679065	149.2458772	Medium	40		Native	4	500	outside buffer	No Impact
109	Eucalyptus rubida	-36.88836708	149.2448432	Medium	40		Native	4	500	outside buffer	No Impact
110	Populus alba	-36.88868328	149.2446592	Medium	20		Amenity	0	0	directly impacted	Directly Impacted
111	Populus alba	-36.88872954	149.2445506	Medium	25		Amenity	0	0	directly impacted	Directly Impacted
112	Populus alba	-36.88870803	149.2444682	Medium	30		Amenity	4	500	outside buffer	No Impact
113	Populus alba	-36.88882636	149.2444393	Medium	30		Amenity	0	0	directly impacted	Directly Impacted

114	Populus alba	-36.88867938	149.2445641	Medium	30		Amenity	4	500	Within 3m Buffer	No Impact
115	Populus alba	-36.8888715	149.2443972	Medium	35		Amenity	0	0	Directly impacted	Directly Impacted
116	Cupressus arizonica	-36.88886003	149.244308	Large	60		Amenity	8	1000	outside buffer	No Impact
117	Cupressus arizonica	-36.88884693	149.2443633	Large	60		Amenity	8	1000	Within 3m Buffer	No Impact
118	Cupressus arizonica	-36.88868625	149.2445099	Large	60		Amenity	8	1000	outside buffer	No Impact
119	Cupressus arizonica	-36.88864122	149.244554	Large	60		Amenity	8	1000	outside buffer	No Impact
120	Cupressus arizonica	-36.88864122	149.244554	Large	70		Amenity	8	1000	outside buffer	No Impact
121	Cupressus arizonica	-36.88866533	149.2444873	Large	70		Amenity	8	1000	outside buffer	No Impact
122	Cupressus arizonica	-36.88865148	149.2445077	Large	70		Amenity	8	1000	outside buffer	No Impact
123	Cupressus arizonica	-36.88866212	149.2445317	Large	70		Amenity	8	1000	outside buffer	No Impact
124	Cupressus arizonica	-36.88873567	149.2445514	Large	70		Amenity	0	0	directly impacted	Directly Impacted
125	Cupressus arizonica	-36.88879878	149.2443808	Large	80		Amenity	8	1000	outside buffer	No Impact
126	Cupressus arizonica	-36.88889458	149.2442914	Large	90		Amenity	8	1000	Within 3m Buffer	No Impact
127	Cupressus arizonica	-36.88898261	149.2442508	Large	100		Amenity	0	0	directly impacted	Directly Impacted
128	Eucalyptus	-36.8902786	149.2429897	Large	50		Native	8	1000	outside buffer	No Impact
129	Eucalyptus	-36.87717735	149.2513462	Large	50		Native	8	1000	Within 3m Buffer	No Impact
130	Eucalyptus	-36.89145751	149.2418019	Large	50		Native	8	1000	Directly impacted	No Impact
131	Eucalyptus	-36.87129007	149.2535804	Large	50		Native	8	1000	outside buffer	No Impact
132	Eucalyptus	-36.87126132	149.2536025	Large	50		Native	8	1000	outside buffer	No Impact
133	Eucalyptus	-36.87129141	149.2535512	Large	50		Native	8	1000	outside buffer	No Impact
134	Eucalyptus	-36.87129141	149.2535512	Large	50		Native	8	1000	outside buffer	No Impact
135	Eucalyptus	-36.87596717	149.2521526	Large	50		Native	8	1000	outside buffer	No Impact
136	Eucalyptus	-36.89022877	149.2429863	Large	50		Native	8	1000	outside buffer	No Impact
137	Eucalyptus	-36.87325835	149.2525599	Large	50		Native	8	1000	directly impacted	Directly impacted
138	Eucalyptus	-36.8902558	149.2429403	Large	50		Native	8	1000	outside buffer	No Impact
139	Eucalyptus	-36.87120587	149.2536704	Large	60		Native	8	1000	outside buffer	No Impact
140	Eucalyptus	-36.87861552	149.2508446	Large	60	Nest	Native	8	1000	Within 3m Buffer	No Impact
141	Eucalyptus	-36.87701981	149.2514222	Large	60		Native	8	1000	outside buffer	No Impact
142	Eucalyptus	-36.87701981	149.2514222	Medium	40	Hollow-bearing	Native	4	1000	outside buffer	No Impact
143	Eucalyptus	-36.87120333	149.2534653	Large	60	Hollow-bearing	Native	8	1500	directly impacted	Directly Impacted
144	Eucalyptus	-36.87851208	149.2509021	Large	60		Native	8	1000	Within 3m Buffer	No Impact
145	Eucalyptus	-36.87593754	149.2521641	Large	60		Native	8	1000	outside buffer	No Impact
146	Eucalyptus	-36.87548399	149.2522975	Large	70		Native	8	1000	outside buffer	No Impact
147	Eucalyptus	-36.87570268	149.2522541	Large	70		Native	8	1000	outside buffer	No Impact
148	Eucalyptus	-36.8903234	149.2429323	Large	70		Native	8	1000	outside buffer	No Impact
149	Eucalyptus	-36.87273025	149.2528595	Large	70		Native	8	1000	directly impacted	Directly Impacted
150	Eucalyptus	-36.87206305	149.2530021	Large	70		Native	8	1000	directly impacted	Directly Impacted
151	Eucalyptus	-36.89169187	149.2415082	Large	80		Native	8	1000	Within 3m Buffer	No Impact
152	Eucalyptus	-36.89025664	149.2429028	Large	80		Native	8	1000	outside buffer	No Impact
153	Eucalyptus	-36.89024612	149.2430474	Large	80		Native	8	1000	outside buffer	No Impact
154	Eucalyptus	-36.89151003	149.2417381	Large	90		Native	8	1000	Within 3m Buffer	No Impact
155	Eucalyptus	-36.89050571	149.2427497	Large	90		Native	8	1000	Within 3m Buffer	No Impact
156	Eucalyptus dives	-36.87126132	149.2536025	Large	50		Native	8	1000	outside buffer	No Impact
157	Eucalyptus dives	-36.87126132	149.2536025	Large	50		Native	8	1000	outside buffer	No Impact
158	Eucalyptus dives	-36.87126132	149.2536025	Large	50		Native	8	1000	outside buffer	No Impact
159	Eucalyptus dives	-36.87126132	149.2536025	Large	50		Native	8	1000	outside buffer	No Impact
160	Eucalyptus dives	-36.88844502	149.2447664	Large	50		Native	8	1000	outside buffer	No Impact
161	Eucalyptus dives	-36.88728252	149.2458316	Large	50		Native	8	1000	directly impacted	No Impact
162	Eucalyptus dives	-36.88661865	149.2459209	Large	50		Native	8	1000	outside buffer	No Impact
163	Eucalyptus dives	-36.88723527	149.245794	Large	50		Native	8	1000	directly impacted	No Impact
164	Eucalyptus dives	-36.88850559	149.2447105	Large	50		Native	8	1000	outside buffer	No Impact
165	Eucalyptus dives	-36.88850559	149.2447105	Large	50		Native	8	1000	outside buffer	No Impact
166	Eucalyptus dives	-36.88850559	149.2447105	Large	60		Native	8	1000	outside buffer	No Impact
167	Eucalyptus dives	-36.8880924	149.2452656	Large	60		Native	8	1000	Within 3m Buffer	No Impact
168	Eucalyptus dives	-36.8864222	149.2459764	Large	60		Native	8	1000	outside buffer	No Impact
169	Eucalyptus dives	-36.88737828	149.2457256	Large	60		Native	8	1000	directly impacted	No Impact
170	Eucalyptus dives	-36.88704392	149.2457734	Large	60		Native	8	1000	outside buffer	No Impact

171	Eucalyptus dives	-36.88704392	149.2457734	Large	60		Native	8	1000	outside buffer	No Impact
172	Eucalyptus dives	-36.88748737	149.2456556	Large	60		Native	8	1000	Within 3m Buffer	No Impact
173	Eucalyptus dives	-36.88654117	149.2459052	Large	60		Native	8	1000	outside buffer	No Impact
174	Eucalyptus dives	-36.88658095	149.2459898	Large	60		Native	8	1000	directly impacted	Directly Impacted
175	Eucalyptus dives	-36.88727973	149.2458386	Large	60		Native	8	1000	directly impacted	Directly Impacted
176	Eucalyptus dives	-36.88704667	149.2458016	Large	60		Native	8	1000	outside buffer	No Impact
177	Eucalyptus dives	-36.88710322	149.2458752	Large	60		Native	8	1000	directly impacted	No Impact
178	Eucalyptus dives	-36.88726542	149.2458501	Large	60		Native	8	1000	directly impacted	Directly Impacted
179	Eucalyptus dives	-36.88726542	149.2458501	Large	70		Native	8	1000	directly impacted	Directly Impacted
180	Eucalyptus dives	-36.88762153	149.2456396	Large	70		Native	8	1000	directly impacted	No Impact
181	Eucalyptus dives	-36.88730623	149.2457999	Large	70		Native	8	1000	directly impacted	No Impact
182	Eucalyptus dives	-36.88730043	149.24582	Large	70		Native	8	1000	directly impacted	No Impact
183	Eucalyptus dives	-36.88840667	149.2447451	Large	70		Native	8	1000	outside buffer	No Impact
184	Eucalyptus dives	-36.88648817	149.2459246	Large	70		Native	8	1000	outside buffer	No Impact
185	Eucalyptus dives	-36.88687712	149.2458769	Large	70		Native	8	1000	outside buffer	No Impact
186	Eucalyptus dives	-36.88708923	149.2458525	Large	70		Native	8	1000	directly impacted	No Impact
187	Eucalyptus dives	-36.88847526	149.24485	Large	70		Native	8	1000	directly impacted	Directly Impacted
188	Eucalyptus dives	-36.88847526	149.24485	Large	70		Native	8	1000	directly impacted	Directly Impacted
189	Eucalyptus dives	-36.88793393	149.2454233	Large	75		Native	8	1000	directly impacted	No Impact
190	Eucalyptus dives	-36.88772868	149.2455919	Large	80		Native	8	1000	directly impacted	No Impact
191	Eucalyptus dives	-36.88772868	149.2455919	Large	80		Native	8	1000	directly impacted	No Impact
192	Eucalyptus dives	-36.88748738	149.2456667	Large	80		Native	8	1000	Within 3m Buffer	No Impact
193	Eucalyptus dives	-36.88841715	149.2446421	Large	80		Native	8	1000	outside buffer	No Impact
194	Eucalyptus dives	-36.88648083	149.2459351	Large	80		Native	8	1000	outside buffer	No Impact
195	Eucalyptus dives	-36.88702213	149.2458767	Large	80		Native	8	1000	directly impacted	No Impact
196	Eucalyptus dives	-36.8875425	149.2456741	Large	80		Native	8	1000	directly impacted	No Impact
197	Eucalyptus dives	-36.88742673	149.2457366	Large	80		Native	8	1000	directly impacted	No Impact
198	Eucalyptus dives	-36.88786768	149.2455083	Large	90		Native	8	1000	Directly impacted	Directly Impacted
199	Eucalyptus dives	-36.88756595	149.2456855	Large	90		Native	8	1000	Directly impacted	No Impact
200	Eucalyptus dives	-36.88746697	149.2457187	Large	90		Native	8	1000	directly impacted	No Impact
201	Eucalyptus dives	-36.88676925	149.2459847	Large	90		Native	8	1000	directly impacted	Directly Impacted
202	Eucalyptus dives	-36.88804696	149.2453658	Large	100		Native	8	1000	directly impacted	Directly Impacted
203	Eucalyptus dives	-36.88820355	149.2451535	Large	100		Native	8	1000	Within 3m Buffer	No Impact
204	Eucalyptus dives	-36.88820355	149.2451535	Large	100		Native	8	1000	Within 3m Buffer	No Impact
205	Eucalyptus pauciflora	-36.88847023	149.2447347	Large	50		Native	8	1000	outside buffer	No Impact
206	Eucalyptus rubida	-36.88843723	149.2445435	Large	50		Native	8	1000	outside buffer	No Impact
207	Eucalyptus rubida	-36.88843723	149.2445435	Large	50		Native	8	1000	outside buffer	No Impact
208	Eucalyptus rubida	-36.8883686	149.2449489	Large	60		Native	8	1000	Within 3m Buffer	No Impact
209	Eucalyptus rubida	-36.88716843	149.245858	Large	60		Native	8	1000	directly impacted	No Impact
210	Eucalyptus rubida	-36.88852507	149.2447162	Large	70		Native	8	1000	outside buffer	No Impact
211	Eucalyptus rubida	-36.88833345	149.244829	Large	80		Native	8	1000	outside buffer	No Impact
212	Eucalyptus rubida	-36.88664572	149.2458914	Large	90		Native	8	1000	outside buffer	No Impact
213	Eucalyptus rubida	-36.88671288	149.2459547	Large	100		Native	8	1000	Within 3m Buffer	No Impact
214	Eucalyptus rubida	-36.8867791	149.2458749	Large	100		Native	8	1000	outside buffer	No Impact
215	Eucalyptus rubida	-36.8917744	149.2413045	Large	60	Hollow-bearing	Native	8	1500	Directly impacted	Directly Impacted
216	Populus alba	-36.8889257	149.2443307	Large	60		Amenity	0	0	Directly impacted	Directly Impacted
218	Pinus Pinaceae 1	36.884833	149.24675	very large	500		amenity	0	0	Within 3m Buffer	Directly Impacted
219	Pinus Pinaceae 2	36.885106	149.246575	very large	500		amenity	0	0	Within 3m Buffer	Directly Impacted
220	Pinus Pinaceae 3	36.885194	149.246517	very large	500		amenity	0	0	Within 3m Buffer	Directly Impacted
221	Pinus Pinaceae 4	36.885392	149.246461	very large	500		amenity	0	0	Within 3m Buffer	Directly Impacted
222	Pinus Pinaceae 5	36.885478	149.246439	very large	500		amenity	0	0	Within 3m Buffer	Directly Impacted
223	Pinus Pinaceae 6	36.885603	149.246389	very large	500		amenity	0	0	Within 3m Buffer	Directly Impacted
224	Pinus Pinaceae 7	36.885778	149.246314	very large	500		amenity	0	0	Within 3m Buffer	Directly Impacted
225	Pinus Pinaceae 8	36.885908	149.2463	very large	500		amenity	0	0	Within 3m Buffer	Directly Impacted
226	Eucalyptus 1	36.886394	149.246186	Large	100		Native	8	1000	Within 3m Buffer	Directly Impacted
227	Eucalyptus 2	36.886636	149.246164	Medium	40		Native	4	500	Within 3m Buffer	Directly Impacted
228	Eucalyptus 3	36.886667	149.246156	Large	60		Native	8	1000	Within 3m Buffer	Directly Impacted

229	Eucalyptus 4	36.886703	149.246147	Large	50		Native	8	1000	Within 3m Buffer	Directly Impacted
230	Eucalyptus 5	36.886889	149.246108	Large	75		Native	8	1000	Within 3m Buffer	Directly Impacted
231	Eucalyptus 6	36.886972	149.246092	Large	95		Native	8	1000	Within 3m Buffer	Directly Impacted
232	Eucalyptus 7	36.887017	149.246069	Medium	40		Native	4	500	Within 3m Buffer	Directly Impacted
233	Eucalyptus 8	36.887056	149.246072	Large	70		Native	8	1000	Within 3m Buffer	Directly Impacted
234	Eucalyptus 9	36.887203	149.246058	Small	15		Native	2	125	Within 3m Buffer	Directly Impacted
235	Eucalyptus 10	36.887239	149.246061	very large	170		Native	16	2500	Within 3m Buffer	Directly Impacted
236	Eucalyptus 11	36.887283	149.246061	Large	70		Native	8	1000	Within 3m Buffer	Directly Impacted
237	Eucalyptus 12	36.887431	149.245967	Large	80		Native	8	1000	Within 3m Buffer	Directly Impacted
238	Eucalyptus 13	36.88745	149.245983	Medium	40		Native	4	500	Within 3m Buffer	Directly Impacted
239	Eucalyptus 14	36.887506	149.245972	Medium	40		Native	4	500	Within 3m Buffer	Directly Impacted
240	Eucalyptus 15	36.887586	149.245964	Medium	30		Native	4	500	Within 3m Buffer	Directly Impacted
241	Eucalyptus 16	36.887742	149.245814	Medium	30		Native	4	500	Within 3m Buffer	Directly Impacted
242	Non-Native Tree 1	36.888956	149.244614	Large	70		Amenity			Within 3m Buffer	No Impact
243	Non-Native Tree 2	36.888942	149.244667	Large	70		Amenity			Within 3m Buffer	No Impact
244	Non-Native Tree 3	36.888919	149.244711	Large	70		Amenity			Within 3m Buffer	No Impact
245	Non-Native Tree 4	36.883192	149.247567	Large	100		Amenity			Within 3m Buffer	No Impact
242	Eucalyptus 17	-36.887367	149.245906	Medium	30		Native	4	500	Within 3m Buffer	Directly Impacted
243	Eucalyptus 18	-36.887367	149.245906	Large	60		Native	8	1000	Within 3m Buffer	Directly Impacted
246	Eucalyptus 19	36.877981		Large	100		Native	8	1000	Within 3m Buffer	Directly Impacted
TOTAL								1298	$180,750.00		

							Subtotal	$ 57,125.00			
Tree ID	Scientific name	Latitude	Longitude	Tree size classification	DBH	Habitat	Native or Amenity	Minumum trees to replant	Fund payment	Zone	Update 04.03.2025
1	Eucalyptus	-36.87283255	149.252849	Very Large	500		Native	16	2500	directly impacted	Directly impacted
2	Eucalyptus	-36.87283171	149.2528383	Very Large	500		Native	16	2500	directly impacted	Directly impacted
4	Eucalyptus	-36.87281951	149.2528589	Very Large	700		Native	16	2500	directly impacted	Directly impacted
8	Eucalyptus	-36.88122111	149.2487748	Very Large	1000		Native	16	2500	directly impacted	Directly impacted
12	Cupressus arizonica	-36.88876234	149.2444967	Small	7		Amenity	0	0	Directly impacted	Directly impacted
13	Cupressus arizonica	-36.88878173	149.2444996	Small	15		Amenity	0	0	Directly impacted	Directly impacted
22	Eucalyptus dives	-36.88709263	149.2458932	Small	10		Native	2	125	directly impacted	Directly impacted
23	Eucalyptus dives	-36.88709263	149.2458932	Small	15		Native	2	125	directly impacted	Directly impacted
24	Eucalyptus dives	-36.8877751	149.2455704	Small	15		Native	2	125	directly impacted	No Impact
27	Eucalyptus pauciflora	-36.88872744	149.2445702	Small	5		Native	2	125	directly impacted	Directly impacted
30	Eucalyptus pauciflora	-36.88840714	149.2449556	Small	15		Native	2	125	directly impacted	Directly impacted
33	Populus alba	-36.88866606	149.2446735	Small	10		Amenity	0	0	directly impacted	Directly impacted
38	Cupressus arizonica	-36.8887884	149.2444782	Medium	25		Amenity	0	0	Directly impacted	Directly impacted
39	Eucalyptus	-36.87262803	149.2528736	Medium	20		Native	4	500	Directly impacted	Directly impacted
43	Eucalyptus	-36.87845018	149.2509392	Medium	20		Native	4	500	directly impacted	No Impact
44	Eucalyptus	-36.87839821	149.2509307	Medium	20		Native	4	500	directly impacted	No Impact
45	Eucalyptus	-36.87841598	149.2509392	Medium	20		Native	4	500	directly impacted	No Impact
48	Eucalyptus	-36.8782846	149.2509793	Medium	30		Native	4	500	directly impacted	Directly impacted
49	Eucalyptus	-36.8782846	149.2509793	Medium	30		Native	4	500	directly impacted	Directly impacted
54	Eucalyptus	-36.8711381	149.2533089	Medium	40		Native	4	500	directly impacted	Directly Impacted
55	Eucalyptus	-36.8711381	149.2533089	Medium	40		Native	4	500	directly impacted	Directly Impacted
56	Eucalyptus dives	-36.88713073	149.2458761	Medium	20		Native	4	500	directly impacted	Directly impacted
57	Eucalyptus dives	-36.88713073	149.2458761	Medium	20		Native	4	500	directly impacted	Directly impacted
58	Eucalyptus dives	-36.88713073	149.2458761	Medium	20		Native	4	500	directly impacted	Directly impacted
61	Eucalyptus dives	-36.8877398	149.2455529	Medium	20		Native	4	500	directly impacted	No Impact
62	Eucalyptus dives	-36.8877398	149.2455529	Medium	20		Native	4	500	directly impacted	No Impact
63	Eucalyptus dives	-36.88845886	149.2448562	Medium	20		Native	4	500	directly impacted	Directly Impacted
64	Eucalyptus dives	-36.88845886	149.2448562	Medium	25		Native	4	500	directly impacted	Directly Impacted
65	Eucalyptus dives	-36.88845886	149.2448562	Medium	25		Native	4	500	directly impacted	Directly Impacted
69	Eucalyptus dives	-36.8884241	149.2449216	Medium	30		Native	4	500	directly impacted	Directly impacted
70	Eucalyptus dives	-36.8884241	149.2449216	Medium	30		Native	4	500	directly impacted	Directly impacted
72	Eucalyptus dives	-36.88754013	149.2456824	Medium	30		Native	4	500	directly impacted	No Impact
73	Eucalyptus dives	-36.88754013	149.2456824	Medium	30		Native	4	500	directly impacted	No Impact
74	Eucalyptus dives	-36.88754013	149.2456824	Medium	30		Native	4	500	directly impacted	No Impact
79	Eucalyptus dives	-36.88784606	149.2454792	Medium	40		Native	4	500	directly impacted	No Impact
80	Eucalyptus dives	-36.88778041	149.2455671	Medium	40		Native	4	500	directly impacted	No Impact
81	Eucalyptus dives	-36.88778041	149.2455671	Medium	40		Native	4	500	directly impacted	No Impact
82	Eucalyptus dives	-36.88778041	149.2455671	Medium	40		Native	4	500	directly impacted	No Impact
88	Eucalyptus pauciflora	-36.88848879	149.2448412	Medium	20		Native	4	500	directly impacted	Directly impacted
105	Eucalyptus pauciflora	-36.88856642	149.2447643	Medium	40		Native	4	500	directly impacted	Directly Impacted
110	Populus alba	-36.88868328	149.2446592	Medium	20		Amenity	0	0	directly impacted	Directly Impacted
111	Populus alba	-36.88872954	149.2445506	Medium	25		Amenity	0	0	directly impacted	Directly Impacted
113	Populus alba	-36.88882636	149.2444393	Medium	30		Amenity	0	0	directly impacted	Directly Impacted
115	Populus alba	-36.8888715	149.2443972	Medium	35		Amenity	0	0	Directly impacted	Directly Impacted
124	Cupressus arizonica	-36.88873567	149.2445514	Large	70		Amenity	0	0	directly impacted	Directly Impacted
127	Cupressus arizonica	-36.88898261	149.2442508	Large	100		Amenity	0	0	directly impacted	Directly Impacted
130	Eucalyptus	-36.89145751	149.2418019	Large	50		Native	8	1000	Directly impacted	No Impact
137	Eucalyptus	-36.87325835	149.2525599	Large	50		Native	8	1000	directly impacted	Directly impacted
143	Eucalyptus	-36.87120333	149.2534653	Large	60	Hollow-bearing	Native	8	1500	directly impacted	Directly Impacted
149	Eucalyptus	-36.87273025	149.2528595	Large	70		Native	8	1000	directly impacted	Directly Impacted
150	Eucalyptus	-36.87206305	149.2530021	Large	70		Native	8	1000	directly impacted	Directly Impacted
161	Eucalyptus dives	-36.88728252	149.2458316	Large	50		Native	8	1000	directly impacted	No Impact
163	Eucalyptus dives	-36.88723527	149.245794	Large	50		Native	8	1000	directly impacted	No Impact
169	Eucalyptus dives	-36.88737828	149.2457256	Large	60		Native	8	1000	directly impacted	No Impact
174	Eucalyptus dives	-36.88658095	149.2459898	Large	60		Native	8	1000	directly impacted	Directly Impacted

175	Eucalyptus dives	-36.88727973	149.2458386	Large	60		Native	8	1000	directly impacted	Directly Impacted
177	Eucalyptus dives	-36.88710322	149.2458752	Large	60		Native	8	1000	directly impacted	No Impact
178	Eucalyptus dives	-36.88726542	149.2458501	Large	60		Native	8	1000	directly impacted	Directly Impacted
179	Eucalyptus dives	-36.88726542	149.2458501	Large	70		Native	8	1000	directly impacted	Directly Impacted
180	Eucalyptus dives	-36.88762153	149.2456396	Large	70		Native	8	1000	directly impacted	No Impact
181	Eucalyptus dives	-36.88730623	149.2457999	Large	70		Native	8	1000	directly impacted	No Impact
182	Eucalyptus dives	-36.88730043	149.24582	Large	70		Native	8	1000	directly impacted	No Impact
186	Eucalyptus dives	-36.88708923	149.2458525	Large	70		Native	8	1000	directly impacted	No Impact
187	Eucalyptus dives	-36.88847526	149.24485	Large	70		Native	8	1000	directly impacted	Directly Impacted
188	Eucalyptus dives	-36.88847526	149.24485	Large	70		Native	8	1000	directly impacted	Directly Impacted
189	Eucalyptus dives	-36.88793393	149.2454233	Large	75		Native	8	1000	directly impacted	No Impact
190	Eucalyptus dives	-36.88772868	149.2455919	Large	80		Native	8	1000	directly impacted	No Impact
191	Eucalyptus dives	-36.88772868	149.2455919	Large	80		Native	8	1000	directly impacted	No Impact
195	Eucalyptus dives	-36.88702213	149.2458767	Large	80		Native	8	1000	directly impacted	No Impact
196	Eucalyptus dives	-36.8875425	149.2456741	Large	80		Native	8	1000	directly impacted	No Impact
197	Eucalyptus dives	-36.88742673	149.2457366	Large	80		Native	8	1000	directly impacted	No Impact
198	Eucalyptus dives	-36.88786768	149.2455083	Large	90		Native	8	1000	Directly impacted	Directly Impacted
199	Eucalyptus dives	-36.88756595	149.2456855	Large	90		Native	8	1000	Directly impacted	No Impact
200	Eucalyptus dives	-36.88746697	149.2457187	Large	90		Native	8	1000	directly impacted	No Impact
201	Eucalyptus dives	-36.88676925	149.2459847	Large	90		Native	8	1000	directly impacted	Directly Impacted
202	Eucalyptus dives	-36.88804696	149.2453658	Large	100		Native	8	1000	directly impacted	Directly Impacted
209	Eucalyptus rubida	-36.88716843	149.245858	Large	60		Native	8	1000	directly impacted	No Impact
215	Eucalyptus rubida	-36.8917744	149.2413045	Large	60	Hollow-bearing	Native	8	1500	Directly impacted	Directly Impacted
216	Populus alba	-36.8889257	149.2443307	Large	60		Amenity	0	0	Directly impacted	Directly Impacted

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