NSW GOVERNMENT Public Works Advisory

Scone CBD Revitalisation

Review of Environmental Factors

Report Number: ISR22005

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Prepared for Upper Hunter Shire Council

Upper Hunter Shire Council

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Cover Image: Google Maps, accessed 2022

Declaration

This Review of Environmental Factors has been prepared by Public Works Advisory, Department of Regional NSW on behalf of Upper Hunter Shire Council. The report presents the assessment of potential impacts that may result from the Scone CBD Revitalisation works including upgrade of the Kelly Street roadway, stormwater drainage, footpaths and associated landscaping.

Upper Hunter Shire Council is a Public Authority and is a determining authority as defined in the *Environmental Planning & Assessment Act 1979* (EP&A Act). The Proposal satisfies the definition of an activity under the Act, and as such Upper Hunter Shire Council must assess and consider the environmental impacts of the Proposal before determining whether to proceed.

This REF has been prepared in accordance with Sections 5.5 and 5.7 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Reg).

On the basis of the information presented in this REF it is concluded that:

(1) The proposed activity is not likely to have a significant impact on the environment. An Environmental Impact Statement is not required.

(2) The proposed activity is not likely to significantly affect threatened species, populations, ecological communities, or critical habitat. A Species Impact Statement (SIS) is not required

(3) The proposed Activity is not likely to affect any Commonwealth land, is not being carried out on Commonwealth land, or significantly affect any matters of national environmental significance.

The REF has assessed the likely impacts based on the preliminary design information and is considered adequate for the proposed activity, assuming that the detailed designs do not result in additional impacts that have not been assessed. Accordingly, the proposed activity is recommended to proceed subject to implementation of measures to avoid, minimise or manage environmental impacts in this REF.

This REF provides a true and fair assessment of the proposed activity in relation to its likely 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 proposed activity.

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Verification and Determination

Verifier

I have examined this REF and the Declaration by the author Kristen Parmeter and accept the report on behalf of Upper Hunter Shire Council.

Name	Grahame Wilson
Designation	Manager Strategic Projects
Organisation	Upper Hunter Shire Council
Signature	[redacted]

Upper Hunter Shire Council – Determination

I determine that the activity is approved and may proceed.

Name	Karen Davies
Designation	Director Infrastructure Services
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Signature	[redacted]

Executive Summary

Upper Hunter Shire Council (UHSC) and Transport for New South Wales (TfNSW) are proposing reconstruction and upgrade works to Kelly Street in Scone, from the intersection of Kingdon Street to the intersection with Susan Street (approximately 700 m). Kelly Street is the main Central Business District (CBD) of Scone. The road is in the process of, potentially, being reclassified from a State road to a local road due to the completion of New England Highway Scone bypass and therefore transferred from the care and control of TfNSW to UHSC and the roadway design has been undertaken in partnership with TfNSW. The existing roadway comprises a two-lane dual carriageway, with a varying width between 5.5 m and 6 m, and a paved pedestrian footpath on both sides of the road between the road reserve and building frontages. UHSC has received grant contributions from the NSW Government to fund the Proposal.

Scope of Works

The project would consist of the following key activities:

- Road realignment (vertical and horizontal) and change of roadway from four traffic lanes to two traffic lanes;
- Construction of new road pavement; including sealing; and line marking and road signage;
- Construction of new (replacement) roadway medians with landscaping, irrigation and pedestrian refuges/crossings;
- Repositioning and marking of car parking spaces along the length of the road to be upgraded;
- Stormwater management works within the road reserve and adjacent footpaths (including construction of new drains, pipeline and road kerbs and gutters);
- Construction of replacement footpath pavements (including footpath widening and vertical realignment (raising) at some locations); and
- Construction of new pedestrian facilities (including footpaths, street lighting, kerb adjustments and ramps, pedestrian fences, refuges, holding rails, and bollards), street furniture and footpath landscaping.
- In addition, new water supply infrastructure comprising replacement water mains would be constructed within the pedestrian footpath area along both sides of Kelly Street (between Kingdon Street and Shaw Street) to manage fire-fighting and response capability in the Scone CBD area.

It is noted that the works would be carried out as staged packages of works.

Planning Framework

The Proposal is permissible without consent pursuant to clause 94(1) of *State Environmental Planning Policy (Infrastructure) 2007* (SEPP Infrastructure). Clause 94(1) allows development for the purpose of a road or road infrastructure facilities (including alterations or additions to an existing road) to be carried out by or on behalf of a public authority without consent on any land.

The proposed water mains installation within the footpath area along Kelly Street is permissible with consent under clause 125(1), which allows development for the purpose of water reticulation systems may be carried out by or on behalf of a public authority without consent on any land.

This Review of Environmental Factors (REF) has been prepared in accordance with Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to fully assess the potential environmental impacts associated with the proposal in accordance with sections 5.5 and 5.7 of the EP&A Act and clause 228 of the *Environmental Planning and Assessment Regulation 2000*. UHSC would be the proponent and determining authority for the works.

Approvals

Concurrence from TfNSW under Section 138 of the *Roads Act* 1993 may be required to undertake the proposed upgrade of Kelly Street.

Summary of Potential Environmental Impacts

A number of temporary construction related impacts have been identified due to the Proposal. This includes impacts to land use and visual amenity, increased traffic, elevated noise and waste generation/ management. Given the implementation of appropriate mitigation measures, the Proposal is not expected to result in a significant impact to the community.

Multiple heritage items located adjacent to the Kelly Street road alignment are not anticipated to be impacted by the Proposal based on the outcomes of a Statement of Heritage Impact Assessment. However, it is recommended that UHSC undertake dilapidation assessments of these buildings prior to the commencement of works and on the completion of construction works.

Conclusion and Recommendations

The REF has assessed the likely impacts based on the preliminary design information and is considered adequate for the proposed activity, assuming that the detailed designs do not result in additional impacts that have not been assessed. Accordingly, the proposed activity is recommended to proceed subject to implementation of measures to avoid, minimise or manage environmental impacts in this REF.

On the basis of the information presented in this REF it is concluded that by adopting the safeguards identified in this assessment, it is unlikely that there would be significant adverse environmental impacts associated with the Proposal. Therefore, an Environmental Impact Statement would not be required.

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Abbreviations

AHIMS	Aboriginal Heritage Information Management System
AHIP	Aboriginal Heritage Impact Permit
BC Act	*Biodiversity Conservation Act 2016*
CEMP	Construction Environmental Management Plan
DPIE	NSW Department of Planning, Industry and Environment
EES	Environment, Energy and Science
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPA	Environment Protection Authority
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
LEP	Local Environmental Plan
LGA	Local Government Area
NPW Act	*National Parks and Wildlife Act 1974*
OEH	Office of Environment and Heritage
POEO Act	*Protection of The Environment Operations Act 1997*
REF	Review of Environmental Factors
SEPP	State Environmental Planning Policy
SWMP	Soil and Water Management Plan
TfNSW	Transport for New South Wales
TMP	Traffic Management Plan
UHSC	Upper Hunter Shire Council
WM Act	*Water Management Act 2000*
WMP	Waste Management Plan

1. Introduction

This section provides details on the background of the Proposal, its objectives and location.

1.1 Background and Purpose of the Proposal

Upper Hunter Shire Council (UHSC) is proposing reconstruction and upgrade works to Kelly Street and the adjacent pedestrian footpath area, from the intersection with Kingdon Street through to the intersection with Susan Street (approximately 700 m) (hereafter referred to as the Proposal).

Kelly Street is a key roadway which forms the main shopping and business precinct, or Central Business District (CBD), for the Scone township. Kelly Street is currently classified as a State road under the care and control of Transport for NSW (TfNSW). Due to the recent completion of the New England Highway bypass of Scone, Kelly Street may be reclassified as a local road under the control of UHSC. As part of the road reclassification and transfer, TfNSW have been working with UHSC to redesign the Kelly Street road reserve for local CBD use; suitable for reduced vehicle speeds and increased pedestrian use. To encourage increased local use of the Scone CBD, UHSC have engaged a landscaping consultancy (Mara Consulting) to redesign and revitalise the Kelly Street footpath area and create a fit for purpose place to facilitate and support increased local business, pedestrian and leisure activity utilisation.

The aim of Proposal is to apply the government grant to upgrade Kelly Street and the adjacent pedestrian footpath area, to encourage local resident utilisation of the main street and revitalise the CBD area. The works are expected to involve road realignment which would reduce Kelly Street from four trafficable lanes to two lanes with adjacent angled (45°) and parallel car parking (comprising both standard and accessible spaces), new road pavement, bitumen sealing, new kerbs and gutters, landscaped median strip and footpath widening, repaving, new street furniture, lighting and footpath landscaping works. In addition, a new pedestrianised plaza and park space would be created on the eastern side of St Aubins Street and replacement and upgrade of stormwater drainage would be carried out within some sections of the road reserve to reduce localised flooding in Kelly Street.

In addition to the roadworks, replacement potable water mains with a larger capacity would be installed along both sides of Kelly Street along the same alignment as existing potable water mains, to improve fire-fighting and response capability in the Scone CBD area. The water main works would be carried out as part of the footpath upgrade works to minimise ground disturbance in the pedestrianised area of the road reserve.

1.2 Location and Setting

The approximately 700 m long Scone CBD revitalisation of the Kelly Street road and footpath area of the road reserve stretches from the intersection of Kelly Street and Kingdon Street (southern extent) to the intersection of Kelly Street with Susan Street and Shaw Street (northern extent).

Maps and aerial views of the Proposal area are provided in Figure 1-2 to Figure 1-3.

1.3 Land Ownership

The Proposal would predominantly be located within the existing Kelly Street road reserve, which is a classified road under the control of TfNSW, pending reclassification as a local road and transfer to UHSC care and control.

Where works are proposed to be outside the existing Kelly Street road reserve, land to be affected comprises UHSC managed public land or road reserve, and Coles.

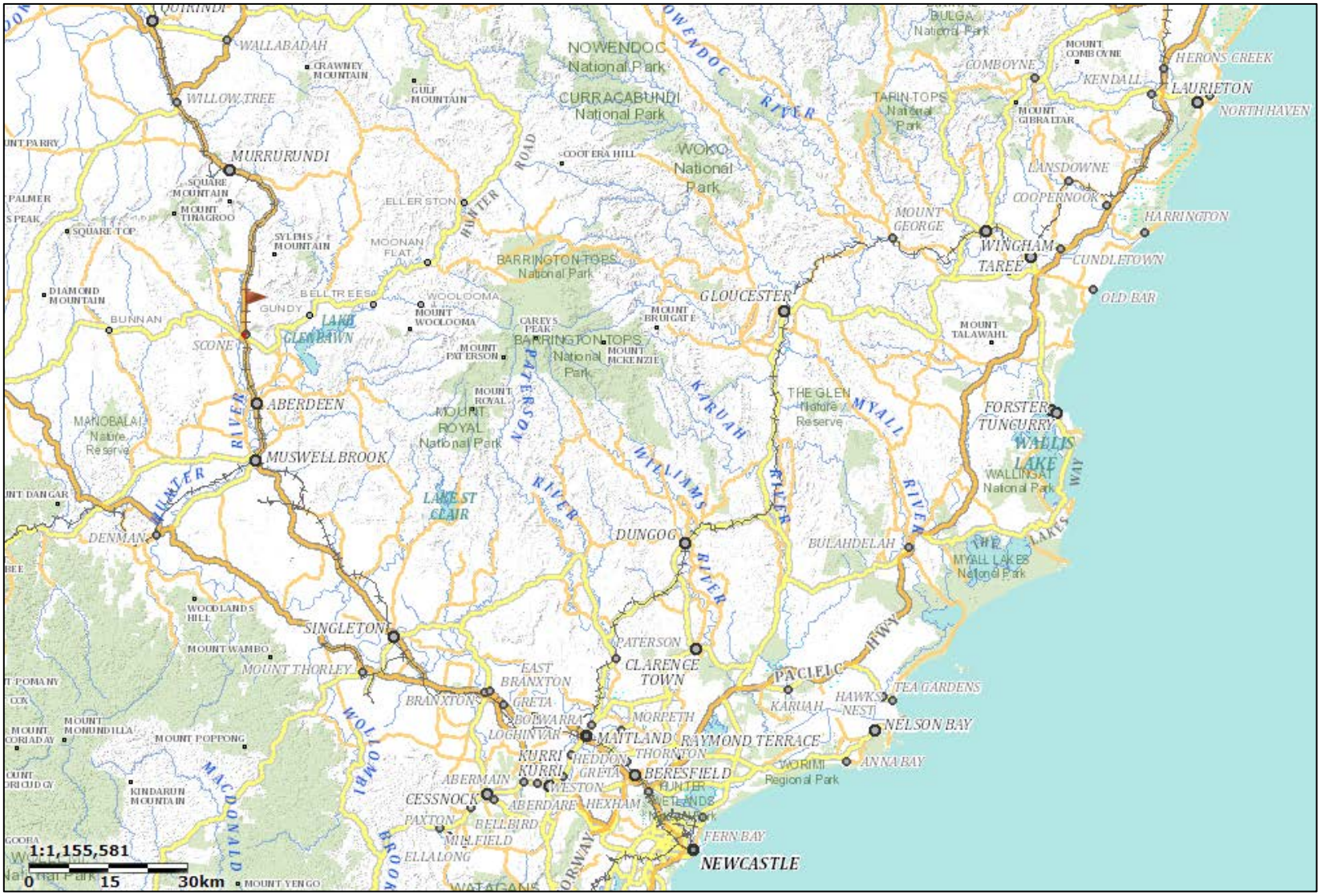


Figure 1-1 Location Map of Scone

Source: SIX Maps, December 2021

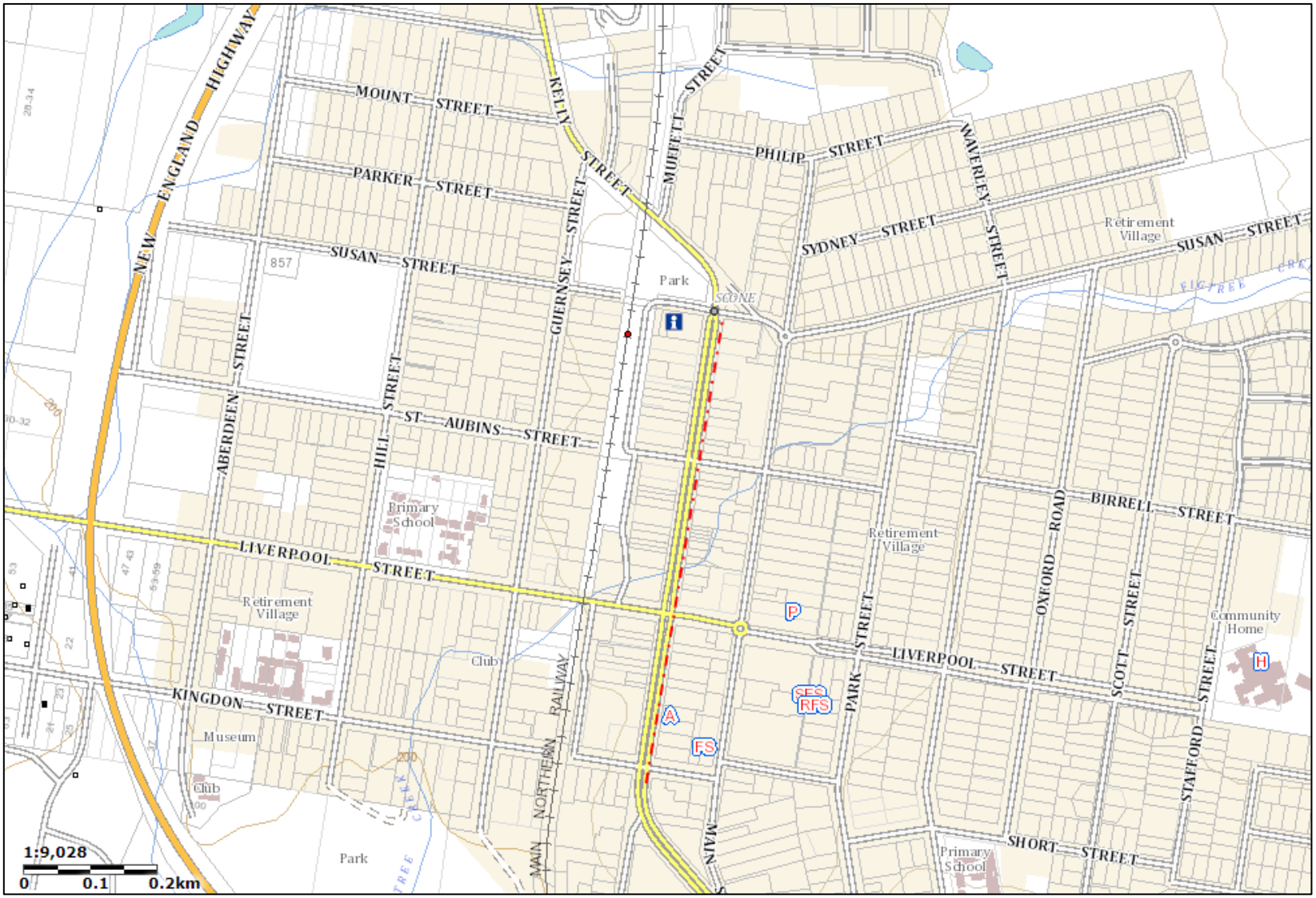


Figure 1-2: Proposed Scone CBD Revitalisation works Location Map

Source: SIX Maps, December 2021

Figure 1-3 Aerial Map of the Scone CBD Revitalisation works area

Source: SIX Maps, December 2021

2. Statutory Considerations

This section provides information on the Environmental Planning Instruments which are relevant to the Proposal.

2.1 Environmental Planning Instruments

2.1.1 Upper Hunter Local Environmental Plan 2013

Zoning

The Proposal is located within the Upper Hunter Local Government Area (LGA). The applicable local environmental planning instruments for the Proposal is the *Upper Hunter Local Environmental Plan* (LEP) 2013.

The Proposal works are located within land zoned B2 Local Centre and R1 General Residential under the Upper Hunter LEP 2013 (see Figure 2-1). Development for the purpose of roads and water supply works are permitted with development consent in the land zones under the Upper Hunter LEP 2013.

However, the relevant environmental planning instrument for the Proposal is *State Environmental Planning Policy (Infrastructure) 2007* (SEPP (Infrastructure) 2007), which allows the development to be undertaken without consent (see Section 2.1.2). Clause 5.12 (1) of the Upper Hunter LEP 2013 states that the LEP *does not restrict or prohibit, or enable the restriction or prohibition of, the carrying out of any development, by or on behalf of a public authority, that is permitted to be carried out with or without development consent, or that is exempt development, under State Environmental Planning Policy (Infrastructure) 2007.* Therefore, the development controls contained within the LEP would not be applicable to the Proposal.

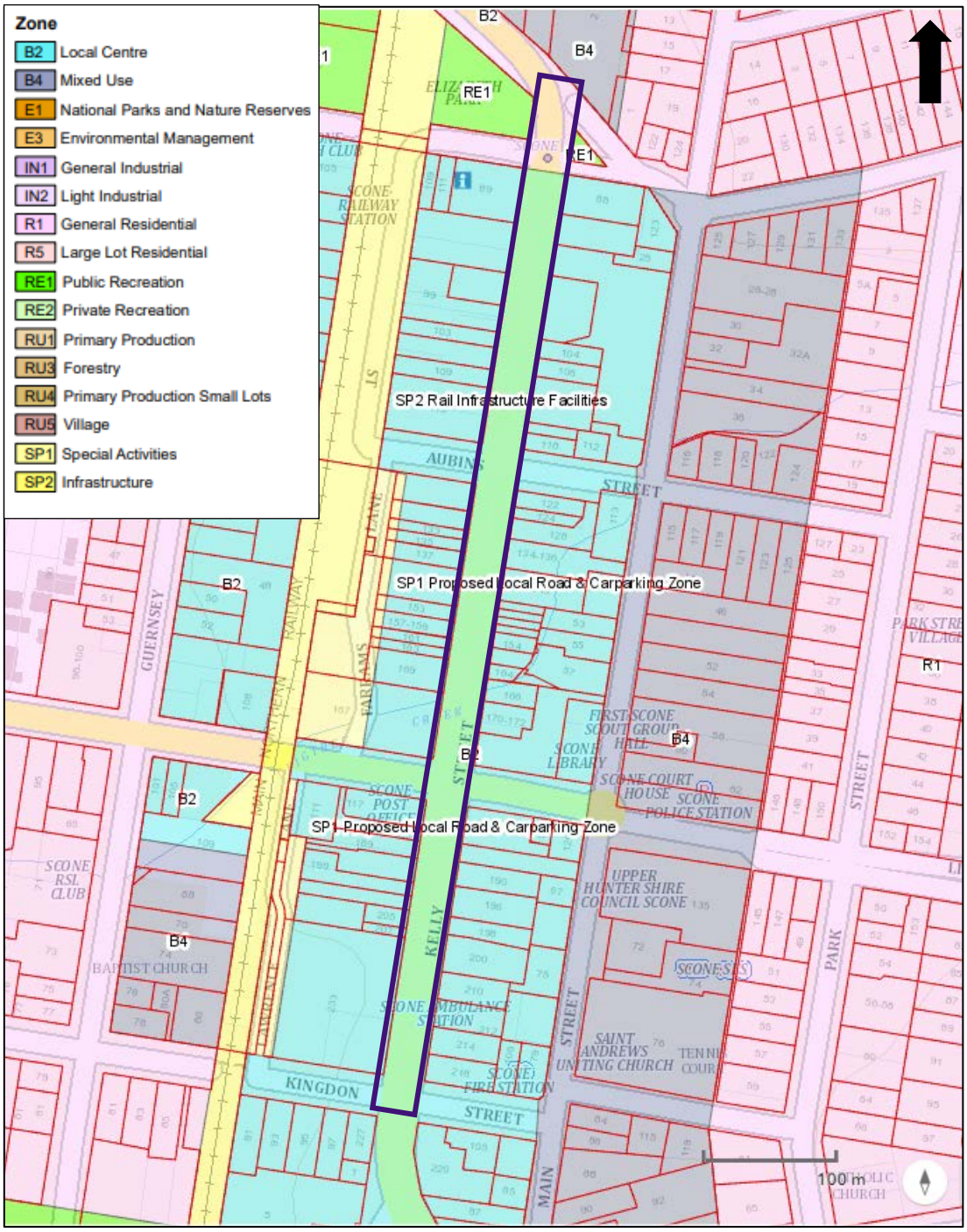


Figure 2-1: LEP Land Zoning Map Extract - Scone CBD revitalisation works area is identified in purple

Source: NSW Planning Portal Spatial Viewer, accessed December 2021

Heritage

There are twenty local heritage items listed under the Upper Hunter LEP 2013 located in proximity to the Proposal works along Kelly Street and the works would be located within the Central Scone Conservation area. A Statement of Heritage Impacts (SOHI) assessment has been prepared for the Proposal. Potential impacts from the Proposal on locally listed heritage items are discussed in detail in Section 4.5

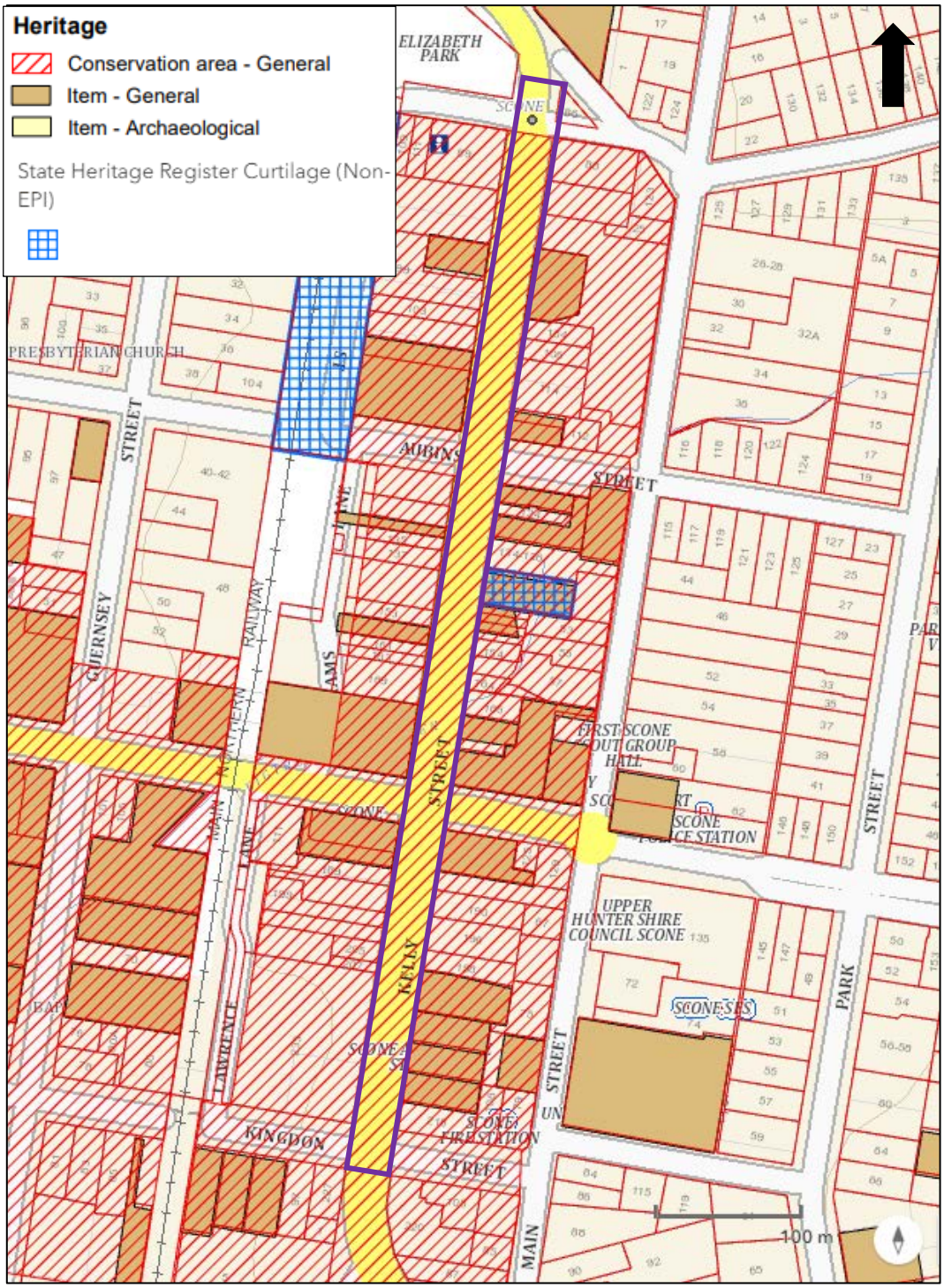


Figure 2-2: Upper Hunter LEP 2013 Heritage Map Extract - Scone CBD revitalisation works area is identified in purple

Source: NSW Planning Portal Spatial Viewer, accessed December 2021

2.1.2 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (SEPP (Infrastructure) 2007) aims to assist in the effective delivery of public infrastructure by improving certainty and regulatory efficiency. It provides clear definition of the environmental assessment and approval process for public infrastructure and services facilities.

Clause 94(1) of SEPP (Infrastructure) 2007 states that development for the purpose of a road or road infrastructure facilities (including alterations or additions to an existing road and environmental management works, in or adjacent to a road corridor) may be carried out by or on behalf of a public authority without consent on any land. Accordingly, the Proposal is permitted without development consent under SEPP (Infrastructure) 2007. Therefore, the Proposal is being assessed under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is noted that the proposed medians, landscaping, paving, kerbs and gutters, pedestrian facilities, street furniture, line marking, and signage may be permitted as exempt development (if undertaken by a public authority) under clause 97(1)(c) of SEPP (Infrastructure) 2007. However, the Proposal has been assessed in its entirety within this REF.

Furthermore, Clause 125(1) of SEPP (Infrastructure) 2007 permits development for the purpose of water reticulation systems to be carried out by or on behalf of a public authority without consent on any land. Clause 124 defines water reticulation systems as a building or place used for the transport of water, including pipes, tunnels, canals, bores, pumping stations, related electricity infrastructure, dosing facilities and also includes water supply reservoirs. As such, the proposed water mains works to improve fire-fighting and response capability are also permitted without development consent under SEPP (Infrastructure) 2007.

Accordingly, the SEPP removes the need for development consent for the proposed road works and water mains and the works would be assessed under Part 5 of the EP&A Act. Therefore, the Proposal can be undertaken without development consent.

2.1.3 State Environmental Planning Policy (Koala Habitat Protection) 2021

The *State Environmental Planning Policy – Koala Habitat Protection* 2021 (Koala Habitat Protection SEPP) aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline. Schedule 1 of the Koala Habitat Protection SEPP 2021 identifies UHSC as an LGA to which this planning instrument applies. It is noted that the SEPP does not apply to proposals assessed under Part 5 of the EP&A Act. No Koala feed tree species or Koala habitat would be impacted by the Proposal as the works would take place within an urbanised area.

2.2 Legislation

2.2.1 Environmental Planning and Assessment Act 1979 (NSW)

The relevant environmental planning instrument for the works is SEPP (Infrastructure) 2007 (refer to 2.1.2), which removes the requirement to obtain development consent. Therefore, the Proposal has been assessed under Part 5 of the EP&A Act. Upper Hunter Shire Council is the determining authority for the development.

This REF has been prepared in accordance with Section 5.5 of the Act, which requires that the proponent take into account to the fullest extent possible all matters affecting or likely to affect the environment due to the proposed activity. Consideration of the factors listed under Clause 228 of *the Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) has been used to assist in assessing the significance of the impact of the Proposal and is provided in Appendix A.

Ecologically Sustainable Development

The encouragement of ecologically sustainable development (ESD) is one of the Objects of the EP&A Act. The principles of ESD are:

The reasons justifying the carrying out of the development or activity in the manner proposed, having regard to biophysical, economic and social considerations, including the following principles of ecologically sustainable development:

(a) the precautionary principle, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.

In the application of the precautionary principle, public and private decisions should be guided by:

(i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and

(ii) an assessment of the risk-weighted consequences of various options,

(b) inter-generational equity, namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,

(c) conservation of biological diversity and ecological integrity, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,

(d) improved valuation, pricing and incentive mechanisms, namely, that environmental factors should be included in the valuation of assets and services, such as:

(1) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,

(2) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,

(3) environmental goals, having been established, should be pursued in the most cost-effective way, by establishing incentive structures, including market mechanisms that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.

The works are considered to be consistent with these principles. Environmental safeguards have been proposed during construction works to prevent long term and irreversible environmental degradation in accordance with the precautionary principle and inter-generational integrity. The Proposal would not have a significant impact on biological diversity and ecological integrity at the Proposal site and surrounding area.

2.2.2 Roads Act 1993 (NSW)

Under Section 138 of the *Roads Act 1993* a person must not "erect a structure or carry out a work in, on or over a public road," other than with the consent of the appropriate roads authority. UHSC is the roads authority for surrounding local roads including Kingdon Street, Liverpool Street, St Aubin Street, Susan Street, Main Street and Shaw Street where works may take place. Schedule 2 Section 5(1) of the Act does not require a public authority to obtain a roads authority's consent to exercise the public authority's functions in, on or over an unclassified road other than a Crown road. Council is the roads authority for the local roadways to be impacted by the proposed water main replacement works, and by undertaking these works would be exercising their function as the local water authority

The majority of the Proposal works would be undertaken within the Kelly Street road reserve which is a currently a classified road pending possible reclassification as a local (unclassified) road. Accordingly, concurrence is required from TfNSW as the appropriate roads authority, to undertake works within a classified road unless the road has been transferred to UHSC prior to the works commencing.

2.2.3 National Parks and Wildlife Act 1974 (NSW)

The National Parks and Wildlife Act 1974 (NPW Act) provides for the statutory protection of Aboriginal cultural heritage places, objects and features. One of the objects of the NPW Act is the conservation of places, objects and features of significance to Aboriginal people (Section 2A). The NPW Act provides for the management of both Aboriginal Objects and Aboriginal Places and is administrated by Heritage NSW within the Department of Premier and Cabinet.

Aboriginal Objects and Aboriginal Places are protected under Part 6 of the NPW Act and there are legislative penalties if a person harms or desecrates an Aboriginal Place or Object (s. 86). Harm to an Aboriginal Place or Object includes any act or omission that destroys, defaces or damages the object or place, or, in relation to an Aboriginal object, moves the object from the land on which it had been situated. However, harm to an Aboriginal Object that is 'trivial or negligible' does not constitute an offence. Also, it is a defence against prosecution for unintentionally harming Aboriginal Objects if due diligence had been exercised to determine that no Aboriginal object would be harmed, or the harm or desecration was authorised by an Aboriginal heritage impact permit (AHIP). The *National Parks and Wildlife Regulation 2009* made under the NPW Act advocates a Due Diligence process to determining likely impacts on Aboriginal objects.

A search of the Aboriginal Heritage Information Management Systems (AHIMS) database did not identify any previously recorded Aboriginal sites or places in or near the Proposal site. The *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW (OEH, 2010)* has been considered in assessing the likelihood of encountering items of Aboriginal cultural heritage during the construction works.

The Proposal site is within 200 m of waters, which is identified in the Code of Practice as a landscape feature that indicate the likely existence of Aboriginal objects. However, it is considered that the risk of disturbing any previously unidentified Aboriginal items are low. This is due to the extremely disturbed and altered nature of the site, having previously been cleared and formed into a concrete stormwater channel. Therefore, it is considered that further archaeological investigations and/or an Aboriginal Heritage Impact Permit are not

required and that the works can proceed with caution and in accordance with the mitigation measures in this REF (see 4.5).

2.2.4 Heritage Act 1977 (NSW)

The *Heritage Act 1977* protects and aims to conserve the environmental heritage of New South Wales. Environmental heritage is broadly defined under Section 4 of the *Heritage Act* 1977 as consisting of "those places, buildings, works, relics, moveable objects, and precincts, of State or local heritage significance" (Heritage Branch, DoP 2009:4). Aboriginal places or objects that are recognised as having high cultural value (potentially of local and State significance) can be listed on the State Heritage Register and protected under the provisions of the *Heritage Act 1977*.

The Scone Civic Theatre, which is located at 144 Kelly Street, is listed on the State Heritage Register (Listing Number: 01660) under the *Heritage Act* 1977 (refer to Section 4.5). A Statement of Heritage Impact (SOHI) prepared for the proposed works, concluded that the Proposal would have no adverse impact on the cultural significance of the Scone Civic Theatre.

2.2.5 Biodiversity Conservation Act 2016 (NSW)

The Biodiversity Conservation Act 2016 (BC Act) protects species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. It also lists Key Threatening Processes that adversely affect threatened species, populations or ecological communities or that may cause species, populations or ecological communities that are not threatened to become threatened. The impacts of any works that may affect 'threatened species', as listed in the BC Act, must be properly assessed. Impacts can include the destruction of threatened species habitat or potential habitat and threatened ecological communities.

The Proposal would be constructed within a previously disturbed road reserve and require the removal of previously planted vegetation only. Therefore, it is considered that the Proposal would not have a significant impact on any threatened flora and fauna species, populations or communities, or their habitats as listed under the BC Act (see Section 4.4).

2.2.6 Water Management Act 2000 (NSW)

The objects of the *Water Management Act 2000* (WM Act) are to provide for the sustainable and integrated management of the water sources, floodplains and dependent ecosystems of the state for the benefit of both present and future generations.

The Proposal includes the construction of replacement potable water mains with a larger capacity in the Scone CBD.

Section 91(B) of the WM Act requires a water supply works approval to be obtained for a number of works, including:

> *(c) a work (such as a water pipe or irrigation channel) that is constructed or used for the purpose of conveying water to the point at which it is to be used*

Clause 37(1)(b) of the *Water Management (General) Regulation 2018* however, provides that a water supply works approval is not required for the construction of a water pipe for use solely for conveying water from one place to another.

The Proposal would not take water beyond Council's existing entitlement. Any water taken above this entitlement would require Council's water access licence to be modified (section 89).

2.2.7 Local Government Act 1993 (NSW)

The *Local Government Act 1993* principally deals with the legal and governance framework of local councils and county councils in New South Wales. Section 60 of this Act states that a Council must not, except in accordance with the approval of the Minister for Water, Property and Housing, construct or extend water treatment works. As the proposed water supply works for Scone do not require construction or extension of water treatment works, approval is not required under the *Local Government Act* 1993.

2.2.8 Pipelines Act 1967 (NSW)

The Pipelines Act 1967 aims to:

- implement a timely and efficient approvals system to facilitate the construction of cross-country transmission pipelines in New South Wales;
- ensure the effect of a pipeline project commenced under the Act on the environment, landowners and native titleholders is properly considered and managed;
- ensure pipeline licensees protect the environment, pipeline employees and the public from dangers arising from both pipeline construction and the transmission of potentially hazardous substances.

Under the *Pipelines Act 1967*, any person who wishes to construct and operate a pipeline for the purposes of any substance, can do so under an authorisation or licence.

However, Section 5 of the *Pipelines Act* 1967 has a number of exemptions to a licence under that Act, including a pipeline constructed by a public authority, or a pipeline for the purpose of water supply. Therefore, this Act does not apply to the Proposal.

2.2.9 Protection of the Environment Operations Act 1997 (NSW)

The NSW Environment Protection Authority (EPA) is responsible for the administration of the *Protection of the Environment Operations Act 1997* (POEO Act). The POEO Act regulates air, noise, land and water pollution. Activities listed under Schedule 1 of the POEO Act are scheduled activities which require an environmental protection licence (EPL). The proposed activity is not a scheduled activity under Schedule 1 and as such would not require an EPL.

Section 120 of the POEO Act makes it an offence to pollute waters. It is considered that the Proposal can be carried out without causing water pollution, with the implementation of appropriate mitigation measures during the works. Therefore, it is considered unlikely that a licence would be required under Section 120 of the POEO Act for the pollution of waters.

Other relevant provisions of the POEO Act that the Proposal would need to comply with include:

- Section 115 – It is an offence to dispose of waste in a manner that harms or is likely to harm the environment.

- Section 116 – It is an offence to cause any substance to leak, spill or otherwise escape (whether or not from a container) in a manner that harms or is likely to harm the environment.

The Proposal would be undertaken in a manner consistent with the requirements of the POEO Act.

2.2.10 Protection of the Environment Operations (Waste) Regulation 2014 (NSW)

The *Protection of the Environment Operations (Waste) Regulation* 2014 sets out the provisions with regards to non-licensed waste activities and non-licensed waste transporting, in relation to the way in which waste must be stored, transported, and the reporting and record-keeping requirements.

The disposal of waste, including spoil, would be required to comply with the *Protection of the Environment Operations (Waste) Regulation 2014*.

2.2.11 Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides for Commonwealth involvement in development assessment and approval in circumstances where there exist 'matters of national environmental significance'. The Matters of National Environmental Significance that are protected under this Act include:

- World heritage properties
- National heritage places
- Wetlands of international importance
- Nationally threatened species and ecological communities
- Migratory species
- Commonwealth marine areas
- The Great Barrier Reef Marine Park
- Nuclear actions (including uranium mining)
- A water resource, in relation to coal seam gas development and large coal mining development
- The environment, where actions proposed are on, or will affect Commonwealth land and the environment
- The environment, where Commonwealth agencies are proposing to take an action.

No matters of national environmental significance or other protected matters as listed under the EPBC Act would be significantly impacted by the Proposal, as the works would be located within a previously disturbed area (see Section 4.4). Therefore, the Proposal would not require referral to the Commonwealth under the EPBC Act.

2.3 Relevant Policies, Standards and Guidelines

The following policies, guidelines and standards may be relevant to the Proposal:

- *Interim Construction Noise Guidelines* (DECC, 2009);
- *Managing Urban Stormwater: Soils and Construction - Volume 1*, 4th Edition (Landcom, 2004);
- *Managing Urban Stormwater: Soils and Construction - Volume 2D Main Road Construction;* Waste Classification Guidelines (EPA, 2014)
- *Waste Classification Guidelines* (EPA, 2014); and
- *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (DECCW, 2010).

2.4 Summary of Approvals

The approvals required to undertake the Proposal are listed in Table 2-1.

Table 2-1: Approval Requirements

Approval Authority/Entity	Approval/ Licence/ Permit	Reference
Upper Hunter Shire Council	Determination of the activity	Part 5 of the EP&A Act
TfNSW	Concurrence/consent to undertake works within a Classified Road	Section 138 of the Roads Act

2.5 Agency and Community Consultation

2.5.1 Statutory Consultation

Part 2, Division 1 of the SEPP (Infrastructure) specifies consultation requirements for development permitted without consent under the SEPP, including consultation with Council and other public authorities. Clause 17 (c) states that consultation with Council under clause 13-15A does not apply to development that is being carried out by or on behalf of Council.

Consultation with other public authorities is also required for 'specified development' under Clauses 15AA and 16. The Proposal is not specified development for the purposes of these clauses. Therefore, statutory consultation under SEPP (Infrastructure) is not required.

2.5.2 Community Consultation

UHSC has undertaken community consultation with the affected community regarding the Scone CBD Revitalisation Proposal.

3. Proposal Description

This section describes the works that would be undertaken as part of the Proposal and the construction activities, including construction equipment, duration and program.

3.1 Need for the Proposal

Kelly Street in Scone, NSW is a key roadway which forms the main shopping and business CBD, for the township. Kelly Street is currently classified as a State road under the care and control of TfNSW.

Due to the recent completion of the New England Highway bypass of Scone, Kelly Street will be reclassified as a local road under the control of UHSC. As part of the road reclassification and transfer, TfNSW have been working with UHSC to redesign the Kelly Street road reserve for local CBD use; which would be suitable for reduced vehicle speeds and increased pedestrian use. UHSC have engaged a landscaping consultancy to redesign and revitalise the Kelly Street pedestrianised footpath area, to create a fit for purpose place and to facilitate and support increased local business, pedestrian and leisure activity utilisation.

The aim of Proposal is to apply State government grant funding to upgrade Kelly Street and the adjacent pedestrian footpath area, to encourage local resident utilisation of the main street and revitalise the CBD area.

3.2 Existing Infrastructure

The 700 m CBD section of Kelly Street where the Proposal works would be undertaken stretches from the intersection of the Kingdon Street at the south extent, to the intersection with Susan Street and also Shaw Street at the northern extent of the proposed works area.

The Kelly Street road reserve comprises a concrete dual carriageway road with four trafficable lanes (two in each direction), including a central raised and landscaped median, formed kerbs and gutters and stormwater drainage. Parallel car parking spaces are present along Kelly Street adjacent to the roadway, with paved pedestrian footpaths fronting on to commercial and retail premises, which are located immediately adjacent to the road reserve. A set of traffic lights is located at the intersection of Kelly and Liverpool Streets and pedestrian refuges are located within the median at several locations along Kelly Street.

Photographic views of the existing condition of Kelly Street are provided in Figure 3-2 to Figure 3-5 below.

Figure 3-1 View of the intersection of Kelly and Kingdon Streets, looking north west

Source: PWA, 2020

Figure 3-2: View of the intersection of Kelly and Liverpool Streets, looking north west

Source: PWA, 2020

Figure 3-3 View of the intersection of Kelly and St Aubins Streets, looking north west
Source: PWA, 2020

Figure 3-4 View of the eastern side St Aubins Street looking east, where St Aubins Park is proposed.
Source: PWA, 2020

Figure 3-5 View towards the intersection of Kelly and Susan Streets, looking north west

Source: PWA, 2020

3.3 Proposal Description

As part of the Scone CBD Revitalisation works, it is proposed to reconstruct and upgrade the Kelly Street road reserve including the adjacent pedestrian footpath area, extending from the intersection with Kingdon Street in the south, through to the intersection with Susan Street in the northern end of Kelly Street (approximately 700 m in length). The works would involve road realignment which would reduce Kelly Street from four traffic lanes to two traffic lanes with adjacent angled (45°) and parallel car parking spaces. Road upgrade works would include new road pavement, bitumen sealing, kerbs and gutters, a landscaped median strip. Works to the pedestrianised area of the road reserve would include footpath widening (and raising in some sections), repaving, new street furniture, lighting and footpath landscaping works. In addition, replacement and upgrade of stormwater drainage infrastructure (pipes and drains) within some sections of the road reserve is required to reduce localised flooding along Kelly Street.

The replacement of existing potable water mains with larger capacity pipelines would be undertaken along both sides of Kelly Street, along the same alignment as existing potable water mains, to improve fire-fighting and response capability in the Scone CBD area. The water main works would be carried out as part of the footpath upgrade works.

The general scope of works includes:

- Minor road realignment (vertical and horizontal) including reduction of the Kelly Street roadway from four to two traffic lanes;
- Construction of new road pavement; including sealing; and line marking and road signage;
- Construction of new (replacement) roadway medians with landscaping, irrigation and pedestrian refuges/crossings;
- Repositioning and marking of car parking spaces along the length of the road to be upgraded;
- Stormwater management works within the road reserve and adjacent footpaths (including construction of new drains, pipeline and road kerbs and gutters);
- Construction of replacement footpath pavements (including footpath widening and vertical realignment (raising) at some locations); and
- Construction of new pedestrian facilities (including footpaths, street lighting, kerb adjustments and ramps, pedestrian fences, refuges, holding rails, and bollards), street furniture and footpath landscaping.
- In addition, new water supply infrastructure comprising new (replacement) water mains would be constructed within the pedestrian footpath area along both sides of Kelly Street (between Kingdon Street and Shaw Street) to manage fire-fighting and response capability in the Scone CBD area.

The following description of the works is based on available information available as well as similar road reconstruction projects. Accordingly, certain design and construction methodology information is not available during preparation of this REF. A Project Plan and

Construction Environmental Management Plan (CEMP) would be prepared by the construction contractor for each works component based on the detailed designs.

It is noted that the design process has considered and attempted to minimised impacts on biodiversity, archaeology and heritage where possible.

3.3.1 Early Works

Initial (site preparation) works would consist of the protection of existing trees which do not require removal and surrounding structures/ buildings; installation of temporary fencing along Kelly Street where works are occurring; preparation of an Erosion and Soil Control Plan (ESCP); onsite temporary stormwater runoff detention infrastructure within the road reserve and establishment of site compounds and stockpile facilities within two UHSC controlled sites at Muffett Street (located 500 m north of Kelly Street) and a carpark at the rear of the Campbell's Corner building, which would be accessed via Liverpool Street. In addition, temporary contractor administration facilities may be established within the Campbells Corner building or untenanted retail premises along Kelly Street. This would be followed by identification and survey of existing services and utilities within the works areas. Waste concrete and spoil resulting from the construction works would be taken directly to Aberdeen Waste Management Facility

3.3.2 Road and Stormwater Construction

The design of the Kelly Street roadway reconstruction would be undertaken in accordance with *Austroads - Guide to Road Design 2022.*

The proposed roadway reconstruction works would include the realignment of the roadway from four to two lanes with a raised central median; raising of the road and kerb levels where required to manage localised flooding; replacement of road subsurface and pavement layers and compaction; construction of formed concrete kerbs and gutters, including pedestrian ramps at pedestrian crossings, bus bays and driveways where required. New line markings, street signage and road safety signage would be installed in each section of the roadworks as they are completed. The installation of connections to services such as electricity, telecommunications and irrigation would also be carried out as part of the works.

The new roadway would comprise a 3 m wide single lane, with a central reinforced concrete median strip (varying between 3 m to 1.5 m wide) and either angled (45 °) or parallel car parking adjacent to the kerb, including the below structural layers:

- 65 mm thick topping (bitumen and asphalt) pavement layer.
- Approx. 200mm (approx.) thick Concrete Base.
- 100 mm to150 mm thick Mass Concrete Sub-Base.

New stormwater management infrastructure would be constructed including new and upgraded (larger capacity) concrete stormwater pipework (225 mm, 375 mm, 450 mm, 750 mm and 1200 mm diameter pipes, as required) and new kerb and median stormwater inlet drainage pits with grates (either 900 x 900mm, 1200 x 1200mm or 2000 x 2000mm) at various locations along Kelly Street and extending into adjacent Streets including Kingdon and Liverpool Streets and new downpipes from buildings to kerbs.

Layout plans of the proposed roadworks along Kelly Street are provided in Figure 3-6 to Figure 3-8. The complete set of civil works designs is provided in Appendix B.

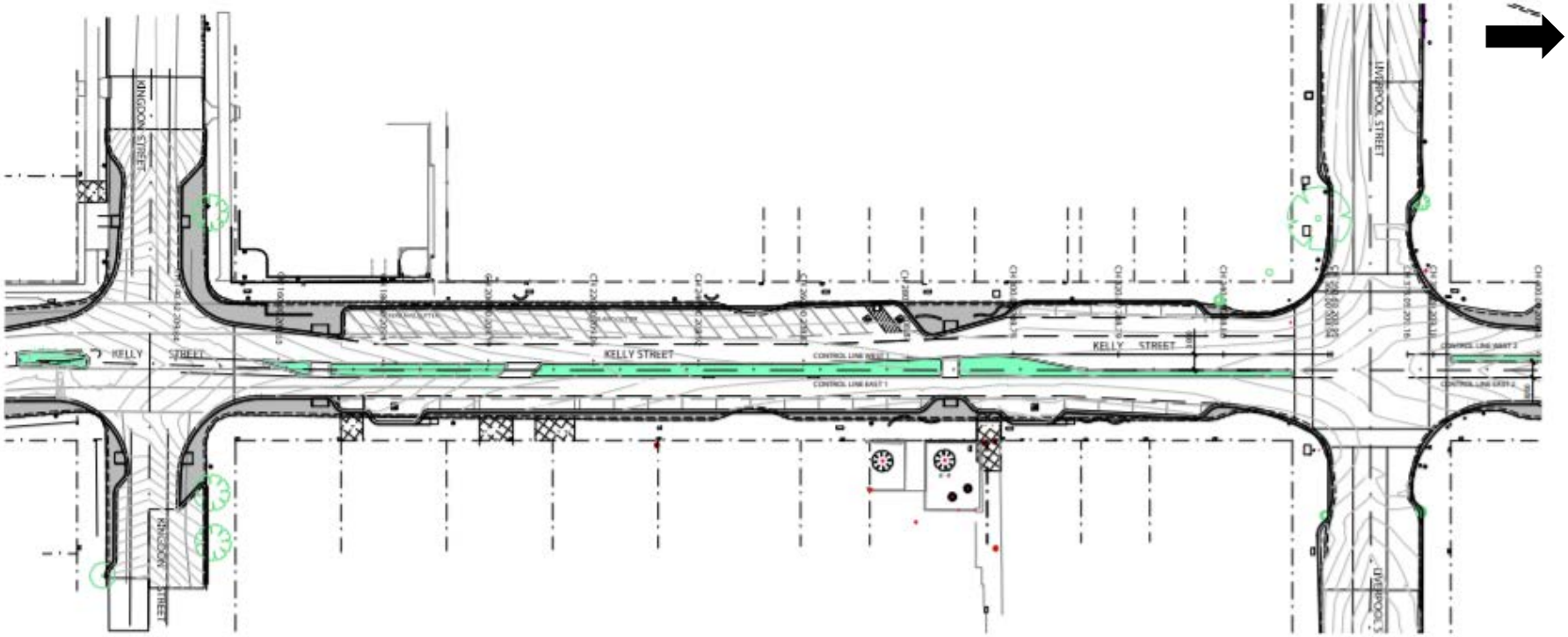


Figure 3-6 Proposed Kelly Street road realignment, median and car parking layout between Kingdon and Liverpool Street

Source: RHM Consulting Engineers, 2021

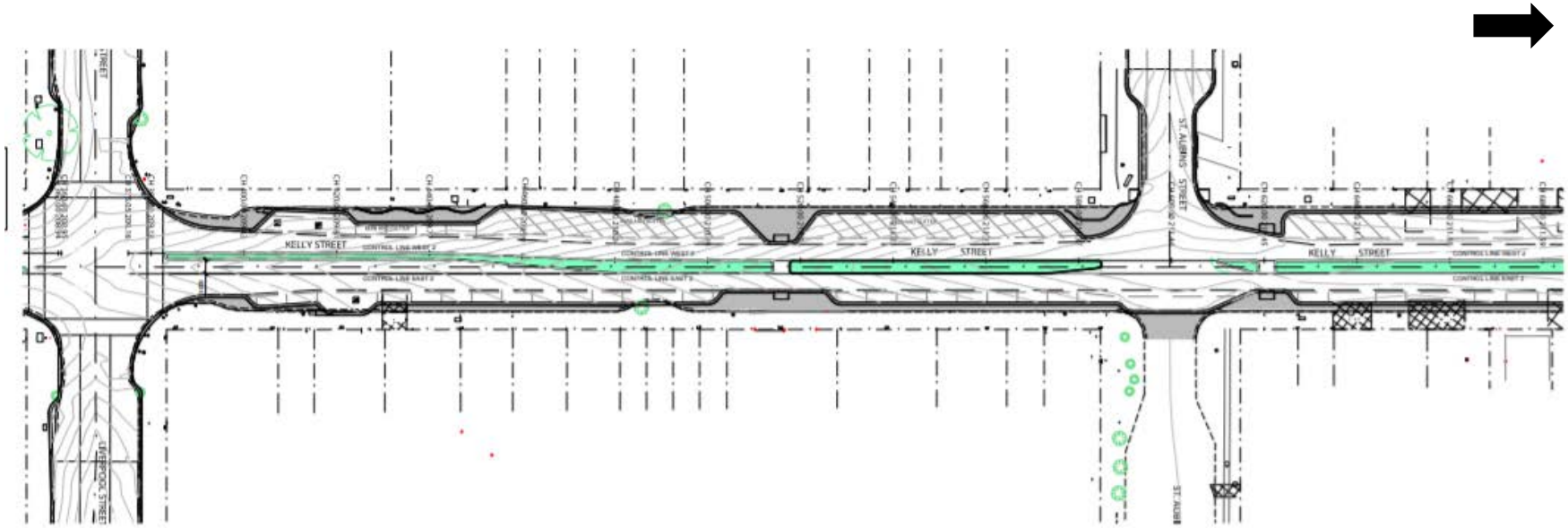


Figure 3-7 Proposed Kelly Street road realignment, median and car parking layout between Liverpool Street and St Aubins Street

Source: RHM Consulting Engineers, 2021

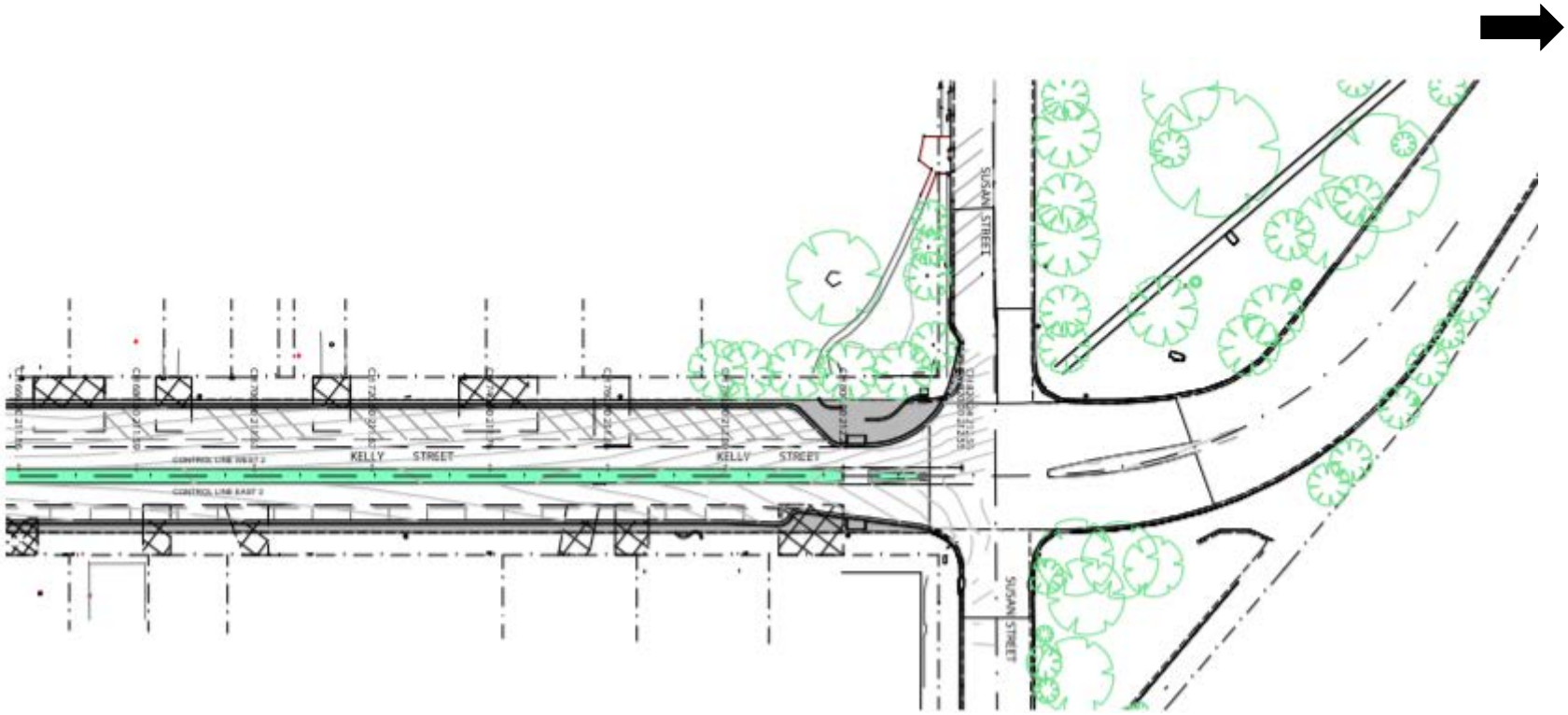


Figure 3-8 Proposed Kelly Street road realignment, median and car parking layout between St Aubins Street and Susan Street.

Source: RHM Consulting Engineers, 2021

3.3.3 Pedestrian Footpath Realignment and Landscaping Construction

The landscaping works, to be undertaken in the pedestrianised footpath zone of the Kelly Street road reserve, would including widening and repaving of pedestrian footpaths along the length of Kelly Street between Kingdon and Susan Streets, to facilitate increased utilisation of the footpath space as a recreational and dining space for the community. The works would also include raising of the footpath surface level in some areas to manage localised flooding and a new inlaid “Horse Walk of Fame’ along the footpath.

In addition, the eastern side of St Aubins Street would be closed to vehicular traffic and become a pedestrianised zone including a paved central plaza, with surrounding grassed park space, footpath, seating, sandstone blocks and plantings along the perimeter (to be known as St Aubins Park).

In general, the landscaping works along Kelly Street would comprise:

- Footpath realignment (horizontal and vertical) and repaving comprising honed integral colour concrete with concrete paver banding (Canvas and Golden Gunmetal colour scheme), formed kerbs and gutters and pedestrian ramps at crossings.
- Inlaid “Horse Walk of Fame’ plaques within the footpath
- Planting areas on street corners and sections of the footpath adjacent to the kerb.
- Tree and shrub plantings with guards along the pavement adjacent to kerb.
- Formed central median with tree and shrub planter boxes (Concrete Grey colour) including irrigation system, pedestrian crossings and fencing at intervals along the median.
- New paved plaza, lawn, shaded (trellis structure) footpath and perimeter plantings in St Aubins Park.
- New pedestrian street lighting (lamp posts) at intervals along the footpath adjacent to kerb, along the central median and within St Aubins Park.
- Street furniture including bench seats, concrete seat walls, bin enclosures, bike parking, bubblers, pedestrian fencing and tactile strips.

A general cross section of the proposed footpath and landscaping along Kelly Street and St Aubins Park layout is provided in Figure 3-9. A copy of the landscape designs prepared by Mara Consulting is provided in Appendix B.

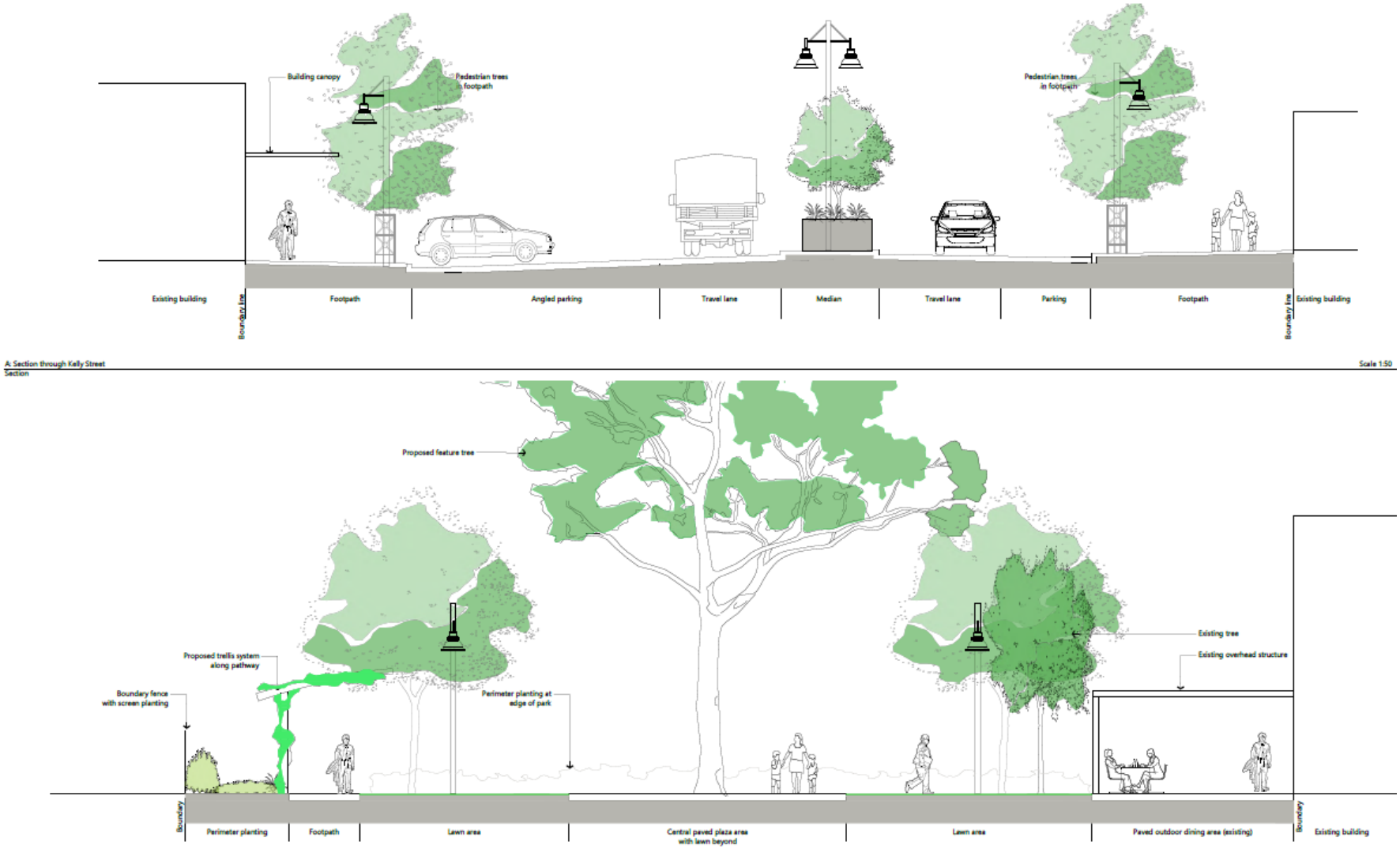


Figure 3-9 General cross section of the proposed Kelly Street footpath and roadway layout (upper cross section) and the new St Aubins Park design (lower cross section).

Source: Mara Consulting, 2022

3.3.4 Water Main Works

The water main works would comprise the installation of six (6) new sections of water main along both sides Kelly Street within the pedestrian footpath/ road reserve, and a small section within Shaw Street to replace existing water mains. The works would be carried out in sections on one side of the street at a time to maintain fire services capability to the area. Temporary restoration of roadway, kerb and gutter or footpath would be undertaken prior to opening the areas to the public.

Water main works would include the below activities:

- Installation of temporary water mains along the rear of properties fronting onto Kelly Street.
- Excavation and removal of existing water mains from the water main trenches.
- Installation of six sections of new 150mm PVC-M water mains, including hydrants (24 new or replacement hydrants at 60 m spacing), valves, tees, bends and gibaults. Total water main length would be 1370 m.
- Construction of a new section of DN150 PVC-M water main from the corner of Kelly Street and Susan Street along the road reserve then crossing Susan Street and reconnect to existing main on the northern side of Shaw Street (new water main crossing Susan Street and Shaw Street would comprise a DICL pipe class PN35).
- Decommission of existing DN100 Water main on the eastern side of Kelly Street from Susan to Shaw Streets.
- Installation of new tapping bands and main taps, water meters (63) and connection to existing customer water service pipework.
- Installation of a fire services connection at the Civic Theatre.
- Installation of six connections and backflow devices, 20 mm to service the street irrigation system, nominally one per section of main.
- Installation of access pits for all domestic and commercial supplies at the valves and water meters in the footway.
- Installation of shroud pipes and cover plates for all hydrants and valves.
- Conduct pressure testing and flushing of water mains and commission new water mains.
- Removal of temporary water mains along the back of properties fronting onto Kelly Street.

The alignment of the new water mains is provided in Appendix B.

3.4 Construction Considerations

3.4.1 Construction Methodology

The proposed construction methodology would be dependent on a number of factors including the contractor's method, equipment and program. A construction methodology has been predicted based on past experience with construction of similar road reconstruction projects.

The roadway and pedestrian footpath widening works would be constructed and completed in sections progressing along Kelly Street.

The construction sequence for each (roadway or footpath) section would generally be as follows:

- Prepare preliminary documents including Project Plan, Traffic Management Plan, Construction Environmental Management Plan and sub-plans and Safety Management plan;
- Provide all necessary provisions for site signage, safe access, security, safe storage of hazardous materials, amenities, etc. to meet SafeWork NSW and WHS requirements and current Australian Standards;
- Develop and implement project induction for all personnel;
- Establish site preliminaries such as temporary protection fencing, entry/exit points, toilet facilities, site compounds, storage and set down areas;
- Implement appropriate temporary drainage, site run-off and other construction environmental control measures at each of the construction sites (sections) that are necessary for construction works;

Roadworks

- Establish traffic management controls and traffic control devices;
- Identification and installation of protective measures to surrounding trees, structures and areas, as required;
- Removal of planted trees, as required;
- The establishment of the earthworks for road pavement removal;
- Construction of road pavement (this would include demolition of existing road pavement) and replacement within the sealed section of the road, including:
  - Installation of stormwater infrastructure, including pipes, pavement drainage and stormwater devices and other services such as electrical supply and telecommunications connections, as required;
  - Compaction by rollers and vibrating compactors
  - Paving new surface using paver and vibratory roller;
  - Construction of new road medians including irrigation system and landscaping, concrete barriers and pedestrian refuges;
- Carry out other associated works (i.e. lighting, new line marking (road and car parking), road signage structures, delimitation and guard rail installation (if required));
- Decommission site compounds and restore and stabilise disturbed areas, including removal of temporary infrastructure (e.g. fencing and barriers), all waste materials and equipment;
- Removal of roadway traffic and erosion and sediment controls and stabilisation of disturbed areas; and

- Opening of roadway to road traffic.

Pedestrian footpath and water main works

- Identification and installation of protective measures to surrounding trees, prominent structures (e.g. streetscape landmarks) and buildings, installation of temporary building access, as required;
- Installation of temporary water mains;
- Removal of planted landscaping, street furniture, fencing, pedestrian facilities, as required;
- The establishment of the earthworks for footpath removal;
- Trench excavation for removal existing water mains and construction of replacement water mains (trenches to be backfilled and stabilised on completion of water main installation);
- Widening, raising and construction of pedestrian footpath and paving (this would include demolition of existing pavement/paving) and replacement within the extended pedestrian footpath area;
- Installation of stormwater infrastructure, footpath drainage, new building access and stormwater devices, electrical supply and telecommunications connections (as required), kerbs and gutters as required;
- Installation of new planted landscaping, street furniture (including street lighting), fencing, pedestrian facilities, as required;
- Decommission site compounds and restore and stabilise disturbed areas, including removal of temporary infrastructure (e.g. fencing and temporary water main), all waste materials and equipment;
- Removal of pedestrian traffic and erosion and sediment controls and stabilisation of disturbed areas; and
- Opening of pedestrian footpath to foot traffic.

3.4.2 Construction Works Staging

Traffic Management including partial road closures and traffic diversions would be required during the construction works. The Proposal roadway upgrade and subsequent adjacent pedestrian footpath upgrade works would be staged and carried out sequentially in Sections, progressing in a northerly direction along Kelly Street.

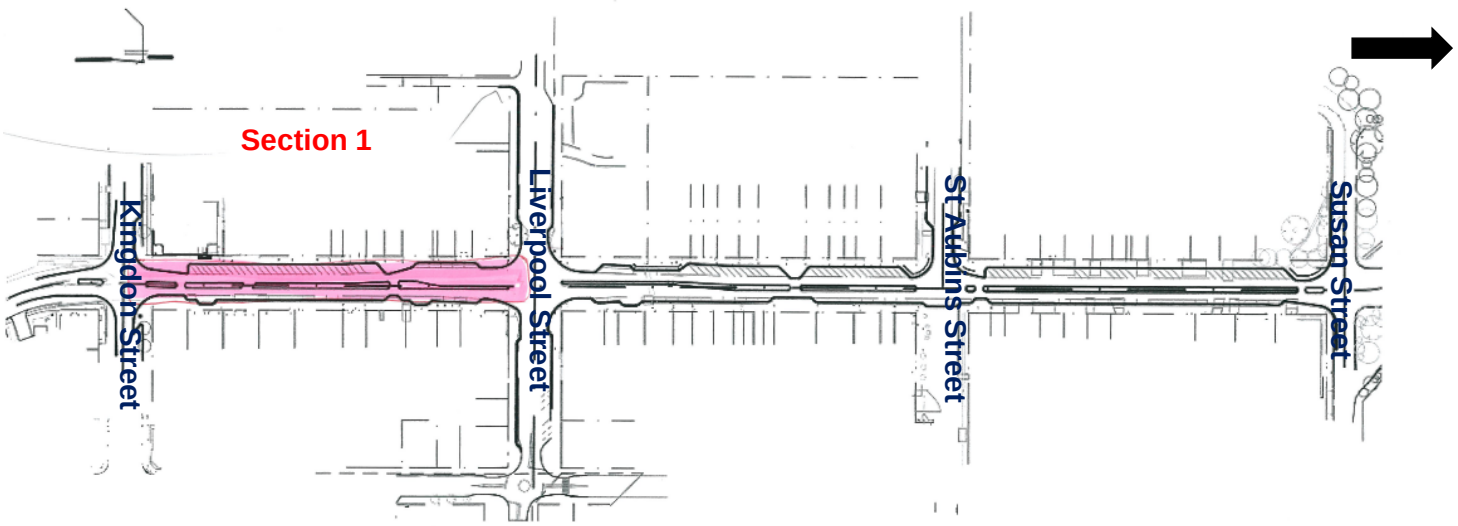
The works would be divided into three sections along Kelly Street and undertaken in seven Stages. Construction works in each section would commence with construction contractors overseen by TfNSW undertaking the roadway upgrade works, followed by construction contractors overseen by UHSC undertaking the pedestrian footpath and water main upgrade works on each side of the road (western side followed by eastern side). Once the roadway upgrade construction works are completed in one section, roadway upgrade works would then progress to the next Section, while the pedestrian footpath and water main works are being completed in the previous Section.

The three sections (identified as Blocks where streets intersect with Kelly Street) would comprise:

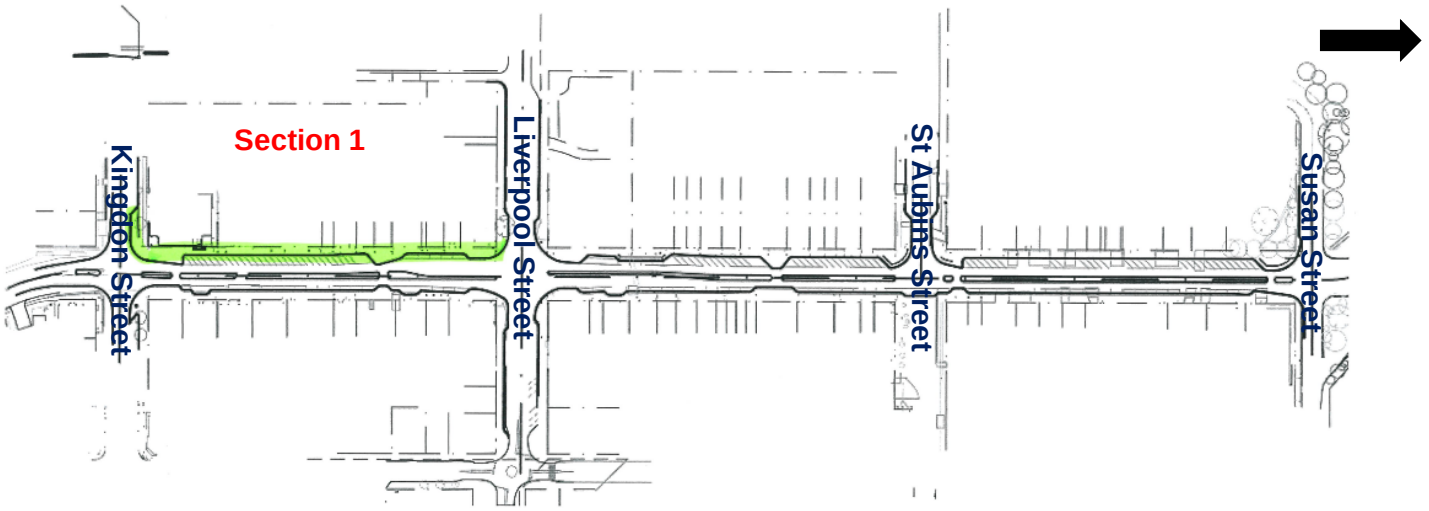
- Section 1 - Kingdon Street to Liverpool Street
- Section 2 - Liverpool Street to St Aubins Street
- Section 3 - St Aubins Street to Susan Street

The three construction works Sections and associated roadways and the pedestrian footpath and water main works Stages are shown below in Figure 3-10.

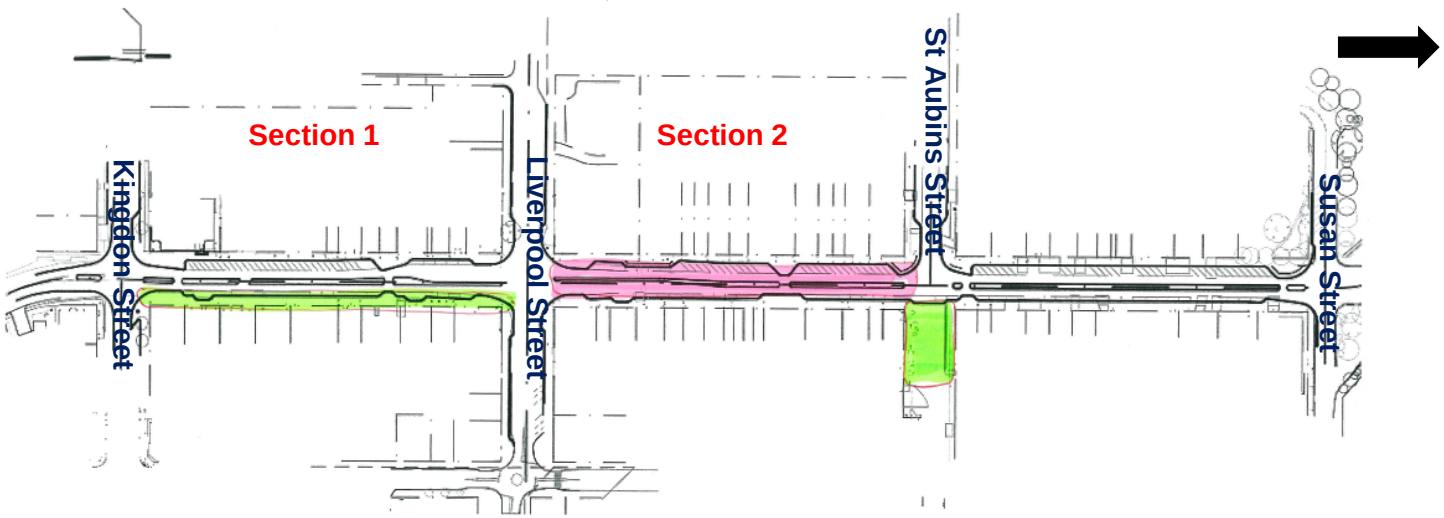
The number of construction workers that would typically be required per day during each of the construction stages would vary subject to the works being undertaken.



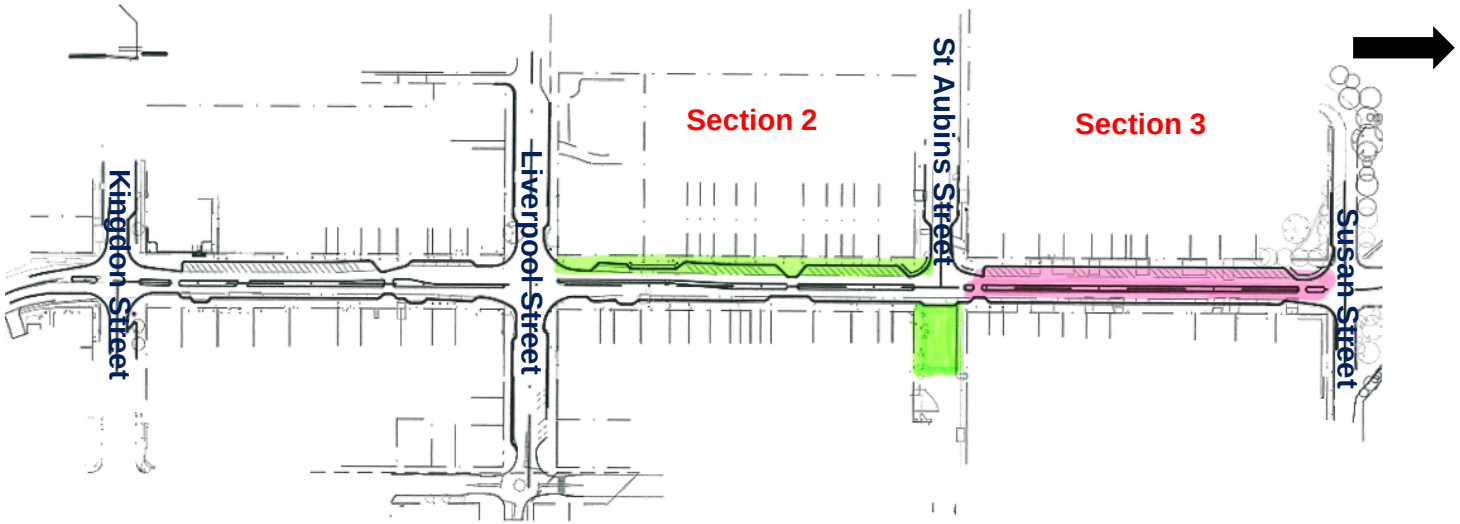
Stage 1 – TfNSW roadway works on Kelly Street (pink).



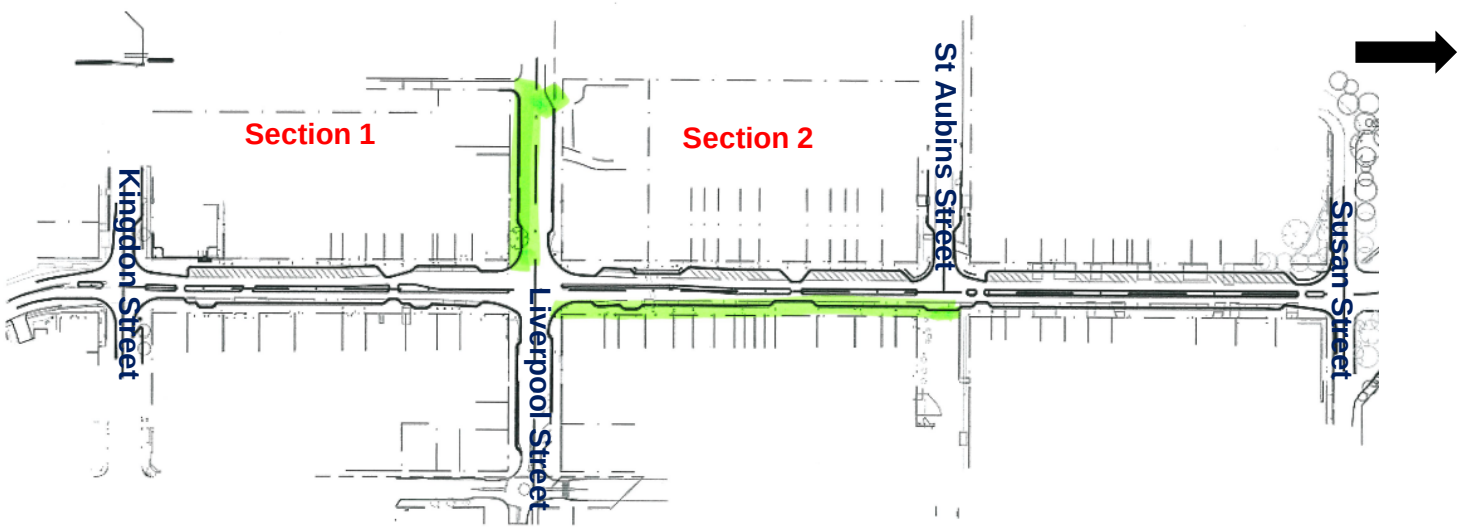
Stage 2 – TfNSW roadway works along Kelly Street (pink) USC footpath/water main works (green).



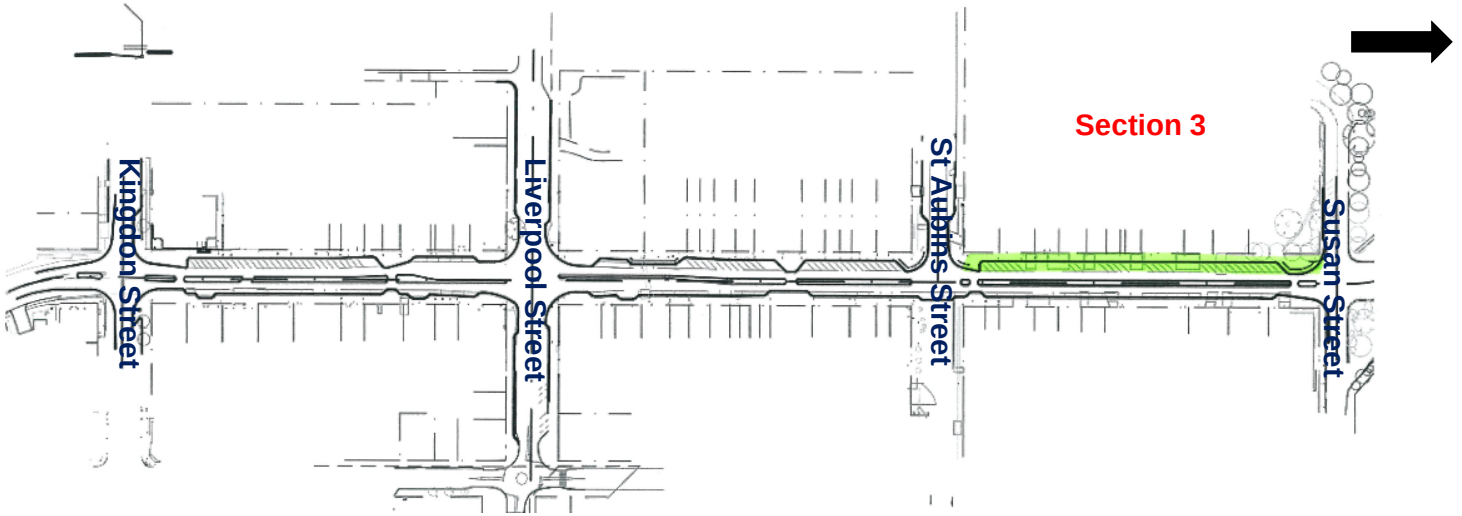
Stage 3 – TfNSW roadway works along Kelly Street (pink) USC footpath/water main works (green).



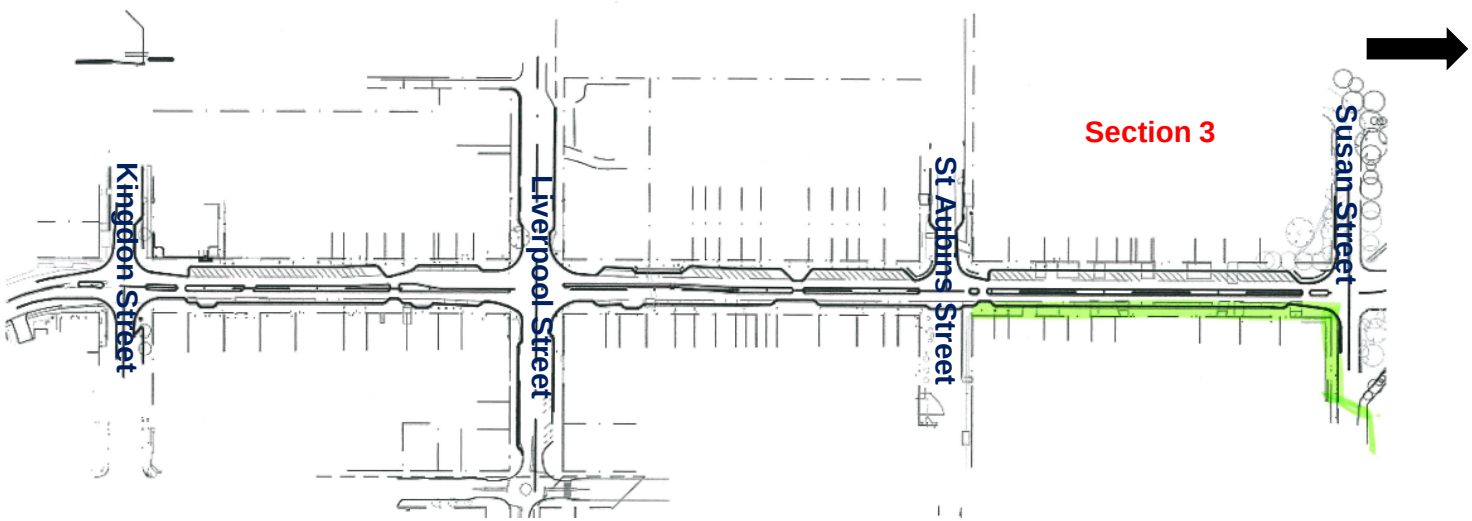
Stage 4 – TfNSW roadway works along Kelly Street (pink) USC footpath/water main works (green).



Stage 5 – UHSC footpath/water main works (green).



Stage 6 – UHSC footpath/water main works (green).



Stage 7 – UHSC footpath/water main works (green).

Figure 3-10 Identification of the three Sections and seven Stages of the Proposal construction works along Kelly Street.

Source: UHSC, 2021

3.4.3 Timeframe and Working Hours

The construction works are anticipated to commence in June 2022, with completion expected in July/August 2023. Construction works would be continuous over this period, although works would move along Kelly Street as each separable section is constructed.

The Interim Construction Noise Guidelines (DECC 2009) outlines recommended standard construction working hours, being:

- Monday to Friday 7 am to 6 pm.
- Saturdays 8 am to 1 pm.
- No work on Sundays or public holidays.

The construction works would generally comply with these recommended hours. However, where traffic and pedestrian impacts may occur, some works may be required outside of standard construction hours to minimise the disruption to traffic, the community and businesses along Kelly Street during peak traffic and trading hours. TfNSW roadworks would take place overnight during off peak traffic flow hours from 5.30 pm to 6 am. All construction works undertaken outside of standard construction works hours would require prior notification to Council, the EPA and all surrounding sensitive receivers.

It is proposed to halt construction works for the Proposal for the duration of the Scone Horse Festival (scheduled in May 2023), in order to avoid restricting traffic flow during this peak traffic period.

3.4.4 Construction Equipment and Compounds

The excavations required to undertake the Proposal works would be wholly within the road or footpath pavement and the previously disturbed sub surface and soil mantle, and should be readily achievable using conventional earth moving equipment such as excavators.

Construction works are likely to require the following equipment:

Roadworks

- Excavator or similar earthmoving equipment (e.g. small dozers and hydraulic excavators (5 tonne).
- Backhoe/ bobcat
- Small trucks carrying construction materials, and large trucks to transport excavated material from the site.
- Concrete truck with mixer.
- Passenger vehicles/ light vehicles to transport construction workers
- Watercart.
- Concrete saw.
- Bitumen sprayer truck.
- Wacker plate compactor.

- Road vibratory roller (2 tonne)(or preferentially a static (oscillating) roller if a suitable compaction level can be achieved)
- Smooth drum.

Pedestrian footpath and water mains works

General

- Small trucks carrying construction materials, and large trucks to transport excavated material from the site.
- Passenger vehicles to transport construction workers.
- Electric and manual hand tools.

Footpath area

- Excavators (3.5 tonne to 1.7 tonne) - including bucket, auger, hammer for small concrete elements and trenching.
- Compaction rammer diesel compactor for trenches.
- Compaction plate compactor (up to 300 kg).
- Hand held jack hammer.

Parking bays/kerbs area

- Excavator (8 to 12 tonne) – spur, bucket (for kerb/ drainage pits removal, hammer for pits.
- Concrete saw (500 kg, diesel).

Site Compounds

The construction contractors would establish site compound areas to accommodate construction operational facilities, equipment and construction material stockpiles during the works. Two temporary compounds and material storage sites have been identified which are located within UHSC land. One of the site compounds is located at Muffett Street across the road from an industrial precinct and adjacent to a railway line (located approximately 500 m north of Kelly Street within Lot 37 DP 249450, accessed directly off Muffett Street) and the second site compound is accessed off Liverpool Street (western side of Kelly Street), located within a section of the car park behind the Campbells Corner building adjacent to a railway line. The location of the two compound sites is shown in Figure 3-12.No lease arrangement would be required for the compounds, as the sites are located within Council-controlled land.

Both compounds would be fenced off to prevent unauthorised access with appropriate construction fencing and management of construction vehicle movements to and from the compounds to works sites would be included in the construction works plan and CEMP to be prepared for each stage of the works.

The two site compounds would accommodate the following facilities:

- Vehicle parking;

- Equipment/ Plant parking and storage;
- Site office;
- Amenities;
- Stockpiles and laydown areas; and
- Fuel storage.

TfNSW are currently in the process of identify options for an additional stockpile and laydown site to be utilised by TfNSW in addition to the Muffett Street site. A tentative additional stockpile site has been identified, which is located approximately 4 km south of the Scone CBD adjacent to the New England Highway within the road reserve (controlled by TfNSW). The location of the stockpile site is shown below in Figure 3-11. If this location is utilised, construction vehicles would access the Proposal works areas via the New England Highway and the southern end of Kelly Street.

Figure 3-11 Tentative Location of additional TfNSW stockpile site located approximately 4 km south of the Scone CBD.

Source: Google Maps, 2022

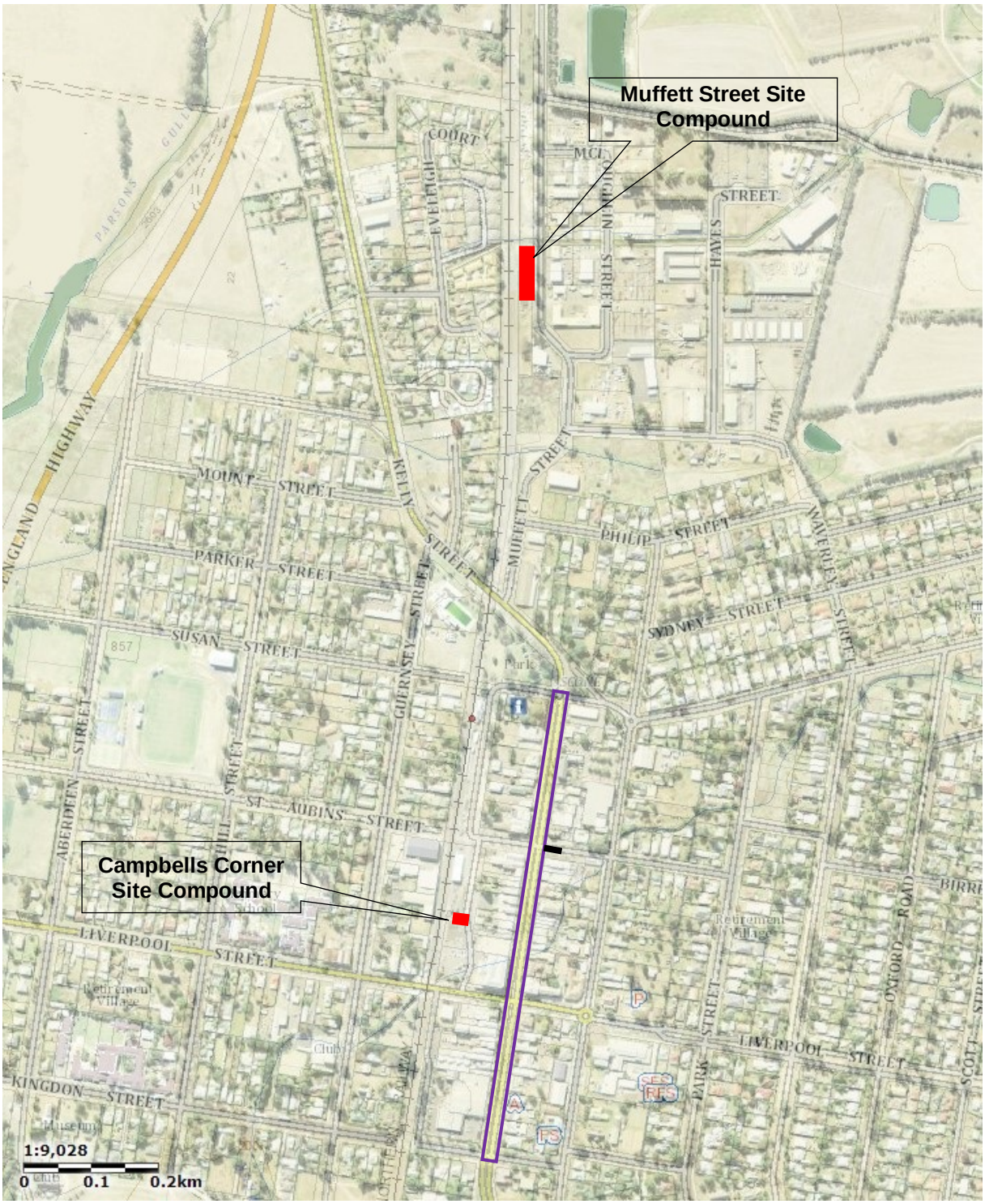


Figure 3-12 Proposed location of the Muffett Street and Campbells Corner site compounds (shown in red). The Proposal works area along Kelly street is shown in purple.

Source: SIX Maps, 2022

3.4.5 Construction Environmental Management Plan

Construction of the Proposal would be undertaken in accordance with a Construction Environmental Management Plan (CEMP) that would be prepared by the construction contractor/s and approved by UHSC and TfNSW prior to commencement. The CEMP would incorporate all mitigation measures identified in this REF, including sub-plans such as Traffic Management Plan and Erosion and Sediment Control Plan, as well as any conditions of approval and any other licence/approval conditions. The CEMP would also incorporate an emergency response plan in case of a pollution incident, a complaints handling procedure and a 24 hour telephone contact number. The complete list of the mitigation measures recommended in this REF is provided in Section 5.

4. Environmental Assessment

This section identifies and characterises the likely potential impacts associated with the construction and operational phases of the Proposal.

4.1 Assessment Methodology

The key objectives of this assessment are to:

- Identify those facets of the environment likely to be affected by the Proposal during construction and operation;
- Identify the sensitivity of the site;
- Identify and characterise the associated impacts; and
- Identify and evaluate feasible mitigation measures for the identified impacts.

Environmental issues of potential relevance to the Proposal include:

- Land use;
- Water, geology and soils;
- Biodiversity;
- Heritage (Aboriginal and historic);
- Noise and vibration;
- Air quality;
- Traffic and access;
- Waste management;
- Visual amenity; and
- Utilities and infrastructure;

4.2 Land Use

The Proposal site comprises the road reserve of Kelly Street in Scone. Kelly Street is currently a classified road under the control of TfNSW. However, due to the completion of the New England Highway Bypass of Scone, the road reserve is pending reclassification as a local road and transfer of control to UHSC.

The land surrounding either side of Kelly Street generally comprises an urbanised area of the Scone CBD. A range of commercial business premises, an entertainment venue (Scone Civic Theatre) and public services properties (e.g. Ambulance Station, Post Office, Banks) are located along both sides of Kelly Street.

The Proposal site is highly disturbed and modified and cleared of vegetation due to previous commercial roadway and services infrastructure development. Scattered trees and plantings are present along the footpath and median.

4.2.1 Impact Assessment

The Kelly Street upgrade works to be undertaken as part of for the Scone CBD revitalisation would be undertaken within existing road reserve areas (within previously cleared and

disturbed areas) under the control of either TfNSW or UHSC. As the Proposal works are being carried as a joint project between TfNSW and UHSC within public land, other than concurrence from TfNSW for UHSC works within a classified road, no other approvals would be required for the Proposal. The two proposed construction works site compounds located at Muffett Street and the Campbells Corner building car park located off Liverpool Street are also would also be situated within land under the control of UHSC, accordingly no temporary leasing arrangement would be required for use of the sites and the potential TfNSW stockpile site would be located within a classified road reserve under the control of TfNSW. Therefore, no significant land use/ownership conflicts are anticipated as a result of the Proposal.

There would be some inconvenience to the local community and businesses located along Kelly Street during the construction period, as the works would be undertaken in the roadway and pedestrian footpath areas immediately adjacent to the premises fronting Kelly Street. Short to moderate term noise, dust, access and traffic impacts are anticipated and are discussed further in Sections 4.6, 4.7 and 4.8 below. Works within Kelly Street road reserve area and nearby high public use areas would need to be managed in consultation with the community and the proprietors of the businesses, in order to limit impact on their operational activities. The construction works sites would be fenced appropriately during works to ensure public safety.

All construction activities would be carried out with due diligence, duty of care and best management practices. This would be documented in the project specific CEMP. Due to the temporary nature of the works in each section of Kelly Street, these impacts are not anticipated to be significant, assuming the implementation of the management measures listed below.

Post-construction, a positive impact is anticipated to the Scone community and local business along Kelly Street due to a revitalised, fit for purpose CBD area in Scone with improved amenity.

4.2.2 Mitigation Measures

- Obtain all necessary concurrence from TfNSW for UHSC works proposed in classified TfNSW road reserve area (as necessary).
- Where works may impact on surrounding residents, schools, community centres and businesses, they would be consulted with regards to the construction works, predicted program and any access requirements.
- Temporary fencing would be installed where necessary to exclude the general public from the work sites. Any temporary fencing no longer required would be removed at the completion of the construction works.
- Best management construction safeguards and management measures are to be documented in a project specific CEMP.
- No materials are permitted to be dumped or stored on surrounding local roads or waterways, or on private land, unless under prior assessment and expressed consent of the relevant landowner.

- The construction contractor should provide a 24-hour telephone number so that any issues relating to the construction of the new infrastructure can be clarified and complaints dealt with by those able to respond. This should be included in all written correspondence and on signage at the work site/s and construction compounds.
- Restoration of the areas disturbed during construction would be undertaken so that these areas are returned to their pre-construction (or improved) condition.

4.3 Geology, Soils and Water

Geology and Soils

The Proposal site is situated on generally flat terrain which grades slightly in a westerly direction, with an elevation of approximately 200 m. The site is level, comprising a developed and concreted road reserve including formed gutters with a surrounding pedestrian footpath and scattered planted trees.

The Singleton 1:250,000 Geological Map (Map Sheet SI/56-01, First Edition, 1969) indicates the southern section of the Proposal site is located within the Permian Maitland Group comprising undifferentiated sandstone, siltstone and conglomerate and the northern section from St Aubins Street is located within Permian Newcastle Coal Measures comprising conglomerate, sandstone, tuff, shale and coal seams.

Soil Landscapes of Central and Eastern NSW mapping indicates that the Proposal site is located within the Hunter Soil Landscape (SI5601hu). The general Description of this Soil Landscape" from the eSpade Spatial Viewer (DPIE, 2020) describes the Hunter Soil Landscape as follows:

This soil landscape covers the floodplains of the Hunter River and its tributaries. The main soils are all formed in alluvium. They include Brown Clays and Black Earths (Ug5.34, Ug5.17) on prior stream channels and on tributary flats, with Chernozems (Uf5.1) on prior stream channels adjacent to Dartbrook and Brays Hill soil landscapes and in many of the valleys such as Martindale and Widden. Alluvial Soils (loams – Um5 and sands – Um5.52, Um6.1, Uc) occur on levees and flats adjacent to the present river channel. Red Podzolic Soils and Lateritic Podzolic Soils (Dr2.11, Db2.41) are located on old terraces, with Non-calcic Brown Soils (Db1.13) and Yellow Solodic Soils in some drainage lines.

The soil profile at the Proposal site has been disturbed due to a range of previous excavation including existing road construction, building construction works and installation of subsurface services. As a result, the soils present at the Proposal site are anticipated contain disturbed natural or imported fill material.

Acid Sulfate Soils

Based on Sharing and Enabling Environmental Data in NSW (SEED) Acid Sulfate Soils (ASS) mapping (accessed December 2021), the Kelly Street road reserve lies within an area mapped as being of "No Known Occurrence" of ASS sediments and ASS are not known or expected to occur in this environment.

Surface Water and Flooding

The nearest watercourse is Figtree Creek which crosses under Kelly Street near St Aubins Street and under Liverpool Street on the western side of Kelly Street. At this location, Figtree Creek comprises an open concrete stormwater channel. Stormwater drainage infrastructure

along Kelly Street connects to this open stormwater drainage channel. At present, during high volume rainfall events, the existing stormwater drainage infrastructure for Kelly Street has insufficient capacity to manage stormwater flows which results in localised flooding, particularly in the area of the intersection of Kelly and Liverpool Streets.

Groundwater

The Proposal site is situated on generally level ground and not located in close proximity to a permanent, natural waterway. Groundwater is not anticipated to be close to the ground surface and therefore would not be encountered during the construction works. As such it is considered that significant dewatering during excavation works would not be required. It is however noted that fluctuations in groundwater levels may occur as a result of seasonal variations, temperature, rainfall, tidal influences, and other similar factors.

4.3.1 Impact Assessment

The construction of the Proposal would result in ground disturbance due to the excavations required for the reconstruction of the road and footpath, and for excavation/ trenching works associated with the installation of new sub surface utilities, including the new water main, stormwater infrastructure, electricity telecommunications within the both the roadway and pedestrian footpath areas of Kelly Street and some sections of surround local road reserves (including Kingdon Street, Liverpool Street, St Aubins Street and Shaw Street).

Accordingly, there is a potential for erosion and movement of excavated materials off-site. Erosion and sediment controls would be required during construction works in the Proposal works area and site compounds, with these controls to be documented in the site-specific Erosion and Sediment Control Plan (ESCP) to be prepared as part of the CEMP. Road and pathway levels and trenches would be filled in using onsite excavated material or imported clean, select and compacted clayey sandstone or loose granular fill material, as appropriate. Stabilisation would be required following the works to prevent any adverse impacts, such as sedimentation of surrounding waterways and stormwater drainage, following completion of construction works. A number of mitigation measures to protect water quality have been listed in this REF, however further site- specific plans and construction details would be included in the CEMP for the works when further detail regarding the construction methodology is known.

Overall, it is assessed that the impacts on soil and water quality during construction works can be adequately managed through the proper implementation of mitigation measures and therefore the overall impact is assessed to be low.

The Proposal would provide longer term surface water quality improvements within the Proposal area by directing stormwater surface flows to improved stormwater drainage infrastructure with increased capacity to adequately manage localised surface flows and manage flooding along Kelly Street.

4.3.2 Mitigation Measures

- Appropriate stormwater management infrastructure shall be incorporated into the design of the Proposal to manage localised flooding in Kelly Street.

- A detailed Erosion and Sediment Control Plan (ESCP) shall be prepared as part of the CEMP. The ESCP would describe the site specific measures to be implemented for all works areas, in accordance with the guidelines outlined in the 2004 Landcom publication *Managing Urban Stormwater: Soils and Construction*, 4th edition ("The Blue Book"). The ESCP would need to be site specific and would need to address the following issues to prevent erosion, sediment loss and water quality impacts:
  - Identification of site specific sediment and erosion control measures wherever erosion is likely to occur.
  - Identification of any environmentally sensitive areas on or near the construction site to ensure runoff is diverted away from sensitive areas.
  - Requirements for clearing of groundcover to be kept to a minimum.
  - Retention of all surface runoff on-site and where possible stormwater from off site would be diverted around the construction site.
  - Location of construction compounds (at least 50 m from any drainage lines).
  - Location and management of stockpiles, such as locating stockpiles away from any drainage lines near the works areas.
  - All erosion and sediment controls would be regularly inspected, especially when rain is expected and directly after any rain events.
- Maintain and inspect erosion and sedimentation control measures regularly and after rainfall events in accordance with the Blue Book.
- Erosion and sedimentation control devices should not be removed until the works sites and site compounds are levelled and stabilised and there is no potential for sediment to enter nearby waterways, and until all disturbed areas have stabilised.
- Stabilise disturbed areas during the construction works where necessary in line with the Blue Book.
- Take all care and due diligence to minimise or prevent pollutant material entering stormwater drain inlets or waterways.
- The contractor would develop a monitoring and flood response plan to detail procedures for monitoring rainfall and surface water flows and to identify subsequent response actions that would be taken to ensure the protection of personnel, equipment and water quality during the construction works.
- In the event of flooding, construction works in affected areas would cease and would not commence until floodwaters have receded. Weather forecasts would be checked regularly so that equipment and materials in flood areas can be secured prior to heavy rainfall events.
- Workers are to be made aware of the provisions of Section 120 of the POEO Act with regards to water pollution and the requirements of the ESCP.
- Notification to the EPA in accordance with Part 5.7 of the POEO Act is to be undertaken where a pollution incident occurs in the course of an activity such that material harm to the environment is caused or threatened.

- All fuels and other hazardous liquids shall be stored at designated construction compounds within containers in a bunded enclosure with sufficient capacity to hold 120% of the stored liquids.
- All non-essential plant and vehicles (light vehicles, trucks, etc) must be refuelled offsite at a service station or depot.
- All chemicals used for construction shall be stored and used in accordance with the relevant Safety Data Sheets.
- A site-specific emergency spill plan will be developed and include spill management measures in accordance with the TfNSW *Code of Practice for Water Management* (RTA, 1999) and relevant EPA guidelines. The plan will address measures to be implemented in the event of a spill, including initial response and containment, notification of emergency services and relevant authorities (including TfNSW, UHSC and EPA officers).
- An emergency spill kit shall be kept at the construction compound. The CEMP shall include a procedure for using the spill kit in the event of a spill and all construction personnel shall be informed of the procedure, their roles and responsibilities in that procedure and trained in the use of spill kids.
- All areas where ground disturbance has occurred would be stabilised and restored following completion of works to ensure there is no erosion hazard and restored to their pre-construction condition.
- Mitigation measures to manage groundwater (should it be encountered during construction) would be incorporated into the CEMP, including:
  - Dewatering techniques during excavation;
  - Measures to ensure groundwater quality is not impacted during construction;
  - Techniques to settle, treat or filter groundwater encountered during excavation works i.e. diverting groundwater through baffle tanks or filter membranes; and
  - Appropriate treatment and monitoring regimes in the event that groundwater flows come to the surface, including disposal of groundwater in such a way as to prevent adverse impacts (such as erosion and water pollution). Groundwater should not be discharged to a waterway during construction.
  - Seepage collected, water pumped from excavations, groundwater entering the works area would be pumped to temporary & permanent drainage works and directed to the relevant temporary sedimentation basin supporting each construction stage. All such collected construction site water would similarly be treated as on-site stormwater runoff.

4.4 Biodiversity

Vegetation within the Proposal site comprises scattered native and introduced species of planted, ornamental trees and shrubs and some areas of mown grass adjacent to the footpath. No remnant native vegetation occurs at the Proposal site. A large mature trees are present in the footpath area adjacent to the Post Office near Liverpool Street and large trees are also located adjacent to the footpath in the northern end of Kelly Street near Susan

Street. The two confirmed site compounds and tentative stockpile site are also disturbed sites cleared of vegetation. The Muffett Street compound site is cleared of vegetation and comprises several scattered trees along the roadway, sparse patches of grass cover and loose gravel, the Campbells Corner compound site comprises an asphalted car park area and the potential New England Highway stockpile site comprises a previously cleared roadside area with grass covers and bare ground.

The Proposal site is not considered to support high quality habitat resources for any threatened species as the SEED Upper Hunter State Vegetation Type Map layer lists the vegetation Plant Community Type within the Proposal site as non-native (accessed January 2022). A search of the Bionet Atlas of NSW Wildlife database indicates 9 threatened species protected under the *Biodiversity Conservation Act 2016* have previously been recorded within a 10 km x 10 km radius of the site, including 2 threatened flora populations, 4 threatened bird species and 3 mammal species. An EPBC Act Protected Matters Report with a 1 km buffer surrounding the Proposal site identified one wetland of international importance, 7 listed threatened ecological communities, 26 listed threatened species and 12 listed migratory species that may or are likely to occur, or have habitat, in the area. No threated flora or fauna species have been recorded within the Proposal works area. The database search results are provided in Appendix D.

4.4.1 Impact Assessment

Much of the environment impacted by the Proposal is highly altered, comprising of introduced tree and shrubs species. Overall, the proposed works would require vegetation removal comprising planted ornamental shrubs and trees in the median and footpath areas of Kelly Street. Some larger mature trees are present in the area which would be retained including one large tree adjacent to the Scone Post Office and three trees present on the southern side of the proposed St Aubins Park site. Several trees are also located at the Muffett Street site compound adjacent to the roadway. These trees would be retained and protected during the works. No Koala feed trees would be removed by the works.

Overall, the site to be affected by the Proposal works has very limited habitat potential due to its highly disturbed nature, and none of the threatened flora species or communities listed as occurring within a 10 km radius of the Proposal site are anticipated to be utilising the site for primary habitat. The Proposal site provides only limited fauna habitat mainly for invertebrates (i.e. insects, spiders, millipedes, snails, etc.) and the small lizards, birds and microbats typical of the surrounding area.

No areas of high biodiversity value habitat occur at the Proposal site. As such, The Proposal is not likely to significantly impact threatened species or ecological communities or their habitats, within the meaning of the *Biodiversity Conservation Act 2016* and therefore a Species Impact Statement is not required.

The Proposal is not likely to significantly impact threatened species, ecological communities or migratory species, within the meaning of the *Environment Protection and Biodiversity Conservation Act 1999*.

The operation of the Proposal is not expected to result in any impact to biodiversity values. During operation of the upgraded Kelly Street road and footpaths, the landscaped areas along Kelly Street would be maintained by UHSC staff and new landscaping tree and shrub

plantings in St Aubins Park and within the median and footpath areas would be regularly irrigated or watered.

4.4.2 Mitigation Measures

- Do not place vehicles, machinery or stockpiles beneath canopies of trees.
- Vegetation removal and trimming of trees branches and any tree removal should be limited to the minimum necessary to complete the works.
- Trees to be retained which are located in proximity to the works or at site compounds are to be protected for the duration of works in accordance with AS 4970-2009 *Protection of trees on development sites* (Australian Standards 2009).
- Post works, the Proposal site should be monitored for the spread of weeds and appropriate control measures implemented.

4.5 Heritage

Aboriginal Heritage

A desktop search was conducted on the following databases targeting the Proposal site to identify any potential previously recorded aboriginal heritage sites or objects within the area. The results of this search are summarised in Table 4-1 below and provided in Appendix D.

Table 4-1 Aboriginal Heritage Desktop - Database Search Results

Name of Database Searched	Date of Search	Type of Search	Comment
Heritage NSW Aboriginal Heritage Information Management System (AHIMS);	01.02.22	Area search - Lat, Long From : -32.05, 150.86 - Lat, Long To : -32.05, 150.87	No registered AHIMS sites within the proposal study areas (or within 200 metres of the Proposal site).
National Native Title Claims /Determinations Search	01.02.22	NSW	One Native Title Claim (NC2011/006 Gomeroi People, registered 20 Jan 2012). No Determinations cover the Proposal site.
National Heritage Register	01.02.22	NSW	No Aboriginal places listed on either the National or Commonwealth heritage lists are located within or near the Proposal site
Local Environment Plan	01.02.22	Upper Hunter LEP 2013, Schedule 5.	No Aboriginal places noted occur within or near the Proposal works site.

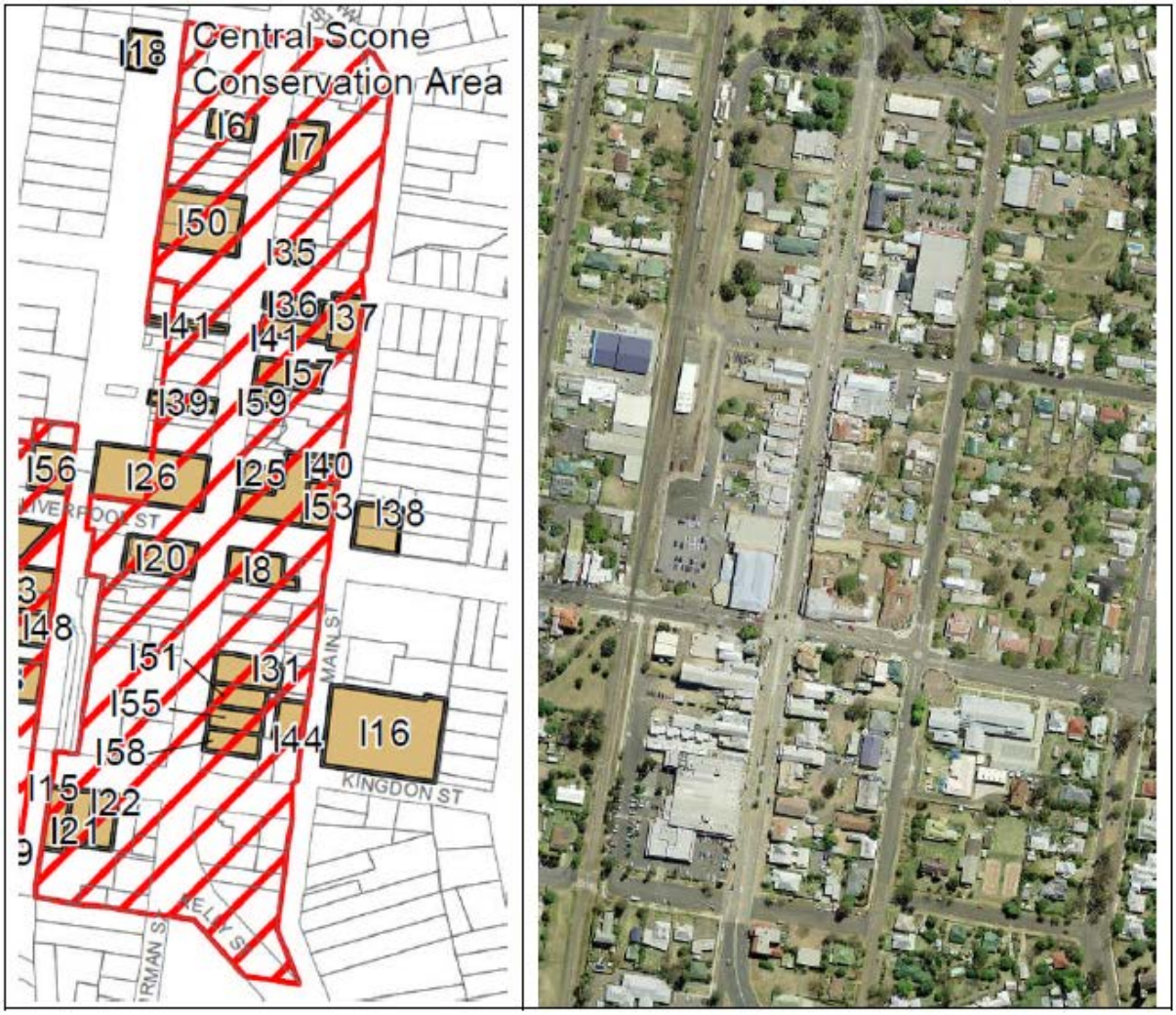
Historic Heritage

A specialist Statement of heritage Impact (SOHI) was undertaken for the Proposal by John Carr Heritage Design in January 2022. This section provides a summary of the assessment results, with the full report provided in Appendix C.

Kelly Street is sited within the Central Scone Heritage Conservation Area (HCA) which contains twenty items of local heritage significance listed under the Upper Hunter LEP 2013 and one item of State heritage significance (Scone Civic Theatre) listed under the *Heritage Act 1977*.

The Central Scone Heritage Conservation Area is significant as it contains a number of important buildings from different eras of the development of the town.

The significance of both listed heritage items and the various contributing buildings that are not individually listed but nonetheless are well known to the community as an overall group of buildings associated with the development of Scone in the nineteenth and twentieth centuries. Their design style and material selection and colours all play a role in contributing to the importance of Kelly Street to the Scone CBD. Figure 4-1 below shows an aerial view of the Proposal site and relationship to nearby heritage items.



Item name	Address	Property description	Significance	Item no
Shops	95–97 Kelly Street	Lot B, DP 158596	Local	I6
Belmore Hotel	98 Kelly Street	Lot 100, DP 1008166	Local	I7
Royal Hotel	109–119 Kelly Street	Lots 1 and 2, DP 741827; Lot 32, DP 539874	Local	I50
2 Shops (adjacent to Mazda showroom)	116 and 118 Kelly Street	Lot 1, DP 998395; Lot 1, DP 708825	Local	I35
Cafe (former Energy Australia building)	122 Kelly Street	Lot 1, DP 534209	Local	I36
Shops	127–133 Kelly Street	Lot 1, DP 718295; Lot 2, DP 222497	Local	I41
Willow Tree Hotel	140 Kelly Street	Lot 4, DP 1115231	Local	I57
Scone Civic Theatre	144 Kelly Street	Lots 1–3, DP 214848	State	I59
Campbell's Corner	177–181 Kelly Street	SP 32887; Lot 1, DP 161339	Local	I26
Farams Store	157 Kelly Street	Lot 1, DP 950304	Local	I39
Bank of New South Wales	170 Kelly Street	Lot A, DP 332685	Local	I25
Post office	187 Kelly Street and 117 Liverpool Street	Lot 3, DP 700953; Lot 10, DP 703172	Local	I20
National Australia Bank (former CBC Bank)	182 Liverpool Street and Kelly Street	Lot 30, DP 580699	Local	I8
Asser House car park and outbuildings	202 Kelly Street	Lot 2, DP 151514	Local	I31
Scone Advocate Building	206 Kelly Street	Lot 21, DP 788031	Local	I51
Upper Hunter Ambulance Station	210 Kelly Street	Lot 1, DP 196911	Local	I55
Former Library Building and WW1 Memorial	212 Kelly Street	Lot 214, DP 1086129	Local	I58
House	95 Kingdon Street	Lot 10, DP 834781	Local	I22

Figure 4-1 The heritage map showing the Proposal site and HCA.

Source: John Carr Heritage Design, January 2022

4.5.1 Impact Assessment

Aboriginal Heritage

The Proposal site has previously been subject to high levels of disturbance and modifications due to commercial business centre and infrastructure development, including the installation of the existing roadway and adjacent footpath. It is therefore unlikely that the proposed works would disturb any undisturbed Aboriginal objects or sites. The works would not take place on land identified as Crown land, with works being carried out on either roadway or adjacent predominantly paved pedestrian footpath areas.

Assessment of the Proposal site based on the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (DECCW, 2010) indicates that overall, it is considered reasonable to conclude that there are no known Aboriginal objects or a low probability of objects occurring in the area of the proposed activity, for the following reasons:

- No Aboriginal objects or places have been recorded in adjacent to or in close proximity any of the Proposal site, in accordance with a search of the AHIMS database (see Appendix D).
- The closest waterway is Figtree Creek, which crosses under Kelly Street. However, in the Proposal works area the creek line comprises a concrete stormwater drainage channel. Based on this information the waterway is assumed to be extremely disturbed in nature and therefore unlikely to support past Aboriginal occupation. Furthermore, the work site would be located within the road reserve roadway and footpath areas and no waterways would be disturbed during the construction works. No other landscape features likely to indicate presence of Aboriginal objects are present within the Proposal works area.
- The works site comprises sealed road and paved reserve areas and has been subject to previous disturbance for the construction of the existing roadways and surrounding residential and commercial development within the town. Therefore, the Proposal site is considered to be located on land that has been highly disturbed.

Therefore, it is considered that further archaeological investigations and/or an AHIP are not required and that the proposed development can proceed with caution. In the event that any Aboriginal heritage items are found during construction, work should cease and safeguards listed below in 4.5.2 would be applied.

No Aboriginal heritage impacts are anticipated during operation of the Proposal.

Historic Heritage

The Proposal construction works have the potential to indirectly impact adjacent heritage listed buildings located on Kelly Street through the use of construction equipment which causes vibration. Therefore, dilapidation reporting on the heritage listed buildings is recommended pre and post-construction works and vibration monitoring is recommended when construction works which cause high levels of vibration are undertaken adjacent to heritage buildings. Potential vibration impacts associated with the Proposal discussed further in Section 4.6 and associated vibration mitigation measures are provided in Section 4.6.2.

The below information is summary of the SOHI assessment results (John Carr Heritage Design, 2022), a copy of the report is provided in Appendix C.

The roadwork's upgrade to Kelly Street Scone concentrates substantially on changing the use of the street from a four-lane highway thoroughfare to a shopping centre, providing additional parking to shops by changing from parallel to angle parking.

The potential to impact on the heritage significance of the Central Scone Heritage Conservation Area and the nearby individually listed heritage items by the rearrangement of the Kelly Street layout is minimised by the majority of hard site works changes being at ground level.

The effect of the proposed landscaping, while changing the existing aesthetic of the street, would provide additional softening of the hard areas as can be seen by recent plantings over the last two decades. Scone has supported tree planting in and around Kelly Street since early development as shown by the historic photos of the town taken in the late nineteenth century.

The Scone Civic Theatre is State heritage listed building and has been for the majority of its existence on this site, free of landscaping. The large directional sign has been the main intrusive element on the building and its setting in a busy streetscape.

The original landscape designs included the planting of two large trees towards the outer edge of the building's awning which in time could potentially cause problems with leaf litter and screening of the facade of this important and iconic building in Scone. The redesign of the landscaping to the footpath area within the curtilage of the theatre building has resulted in a more acceptable solution. The plantings are now dominated by low bushes and when combined by a wider footpath to support a pedestrian crossing, the dominance of the Civic Theatre in Kelly Street remains intact.

The revitalisation of the Scone CBD would have minimal impact on the heritage significance of the individual listed items in Kelly Street as well as the Scone Central HCA for the following reasons:

- The works are confined to immediately above and below ground in the existing street;
- Underground services are all checked, upgraded or replaced for the future;
- The section of Kelly St. between Kingdon and Susan Streets is the subject site for these works;
- The narrowing of the road lanes from four to two improves the town's amenity;
- The widening of footpaths assists businesses without compromising the heritage significance of the buildings or the area;
- The design of the landscaping softens the street by provision of shading;
- The design of the landscaping enhances the heritage buildings in the street;
- The combination of landscaping at the road edge and median strip enhances the overall setting of the CBD in Scone in Kelly Street.

The township of Scone has supported tree planting on its footpaths, roadways, parks and gardens since it was first developed. While this is a major project for hard and soft

landscaping and engineering works, it is undoubtedly in the spirit of the past landscaping of Scone.

The SOHI examined the proposed works and recommended a change to the landscaping plan to replace the two proposed large trees in front of the former Scone Civic Theatre with small bushes. This was based on the building being State Heritage listed and the proposed trees having the potential to screen this building from views in either direction in Kelly Street, recognising that the building has never had trees in front of it since it was built.

All other works are considered to compliment the street, the HCA and the objective to provide a safe and attractive shopping area in Scone. Therefore, no significant heritage impacts are anticipated associated with the Proposal.

4.5.2 Mitigation Measures

Aboriginal Heritage

- As part of an induction, in the unlikely event that any unknown Aboriginal objects are uncovered during proposed works, all workers and sub-contractors should be aware of their responsibilities under the provisions of the NPW Act (including the penalties under the ancillary provisions) and *Heritage Act 1977*. In this event all works must cease, Unanticipated Finds Protocol should be followed and the area where Aboriginal objects are uncovered is protected until a qualified archaeologist and representatives of registered Aboriginal parties are contacted and can inspect and assess the area to determine its significance.
- Where the find(s) are determined to be Aboriginal Objects, any re-commencement of construction related ground surface disturbance may only resume in the area of the find(s) following compliance with any consequential legal requirements and gaining written approval from Heritage NSW.
- The *Standard Management Procedure - Unexpected Heritage Items* (Roads and Maritime, 2015) will be followed in the event that an unknown or potential Aboriginal object/s, including skeletal remains, is found during construction. This applies where TfNSW does not have approval to disturb the object/s or where a specific safeguard for managing the disturbance (apart from the Procedure) is not in place. Work will only re-commence once the requirements of that Procedure have been satisfied.

Historic Heritage

- As part of an induction, workers should be made aware of their responsibilities under the provisions of the *Heritage Act 1977* in the unlikely event that any historical relics or sites are identified. In this event all works must cease and the area be protected until a qualified archaeologist inspects the site and provides management advice in consultation with Heritage NSW.
- All land and ground disturbance activities must be confined to within the Proposal area assessed in this REF.
- Should it be identified during detailed design or construction works that the Proposal would impact on the existing heritage listed items adjacent to Kelly Street, additional heritage assessment would be required to be undertaken prior to the commencement of works to identify the any potential impact on the historic heritage significance of these items.

- Monitor the landscaping works over the next five or more years and prune any tree canopies that overhang all footpath awnings. As leaf litter build-up in awning gutters can result in rusted roof materials if not checked and cleaned on a bi-annual basis.

4.6 Noise and Vibration

The area immediately surrounding the Proposal site and site compounds comprises a rural township CBD containing commercial properties and associated road and services infrastructure. The Proposal site generally comprises a developed and concreted road reserve including formed gutters with surrounding car parking spaces, pedestrian footpaths and scattered planted trees and shrubs.

The nearest sensitive receivers are the multiple commercial business premises located immediately adjacent, which front onto Kelly Street. The closest commercial premises are located approximately 5 m to the east and west of the roadway. Sensitive non-residential noise receivers in the vicinity of the Proposal site are already subject to noise and vibration associated with the existing road traffic along the Kelly Street roadway. The closest residential sensitive receivers are located in adjacent streets to the east and west running parallel to Kelly Street (located on Guernsey Street and Main Street). The Campbells Corner site compound is surrounded by a railway line to the west and commercial premises, the Muffett Street site compound has a railway line immediately located to the west and industrial precinct to the east and the tentative New England Highway stockpile site is surrounded by agricultural land with a railway line to the west and a highway to the east. Residential properties in these areas are generally located 100 m or more from the Proposal site. Refer to Figure 4-2 to for the general location of commercial and resident sensitive receivers surrounding the Proposal site.

Noise monitoring was not undertaken as part of the REF, however background noise levels in the Proposal area is likely to be 50 dB(A) in the Proposal works area during daytime and 40 dB(A) during the at night (using Figure 2.2 of the *Noise Guide for Local Government* (EPA, 2013) and R3 Representative Noise Environment based on AS 1055.3-1997 as a guide), with the greatest source of noise being vehicle traffic.

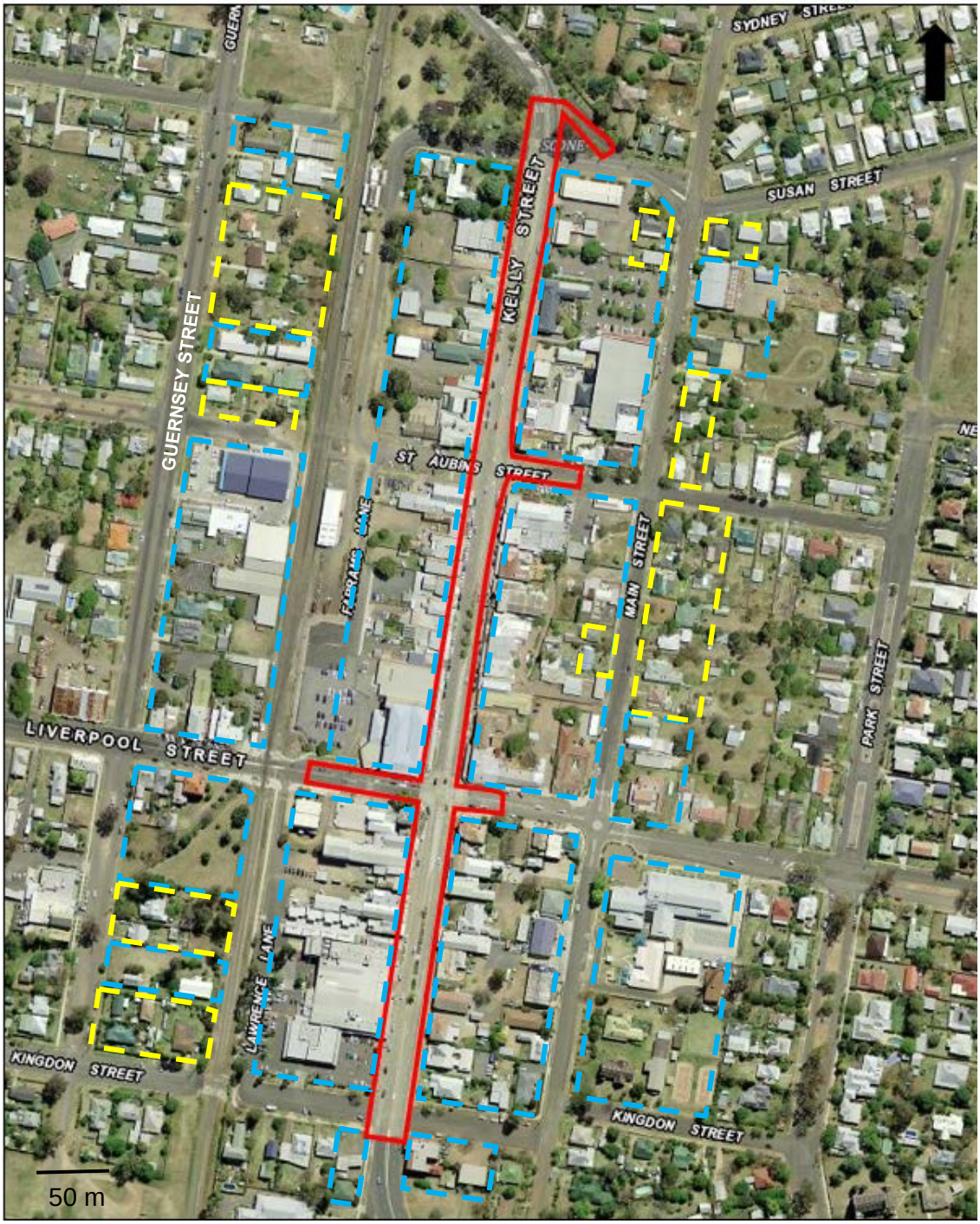


Figure 4-2 Indicative general location of surrounding sensitive noise receivers in commercial premises (blue areas) and residential properties (yellow areas) to the Proposal site (red).

Source: SIX Maps,2021

4.6.1 Impact Assessment

Construction management levels for construction noise are listed in *Interim Construction Noise Guidelines (DECC, 2009)* (ICNG). In accordance with this guideline, the external noise management level during daytime hours for the area is 60 dB(A) during daytime and 50 dB(A) at night (the background level plus 10 dB(A)). However, it is noted that the

premises surrounding the Proposal site generally comprise non-residential retail and office premises which would be subject a 'noise affected level' of 70 dB(A) using the TfNSW *Construction Noise and Vibration Guideline* (RMS, 2016).

The construction works are anticipated to start in June 2022. The works program is expected to extend over 14 – 15 months with completion expected by July 2023. Construction works would be continuous over this period (with the exception of the Scone Horse Festival in May), although works would move along the road alignment as each Section is constructed.

Noise impacts were estimated based on the ICNG and *AS 2436-2010 Guide to Noise and Vibration on Construction, Demolition and Maintenance sites* for the construction equipment likely to be used during construction (listed in Table 4-2 below). The sound pressure levels of this equipment and the likely sound pressure levels at 5 m, 10 m (commercial business premises) and 100 m (residential properties) from the works site source are also shown in Table 4-2. Based on the distance to the nearest non-residential sensitive receptors (within commercial business premises), it is anticipated that construction noise at the nearest sensitive receivers occupying commercial premises located 5 m to 10 m from the works (as discussed above) would exceed the recommended maximum daytime goal of 60 dB(A) and the highly affected noise level (75 dB(A)) above which there may be strong community reaction to noise. Noise levels for residential sensitive receivers occupying residential premises located 100 m or more from the works would exceed the recommended maximum daytime goal of 60 dB(A) but not the highly affected noise level (75 dB(A)) above which there may be strong community reaction to noise. Based on the estimated construction noise output levels (refer to Table 4-2) and short distance to non-residential sensitive receivers within commercial business premises on Kelly Street, respite periods and durations and specific notification (including individual briefings) to surrounding commercial premises would be recommended for the works. For surrounding sensitive residential receivers, general notification and respite periods and durations when using equipment with high noise emissions are recommended for the construction works. All construction works undertaken outside of standard construction works hours would require prior notification to Council and all surrounding sensitive receivers.

It is noted that these levels are considered to be a conservative estimate, as they are based on maximum noise levels assuming that all machinery/construction equipment would be used simultaneously. It is anticipated that this would occur intermittently, if at all during the construction of the Proposal, and furthermore the actual noise levels experienced would vary depending on the nature and location of the activities being undertaken.

Construction impacts would be temporary. However, it is noted that trucks accessing the Proposal area from outside of Scone and the site compounds and stockpile sites located 500 m to the north, west of Kelly Street off Liverpool Street and approximately 4 km south of the Scone CBD in the New England Highway would be a source of intermittent noise for the majority of the construction period.

The ICNG states that, where the predicted noise level is greater than the noise affected level, all feasible and reasonable work practices should be applied to meet the noise affected level. Furthermore, all potentially impacted adjacent properties should be informed of the Proposal, the expected noise levels and duration, as well as contact details.

Where the noise level is above the highly affected noise level, respite periods may be required by restricting the hours that the very noisy activities can occur, taking into account:

- Excavation or removal of any materials using machinery of any kind, including compressors, must be of a limited duration, with a respite break of 45 minutes between 12 pm and 1 pm.
- Times identified by the community when they are less sensitive to noise (such as before and after school for when located near schools, or mid-morning or mid-afternoon when located near residences); and
- If the community is prepared to accept a longer period of works in exchange for restrictions on construction times.

Control measures to minimise noise impacts would be implemented during the works as part of the contractor's CEMP, which would be required to be submitted to UHSC and TfNSW for approval prior to commencement of works (see Section 4.6.2).

Table 4-2 Estimated Construction Noise Levels

Equipment	A-weighted sound power levels (mid-point dB)	Sound Pressure Level at 5m distance (dB(A))	Sound Pressure Level at 10 m distance (dB(A))	Sound Pressure Level at 100 m distance (dB(A))
Roadway works				
Backhoe /bobcat	111	89	83	61
Excavator (5 tonne)	107	85	79	57
Truck (>20 tonne) (Smooth drum truck, bitumen sprayer truck, road marking truck)	106	84	78	56
Pavement laying machine	114	92	86	64
Vibratory Roller (2 tonne)	109	87	81	58
Compactor (wacker plate)	113	91	85	63
Concrete saw	**118**	**96**	**90**	**68**
Concrete agitator truck (pump)	109	87	81	58

Equipment	A-weighted sound power levels (mid-point dB)	Sound Pressure Level at 5m distance (dB(A))	Sound Pressure Level at 10 m distance (dB(A))	Sound Pressure Level at 100 m distance (dB(A))
Light Vehicles	103	81	75	53
Hand tools (electric)	105	83	77	55
Pedestrian Footpath Works (including water mains)				
Backhoe /bobcat	111	89	83	61
Excavator (3.5 tonne)	107	85	79	57
Truck (>20 tonne)	106	84	78	56
Concrete saw	**118**	**96**	**90**	**68**
Concrete agitator truck (pump)	109	87	81	58
Jack Hammer	113	91	85	63
Light Vehicles	103	81	75	53
Hand tools (electric)	105	83	77	55
Compactor (wacker plate)	113	91	85	63

Calculations Source: Construction Noise and Vibration Guidelines (RMS, 2016).

NB: Highest noise emitting equipment listed in bold.

Vibration

There is no Australian Standard that sets criteria for the assessment of building damage caused by vibration. *Assessing vibration: a technical guideline* (DEC, 2006) presents preferred and maximum vibration values for use in assessing human responses to vibration and provides recommendations for measurement and evaluation techniques. It is based on guidelines contained in *British Standard (BS) 6472 – 1992, Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*. Human comfort is normally assessed with reference to the above British Standard or *Australian Standard AS 2670.2 1990* however, the guideline recommends the use of the *German Standard DIN 4150-3: 1999 Structural Vibration – Part 3: Effects of vibration on structures* for guidance on assessing the risk of vibration damage to structures. These are described in Table 4-3 below.

The TfNSW Construction Noise and Vibration Guideline (RMS, 2016) provides a suggested minimum distance to buildings to prevent cosmetic damage for vibration intensive equipment based on British Standard (BS) 7385 Part 2-1993 Evaluation and measurement

for vibration in buildings Part 2. Indicative minimum working distances from buildings for typical items of vibration intensive plant are listed in Table 4-4. It is noted that an additional buffer would be recommended for heritage buildings and vibration monitoring is recommended to confirm the site-specific minimum working distances.

Table 4-3: Summary of Relevant Vibration Criteria

Human comfort intermittent vibration limits (BS 6472-1992)			
Receiver Type	**Time of Day**	**Preferred Value**	**Recommended Max**
Suburban	Day	0.2 m/s1.75	0.4 m/s1.75
Guideline values for short-term vibration on structures (DIN 4150-3: 1999)			
Receiver Type	**1 Hz to 10 Hz**	**10 Hz to 50 Hz**	**50 Hz to 100 Hz**
Buildings used for commercial purposes, industrial buildings, and buildings of similar design.	20mm/s	20 – 40 mm/s	40 – 50 mm/s
Dwellings and buildings of similar design and/or occupancy.	5 mm/s	5 – 15 mm/s	15 – 20 mm/s

Table 4-4: Recommended minimum working distances for vibration intensive plant from building and sensitive receivers

Equipment	Description	Cosmetic Damage (BS 7385)
Vibratory Roller	< 50 kN (Typically 1-2 tonnes)	5 m
Jackhammer	Hand held	1 m
Asphalt Paver	Vogele Super 1800-3	1 m
Backhoe	-	2 m

The use of excavating and cutting equipment as part of the construction works has the potential to result in offsite vibration impacts due to the close proximity of the works to adjacent buildings on Kelly Street. Potential vibration generated to receivers for the works would be dependent on separation distances, the intervening ground condition and material, dominant frequencies of vibration and the receiver structure. Dominant vibration generating plant include:

- Vibratory rollers;

- Pavement laying machines
- Excavator equipment;
- Jack hammers
- Concrete saws
- Compacters; and
- Truck movements.

There is the potential for the nearest affected non- residential sensitive receivers and adjacent buildings (particularly older structures) to be affected by these plant.

It is recommended that any required site-specific buffer distances for vibration significant plant items (e.g. vibratory rollers, compactors) be determined on site where works are within 10 - 15 m from a building or structure depending on the blow energy used as, unlike noise, vibration cannot be readily predicted. A static (oscillating) roller would be used during the road works instead of a vibratory roller to minimise potential vibration impacts if the required compaction level is achieavable. The use of a static roller would be assessed for feasibility onsite by the construction contractor.

For any buildings located in close proximity to any such works, building dilapidation survey and reporting is recommmended pre and post-construction works, particularly for the heritage listed buildings located along Kelly Street (refer to 4.5 for their location). Accurate buffer distances should be determined on site by measuring vibration emission levels from each plant item prior to its operation, or alternative construction methods and equipment are to be used. In addition, vibration should be monitored (verified) and minimised during construction works adjacent to all listed heritage buildings, to avoid inadvertent indirect impacts to the heritage items.

Overall, given the proper implantation of mitigation measures provided in Section 4.6.2, the noise and vibration impacts associated with the Proposal is unlikely to be significant.

The works would result in the roadway alignment being moved further from the adjacent commercial premises as the pedestrian footpath would be widened and the roadway narrowed. Any potential decrease in road noise and vibration as a result of this realignment is not anticipated to be significant, given the relatively small separation distance between the roadway and the adjacent commercial premises, however it is anticipated to be positive overall.

4.6.2 Mitigation Measures

- All potentially affected sensitive receivers (e.g. occupiers of adjacent commercial and business premises) should be specifically notified (including individual briefings where required) of the nature of the works, the expected noise and vibration levels and duration, as well as contact details for the construction contractor. General notification is recommended for surrounding residential sensitive receivers in streets adjacent to Kelly Street.
- A Noise and Vibration Management Plan (NVMP) will be prepared and implemented by the contractor as part of the CEMP, to be reviewed by UHSC and TfNSW prior to

commencement of works. The NVMP will include site-specific measures to minimise noise impacts to sensitive receivers and would be prepared to include considerations of Tables 4 - 10 in *Interim Construction Noise Guideline* (DECC, 2009) and identify:

  - all potential significant noise and vibration generating activities associated with the activity
  - feasible and reasonable mitigation measures to be implemented
  - a monitoring (verification) program to assess performance against relevant noise and vibration criteria
  - arrangements for consultation with affected neighbours and sensitive receivers, including notification and complaint handling procedures
  - contingency measures to be implemented in the event of non-compliance with noise and vibration criteria.

- Works would be undertaken during normal work hours i.e. 7am to 6pm Monday to Friday; 8 am to 1 pm Saturdays; and no work would be undertaken on Sundays, Public Holidays or outside these work hours without notification to affected community, Council and the EPA. Notification would provide the following details:
  - The locations and types of surrounding receivers likely to be affected;
  - The nature of the Proposal;
  - The noise characteristics of any powered equipment likely to be used;
  - Measures to be taken to reduce noise emissions; and
  - Any other information EPA may request.

- The contractor shall undertake building dilapidation survey and reporting on the buildings located adjacent to the works pre and post-construction, and vibration monitoring and verification should be carried out during construction works for all of the identified heritage buildings located on Kelly Street and any other buildings which are potentially susceptible to indirect impacts from the proposed works. If damage or risk to a building is identified, vibratory activities should cease and alternative work methods should be implemented so that vibration impacts are reduced to acceptable levels.
- Vibration measurements and verification during construction should be undertaken in accordance with the procedures documented in *Assessing Vibration - a technical guideline* (DEC, 2006) and *BS7385 Part 2-1993 Evaluation and measurement for vibration in buildings.*
- The use of a static (oscillating) roller instead of a vibratory roller should be considered during roadworks if feasible, to minimise potential vibration impacts to surrounding buildings.
- Reasonable and practical control measures to minimise noise and vibration impacts on adjoining land would be implemented during construction as part of the contractor's CEMP, which would require review by UHSC and TfNSW prior to commencement of works. The CEMP would address site specific issues, including limited work hours and noise and vibration reduction practices if considered appropriate, taking into consideration EPA's *Interim Construction Noise Guideline* (in particular Tables 4–10)

and *Assessing Vibration: A Technical Guideline* (in particular mitigation measures in Section 3). If necessary, mitigation measures to minimise noise and vibration impacts may include:

  - Optimum siting of work areas, vehicle and plant parking areas, materials stockpiles and equipment storage areas in locations where potential acoustic and vibration impacts would be minimised;
  - Regular maintenance of all plant and machinery used for the project;
  - Identify locations where construction noise and vibration are most intrusive and develop strategies to reduce impacts for these areas.

- Any noise or vibration complaint received would be investigated as soon as practicable. Any practicable and feasible measures to minimise noise and / or vibration would be identified. The complainant would be advised of the outcome.
- A management procedure should be implemented to deal with noise and vibration complaints. Each complaint should be investigated and if considered appropriate, amelioration measures should be put in place to mitigate future occurrences. This may include modification of construction methods such as using smaller equipment, establishment of safe buffer zones, and if necessary, time restrictions for the most excessive noise and vibration activities. Time restrictions are to be negotiated with affected receivers.
- Consideration is to be given to respite periods by restricting the hours and duration that the very noisy activities can occur, taking into account:
  - Excavation or removal of any materials using machinery of any kind, including compressors, must be of a limited duration, with a respite break of 45 minutes between 12pm and 1pm. Construction activities with impulsive or tonal noise emissions should be limited to 8am to 5pm Monday to Friday; 9am to 1pm Saturdays; and no work would be undertaken on Sundays, Public Holidays.
  - Times identified by the community when they are less sensitive to noise (such as before and after school for when located near schools, or mid-morning or mid-afternoon when located near residences); and
  - If the community is prepared to accept a longer period of works in exchange for restrictions on construction times.
- All construction machinery is to be turned off when not in use.
- Use quieter and less noise emitting construction methods where feasible and reasonable.
- Non-tonal reversing beepers (or an equivalent mechanism) should be fitted and used on all construction vehicles and mobile plant regularly used on site for periods of over two months where practicable.
- All plant and equipment to be appropriately maintained to ensure optimum running conditions, with periodic monitoring.

- Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be limited/ avoided where possible.

4.7 Air Quality

Air quality is expected to be good in the area, with the main influence on air quality in the area being vehicle emissions associated with moderate to high traffic volumes along Kelly Street and surrounding local roads in Scone. A search of the National Pollution Inventory (NPI) indicates that there is one point source (Scone Depot) of air pollution in the vicinity of the Proposal site. In addition, during high wind events, dust can be a source of air particulates.

The main factors influencing local air quality are:

- Movement of vehicles and trucks on sealed and unsealed roads;
- Trains laden with coal;
- Trucks transporting livestock;
- Light industrial, Equine, Meat Processing and Agricultural activities; and
- Wind-borne dust during dry periods, particularly from bare ground and surrounding agricultural properties.

4.7.1 Impact Assessment

The main impact to air quality during construction would arise from the generation of airborne localised dust associated with earthworks, and from construction vehicles driving to and from the Proposal site. This is not expected to cause notable adverse environmental impacts unless the weather is particularly windy, in which case dust suppression methods would be applied.

Local air quality may also be affected by emissions from construction traffic. These emissions would, however, occur only intermittently, and are expected to be minor and temporary. It would be unlikely that they would contribute to a permanent detectable reduction in local air quality.

No significant greenhouse gas emissions are anticipated to be generated during the construction works. Vehicle movements would emit greenhouse gases, but their short-term duration is unlikely to have a significant impact on the local, regional or State level of greenhouse gas emissions.

Given the temporary nature of the proposed construction works, as well as the implementation of the recommended mitigation measures, potential air quality impacts would not be significant.

There would be no long term reductions in air quality associated with the operation of the Proposal.

4.7.2 Mitigation Measures

- Construction vehicles and equipment would be suitably serviced within the six-month period prior to commencement of construction activities and all necessary maintenance undertaken during the construction period to meet EPA air quality requirements.

- .
- All construction machinery is to be turned off when not in use to minimise emissions.
- All practicable and feasible measures would be taken to avoid raising excessive levels of dust.
- Appropriate measures to suppress dust would be implemented whenever dust is likely to be a problem.
- Any hazardous material would be handled as per relevant guidelines to avoid potential air pollution.
- Any stockpiled spoil is to be protected to minimise dust generation.
- Vehicles transporting spoil or building materials to/from the Proposal area are to be covered.
- The burning of waste materials is not permitted on construction sites.
- Reduce the number of traffic movements required during construction works where possible.

4.8 Traffic and Access

The Proposal site comprises the section of the Kelly Street road reserve between Kingdon Street at the southern end and Susan Street/ Shaw Street at the northern extent. The road reserve includes a dual carriageway (two traffic lanes in each direction) that, until recently, formed part of the New England Highway, with adjacent parallel car parking spaces and a paved pedestrian footpath. The roadway experiences moderate traffic volumes and has a speed limit of 50 km/h.

Buildings adjoining the roadway predominantly comprise a wide range of commercial businesses and public services facilities.

4.8.1 Impact Assessment

The Proposal construction works would occur over a total period of approximately 14 -15 months, and would result in an increase in traffic in the local area. The works would be staged as described in Section 3.4.2 and construction works would not take place in May 2022 for the duration of the Scone Horse Festival.

Heavy vehicle movements would be generated during construction works for the delivery collection of materials and equipment and for waste disposal. The heavy vehicle demand would fluctuate throughout the duration of the works, with the main daily vehicle generating activities being construction equipment deliveries and construction personnel arrival and departure from the works site.

Construction vehicles would access the works site via the northern or southern end of Kelly Street and approach specific works areas via cross streets and adjacent streets running parallel to Kelly Street and from the construction works site compounds located on Muffett Street 500 m to the north of the Proposal site the Campbells Corner car park area compound site accessed via Liverpool Street and the New England Highway and the southern end of Kelly Street. It is noted vehicles accessing from the western side of Kelly Street would need to cross a railway line, therefore approach from the eastern side is recommended. Indicative

average numbers during construction would be in the order of 6-10 employees (based on the construction of a similar size). It is estimated that in general, the construction of the Proposal would involve an average of 4 – 6 truck movements per day plus additional traffic associated with construction employee passenger vehicles during the construction period. Construction worker car parking is anticipated to be located at the construction compounds and potentially the unconfirmed TfNSW stockpile site south of Scone to accommodate this demand.

It is not expected that peak truck/material deliveries would overlap with construction workers arrivals/departures, as the majority of the heavy vehicle and construction worker traffic generated by the Proposal would be expected to occur outside of the AM and PM peak hours. Construction workers would typically arrive at site before 7:00 am and depart at around 5:00 pm. The heavy vehicles would typically be generated during the interpeak period.

Considering land uses surrounding the Scone CBD are mostly agricultural land and residential properties and the New England Highway Bypass of Scone is now operational, the traffic generated by the existing land uses is far less than the existing road network functional capacity. Therefore, traffic volumes on the surrounding road network, particularly on Kelly Street, typically operate below their functional capacity and there would be spare capacity on the road network to cater for the construction vehicle estimates. Intersections would continue to perform similar to existing conditions with the addition of the Proposal related traffic during construction.

Considering the type of construction required to complete the roadway services installation earthworks, pavement works, vehicular access to Kelly St in the section where the works are occurring would be closed during earthworks and bituminous works. Access would be provided for local traffic throughout the construction of the works via temporary diversions (detours) on adjacent streets running parallel to Kelly Street, and occupiers of surrounding businesses and any affected residential dwellings would be notified about construction works near their property accesses where disruption would occur. The contractor should maintain pedestrian access to adjacent commercial premises during the footpath works. However, if disruption or limitation to access is anticipated, the occupiers of the commercial premises must be notified of the extent and duration of changes to pedestrian access.

The contractor would prepare a Traffic Management Plan (TMP) prior to construction works commencing including traffic controls such as temporary traffic lights, manual traffic control and temporary detours as well as safe pedestrian access paths and management of construction vehicle movements between the site compounds and stockpile sites and the contruction works sites. Traffic management during the Proposal would be prepared and carried out in accordance with the *TfNSW Traffic Control at Work Sites Manual* (Issued September 2020) and *Australian Standard 1742.3 – 2019*: *Manual of uniform traffic control devices Traffic control for works on roads.* The TMP would be approved by UHSC and TfNSW prior to the works commencing.

On the completion of works, the traffic speed limit in the CBD section of Kelly Street would be reduced to 40 km/h and car parking spaces would be available through the provision of

both angled and parallel parking spaces (including accessible parking spaces) along Kelly Street.

The set of traffic lights at the intersection Kelly and Liverpool Streets would remain post-works. The existing Traffic Control Signal (TCS) plan for the set of traffic lights has been subject to review, and a new TCS design with a new layout and set of personalities (phases) has been developed to suit the new road use and traffic lane layout. The layout design of the new Kelly Street roadway has also been subject to heavy vehicle turning path analysis for each intersection, to establish that adequate clearance has been provided for long vehicles (such as semi-trailers) entering and exiting Kelly Street. As such, the Kelly Street upgrade works would not negatively impact traffic flows at the traffic lights and heavy vehicle use of Kelly Street.

Post construction, a positive impact is anticipated, as lowering the road traffic speed limit to 40 km/h, reducing the road to a 3 m wide lane with adjacent parallel and angled parking with a wider pedestrian footpath area is expected to calm road traffic significantly, catering for increased local usage of the area and due to improved vehicular and pedestrian access to the Scone CBD area.

4.8.2 Mitigation Measures

- Surrounding local businesses, bus operators and residents are to be notified of any impacts to access and traffic flows, including likely detours, prior to the commencement of the Proposal.
- The contractor would prepare a Traffic Management Plan (TMP) as part of the CEMP, to be reviewed by UHSC and TfNSW prior to commencement of works. The TMP would include measures to minimise traffic impacts and ensure public safety, and would be prepared in accordance with:
  - Transport for NSW's *Traffic Control at Work Sites Manual*, Issued September 2020, and
  - Australian Standard 1742.3 - 2019 Manual of uniform traffic control devices Traffic control for works on roads.

  The TMP would include:
  - confirmation of haulage and site access routes
  - site specific traffic control measures (including signage and active control by automated or manual traffic controllers) to manage and regulate traffic movement for each stage of work.
  - measures to maintain pedestrian and cyclist access.
  - requirements and methods to consult and inform the local community of impacts on the local road network.
  - a response plan for any construction traffic incident.
  - consideration of other developments that may be under construction to minimise traffic conflict and congestion that may occur due to the cumulative increase in construction vehicle traffic.

  - monitoring, review and amendment mechanisms.

- Pedestrian and vehicular access to adjacent premises is to be maintained during the construction stages. If access is disrupted or limited, the occupier of the premises is to be notified in advance, including the extent and duration of changes to access.
- The length of the work zone would be designed to maintain the traffic flow (based on the AS1742.3).
- Protection of workers and road users are to be provided as part of the TMP e.g. advance warning of roadwork, speed changes, safety barriers with adequate offsets and deflection allowance.
- Entry and exit to the compound/stockpile locations would be delineated with proper signage and advance warning signs.
- Temporary speed restrictions and traffic detours are to be imposed when necessary.
- All construction traffic would comply with all applicable traffic laws and regulations including speed limits. All construction vehicles would comply with the speed limits set for the roads when accessing the works site.

4.9 Waste Management

4.9.1 Impact Assessment

The construction works would generate waste in the form of spoil, green waste (trees, shrubs, grass/ groundcover), packaging waste, waste created from the demolition of old road pavement comprising concrete, steel and miscellaneous workers wastes. It is anticipated that all steel waste would be recycled and concrete waste would be disposed of at the Aberdeen Waste Management Facility located at 45 Wells Gully Road, Aberdeen.

Excavated spoil material would be used to backfill the pipe trenches and therefore minimal excess spoil is predicted. Excess spoil and green waste would be disposed of offsite at Aberdeen Waste Management Facility. Packaging and general workers waste would be removed from the construction site and transferred to an appropriately licenced waste management facility for recycling and/or disposal, such as the Scone Waste Management Facility located at 129 Noblet Road, Scone. All construction waste materials would be disposed of directly offsite during business hours, as no construction waste would be stockpiled temporarily at either of the site compounds.

Appropriate covered waste containers would be made available on site for disposal of waste materials and general works wastes.

All waste would be recycled or reused where possible. Where this is not possible, waste would be taken off site for recycling or disposal in accordance with the POEO Act and the *Protection of the Environment Operations (Waste) Regulation 2014.*

To ensure that environmental harm does not occur as a result of uncontrolled or inappropriate collection, transport and disposal of wastes, the relevant provisions of the following Acts would be implemented:

- *Waste Avoidance and Resource Recovery Act 2001;*
- *Protection of the Environment Operations Act 1997; and*

- *Protection of the Environment Operations (Waste) Regulation 2014.*

The works at the construction site are not anticipated to produce contaminated waste or cause contamination of the sites or surrounding land, however any contaminated materials encountered during the works would be handled, stored and disposed of appropriately.

The waste management procedures and/or measures listed below would be implemented for the Proposal. It is assessed that construction waste can be adequately managed to avoid adverse environmental impacts, assuming implementation of the mitigation measures listed in Section 4.9.2.

No significant additional forms of waste are expected to be generated during the operation of the Proposal.

4.9.2 Mitigation Measures

- A Waste Management Plan (WMP) would be prepared as part of the CEMP by the construction contractor for the management of waste generated during construction works. The WMP must be prepared in accordance with the applicable waste management provisions of the *Protection of the Environment Operations Act 1997* and the *Protection of the Environment Operations (Regulation)* 2014. The WMP would follow the resource management hierarchy principles embodied in the *Waste Avoidance and Resource Recovery Act 2001* and the NSW *Government Resource Efficiency Policy 2019*. It would include, but not necessarily be limited to, the following:
  - Non-recyclable waste and containers would be regularly collected and disposed of at a licensed landfill or other disposal site in the area. Waste oil would be sent to approved recyclers.
  - The worksite would be left tidy and rubbish free each day prior to leaving site and at the completion of construction.
  - Transportation of waste must be done in a manner that avoids the waste spilling, leaking, or otherwise escaping from the vehicle or plant used to transport the waste. Waste would be transported to a place that can lawfully receive that waste.
- The Waste Management Plan would adopt the objectives of the *Waste Avoidance and Resource Recovery Act 2001*, namely, to encourage the most efficient use of resources, to reduce environmental harm, and to provide for the continual reduction in waste generation in line with the principles of environmentally sustainable development (ESD).
- The Waste Management Plan would also need to be consistent with the *Waste Classification Guidelines* (EPA, 2014 and 2016 addendum) in that all waste removed from the construction sites is to be classified and disposed of appropriately.
- Accurate written records are to be kept such as:
  - Who transported the waste (company name, ABN, vehicle registration and driver details, date and time of transport, description of waste); and
  - Copies of waste dockets/receipts for the waste facility (date and time of delivery, name and address of the facility, it's ABN, contact person).
- Management and disposal of waste shall comply with relevant statutory requirements, standards, codes, and guidelines, including but not limited to:

- SafeWork NSW requirements;
- SafeWork NSW Codes of Practice;
- *Work Health and Safety Act 2011* (NSW);
- *Work Health and Safety Regulation 2017* (NSW);
- *Environmentally Hazardous Chemicals Act 1985* (NSW); and
- *Waste Avoidance and Resource Recovery Act 2001* (NSW).

- All waste would be recycled if practicable or alternatively taken to a licensed waste disposal facility in accordance with its waste classification.
- Excess spoil material should be considered for re-use to achieve a fill balance. Where possible spoil would be temporarily stored onsite or removed to an appropriate hardstand area.
- No development drainage, overflow or contaminated waste (contaminated runoff or septic) shall impact negatively on nearby waterways or drainage lines.
- Waste receptacles for recyclable and non-recyclable waste are to be provided at each construction site for workers waste.

No batched concrete mixing plants would be established in the works areas. Any required concrete would be mixed off-site and transported to the construction area.

- The EPA is to be notified immediately of any pollution incidents or harm to the environment (as defined under Part 5.7 of the POEO Act).
- Prepare and implement an Unexpected Finds Protocol for hazards and/or contamination during construction, which would include the following procedure:
  - In the event of an unexpected find, all work in the immediate vicinity would cease;
  - Temporary barricades would be erected to isolate the area from access to the public and works; and
  - In the event that potential asbestos containing material is encountered, a qualified occupational hygienist and/or asbestos consultant would be contacted.
- The CEMP would incorporate a pollution incident response management plan that defines appropriate procedures for notification of pollution incidents to the required authorities in accordance with s. 147 to 153 of the POEO Act and requires response actions to be implemented in order to address any risks such as incidents posed to the environment, property or surrounding communities.

4.10 Visual Amenity

The Proposal site location and setting is described in Section 1.2 of this REF. The main visual receptors of the Proposal would be users of Kelly Street, occupiers and visitors to local business premises fronting onto Kelly Street, visual receptors located in the area of the two site compounds and local residents in the general Scone area. The tentative TfNSW stockpile site is located adjacent to a highway with few surrounding visual receptors and is not anticipated to have a significant visual impacts due to its rural location.

4.10.1 Impact Assessment

There would be minor visual impacts during construction of the Proposal due to the presence of construction equipment and removal of existing vegetation and disturbance to the Kelly Street roadway and pedestrian footpaths areas and the temporary storage of construction plant and stockpiled materials within the site compounds at Muffett Street, the Campbells Corner car park and adjacent to the New England Highway south of Scone. However, this would generally only occur for relatively short periods at any one location/site as the works progress along Kelly Street. This impact is not anticipated to be significant due to the temporary nature of the construction works, and given the proper implementation of mitigation measure provided in Section 4.10.2.

The Proposal would result in long term changes to local amenity due to new narrowed roadway and wider pedestrian footpath layout, and new landscape features including additional plantings, street furniture, lighting, new pavements incorporating plagues, new signage and a new pedestrianised public plaza and park on St Aubins Street. The new street layout, street furniture and landscaping would revitalise the CBD area and increase use of the area by both locals and visitors to Scone, resulting in a positive impact to visual amenity in the Scone CBD area.

4.10.2 Mitigation Measures

- The clearing of vegetation would be kept to the minimum required to undertake the works.
- Construction compounds and areas for the parking of vehicles and storing of equipment would be located in cleared areas wherever possible.
- Revegetation/re-grassing of disturbed areas to be undertaken as soon as practicable.
- All waste to be removed from the works areas and the sites left in a clean and tidy condition throughout works and following completion of the works.
- Undertake general post-construction site restoration to reduce the visual impacts of the works.

4.11 Utilities and Infrastructure

Various existing utilities and services are located within and surrounding the Proposal works site including water, wastewater, stormwater, electricity and telecommunications (i.e. Telstra optic fibre cables).

4.11.1 Impact Assessment

Construction works would be staged, managed and completed in sections to avoid extensive disruption to the operation of businesses and community use of Kelly Street during the Proposal construction works.

Measures would be taken to ensure that construction activities do not impact on existing utilities and services located along Kelly Street. The location of existing above ground and subsurface utilities and services have been identified and considered in the design plans. However, the location of all services in the vicinity of the proposed works would be accurately identified prior to commencement of construction works and relocated where required, to ensure services remain available during the works.

No negative impacts are anticipated during operation of the Proposal. Improved stormwater management, water supply (providing improved fire-fighting capability in the area), irrigation and lighting infrastructure would be present along Kelly Street upon the completion of works.

4.11.2 Mitigation Measures

- Utilities and services which may be impacted by the Proposal would be accurately located following the detailed design and prior to commencement of works. This would include Dial Before you Dig searches and potholing activities.
- Utility and service providers would be consulted prior to the commencement of and during construction works in the event that impacts on any utilities and services by the Proposal are likely.
- If the scope or location of proposed utility relocation works falls outside of the assessed Proposal scope and footprint, further assessment will be undertaken.

5. Environmental Management

This section identifies environmental mitigation measures that would be implemented during the construction stage of the project upon determination.

5.1 Construction Environmental Management Plan

Preparation of a Construction Environmental Management Plan (CEMP) is mandatory for all projects undertaken by or on behalf of government agencies or where funding is being provided by the government.

A Construction Environmental Management Plan would be developed to ensure that appropriate environmental management practices are followed during a project's construction and/or operation. UHSC and TfNSW would review the CEMP for this Proposal, which should include the following elements, as described in the *Guideline for the Preparation of Environmental Management Plans* (DIPNR, 2004).

The CEMP should generally conform to the structure shown in Table 5-1.

Table 5-1: Construction Environmental Management Plan Structure

Background	Introduction Proposal Description CEMP Context CEMP Objectives Environmental Policy
Environmental Management	Environmental Management Structure and Responsibility Approval and Licensing Requirements Reporting Environmental Training Emergency Contacts and Response
Implementation	Risk Assessment Environmental Management Environmental Management Activities and Controls Environmental Management Plans and Maps Environmental Schedules
Monitor and Review	Environmental Monitoring Environmental Auditing Corrective Action CEMP Review

The CEMP would include a risk assessment which ensures that the safeguards identified in this REF, as well as any others that are considered relevant, are effectively translated into actual construction techniques and environmental management activities, controls, and monitoring/verification to prevent or minimise environmental impacts. The CEMP should also identify the requirements for compliance with relevant legislation and any other regulatory requirements to ensure environmental safeguards described throughout this REF are implemented. The environmental management objectives and supporting actions presented in this section are intended to assist in this process.

The following details the environmental objectives during construction works and the proposed mitigation to be included in the CEMP. This list is not definitive, and additional measures detailed as part of the determination of the project and conditions of any other approvals must also be included. Operational safeguards are also included where applicable.

5.2 Environmental Management Measures

Implementation of the mitigation measures outlined below would be undertaken during a number of phases of the project. These phases comprise:

- Detailed design – refinement of the design details.
- Pre-construction – prior to the contractor arriving on site to carry out the works.
- Construction – during construction phase.
- Operation – post construction.

5.2.1 Land Use

Objective

- Minimise impacts to surrounding land users during construction

Actions

Action/Phase	Responsibility
Pre-construction	
Obtain all necessary concurrence from TfNSW for UHSC works proposed in classified TfNSW road reserve area (as necessary).	UHSC
Where works may impact on surrounding residents, schools, community centres and businesses, they would be consulted with regards to the construction works, predicted program and any access requirements.	UHSC
Construction	
Temporary fencing would be installed where necessary to exclude the general public from the work sites. Any temporary fencing no longer required would be removed at the completion of the construction works.	Contractor

Action/Phase	Responsibility
Best management construction safeguards and management measures are to be documented in a project specific CEMP.	Contractor
No materials are permitted to be dumped or stored on surrounding local roads or waterways, or on private land, unless under prior assessment and expressed consent of the relevant landowner.	Contractor
The construction contractor should provide a 24-hour telephone number so that any issues relating to the construction of the new infrastructure can be clarified and complaints dealt with by those able to respond. This should be included in all written correspondence and on signage at the work site/s and construction compounds.	Contractor
Restoration of the areas disturbed during construction would be undertaken so that these areas are returned to their pre-construction (or improved) condition.	Contractor

5.2.2 Water and Soil

Objective

- To effectively manage sediment and erosion control during the construction stage of the project.
- Prevention / minimisation of impacts to waterways during the construction works.

Actions

Action/Phase	Responsibility
Pre-construction	
Appropriate stormwater management infrastructure shall be incorporated into the design of the Proposal to manage localised flooding in Kelly Street.	UHSC
A detailed Erosion and Sediment Control Plan (ESCP) shall be prepared as part of the CEMP. The ESCP would describe the site specific measures to be implemented for all works areas, in accordance with the guidelines outlined in the 2004 Landcom publication *Managing Urban Stormwater: Soils and Construction*, 4th edition ("The Blue Book"). The ESCP would need to be site specific and would need to address the following issues to prevent erosion, sediment loss and water quality impacts: – Identification of site specific sediment and erosion control measures wherever erosion is likely to occur.	Contractor

Action/Phase	Responsibility
– Identification of any environmentally sensitive areas on or near the construction site to ensure runoff is diverted away from sensitive areas. – Requirements for clearing of groundcover to be kept to a minimum. – Retention of all surface runoff on-site and where possible stormwater from off site would be diverted around the construction site. – Location of construction compounds (at least 50 m from any drainage lines). – Location and management of stockpiles, such as locating stockpiles away from any drainage lines near the works areas. – All erosion and sediment controls would be regularly inspected, especially when rain is expected and directly after any rain events.	
A site-specific emergency spill plan will be developed and include spill management measures in accordance with the TfNSW *Code of Practice for Water Management* (RTA, 1999) and relevant EPA guidelines. The plan will address measures to be implemented in the event of a spill, including initial response and containment, notification of emergency services and relevant authorities (including TfNSW, UHSC and EPA officers).	Contractor
Construction	
Maintain and inspect erosion and sedimentation control measures regularly and after rainfall events in accordance with the Blue Book.	Contractor
Erosion and sedimentation control devices should not be removed until the works sites and site compounds are levelled and stabilised and there is no potential for sediment to enter nearby waterways, and until all disturbed areas have stabilised.	Contractor
Stabilise disturbed areas during the construction works where necessary in line with the Blue Book.	Contractor
Take all care and due diligence to minimise or prevent pollutant material entering stormwater drain inlets or waterways.	Contractor
The contractor would develop a monitoring and flood response plan to detail procedures for monitoring rainfall and surface water flows	Contractor

Action/Phase	Responsibility
and to identify subsequent response actions that would be taken to ensure the protection of personnel, equipment and water quality during the construction works.	
In the event of flooding, construction works in affected areas would cease and would not commence until floodwaters have receded. Weather forecasts would be checked regularly so that equipment and materials in flood areas can be secured prior to heavy rainfall events.	Contractor
Workers are to be made aware of the provisions of Section 120 of the POEO Act with regards to water pollution and the requirements of the ESCP.	Contractor
Notification to the EPA in accordance with Part 5.7 of the POEO Act is to be undertaken where a pollution incident occurs in the course of an activity such that material harm to the environment is caused or threatened.	Contractor
All fuels and other hazardous liquids shall be stored at designated construction compounds within containers in a bunded enclosure with sufficient capacity to hold 120% of the stored liquids.	Contractor
All non-essential plant and vehicles (light vehicles, trucks, etc) must be refuelled offsite at a service station or depot.	Contractor
All chemicals used for construction shall be stored and used in accordance with the relevant Safety Data Sheets.	Contractor
An emergency spill kit shall be kept at the construction compounds. The CEMP shall include a procedure for using the spill kit in the event of a spill and all construction personnel shall be informed of the procedure, their roles and responsibilities in that procedure and trained in the use of spill kids.	Contractor
All areas where ground disturbance has occurred would be stabilised and restored following completion of works to ensure there is no erosion hazard and restored to their pre-construction condition.	Contractor
Mitigation measures to manage groundwater (should it be encountered during construction) would be incorporated into the CEMP, including: – Dewatering techniques during excavation; – Measures to ensure groundwater quality is not impacted during construction;	Contractor

Action/Phase	Responsibility
– Techniques to settle, treat or filter groundwater encountered during excavation works i.e. diverting groundwater through baffle tanks or filter membranes; and – Appropriate treatment and monitoring regimes in the event that groundwater flows come to the surface, including disposal of groundwater in such a way as to prevent adverse impacts (such as erosion and water pollution). Groundwater should not be discharged to a waterway during construction. – Seepage collected, water pumped from excavations, groundwater entering the works area would be pumped to temporary & permanent drainage works and directed to the relevant temporary sedimentation basin supporting each construction stage. All such collected construction site water would similarly be treated as on- site stormwater runoff.	

5.2.3 Biodiversity

Objective

- Avoidance / minimisation of impacts to flora and fauna
- Minimise clearing of vegetation
- Prevention / minimisation of impacts to waterways

Actions

Action/Phase	Responsibility
Construction	
Do not place vehicles, machinery or stockpiles beneath canopies of trees.	Contractor
Vegetation removal and trimming of trees branches and any tree removal should be limited to the minimum necessary to complete the works.	Contractor
Trees to be retained which are located in proximity to the works or at site compounds are to be protected for the duration of works in accordance with AS 4970-2009 *Protection of trees on development sites* (Australian Standards 2009).	Contractor
Post Construction	
Post works, the Proposal site should be monitored for the spread of weeds and appropriate control measures implemented.	UHSC

5.2.4 Heritage

Objective

- Minimise potential impacts to items and places of Aboriginal and historic cultural heritage.

Actions

Action/Phase	Responsibility
Construction	
Aboriginal Heritage	
As part of an induction, in the unlikely event that any unknown Aboriginal objects are uncovered during proposed works, all workers and sub-contractors should be aware of their responsibilities under the provisions of the NPW Act (including the penalties under the ancillary provisions) and *Heritage Act 1977*. In this event all works must cease, Unanticipated Finds Protocol should be followed and the area where Aboriginal objects are uncovered is protected until a qualified archaeologist and representatives of registered Aboriginal parties are contacted and can inspect and assess the area to determine its significance.	Contractor
Where the find(s) are determined to be Aboriginal Objects, any re-commencement of construction related ground surface disturbance may only resume in the area of the find(s) following compliance with any consequential legal requirements and gaining written approval from Heritage NSW.	Contractor
The *Standard Management Procedure - Unexpected Heritage Items* (Roads and Maritime, 2015) will be followed in the event that an unknown or potential Aboriginal object/s, including skeletal remains, is found during construction. This applies where TfNSW does not have approval to disturb the object/s or where a specific safeguard for managing the disturbance (apart from the Procedure) is not in place. Work will only re-commence once the requirements of that Procedure have been satisfied.	Contractor
Historic Heritage	
As part of an induction, workers should be made aware of their responsibilities under the provisions of the *Heritage Act 1977* in the unlikely event that any historical relics or sites are identified. In this event all works must cease and the area be protected until a qualified archaeologist inspects the site and provides management advice in consultation with Heritage NSW.	Contractor

Action/Phase	Responsibility
All land and ground disturbance activities must be confined to within the Proposal area assessed in this REF.	Contractor
Should it be identified during detailed design or construction works that the Proposal would impact on the existing heritage listed items adjacent to Kelly Street, additional heritage assessment would be required to be undertaken prior to the commencement of works to identify the any potential impact on the historic heritage significance of these items.	Contractor
Monitor the landscaping works over the next five or more years and prune any tree canopies that overhang all footpath awnings. As leaf litter build-up in awning gutters can result in rusted roof materials if not checked and cleaned on a bi-annual basis.	UHSC

5.2.5 Noise and Vibration

Objective

- Compliance with relevant recommendations specified in the *Interim Construction Noise Guideline* (DECC, 2009).
- Avoidance / minimisation of noise and vibration impacts on nearby sensitive receivers.

Actions

Action/Phase	Responsibility
Pre- construction	
All potentially affected sensitive receivers (e.g. occupiers of adjacent commercial and business premises) should be specifically notified (including individual briefings where required) of the nature of the works, the expected noise and vibration levels and duration, as well as contact details for the construction contractor. General notification is recommended for surrounding residential sensitive receivers in streets adjacent to Kelly Street.	Contractor / UHSC
A Noise and Vibration Management Plan (NVMP) will be prepared and implemented by the contractor as part of the CEMP, to be reviewed by UHSC and TfNSW prior to commencement of works. The NVMP will include site-specific measures to minimise noise impacts to sensitive receivers and would be prepared to include considerations of Tables 4 - 10 in *Interim Construction Noise Guideline* (DECC, 2009) and identify:	Contractor

Action/Phase	Responsibility
– all potential significant noise and vibration generating activities associated with the activity – feasible and reasonable mitigation measures to be implemented – a monitoring (verification) program to assess performance against relevant noise and vibration criteria – arrangements for consultation with affected neighbours and sensitive receivers, including notification and complaint handling procedures – contingency measures to be implemented in the event of non-compliance with noise and vibration criteria.	
Reasonable and practical control measures to minimise noise and vibration impacts on adjoining land would be implemented during construction as part of the contractor's CEMP, which would require review by UHSC and TfNSW prior to commencement of works. The CEMP would address site specific issues, including limited work hours and noise and vibration reduction practices if considered appropriate, taking into consideration EPA's *Interim Construction Noise Guideline* (in particular Tables 4–10) and *Assessing Vibration: A Technical Guideline* (in particular mitigation measures in Section 3). If necessary, mitigation measures to minimise noise and vibration impacts may include: – Optimum siting of work areas, vehicle and plant parking areas, materials stockpiles and equipment storage areas in locations where potential acoustic and vibration impacts would be minimised; – Regular maintenance of all plant and machinery used for the project; – Identify locations where construction noise and vibration are most intrusive and develop strategies to reduce impacts for these areas.	Contractor
Construction	
Works would be undertaken during normal work hours i.e. 7am to 6pm Monday to Friday; 8 am to 1 pm Saturdays; and no work would be undertaken on Sundays, Public Holidays or outside these work hours without notification to affected community, Council and the EPA. Notification would provide the following details: – The locations and types of surrounding receivers likely to be affected;	Contractor

Action/Phase	Responsibility
– The nature of the Proposal; – The noise characteristics of any powered equipment likely to be used; – Measures to be taken to reduce noise emissions; and – Any other information EPA may request.	
The contractor shall undertake building dilapidation survey and reporting on the buildings located adjacent to the works pre and post-construction, and vibration monitoring and verification should be carried out during construction works for all of the identified heritage buildings located on Kelly Street and any other buildings which are potentially susceptible to indirect impacts from the proposed works. If damage or risk to a building is identified, vibratory activities should cease and alternative work methods should be implemented so that vibration impacts are reduced to acceptable levels.	Contractor
Vibration measurements and verification during construction should be undertaken in accordance with the procedures documented in *Assessing Vibration - a technical guideline* (DEC, 2006) and *BS7385 Part 2-1993 Evaluation and measurement for vibration in buildings.*	Contractor
The use of a static (oscillating) roller instead of a vibratory roller should be considered during roadworks if feasible, to minimise potential vibration impacts to surrounding buildings.	Contractor
Any noise or vibration complaint received would be investigated as soon as practicable. Any practicable and feasible measures to minimise noise and / or vibration would be identified. The complainant would be advised of the outcome.	Contractor
A management procedure should be implemented to deal with noise and vibration complaints. Each complaint should be investigated and if considered appropriate, amelioration measures should be put in place to mitigate future occurrences. This may include modification of construction methods such as using smaller equipment, establishment of safe buffer zones, and if necessary, time restrictions for the most excessive noise and vibration activities. Time restrictions are to be negotiated with affected receivers.	Contractor
Consideration is to be given to respite periods by restricting the hours and duration that the very noisy activities can occur, taking into account: – Excavation or removal of any materials using machinery of any kind, including compressors, must be of a limited	Contractor

Action/Phase	Responsibility
duration, with a respite break of 45 minutes between 12pm and 1pm. Construction activities with impulsive or tonal noise emissions should be limited to 8am to 5pm Monday to Friday; 9am to 1pm Saturdays; and no work would be undertaken on Sundays, Public Holidays. – Times identified by the community when they are less sensitive to noise (such as before and after school for when located near schools, or mid-morning or mid-afternoon when located near residences); and – If the community is prepared to accept a longer period of works in exchange for restrictions on construction times.	
All construction machinery is to be turned off when not in use.	Contractor
Use quieter and less noise emitting construction methods where feasible and reasonable.	Contractor
Non-tonal reversing beepers (or an equivalent mechanism) should be fitted and used on all construction vehicles and mobile plant regularly used on site for periods of over two months where practicable.	Contractor
All plant and equipment to be appropriately maintained to ensure optimum running conditions, with periodic monitoring.	Contractor
Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be limited/ avoided where possible.	Contractor

5.2.6 Air Quality

Objective

- Avoidance / minimisation of off-site dust nuisance to neighbouring residences and the community.
- Minimisation of air quality impacts resulting from machinery and vehicle emissions.

Actions

Action/Phase	Responsibility
Pre-construction	
Construction vehicles and equipment would be suitably serviced within the six-month period prior to commencement of construction activities and all necessary maintenance undertaken during the construction period to meet EPA air quality requirements.	Contractor

Action/Phase	Responsibility
Construction	
All construction machinery is to be turned off when not in use to minimise emissions.	Contractor
All practicable and feasible measures would be taken to avoid raising excessive levels of dust.	Contractor
Appropriate measures to suppress dust would be implemented whenever dust is likely to be a problem.	Contractor
Any hazardous material would be handled as per relevant guidelines to avoid potential air pollution.	Contractor
Any stockpiled spoil is to be protected to minimise dust generation.	Contractor
Vehicles transporting spoil or building materials to/from the Proposal area are to be covered.	Contractor
The burning of waste materials is not permitted on construction sites.	Contractor
Reduce the number of traffic movements required during construction works where possible.	Contractor

5.2.7 Traffic and Access

Objective

- Ensure that construction vehicles do not cause excessive inconvenience to road and pedestrian users.
- Ensure the safety of road users and construction personnel for the duration of the works.
- Minimise the pollution impacts resulting from the use of vehicles during construction works.

Actions

Action/Phase	Responsibility
Pre-Construction	
Surrounding local businesses, bus operators and residents are to be notified of any impacts to access and traffic flows, including likely detours, prior to the commencement of the Proposal.	UHSC
The contractor would prepare a Traffic Management Plan (TMP) as part of the CEMP, to be reviewed by UHSC and TfNSW prior to	Contractor

Action/Phase	Responsibility
commencement of works. The TMP would include measures to minimise traffic impacts and ensure public safety, and would be prepared in accordance with: – Transport for NSW's *Traffic Control at Work Sites Manual*, Issued September 2020, and – Australian Standard 1742.3 - 2019 Manual of uniform traffic control devices Traffic control for works on roads. o The TMP would include: – confirmation of haulage and site access routes – site specific traffic control measures (including signage and active control by automated or manual traffic controllers) to manage and regulate traffic movement for each stage of work. – measures to maintain pedestrian and cyclist access. – requirements and methods to consult and inform the local community of impacts on the local road network. – a response plan for any construction traffic incident. – consideration of other developments that may be under construction to minimise traffic conflict and congestion that may occur due to the cumulative increase in construction vehicle traffic. – monitoring, review and amendment mechanisms.	
Construction	
Pedestrian and vehicular access to adjacent premises is to be maintained during the construction stages. If access is disrupted or limited, the occupier of the premises is to be notified in advance, including the extent and duration of changes to access.	Contractor
The length of the work zone would be designed to maintain the traffic flow (based on the AS1742.3).	Contractor
Protection of workers and road users are to be provided as part of the TMP e.g. advance warning of roadwork, speed changes, safety barriers with adequate offsets and deflection allowance.	Contractor
Entry and exit to the compound/stockpile locations would be delineated with proper signage and advance warning signs.	Contractor

Action/Phase	Responsibility
Temporary speed restrictions and traffic detours are to be imposed when necessary.	Contractor
All construction traffic would comply with all applicable traffic laws and regulations including speed limits. All construction vehicles would comply with the speed limits set for the roads when accessing the works site.	Contractor

5.2.8 Waste Management

Objective

- Compliance the provisions of the *Protection of the Environment Operations (Waste) Regulation 2014.*
- Maximize reuse/recycling of waste material and minimise waste disposed of to landfill.

Actions

Action/Phase	Responsibility
Pre-construction	
A Waste Management Plan (WMP) would be prepared as part of the CEMP by the construction contractor for the management of waste generated during construction works. The WMP must be prepared in accordance with the applicable waste management provisions of the *Protection of the Environment Operations Act 1997* and the *Protection of the Environment Operations (Regulation)* 2014. The WMP would follow the resource management hierarchy principles embodied in the *Waste Avoidance and Resource Recovery Act 2001* and the NSW *Government Resource Efficiency Policy 2019*. It would include, but not necessarily be limited to, the following: – Non-recyclable waste and containers would be regularly collected and disposed of at a licensed landfill or other disposal site in the area. Waste oil would be sent to approved recyclers. – The worksite would be left tidy and rubbish free each day prior to leaving site and at the completion of construction. – Transportation of waste must be done in a manner that avoids the waste spilling, leaking, or otherwise escaping from the vehicle or plant used to transport the waste. Waste would be transported to a place that can lawfully receive that waste.	Contractor
The Waste Management Plan would adopt the objectives of the *Waste Avoidance and Resource Recovery Act 2001*, namely, to	Contractor

Action/Phase	Responsibility
encourage the most efficient use of resources, to reduce environmental harm, and to provide for the continual reduction in waste generation in line with the principles of environmentally sustainable development (ESD).	
The Waste Management Plan would also need to be consistent with the *Waste Classification Guidelines* (EPA, 2014 and 2016 addendum) in that all waste removed from the construction sites is to be classified and disposed of appropriately.	Contractor
The CEMP would incorporate a pollution incident response management plan that defines appropriate procedures for notification of pollution incidents to the required authorities in accordance with s. 147 to 153 of the POEO Act and requires response actions to be implemented in order to address any risks such as incidents posed to the environment, property or surrounding communities.	Contractor
Construction	
Management and disposal of waste shall comply with relevant statutory requirements, standards, codes, and guidelines, including but not limited to: – SafeWork NSW requirements; – SafeWork NSW Codes of Practice; – *Work Health and Safety Act 2011* (NSW); – *Work Health and Safety Regulation 2017* (NSW); – *Environmentally Hazardous Chemicals Act 1985* (NSW); and – *Waste Avoidance and Resource Recovery Act 2001* (NSW).	Contractor
Accurate written records are to be kept such as: – Who transported the waste (company name, ABN, vehicle registration and driver details, date and time of transport, description of waste); and – Copies of waste dockets/receipts for the waste facility (date and time of delivery, name and address of the facility, it's ABN, contact person).	Contractor
All waste would be recycled if practicable or alternatively taken to a licensed waste disposal facility in accordance with its waste classification.	Contractor

Action/Phase	Responsibility
Excess spoil material should be considered for re-use to achieve a fill balance. Where possible spoil would be temporarily stored onsite or removed to an appropriate hardstand area.	Contractor
No development drainage, overflow or contaminated waste (contaminated runoff or septic) shall impact negatively on nearby waterways or drainage lines.	Contractor
Waste receptacles for recyclable and non-recyclable waste are to be provided at each construction site for workers waste.	Contractor
No batched concrete mixing plants would be established in the works areas. Any required concrete would be mixed off-site and transported to the construction area.	Contractor
The EPA is to be notified immediately of any pollution incidents or harm to the environment (as defined under Part 5.7 of the POEO Act).	Contractor
Prepare and implement an Unexpected Finds Protocol for hazards and/or contamination during construction, which would include the following procedure: – In the event of an unexpected find, all work in the immediate vicinity would cease; – Temporary barricades would be erected to isolate the area from access to the public and works; and – In the event that potential asbestos containing material is encountered, a qualified occupational hygienist and/or asbestos consultant would be contacted.	Contractor

5.2.9 Visual Amenity

Objective

- Protect the visual amenity of the locality for neighbouring land users and the local community.

Actions

Action/Phase	Responsibility
Construction	
The clearing of vegetation would be kept to the minimum required to undertake the works.	Contractor

Action/Phase	Responsibility
Construction compounds and areas for the parking of vehicles and storing of equipment would be located in cleared areas wherever possible.	Contractor
Revegetation/re-grassing of disturbed areas to be undertaken as soon as practicable.	Contractor
All waste to be removed from the works areas and the sites left in a clean and tidy condition throughout works and following completion of the works.	Contractor
Undertake general post-construction site restoration to reduce the visual impacts of the works.	Contractor

5.2.10 Utilities and Infrastructure

Objective

- Prevention / minimisation of impacts to utilities and services infrastructure during the construction works.

Actions

Action/Phase	Responsibility
Pre-construction	
Utilities and services which may be impacted by the Proposal would be accurately located following the detailed design and prior to commencement of works. This would include Dial Before you Dig searches and potholing activities.	Contractor
Utility and service providers would be consulted prior to the commencement of and during construction works in the event that impacts on any utilities and services by the Proposal are likely.	Contractor
If the scope or location of proposed utility relocation works falls outside of the assessed Proposal scope and footprint, further assessment will be undertaken	Contractor

6. Conclusion and Recommendations

UHSC and TfNSW are proposing reconstruction and upgrade works to the Scone CBD area along Kelly Street and the adjacent pedestrian footpath area, from the intersection with Kingdon Street through to the intersection with Susan Street. The aim of the Proposal is to revitalise Kelly Street, and create a fit for purpose place, to facilitate and support increased local business, pedestrian and leisure activity utilisation in the Scone CBD.

Construction works have the potential to cause short term impacts such as increased traffic, noise and vibration (particularly to older, heritage-listed buildings on Kelly Street), dust and a reduction in amenity for users of the Scone CBD. However, these impacts are anticipated to be relatively minor and temporary.

A SOHI prepared for the Proposal has concluded that there would be no significant impact to the buildings located on Kelly Street of local and State heritage significance, or to the Central Scone Heritage Conservation Area associated with the Proposal.

This REF has been prepared in accordance with 5.5 and 5.7 of the *Environmental Planning and Assessment Act* 1979 and Clause 228 of *the Environmental Planning and Assessment Regulation* 2000.

On the basis of the information presented in this REF it is concluded that:

- The proposed activity is not likely to have a significant impact on the environment and therefore an Environmental Impact Statement is not required.
- The proposed activity is not likely to significantly affect threatened species, populations, ecological communities, or critical habitat. Therefore, a Species Impact Statement (SIS) is not required.
- The proposed activity is not likely to affect any Commonwealth land, is not being carried out on Commonwealth land, or significantly affect any Matters of National Environmental Significance.

The REF has assessed the likely impacts of the Proposal and is considered adequate for the proposed activity. Accordingly, the proposed activity is recommended to proceed subject to the implementation of measures to avoid, minimise or manage environmental impacts in this REF.

Accordingly, this REF is considered to provide a true and fair assessment of the proposed activity in relation to its likely 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 proposed activity.

References

Australian Standard *AS2436-2010. Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites.*

Department of Environment, Climate Change and Water (DECCW), 2010, *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW*

Department of Energy and Climate Change (DECC), 2009, *NSW Government Interim Construction Noise Guidelines*

Department of Environment and Conservation NSW (DEC), 2006, Assessing Vibration: a technical guideline.

Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004, *NSW Government Guideline for the preparation of Environmental Management Plans.*

Department of Planning, Industry and Environment (DPIE), 2020, *eSPADE. Soil Landscapes of Central and Eastern NSW - v2.1,* NSW Office of Environment and Heritage, Sydney.

Department of Planning, Industry and Environment, 2022, *SEED Map Database,* accessed at <https://geo.seed.nsw.gov.au/Public_Viewer/index.html?viewer=Public_Viewer&locale=en-AU).

Environment Protection Authority, 2013, *Noise Guide for Local Government.*

Landcom, 2004, *Managing Urban Stormwater: Soils and Construction, 4th edition and Volume 2A Installation of Services.*

Rasmus P.L., Rose D.M. and Rose G., 1969*, Singleton 1:250 000 Geological Sheet SI/56-01, 1st edition,* Geological Survey of New South Wales, Sydney.

Roads and Maritime Services, 2016*, Construction Noise and Vibration Guideline*.

Appendix A Consideration of Clause 228

Clause 228 of the EP&A Regulation 2000 indicates, for purposes of Part 5 of the Act, the factors that must be taken into account when consideration is being given to the likely impact of an activity on the environment.

A determining authority is only required to consider the following matters where an EIS has been prepared for a Part 5 activity under the EP&A Act. However, the following information is provided to assist determining authorities in making determinations consistent with those made for an activity requiring preparation of an EIS.

The various factors and findings following environmental assessment are presented below.

(a) any environmental impact on a community,

There is the potential for some minor and short term, temporary noise, dust, waste management and traffic impacts during construction works. These impacts would be limited to the immediate vicinity of the works and are not expected to have a significant impact on the local community.

(b) any transformation of a locality,

The works would involve road and footpath upgrades within an existing road reserve area. Therefore, there would be a negligible impact on the locality overall. A minor transformation of existing developed area would result. However, this transformation is considered to have a positive impact on the locality.

(c) any environmental impact on the ecosystems of the locality,

Vegetation removal comprising planted shrubs and trees is required to facilitate the works. However, no significant impact to threatened species is anticipated. No adverse impact on the ecosystems in the locality is predicted.

(d) any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality,

Minor visual impacts are anticipated during the construction phase. Appropriate mitigation measures would be implemented to avoid a reduction in any environmental quality or value of the locality. A positive impact is anticipated post-works.

(e) any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations,

A specialist Statement of Heritage Impact assessment indicated that given the proper implementation of mitigation measures, the impact Historic Heritage is anticipated to be minor and no approvals are required prior to the commencement of works. No effects to Aboriginal Heritage have been identified associated with the Proposal.

(f) any impact on the habitat of protected animals (within the meaning of the *Biodiversity Conservation Act 2016*),

The works would be limited to an existing previously cleared area only with limited habitat potential. No significant impact to the habitat of protected species is anticipated.

(g) any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air,

No impact to threatened species is anticipated with the implementation of the recommended mitigation measures during construction works.

(h) any long-term effects on the environment,

No effects identified.

(i) any degradation of the quality of the environment,

There would be temporary and minor degradation of the quality of the environment during the works which would involve excavation works. The works would result in some short-term impacts including traffic, noise and dust during the construction period. Control measures to minimise these impacts would be implemented during construction as part of the contractor's Construction Environmental Management Plan (CEMP).

(j) any risk to the safety of the environment,

None identified.

(k) any reduction in the range of beneficial uses of the environment,

None identified.

(l) any pollution of the environment,

There is the potential for some minor and temporary noise and air pollution during the proposal works. With the implementation of appropriate mitigation measures during construction works there would be no long term or significant pollution of the environment.

(m) any environmental problems associated with the disposal of waste,

All construction waste would be taken off site for disposal at a licensed recycling facility or waste facility in line with EPA requirements. The Contractor would prepare a Waste Management Plan to ensure waste is managed appropriately during works, so as not to cause off-site impacts.

(n) any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply,

None identified.

(o) any cumulative environmental effect with other existing or likely future activities,

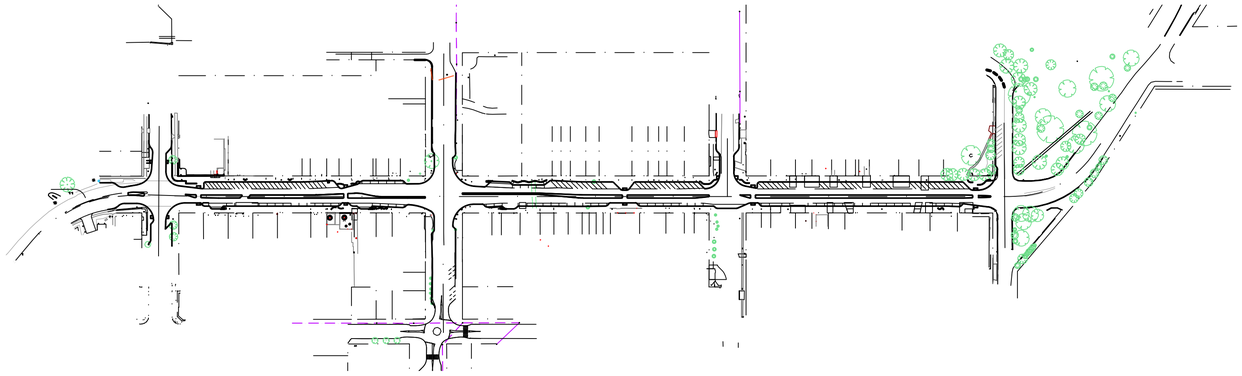
None identified.

(p) any impact on coastal processes and coastal hazards, including those under projected climate change conditions.

The Proposal site is not located in the Coastal Zone.

Appendix B Designs

KELLY STREET REVITALISATION PROJECT
SCONE NSW 2337
CONCEPT DESIGN - 100%



DRAWING STATUS	
FOR CONCEPT	☑
FOR TENDER	☐
FOR INFORMATION	☐
FOR APPROVAL	☐
FOR CONSTRUCTION	☐

LOCALITY PLAN

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A1 SHEET

DRAWING SCHEDULE: KELLY STREET REDEVELOPMENT

DWG No	DRAWING TITLE	REV	DATE
-	COVER SHEET	-	-
18-130-CD00.10	INDEX PLAN	CD10	24/12/21
18-130-CD02.10	DETAILED ROAD PLAN SHEET 1	CD6	24/12/21
18-130-CD02.20	DETAILED ROAD PLAN SHEET 2	CD6	24/12/21
18-130-CD02.30	DETAILED ROAD PLAN SHEET 3	CD6	24/12/21
18-130-CD02.40	DETAILED ROAD PLAN SHEET 4	CD6	24/12/21
18-130-CD02.50	DETAILED ROAD PLAN SHEET 5	CD6	24/12/21
18-130-CD03.01	KELLY ST CONTROL LINE LONG SECTION - WEST 1 SHEET 1 OF 3	CD2	24/12/21
18-130-CD03.02	KELLY ST CONTROL LINE LONG SECTION - WEST A1 SHEET 2 OF 3	CD2	24/12/21
18-130-CD03.03	KELLY ST CONTROL LINE LONG SECTION - WEST A2 SHEET 3 OF 3	CD2	24/12/21
18-130-CD03.04	KELLY ST CONTROL LINE LONG SECTION - EAST 1 SHEET 1 OF 3	CD2	24/12/21
18-130-CD03.05	KELLY ST CONTROL LINE LONG SECTION - EAST A1 SHEET 2 OF 3	CD2	24/12/21
18-130-CD03.06	KELLY ST CONTROL LINE LONG SECTION - EAST A2 SHEET 3 OF 3	CD2	24/12/21
18-130-CD03.07	MEDIAN DETAIL TYPICAL SECTION SHEET 1	CD2	24/12/21
18-130-CD03.10	KELLY ST LONG SECTION - CENTRELINE SHEET 1 OF 3	CD2	24/12/21
18-130-CD03.11	KELLY ST LONG SECTION - CENTRELINE SHEET 2 OF 3	CD2	24/12/21
18-130-CD03.12	KELLY ST LONG SECTION - CENTRELINE SHEET 3 OF 3	CD2	24/12/21
18-130-CD03.13	KELLY ST LONG SECTION - GUTTER LIP BLOCK 1 EAST	CD3	24/12/21
18-130-CD03.14	KELLY ST LONG SECTION - GUTTER LIP BLOCK 2 EAST SHEET 1 OF 2	CD3	24/12/21
18-130-CD03.15	KELLY ST LONG SECTION - GUTTER LIP BLOCK 2 EAST SHEET 2 OF 2	CD3	24/12/21
18-130-CD03.16	KELLY ST LONG SECTION - GUTTER LIP BLOCK 1 WEST	CD3	24/12/21
18-130-CD03.17	KELLY ST LONG SECTION - GUTTER LIP BLOCK 2 WEST	CD3	24/12/21
18-130-CD03.18	KELLY ST LONG SECTION - GUTTER LIP BLOCK 3 WEST	CD3	24/12/21
18-130-CD03.20	KELLY ST LONG SECTION - GUTTER LIP BLOCK KELLY SOUTH - KINGDON EAST	CD2	24/12/21
18-130-CD03.21	KELLY ST LONG SECTION - GUTTER LIP BLOCK KELLY SOUTH - KINGDON WEST	CD2	24/12/21
18-130-CD03.22	KINGDON ST LONG SECTION - CENTRELINE	CD1	24/12/21
18-130-CD03.23	LIVERPOOL ST LONG SECTION - CENTRELINE	CD1	24/12/21
18-130-CD03.24	ST AUBINS ST LONG SECTION - CENTRELINE	CD1	24/12/21
18-130-CD03.30	KELLY ST TIE IN - SOUTH AT KINGDON ST	CD2	24/12/21
18-130-CD03.40	KELLY ST TIE IN - NORTH AT SUSAN STREET	CD2	24/12/21
18-130-CD04.01	KELLY ST CROSS SECTIONS SHEET 1	CD5	24/12/21
18-130-CD04.02	KELLY ST CROSS SECTIONS SHEET 2	CD5	24/12/21
18-130-CD04.03	KELLY ST CROSS SECTIONS SHEET 3	CD5	24/12/21
18-130-CD04.04	KELLY ST CROSS SECTIONS SHEET 4	CD5	24/12/21
18-130-CD04.05	KELLY ST CROSS SECTIONS SHEET 5	CD5	24/12/21
18-130-CD04.06	KELLY ST CROSS SECTIONS SHEET 6	CD5	24/12/21
18-130-CD04.07	KELLY ST CROSS SECTIONS SHEET 7	CD5	24/12/21
18-130-CD04.08	KELLY ST CROSS SECTIONS SHEET 8	CD5	24/12/21
18-130-CD04.09	KINGDON STREET - EAST CROSS SECTIONS SHEET 1	CD1	24/12/21
18-130-CD04.10	KINGDON STREET - WEST CROSS SECTIONS SHEET 1	CD1	24/12/21
18-130-CD04.11	KINGDON STREET - WEST CROSS SECTIONS SHEET 2	CD1	24/12/21
18-130-CD04.12	LIVERPOOL STREET - EAST CROSS SECTIONS SHEET 1	CD1	24/12/21
18-130-CD04.13	LIVERPOOL STREET - WEST CROSS SECTIONS SHEET 1	CD1	24/12/21
18-130-CD04.14	LIVERPOOL STREET - WEST CROSS SECTIONS SHEET 2	CD1	24/12/21
18-130-CD04.15	LIVERPOOL STREET - WEST CROSS SECTIONS SHEET 1	CD1	24/12/21
18-130-CD05.10	STORMWATER MANAGEMENT PLAN SHEET 1	CD4	24/12/21
18-130-CD05.20	STORMWATER MANAGEMENT PLAN SHEET 2	CD4	24/12/21
18-130-CD05.30	STORMWATER MANAGEMENT PLAN SHEET 3	CD4	24/12/21
18-130-CD05.40	STORMWATER MANAGEMENT PLAN SHEET 4	CD4	24/12/21
18-130-CD05.50	STORMWATER MANAGEMENT PLAN SHEET 5	CD4	24/12/21
18-130-CD05.60	STORMWATER MANAGEMENT PLAN SHEET 6	CD4	24/12/21
18-130-CD05.70	STORMWATER MANAGEMENT PLAN SHEET 7	CD4	24/12/21

DRAWING SCHEDULE: KELLY STREET REDEVELOPMENT

DWG No	DRAWING TITLE	REV	DATE
18-130-CD05.75	STORMWATER EXISTING PIPE LONG SECTIONS SHEET 1	CD3	24/12/21
18-130-CD05.76	STORMWATER EXISTING PIPE LONG SECTIONS SHEET 2	CD3	24/12/21
18-130-CD05.77	STORMWATER EXISTING PIPE LONG SECTIONS SHEET 3	CD3	24/12/21
18-130-CD05.78	STORMWATER NEW PIPE LONG SECTIONS SHEET 1	CD3	24/12/21
18-130-CD05.79	STORMWATER NEW PIPE LONG SECTIONS SHEET 2	CD3	24/12/21
18-130-CD05.80	STORMWATER NEW PIPE LONG SECTIONS SHEET 3	CD3	24/12/21
18-130-CD05.81	STORMWATER NEW PIPE LONG SECTIONS SHEET 4	CD3	24/12/21
18-130-CD05.82	STORMWATERDETAILS SHEET 1	CD1	24/12/21
18-130-CD05.83	STORMWATERDETAILS SHEET 2	CD1	24/12/21
18-130-CD05.90	PIT SCHEDULE SHEET 1	CD1	24/12/21
18-130-CD05.91	PIT SCHEDULE SHEET 2	CD1	24/12/21
18-130-CD06.11	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 1	CD1	24/12/21
18-130-CD06.12	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 2	CD1	24/12/21
18-130-CD06.13	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 3	CD1	24/12/21
18-130-CD06.14	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 4	CD1	24/12/21
18-130-CD06.15	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 5	CD1	24/12/21
18-130-CD06.16	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 6	CD1	24/12/21
18-130-CD06.17	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 7	CD1	24/12/21
18-130-CD06.18	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 8	CD1	24/12/21
18-130-CD06.19	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 9	CD1	24/12/21
18-130-CD06.20	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 10	CD1	24/12/21
18-130-CD06.21	FOOTPATH STORMWATER MANAGEMENT PLAN SHEET 11	CD1	24/12/21
18-130-CD06.30	FOOTPATH STORMWATER TYPICAL DETAILS SHEET 1	CD1	24/12/21
18-130-CD07.10	DEPTH RANGE PLAN SHEET 1	CD7	24/12/21
18-130-CD07.20	DEPTH RANGE PLAN SHEET 2	CD7	24/12/21
18-130-CD07.30	DEPTH RANGE PLAN SHEET 3	CD7	24/12/21
18-130-CD07.40	DEPTH RANGE PLAN SHEET 4	CD7	24/12/21
18-130-CD07.50	DEPTH RANGE PLAN SHEET 5	CD7	24/12/21
18-130-CD07.60	DEPTH RANGE PLAN SHEET 6	CD1	24/12/21
18-130-CD07.70	DEPTH RANGE PLAN SHEET 7	CD1	24/12/21
18-130-CD08.10	EXISTING SLAB JOINT PLAN SHEET 1	CD3	24/12/21
18-130-CD08.20	EXISTING SLAB JOINT PLAN SHEET 2	CD3	24/12/21
18-130-CD08.30	EXISTING SLAB JOINT PLAN SHEET 3	CD3	24/12/21
18-130-CD08.40	EXISTING SLAB JOINT PLAN SHEET 4	CD3	24/12/21
18-130-CD08.50	EXISTING SLAB JOINT PLAN SHEET 5	CD3	24/12/21
18-130-CD09.10	TRAFFIC CONTROL SHEET 1	CD4	24/12/21
18-130-CD09.15	TRAFFIC CONTROL SHEET 2 - EX SLAB JOINTS	CD4	24/12/21
18-130-CD09.21	TRAFFIC CONTROL PHASE 1	CD2	22/06/21
18-130-CD09.22	TRAFFIC CONTROL PHASE 2	CD2	22/06/21
18-130-CD09.23	TRAFFIC CONTROL PHASE 3	CD2	22/06/21
18-130-CD09.24	TRAFFIC CONTROL PHASE 4	CD2	22/06/21
18-130-CD09.30	TRAFFIC CONTROL ALTERNATIVE TYPE 1	CD1	05/08/21
18-130-CD09.31	TRAFFIC CONTROL ALTERNATIVE TYPE 2	CD1	05/08/21
18-130-CD09.32	TRAFFIC CONTROL ALTERNATIVE TYPE 3	CD1	05/08/21
18-130-CD09.33	TRAFFIC CONTROL ALTERNATIVE TYPE 4	CD1	17/08/21

DRAWING SCHEDULE: KELLY STREET REDEVELOPMENT

DWG No	DRAWING TITLE	REV	
18-130-CD10.10	TURNING TEMPLATE - KELLY - KINGDON PATH A SHEET 1	CD3	24/12/21
18-130-CD10.11	TURNING TEMPLATE - KELLY - KINGDON PATH B SHEET 2	CD2	24/12/21
18-130-CD10.12	TURNING TEMPLATE - KELLY - KINGDON PATH C SHEET 3	CD2	24/12/21
18-130-CD10.13	TURNING TEMPLATE - KELLY - KINGDON PATH D SHEET 4	CD2	24/12/21
18-130-CD10.20	TURNING TEMPLATE - KELLY - KINGDON PATH A SHEET 5	CD3	24/12/21
18-130-CD10.30	TURNING TEMPLATE - U-TURN ST AUBINS- KELLY SHEET 1	CD3	24/12/21
18-130-CD10.40	TURNING TEMPLATE - ST AUBINS - KELLY PATH A SHEET 1	CD3	24/12/21
18-130-CD10.41	TURNING TEMPLATE - ST AUBINS - KELLY PATH B SHEET 2	CD1	24/12/21
18-130-CD10.42	TURNING TEMPLATE - ST AUBINS - KELLY PATH C SHEET 3	CD1	24/12/21
18-130-CD10.43	TURNING TEMPLATE - ST AUBINS - KELLY PATH D SHEET 4	CD1	24/12/21
18-130-CD10.50	TURNING TEMPLATE - ST AUBINS - KELLY PATH E SHEET 5	CD3	24/12/21
18-130-CD10.60	TURNING TEMPLATE - SUSAN - KELLY PATH A SHEET 1	CD2	22/06/21
18-130-CD10.70	TURNING TEMPLATE - SUSAN - KELLY PATH B SHEET 2	CD3	24/12/21
18-130-CD10.80	TURNING TEMPLATE - NUTRIENT - PATH A SHEET 1	CD1	24/12/21
18-130-CD12.10	PROPOSED ROUNDABOUT KINGDON ST AND KELLY ST SHEET 1	CD2	24/12/21
18-130-CD12.20	PROPOSED ROUNDABOUT SUSAN ST AND KELLY ST SHEET 1	CD2	24/12/21

DRAWING STATUS

- FOR CONCEPT ☑
- FOR TENDER ☐
- FOR INFORMATION ☐
- FOR APPROVAL ☐
- FOR CONSTRUCTION ☐

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD7	CONCEPT DESIGN	16/08/2021	CA				
CD6	CONCEPT DESIGN	09/08/2021	CA				
CD5	CONCEPT DESIGN	02/08/2021	CA				
CD4	CONCEPT DESIGN	16/06/2021	CA				
CD3	CONCEPT DESIGN	11/06/2021	CH	CD10	CONCEPT DESIGN	24/12/2021	CA
CD2	CONCEPT DESIGN	01/06/2021	CH	CD9	CONCEPT DESIGN	03/11/2021	CA
CD1	CONCEPT DESIGN	14/05/2021	CH	CD8	CONCEPT DESIGN	17/08/2021	CA

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Civil & Structural Consulting Engineers
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Tel (02) 6545 2800
Email rhmce@rhmce.com.au
www.rhmce.com.au
ABN 82 153 018 800

INDEX PLAN

Scale
Horizontal:

CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date MAY 21

Approved on behalf of RHM Consulting Engineers

Project Engineer/Director Date

Drawing No: Rev

18-130- CD00.10 CD10

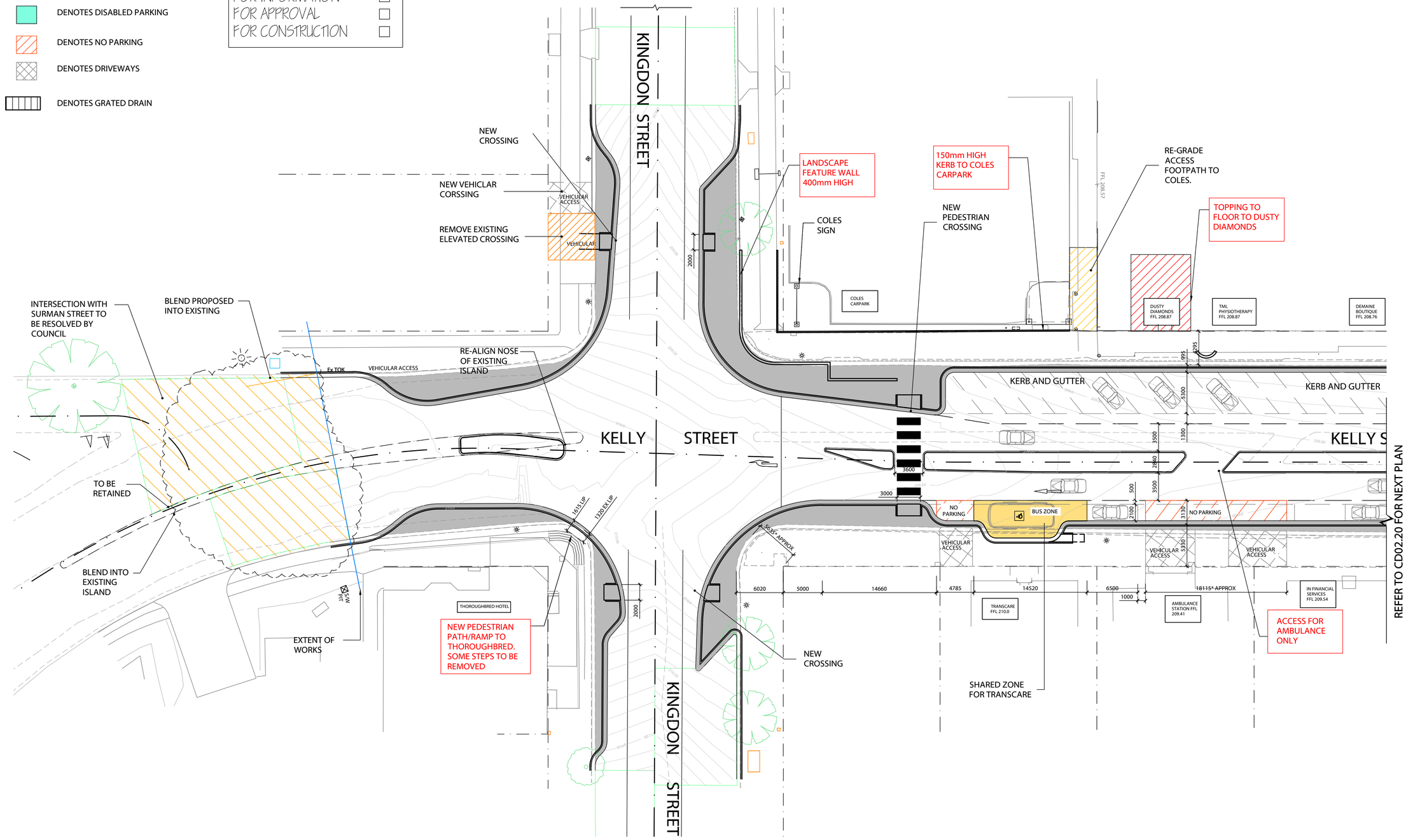
A1 SHEET

DRAWING STATUS

FOR CONCEPT	☑
FOR TENDER	☐
FOR INFORMATION	☐
FOR APPROVAL	☐
FOR CONSTRUCTION	☐

LEGEND

- DENOTES BUS STOP
- DENOTES DISABLED PARKING
- DENOTES NO PARKING
- DENOTES DRIVEWAYS
- DENOTES GRATED DRAIN



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD6	CONCEPT DESIGN	24/12/21	CA				
CD5	CONCEPT DESIGN	03/11/21	CA				
CD4	CONCEPT DESIGN	22/06/21	CA				
CD3	CONCEPT DESIGN	11/06/21	CH				
CD2	CONCEPT DESIGN	01/06/21	CH				
CD1	CONCEPT DESIGN	14/05/21	CH				

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DETAILED ROAD PLAN SHEET 1

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD02.10	CD6

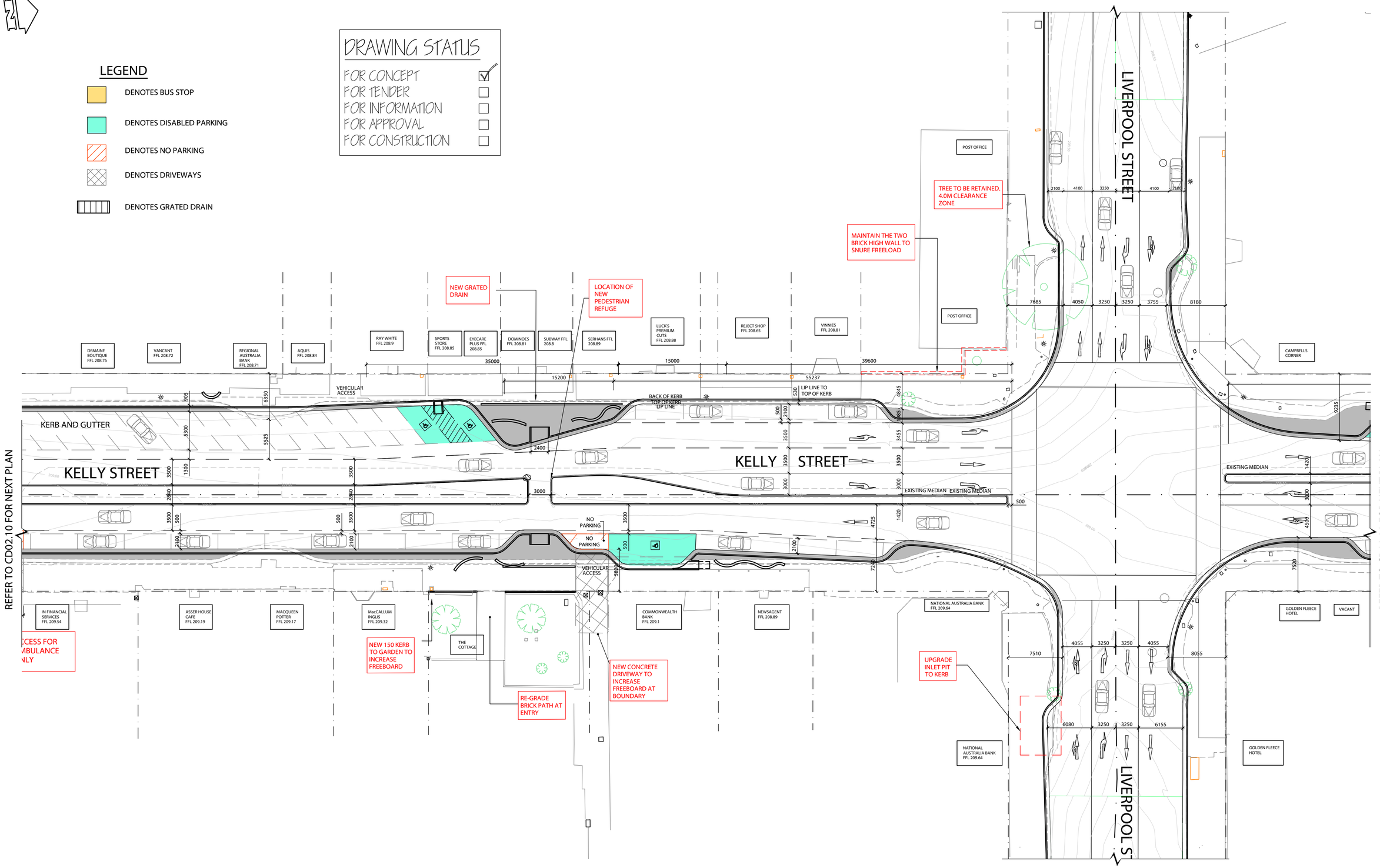
A1 SHEET

LEGEND

- DENOTES BUS STOP
- DENOTES DISABLED PARKING
- DENOTES NO PARKING
- DENOTES DRIVEWAYS
- DENOTES GRATED DRAIN

DRAWING STATUS

FOR CONCEPT	☑
FOR TENDER	☐
FOR INFORMATION	☐
FOR APPROVAL	☐
FOR CONSTRUCTION	☐



REV	DESCRIPTION	DATE	BY
CD6	CONCEPT DESIGN	24/12/21	CA
CD5	CONCEPT DESIGN	03/11/21	CA
CD4	CONCEPT DESIGN	22/06/21	CA
CD3	CONCEPT DESIGN	11/06/21	CH
CD2	CONCEPT DESIGN	01/06/21	CH
CD1	CONCEPT DESIGN	14/05/21	CH

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DETAILED ROAD PLAN SHEET 2

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD02.20 CD6

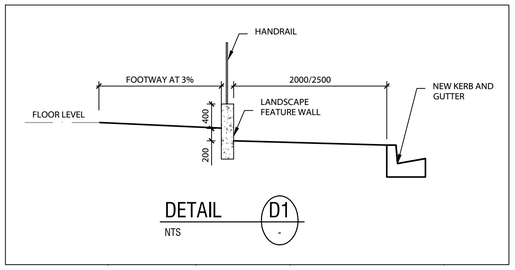
A1 SHEET

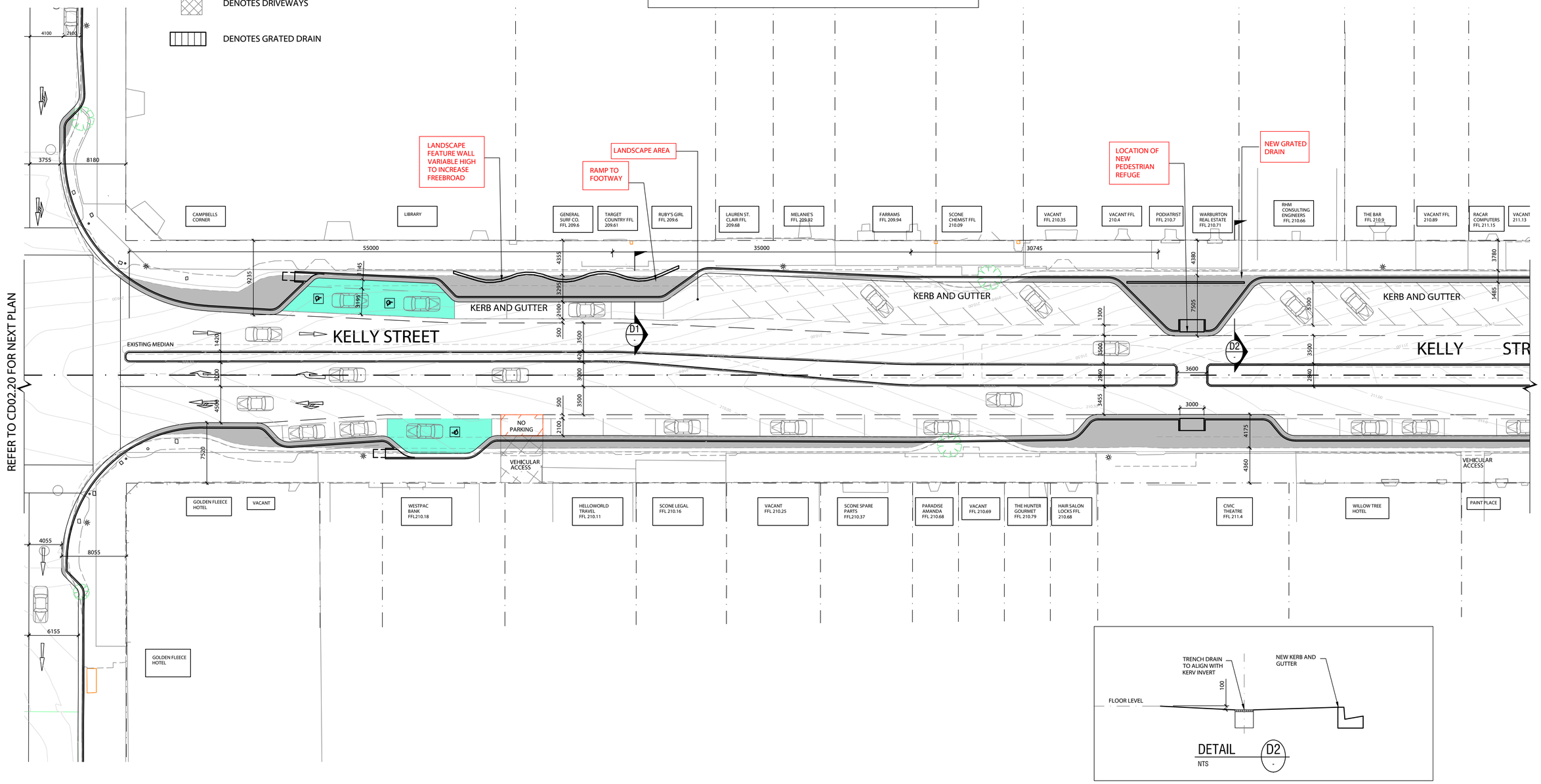
LEGEND

- DENOTES BUS STOP
- DENOTES DISABLED PARKING
- DENOTES NO PARKING
- DENOTES DRIVEWAYS
- DENOTES GRATED DRAIN

DRAWING STATUS

FOR CONCEPT	☑
FOR TENDER	☐
FOR INFORMATION	☐
FOR APPROVAL	☐
FOR CONSTRUCTION	☐





REV	DESCRIPTION	DATE	BY
CD6	CONCEPT DESIGN	24/12/21	CA
CD5	CONCEPT DESIGN	03/11/21	CA
CD4	CONCEPT DESIGN	22/06/21	CA
CD3	CONCEPT DESIGN	11/06/21	CH
CD2	CONCEPT DESIGN	01/06/21	CH
CD1	CONCEPT DESIGN	14/05/21	CH

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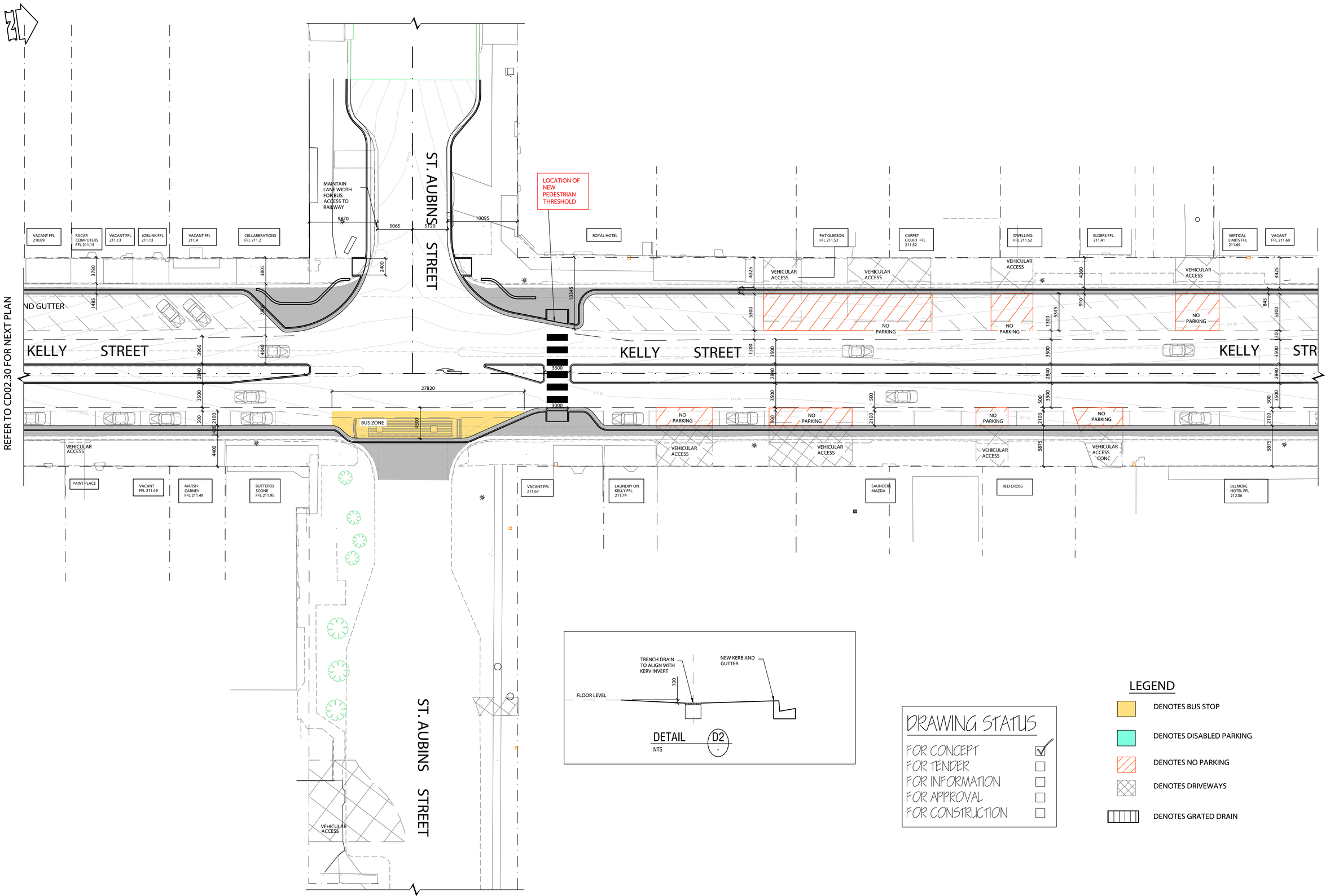
DETAILED ROAD PLAN
SHEET 3

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD02.30 CD6

A1 SHEET



REFER TO CD02.30 FOR NEXT PLAN

REFER TO CD02.50 FOR NEXT PLAN

DRAWING STATUS

- FOR CONCEPT ☑
- FOR TENDER ☐
- FOR INFORMATION ☐
- FOR APPROVAL ☐
- FOR CONSTRUCTION ☐

LEGEND

- DENOTES BUS STOP
- DENOTES DISABLED PARKING
- DENOTES NO PARKING
- DENOTES DRIVEWAYS
- DENOTES GRATED DRAIN

REV	DESCRIPTION	DATE	BY
CD6	CONCEPT DESIGN	24/12/21	CA
CD5	CONCEPT DESIGN	03/11/21	CA
CD4	CONCEPT DESIGN	22/06/21	CA
CD3	CONCEPT DESIGN	11/06/21	CH
CD2	CONCEPT DESIGN	01/06/21	CH
CD1	CONCEPT DESIGN	14/05/21	CH

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DETAILED ROAD PLAN
SHEET 4

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD02.40	CD6

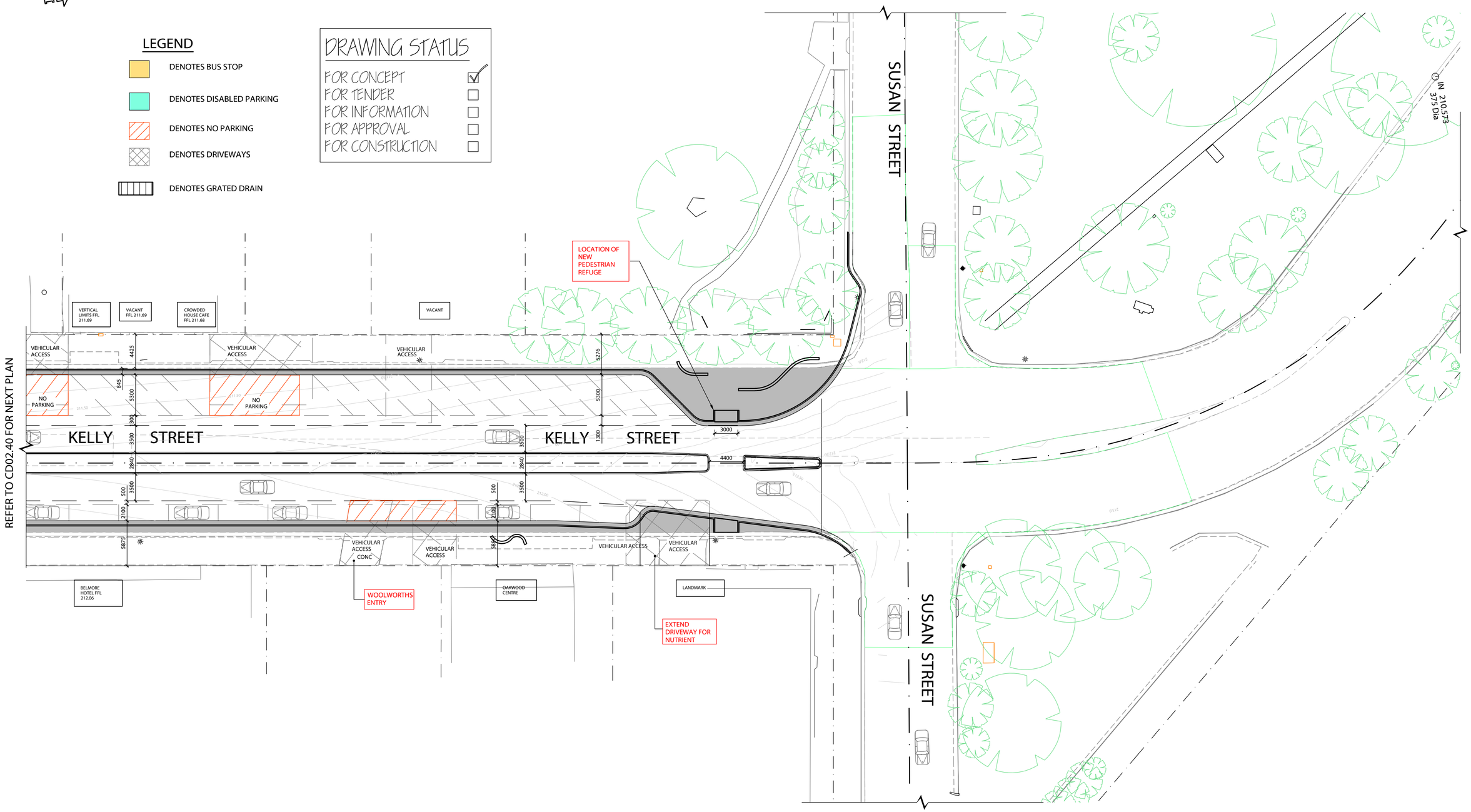
A1 SHEET

LEGEND

- DENOTES BUS STOP
- DENOTES DISABLED PARKING
- DENOTES NO PARKING
- DENOTES DRIVEWAYS
- DENOTES GRATED DRAIN

DRAWING STATUS

FOR CONCEPT	☑
FOR TENDER	☐
FOR INFORMATION	☐
FOR APPROVAL	☐
FOR CONSTRUCTION	☐



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD6	CONCEPT DESIGN	24/12/21	CA				
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DETAILED ROAD PLAN SHEET 5

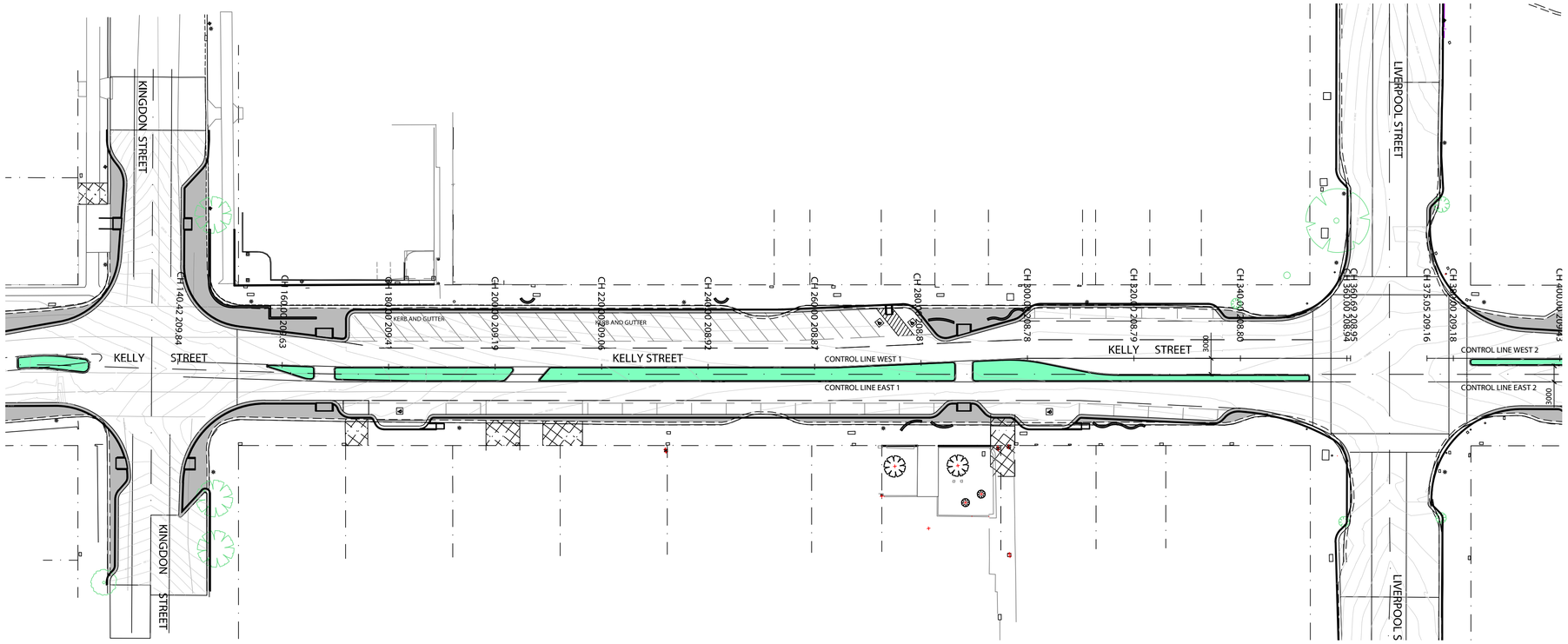
Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

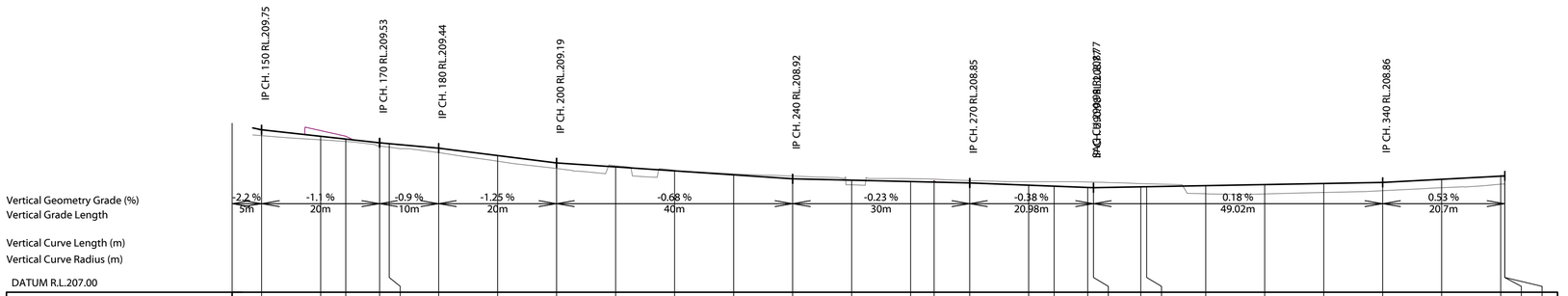
CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CH	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD02.50 CD6

A1 SHEET

REFER TO CD03.07
FOR LOCATION OF
CONTROL LINE





Vertical Geometry Grade (%)	-2.2 %	-1.1 %	-0.9 %	-1.25 %	-0.68 %	-0.23 %	-0.38 %	0.18 %	0.53 %
Vertical Grade Length	5m	20m	10m	20m	40m	30m	20.98m	49.02m	20.7m

Vertical Curve Length (m)
Vertical Curve Radius (m)
DATUM R.L.207.00

CHAINAGE BLOCK B1 CONTROL WEST	145	150	160	164.26	170	171.62	180	190	200	210	220	230	240	250	260	263.98
CUT/FILL DEPTH	0.171	0.099	0.059	0.04	0.059	0.059	0.076	0.096	0.094	-0.02	-0.01	-0.015	-0.046	0.078	-0.05	-0.051
DESIGN LEVELS ON BLOCK B1 CONTROL WEST	209.86	209.75	209.64	209.593	209.53	209.515	209.44	209.315	209.19	209.123	209.055	208.987	208.92	208.897	208.873	208.864
EXISTING SURFACE ON CENTRELINE	209.69	209.65	209.58	209.55	209.47	209.46	209.36	209.22	209.1	209.14	209.06	209	208.97	208.82	208.92	208.92

CHAINAGE BLOCK B1 CONTROL WEST	270	280	284.31	290	290.98	299.01	300	310	320	330	340	350	360	360.69	360.7
CUT/FILL DEPTH	-0.041	-0.061	-0.077	-0.092	-0.094	-0.054	-0.05	0.137	0.158	0.151	0.141	0.143	0.137	0.136	
DESIGN LEVELS ON BLOCK B1 CONTROL WEST	208.85	208.812	208.795	208.774	208.77	208.785	208.787	208.805	208.823	208.842	208.86	208.913	208.966	208.97	208.97
EXISTING SURFACE ON CENTRELINE	208.89	208.87	208.87	208.87	208.86	208.84	208.84	208.67	208.67	208.69	208.72	208.77	208.83	208.83	

LONGSECTION CONTROL LINE 1 West Kerb

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

UPPER HUNTER SHIRE COUNCIL
130 LIVERPOOL STREET
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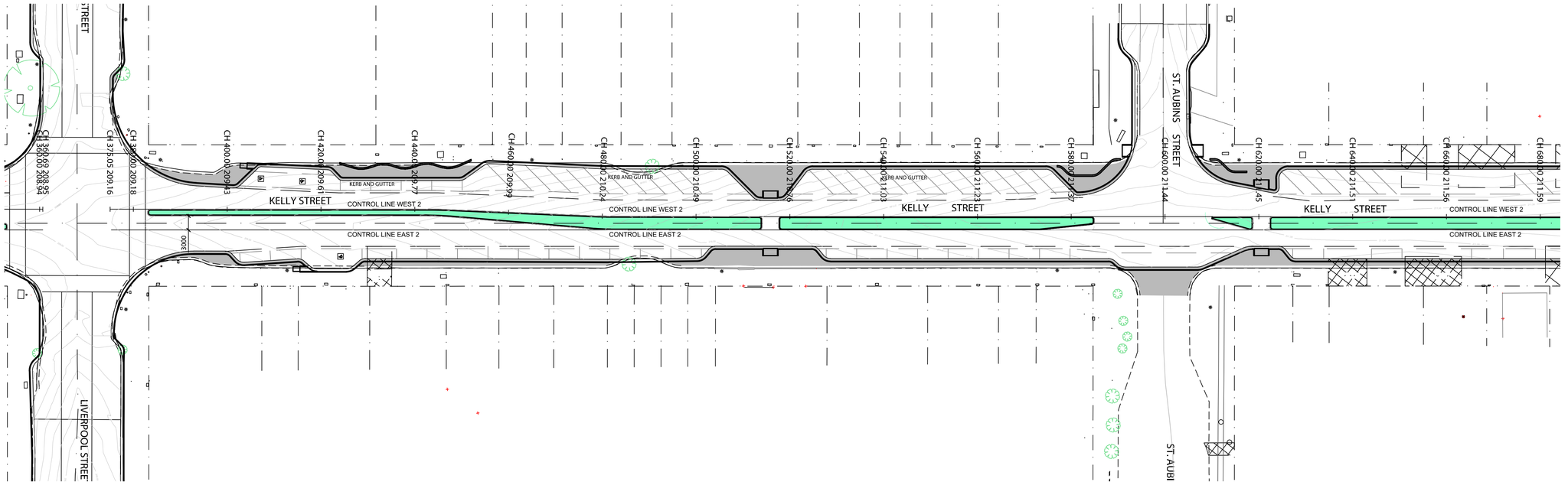
KELLY STREET REVITALISATION
PROJECT
SCONE NSW 2337

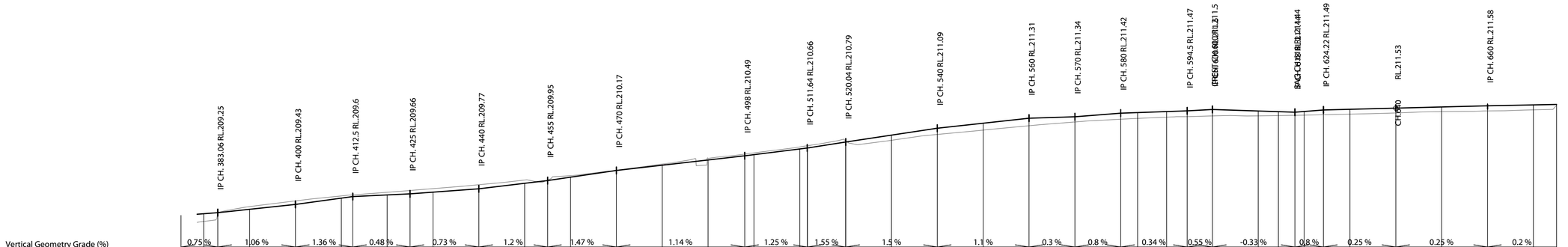
RHM Consulting Engineers
Civil & Structural Consulting Engineers
137 Kelly Street, Scone NSW
Tel (02) 6545 2800
Email rhmce@rhmce.com.au www.rhmce.com.au
ABN 82 153 018 800

LONG SECTIONS
CONTROL LINE WEST 1
SHEET 1 OF 3

Scale
Horizontal: 0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical: 0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JUNE 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD03.01 CD2





A1 SHEET

REFER TO CD03.07
FOR LOCATION OF
CONTROL LINE

Vertical Geometry Grade (%)
Vertical Grade Length

Vertical Geometry Grade (%)	0.75 %	1.06 %	1.36 %	0.48 %	0.73 %	1.2 %	1.47 %	1.14 %	1.25 %	1.55 %	1.5 %	1.1 %	0.3 %	0.8 %	0.34 %	0.55 %	-0.33 %	0.8 %	0.25 %	0.25 %	0.2 %
Vertical Grade Length	8.01m	16.94m	12.5m	12.5m	15m	15m	15m	28m	13.64m	8.4m	19.96m	20m	10m	10m	14.5m	5.5m	18m	6.22m	15.78m	20m	20m

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.207.00

DATUM R.L.207.00															
CUT/FILL DEPTH	0.202	0.168	-0.009	-0.059	-0.076	-0.048	-0.037	-0.059	-0.074	-0.077	-0.089	-0.072	-0.011	-0.032	-0
DESIGN LEVELS ON BLOCK B2 CONTROL WEST	209.19	209.227	209.25	209.324	209.43	209.566	209.6	209.636	209.66	209.697	209.77	209.89	209.95	210.023	210.17
EXISTING SURFACE ON CENTRELINE	208.99	209.06	209.26	209.38	209.51	209.61	209.64	209.7	209.73	209.77	209.86	209.96	209.96	210.05	210.17
CHAINAGE BLOCK B2 CONTROL WEST	375.05	380	383.06	390	400	410	412.5	420	425	430	440	450	455	460	470

DATUM R.L.207.00															
CUT/FILL DEPTH	-0.026	-0.035	-0.036	-0.037	-0.044	-0.049	-0.049	-0.027	-0.023	0.111	0.134	0.149	0.165	0.112	0.133
DESIGN LEVELS ON BLOCK B2 CONTROL WEST	210.284	210.399	210.49	210.515	210.64	210.66	210.66	210.789	210.79	210.94	211.09	211.2	211.31	211.34	211.42
EXISTING SURFACE ON CENTRELINE	210.31	210.43	210.53	210.55	210.68	210.71	210.71	210.82	210.81	210.83	210.96	211.05	211.15	211.23	211.29
CHAINAGE BLOCK B2 CONTROL WEST	480	490	498	500	510	511.64	511.66	520	520.04	530	540	550	560	570	580

DATUM R.L.207.00															
CUT/FILL DEPTH	0.127	0.122	0.128	0.14	0.106	0.085	0.071	0.08	0.105	0.107	0.106	0.102	0.111	0.107	0.022
DESIGN LEVELS ON BLOCK B2 CONTROL WEST	211.433	211.454	211.47	211.5	211.467	211.452	211.44	211.456	211.49	211.505	211.53	211.555	211.58	211.6	211.61
EXISTING SURFACE ON CENTRELINE	211.31	211.33	211.34	211.36	211.36	211.37	211.37	211.38	211.38	211.4	211.42	211.45	211.47	211.49	211.59
CHAINAGE BLOCK B2 CONTROL WEST	583.68	590	594.5	600	610	614.39	618	620	624.22	630	640	650	660	670	675.05

LONGSECTION CONTROL LINE A1 West Kerb

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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ABN 82 153 018 800

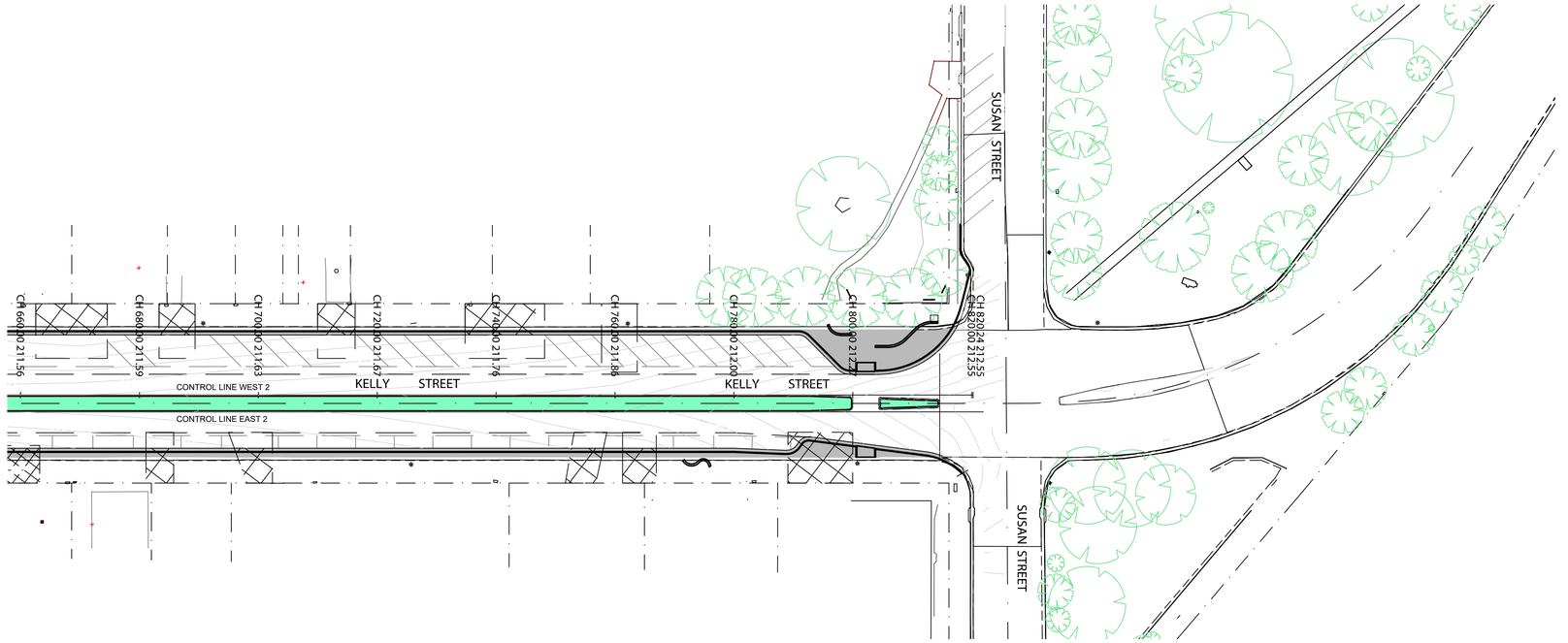
LONG SECTIONS
CONTROL LINE WEST 2
SHEET 2 OF 3

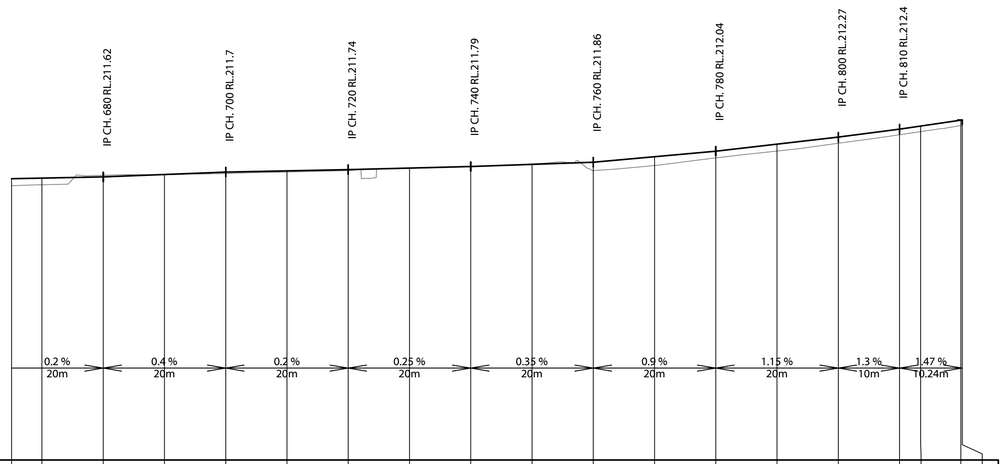
Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JUNE 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: 18-130- CD03.02
Rev CD2

A1 SHEET

REFER TO CD03.07
FOR LOCATION OF
CONTROL LINE





Vertical Geometry Grade (%)
Vertical Grade Length

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.207.00

			0.2 %		0.4 %		0.2 %		0.25 %		0.35 %		0.9 %		1.15 %		1.3 %	1.47 %							
			20m		20m		20m		20m		20m		20m		20m		10m	10.24m							
CUT/FILL DEPTH	0.113	0.107	-0.027	0.005	0.025	0.02	0.016	0.008	0.001	-0.008	0.137	0.143	0.11	0.113	0.1	0.092	0.092	0.09	0.09						
DESIGN LEVELS ON BLOCK B2 CONTROL WEST	211.59	211.6	211.62	211.66	211.7	211.72	211.74	211.765	211.79	211.825	211.86	211.95	212.04	212.155	212.27	212.4	212.451	212.547	212.55						
EXISTING SURFACE ON CENTRELINE	211.48	211.49	211.65	211.65	211.68	211.7	211.72	211.76	211.79	211.83	211.72	211.81	211.93	212.04	212.17	212.31	212.36	212.46	212.46						
CHAINAGE BLOCK B2 CONTROL WEST	665.05	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	813.44	820	820.24						

LONGSECTION CONTROL LINE A2 West Kerb

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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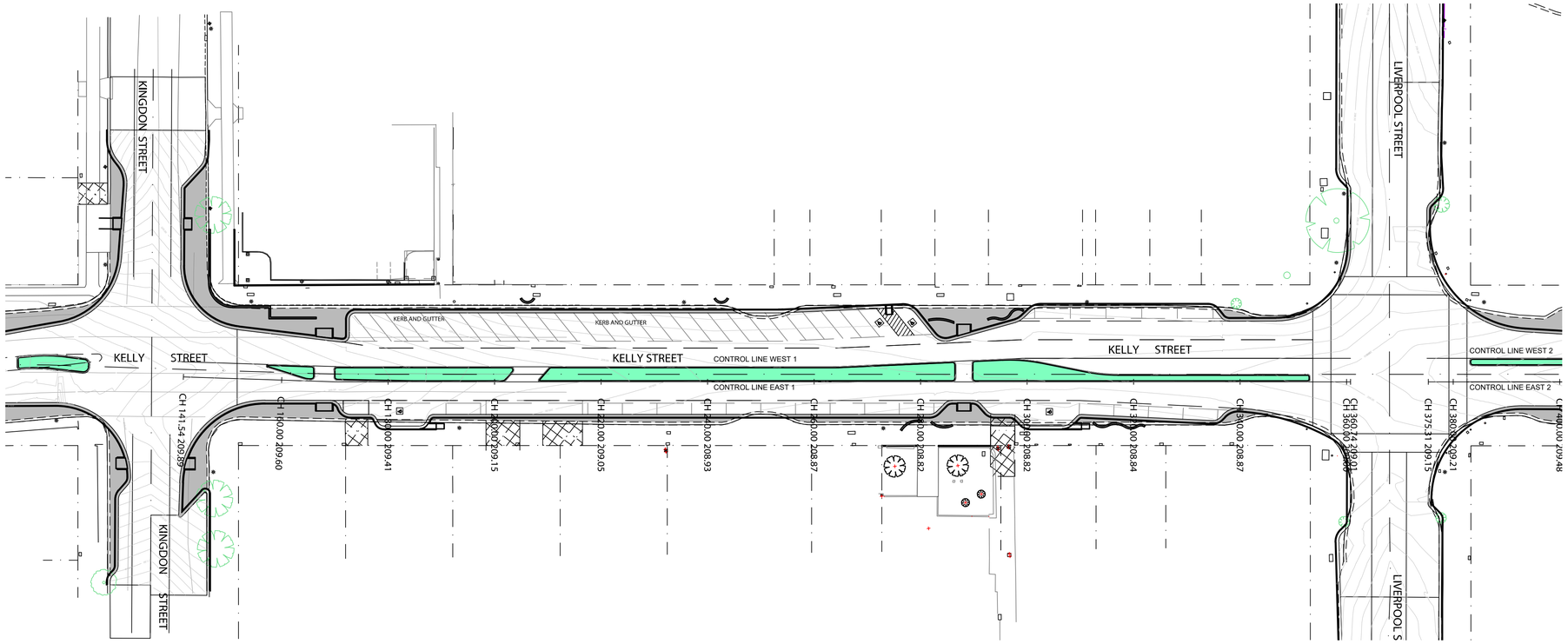
LONG SECTIONS
CONTROL LINE WEST 2
SHEET 3 OF 3

Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD03.03 CD2	



REFER TO CD03.07
FOR LOCATION OF
CONTROL LINE

CHAINAGE BLOCK B1 CONTROL EAST	CUT/FILL DEPTH	DESIGN LEVELS ON BLOCK B1 CONTROL EAST	EXISTING SURFACE ON CENTRELINE
145	0.112	209.87	209.76
150	0.034	209.75	209.72
160	-0.003	209.62	209.62
164.4	0.019	209.6	209.58
170	0.041	209.564	209.52
170.49	0.044	209.561	209.52
170.61	0.045	209.56	209.52
180	0.065	209.46	209.4
190	0.06	209.305	209.25
200	0.031	209.15	209.12
201.33	0.042	209.146	209.1
210	0.098	209.12	209.02
220	0.144	209.09	208.95
230	0.122	209.015	208.89
240	0.089	208.94	208.85
250	0.103	208.927	208.82
260	0.107	208.913	208.81
270	0.123	208.9	208.78
280	0.13	208.885	208.75
284.44	0.13	208.878	208.75
290	0.131	208.87	208.74
291.84	0.128	208.867	208.74
300	0.131	208.855	208.72
310	0.129	208.84	208.71
320	0.146	208.857	208.71
330	0.134	208.873	208.74
340	0.119	208.89	208.77
350	0.123	208.953	208.83
360	0.11	209.015	208.91
360.74	0.111	209.02	208.91
360.74		209.02	

LONGSECTION CONTROL LINE 1 East Kerb

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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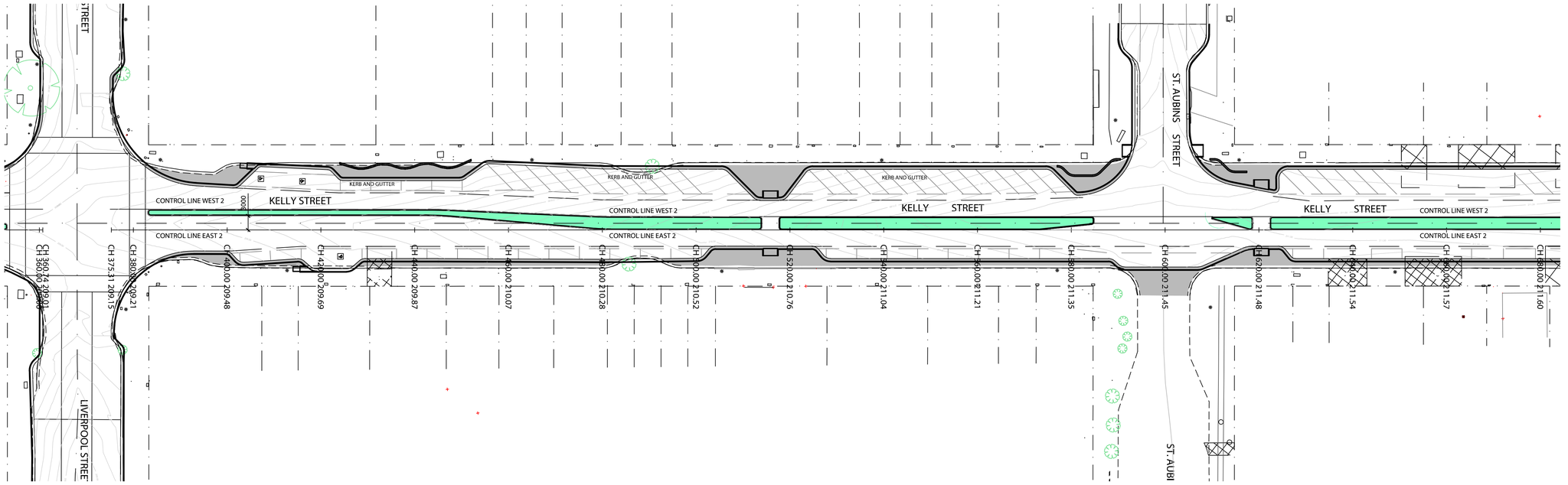
ABN 82 153 018 800

LONG SECTIONS
CONTROL LINE EAST 1
SHEET 1 OF 3

Scale
Horizontal: 0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical: 0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JUNE 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: 18-130- CD03.04
Rev CD2



REFER TO CD03.07
FOR LOCATION OF
CONTROL LINE

CUT/FILL DEPTH	0.124	0.136	0.145	0.113	0.098	0.085	0.08	0.109	0.128	0.117	0.093
DESIGN LEVELS ON BLOCK B2 CONTROL EAST	209.18	209.253	209.3	209.39	209.52	209.608	209.63	209.726	209.79	209.819	209.876
EXISTING SURFACE ON CENTRELINE	209.06	209.12	209.15	209.28	209.42	209.52	209.55	209.62	209.66	209.7	209.78
CHAINAGE BLOCK B2 CONTROL EAST	375.31	380	383.06	390	400	410	412.5	420	425	430	440

CUT/FILL DEPTH	0.085	0.106	0.12	0.125	0.123	0.124	0.128	0.113	0.104	0.101	0.101
DESIGN LEVELS ON BLOCK B2 CONTROL EAST	209.89	209.98	210.1	210.22	210.34	210.36	210.454	210.568	210.681	210.7	210.7
EXISTING SURFACE ON CENTRELINE	209.8	209.87	209.98	210.09	210.22	210.24	210.33	210.46	210.58	210.6	210.6
CHAINAGE BLOCK B2 CONTROL EAST	442.5	450	460	470	480	481.67	490	500	510	511.64	511.64

CUT/FILL DEPTH	0.097	0.097	0.093	0.102	0.089	0.083	0.084	0.098	0.108	0.11	0.104
DESIGN LEVELS ON BLOCK B2 CONTROL EAST	210.809	210.81	210.935	211.06	211.145	211.23	211.306	211.382	211.41	211.437	211.48
EXISTING SURFACE ON CENTRELINE	210.71	210.71	210.84	210.96	211.06	211.15	211.22	211.28	211.3	211.33	211.38
CHAINAGE BLOCK B2 CONTROL EAST	520	520.04	530	540	550	560	570	580	583.66	590	600

CUT/FILL DEPTH	0.1	0.089	0.112	0.132	0.132	0.14	0.138	0.131	0.131	0.114	0.118
DESIGN LEVELS ON BLOCK B2 CONTROL EAST	211.466	211.46	211.494	211.52	211.52	211.538	211.57	211.585	211.6	211.615	211.623
EXISTING SURFACE ON CENTRELINE	211.37	211.37	211.38	211.39	211.39	211.4	211.43	211.45	211.47	211.5	211.51
CHAINAGE BLOCK B2 CONTROL EAST	610	614.37	620	624.22	624.23	630	640	650	660	670	675.31

LONGSECTION CONTROL LINE A1 East Kerb

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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ABN 82 153 018 800

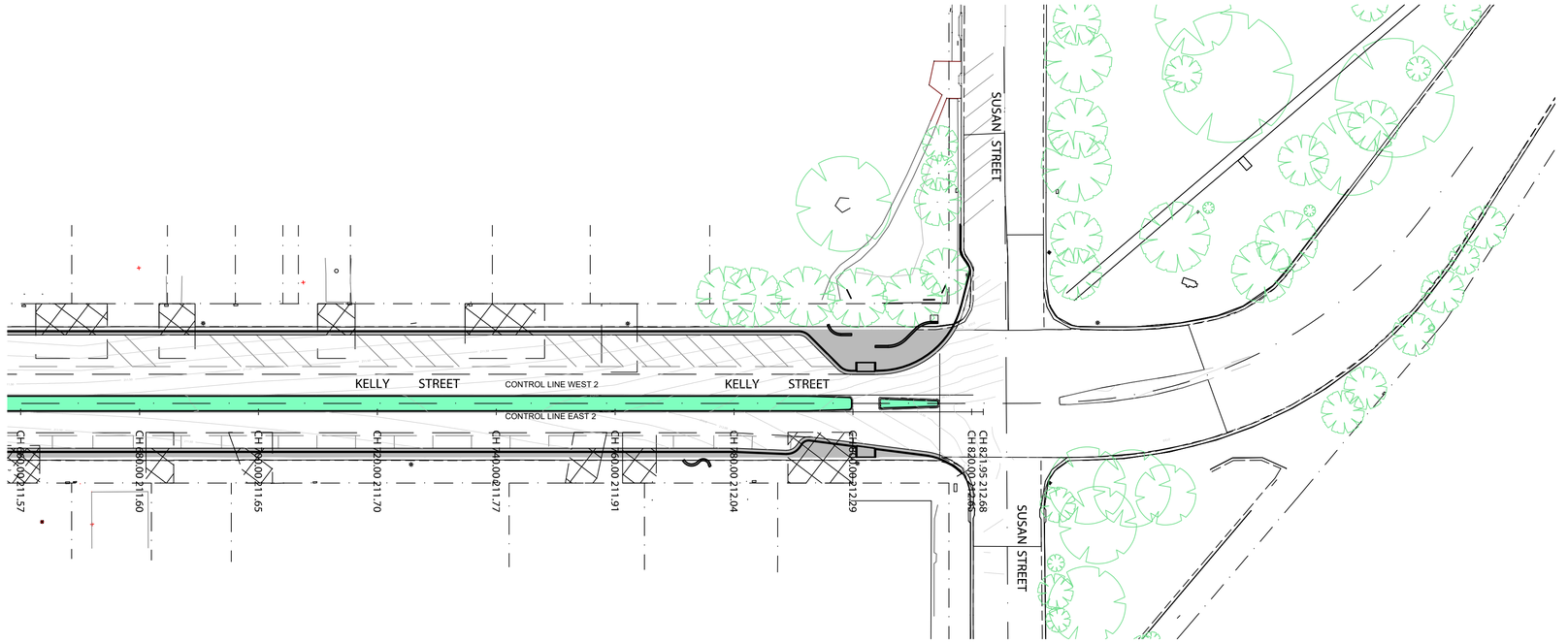
LONG SECTIONS
CONTROL LINE EAST 2
SHEET 2 OF 3

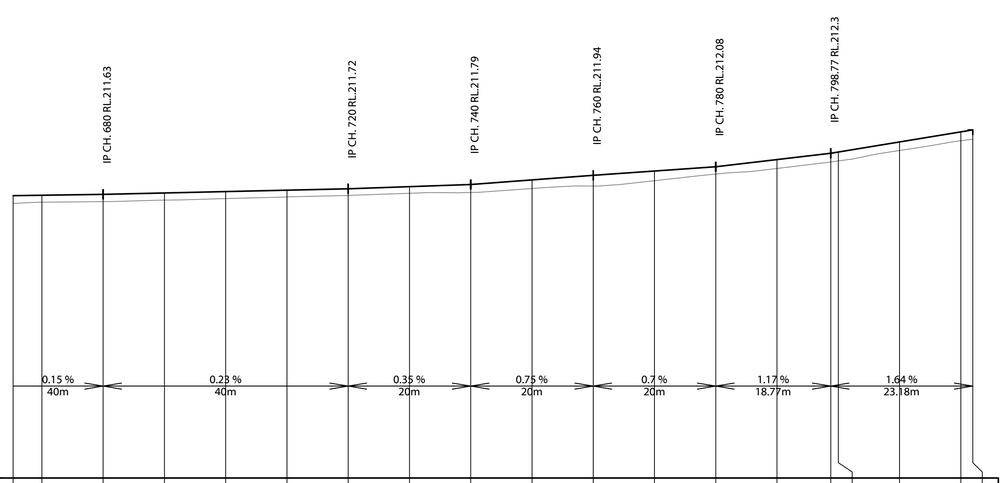
Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JUNE 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD03.05 CD2

A1 SHEET

REFER TO CD03.07
FOR LOCATION OF
CONTROL LINE





DATUM R.L.207.00

CUT/FILL DEPTH	0.127	0.114	0.119	0.117	0.115	0.11	0.108	0.109	0.13	0.14	0.175	0.157	0.119	0.146	0.142	0.145	0.14	0.145	0.152		
DESIGN LEVELS ON BLOCK B2 CONTROL EAST	211.608	211.615	211.63	211.653	211.675	211.697	211.72	211.755	211.79	211.865	211.94	212.01	212.08	212.197	212.3	212.32	212.484	212.648	212.68		
EXISTING SURFACE ON CENTRELINE	211.48	211.5	211.51	211.54	211.56	211.59	211.61	211.65	211.66	211.72	211.76	211.85	211.96	212.05	212.16	212.18	212.34	212.5	212.53		
CHAINAGE BLOCK B2 CONTROL EAST	665.31	670	680	690	700	710	720	730	740	750	760	770	780	790	798.77	800	810	820	821.95		

LONGSECTION CONTROL LINE A2 East Kerb

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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www.rhmce.com.au
ABN 82 153 018 800

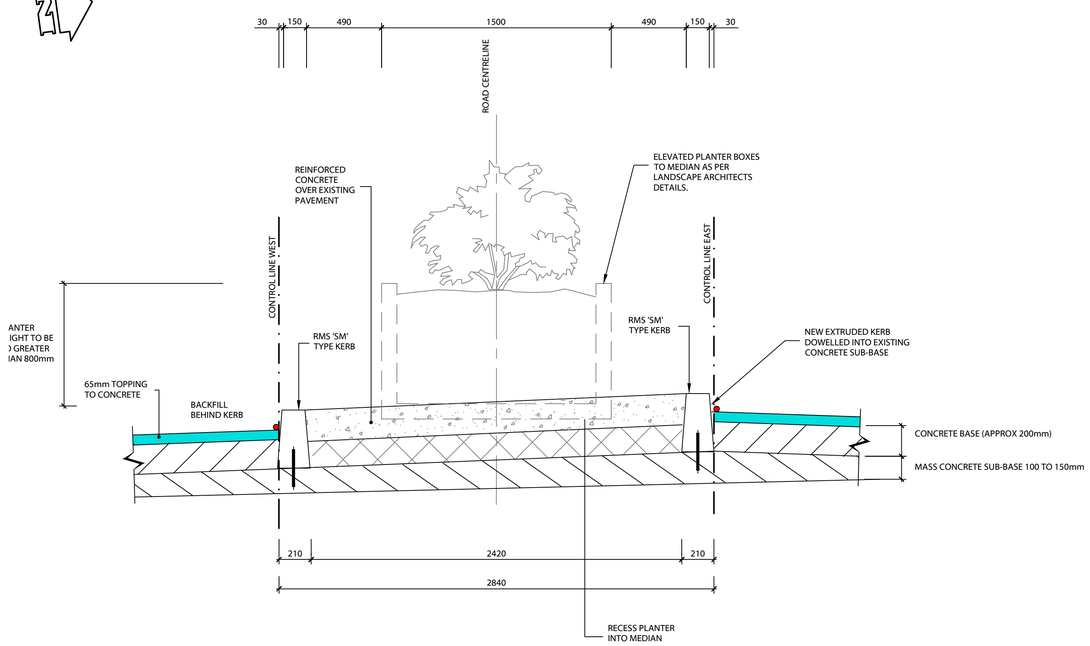
LONG SECTIONS
CONTROL LINE EAST 2
SHEET 3 OF 3

Scale
Horizontal: 0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical: 0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD03.06 CD2	

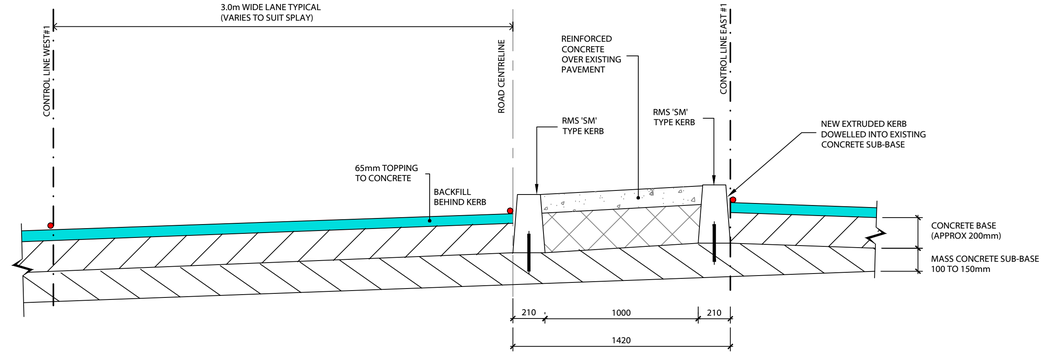
A1 SHEET



TYPICAL ROAD CROSS SECTION 2.84m MEDIAN - VEGETATION

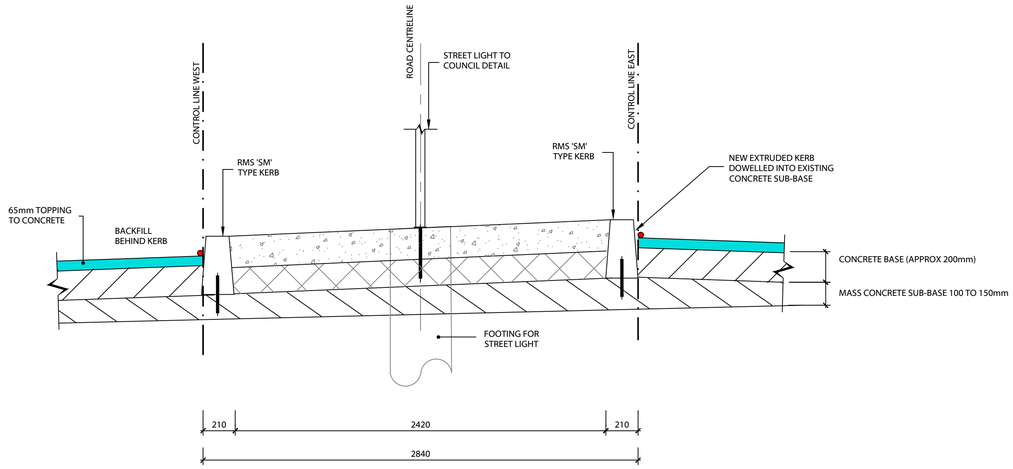
SCALE 1:20 (A1)

NOTE: PLANTER BOX BASED ON AN EYE HEIGHT OF PEDESTRIAN AT 1010mm



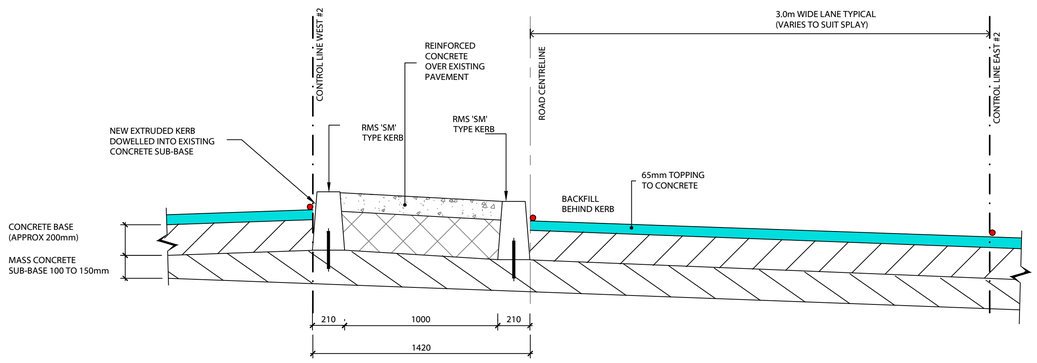
TYPICAL ROAD CROSS SECTION 1.42m MEDIAN - CH180 TO CH360

SCALE 1:20 (A1)



TYPICAL ROAD CROSS SECTION 2.84m MEDIAN - VEGETATION

SCALE 1:20 (A1)



TYPICAL ROAD CROSS SECTION 1.42m MEDIAN - CH375 TO CH480

SCALE 1:20 (A1)

REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA
CD1	CONCEPT DESIGN	22/06/21	CA

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SCONE NSW 2337

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Civil & Structural Consulting Engineers
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Email rhmce@rhmce.com.au
www.rhmce.com.au
ABN 82 153 018 800

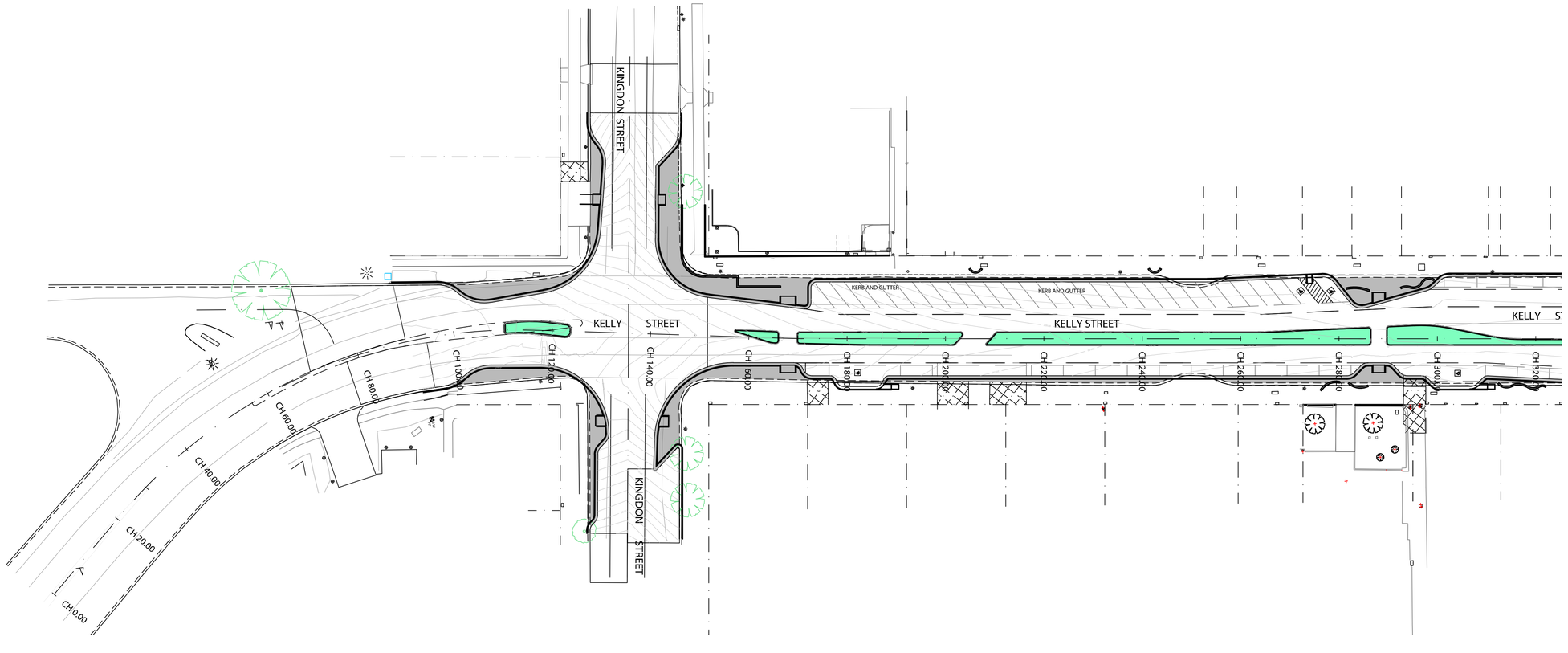
MEDIAN DETAIL
TYPICAL SECTION
SHEET 1

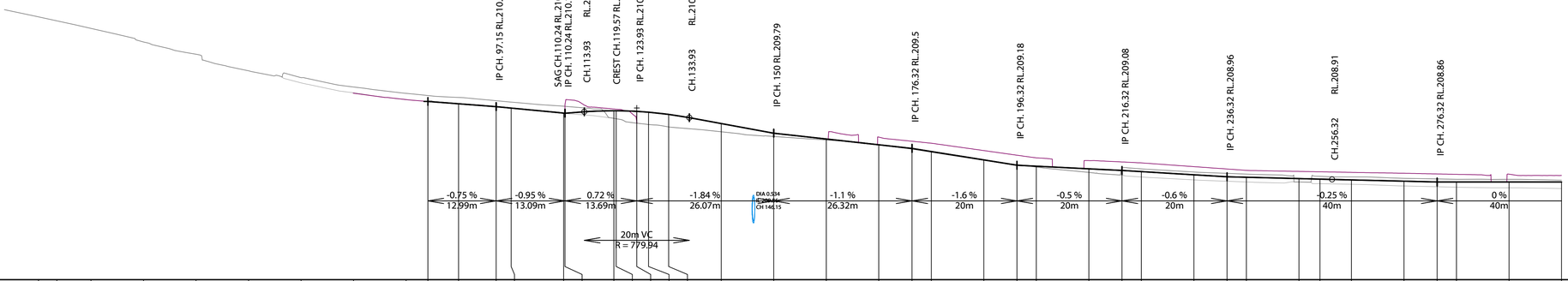
Scale
Horizontal:
Vertical:

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD03.07	CD2

A1 SHEET





CHAINAGE KELLY STREET	0	10	10.02	20	30	40	50	60	70	80	84.16	90	97.15	100
CUT/FILL DEPTH											-0.114	-0.121	-0.113	-0.114
DESIGN LEVELS ON KELLY STREET CENTRELINE											210.394	210.35	210.296	210.269
EXISTING SURFACE ON CENTRELINE	212.22	212.01	212.01	211.79	211.53	211.29	210.98	210.85	210.67	210.55	210.51	210.47	210.41	210.38

CHAINAGE KELLY STREET	110	110.24	119.57	120	123.93	126.17	130	140	150	160	170	176.32	180	190	196.32	200
CUT/FILL DEPTH	-0.131	-0.131	0.145	0.152	0.226	0.234	0.239	0.157	0.062	0.02	0	0.013	0.012	0.005	-0.01	0.017
DESIGN LEVELS ON KELLY STREET CENTRELINE	210.173	210.171	210.218	210.218	210.206	210.19	210.148	209.974	209.79	209.68	209.57	209.5	209.441	209.281	209.18	209.162
EXISTING SURFACE ON CENTRELINE	210.3	210.3	210.07	210.07	209.98	209.96	209.91	209.82	209.73	209.66	209.57	209.49	209.43	209.28	209.19	209.14

CHAINAGE KELLY STREET	210	216.32	220	230	236.32	240	250	254	260	270	276.32	280	290	300
CUT/FILL DEPTH	0.068	-0.052	-0.053	-0.053	-0.065	-0.06	0.066	-0.052	-0.057	-0.055	-0.06	-0.052	-0.051	-0.035
DESIGN LEVELS ON KELLY STREET CENTRELINE	209.112	209.08	209.058	208.998	208.96	208.951	208.926	208.916	208.901	208.876	208.86	208.86	208.86	208.86
EXISTING SURFACE ON CENTRELINE	209.04	209.13	209.11	209.05	209.02	209.01	208.86	208.97	208.96	208.93	208.92	208.91	208.91	208.9

LONG SECTION KELLY STREET CENTRELINE MEDIAN - SHEET 1 OF 3

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

UPPER HUNTER SHIRE COUNCIL

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KELLY STREET REVITALISATION
PROJECT
SCONE NSW 2337

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Civil & Structural Consulting Engineers
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Email rhmce@rhmce.com.au www.rhmce.com.au
ABN 82 153 018 800

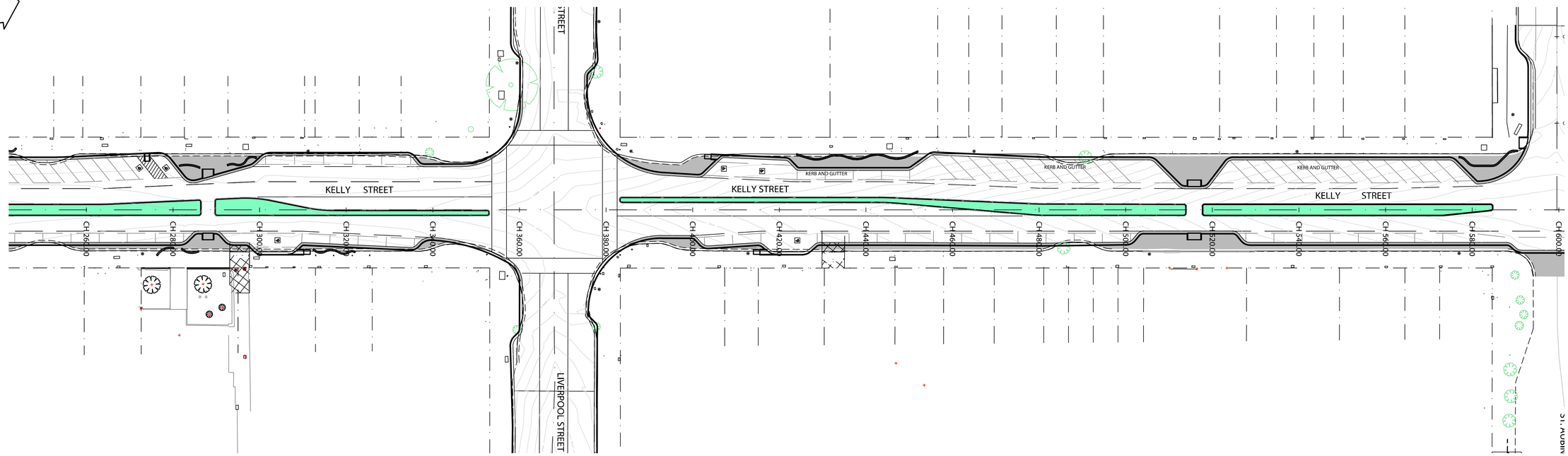
LONG SECTIONS
KELLY STREET CENTRELINE
SHEET 1 OF 3

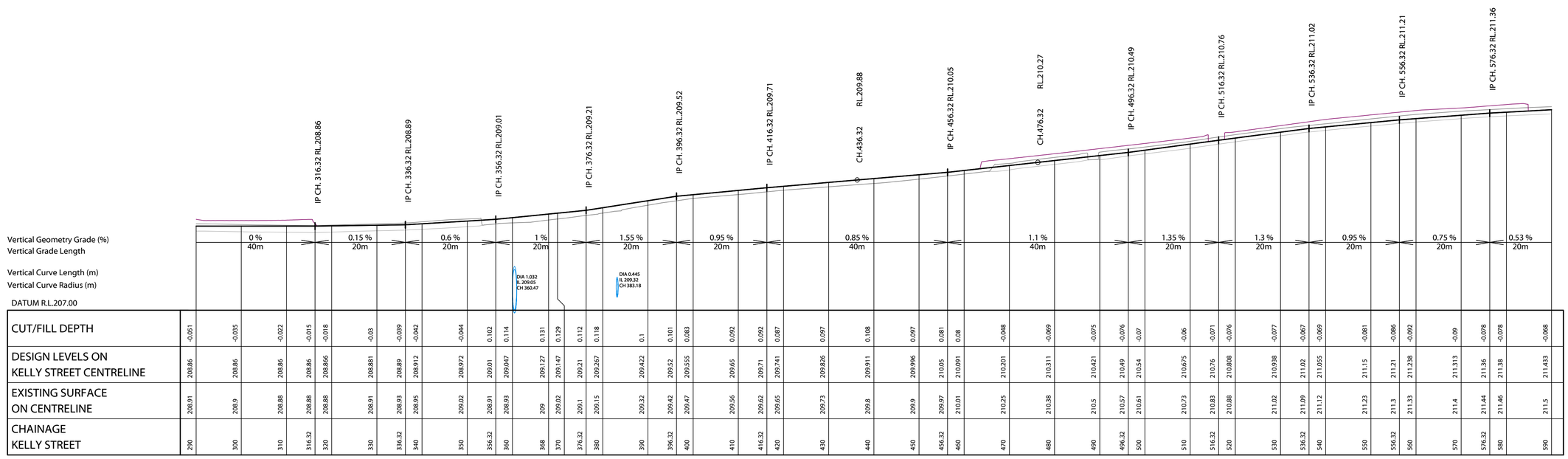
Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD03.10 CD2





A1 SHEET

CUT/FILL DEPTH	-0.051	-0.035	-0.022	-0.015	-0.018	-0.03	-0.039	-0.042	-0.044	0.102	0.114	0.131	0.129	0.112	0.118
DESIGN LEVELS ON KELLY STREET CENTRELINE	208.86	208.86	208.86	208.86	208.866	208.881	208.89	208.912	208.972	209.01	209.047	209.127	209.147	209.21	209.267
EXISTING SURFACE ON CENTRELINE	208.91	208.9	208.88	208.88	208.88	208.91	208.93	208.95	209.02	208.91	208.93	209	209.02	209.1	209.15
CHAINAGE KELLY STREET	290	300	310	316.32	320	330	336.32	340	350	356.32	360	368	370	376.32	380

CUT/FILL DEPTH	0.1	0.101	0.083	0.092	0.092	0.087	0.097	0.108	0.097	0.081	0.08	-0.048	-0.069	-0.075	-0.076
DESIGN LEVELS ON KELLY STREET CENTRELINE	209.422	209.52	209.555	209.65	209.71	209.741	209.826	209.911	209.996	210.05	210.091	210.201	210.311	210.421	210.49
EXISTING SURFACE ON CENTRELINE	209.32	209.42	209.47	209.56	209.62	209.65	209.73	209.8	209.9	209.97	210.01	210.25	210.38	210.5	210.57
CHAINAGE KELLY STREET	390	396.32	400	410	416.32	420	430	440	450	456.32	460	470	480	490	496.32

CUT/FILL DEPTH	-0.07	-0.06	-0.071	-0.076	-0.077	-0.067	-0.069	-0.081	-0.086	-0.092	-0.09	-0.078	-0.078	-0.068
DESIGN LEVELS ON KELLY STREET CENTRELINE	210.54	210.675	210.76	210.808	210.938	211.02	211.055	211.15	211.21	211.238	211.313	211.36	211.38	211.433
EXISTING SURFACE ON CENTRELINE	210.61	210.73	210.83	210.88	211.02	211.09	211.12	211.23	211.3	211.33	211.4	211.44	211.46	211.5
CHAINAGE KELLY STREET	500	510	516.32	520	530	536.32	540	550	556.32	560	570	576.32	580	590

LONG SECTION KELLY STREET CENTRELINE MEDIAN - SHEET 2 OF 3

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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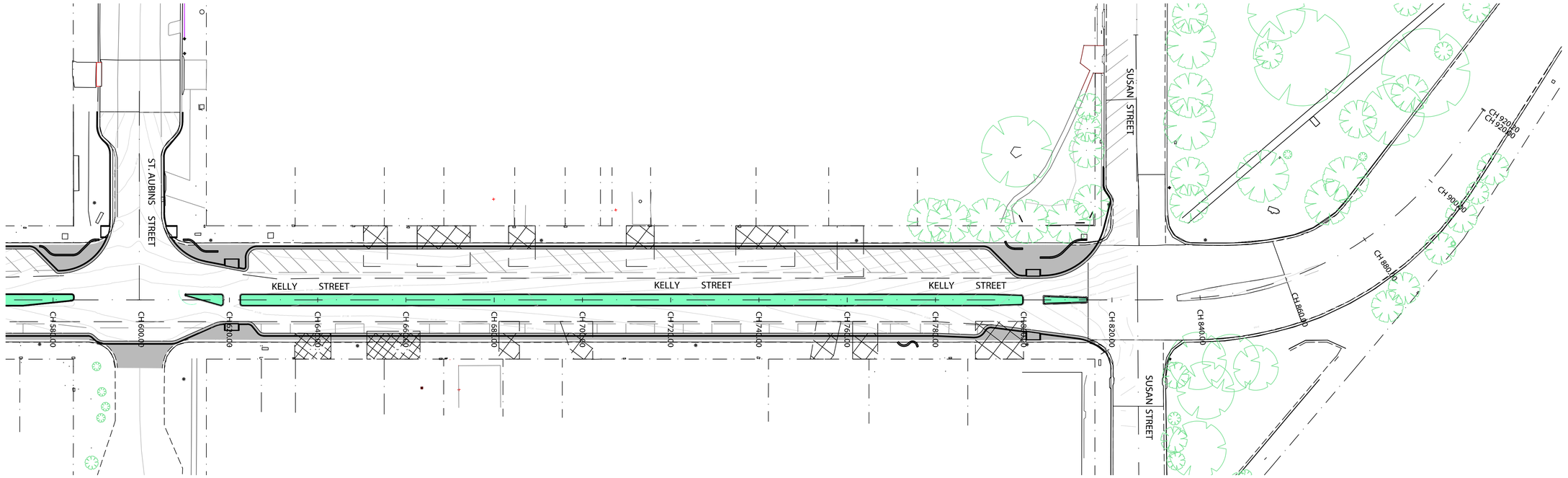
ABN 82 153 018 800

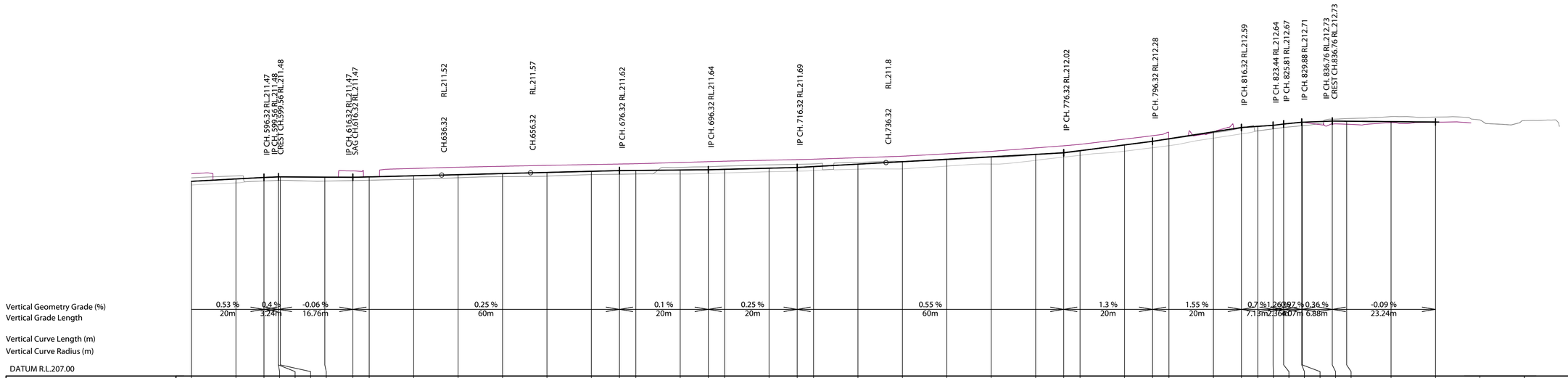
LONG SECTIONS
KELLY STREET CENTRELINE
SHEET 2 OF 3

Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JUNE 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD03.11 CD2

A1 SHEET





Vertical Geometry Grade (%)
Vertical Grade Length

0.53 % 20m
0.4 % 3.24m
-0.06 % 16.76m
0.25 % 60m
0.1 % 20m
0.25 % 20m
0.55 % 60m
1.3 % 20m
1.55 % 20m
0.7 % 7.13m
1.26% 2.36m
0.97 % 4.07m
0.36 % 6.88m
-0.09 % 23.24m

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.207.00

CHAINAGE KELLY STREET	580	590	596.32	599.56	599.56	600	610	616.32	620	630	640	650	660	670	676.32	680	690
CUT/FILL DEPTH	-0.078	-0.068	0.08	0.08	0.08	0.078	0.089	0.074	0.075	0.078	0.069	0.069	0.083	0.073	0.081	0.08	-0.059
DESIGN LEVELS ON KELLY STREET CENTRELINE	211.38	211.433	211.467	211.48	211.48	211.48	211.474	211.47	211.479	211.504	211.529	211.554	211.579	211.604	211.62	211.624	211.634
EXISTING SURFACE ON CENTRELINE	211.46	211.5	211.39	211.4	211.4	211.4	211.39	211.4	211.4	211.43	211.46	211.49	211.5	211.53	211.54	211.54	211.69

CHAINAGE KELLY STREET	696.32	700	710	716.32	720	730	740	750	760	770	776.32	780	790	796.32	800	810	816.32
CUT/FILL DEPTH	-0.067	-0.072	-0.076	-0.073	-0.061	-0.042	-0.009	0.014	0.009	0.007	-0.014	-0.009	0.001	0.001	0.01	0.024	0.012
DESIGN LEVELS ON KELLY STREET CENTRELINE	211.64	211.649	211.674	211.69	211.71	211.765	211.82	211.875	211.93	211.985	212.02	212.068	212.198	212.28	212.337	212.492	212.59
EXISTING SURFACE ON CENTRELINE	211.71	211.72	211.75	211.76	211.77	211.81	211.83	211.86	211.92	211.98	212.03	212.08	212.2	212.28	212.33	212.47	212.58

CHAINAGE KELLY STREET	820	823.44	825.81	829.88	830	836.76	840	850	860	870	880	890	900	910	920	920.2
CUT/FILL DEPTH	0.1	0.081	0.08	0.08	0.079	-0.044	-0.06	-0.113	-0.112							
DESIGN LEVELS ON KELLY STREET CENTRELINE	212.616	212.64	212.67	212.709	212.71	212.734	212.731	212.722	212.713							
EXISTING SURFACE ON CENTRELINE	212.52	212.56	212.59	212.63	212.63	212.78	212.79	212.83	212.83	212.76	212.75					

LONG SECTION KELLY STREET CENTRELINE MEDIAN - SHEET 3 OF 3

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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ABN 82 153 018 800

LONG SECTIONS
KELLY STREET CENTRELINE
SHEET 3 OF 3

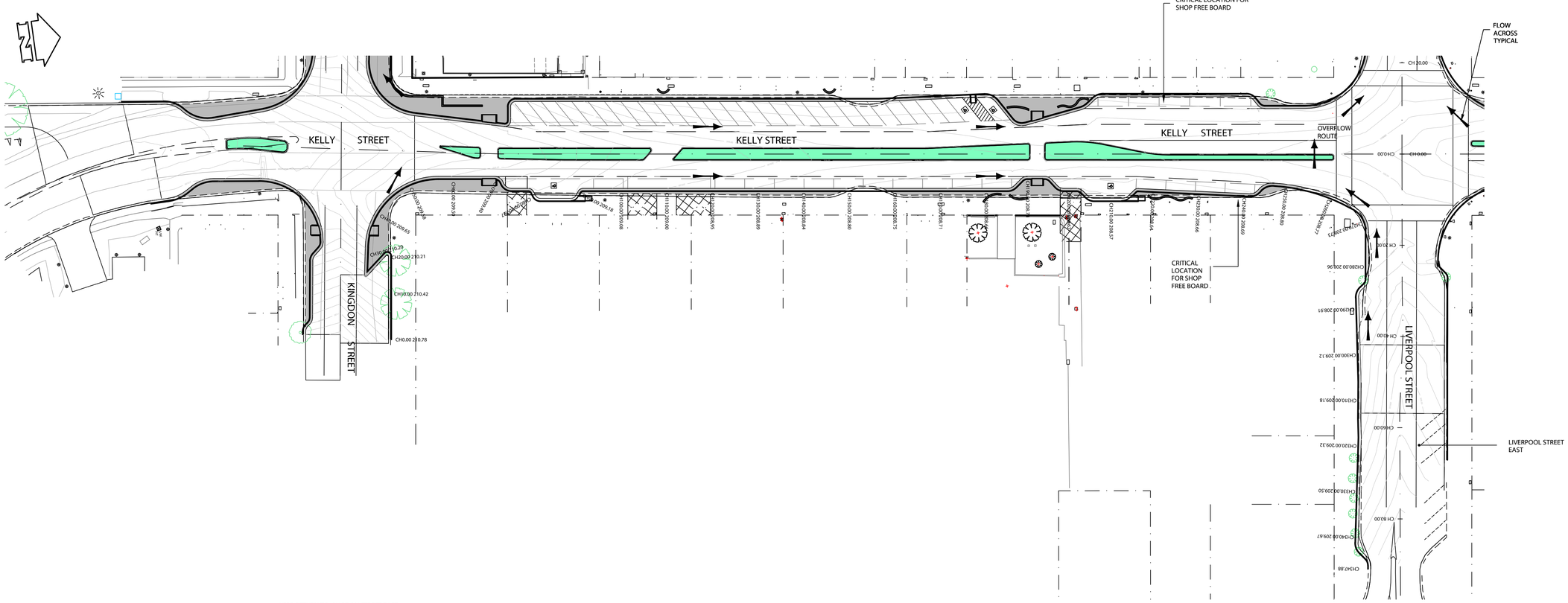
Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 0.5 1 1.5 2 2.5
SCALE 1:50 (A1)

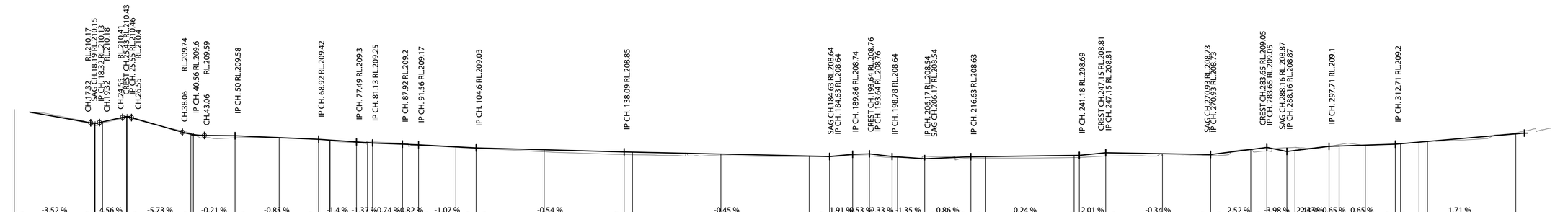
CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date

Drawing No: 18-130- CD03.12
Rev CD2





A1 SHEET

Vertical Geometry Grade (%)
Vertical Grade Length

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.203.00

CUT/FILL DEPTH	-0.003	0.087	0.097	0.069	0.015	0.014	-0.037	-0.006	0.09	0.021	0.006	0.028	0.029	0.034	-0.034	-0.052
DESIGN LEVELS ON GUTTER LIP: BLOCK 1 EAST	210.775	210.15	210.15	210.207	210.435	210.434	209.653	209.634	209.58	209.495	209.42	209.384	209.383	209.3	209.266	209.25
EXISTING SURFACE ON GUTTER LIP	210.78	210.06	210.05	210.14	210.42	210.42	209.69	209.64	209.49	209.47	209.41	209.36	209.35	209.27	209.3	209.3
CHAINAGE LIP: BLOCK B1 EAST	0	18.19	18.32	20	25.43	25.55	40	40.56	50	60	68.92	71.47	71.53	77.49	80	81.13

CUT/FILL DEPTH	-0.041	0.028	0.024	0.021	0.09	0.122	0.12	0.075	0.028	0.017	0.063	0.092	0.045	0.032	-0.115	0.055
DESIGN LEVELS ON GUTTER LIP: BLOCK 1 EAST	209.2	209.17	209.079	209.03	208.947	208.85	208.841	208.751	208.661	208.64	208.74	208.76	208.64	208.624	208.54	208.63
EXISTING SURFACE ON GUTTER LIP	209.24	209.14	209.06	209.01	208.86	208.73	208.72	208.68	208.63	208.62	208.68	208.67	208.59	208.59	208.66	208.58
CHAINAGE LIP: BLOCK B1 EAST	87.92	91.56	100	104.6	120	138.09	140	160	180	184.63	189.86	193.64	198.78	200	206.17	216.63

CUT/FILL DEPTH	0.064	0.092	0.091	0.151	0.103	0.041	-0.012	0.159	-0.168	-0.141	0	-0.062	0.016	0.001	0.011	0.009	0.001	-0.043	
DESIGN LEVELS ON GUTTER LIP: BLOCK 1 EAST	208.638	208.687	208.69	208.81	208.767	208.73	208.958	209.05	208.87	208.915	209.102	209.117	209.155	209.199	209.22	209.291	209.324	209.667	
EXISTING SURFACE ON GUTTER LIP	208.57	208.6	208.6	208.66	208.66	208.69	208.97	208.89	209.04	209.06	209.1	209.18	209.14	209.2	209.21	209.28	209.32	209.71	209.92
CHAINAGE LIP: BLOCK B1 EAST	220	240	241.18	247.15	260	270.93	280	283.65	288.16	290	297.71	300	305.92	312.71	313.91	318.09	320	340	347.88

LONG SECTION GUTTER LIP BLOCK 1 - KINGDON ST TO LIVERPOOL ST (EAST)

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:100 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	03/11/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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ABN 82 153 018 800

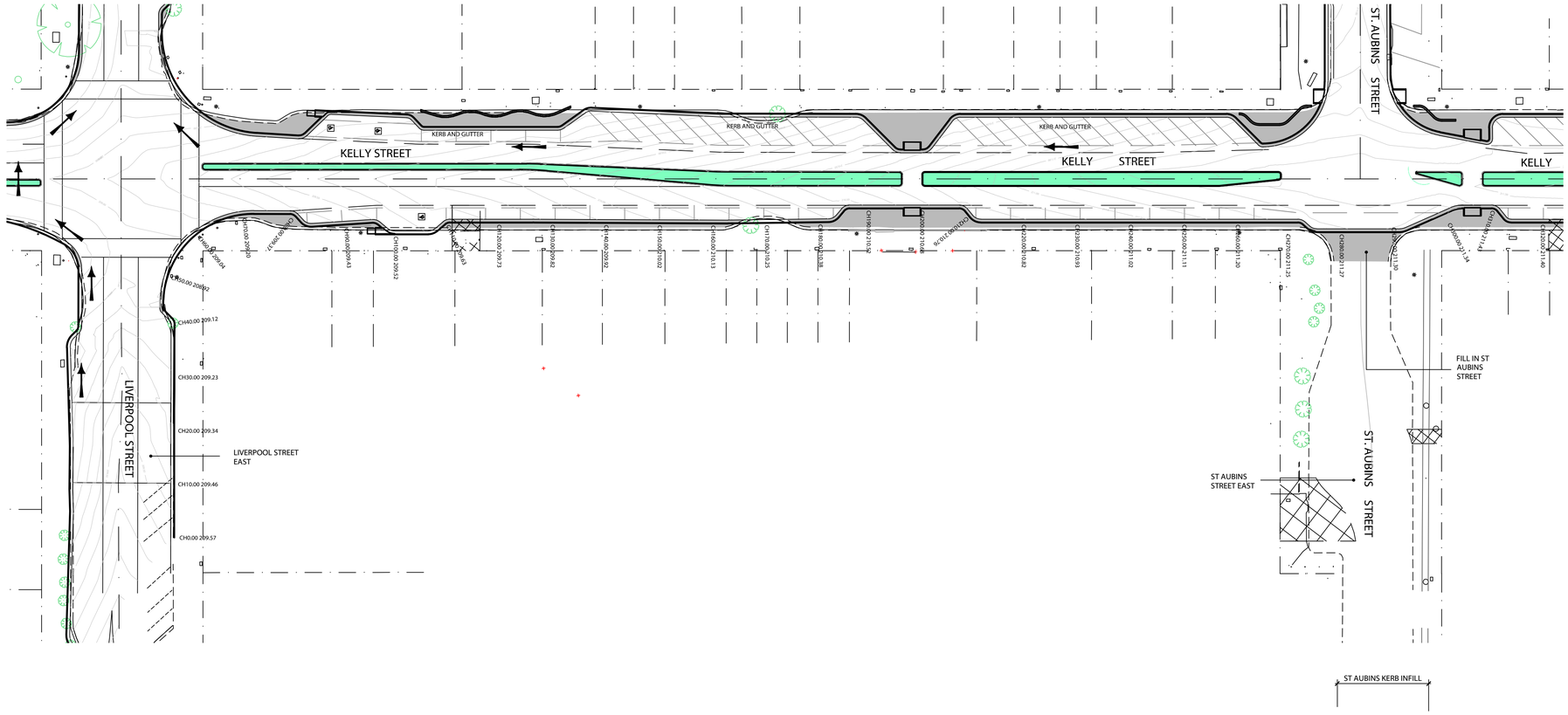
LONG SECTION GUTTER LIP
BLOCK 1 KINGDON ST TO
LIVERPOOL ST (EAST)

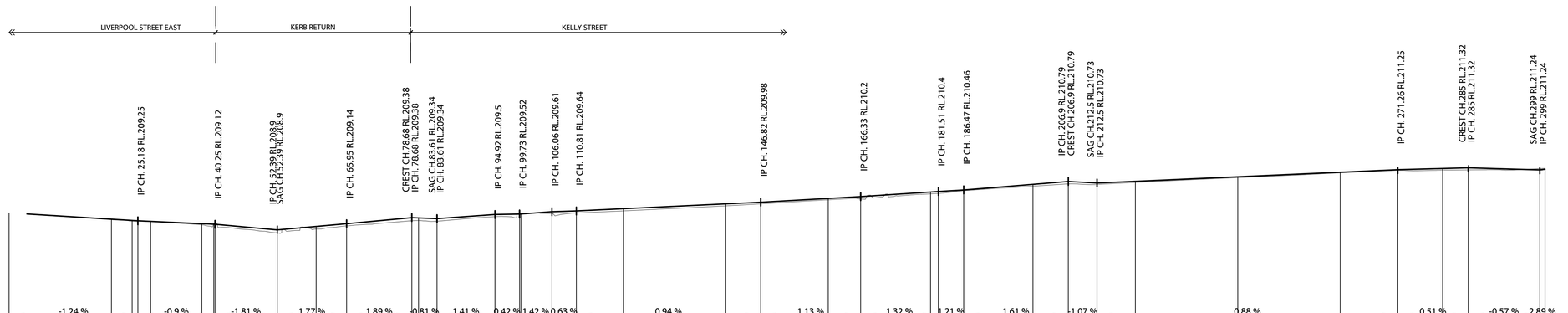
Scale
Horizontal: 0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical: 0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD03.13 CD3





A1 SHEET

Vertical Geometry Grade (%)	-1.24 %	-0.9 %	-1.81 %	1.77 %	1.89 %	-0.81 %	1.41 %	0.42 %	1.42 %	0.63 %	0.94 %	1.13 %	1.32 %	1.21 %	1.61 %	-1.07 %	0.88 %	0.51 %	-0.57 %	2.89 %
Vertical Grade Length	25.18m	15.07m	12.14m	13.56m	12.73m	4.93m	11.32m	4.81m	6.33m	4.75m	36.01m	19.51m	15.18m	4.96m	20.43m	5.6m	58.76m	13.74m	14m	5.2m

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.202.50

CUT/FILL DEPTH	0.002	0.019	0.004	0	0.003	0.045	-0.036	-0.035	0.11	0.1	0.078	0.119	0.1	0.1	0.078	-0.006	-0.004	0.06	0.074	0.083	0.074
DESIGN LEVELS ON GUTTER LIP: BLOCK 2 & 3 EAST	209.567	209.319	209.269	209.255	209.233	209.143	209.122	209.12	208.9	209.035	209.14	209.38	209.369	209.34	209.5	209.52	209.524	209.61	209.64	209.727	209.916
EXISTING SURFACE ON GUTTER LIP	209.56	209.3	209.26	209.25	209.23	209.1	209.16	209.15	208.79	208.93	209.06	209.26	209.27	209.24	209.42	209.53	209.53	209.55	209.57	209.64	209.84
CHAINAGE LIP: BLOCK B2 EAST	0	20	24.05	25.18	27.67	37.67	40	40.25	52.39	60	65.95	78.68	80	83.61	94.92	99.73	100	106.06	110.81	120	140

CUT/FILL DEPTH	0.06	0.052	0.089	0.071	0.074	0.026	0.071	0.095	0.055	0.043	0.035	0.028	0.027	0.063	0.075	-0.05	-0.032
DESIGN LEVELS ON GUTTER LIP: BLOCK 2 & 3 EAST	209.98	210.129	210.2	210.38	210.4	210.46	210.679	210.79	210.73	210.796	210.973	211.15	211.25	211.295	211.32	211.24	211.269
EXISTING SURFACE ON GUTTER LIP	209.92	210.08	210.11	210.31	210.33	210.43	210.61	210.7	210.68	210.75	210.94	211.12	211.22	211.23	211.24	211.29	211.3
CHAINAGE LIP: BLOCK B2 EAST	146.82	160	166.33	180	181.51	186.47	200	206.9	212.5	220	240	260	271.26	280	285	299	300

LONG SECTION GUTTER LIP BLOCK 2 - LIVERPOOL ST TO SUSAN ST (EAST) SHEET 1 OF 2

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:100 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	03/11/21	CA				
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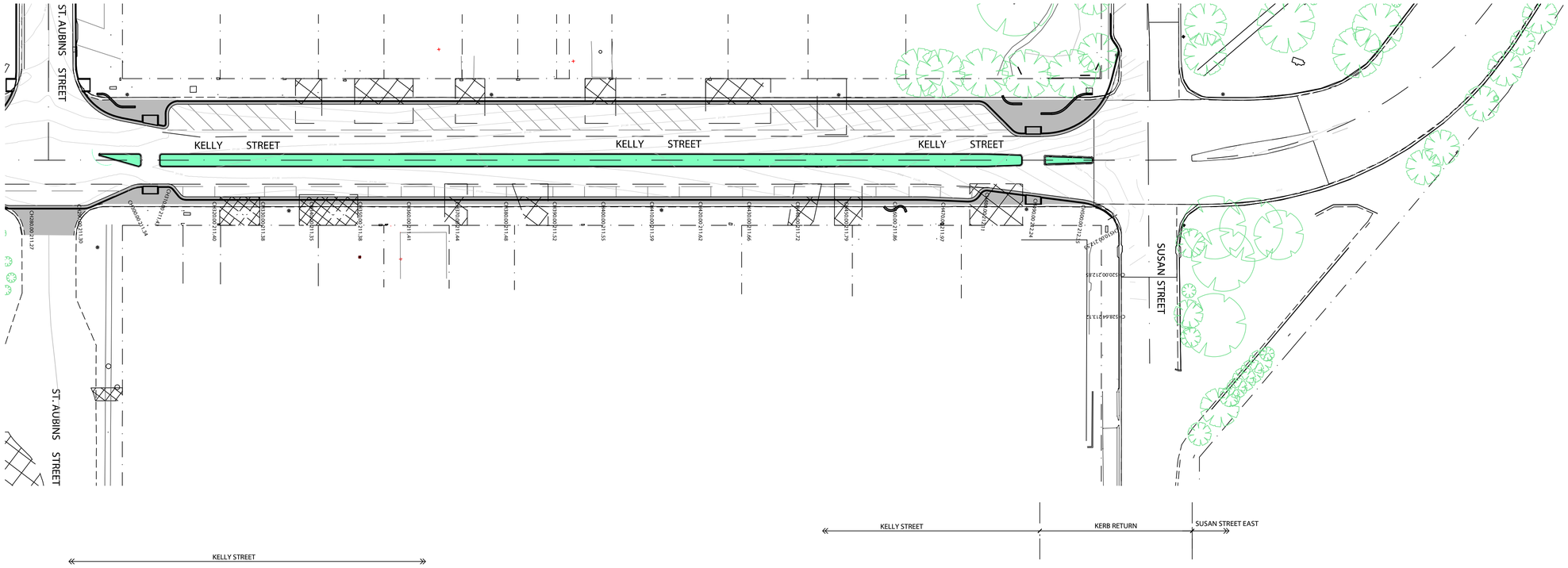
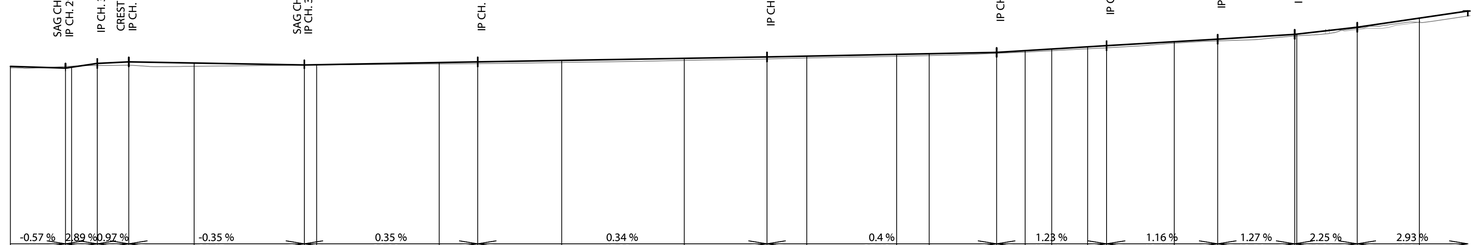
LONG SECTION GUTTER LIP
BLOCK 2 LIVERPOOL ST TO
SUSAN ST (EAST)
SHEET 1 OF 2

Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JUNE 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: 18-130- CD03.14
Rev CD3





Vertical Geometry Grade (%)
Vertical Grade Length

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.202.50

CUT/FILL DEPTH	0.044	-0.05	-0.032	0.067	0.111	0.108	0.005	0.008	0.042	0.056	0.065	0.067	0.065	0.06	0.06	0.06	0.03	0.046	0.054	0.065	0.07	0.047	0.056	0.052	0.054	0.029	0.137	
DESIGN LEVELS ON GUTTER LIP: BLOCK 2 & 3 EAST	211.291	211.24	211.269	211.39	211.44	211.403	211.34	211.347	211.418	211.44	211.486	211.554	211.6	211.626	211.685	211.706	211.75	211.807	211.86	211.932	211.97	212.098	212.18	212.34	212.348	212.57	212.868	
EXISTING SURFACE ON GUTTER LIP	211.25	211.29	211.3	211.32	211.33	211.3	211.33	211.34	211.38	211.38	211.42	211.49	211.53	211.57	211.62	211.65	211.72	211.76	211.81	211.87	211.9	212.05	212.12	212.29	212.29	212.54	212.73	212.95
CHAINAGE LIP: BLOCK B2 EAST	290	299	300	304.2	309.33	320	338	340	360	366.29	380	400	413.52	420	434.68	440	451	455.65	460	465.86	468.94	480	487.09	499.65	500	509.86	520	528.27

LONG SECTION GUTTER LIP BLOCK 2 - LIVERPOOL ST TO SUSAN ST (EAST) SHEET 2 OF 2

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:100 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	03/11/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

UPPER HUNTER SHIRE COUNCIL
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SCONE NSW 2337

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ABN 82 153 018 800

LONG SECTION GUTTER LIP
BLOCK 2 LIVERPOOL ST TO
SUSAN ST (EAST)
SHEET 2 OF 2

Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 1 2 3 4 5
SCALE 1:100 (A1)

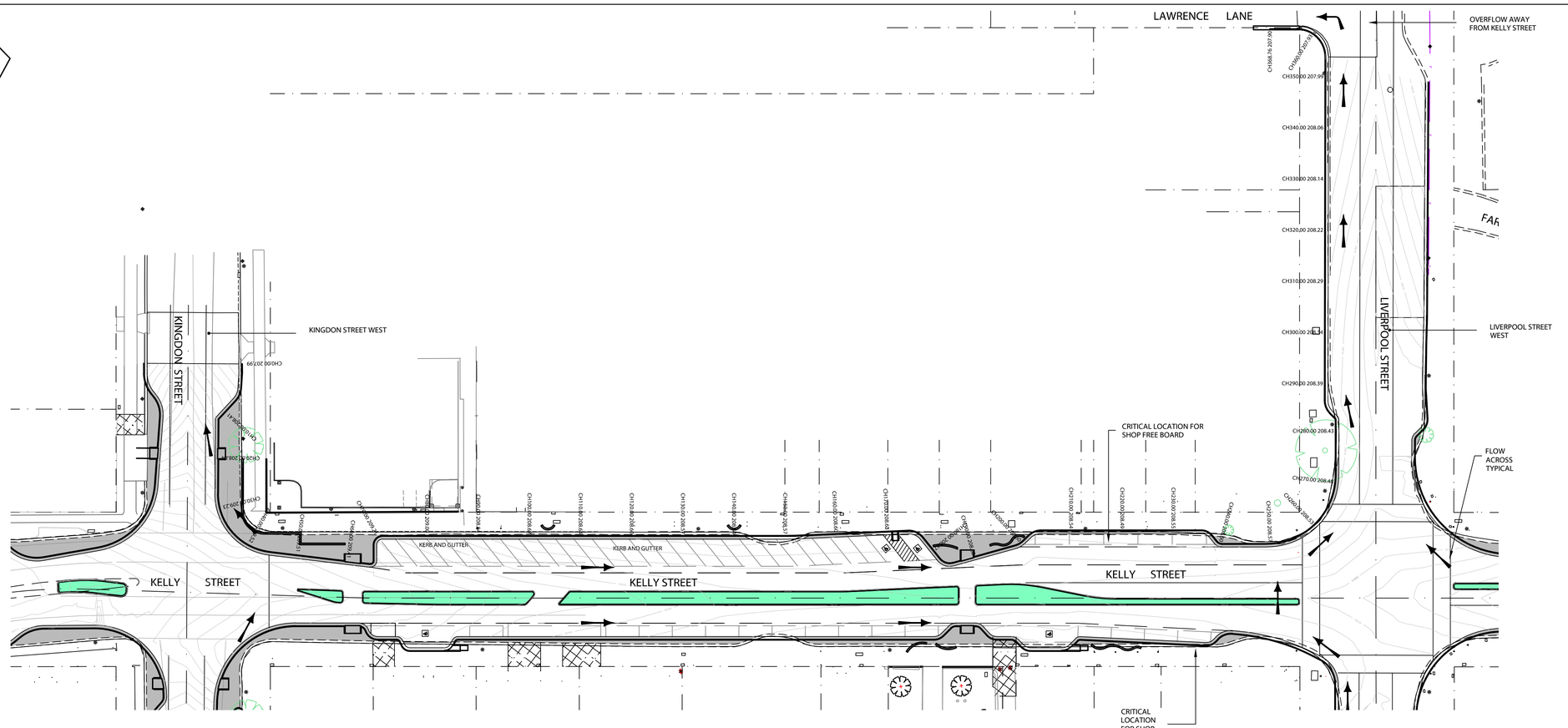
CIVIL DRAWING

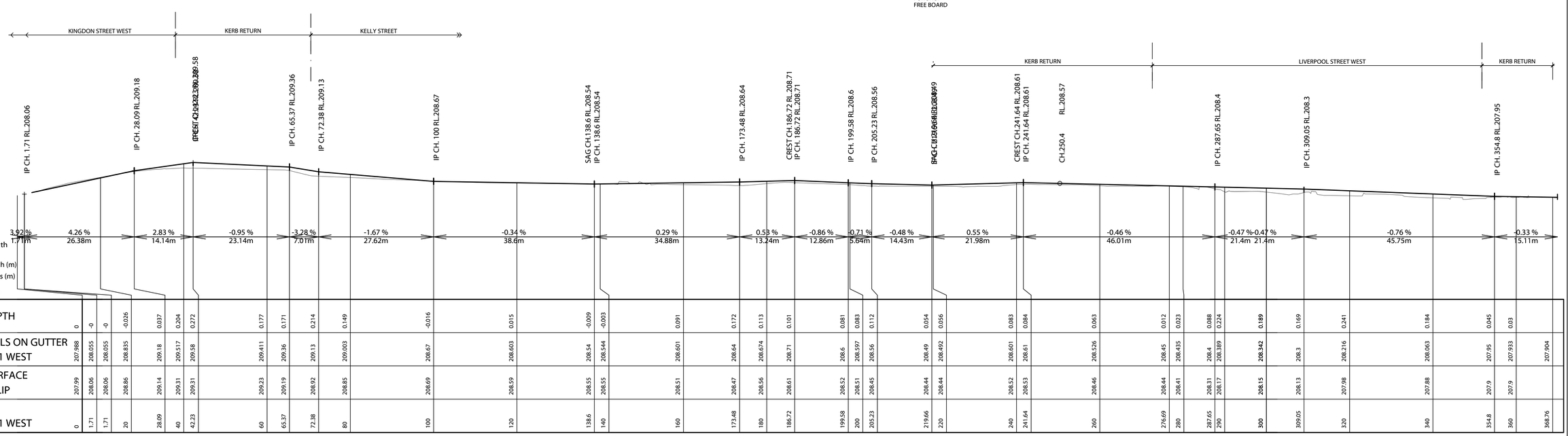
Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers

Project Engineer/Director Date

Drawing No: 18-130- CD03.15
Rev CD3





A1 SHEET

CUT/FILL DEPTH	0	-0	-0	-0.026	0.037	0.204	0.272	0.177	0.171	0.214	0.149	-0.016	0.015
DESIGN LEVELS ON GUTTER LIP: BLOCK B1 WEST	207.988	208.055	208.055	208.835	209.18	209.517	209.58	209.411	209.36	209.13	209.003	208.67	208.603
EXISTING SURFACE ON GUTTER LIP	207.99	208.06	208.06	208.86	209.14	209.31	209.31	209.23	209.19	208.92	208.85	208.69	208.59
CHAINAGE LIP: BLOCK B1 WEST	0	1.71	1.71	20	28.09	40	42.23	60	65.37	72.38	80	100	120

CUT/FILL DEPTH	-0.009	-0.003	0.091	0.172	0.113	0.101	0.081	0.083	0.112	0.054	0.056	0.083	0.084
DESIGN LEVELS ON GUTTER LIP: BLOCK B1 WEST	208.54	208.544	208.601	208.64	208.674	208.71	208.6	208.597	208.56	208.49	208.492	208.601	208.61
EXISTING SURFACE ON GUTTER LIP	208.55	208.55	208.51	208.47	208.56	208.61	208.52	208.51	208.45	208.44	208.44	208.52	208.53
CHAINAGE LIP: BLOCK B1 WEST	138.6	140	160	173.48	180	186.72	199.58	200	205.23	219.66	220	240	241.64

CUT/FILL DEPTH	0.063	0.012	0.023	0.088	0.224	0.189	0.169	0.241	0.184	0.045	0.03	
DESIGN LEVELS ON GUTTER LIP: BLOCK B1 WEST	208.526	208.45	208.435	208.4	208.389	208.342	208.3	208.216	208.063	207.95	207.933	207.904
EXISTING SURFACE ON GUTTER LIP	208.46	208.44	208.41	208.31	208.17	208.15	208.13	207.98	207.88	207.9	207.9	
CHAINAGE LIP: BLOCK B1 WEST	260	276.69	280	287.65	290	300	309.05	320	340	354.8	360	368.76

LONG SECTION GUTTER LIP BLOCK 1 - KINGDON ST TO LIVERPOOL ST (WEST)

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:100 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	03/11/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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www.rhmce.com.au
ABN 82 153 018 800

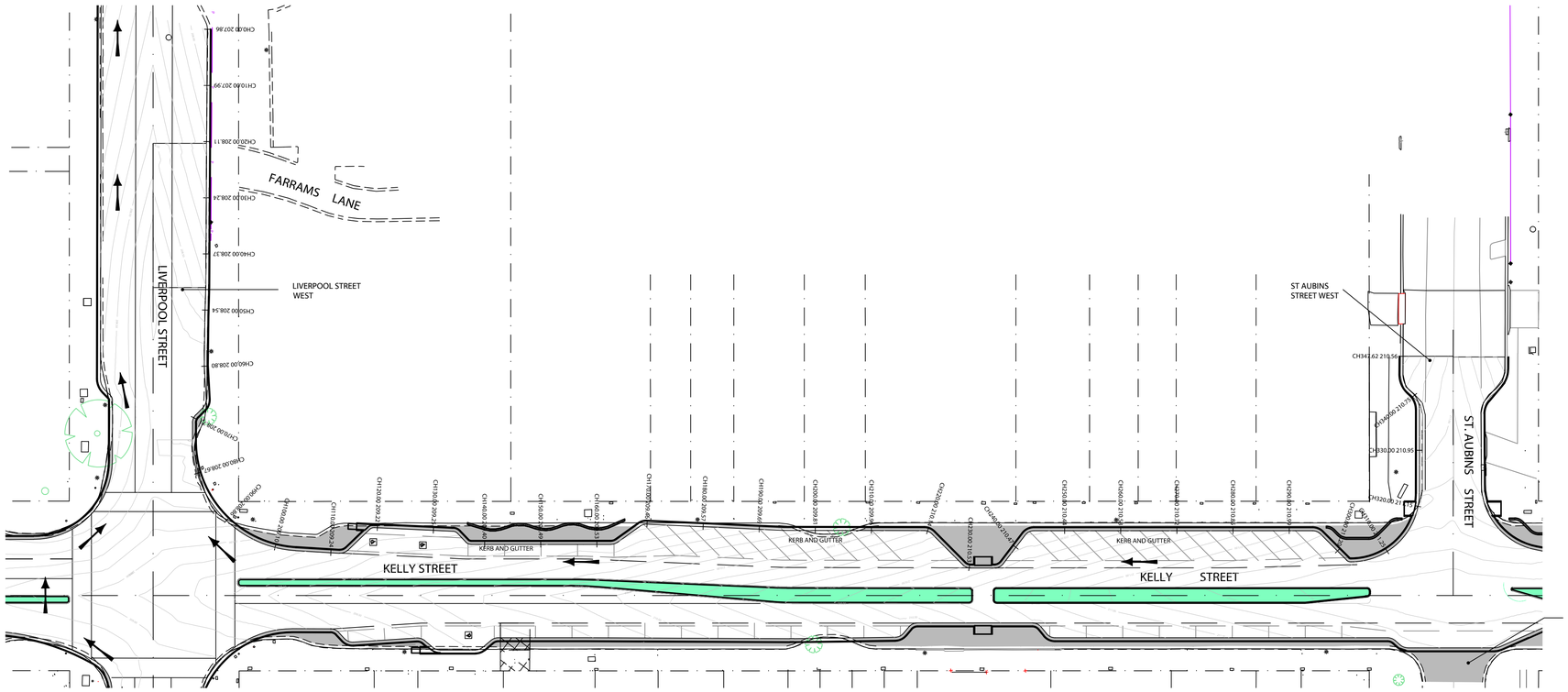
LONG SECTION GUTTER LIP BLOCK 1 KINGDON ST TO LIVERPOOL ST (WEST)

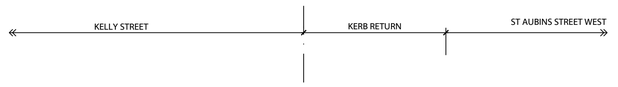
Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 1 2 3 4 5
SCALE 1:100 (A1)

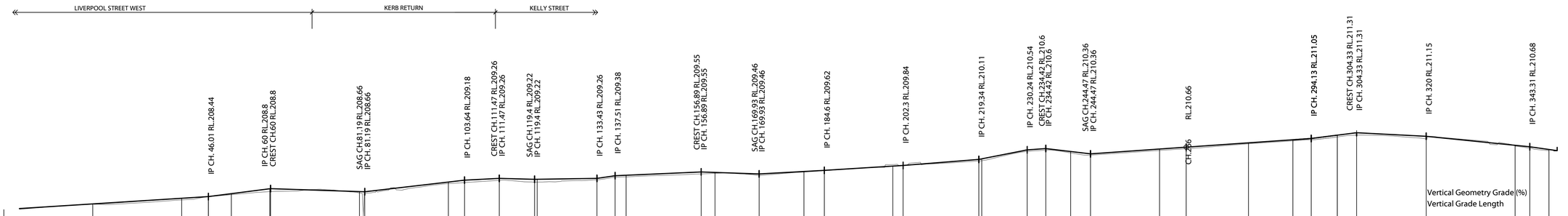
CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD03.16 CD3







A1 SHEET

Vertical Geometry Grade (%)	1.27 %	2.55 %	-0.66 %	2.32 %	1.02 %	-0.5 %	0.29 %	2.94 %	0.88 %	-0.69 %	1.09 %	1.24 %
Vertical Grade Length	46.01m	13.99m	21.19m	22.45m	7.83m	7.94m	14.03m	4.08m	19.38m	13.04m	14.67m	17.7m

Vertical Geometry Grade (%)	1.58 %	3.95 %	1.44 %	-2.39 %	1.39 %	1.39 %	1.39 %	2.55 %	-1.02 %	-2.02 %	-2.86 %
Vertical Grade Length	17.04m	10.89m	4.18m	10.06m	21.53m	28.13m	28.13m	10.2m	15.67m	23.31m	6.15m

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.203.00

CUT/FILL DEPTH	-0.005	0.002	0.073	-0	-0	0.046	0.127	0.13	0.06	0.465	0.066	0.106	0.084	0.129
DESIGN LEVELS ON GUTTER LIP: BLOCK B2 WEST	207.86	208.113	208.367	208.443	208.443	208.575	208.796	208.8	208.668	208.66	209.096	209.18	209.26	209.22
EXISTING SURFACE ON GUTTER LIP	207.87	208.11	208.29	208.44	208.44	208.53	208.67	208.67	208.61	208.2	209.03	209.07	209.18	209.09
CHAINAGE LIP: BLOCK B2 WEST	0	20	40	46.01	46.01	51.17	59.83	60	80	81.19	100	103.64	111.47	119.4

CUT/FILL DEPTH	0.129	0.065	0.071	0.072	0.086	0.042	0.068	0.023	0.011	-0.067	-0.008	0.068	0.083	0.068
DESIGN LEVELS ON GUTTER LIP: BLOCK B2 WEST	209.222	209.26	209.38	209.402	209.55	209.529	209.46	209.57	209.62	209.811	209.84	210.11	210.136	210.54
EXISTING SURFACE ON GUTTER LIP	209.09	209.2	209.31	209.33	209.46	209.49	209.39	209.55	209.61	209.88	209.85	210.04	210.05	210.47
CHAINAGE LIP: BLOCK B2 WEST	120	133.43	137.51	140	156.89	160	169.93	180	184.6	200	202.3	219.34	220	230.24

CUT/FILL DEPTH	0.072	0.065	0.058	0.062	0.068	0.044	0.047	0.053	0.076	0.109	0.118	0.026	0.049	0.052
DESIGN LEVELS ON GUTTER LIP: BLOCK B2 WEST	210.6	210.467	210.36	210.576	210.66	210.854	210.993	211.05	211.2	211.31	211.15	210.747	210.68	210.557
EXISTING SURFACE ON GUTTER LIP	210.53	210.4	210.3	210.51	210.59	210.81	210.95	211	211.12	211.2	211.03	210.72	210.63	210.5
CHAINAGE LIP: BLOCK B2 WEST	234.42	240	244.47	260	266	280	290	294.13	300	304.33	320	340	343.31	347.62

LONG SECTION GUTTER LIP BLOCK 2 - LIVERPOOL ST TO ST AUBINS ST (WEST)

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:100 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	03/11/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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ABN 82 153 018 800

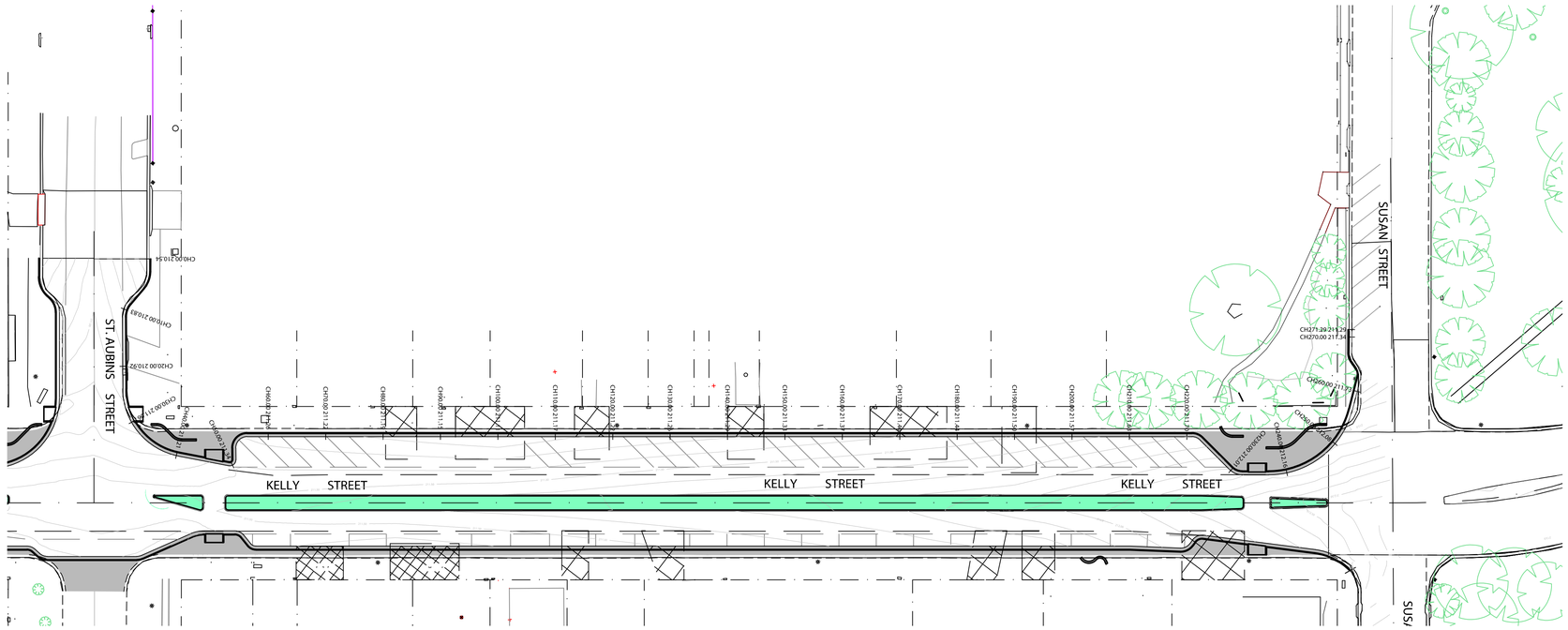
LONG SECTION GUTTER LIP
BLOCK 2 LIVERPOOL ST TO
ST AUBINS ST (WEST)

Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director
Date
Drawing No:
Rev
18-130- CD03.17 CD3



Vertical Geometry Grade (%)
Vertical Grade Length

2.22 % 3.6m
3.27 % 6.43m
0.92 % 13.02m
1.54 % 25.95m
-0.78 % 11.5m
-0.37 % 13.5m
-0.38 % 26.24m
0.66 % 12.05m
0.37 % 68.05m
0.65 % 41.34m
3.65 % 11.24m
1.29 % 4.66m
-0.8 % 14.97m
-4.46 % 10.77m
-3.65 % 8.83m

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.203.00

CUT/FILL DEPTH	0.016	-0.011	0	0.011	0.015	0.033	0.103	0.191	0.186	0.102	0.063	-0.054	-0.055	0.013	0.031
DESIGN LEVELS ON GUTTER LIP: BLOCK B3 WEST	210.54	210.62	210.83	210.922	210.95	211.211	211.35	211.264	211.26	211.21	211.187	211.111	211.11	211.19	211.218
EXISTING SURFACE ON GUTTER LIP	210.52	210.63	210.83	210.91	210.94	211.18	211.25	211.07	211.07	211.11	211.12	211.16	211.16	211.18	211.19
CHAINAGE LIP: BLOCK B3 WEST	0	3.6	10.03	20	23.05	40	49	60	60.5	74	80	100	100.24	112.29	120

CUT/FILL DEPTH	0.088	0.13	0.164	0.165	0.195	0.106	0.091	0.095	0.091	0.053	0.134	0.047	0.08	0.03
DESIGN LEVELS ON GUTTER LIP: BLOCK B3 WEST	211.292	211.365	211.439	211.44	211.568	211.699	211.71	212.12	212.18	212.161	212.06	211.727	211.58	211.289
EXISTING SURFACE ON GUTTER LIP	211.2	211.24	211.27	211.28	211.37	211.59	211.62	212.03	212.09	212.11	211.93	211.68	211.5	211.26
CHAINAGE LIP: BLOCK B3 WEST	140	160	180	180.33	200	220	221.67	232.91	237.57	240	252.54	260	263.31	271.29

LONG SECTION GUTTER LIP BLOCK 3 - ST AUBINS ST TO SUSAN STREET (WEST)

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:100 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	03/11/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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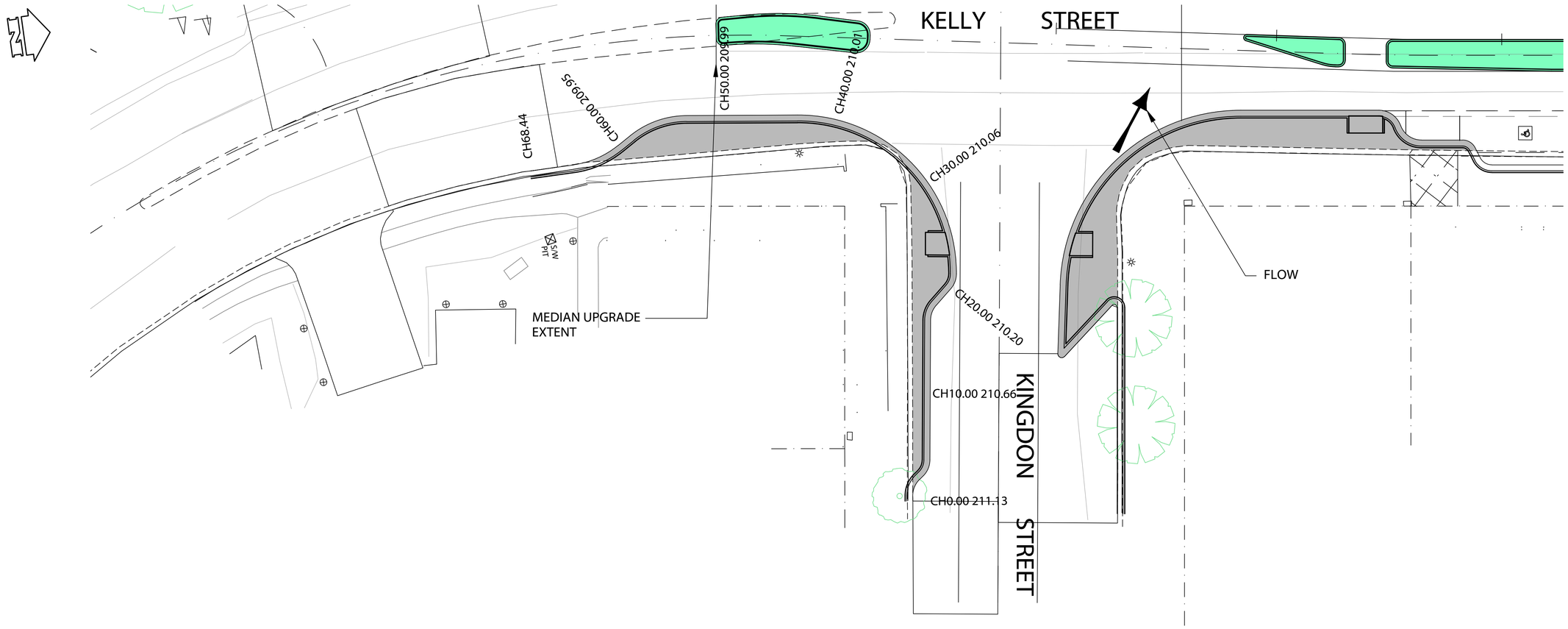
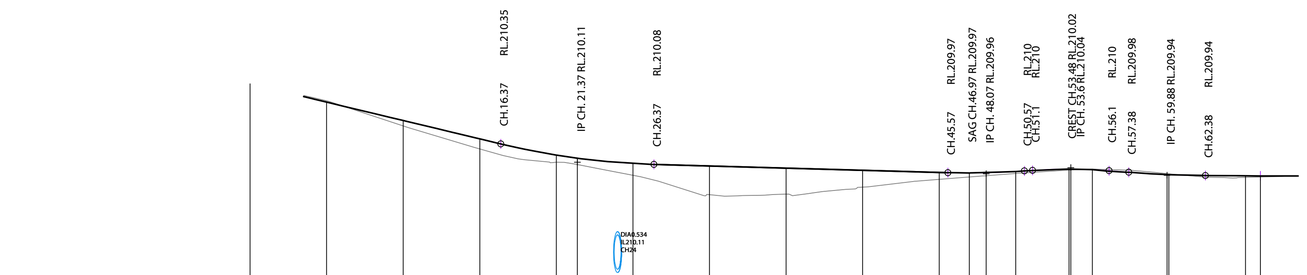
ABN 82 153 018 800

LONG SECTION GUTTER LIP BLOCK 3 ST AUBINS ST TO SUSAN ST (WEST)

Scale
Horizontal: 0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical: 0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JUNE 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD03.18 CD3





A1 SHEET

CUT/FILL DEPTH	-0	-0.017	0.071	0.132	0.092	0.083	0.154	0.374	0.338	0.219	0.09
DESIGN LEVELS ON LIP KINGDON STREET SOUTHEAST	211.134	210.895	210.655	210.415	210.204	210.163	210.094	210.062	210.033	210.005	209.977
EXISTING SURFACE ON LIP	211.13	210.91	210.58	210.28	210.11	210.08	209.94	209.69	209.7	209.79	209.89
CHAINAGE LIP KINGDON SOUTHEAST	0	5	10	15	20	21.37	25	30	35	40	45

CUT/FILL DEPTH	0.052	0.038	0.025	0.012	0.011	-0.006	-0.012	-0.01	0.019	0.013	
DESIGN LEVELS ON LIP KINGDON STREET SOUTHEAST	209.97	209.973	209.989	210.021	210.021	210.014	209.949	209.948	209.933	209.931	
EXISTING SURFACE ON LIP	209.92	209.93	209.96	210.01	210.01	210.02	209.96	209.96	209.91	209.92	209.93
CHAINAGE LIP KINGDON SOUTHEAST	46.97	48.07	50	53.48	53.6	55	59.88	60	65	65.97	68.44

LONGSECTION LIP BLOCK KINGDON SOUTH-EAST

HORIZONTAL SCALE 1:200 (A1)
VERTICAL SCALE 1:40 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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ABN 82 153 018 800

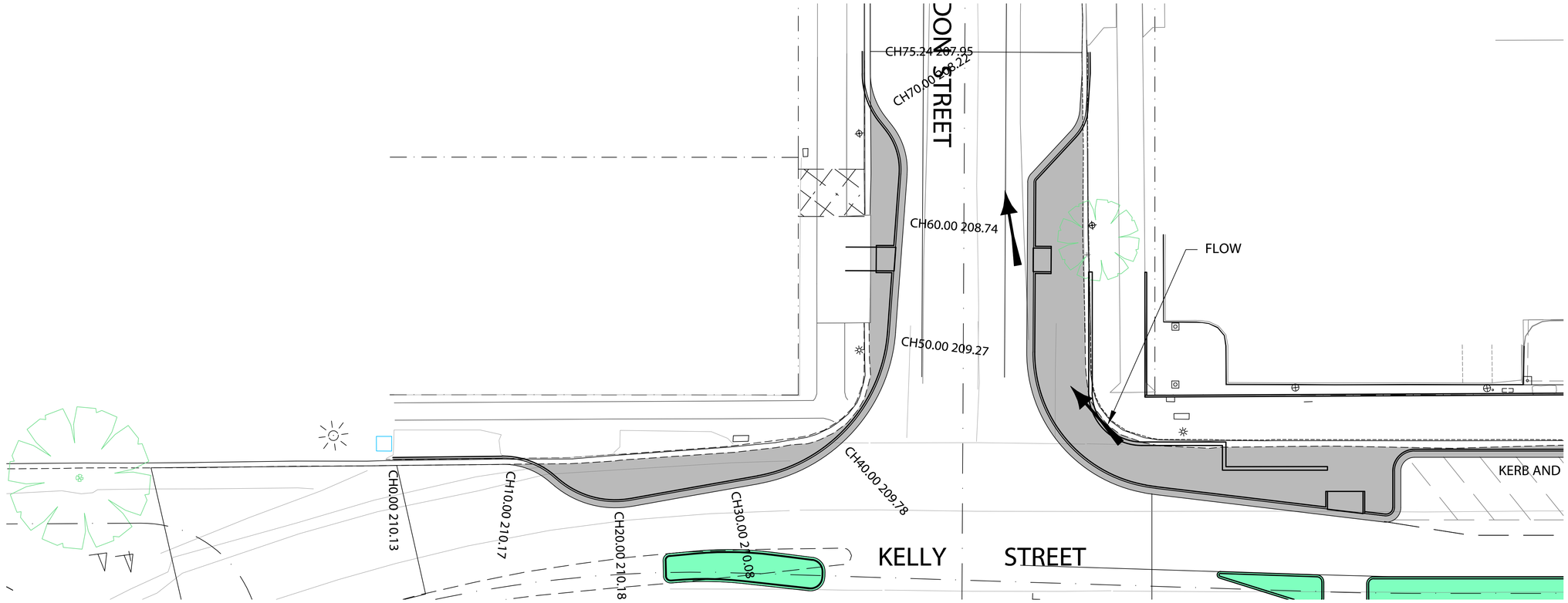
LONG SECTION GUTTER LIP
KELLY STREET SOUTH
KINGDON ST (EAST)

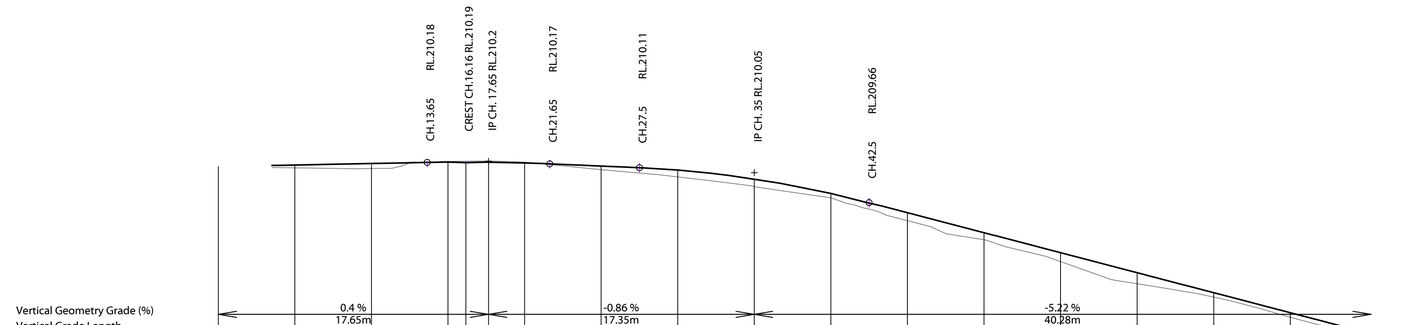
Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JUNE 21	18-130- CD03.20 CD2

A1 SHEET





Vertical Geometry Grade (%) — 0.4 % (17.65m) | -0.86 % (17.35m) | -5.22 % (40.28m)

Vertical Curve Length (m) / Vertical Curve Radius (m) — 8m VC R = 634.39 | 15m VC R = 344.06

DATUM R.L.207.00

CUT/FILL DEPTH	0.002		0.036	0.066	-0.009	-0.012	-0.015	-0.009	0.047	0.089	0.1	0.058	0.102	0.093	0.115	0.143	0.054	0.059	0.008	0.002			
DESIGN LEVELS ON LIP KINGDON STREET SOUTHWEST	210.13		210.15	210.17	210.188	210.189	210.187	210.178	210.136	210.084	209.968	209.78	209.528	209.266	209.005	208.744	208.483	208.222	207.96	207.948	207.946		
EXISTING SURFACE ON LIP	210.13		210.11	210.1	210.2	210.2	210.2	210.19	210.09	209.99	209.87	209.72	209.43	209.17	208.89	208.6	208.43	208.16	207.95	207.55			
CHAINAGE LIP KINGDON SOUTHWEST	0		5	10	15	16.16	17.65	20	25	30	35	40	45	50	55	60	65	70	75	75.24	75.28		

LONGSECTION LIP BLOCK KINGDON STREET SOUTH-WEST

HORIZONTAL SCALE 1:200 (A1)
VERTICAL SCALE 1:40 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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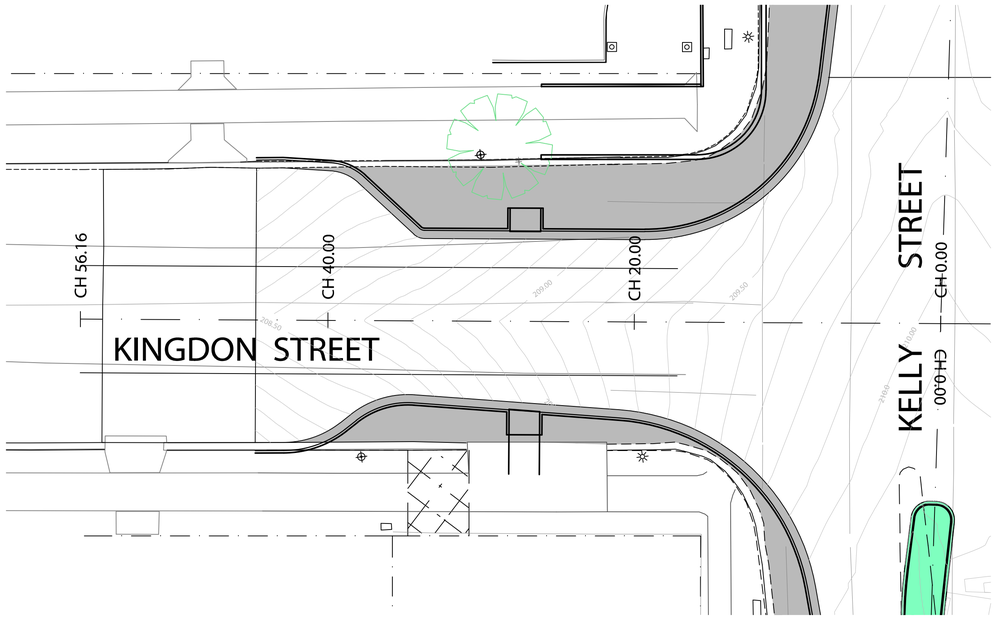
LONG SECTION GUTTER LIP
KELLY STREET SOUTH
KINGDON ST (WEST)

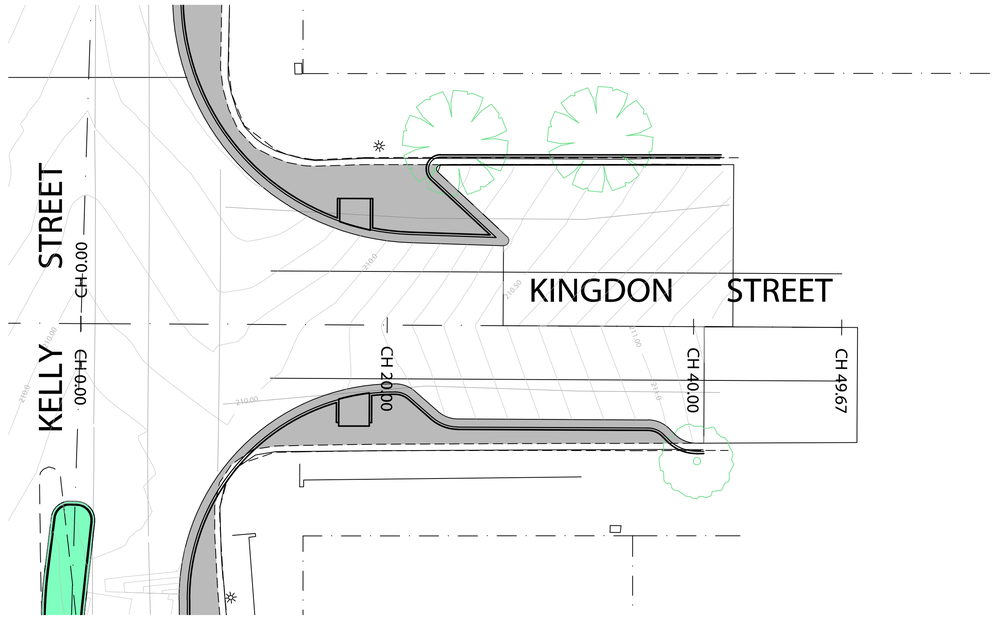
Scale
Horizontal: 0 2 4 6 8 10 — SCALE 1:200 (A1)
Vertical: 0 0.4 0.8 1.2 1.6 2 — SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD03.21 CD2	

A1 SHEET



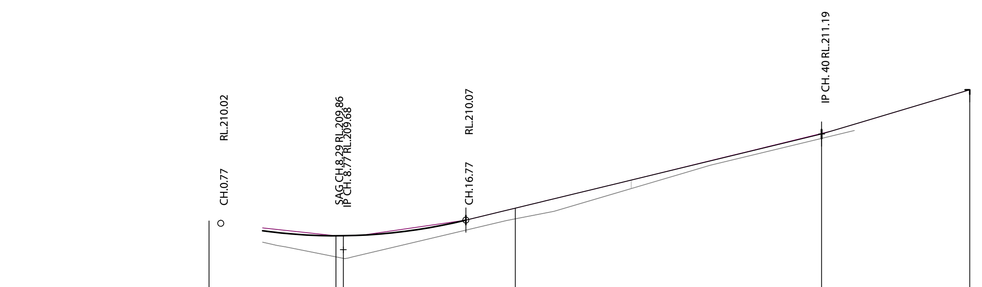


DATUM R.L.206.00

CUT/FILL DEPTH	0.194		0.109	0.108		0.131	0.142		0.134
DESIGN LEVELS ON CENTRELINE KINGDON WEST	209.056		209.35	209.325		208.828	208.628		208.134
EXISTING SURFACE ON CENTRELINE	209.86		209.24	209.22		208.7	208.49		208
CHAINAGE KINGDON WEST	0		19.34	20		33.71	40		56.16

LONGSECTION KINGDON STREET WEST - CENTRELINE

HORIZONTAL SCALE 1:200 (A1)
VERTICAL SCALE 1:40 (A1)



DATUM R.L.207.00

CUT/FILL DEPTH	0.194		0.276	0.296		0.139		0.056	
DESIGN LEVELS ON CENTRELINE KINGDON EAST	209.056		209.862	209.863		210.223		211.19	211.768
EXISTING SURFACE ON CENTRELINE	209.86		209.59	209.57		210.08		211.13	
CHAINAGE KINGDON EAST	0		8.29	8.77		20		40	49.67

LONGSECTION KINGDON STREET EAST - CENTRELINE

HORIZONTAL SCALE 1:200 (A1)
VERTICAL SCALE 1:40 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

UPPER HUNTER SHIRE COUNCIL
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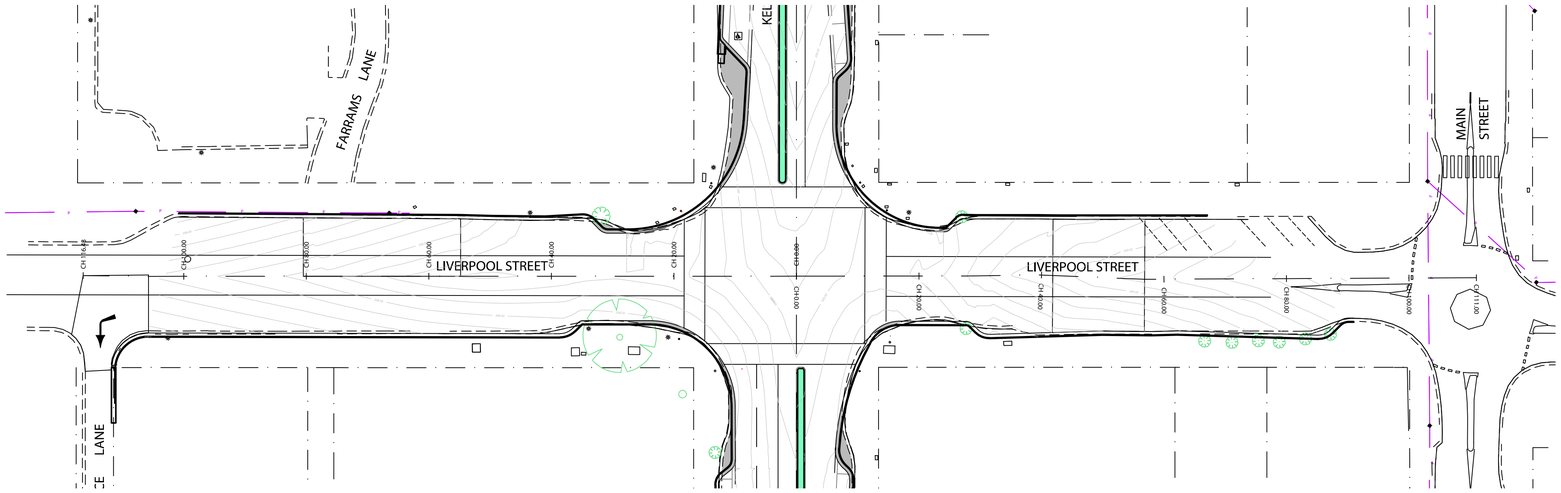
www.rhmce.com.au
ABN 82 153 018 800

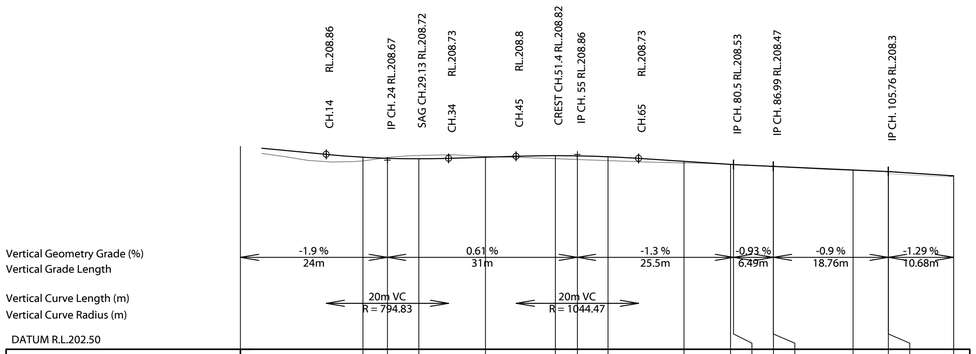
LONG SECTIONS
KINGDON STREET
CENTRELINE
SHEET 1

Scale
Horizontal: 0 2 4 6 8 10 SCALE 1:200 (A1)
Vertical: 0 0.4 0.8 1.2 1.6 2 SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD03.22 CD1	





A1 SHEET

Vertical Geometry Grade (%)
Vertical Grade Length

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.202.50

CUT/FILL DEPTH	0.131	0.121	-0.025	-0.109	-0.022	0.099	0.121	0.127	0.048	0.002	0	-0	-0	0.01	0	0	0
DESIGN LEVELS ON CENTRELINE LIVERPOOL WEST	209.127	208.769	208.733	208.716	208.768	208.818	208.812	208.783	208.633	208.535	208.528	208.468	208.468	208.351	208.299	208.299	208.161
EXISTING SURFACE ON CENTRELINE	209	208.65	208.76	208.83	208.79	208.72	208.69	208.66	208.58	208.53	208.53	208.47	208.47	208.34	208.3	208.3	208.16
CHAINAGE LIVERPOOL WEST	0	20	24	29.13	40	51.4	55	60	72.41	80	80.5	86.99	86.99	100	105.75	105.76	116.43

LONGSECTION LIVERPOOL STREET WEST - CENTRELINE

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:100 (A1)

Vertical Geometry Grade (%)
Vertical Grade Length

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM R.L.202.50

CUT/FILL DEPTH	0.131	0.152	0.161	-0.007	-0.107	-0	-0	0.134	0.155	0.001	-0	-0	0.008	-0.005	0.022	-0.013	-0.033
DESIGN LEVELS ON CENTRELINE LIVERPOOL EAST	209.127	208.96	208.965	209.014	209.243	209.408	209.408	209.458	209.465	209.585	209.666	209.666	209.699	209.862	209.939	210.301	210.5
EXISTING SURFACE ON CENTRELINE	209	208.81	208.8	209.02	209.35	209.41	209.41	209.32	209.31	209.58	209.67	209.67	209.69	209.87	209.92	210.31	210.53
CHAINAGE LIVERPOOL EAST	0	13.13	15.21	20	29.38	35.32	35.32	39.38	40	49.81	56.85	56.85	60	75.72	80	100	111

LONGSECTION LIVERPOOL STREET EAST - CENTRELINE

HORIZONTAL SCALE 1:500 (A1)
VERTICAL SCALE 1:100 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

UPPER HUNTER SHIRE COUNCIL
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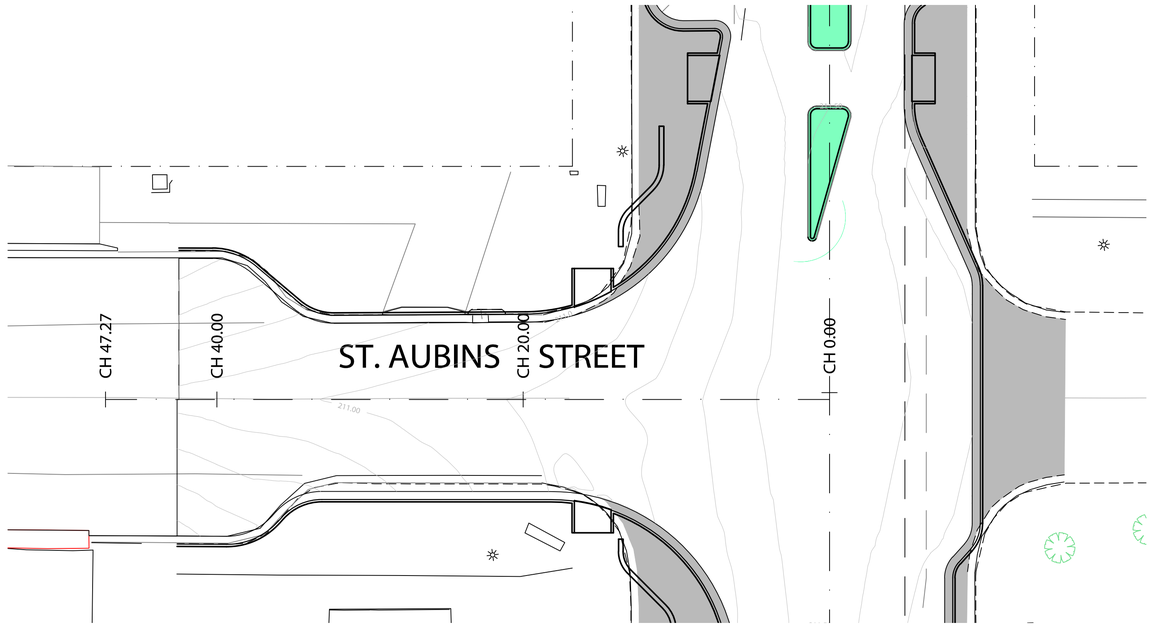
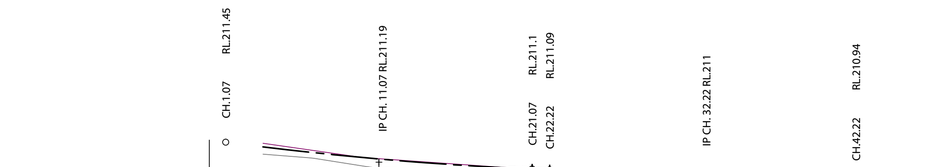
LONG SECTIONS
LIVERPOOL STREET
CENTRELINE
SHEET 1

Scale
Horizontal:
0 5 10 15 20 25
SCALE 1:500 (A1)
Vertical:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date DEC 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD03.23 CD1

A1 SHEET





CUT/FILL DEPTH	0.08		0.123	0.081	0.042	0.085	0.159	
DESIGN LEVELS ON CENTRELINEST AUBINS WEST	211.48		211.233	211.11	211.008	210.954	210.91	
EXISTING SURFACE ON CENTRELINE	211.4		211.11	211.03	210.97	210.87	210.75	
CHAINAGE ST AUBINS WEST	0		11.07	20	32.22	40	47.27	

LONGSECTION ST AUBINS WEST - CENTRELINE

HORIZONTAL SCALE 1:200 (A1)
VERTICAL SCALE 1:40 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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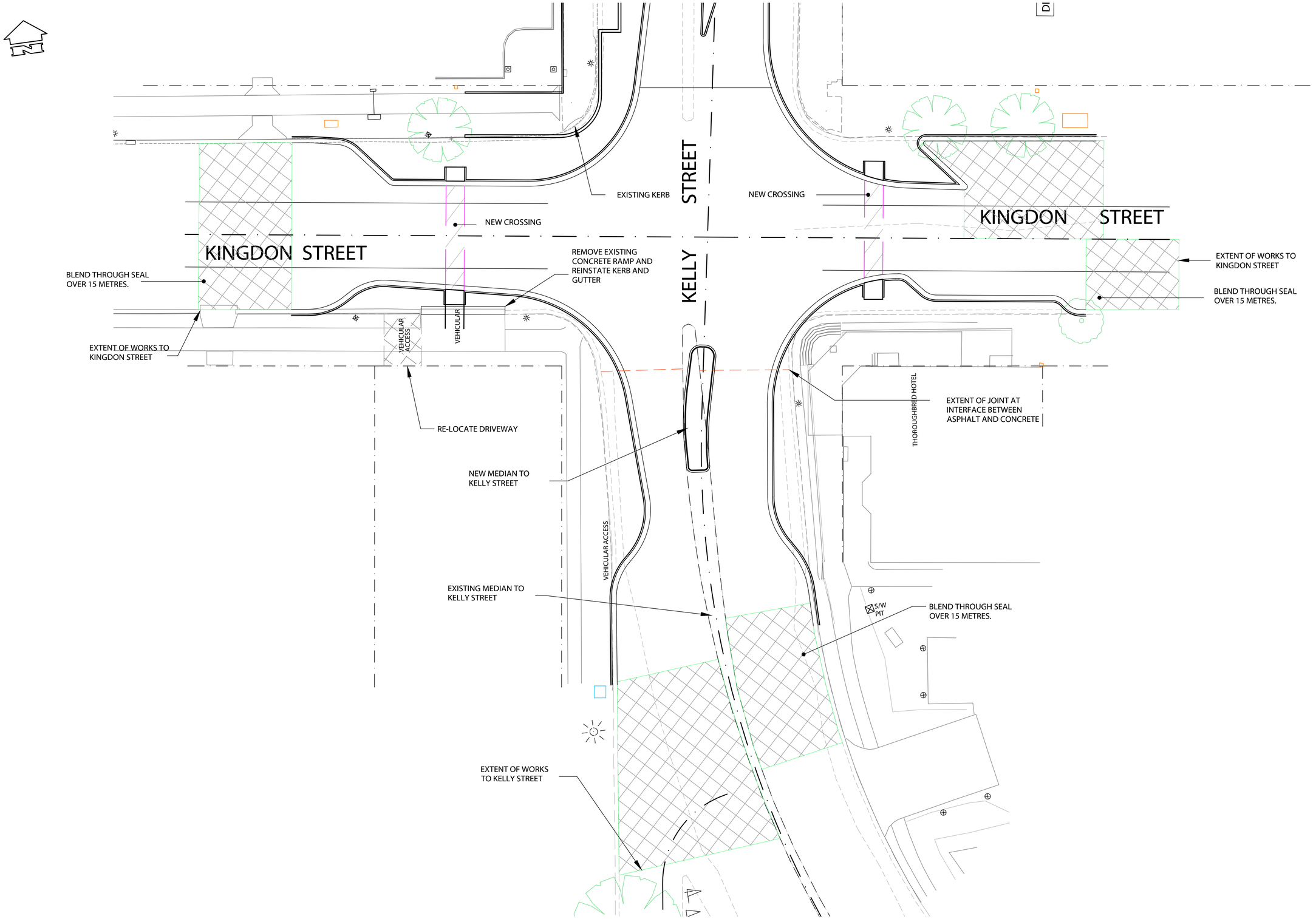
LONG SECTIONS
ST AUBINS STREET
CENTRELINE
SHEET 1

Scale
Horizontal: 0 2 4 6 8 10 SCALE 1:200 (A1)
Vertical: 0 0.4 0.8 1.2 1.6 2 SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD03.24 CD1	

A1 SHEET



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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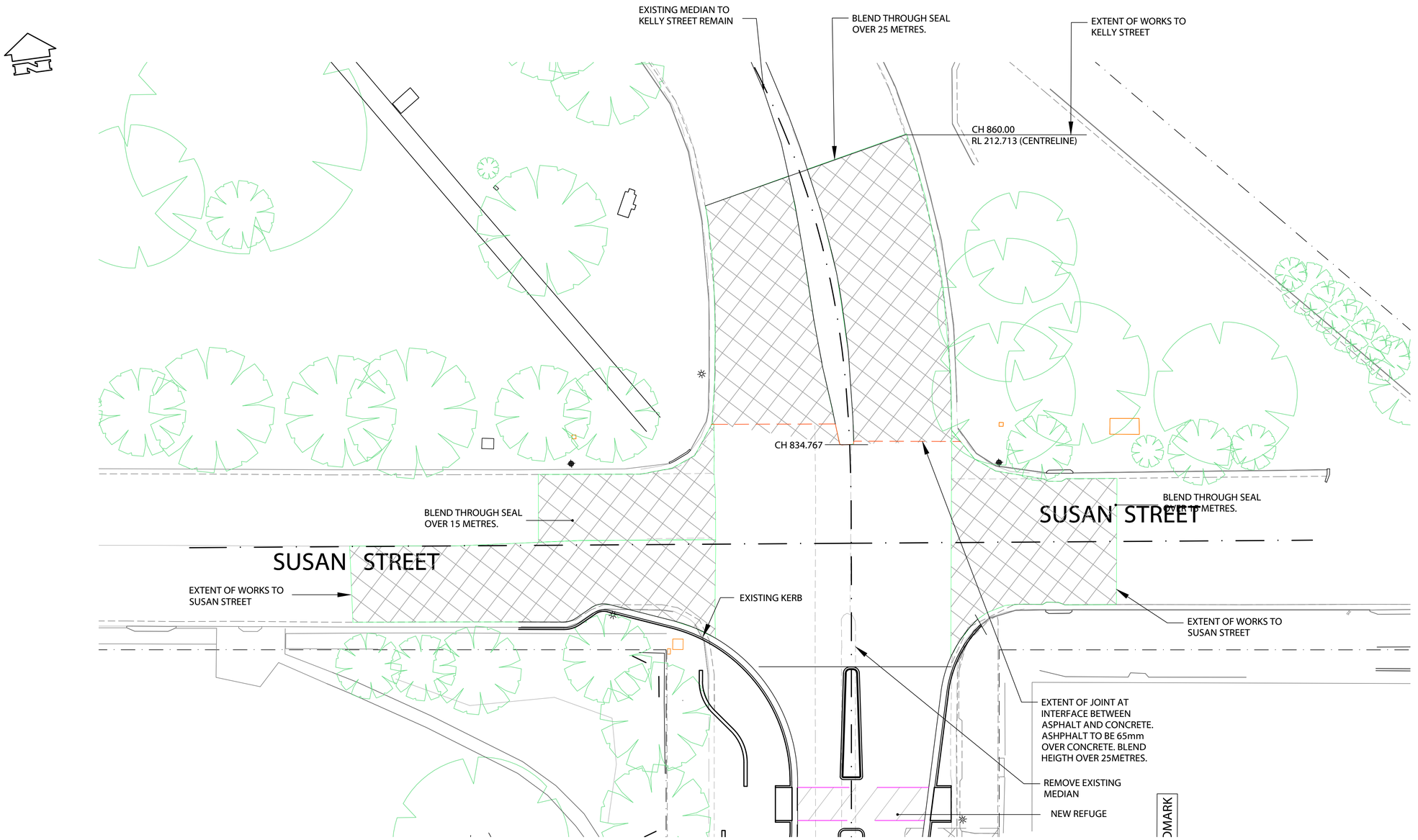
KELLY STREET TIE IN SOUTH AT KINGDON ST SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD03.30	CD2

A1 SHEET



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CH				

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KELLY STREET TIE IN NORTH AT SUSAN STREET SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

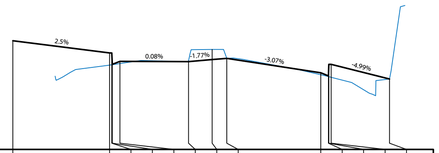
CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD03.40 CD2	

A1 SHEET

Centreline Data

X=298632.992
Y=6451699.79
Z=210.173



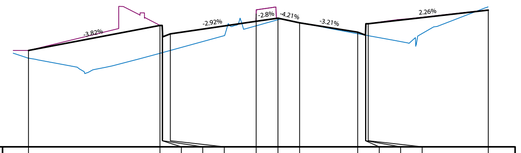
Datum209

DESIGN SURFACE KELLY STREET	210.418		210.26	210.26	210.11	210.15	210.146	210.173	210.188	210	209.96	210.11	210.11	209.919	
HEIGHT TO MEDIAN															
DESIGN MEDIAN LEVEL															
DEPTH TO EXISTING			-0.16	-0.16	-0	-0.03	0.01	0.13	0	-0.02	-0.01	-0.16	-0.17	0	
EXISTING SURFACE LEVEL			210.1	210.1	210.11	210.12	210.16	210.3	210.19	209.98	209.95	209.95	209.94	209.92	
OFFSET FROM CENTRELINE	-13.02		-6.7	-6.55	-6.52	-6.02	-1.54	0	0.96	7.09	7.59	7.62	7.77	11.59	

CHAINAGE 110.000

Centreline Data

X=298641.181
Y=6451749.111
Z=209.68



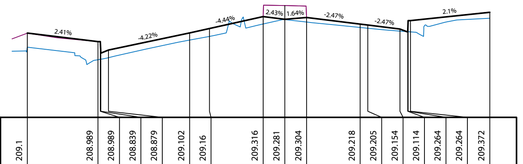
Datum208

DESIGN SURFACE KELLY STREET	209.258		209.586	209.586	209.436	209.476	209.64	209.68	209.62	209.498	209.458	209.608	209.608	209.785	
COMBINED ROAD SURFACE	209.26		209.59	209.59	209.44	209.48	209.74	209.68	209.62	209.5	209.46	209.61	209.61	209.79	
HEIGHT TO MEDIAN							0.1								
DESIGN MEDIAN LEVEL							209.74								
DEPTH TO EXISTING	-0.1		-0.36	-0.36	-0.2	-0.22	-0.06	-0.02	0	-0.02	0	-0.15	-0.16		
EXISTING SURFACE LEVEL	209.16		209.22	209.23	209.23	209.26	209.58	209.66	209.62	209.48	209.46	209.45	209.45		
OFFSET FROM CENTRELINE	-16.28		-7.71	-7.56	-7.53	-7.03	-1.42	0	1.42	5.21	5.71	5.74	5.89	13.74	

CHAINAGE 160.000

Centreline Data

X=298645.583
Y=6451778.784
Z=209.281



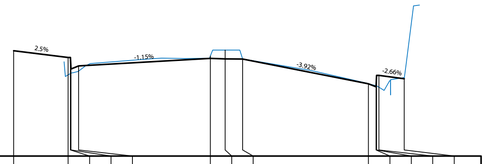
Datum208

DESIGN SURFACE KELLY STREET	209.1		208.989	208.989	208.839	208.879	209.102	209.16	209.316	209.281	209.304	209.218	209.205	209.154	209.114	209.264	209.264	209.372	
COMBINED ROAD SURFACE	209.1		208.99	208.99	208.84	208.88	209.1	209.16	209.32	209.46	209.3	209.22	209.21	209.15	209.11	209.26	209.26	209.37	
HEIGHT TO MEDIAN									0	0.18									
DESIGN MEDIAN LEVEL									209.32	209.46									
DEPTH TO EXISTING	-0.18		-0.24	-0.23	-0.08	-0.1	-0.09	-0.1	-0.1	-0	-0.06	-0.04	-0.04	-0.03	0.01	-0.14	-0.15		
EXISTING SURFACE LEVEL	208.92		208.75	208.76	208.76	208.78	209.01	209.06	209.22	209.28	209.24	209.17	209.16	209.13	209.12	209.12	209.12		
OFFSET FROM CENTRELINE	-16.82		-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.38	

CHAINAGE 190.000

Centreline Data

X=298632.377
Y=6451689.812
Z=210.269



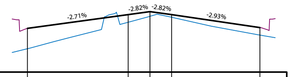
Datum209

DESIGN SURFACE KELLY STREET	210.375		210.286	210.286	210.136	210.176	210.274	210.269	210.266	209.943	209.903	210.053	210.053	210.01	
HEIGHT TO MEDIAN															
DESIGN MEDIAN LEVEL															
DEPTH TO EXISTING			-0.23	-0.21	-0.06	-0.07	0.03	0.11	0	0	0.01	-0.14	-0.16	0	
EXISTING SURFACE LEVEL			210.06	210.08	210.08	210.11	210.31	210.38	210.27	209.94	209.92	209.92	209.9	210.01	
OFFSET FROM CENTRELINE	-13.81		-10.25	-10.1	-10.07	-9.57	-0.97	0	1.14	9.36	9.86	9.89	10.04	11.69	

CHAINAGE 100.000

Centreline Data

X=298639.507
Y=6451739.252
Z=209.79



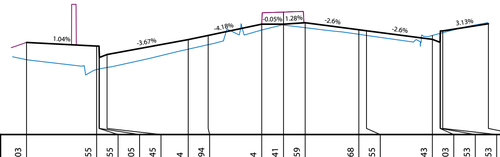
Datum209

DESIGN SURFACE KELLY STREET	209.572		209.75	209.79	209.75	209.581									
COMBINED ROAD SURFACE	209.57		209.75	209.79	209.75	209.58									
HEIGHT TO MEDIAN															
DESIGN MEDIAN LEVEL															
DEPTH TO EXISTING	-0.27		-0.1	-0.06	-0.03	-0.1									
EXISTING SURFACE LEVEL	209.3		209.65	209.73	209.72	209.48									
OFFSET FROM CENTRELINE	-8		-1.42	0	1.42	7.18									

CHAINAGE 150.000

Centreline Data

X=298644.226
Y=6451768.876
Z=209.441



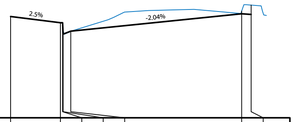
Datum208

DESIGN SURFACE KELLY STREET	209.203		209.155	209.155	209.005	209.045	209.24	209.294	209.44	209.441	209.459	209.368	209.355	209.243	209.203	209.353	209.353	209.447	
COMBINED ROAD SURFACE	209.2		209.16	209.16	209.01	209.05	209.24	209.29	209.44	209.6	209.46	209.37	209.36	209.24	209.2	209.35	209.35	209.45	
HEIGHT TO MEDIAN									-0	0.16									
DESIGN MEDIAN LEVEL									209.44	209.6									
DEPTH TO EXISTING	-0.23		-0.31	-0.3	-0.15	-0.17	-0.13	-0.12	-0.08	-0.01	-0.06	-0.06	-0.06	0.05	0.12	-0.03	-0.02		
EXISTING SURFACE LEVEL	208.98		208.85	208.86	208.86	208.87	209.11	209.17	209.36	209.43	209.39	209.31	209.29	209.29	209.32	209.32	209.33		
OFFSET FROM CENTRELINE	-16.78		-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	9.72	10.22	10.25	10.4	13.38	

CHAINAGE 180.000

Centreline Data

X=298632.71
Y=6451679.866
Z=210.35



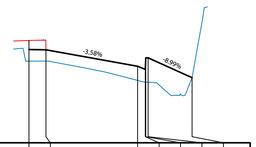
Datum209

DESIGN SURFACE KELLY STREET	210.322		210.241	210.241	210.091	210.131			210.359	210.35					
HEIGHT TO MEDIAN															
DESIGN MEDIAN LEVEL															
DEPTH TO EXISTING						-0			0.04	0.12					
EXISTING SURFACE LEVEL						210.13			210.39	210.47					
OFFSET FROM CENTRELINE	-15.7		-12.46	-12.31	-12.28	-11.78			-0.61	0					

CHAINAGE 90.044

Centreline Data

X=298634.485
Y=6451709.676
Z=210.218



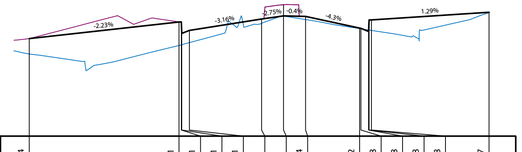
Datum209

DESIGN SURFACE KELLY STREET	210.218	210.213				209.999	209.959	210.109	210.109	209.85					
HEIGHT TO MEDIAN	0.12	-0													
DESIGN MEDIAN LEVEL	210.34	210.21													
DEPTH TO EXISTING	-0.15	-0.15				-0.18	-0.17	-0.32	-0.32	0					
EXISTING SURFACE LEVEL	210.07	210.07				209.81	209.79	209.79	209.79	209.85					
OFFSET FROM CENTRELINE	0	1.11				7.1	7.6	7.63	7.78	10.65					

CHAINAGE 120.000

Centreline Data

X=298642.836
Y=6451758.973
Z=209.57



Datum208

DESIGN SURFACE KELLY STREET	209.274		209.491	209.491	209.341	209.381	209.53	209.57	209.564	209.412	209.408	209.368	209.518	209.518	209.617		
COMBINED ROAD SURFACE	209.27		209.49	209.49	209.34	209.38	209.53	209.72	209.56	209.41	209.41	209.37	209.52	209.52	209.62		
HEIGHT TO MEDIAN								0.15									
DESIGN MEDIAN LEVEL								209.72									
DEPTH TO EXISTING	-0.2		-0.31	-0.3	-0.15	-0.16	-0.06	-0	-0.04	-0.01	-0.01	0.02	-0.13	-0.14	-0.01		
EXISTING SURFACE LEVEL	209.07		209.18	209.19	209.19	209.22	209.47	209.57	209.52	209.4	209.4	209.39	209.39	209.38	209.61		
OFFSET FROM CENTRELINE	-16.6		-6.82	-6.67	-6.64	-6.14	-1.43	0	1.44	4.98	5.06	5.56	5.59	5.74	13.42		

CHAINAGE 170.000

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD5	CONCEPT DESIGN	24/12/21	CA				
CD4	CONCEPT DESIGN	03/11/21	CA				
CD3	CONCEPT DESIGN	17/08/21	CA				
CD2	CONCEPT DESIGN	02/08/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

UPPER HUNTER SHIRE COUNCIL
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KELLY STREET REVITALISATION PROJECT
SCONE NSW 2337

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ABN 82 153 018 800

KELLY STREET
CROSS SECTIONS
SHEET 1

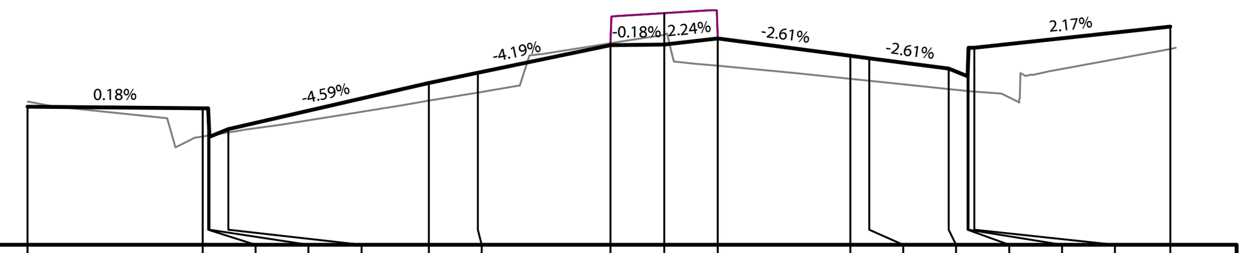
Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD04.01	CD5

A1 SHEET

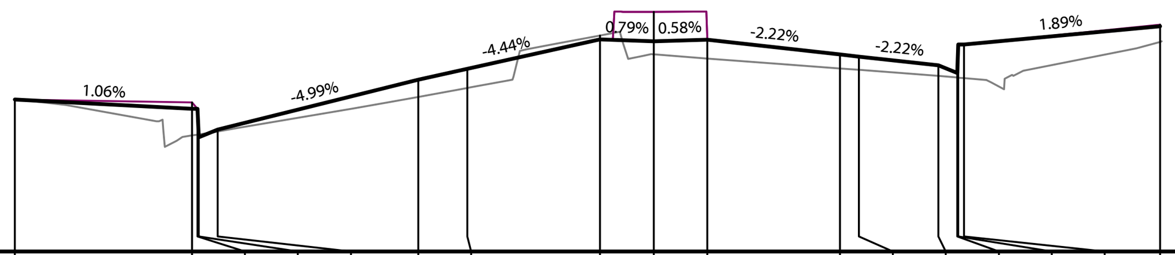
Centreline Data
X=298649.654
Y=6451808.506
Z=209.058
Datum208



DESIGN SURFACE KELLY STREET	208.73	208.721	208.721	208.571	208.611	208.854	208.909	209.055	209.058	209.09	208.998	208.985	208.931	208.891	209.041	209.041	209.153
COMBINED ROAD SURFACE	208.73	208.72	208.72	208.57	208.61	208.85	208.91	209.06	209.22	209.09	209	208.99	208.93	208.89	209.04	209.04	209.15
HEIGHT TO MEDIAN								0	0.17	-0							
DESIGN MEDIAN LEVEL								209.06	209.22	209.09							
DEPTH TO EXISTING		-0.15	-0.14	0.01	-0.02	-0.09	-0.1	0.01	0.05	-0.14	-0.12	-0.12	-0.11	-0.08	-0.23	-0.23	-0.12
EXISTING SURFACE LEVEL		208.57	208.58	208.58	208.59	208.76	208.8	209.07	209.11	208.95	208.88	208.87	208.82	208.81	208.81	208.81	209.04
OFFSET FROM CENTRELINE	-16.83	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.38

CHAINAGE 220.000

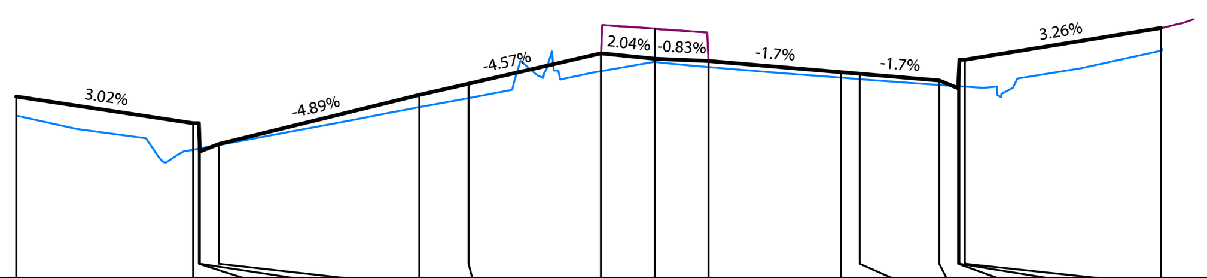
Centreline Data
X=298648.297
Y=6451798.599
Z=209.112
Datum208



DESIGN SURFACE KELLY STREET	208.804	208.755	208.755	208.605	208.645	208.909	208.967	209.123	209.112	209.12	209.042	209.031	208.984	208.944	209.094	209.094	209.192
COMBINED ROAD SURFACE	208.8	208.79	208.75	208.6	208.65	208.91	208.97	209.12	209.27	209.12	209.04	209.03	208.98	208.94	209.09	209.09	209.2
HEIGHT TO MEDIAN									0.16								
DESIGN MEDIAN LEVEL									209.27								
DEPTH TO EXISTING	0	-0.14	-0.14	0.01	-0.01	-0.09	-0.1	0.02	-0.07	-0.1	-0.07	-0.07	-0.06	-0.02	-0.17	-0.18	-0.08
EXISTING SURFACE LEVEL	208.81	208.61	208.62	208.62	208.63	208.82	208.87	209.14	209.04	209.02	208.97	208.96	208.93	208.92	208.92	208.92	209.11
OFFSET FROM CENTRELINE	-16.88	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.38

CHAINAGE 210.000

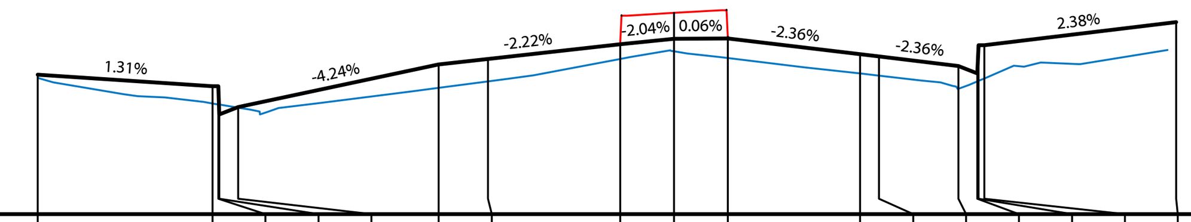
Centreline Data
X=298646.94
Y=6451788.691
Z=209.162
Datum208



DESIGN SURFACE KELLY STREET	208.963	208.822	208.822	208.672	208.712	208.971	209.031	209.191	209.162	209.15	209.09	209.082	209.046	209.006	209.156	209.156	209.325
COMBINED ROAD SURFACE	208.96	208.82	208.82	208.67	208.71	208.97	209.03	209.19	209.32	209.15	209.09	209.08	209.05	209.01	209.16	209.16	209.32
HEIGHT TO MEDIAN								0	0.16								
DESIGN MEDIAN LEVEL								209.19	209.32								
DEPTH TO EXISTING		-0.14	-0.13	0.02	-0.01	-0.07	-0.08	-0.09	-0.02	-0.03	-0.03	-0.03	-0.02	0.01	-0.14	-0.14	-0.12
EXISTING SURFACE LEVEL		208.68	208.69	208.69	208.71	208.91	208.95	209.1	209.14	209.12	209.06	209.05	209.02	209.02	209.02	209.01	209.2
OFFSET FROM CENTRELINE	-16.87	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.38

CHAINAGE 200.000

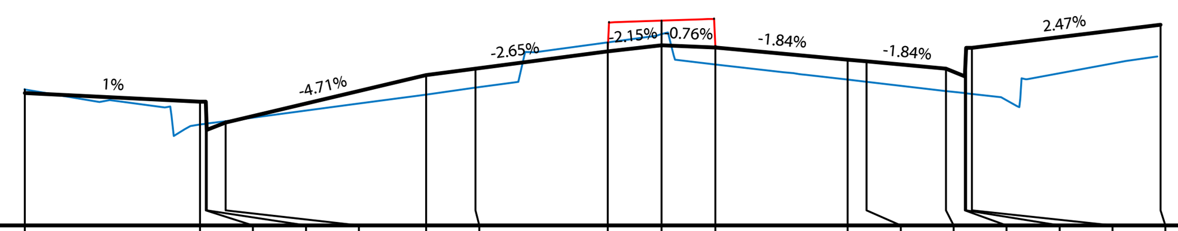
Centreline Data
X=298653.725
Y=6451838.229
Z=208.926
Datum208



DESIGN SURFACE KELLY STREET	208.736	208.675	208.675	208.525	208.565	208.79	208.819	208.897	208.926	208.927	208.844	208.832	208.782	208.742	208.892	208.892	209.013
HEIGHT TO MEDIAN								0	0.14	0							
DESIGN MEDIAN LEVEL								208.9	209.06	208.93							
DEPTH TO EXISTING		-0.09	-0.1	0.05	-0	-0.12	-0.12	-0.08	-0.07	-0.1	-0.1	-0.1	-0.12	-0.04	-0.19	-0.18	
EXISTING SURFACE LEVEL		208.58	208.58	208.58	208.56	208.67	208.7	208.82	208.86	208.82	208.74	208.73	208.66	208.7	208.7	208.72	
OFFSET FROM CENTRELINE	-16.82	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.27

CHAINAGE 250.000

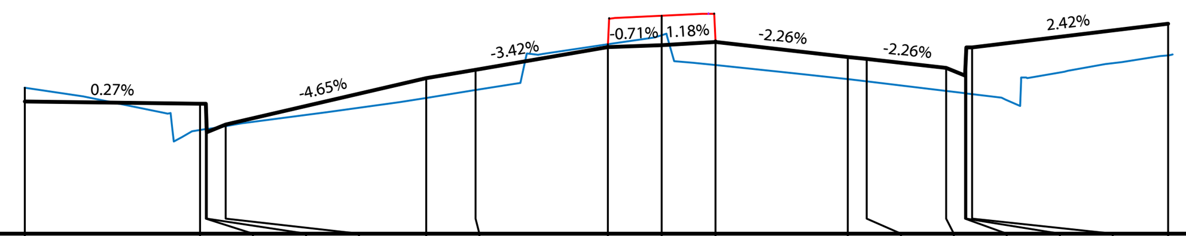
Centreline Data
X=298652.368
Y=6451828.321
Z=208.951
Datum208



DESIGN SURFACE KELLY STREET	208.7	208.654	208.654	208.504	208.544	208.793	208.828	208.92	208.951	208.94	208.875	208.866	208.827	208.787	208.937	208.937	209.061
HEIGHT TO MEDIAN								0	0.13	0							
DESIGN MEDIAN LEVEL								208.92	209.08	208.94							
DEPTH TO EXISTING	0.02	-0.12	-0.12	0.03	0.01	-0.1	-0.1	0.05	0.06	-0.09	-0.1	-0.11	-0.12	-0.09	-0.24	-0.24	
EXISTING SURFACE LEVEL	208.72	208.53	208.54	208.54	208.55	208.69	208.73	208.97	209.01	208.85	208.77	208.76	208.71	208.7	208.7	208.69	
OFFSET FROM CENTRELINE	-16.84	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.19

CHAINAGE 240.000

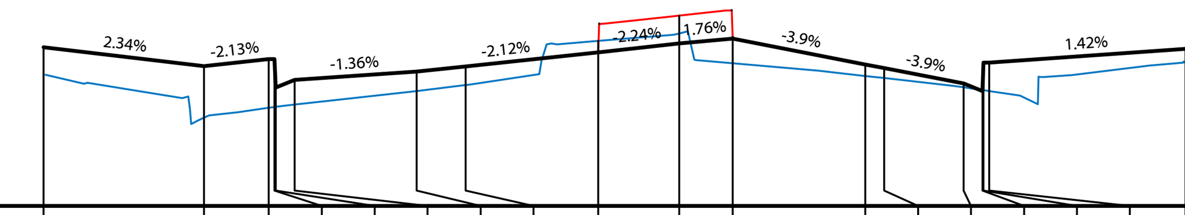
Centreline Data
X=298651.011
Y=6451818.414
Z=208.998
Datum208



DESIGN SURFACE KELLY STREET	208.7	208.687	208.687	208.537	208.577	208.824	208.868	208.988	208.998	209.015	208.936	208.924	208.877	208.837	208.987	208.987	209.112
HEIGHT TO MEDIAN								0	0.16	0							
DESIGN MEDIAN LEVEL								208.99	209.15	209.01							
DEPTH TO EXISTING	0.07	-0.14	-0.13	0.02	-0.01	-0.11	-0.11	0.01	0.05	-0.12	-0.12	-0.12	-0.12	-0.09	-0.24	-0.25	-0.17
EXISTING SURFACE LEVEL	208.77	208.55	208.55	208.55	208.57	208.72	208.76	209	209.05	208.89	208.82	208.81	208.76	208.74	208.74	208.74	208.94
OFFSET FROM CENTRELINE	-16.83	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.38

CHAINAGE 230.000

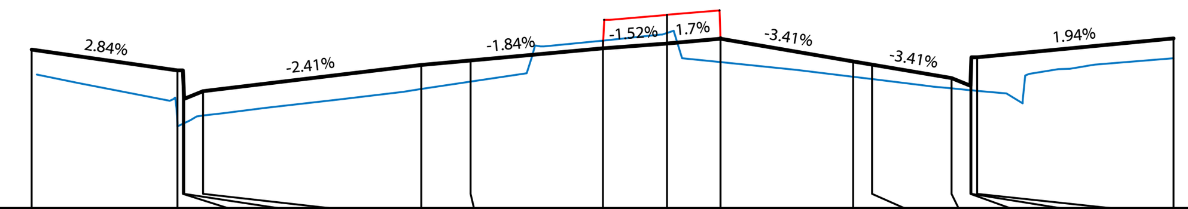
Centreline Data
X=298657.796
Y=6451867.951
Z=208.86
Datum208



DESIGN SURFACE KELLY STREET	208.839	208.74	208.776	208.776	208.626	208.666	208.71	208.738	208.812	208.86	208.885	208.748	208.729	208.647	208.607	208.757	208.757	208.83
HEIGHT TO MEDIAN									0	0.15	0							
DESIGN MEDIAN LEVEL									208.81	209.01	208.89							
DEPTH TO EXISTING		-0.27	-0.26	-0.25	-0.1	-0.13	-0.1	-0.1	0.06	0.05	-0.13	-0.06	-0.05	-0.02	0.01	-0.15	-0.15	
EXISTING SURFACE LEVEL		208.47	208.52	208.52	208.52	208.54	208.61	208.64	208.87	208.91	208.75	208.69	208.68	208.63	208.61	208.61	208.61	
OFFSET FROM CENTRELINE	-16.8	-12.56	-10.85	-10.7	-10.67	-10.17	-6.94	-5.64	-2.14	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.39

CHAINAGE 280.000

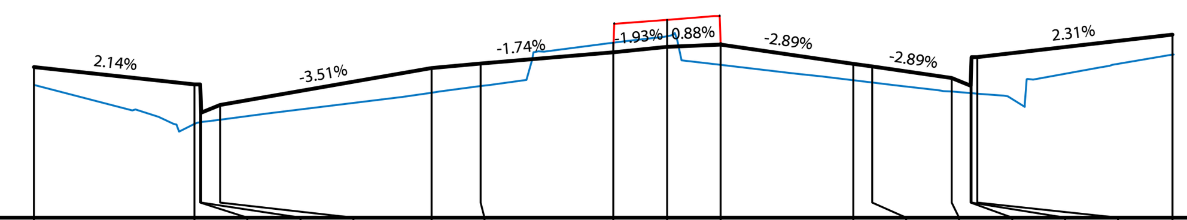
Centreline Data
X=298656.439
Y=6451858.044
Z=208.876
Datum208



DESIGN SURFACE KELLY STREET	208.842	208.733	208.733	208.583	208.623	208.762	208.786	208.85	208.876	208.9	208.781	208.764	208.692	208.652	208.802	208.802	208.903
HEIGHT TO MEDIAN								-0	0.15	0							
DESIGN MEDIAN LEVEL								208.85	209.03	208.9							
DEPTH TO EXISTING		-0.28	-0.28	-0.13	-0.13	-0.13	-0.11	0.04	0.06	-0.12	-0.08	-0.08	-0.05	-0.02	-0.17	-0.18	-0.11
EXISTING SURFACE LEVEL		208.45	208.45	208.45	208.49	208.63	208.67	208.89	208.93	208.78	208.7	208.69	208.64	208.63	208.63	208.63	208.8
OFFSET FROM CENTRELINE	-16.78	-12.94	-12.79	-12.76	-12.26	-6.49	-5.19	-1.69	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.39

CHAINAGE 270.000

Centreline Data
X=298655.082
Y=6451848.136
Z=208.901
Datum208



DESIGN SURFACE KELLY STREET	208.795	208.704	208.704	208.554	208.594	208.79	208.813	208.873	208.901	208.913	208.812	208.798	208.737	208.697	208.847	208.847	208.966
HEIGHT TO MEDIAN								0	0.14	0							
DESIGN MEDIAN LEVEL								208.87	209.04	208.91							
DEPTH TO EXISTING		-0.21	-0.2	-0.05	-0.08	-0.13	-0.12	0.05	0.06	-0.11	-0.09	-0.08	-0.07	-0.04	-0.19	-0.19	-0.11
EXISTING SURFACE LEVEL		208.5	208.5	208.5	208.52	208.66	208.69	208.92	208.96	208.81	208.73	208.71	208.67	208.66	208.66	208.65	208.86
OFFSET FROM CENTRELINE	-16.73	-12.48	-12.33	-12.3	-11.8	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.36

CHAINAGE 260.000

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD5	CONCEPT DESIGN	24/12/21	CA				
CD4	CONCEPT DESIGN	03/11/21	CA				
CD3	CONCEPT DESIGN	17/08/21	CA				
CD2	CONCEPT DESIGN	02/08/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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KELLY STREET REVITALISATION PROJECT
SCONE NSW 2337

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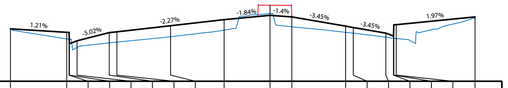
Email rhmce@rhmce.com.au www.rhmce.com.au
ABN 82 153 018 800

KELLY STREET
CROSS SECTIONS
SHEET 2

Scale
Horizontal: 0 2 4 6 8 10 SCALE 1:200 (A1)
Vertical: 0 0.4 0.8 1.2 1.6 2 SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: 18-130-CD04.02 Rev CD5
Date	JUNE 21	



A1 SHEET

Centreline Data
X=298661.867
Y=6451897.674
Z=208.86

Datum208

DESIGN SURFACE KELLY STREET	208.684	208.639	208.639	208.489	208.529	208.635	208.646	208.725	208.805	208.86	208.84	208.719	208.702	208.629	208.589	208.739	208.739	208.84
HEIGHT TO MEDIAN										0.13								
DESIGN MEDIAN LEVEL										208.99								
DEPTH TO EXISTING		-0.09	-0.09	0.06	-0.09	-0.13	-0.13	-0.14	-0.14	0.02	-0.13	-0.08	-0.07	-0.05	-0.03	-0.18	-0.18	-0.03
EXISTING SURFACE LEVEL		208.55	208.55	208.55	208.44	208.5	208.51	208.58	208.67	208.88	208.71	208.64	208.63	208.57	208.56	208.56	208.56	208.81
OFFSET FROM CENTRELINE	-16.95	-13.28	-13.13	-13.1	-12.6	-10.5	-10	-6.5	-3	0	1.42	4.93	5.43	7.56	8.06	8.09	8.24	13.39

CHAINAGE 310.000

Centreline Data
X=298660.51
Y=6451887.766
Z=208.86

Datum208

DESIGN SURFACE KELLY STREET	208.736	208.699	208.699	208.549	208.589	208.625	208.636	208.711	208.787	208.86	208.855	208.724	208.705	208.546	208.506	208.656	208.656	208.74
HEIGHT TO MEDIAN										0.12								
DESIGN MEDIAN LEVEL										208.98								
DEPTH TO EXISTING		-0.22	-0.21	-0.06	-0.09	-0.11	-0.11	-0.12	0.05	0.04	-0.13	-0.08	-0.07	0.11	0.15	-0	-0.01	0.06
EXISTING SURFACE LEVEL		208.48	208.48	208.48	208.5	208.51	208.52	208.59	208.84	208.9	208.72	208.65	208.64	208.66	208.65	208.65	208.65	208.8
OFFSET FROM CENTRELINE	-16.89	-11.97	-11.82	-11.79	-11.29	-10.5	-10	-6.5	-3	0	1.42	4.92	5.42	9.65	10.15	10.18	10.33	13.39

CHAINAGE 300.000

Centreline Data
X=298659.153
Y=6451877.859
Z=208.86

Datum208

DESIGN SURFACE KELLY STREET	208.787	208.709	208.789	208.789	208.639	208.679	208.707	208.774	208.86	208.87	208.751	208.711	208.861	208.861	208.712	208.783
HEIGHT TO MEDIAN									0.15							
DESIGN MEDIAN LEVEL									209.01							
DEPTH TO EXISTING		-0.24	-0.22	-0.22	-0.07	-0.1	-0.09	0.09	0.05	-0.13	-0.09	-0.06	-0.21	-0.21	-0.03	
EXISTING SURFACE LEVEL		208.46	208.57	208.57	208.57	208.58	208.62	208.87	208.91	208.74	208.67	208.65	208.65	208.65	208.68	
OFFSET FROM CENTRELINE	-16.85	-12.58	-8.24	-8.09	-8.06	-7.56	-6.09	-2.59	0	1.42	4.9	5.4	5.43	5.58	9.97	13.39

CHAINAGE 290.000

Centreline Data
X=298665.938
Y=6451927.396
Z=208.912

Datum208

DESIGN SURFACE KELLY STREET	208.735	208.716	208.716	208.566	208.604	208.606	208.732	208.86	208.912	208.89	208.81	208.809	208.77	208.92	208.92	209
HEIGHT TO MEDIAN																
DESIGN MEDIAN LEVEL																
DEPTH TO EXISTING	-0.06	-0.2	-0.2	-0.05	-0.07	-0.07	-0.11	-0.14	0.04	-0.12	-0.15	-0.15	-0.12	-0.27	-0.28	-0.06
EXISTING SURFACE LEVEL	208.67	208.51	208.52	208.52	208.53	208.53	208.62	208.72	208.95	208.77	208.66	208.66	208.65	208.65	208.64	208.94
OFFSET FROM CENTRELINE	-16.78	-10.64	-10.49	-10.46	-10	-9.96	-6.5	-3	0	1.42	6.37	6.41	6.87	6.9	7.05	14.24

CHAINAGE 340.000

Centreline Data
X=298664.581
Y=6451917.489
Z=208.881

Datum208

DESIGN SURFACE KELLY STREET	208.699	208.665	208.665	208.515	208.555	208.583	208.6	208.721	208.842	208.881	208.873	208.749	208.735	208.679	208.639	208.789	208.789	208.894
HEIGHT TO MEDIAN																		
DESIGN MEDIAN LEVEL																		
DEPTH TO EXISTING		-0.12	-0.12	0.03	-0.12	-0.09	-0.09	-0.13	-0.15	0.03	-0.13	-0.12	-0.11	-0.09	-0.06	-0.21	-0.22	0.02
EXISTING SURFACE LEVEL		208.55	208.55	208.54	208.43	208.5	208.51	208.59	208.69	208.91	208.74	208.63	208.62	208.58	208.58	208.58	208.57	208.91
OFFSET FROM CENTRELINE	-16.76	-13.28	-13.13	-13.1	-12.6	-10.5	-10	-6.5	-3	0	1.42	5.92	6.42	8.47	8.97	9	9.15	14.22

CHAINAGE 330.000

Centreline Data
X=298663.224
Y=6451907.581
Z=208.866

Datum208

DESIGN SURFACE KELLY STREET	208.663	208.61	208.61	208.46	208.5	208.609	208.623	208.723	208.823	208.866	208.857	208.733	208.718	208.654	208.614	208.764	208.764	208.835
HEIGHT TO MEDIAN										0								
DESIGN MEDIAN LEVEL										208.87								
DEPTH TO EXISTING		-0.07	-0.08	0.07	-0.07	-0.11	-0.11	-0.14	-0.16	0.02	-0.15	-0.11	-0.1	-0.08	-0.05	-0.2	-0.2	
EXISTING SURFACE LEVEL		208.54	208.53	208.54	208.43	208.5	208.51	208.58	208.66	208.88	208.71	208.63	208.62	208.57	208.57	208.57	208.56	
OFFSET FROM CENTRELINE	-16.78	-13.28	-13.13	-13.1	-12.6	-10.5	-10	-6.5	-3	0	1.42	5.43	5.93	8	8.5	8.53	8.68	13.39

CHAINAGE 320.000

Centreline Data
X=298674.08
Y=6451986.841
Z=209.555

Datum208

DESIGN SURFACE KELLY STREET	209.478	209.359	209.359	209.209	209.249	209.43	209.555	209.52	209.377	209.376	209.336	209.486	209.486	209.58
HEIGHT TO MEDIAN														
DESIGN MEDIAN LEVEL														
DEPTH TO EXISTING		-0.23	-0.22	-0.07	-0.09	0.08	-0.08	-0.1	-0.11	-0.11	-0.09	-0.24	-0.24	-0.09
EXISTING SURFACE LEVEL		209.13	209.14	209.14	209.16	209.51	209.47	209.42	209.27	209.27	209.25	209.25	209.24	209.49
OFFSET FROM CENTRELINE	-16.8	-8.26	-8.11	-8.08	-7.58	-3	0	1.42	5.95	5.98	6.48	6.51	6.66	13.32

CHAINAGE 400.000

Centreline Data
X=298672.723
Y=6451976.934
Z=209.422

Datum208

DESIGN SURFACE KELLY STREET	209.332	209.212	209.212	209.062	209.102	209.324	209.422	209.39	209.201
HEIGHT TO MEDIAN									
DESIGN MEDIAN LEVEL									
DEPTH TO EXISTING		-0.2	-0.2	-0.05	-0.07	0.06	-0.1	-0.11	-0.09
EXISTING SURFACE LEVEL		209.01	209.02	209.02	209.03	209.38	209.32	209.28	209.11
OFFSET FROM CENTRELINE	-16.8	-9.16	-9.01	-8.98	-8.48	-3	0	1.42	6.13

CHAINAGE 390.000

Centreline Data
X=298667.295
Y=6451937.304
Z=208.972

Datum208

DESIGN SURFACE KELLY STREET	208.36	208.56	208.578	208.746	208.913	208.972	208.953	208.775
HEIGHT TO MEDIAN								
DESIGN MEDIAN LEVEL								
DEPTH TO EXISTING	0.11	-0.05	-0.06	-0.08	-0.14	0.04	-0.12	-0.11
EXISTING SURFACE LEVEL	208.47	208.5	208.52	208.67	208.77	209.02	208.83	208.66
OFFSET FROM CENTRELINE	-10.88	-10.38	-10	-6.5	-3	0	1.42	8.28

CHAINAGE 350.000

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD5	CONCEPT DESIGN	24/12/21	CA				
CD4	CONCEPT DESIGN	03/11/21	CA				
CD3	CONCEPT DESIGN	17/08/21	CA				
CD2	CONCEPT DESIGN	02/08/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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KELLY STREET REVITALISATION
PROJECT
SCONE NSW 2337

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www.rhmce.com.au
ABN 82 153 018 800

KELLY STREET
CROSS SECTIONS
SHEET 3

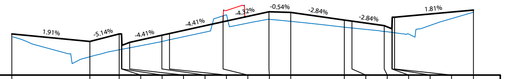
Scale
Horizontal: 0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical: 0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date

Drawing No: 18-130- CD04.03
Rev CD5



A1 SHEET

Centreline Data
X=298678.151
Y=6452016.564
Z=209.826

Datum209

DESIGN SURFACE KELLY STREET	209.537	209.439	209.538	209.538	209.388	209.428	209.52	209.542	209.697	209.826	209.819	209.719	209.705	209.645	209.605	209.755	209.755	209.849
HEIGHT TO MEDIAN																		
DESIGN MEDIAN LEVEL																		
DEPTH TO EXISTING		-0.2	-0.21	-0.2	-0.05	-0.07	-0.08	-0.08	0.08	-0.1	-0.12	-0.09	-0.09	-0.08	-0.05	-0.2	-0.2	
EXISTING SURFACE LEVEL		209.24	209.33	209.34	209.34	209.36	209.44	209.46	209.77	209.73	209.7	209.63	209.61	209.57	209.56	209.56	209.55	
OFFSET FROM CENTRELINE	-16.79	-11.7	-9.78	-9.63	-9.6	-9.1	-7	-6.5	-3	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.35

CHAINAGE 430.000

Centreline Data
X=298676.794
Y=6452006.656
Z=209.741

Datum208

DESIGN SURFACE KELLY STREET	209.489	209.366	209.366	209.216	209.256	209.449	209.472	209.636	209.741	209.726	209.645	209.634	209.534	209.494	209.644	209.644	209.743
HEIGHT TO MEDIAN																	
DESIGN MEDIAN LEVEL																	
DEPTH TO EXISTING		-0.21	-0.21	-0.06	-0.07	-0.11	-0.11	0.06	-0.09	-0.11	-0.11	-0.11	0	0.07	-0.08	-0.07	
EXISTING SURFACE LEVEL		209.15	209.16	209.16	209.18	209.34	209.36	209.7	209.65	209.62	209.54	209.53	209.53	209.56	209.57	209.57	
OFFSET FROM CENTRELINE	-16.79	-12.17	-12.02	-11.99	-11.49	-7.17	-6.67	-3	0	1.42	4.92	5.42	9.72	10.22	10.25	10.4	13.39

CHAINAGE 420.000

Centreline Data
X=298675.437
Y=6451996.749
Z=209.65

Datum208

DESIGN SURFACE KELLY STREET	209.466	209.338	209.338	209.188	209.228	209.391	209.409	209.566	209.65	209.608	209.502	209.489	209.431	209.391	209.541	209.541	209.633
HEIGHT TO MEDIAN																	
DESIGN MEDIAN LEVEL																	
DEPTH TO EXISTING		-0.31	-0.29	-0.14	-0.12	-0.11	-0.11	0.05	-0.09	-0.08	-0.08	-0.08	-0.08	-0.05	-0.2	-0.21	
EXISTING SURFACE LEVEL		209.03	209.04	209.05	209.11	209.28	209.3	209.61	209.56	209.52	209.43	209.41	209.35	209.34	209.34	209.33	
OFFSET FROM CENTRELINE	-16.79	-12.63	-12.48	-12.45	-11.95	-7.64	-7.14	-3	0	1.42	5.29	5.79	7.9	8.4	8.43	8.58	13.34

CHAINAGE 410.000

Centreline Data
X=298682.221
Y=6452046.286
Z=210.091

Datum209

DESIGN SURFACE KELLY STREET	209.679	209.615	209.615	209.465	209.505	209.782	209.845	210.024	210.091	210.1	210.003	209.989	209.929	209.889	210.039	210.039	210.185
HEIGHT TO MEDIAN																	
DESIGN MEDIAN LEVEL																	
DEPTH TO EXISTING	-0	-0.09	-0.09	0.06	-0.05	-0.08	-0.08	0.03	-0.08	-0.12	-0.09	-0.09	-0.07	-0.04	-0.19	-0.2	
EXISTING SURFACE LEVEL	209.68	209.53	209.52	209.53	209.45	209.7	209.76	210.05	210.01	209.98	209.91	209.9	209.86	209.85	209.84	209.84	
OFFSET FROM CENTRELINE	-17.06	-13.19	-13.04	-13.01	-12.51	-7.08	-5.86	-2.36	0	1.42	4.92	5.42	7.59	8.09	8.12	8.27	13.37

CHAINAGE 460.000

Centreline Data
X=298680.864
Y=6452036.379
Z=209.996

Datum209

DESIGN SURFACE KELLY STREET	209.6	209.503	209.618	209.618	209.468	209.508	209.65	209.68	209.89	209.996	209.98	209.897	209.885	209.834	209.794	209.944	209.944	210.051
HEIGHT TO MEDIAN																		
DESIGN MEDIAN LEVEL																		
DEPTH TO EXISTING		-0.13	-0.14	-0.13	0.02	-0	-0.03	-0.04	0.07	-0.1	-0.11	-0.09	-0.09	-0.08	-0.05	-0.2	-0.21	
EXISTING SURFACE LEVEL		209.38	209.48	209.48	209.49	209.51	209.62	209.64	209.96	209.9	209.87	209.8	209.79	209.75	209.74	209.74	209.74	
OFFSET FROM CENTRELINE	-16.73	-12.41	-9.83	-9.68	-9.65	-9.15	-6.79	-6.29	-2.79	0	1.42	4.92	5.42	7.54	8.04	8.07	8.22	13.34

CHAINAGE 450.000

Centreline Data
X=298679.508
Y=6452026.471
Z=209.911

Datum209

DESIGN SURFACE KELLY STREET	209.595	209.471	209.626	209.626	209.476	209.516	209.603	209.624	209.77	209.911	209.876	209.798	209.787	209.74	209.7	209.85	209.85	209.941
HEIGHT TO MEDIAN																		
DESIGN MEDIAN LEVEL																		
DEPTH TO EXISTING		-0.16	-0.22	-0.22	-0.06	-0.08	-0.08	-0.08	0.09	-0.11	-0.09	-0.09	-0.09	-0.08	-0.05	-0.2	-0.21	
EXISTING SURFACE LEVEL		209.31	209.4	209.41	209.41	209.43	209.52	209.54	209.86	209.8	209.78	209.71	209.7	209.66	209.65	209.65	209.64	
OFFSET FROM CENTRELINE	-16.73	-12.02	-9.78	-9.63	-9.6	-9.1	-7	-6.5	-3	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.39

CHAINAGE 440.000

Centreline Data
X=298686.292
Y=6452076.009
Z=210.421

Datum209

DESIGN SURFACE KELLY STREET	210.07	209.978	209.978	209.828	209.868	210.147	210.215	210.399	210.421	210.455	210.348	210.333	210.267	210.227	210.377	210.377	210.5
HEIGHT TO MEDIAN								0	0.15	0							
DESIGN MEDIAN LEVEL								210.4	210.57	210.46							
DEPTH TO EXISTING		-0.07	-0.06	0.09	0.08	-0.03	-0.05	0.03	0.08	-0.13	-0.09	-0.08	0.03	0.06	-0.09	-0.09	
EXISTING SURFACE LEVEL		209.91	209.91	209.92	209.94	210.11	210.17	210.43	210.5	210.33	210.26	210.25	210.3	210.29	210.29	210.29	
OFFSET FROM CENTRELINE	-16.76	-12.25	-12.1	-12.07	-11.57	-6.27	-4.97	-1.47	0	1.42	4.92	5.42	7.58	8.08	8.11	8.26	13.34

CHAINAGE 490.000

Centreline Data
X=298684.935
Y=6452066.101
Z=210.311

Datum209

DESIGN SURFACE KELLY STREET	209.922	209.847	209.847	209.697	209.737	210.025	210.095	210.285	210.311	210.34	210.231	210.215	210.144	210.104	210.254	210.254	210.36
HEIGHT TO MEDIAN								0.01	0.15								
DESIGN MEDIAN LEVEL								210.3	210.46								
DEPTH TO EXISTING		-0.14	-0.13	0.02	-0	-0.05	-0.06	0.03	0.07	-0.12	-0.09	-0.08	-0.05	-0.03	-0.18	-0.18	
EXISTING SURFACE LEVEL		209.71	209.71	209.71	209.74	209.98	210.04	210.31	210.38	210.22	210.14	210.14	210.09	210.08	210.08	210.07	
OFFSET FROM CENTRELINE	-16.76	-12.29	-12.14	-12.11	-11.61	-6.3	-5	-1.5	0	1.42	4.92	5.42	7.68	8.18	8.21	8.36	13.34

CHAINAGE 480.000

Centreline Data
X=298683.578
Y=6452056.194
Z=210.201

Datum209

DESIGN SURFACE KELLY STREET	209.78	209.724	209.724	209.574	209.614	209.907	209.978	210.17	210.201	210.22	210.114	210.099	210.032	209.992	210.142	210.142	210.309
HEIGHT TO MEDIAN									0.15								
DESIGN MEDIAN LEVEL									210.35								
DEPTH TO EXISTING		-0.18	-0.16	-0.01	-0.01	-0.07	-0.08	0	0.05	-0.13	-0.09	-0.08	-0.06	-0.03	-0.18	-0.19	
EXISTING SURFACE LEVEL		209.54	209.56	209.57	209.6	209.84	209.9	210.17	210.25	210.09	210.03	210.02	209.97	209.96	209.96	209.95	
OFFSET FROM CENTRELINE	-16.94	-12.74	-12.59	-12.56	-12.06	-6.73	-5.43	-1.93	0	1.42	4.92	5.42	7.63	8.13	8.16	8.31	13.35

CHAINAGE 470.000

CD5	CONCEPT DESIGN	24/12/21	CA				
CD4	CONCEPT DESIGN	03/11/21	CA				
CD3	CONCEPT DESIGN	17/08/21	CA				
CD2	CONCEPT DESIGN	02/08/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				
REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY

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ABN 82 153 018 800

KELLY STREET
CROSS SECTIONS
SHEET 4

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

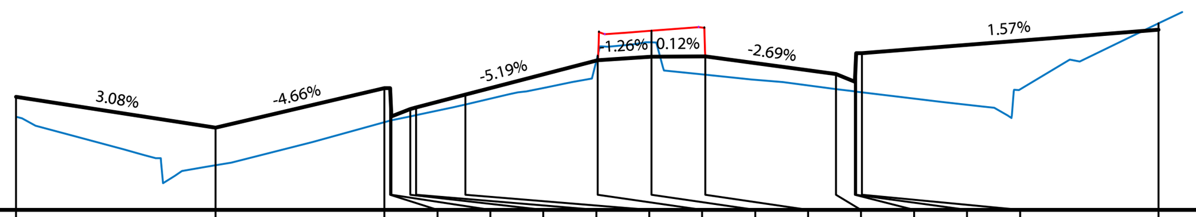
CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD04.04 CD5

A1 SHEET

Centreline Data
X=298690.363
Y=6452105.731
Z=210.808



Datum210

DESIGN SURFACE KELLY STREET	210.597	210.434	210.642	210.642	210.492	210.532	210.541	210.608	210.79	210.808	210.81	210.717	210.677	210.827	210.827	210.95
HEIGHT TO MEDIAN										0.14	0					
DESIGN MEDIAN LEVEL										210.94	210.81					
DEPTH TO EXISTING		-0.2	-0.18	-0.17	-0.02	-0.04	-0.04	-0.05	0.02	0.08	-0.1	-0.08	-0.05	-0.2	-0.21	0.03
EXISTING SURFACE LEVEL		210.24	210.46	210.47	210.47	210.49	210.5	210.56	210.81	210.88	210.71	210.64	210.63	210.62	210.62	210.98
OFFSET FROM CENTRELINE	-16.81	-11.52	-7.06	-6.91	-6.88	-6.38	-6.22	-4.92	-1.42	0	1.42	4.88	5.38	5.41	5.56	13.4

CHAINAGE 520.000

Centreline Data
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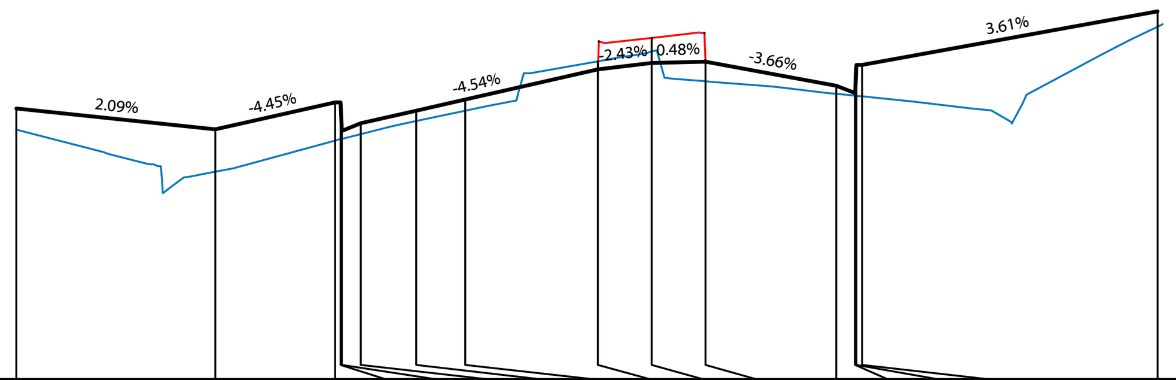
Y=6452095.824
Z=210.675



Datum209

DESIGN SURFACE KELLY STREET	210.435	210.325	210.466	210.466	210.316	210.356	210.422	210.481	210.64	210.675	210.682	210.555	210.515	210.665	210.665	210.947
HEIGHT TO MEDIAN									0	0.13						
DESIGN MEDIAN LEVEL									210.64	210.81						
DEPTH TO EXISTING	-0.11	-0.22	-0.2	-0.19	-0.04	-0.06	-0.05	-0.06	0.04	0.06	-0.1	-0.04	-0.01	-0.16	-0.17	-0.08
EXISTING SURFACE LEVEL	210.32	210.1	210.27	210.27	210.27	210.3	210.37	210.42	210.68	210.73	210.58	210.51	210.5	210.5	210.5	210.87
OFFSET FROM CENTRELINE	-16.79	-11.53	-8.37	-8.22	-8.19	-7.69	-6.23	-4.93	-1.43	0	1.42	4.88	5.38	5.41	5.56	13.37

CHAINAGE 510.000

Centreline Data
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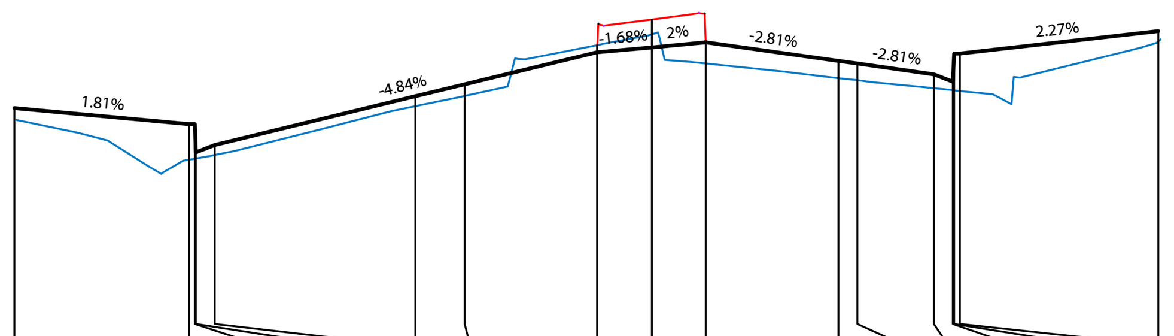
Y=6452085.916
Z=210.54



Datum209

DESIGN SURFACE KELLY STREET	210.22	210.136	210.136	209.986	210.026	210.283	210.346	210.515	210.54	210.568	210.47	210.456	210.398	210.358	210.508	210.508	210.627
HEIGHT TO MEDIAN								0	0.15	0							
DESIGN MEDIAN LEVEL								210.52	210.69	210.57							
DEPTH TO EXISTING		-0.19	-0.18	-0.03	-0.05	-0.05	-0.06	0.04	0.07	-0.11	-0.09	-0.09	-0.07	-0.04	-0.19	-0.2	-0.06
EXISTING SURFACE LEVEL		209.95	209.95	209.95	209.97	210.23	210.28	210.55	210.61	210.46	210.38	210.37	210.32	210.31	210.31	210.31	210.57
OFFSET FROM CENTRELINE	-16.84	-12.23	-12.08	-12.05	-11.55	-6.25	-4.95	-1.45	0	1.42	4.92	5.42	7.45	7.95	7.98	8.13	13.37

CHAINAGE 500.000

Centreline Data
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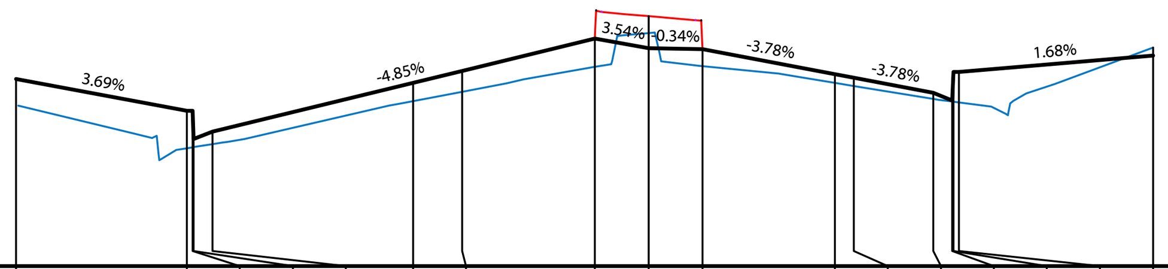
Y=6452135.454
Z=211.15



Datum210

DESIGN SURFACE KELLY STREET	210.987	210.821	210.821	210.671	210.711	210.968	211.031	211.2	211.15	211.145	211.013	210.994	210.915	210.875	211.025	211.025	211.111
HEIGHT TO MEDIAN									0.17	0							
DESIGN MEDIAN LEVEL									211.32	211.15							
DEPTH TO EXISTING		-0.2	-0.19	-0.04	-0.07	-0.1	-0.11	-0.15	0.08	-0.09	-0.05	-0.04	-0.03	-0.01	-0.16	-0.16	0.04
EXISTING SURFACE LEVEL		210.62	210.63	210.63	210.64	210.87	210.92	211.05	211.23	211.06	210.97	210.95	210.88	210.87	210.87	210.86	211.15
OFFSET FROM CENTRELINE	-16.71	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.33

CHAINAGE 550.000

Centreline Data
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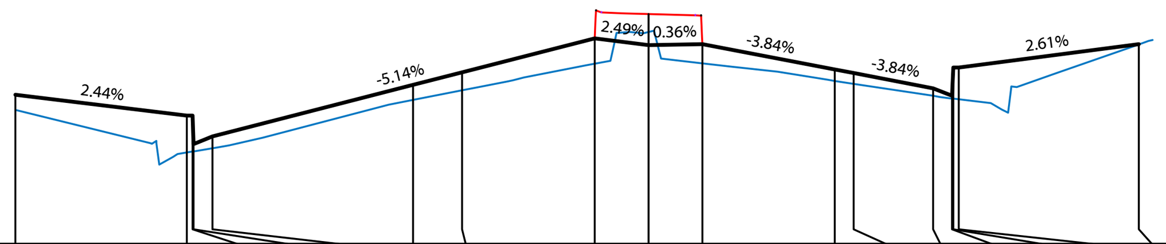
Y=6452125.546
Z=211.055

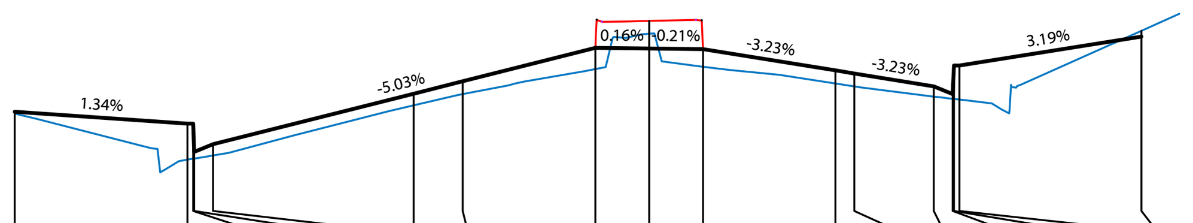


Datum210

DESIGN SURFACE KELLY STREET	210.792	210.681	210.681	210.531	210.571	210.844	210.91	211.09	211.055	211.06	210.926	210.907	210.826	210.786	210.936	210.936	211.06
HEIGHT TO MEDIAN									0.16	0							
DESIGN MEDIAN LEVEL									211.22	211.06							
DEPTH TO EXISTING		-0.19	-0.19	-0.04	-0.06	-0.08	-0.09	-0.13	0.07	-0.1	-0.06	-0.06	-0.04	-0.01	-0.16	-0.17	0
EXISTING SURFACE LEVEL		210.49	210.49	210.49	210.51	210.77	210.82	210.96	211.12	210.96	210.87	210.85	210.79	210.77	210.77	210.77	211.06
OFFSET FROM CENTRELINE	-16.73	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	12.96

CHAINAGE 540.000

Centreline Data
X=298691.72
Y=6452115.639
Z=210.938

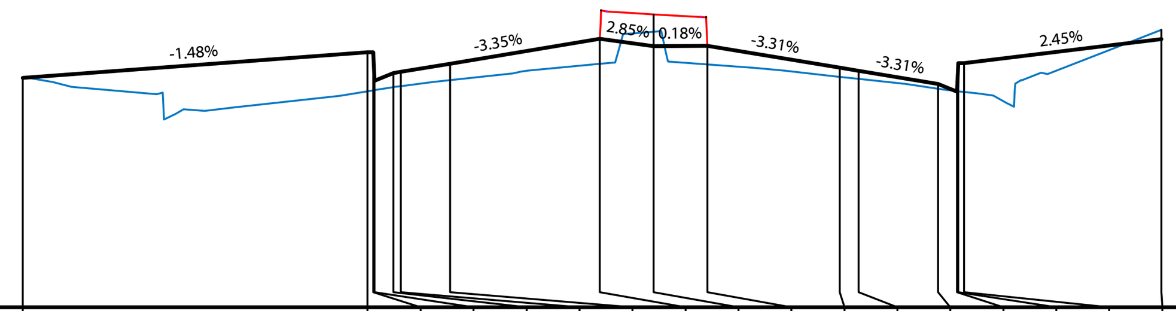


Datum210

DESIGN SURFACE KELLY STREET	210.603	210.542	210.542	210.392	210.432	210.699	210.764	210.94	210.938	210.935	210.822	210.806	210.738	210.698	210.848	210.848	211.001
HEIGHT TO MEDIAN									0.14	0							
DESIGN MEDIAN LEVEL									211.08	210.94							
DEPTH TO EXISTING		-0.19	-0.19	-0.04	-0.06	-0.06	-0.07	-0.11	0.08	-0.09	-0.07	-0.07	-0.05	-0.03	-0.18	-0.18	0.03
EXISTING SURFACE LEVEL		210.35	210.36	210.36	210.37	210.64	210.7	210.83	211.02	210.84	210.75	210.74	210.68	210.67	210.67	210.67	211.03
OFFSET FROM CENTRELINE	-16.76	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.01

CHAINAGE 530.000

Centreline Data
X=298698.505
Y=6452165.176
Z=211.38

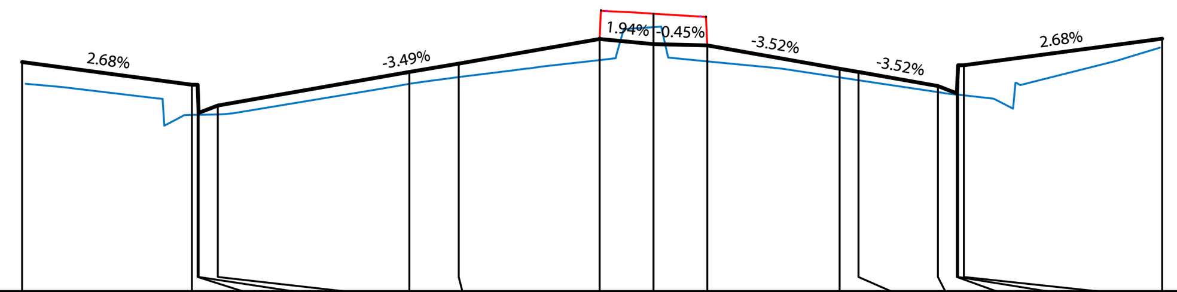


Datum210

DESIGN SURFACE KELLY STREET	211.212	211.347	211.347	211.197	211.237	211.244	211.288	211.42	211.38	211.382	211.266	211.25	211.18	211.14	211.29	211.29	211.418
HEIGHT TO MEDIAN									0.17	0							
DESIGN MEDIAN LEVEL									211.55	211.38							
DEPTH TO EXISTING		-0.21	-0.2	-0.05	-0.07	-0.07	-0.09	-0.13	0.08	-0.1	-0.05	-0.04	-0.03	0	-0.15	-0.15	0.05
EXISTING SURFACE LEVEL		211.14	211.15	211.15	211.16	211.17	211.2	211.29	211.46	211.28	211.22	211.21	211.15	211.14	211.14	211.14	211.47
OFFSET FROM CENTRELINE	-16.68	-7.56	-7.41	-7.38	-6.88	-6.68	-5.38	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.42

CHAINAGE 580.000

Centreline Data
X=298697.148
Y=6452155.269
Z=211.313

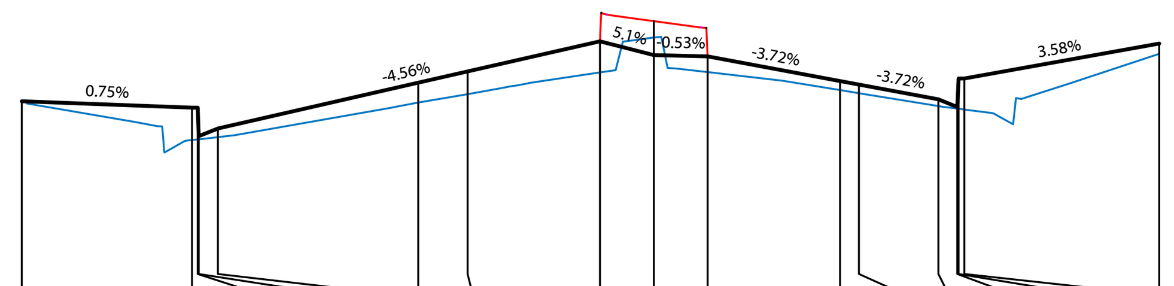


Datum210

DESIGN SURFACE KELLY STREET	211.218	211.098	211.098	210.948	210.988	211.165	211.21	211.34	211.313	211.306	211.183	211.165	211.092	211.052	211.202	211.202	211.342
HEIGHT TO MEDIAN									0.16	0							
DESIGN MEDIAN LEVEL									211.47	211.31							
DEPTH TO EXISTING		-0.16	-0.16	-0.01	-0.05	-0.06	-0.07	-0.11	0.09	-0.08	-0.05	-0.04	-0.03	-0.01	-0.16	-0.16	
EXISTING SURFACE LEVEL		210.94	210.94	210.94	210.94	211.1	211.14	211.23	211.4	211.22	211.14	211.12	211.06	211.05	211.04	211.04	
OFFSET FROM CENTRELINE	-16.69	-12.2	-12.05	-12.02	-11.52	-6.45	-5.15	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.45

CHAINAGE 570.000

Centreline Data
X=298695.791
Y=6452145.361
Z=211.238



Datum210

DESIGN SURFACE KELLY STREET	210.993	210.959	210.959	210.809	210.849	211.091	211.15	211.31	211.238	211.23	211.1	211.081	211.003	210.963	211.113	211.113	211.298
HEIGHT TO MEDIAN									0.18	0							
DESIGN MEDIAN LEVEL									211.42	211.23							
DEPTH TO EXISTING		-0.17	-0.17	-0.02	-0.04	-0.11	-0.12	-0.16	0.09	-0.08	-0.05	-0.04	-0.04	-0.01	-0.16	-0.16	
EXISTING SURFACE LEVEL		210.79	210.79	210.79	210.8	210.99	211.03	211.15	211.33	211.15	211.05	211.04	210.97	210.95	210.95	210.95	
OFFSET FROM CENTRELINE	-16.7	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.35

CHAINAGE 560.000

REV	DESCRIPTION	DATE	BY
CD5	CONCEPT DESIGN	24/12/21	CA
CD4	CONCEPT DESIGN	03/11/21	CA
CD3	CONCEPT DESIGN	17/08/21	CA
CD2	CONCEPT DESIGN	02/08/21	CA
CD1	CONCEPT DESIGN	22/06/21	CA

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SCONE NSW 2337

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Email rhmce@rhmce.com.au
www.rhmce.com.au
ABN 82 153 018 800

KELLY STREET
CROSS SECTIONS
SHEET 5

Scale
Horizontal: 0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical: 0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

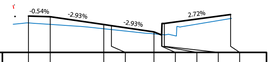
Designed BH
Drawn CA
Datum NIL
Date JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD04.05 CD5

A1 SHEET

Centreline Data

X=298702.576
Y=6452194.899
Z=211.474



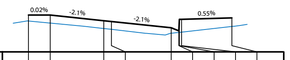
Datum211

DESIGN SURFACE KELLY STREET	211.474	211.466	211.364	211.349	211.268	211.228	211.378	211.378	211.495			
HEIGHT TO MEDIAN												
DESIGN MEDIAN LEVEL												
DEPTH TO EXISTING	-0.09	-0.1	-0.06	-0.05	-0.03	0	-0.15	-0.15	-0.05			
EXISTING SURFACE LEVEL	211.39	211.37	211.31	211.3	211.24	211.23	211.23	211.23	211.44			
OFFSET FROM CENTRELINE	0	1.42	4.92	5.42	8.19	8.69	8.72	8.87	13.2			

CHAINAGE 610.000

Centreline Data

X=298701.219
Y=6452184.991
Z=211.48



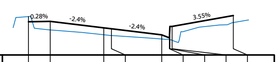
Datum211

DESIGN SURFACE KELLY STREET	211.48	211.48	211.407	211.396	211.314	211.274	211.424	211.424	211.443			
HEIGHT TO MEDIAN												
DESIGN MEDIAN LEVEL												
DEPTH TO EXISTING	-0.08	-0.1	-0.1	-0.1	-0.07	-0.02	-0.17	-0.17	-0.11			
EXISTING SURFACE LEVEL	211.4	211.38	211.3	211.29	211.24	211.25	211.25	211.26	211.33			
OFFSET FROM CENTRELINE	0	1.42	4.92	5.42	9.32	9.82	9.85	10	13.28			

CHAINAGE 600.000

Centreline Data

X=298699.862
Y=6452175.084
Z=211.433



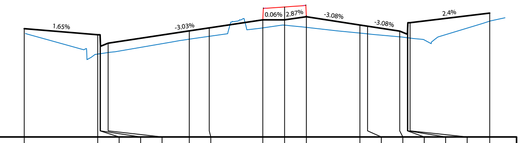
Datum211

DESIGN SURFACE KELLY STREET	211.433	211.437	211.353	211.341	211.263	211.223	211.373	211.373	211.514			
HEIGHT TO MEDIAN												
DESIGN MEDIAN LEVEL												
DEPTH TO EXISTING	0.07	-0.11	-0.09	-0.09	-0.05	-0.02	-0.17	-0.18	-0.09			
EXISTING SURFACE LEVEL	211.5	211.33	211.26	211.25	211.21	211.2	211.2	211.19	211.42			
OFFSET FROM CENTRELINE	0	1.42	4.92	5.42	8.7	9.2	9.23	9.38	13.37			

CHAINAGE 590.000

Centreline Data

X=298706.647
Y=6452224.621
Z=211.529



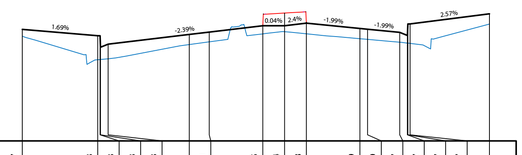
Datum210

DESIGN SURFACE KELLY STREET	211.414	211.335	211.335	211.185	211.225	211.385	211.424	211.53	211.529	211.57	211.462	211.447	211.382	211.342	211.492	211.492	211.617		
HEIGHT TO MEDIAN								0	0.17										
DESIGN MEDIAN LEVEL								211.53	211.7										
DEPTH TO EXISTING		-0.25	-0.25	-0.1	-0.12	-0.11	-0.11	-0.11	-0.07	-0.14	-0.11	-0.1	-0.07	-0.05	-0.2	-0.2	-0.1		
EXISTING SURFACE LEVEL		211.08	211.09	211.09	211.1	211.28	211.31	211.42	211.46	211.43	211.36	211.35	211.31	211.3	211.29	211.51			
OFFSET FROM CENTRELINE	-17	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.4		

CHAINAGE 640.000

Centreline Data

X=298705.29
Y=6452214.714
Z=211.504



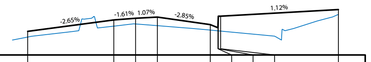
Datum210

DESIGN SURFACE KELLY STREET	211.457	211.373	211.373	211.223	211.263	211.39	211.421	211.505	211.504	211.538	211.469	211.459	211.417	211.377	211.527	211.527	211.66		
HEIGHT TO MEDIAN								0	0.17										
DESIGN MEDIAN LEVEL								211.5	211.67										
DEPTH TO EXISTING	-0.09	-0.31	-0.31	-0.16	-0.19	-0.13	-0.13	-0.11	-0.08	-0.14	-0.13	-0.13	-0.13	-0.1	-0.25	-0.25	-0.13		
EXISTING SURFACE LEVEL	211.37	211.06	211.06	211.06	211.07	211.26	211.29	211.4	211.43	211.4	211.33	211.33	211.29	211.28	211.28	211.27	211.53		
OFFSET FROM CENTRELINE	-17.13	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.38		

CHAINAGE 630.000

Centreline Data

X=298703.933
Y=6452204.806
Z=211.479



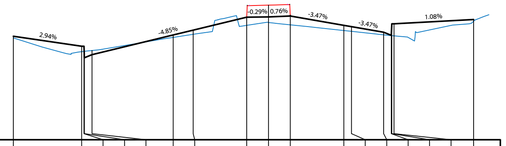
Datum211

DESIGN SURFACE KELLY STREET	211.307	211.456	211.479	211.494	211.396	211.356	211.506	211.506	211.592			
HEIGHT TO MEDIAN												
DESIGN MEDIAN LEVEL												
DEPTH TO EXISTING	-0.07	-0.08	-0.07	-0.11	-0.07	-0.04	-0.19	-0.19				
EXISTING SURFACE LEVEL	211.23	211.38	211.4	211.38	211.32	211.31	211.31	211.31				
OFFSET FROM CENTRELINE	-7.05	-1.42	0	1.42	4.88	5.38	5.41	5.56	13.25			

CHAINAGE 620.000

Centreline Data

X=298710.718
Y=6452254.344
Z=211.604



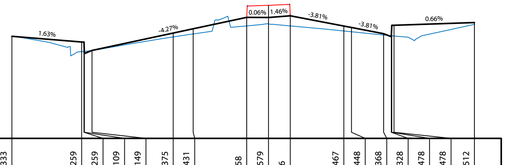
Datum210

DESIGN SURFACE KELLY STREET	211.352	211.221	211.221	211.071	211.111	211.367	211.43	211.6	211.604	211.615	211.493	211.476	211.403	211.363	211.513	211.513	211.569		
HEIGHT TO MEDIAN								0	0.15	0									
DESIGN MEDIAN LEVEL								211.6	211.76	211.62									
DEPTH TO EXISTING		-0.07	-0.07	0.08	0.05	-0.03	-0.05	-0.11	-0.07	-0.11	-0.07	-0.06	-0.03	-0	-0.15	-0.16	-0.02		
EXISTING SURFACE LEVEL		211.15	211.15	211.15	211.16	211.34	211.38	211.49	211.53	211.5	211.43	211.41	211.37	211.36	211.36	211.36	211.55		
OFFSET FROM CENTRELINE	-16.66	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.39		

CHAINAGE 670.000

Centreline Data

X=298709.361
Y=6452244.436
Z=211.579



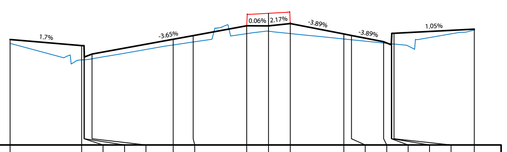
Datum210

DESIGN SURFACE KELLY STREET	211.333	211.259	211.259	211.109	211.149	211.375	211.431	211.58	211.579	211.6	211.467	211.448	211.368	211.328	211.478	211.478	211.512		
HEIGHT TO MEDIAN								0	0.16	0									
DESIGN MEDIAN LEVEL								211.58	211.74	211.6									
DEPTH TO EXISTING		-0.13	-0.12	0.03	0	-0.05	-0.07	-0.11	-0.08	-0.13	-0.06	-0.06	-0.02	0.01	-0.14	-0.14	-0.02		
EXISTING SURFACE LEVEL		211.13	211.14	211.14	211.15	211.33	211.36	211.47	211.5	211.47	211.4	211.39	211.35	211.34	211.34	211.34	211.49		
OFFSET FROM CENTRELINE	-16.75	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.45		

CHAINAGE 660.000

Centreline Data

X=298708.004
Y=6452234.529
Z=211.554



Datum210

DESIGN SURFACE KELLY STREET	211.376	211.297	211.297	211.147	211.187	211.38	211.427	211.555	211.554	211.585	211.449	211.429	211.347	211.307	211.457	211.457	211.512		
HEIGHT TO MEDIAN								0	0.16										
DESIGN MEDIAN LEVEL								211.56	211.72										
DEPTH TO EXISTING		-0.19	-0.18	-0.03	-0.06	-0.07	-0.08	-0.1	-0.07	-0.13	-0.07	-0.06	-0.02	0.01	-0.14	-0.14	-0.01		
EXISTING SURFACE LEVEL		211.11	211.11	211.11	211.12	211.31	211.34	211.45	211.49	211.45	211.38	211.37	211.33	211.32	211.32	211.32	211.5		
OFFSET FROM CENTRELINE	-16.87	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.44		

CHAINAGE 650.000

REV	DESCRIPTION	DATE	BY
CD5	CONCEPT DESIGN	24/12/21	CA
CD4	CONCEPT DESIGN	03/11/21	CA
CD3	CONCEPT DESIGN	17/08/21	CA
CD2	CONCEPT DESIGN	02/08/21	CA
CD1	CONCEPT DESIGN	22/06/21	CA

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SCONE NSW 2337

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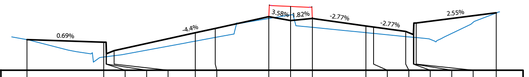
ABN 82 153 018 800

KELLY STREET
CROSS SECTIONS
SHEET 6

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD04.06 CD5	



A1 SHEET

Centreline Data

X=298714.789
Y=6452284.066
Z=211.649

Datum211

DESIGN SURFACE KELLY STREET	211.4	211.365	211.365	211.215	211.255	211.489	211.546	211.7	211.649	211.675	211.578	211.564	211.506	211.466	211.616	211.616	211.75
HEIGHT TO MEDIAN								-0	0.18	0							
DESIGN MEDIAN LEVEL								211.7	211.83	211.68							
DEPTH TO EXISTING	-0	-0.19	-0.19	-0.04	-0.07	-0.11	-0.12	-0.02	0.07	-0.12	-0.09	-0.08	-0.07	-0.04	-0.19	-0.19	-0
EXISTING SURFACE LEVEL	211.4	211.17	211.18	211.18	211.19	211.38	211.43	211.68	211.72	211.56	211.49	211.48	211.44	211.43	211.43	211.43	211.75
OFFSET FROM CENTRELINE	-17.21	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.43

CHAINAGE 700.000

Centreline Data

X=298713.432
Y=6452274.159
Z=211.634

Datum211

DESIGN SURFACE KELLY STREET	211.385	211.329	211.329	211.179	211.219	211.45	211.507	211.66	211.634	211.653	211.549	211.534	211.472	211.432	211.582	211.582	211.682
HEIGHT TO MEDIAN								0	0.17	0							
DESIGN MEDIAN LEVEL								211.66	211.8	211.65							
DEPTH TO EXISTING		-0.16	-0.15	-0	-0.03	-0.08	-0.09	-0.01	0.06	-0.12	-0.09	-0.08	-0.06	-0.03	-0.18	-0.19	-0.03
EXISTING SURFACE LEVEL		211.17	211.17	211.18	211.19	211.37	211.42	211.65	211.69	211.54	211.46	211.45	211.41	211.4	211.4	211.4	211.65
OFFSET FROM CENTRELINE	-16.92	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.46

CHAINAGE 690.000

Centreline Data

X=298712.075
Y=6452264.251
Z=211.624

Datum210

DESIGN SURFACE KELLY STREET	211.375	211.285	211.285	211.135	211.175	211.409	211.466	211.62	211.624	211.63	211.52	211.504	211.438	211.398	211.548	211.548	211.623
HEIGHT TO MEDIAN								0	0.15	0							
DESIGN MEDIAN LEVEL								211.62	211.77	211.63							
DEPTH TO EXISTING	-0.02	-0.13	-0.12	0.03	-0	-0.06	-0.07	0.03	-0.08	-0.12	-0.08	-0.08	-0.06	-0.02	-0.17	-0.18	
EXISTING SURFACE LEVEL	211.35	211.16	211.16	211.16	211.17	211.35	211.4	211.65	211.54	211.51	211.44	211.43	211.38	211.37	211.37	211.37	
OFFSET FROM CENTRELINE	-16.73	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.44

CHAINAGE 680.000

Centreline Data

X=298718.86
Y=6452313.789
Z=211.765

Datum211

DESIGN SURFACE KELLY STREET	211.55	211.476	211.476	211.326	211.366	211.575	211.627	211.765	211.765	211.755	211.671	211.66	211.609	211.569	211.719	211.719	211.824
HEIGHT TO MEDIAN								0	0.15	0							
DESIGN MEDIAN LEVEL								211.77	211.91	211.76							
DEPTH TO EXISTING	-0.11	-0.27	-0.26	-0.11	-0.13	-0.12	-0.12	-0.01	0.04	-0.11	-0.08	-0.08	-0.06	-0.03	-0.18	-0.18	-0.05
EXISTING SURFACE LEVEL	211.44	211.21	211.21	211.22	211.24	211.46	211.51	211.76	211.81	211.65	211.59	211.58	211.55	211.54	211.54	211.54	211.77
OFFSET FROM CENTRELINE	-17.03	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.29

CHAINAGE 730.000

Centreline Data

X=298717.503
Y=6452303.881
Z=211.71

Datum211

DESIGN SURFACE KELLY STREET	211.538	211.439	211.439	211.289	211.329	211.545	211.598	211.74	211.71	211.72	211.636	211.624	211.574	211.534	211.684	211.684	211.808
HEIGHT TO MEDIAN								0	0.17	0							
DESIGN MEDIAN LEVEL								211.74	211.88	211.72							
DEPTH TO EXISTING	-0.1	-0.25	-0.24	-0.09	-0.11	-0.12	-0.12	-0.02	0.06	-0.11	-0.08	-0.08	-0.06	-0.03	-0.18	-0.19	
EXISTING SURFACE LEVEL	211.44	211.19	211.2	211.2	211.21	211.43	211.47	211.72	211.77	211.61	211.55	211.54	211.51	211.5	211.5	211.5	
OFFSET FROM CENTRELINE	-17	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.32

CHAINAGE 720.000

Centreline Data

X=298716.146
Y=6452293.974
Z=211.674

Datum211

DESIGN SURFACE KELLY STREET	211.464	211.402	211.402	211.252	211.292	211.517	211.572	211.72	211.674	211.698	211.607	211.594	211.54	211.5	211.65	211.65	211.792
HEIGHT TO MEDIAN								0	0.18	0							
DESIGN MEDIAN LEVEL								211.72	211.85	211.7							
DEPTH TO EXISTING	-0.01	-0.22	-0.21	-0.06	-0.09	-0.11	-0.12	-0.02	0.08	-0.11	-0.09	-0.08	-0.07	-0.04	-0.19	-0.19	
EXISTING SURFACE LEVEL	211.45	211.19	211.19	211.19	211.2	211.41	211.45	211.7	211.75	211.59	211.52	211.51	211.47	211.46	211.46	211.46	
OFFSET FROM CENTRELINE	-17.13	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.35

CHAINAGE 710.000

Centreline Data

X=298722.931
Y=6452343.511
Z=211.93

Datum211

DESIGN SURFACE KELLY STREET	211.691	211.614	211.614	211.464	211.504	211.691	211.737	211.86	211.93	211.94	211.819	211.802	211.729	211.689	211.839	211.839	211.907
HEIGHT TO MEDIAN								0	0.12	0							
DESIGN MEDIAN LEVEL								211.86	212.05	211.94							
DEPTH TO EXISTING	-0.29	-0.33	-0.33	-0.18	-0.2	-0.13	-0.11	-0.14	-0.01	-0.18	-0.1	-0.09	-0.05	-0.02	-0.17	-0.18	-0.01
EXISTING SURFACE LEVEL	211.4	211.28	211.29	211.29	211.3	211.56	211.63	211.72	211.92	211.76	211.72	211.71	211.68	211.67	211.67	211.66	211.9
OFFSET FROM CENTRELINE	-16.67	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.27

CHAINAGE 760.000

Centreline Data

X=298721.574
Y=6452333.604
Z=211.875

Datum211

DESIGN SURFACE KELLY STREET	211.641	211.549	211.549	211.399	211.439	211.642	211.691	211.825	211.875	211.865	211.764	211.75	211.689	211.649	211.799	211.799	211.895
HEIGHT TO MEDIAN								0	0.12	0							
DESIGN MEDIAN LEVEL								211.83	212	211.87							
DEPTH TO EXISTING	-0.24	-0.3	-0.29	-0.14	-0.16	-0.13	-0.12	0.01	-0.01	-0.14	-0.1	-0.09	-0.06	-0.03	-0.18	-0.18	-0.08
EXISTING SURFACE LEVEL	211.41	211.25	211.26	211.26	211.27	211.51	211.57	211.83	211.86	211.72	211.67	211.66	211.63	211.62	211.62	211.61	211.82
OFFSET FROM CENTRELINE	-16.65	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.26

CHAINAGE 750.000

Centreline Data

X=298720.217
Y=6452323.696
Z=211.82

Datum211

DESIGN SURFACE KELLY STREET	211.587	211.512	211.512	211.362	211.402	211.606	211.656	211.79	211.82	211.79	211.709	211.698	211.649	211.609	211.759	211.759	211.861
HEIGHT TO MEDIAN								0	0.12	0							
DESIGN MEDIAN LEVEL								211.79	211.94	211.79							
DEPTH TO EXISTING	-0.15	-0.29	-0.28	-0.13	-0.15	-0.12	-0.13	-0	0.01	-0.13	-0.08	-0.08	-0.06	-0.03	-0.18	-0.18	-0.08
EXISTING SURFACE LEVEL	211.44	211.22	211.23	211.23	211.25	211.48	211.53	211.79	211.83	211.66	211.63	211.62	211.59	211.58	211.58	211.58	211.78
OFFSET FROM CENTRELINE	-16.6	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.28

CHAINAGE 740.000

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD5	CONCEPT DESIGN	24/12/21	CA				
CD4	CONCEPT DESIGN	03/11/21	CA				
CD3	CONCEPT DESIGN	17/08/21	CA				
CD2	CONCEPT DESIGN	02/08/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

UPPER HUNTER SHIRE COUNCIL
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SCONE NSW 2337
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KELLY STREET REVITALISATION
PROJECT
SCONE NSW 2337

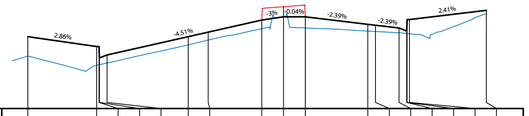
RHM Consulting Engineers
Civil & Structural Consulting Engineers
137 Kelly Street, Scone NSW
Tel (02) 6545 2800
Email rhmce@rhmce.com.au www.rhmce.com.au
ABN 82 153 018 800

KELLY STREET
CROSS SECTIONS
SHEET 7

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JUNE 21	18-130- CD04.07 CD5



A1 SHEET

Centreline Data
X=298727.001
Y=6452373.234
Z=212.198

Datum211

DESIGN SURFACE KELLY STREET	211.938	211.81	211.81	211.66	211.7	211.939	211.997	212.155	212.198	212.197	212.1	212.088	212.051	212.011	212.161	212.161	212.282
HEIGHT TO MEDIAN								0	0.13	0							
DESIGN MEDIAN LEVEL								212.16	212.33	212.2							
DEPTH TO EXISTING	-0.25	-0.25	-0.24	-0.09	-0.11	-0.11	-0.1	-0.11	-0	-0.15	-0.09	-0.08	-0.06	-0.03	-0.18	-0.18	-0.04
EXISTING SURFACE LEVEL	211.68	211.56	211.57	211.57	211.59	211.83	211.89	212.04	212.2	212.05	212.01	212.01	211.99	211.98	211.98	211.98	212.25
OFFSET FROM CENTRELINE	-16.7	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	5.51	6.01	7.54	8.04	8.07	8.22	13.24

CHAINAGE 790.000

Centreline Data
X=298730.033
Y=6452395.366
Z=212.528

Datum212

DESIGN SURFACE KELLY STREET	212.528	212.523	212.334	212.294	212.444	212.444	212.603
HEIGHT TO MEDIAN	0.11						
DESIGN MEDIAN LEVEL	212.64						
DEPTH TO EXISTING	-0.03	-0.14	-0.05	-0.03	-0.18	-0.19	-0.07
EXISTING SURFACE LEVEL	212.5	212.38	212.28	212.26	212.26	212.26	212.53
OFFSET FROM CENTRELINE	0	1.42	8.13	8.63	8.66	8.81	13.33

CHAINAGE 812.339

Centreline Data
X=298725.644
Y=6452363.326
Z=212.068

Datum211

DESIGN SURFACE KELLY STREET	211.819	211.744	211.744	211.594	211.634	211.847	211.9	212.04	212.068	212.08	211.995	211.983	211.932	211.892	212.042	212.042	212.116
HEIGHT TO MEDIAN								0	0.14	0							
DESIGN MEDIAN LEVEL								212.04	212.21	212.08							
DEPTH TO EXISTING	-0.24	-0.3	-0.3	-0.15	-0.16	-0.12	-0.12	-0.11	0.01	-0.12	-0.09	-0.09	-0.06	-0.03	-0.18	-0.19	-0.04
EXISTING SURFACE LEVEL	211.58	211.44	211.45	211.45	211.47	211.72	211.78	211.93	212.08	211.96	211.9	211.9	211.87	211.86	211.86	211.85	212.08
OFFSET FROM CENTRELINE	-16.67	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.25

CHAINAGE 780.000

Centreline Data
X=298729.715
Y=6452393.049
Z=212.492

Datum212

DESIGN SURFACE KELLY STREET	212.492	212.484	212.304	212.264	212.414	212.414	212.528
HEIGHT TO MEDIAN	0.11						
DESIGN MEDIAN LEVEL	212.6						
DEPTH TO EXISTING	-0.02	-0.14	-0.07	-0.04	-0.2	-0.2	-0.03
EXISTING SURFACE LEVEL	212.47	212.34	212.24	212.22	212.22	212.21	212.49
OFFSET FROM CENTRELINE	0	1.42	7.83	8.33	8.36	8.51	13.32

CHAINAGE 810.000

Centreline Data
X=298724.288
Y=6452353.419
Z=211.985

Datum211

DESIGN SURFACE KELLY STREET	211.741	211.679	211.679	211.529	211.569	211.769	211.818	211.95	211.985	212.01	211.895	211.879	211.81	211.77	211.92	211.92	212.002
HEIGHT TO MEDIAN								0	0.15	0							
DESIGN MEDIAN LEVEL								211.95	212.13	212.01							
DEPTH TO EXISTING	-0.28	-0.34	-0.33	-0.18	-0.19	-0.15	-0.14	-0.14	-0.01	-0.16	-0.09	-0.08	-0.05	-0.02	-0.17	-0.17	-0.03
EXISTING SURFACE LEVEL	211.46	211.34	211.35	211.35	211.37	211.62	211.68	211.81	211.98	211.85	211.8	211.8	211.76	211.75	211.75	211.75	211.97
OFFSET FROM CENTRELINE	-16.66	-12.2	-12.05	-12.02	-11.52	-6.22	-4.92	-1.42	0	1.42	4.92	5.42	7.52	8.02	8.05	8.2	13.31

CHAINAGE 770.000

Centreline Data
X=298728.358
Y=6452383.141
Z=212.337

Datum211

DESIGN SURFACE KELLY STREET	212.147	212.219	212.219	212.069	212.109	212.27	212.337	212.32	212.176	212.136	212.286	212.286	212.364
HEIGHT TO MEDIAN													
DESIGN MEDIAN LEVEL													
DEPTH TO EXISTING	-0.36	-0.23	-0.22	-0.07	-0.09	-0.1	-0.01	-0.15	-0.05	-0.03	-0.18	-0.18	-0
EXISTING SURFACE LEVEL	211.79	211.99	212	212	212.02	212.17	212.33	212.18	212.12	212.11	212.11	212.11	212.36
OFFSET FROM CENTRELINE	-16.69	-5.55	-5.4	-5.37	-4.87	-1.42	0	1.42	6.55	7.05	7.08	7.23	13.3

CHAINAGE 800.000

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD5	CONCEPT DESIGN	24/12/21	CA				
CD4	CONCEPT DESIGN	03/11/21	CA				
CD3	CONCEPT DESIGN	17/08/21	CA				
CD2	CONCEPT DESIGN	02/08/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

Upper Hunter

UPPER HUNTER SHIRE COUNCIL

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KELLY STREET REVITALISATION
PROJECT
SCONE NSW 2337

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ABN 82 153 018 800

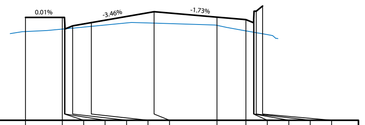
KELLY STREET
CROSS SECTIONS
SHEET 8

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JUNE 21	18-130- CD04.08 CD5

A1 SHEET



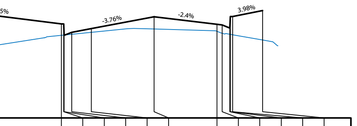
Centreline Data

X=298660.845
Y=6451721.605
Z=210.416

Datum209

DESIGN SURFACE KELLY STREET	210.343	210.342	210.342	210.192	210.232	210.274	210.416	210.346	210.313	210.273	210.423	210.423	210.491	
DEPTH TO EXISTING	-0.18	-0.15	-0.15	0	-0.03	-0.05	-0.15	-0.11	-0.15	-0.12	-0.27	-0.28	-0.36	
EXISTING SURFACE LEVEL	210.16	210.19	210.19	210.19	210.2	210.23	210.27	210.24	210.17	210.15	210.15	210.14	210.13	
OFFSET FROM CENTRELINE	-8.4	-6	-5.85	-5.82	-5.32	-4.1	0	4.1	5.99	6.49	6.52	6.67	7.08	

CHAINAGE 24.000



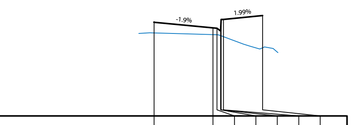
Centreline Data

X=298658.865
Y=6451721.886
Z=210.32

Datum209

DESIGN SURFACE KELLY STREET	210.424	210.228	210.228	210.078	210.118	210.166	210.32	210.221	210.213	210.173	210.323	210.323	210.401	
DEPTH TO EXISTING		-0.15	-0.15	0	-0.03	-0.05	-0.16	-0.09	-0.11	-0.08	-0.23	-0.24	-0.38	
EXISTING SURFACE LEVEL		210.08	210.08	210.08	210.09	210.12	210.16	210.13	210.11	210.09	210.09	210.09	210.02	
OFFSET FROM CENTRELINE	-13.9	-6.06	-5.91	-5.88	-5.38	-4.1	0	4.1	4.45	4.95	4.98	5.13	7.08	

CHAINAGE 22.000



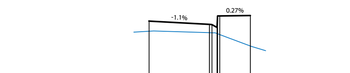
Centreline Data

X=298656.885
Y=6451722.168
Z=210.223

Datum209

DESIGN SURFACE KELLY STREET	210.223	210.15	210.145	210.11	210.26	210.26	210.311	
DEPTH TO EXISTING	-0.14	-0.09	-0.09	-0.06	-0.21	-0.23	-0.42	
EXISTING SURFACE LEVEL	210.08	210.06	210.06	210.05	210.05	210.03	209.89	
OFFSET FROM CENTRELINE	0	3.84	4.1	4.34	4.37	4.52	7.08	

CHAINAGE 20.000



Centreline Data

X=298655.76
Y=6451722.328
Z=210.168

Datum209

DESIGN SURFACE KELLY STREET	210.168	210.125	210.123	210.085	210.235	210.235	210.24		
DEPTH TO EXISTING	-0.13	-0.11	-0.11	-0.08	-0.23	-0.24	-0.4		
EXISTING SURFACE LEVEL	210.04	210.02	210.02	210.01	210	209.99	209.84		
OFFSET FROM CENTRELINE	0	3.94	4.1	4.44	4.47	4.62	6.61		

CHAINAGE 18.864

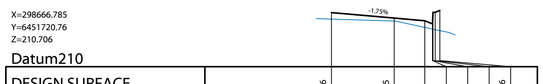
Centreline Data

X=298668.766
Y=6451720.479
Z=210.803

Datum210

DESIGN SURFACE KELLY STREET	210.803	210.731	210.695	210.655	210.805	210.805	210.862		
DEPTH TO EXISTING	-0.06	-0.02	-0.06	-0.03	-0.19	-0.19	-0.26		
EXISTING SURFACE LEVEL	210.74	210.71	210.64	210.62	210.62	210.61	210.6		
OFFSET FROM CENTRELINE	0	4.1	6.1	6.6	6.63	6.78	7.08		

CHAINAGE 32.000



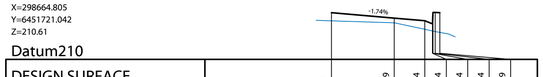
Centreline Data

X=298666.785
Y=6451720.76
Z=210.706

Datum210

DESIGN SURFACE KELLY STREET	210.706	210.635	210.6	210.56	210.71	210.71	210.736		
DEPTH TO EXISTING	-0.08	-0.04	-0.09	-0.07	-0.22	-0.23	-0.26		
EXISTING SURFACE LEVEL	210.62	210.6	210.51	210.49	210.49	210.48	210.47		
OFFSET FROM CENTRELINE	0	4.1	6.1	6.6	6.63	6.78	7.08		

CHAINAGE 30.000



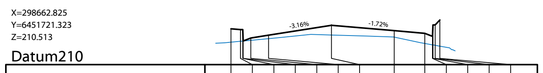
Centreline Data

X=298664.805
Y=6451721.042
Z=210.61

Datum210

DESIGN SURFACE KELLY STREET	210.61	210.539	210.504	210.464	210.614	210.614	210.609		
DEPTH TO EXISTING	-0.11	-0.06	-0.11	-0.09	-0.24	-0.25	-0.26		
EXISTING SURFACE LEVEL	210.5	210.48	210.39	210.37	210.37	210.36	210.35		
OFFSET FROM CENTRELINE	0	4.1	6.1	6.6	6.63	6.78	7.08		

CHAINAGE 28.000



Centreline Data

X=298662.825
Y=6451721.323
Z=210.513

Datum210

DESIGN SURFACE KELLY STREET	210.467	210.457	210.457	210.307	210.347	210.384	210.513	210.442	210.408	210.388	210.518	210.518	210.581	
DEPTH TO EXISTING	-0.18	-0.15	-0.15	0	-0.03	-0.04	-0.13	-0.08	-0.13	-0.11	-0.26	-0.27	-0.34	
EXISTING SURFACE LEVEL	210.29	210.3	210.31	210.31	210.32	210.34	210.39	210.36	210.27	210.26	210.26	210.25	210.24	
OFFSET FROM CENTRELINE	-6.56	-5.94	-5.79	-5.76	-5.26	-4.1	0	4.1	6.1	6.6	6.63	6.78	7.08	

CHAINAGE 26.000

Centreline Data

X=298676.686
Y=6451719.352
Z=211.19

Datum210

DESIGN SURFACE KELLY STREET	211.19	211.142	211.101	211.061	211.211	211.211	211.236		
DEPTH TO EXISTING	-0.06	-0.04	-0	0.19	0.04	0.06	0.13		
EXISTING SURFACE LEVEL	211.13	211.1	211.1	211.25	211.25	211.27	211.37		
OFFSET FROM CENTRELINE	0	4.1	7.59	8.09	8.12	8.27	9.27		

CHAINAGE 40.000

Centreline Data

X=298674.706
Y=6451719.634
Z=211.093

Datum210

DESIGN SURFACE KELLY STREET	211.093	211.023	210.985	210.945	211.095	211.095	211.12		
DEPTH TO EXISTING	-0.06	-0.02	0.01	0.05	-0.1	-0.1	-0.17		
EXISTING SURFACE LEVEL	211.04	211.01	211	211	211	211	210.95		
OFFSET FROM CENTRELINE	0	4.1	6.34	6.84	6.87	7.02	8.02		

CHAINAGE 38.000

Centreline Data

X=298672.726
Y=6451719.915
Z=210.997

Datum210

DESIGN SURFACE KELLY STREET	210.997	210.923	210.887	210.847	210.997	210.997	211.05		
DEPTH TO EXISTING	-0.06	-0.01	0.02	0.04	-0.11	-0.12	-0.18		
EXISTING SURFACE LEVEL	210.94	210.91	210.9	210.88	210.88	210.88	210.87		
OFFSET FROM CENTRELINE	0	4.1	6.1	6.6	6.63	6.78	7.08		

CHAINAGE 36.000

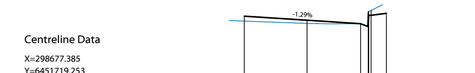
Centreline Data

X=298670.746
Y=6451720.197
Z=210.9

Datum210

DESIGN SURFACE KELLY STREET	210.9	210.827	210.791	210.751	210.901	210.901	210.989		
DEPTH TO EXISTING	-0.06	-0.01	-0.02	0	-0.15	-0.16	-0.25		
EXISTING SURFACE LEVEL	210.84	210.82	210.77	210.75	210.75	210.75	210.73		
OFFSET FROM CENTRELINE	0	4.1	6.1	6.6	6.63	6.78	7.08		

CHAINAGE 34.000



Centreline Data

X=298677.385
Y=6451719.253
Z=211.232

Datum210

DESIGN SURFACE KELLY STREET	211.232	211.179	211.134	211.094	211.244	211.244	211.269		
DEPTH TO EXISTING	-0.06	-0.04	0	0.19	0.05	0.06			
EXISTING SURFACE LEVEL	211.17	211.14	211.13	211.29	211.29	211.31			
OFFSET FROM CENTRELINE	0	4.1	7.6	8.1	8.13	8.28	9.28		

CHAINAGE 40.706

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

UPPER HUNTER SHIRE COUNCIL
130 LIVERPOOL STREET
P.O. BOX 208
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KELLY STREET REVITALISATION PROJECT
SCONE NSW 2337

RHM Consulting Engineers
Civil & Structural Consulting Engineers
137 Kelly Street, Scone NSW
Tel (02) 6545 2800
Email rhmce@rhmce.com.au www.rhmce.com.au
ABN 82 153 018 800

KINGDON STREET - EAST
CROSS SECTIONS
SHEET 1

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

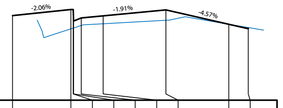
CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD04.09 CD1	

A1 SHEET

Centreline Data

X=298613.323
Y=6451728.363
Z=209.178



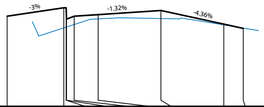
Datum208

DESIGN SURFACE KELLY STREET	209.104		209.182	209.182	209.032	209.072	209.1	209.178	208.991	208.932
DEPTH TO EXISTING			-0.25	-0.24	-0.09	-0.1	-0.1	-0.14	0	0.01
EXISTING SURFACE LEVEL			208.93	208.94	208.94	208.97	209	209.04	208.99	208.95
OFFSET FROM CENTRELINE	-10.02		-6.21	-6.06	-6.03	-5.53	-4.1	0	4.1	5.37

CHAINAGE 24.000

Centreline Data

X=298615.303
Y=6451728.081
Z=209.252



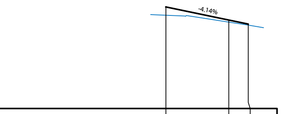
Datum208

DESIGN SURFACE KELLY STREET	209.176		209.287	209.287	209.137	209.177	209.198	209.252	209.073	209.018
DEPTH TO EXISTING			-0.26	-0.25	-0.1	-0.11	-0.06	-0.11	-0.01	0
EXISTING SURFACE LEVEL			209.02	209.03	209.04	209.07	209.14	209.15	209.06	209.02
OFFSET FROM CENTRELINE	-10.04		-6.34	-6.19	-6.16	-5.66	-4.1	0	4.1	5.37

CHAINAGE 22.000

Centreline Data

X=298617.284
Y=6451727.8
Z=209.325



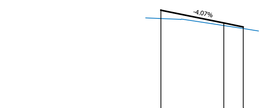
Datum208

DESIGN SURFACE KELLY STREET	209.325		209.156	209.103	
DEPTH TO EXISTING	-0.11		-0.03	-0.01	
EXISTING SURFACE LEVEL	209.22		209.13	209.09	
OFFSET FROM CENTRELINE	0		4.1	5.37	

CHAINAGE 20.000

Centreline Data

X=298617.936
Y=6451727.707
Z=209.35



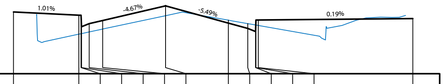
Datum208

DESIGN SURFACE KELLY STREET	209.35		209.183	209.131	
DEPTH TO EXISTING	-0.11		-0.03	-0.02	
EXISTING SURFACE LEVEL	209.24		209.15	209.11	
OFFSET FROM CENTRELINE	0		4.1	5.37	

CHAINAGE 19.340

Centreline Data

X=298605.403
Y=6451729.489
Z=208.886



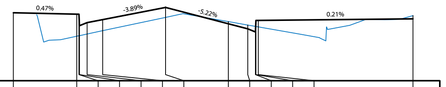
Datum208

DESIGN SURFACE KELLY STREET	208.806	208.764	208.764	208.614	208.654	208.695	208.886	208.661	208.591	208.551	208.701	208.701	208.72
DEPTH TO EXISTING		-0.25	-0.24	-0.09	-0.11	-0.11	-0.13	0.04	0.06	0.08	-0.07	-0.07	
EXISTING SURFACE LEVEL		208.52	208.52	208.52	208.55	208.58	208.76	208.7	208.65	208.64	208.63	208.63	
OFFSET FROM CENTRELINE	-9.93	-5.66	-5.51	-5.48	-4.98	-4.1	0	4.1	5.38	5.88	5.91	6.06	16.15

CHAINAGE 32.000

Centreline Data

X=298607.383
Y=6451729.208
Z=208.957



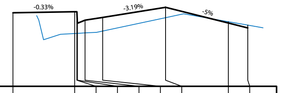
Datum208

DESIGN SURFACE KELLY STREET	208.888	208.868	208.868	208.718	208.758	208.798	208.957	208.743	208.676	208.636	208.786	208.786	208.807
DEPTH TO EXISTING		-0.29	-0.28	-0.13	-0.15	-0.15	-0.13	0.03	0.05	0.07	-0.08	-0.08	0.04
EXISTING SURFACE LEVEL		208.58	208.59	208.59	208.61	208.65	208.83	208.77	208.73	208.71	208.71	208.7	208.85
OFFSET FROM CENTRELINE	-9.94	-5.8	-5.65	-5.62	-5.12	-4.1	0	4.1	5.37	5.87	5.9	6.05	16.16

CHAINAGE 30.000

Centreline Data

X=298609.363
Y=6451728.926
Z=209.031



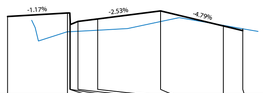
Datum208

DESIGN SURFACE KELLY STREET	208.96	208.973	208.973	208.823	208.863	208.9	209.031	208.825	208.762	
DEPTH TO EXISTING		-0.28	-0.28	-0.13	-0.17	-0.18	-0.13	0.02	0.04	
EXISTING SURFACE LEVEL		208.69	208.69	208.69	208.7	208.72	208.9	208.84	208.8	
OFFSET FROM CENTRELINE	-9.96	-5.94	-5.79	-5.76	-5.26	-4.1	0	4.1	5.37	

CHAINAGE 28.000

Centreline Data

X=298611.343
Y=6451728.645
Z=209.104



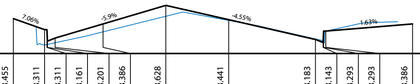
Datum208

DESIGN SURFACE KELLY STREET	209.032	209.078	209.078	208.928	208.968	209	209.104	208.908	208.847	
DEPTH TO EXISTING		-0.25	-0.24	-0.09	-0.13	-0.15	-0.14	0.01	0.02	
EXISTING SURFACE LEVEL		208.83	208.83	208.83	208.84	208.85	208.97	208.92	208.87	
OFFSET FROM CENTRELINE	-9.99	-6.07	-5.92	-5.89	-5.39	-4.1	0	4.1	5.37	

CHAINAGE 26.000

Centreline Data

X=298597.483
Y=6451730.616
Z=208.628



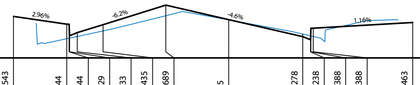
Datum208

DESIGN SURFACE KELLY STREET	208.455	208.311	208.311	208.161	208.201	208.386	208.628	208.441	208.183	208.143	208.293	208.293	208.386
DEPTH TO EXISTING		-0.2	-0.19	-0.04	-0.06	-0.1	-0.14	-0.01	0.01	0.01	-0.14	-0	
EXISTING SURFACE LEVEL		208.11	208.12	208.12	208.14	208.28	208.49	208.43	208.19	208.15	208.15	208.29	
OFFSET FROM CENTRELINE	-9.96	-7.92	-7.77	-7.74	-7.24	-4.1	0	4.1	9.77	10.27	10.3	10.45	16.11

CHAINAGE 40.000

Centreline Data

X=298599.463
Y=6451730.334
Z=208.689



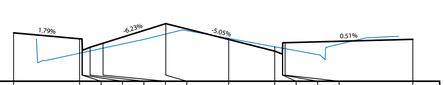
Datum208

DESIGN SURFACE KELLY STREET	208.543	208.44	208.44	208.29	208.33	208.435	208.689	208.5	208.278	208.238	208.388	208.388	208.463
DEPTH TO EXISTING		-0.19	-0.18	-0.03	-0.05	-0.08	-0.14	-0	0.03	0.05	-0.1	-0.11	
EXISTING SURFACE LEVEL		208.25	208.26	208.26	208.28	208.35	208.55	208.5	208.31	208.29	208.29	208.28	
OFFSET FROM CENTRELINE	-9.95	-6.47	-6.32	-6.29	-5.79	-4.1	0	4.1	8.94	9.44	9.47	9.62	16.12

CHAINAGE 38.000

Centreline Data

X=298601.443
Y=6451730.053
Z=208.752



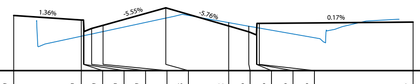
Datum208

DESIGN SURFACE KELLY STREET	208.631	208.554	208.554	208.404	208.444	208.497	208.752	208.545	208.393	208.353	208.503	208.503	208.546
DEPTH TO EXISTING		-0.19	-0.18	-0.03	-0.05	-0.07	-0.14	0.01	0.06	0.08	-0.07	-0.08	
EXISTING SURFACE LEVEL		208.37	208.37	208.37	208.39	208.43	208.62	208.56	208.45	208.43	208.43	208.42	
OFFSET FROM CENTRELINE	-9.95	-5.63	-5.48	-5.45	-4.95	-4.1	0	4.1	7.11	7.61	7.64	7.79	16.13

CHAINAGE 36.000

Centreline Data

X=298603.423
Y=6451729.771
Z=208.818



Datum208

DESIGN SURFACE KELLY STREET	208.719	208.659	208.659	208.509	208.549	208.59	208.818	208.582	208.596	208.466	208.616	208.616	208.633
DEPTH TO EXISTING		-0.21	-0.2	-0.05	-0.07	-0.08	-0.13	0.04	0.07	0.1	-0.06	-0.06	
EXISTING SURFACE LEVEL		208.45	208.45	208.46	208.48	208.51	208.68	208.63	208.58	208.56	208.56	208.56	
OFFSET FROM CENTRELINE	-9.94	-5.53	-5.38	-5.35	-4.85	-4.1	0	4.1	5.42	5.92	5.95	6.1	16.14

CHAINAGE 34.000

REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA

UPPER HUNTER SHIRE COUNCIL
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SCONE NSW 2337

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Civil & Structural Consulting Engineers
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www.rhmce.com.au
ABN 82 153 018 800

KINGDON STREET - WEST
CROSS SECTIONS
SHEET 1

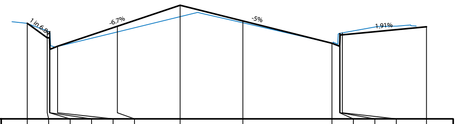
Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	DEC 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD04.10 CD1

A1 SHEET



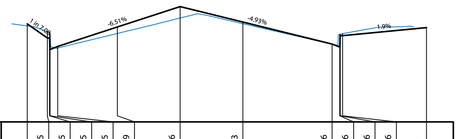
Centreline Data

X=298592.817
Y=6451731.279
Z=208.484

Datum207

DESIGN SURFACE KELLY STREET	208.248	208.058	208.058	207.908	207.948	208.209	208.484	208.279	207.988	207.948	208.098	208.098	208.203	
DEPTH TO EXISTING	-0	0.09	0.08	0.22	-0	-0.07	-0.15	-0.02	-0	0.17	0.02	0.02		
EXISTING SURFACE LEVEL	208.25	208.15	208.14	208.13	207.95	208.14	208.33	208.25	207.99	208.12	208.12	208.12		
OFFSET FROM CENTRELINE	-9.98	-8.68	-8.53	-8.5	-8	-4.1	0	4.1	9.91	10.41	10.44	10.59	16.08	

CHAINAGE 44.712



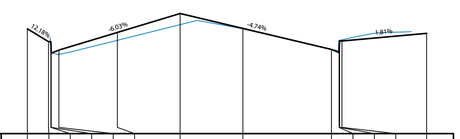
Centreline Data

X=298593.523
Y=6451731.179
Z=208.506

Datum207

DESIGN SURFACE KELLY STREET	208.28	208.095	208.095	207.945	207.985	208.239	208.506	208.303	208.016	207.976	208.126	208.126	208.23	
DEPTH TO EXISTING	-0.03	0.08	0.07	0.21	-0.02	-0.08	-0.15	-0.02	-0	0.17	0.02	0.03		
EXISTING SURFACE LEVEL	208.25	208.18	208.17	208.16	207.97	208.15	208.36	208.28	208.01	208.14	208.14	208.15		
OFFSET FROM CENTRELINE	-9.98	-8.67	-8.52	-8.49	-7.99	-4.1	0	4.1	9.93	10.43	10.46	10.61	16.09	

CHAINAGE 44.000



Centreline Data

X=298595.503
Y=6451730.897
Z=208.567

Datum207

DESIGN SURFACE KELLY STREET	208.367	208.2	208.2	208.05	208.09	208.32	208.567	208.372	208.098	208.058	208.208	208.208	208.308	
DEPTH TO EXISTING			-0.11	0	-0.06	-0.1	-0.15	-0.01	0	0.16	0.01	0.02		
EXISTING SURFACE LEVEL			208.09	208.05	208.03	208.22	208.42	208.37	208.1	208.21	208.22	208.22		
OFFSET FROM CENTRELINE	-9.97	-8.59	-8.44	-8.41	-7.91	-4.1	0	4.1	9.88	10.38	10.41	10.56	16.1	

CHAINAGE 42.000

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

UPPER HUNTER SHIRE COUNCIL
130 LIVERPOOL STREET
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Tel (02) 6545 2800
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www.rhmce.com.au
ABN 82 153 018 800

KINGDON STREET - WEST CROSS SECTIONS SHEET 2

Scale
Horizontal: 0 2 4 6 8 10 SCALE 1:200 (A1)
Vertical: 0 0.4 0.8 1.2 1.6 2 SCALE 1:40 (A1)

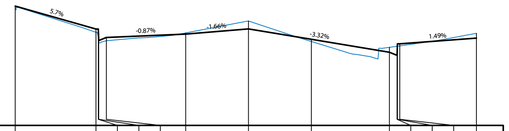
CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD04.11	CD1

A1 SHEET

Centreline Data

X=298699.467
Y=6451951.119
Z=209.26



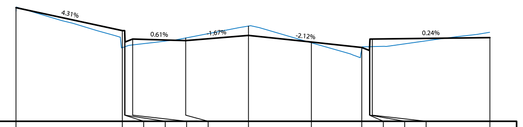
Datum208

DESIGN SURFACE KELLY STREET	209.558	209.257	209.257	209.107	209.147	209.192	209.26	209.124	208.955	208.915	209.065	209.065	209.139
DEPTH TO EXISTING		-0.04	-0.1	-0.03	-0.04	0.02	0.1	-0.03	0.06	0.12	-0.03	-0.03	0.06
EXISTING SURFACE LEVEL		209.22	209.16	209.08	209.11	209.21	209.36	209.1	209.02	209.03	209.03	209.04	209.2
OFFSET FROM CENTRELINE	-15.24	-9.96	-9.81	-9.78	-9.28	-4.1	0	4.1	9.2	9.7	9.73	9.88	14.88

CHAINAGE 30.000

Centreline Data

X=298694.511
Y=6451951.78
Z=209.122



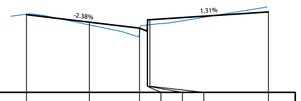
Datum208

DESIGN SURFACE KELLY STREET	209.483	209.184	209.184	209.034	209.074	209.053	209.122	209.035	208.964	208.924	209.074	209.074	209.093
DEPTH TO EXISTING		-0.22	-0.21	-0.06	-0.08	0.03	0.12	-0.01	-0.02	0.05	-0.1	-0.1	
EXISTING SURFACE LEVEL		208.96	208.97	208.97	209	209.09	209.24	209.03	208.94	208.97	208.97	208.98	
OFFSET FROM CENTRELINE	-15.18	-8.24	-8.09	-8.06	-7.56	-4.1	0	4.1	7.4	7.9	7.93	8.08	15.76

CHAINAGE 25.000

Centreline Data

X=298689.556
Y=6451952.451
Z=209.014



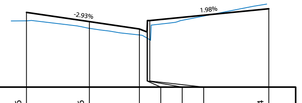
Datum208

DESIGN SURFACE KELLY STREET	209.014	208.917	208.839	208.799	208.949	208.949	209.05
DEPTH TO EXISTING	0.01	-0.04	-0.06	0.08	-0.07	-0.07	
EXISTING SURFACE LEVEL	209.02	208.88	208.77	208.88	208.88	208.88	
OFFSET FROM CENTRELINE	0	4.1	7.38	7.88	7.91	8.06	15.8

CHAINAGE 20.000

Centreline Data

X=298686.457
Y=6451952.871
Z=208.976



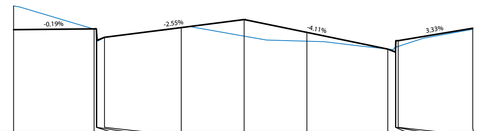
Datum208

DESIGN SURFACE KELLY STREET	208.976	208.856	208.76	208.72	208.87	208.87	209.024
DEPTH TO EXISTING	-0.11	-0.09	-0.08	-0.08	-0.23	-0.25	
EXISTING SURFACE LEVEL	208.87	208.77	208.68	208.64	208.64	208.62	
OFFSET FROM CENTRELINE	0	4.1	7.37	7.87	7.9	8.05	15.82

CHAINAGE 16.872

Centreline Data

X=298711.208
Y=6451949.649
Z=209.488



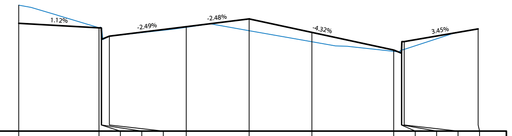
Datum208

DESIGN SURFACE KELLY STREET	209.355	209.365	209.365	209.215	209.255	209.383	209.488	209.319	209.102	209.062	209.212	209.212	209.374
DEPTH TO EXISTING	0.31	-0	0	0.13	-0	-0	-0.22	-0.12	0	0.06	-0.08	-0.08	-0.01
EXISTING SURFACE LEVEL	209.67	209.36	209.37	209.34	209.25	209.38	209.27	209.2	209.1	209.13	209.13	209.14	209.36
OFFSET FROM CENTRELINE	-15.05	-9.8	-9.65	-9.62	-9.12	-4.1	0	4.1	9.38	9.88	9.91	10.06	14.93

CHAINAGE 41.833

Centreline Data

X=298709.393
Y=6451949.91
Z=209.465



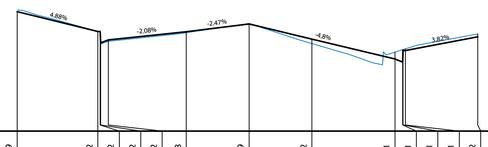
Datum208

DESIGN SURFACE KELLY STREET	209.407	209.349	209.349	209.199	209.239	209.364	209.465	209.288	209.058	209.018	209.168	209.168	209.334
DEPTH TO EXISTING	0.24	0	0	0.15	0	-0.01	-0.15	-0.12	-0.02	0.04	-0.11	-0.1	-0
EXISTING SURFACE LEVEL	209.64	209.35	209.35	209.35	209.24	209.36	209.31	209.17	209.04	209.06	209.06	209.07	209.33
OFFSET FROM CENTRELINE	-15.04	-9.8	-9.65	-9.62	-9.12	-4.1	0	4.1	9.45	9.95	9.98	10.13	14.95

CHAINAGE 40.000

Centreline Data

X=298704.432
Y=6451950.525
Z=209.399



Datum208

DESIGN SURFACE KELLY STREET	209.559	209.302	209.302	209.152	209.192	209.298	209.399	209.202	208.941	208.901	209.051	209.051	209.232
DEPTH TO EXISTING		-0	-0.02	0.06	-0.02	-0.01	0.01	-0.06	0.09	0.16	0.01	0.02	0.04
EXISTING SURFACE LEVEL		209.3	209.28	209.21	209.17	209.29	209.41	209.14	209.03	209.06	209.07	209.08	209.27
OFFSET FROM CENTRELINE	-15.15	-9.88	-9.73	-9.7	-9.2	-4.1	0	4.1	9.52	10.02	10.05	10.2	14.93

CHAINAGE 35.000

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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SCONE NSW 2337

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Email rhmce@rhmce.com.au
www.rhmce.com.au
ABN 82 153 018 800

LIVERPOOL STREET - EAST
CROSS SECTIONS
SHEET 1

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

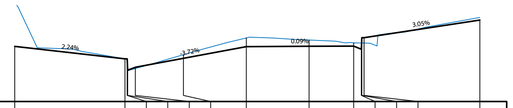
CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	DEC 21	18-130- CD04.12 CD1

A1 SHEET

Centreline Data

X=298640.014
Y=6451959.203
Z=208.717



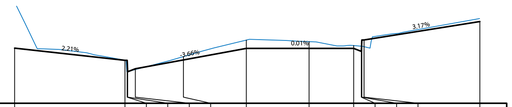
Datum208

DESIGN SURFACE KELLY STREET	208.719		208.557	208.557	208.407	208.447	208.564	208.717		208.72		208.723	208.683	208.833	208.833		209.063	
DEPTH TO EXISTING			0	-0.05	0.01	-0.02	0.05	0.11		0.08		0.04	0.08	-0.07	-0.07			
EXISTING SURFACE LEVEL			208.56	208.5	208.42	208.43	208.61	208.83		208.8		208.77	208.76	208.76	208.76			
OFFSET FROM CENTRELINE	-15.12		-7.92	-7.77	-7.74	-7.24	-4.1	0		4.1		7.01	7.51	7.54	7.69		15.25	

CHAINAGE 30.000

Centreline Data

X=298640.878
Y=6451959.085
Z=208.716



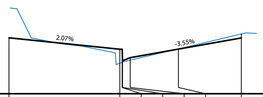
Datum208

DESIGN SURFACE KELLY STREET	208.721		208.561	208.561	208.411	208.451	208.566	208.716		208.717		208.717	208.677	208.827	208.827		209.067	
DEPTH TO EXISTING			0	-0.15	0	-0.01	0.04	0.11		0.09		0.04	0.07	-0.08	-0.09			
EXISTING SURFACE LEVEL			208.56	208.41	208.41	208.44	208.61	208.83		208.8		208.75	208.75	208.75	208.74			
OFFSET FROM CENTRELINE	-15.13		-7.93	-7.78	-7.75	-7.25	-4.1	0		4.1		7.01	7.51	7.54	7.69		15.25	

CHAINAGE 29.128

Centreline Data

X=298644.968
Y=6451958.525
Z=208.727



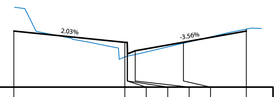
Datum208

DESIGN SURFACE KELLY STREET	208.73		208.58	208.58	208.43	208.47	208.582	208.727	
DEPTH TO EXISTING			-0.18	-0.17	-0.02	-0.03	0	0.05	
EXISTING SURFACE LEVEL			208.4	208.41	208.41	208.44	208.58	208.78	
OFFSET FROM CENTRELINE	-15.17		-7.93	-7.78	-7.75	-7.25	-4.1	0	

CHAINAGE 25.000

Centreline Data

X=298645.959
Y=6451958.389
Z=208.733



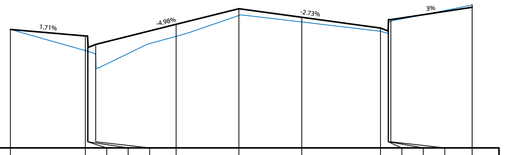
Datum208

DESIGN SURFACE KELLY STREET	208.732		208.585	208.585	208.435	208.475	208.587	208.733	
DEPTH TO EXISTING			-0.19	-0.18	-0.03	-0.05	-0.01	0.02	
EXISTING SURFACE LEVEL			208.39	208.4	208.4	208.43	208.57	208.76	
OFFSET FROM CENTRELINE	-15.18		-7.93	-7.78	-7.75	-7.25	-4.1	0	

CHAINAGE 24.000

Centreline Data

X=298620.199
Y=6451961.915
Z=208.817



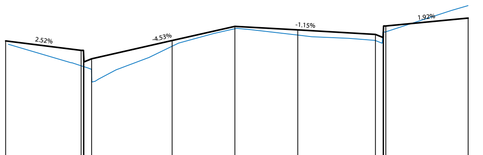
Datum207

DESIGN SURFACE KELLY STREET	208.545		208.462	208.462	208.312	208.352	208.613	208.817		208.706		208.566	208.526	208.676	208.676	208.835		
DEPTH TO EXISTING			-0.19	-0.2	-0.05	-0.16	-0.16	-0.09		-0.06		-0.04	0.02	-0.04	-0.02	0.03		
EXISTING SURFACE LEVEL			208.27	208.26	208.26	208.19	208.46	208.73		208.64		208.52	208.54	208.64	208.65	208.87		
OFFSET FROM CENTRELINE	-14.92		-10.03	-9.88	-9.85	-9.35	-4.1	0		4.1		9.24	9.74	9.77	9.92	15.23		

CHAINAGE 50.000

Centreline Data

X=298625.153
Y=6451961.237
Z=208.799



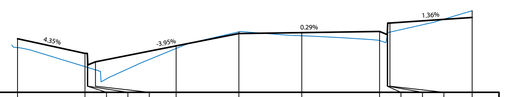
Datum207

DESIGN SURFACE KELLY STREET	208.609		208.485	208.485	208.335	208.375	208.613	208.799		208.752		208.693	208.653	208.803	208.803	208.906		
DEPTH TO EXISTING			-0.2	-0.21	-0.06	-0.19	-0.07	-0.03		-0.07		-0.08	0.07	-0.08	-0.08			
EXISTING SURFACE LEVEL			208.28	208.27	208.27	208.18	208.54	208.77		208.68		208.61	208.72	208.72	208.73			
OFFSET FROM CENTRELINE	-14.97		-10.04	-9.89	-9.86	-9.36	-4.1	0		4.1		9.17	9.67	9.7	9.85	15.23		

CHAINAGE 45.000

Centreline Data

X=298630.107
Y=6451960.559
Z=208.768



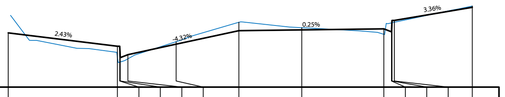
Datum208

DESIGN SURFACE KELLY STREET	208.7		208.508	208.508	208.338	208.398	208.606	208.768		208.78		208.795	208.755	208.905	208.905	208.978		
DEPTH TO EXISTING	-0.11		-0.17	-0.18	-0.03	-0.1	-0.03	0.02		-0.04		-0.12	-0	-0.12	-0.12	0.09		
EXISTING SURFACE LEVEL	208.59		208.34	208.33	208.32	208.29	208.57	208.79		208.74		208.68	208.75	208.78	208.79	209.06		
OFFSET FROM CENTRELINE	-14.46		-10.05	-9.9	-9.87	-9.37	-4.1	0		4.1		9.18	9.68	9.71	9.86	15.23		

CHAINAGE 40.000

Centreline Data

X=298635.06
Y=6451959.881
Z=208.737



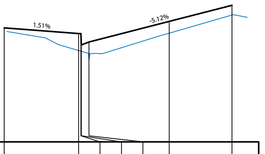
Datum208

DESIGN SURFACE KELLY STREET	208.708		208.534	208.534	208.384	208.424	208.56	208.737		208.748		208.762	208.722	208.872	208.872	209.043		
DEPTH TO EXISTING			-0.14	-0.21	-0.06	-0.05	0.03	0.11		0.03		-0.07	0.12	-0.03	-0.02	0.02		
EXISTING SURFACE LEVEL			208.39	208.33	208.33	208.37	208.59	208.85		208.78		208.69	208.84	208.84	208.85	209.06		
OFFSET FROM CENTRELINE	-15.07		-7.93	-7.78	-7.75	-7.25	-4.1	0		4.1		9.46	9.96	9.99	10.14	15.23		

CHAINAGE 35.000

Centreline Data

X=298610.291
Y=6451963.271
Z=208.783



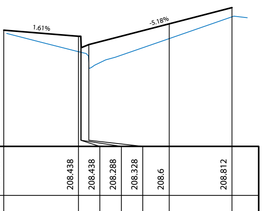
Datum207

DESIGN SURFACE KELLY STREET	208.488		208.415	208.415	208.265	208.305	208.573	208.783	
DEPTH TO EXISTING			-0.22	-0.23	-0.08	-0.23	-0.15	-0.13	
EXISTING SURFACE LEVEL			208.19	208.18	208.18	208.08	208.42	208.66	
OFFSET FROM CENTRELINE	-14.87		-10.01	-9.86	-9.83	-9.33	-4.1	0	

CHAINAGE 60.000

Centreline Data

X=298615.245
Y=6451962.593
Z=208.812



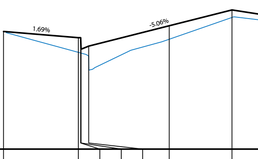
Datum207

DESIGN SURFACE KELLY STREET	208.517		208.438	208.438	208.288	208.328	208.6	208.812	
DEPTH TO EXISTING			-0.2	-0.21	-0.06	-0.24	-0.19	-0.12	
EXISTING SURFACE LEVEL			208.24	208.23	208.23	208.09	208.41	208.69	
OFFSET FROM CENTRELINE	-14.9		-10.02	-9.87	-9.84	-9.34	-4.1	0	

CHAINAGE 55.000

Centreline Data

X=298618.81
Y=6451962.105
Z=208.818



Datum207

DESIGN SURFACE KELLY STREET	208.537		208.455	208.455	208.305	208.345	208.611	208.818		208.691		208.53	208.49	208.64	208.64	208.815		
DEPTH TO EXISTING			-0.19	-0.2	-0.05	-0.18	-0.18	-0.1		-0.06		-0.03	0.07	-0.02	-0.02	0.03		
EXISTING SURFACE LEVEL			208.26	208.26	208.25	208.16	208.44	208.72		208.63		208.5	208.55	208.62	208.62	208.84		
OFFSET FROM CENTRELINE	-14.91		-10.03	-9.88	-9.85	-9.35	-4.1	0		4.1		9.28	9.78	9.81	9.96	15.23		

CHAINAGE 51.401

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

UPPER HUNTER SHIRE COUNCIL
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SCONE NSW 2337

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Civil & Structural Consulting Engineers
137 Kelly Street, Scone NSW
Tel (02) 6545 2800
Email rhmce@rhmce.com.au
www.rhmce.com.au
ABN 82 153 018 800

LIVERPOOL STREET - WEST
CROSS SECTIONS
SHEET 1

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

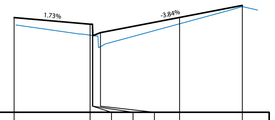
CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	DEC 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD04.13 CD1

A1 SHEET

Centreline Data
X=298575.614
Y=6451968.016
Z=208.396

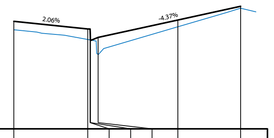


Datum207

DESIGN SURFACE KELLY STREET	208.236		208.15	208.15	208	208.04	208.238	208.396
DEPTH TO EXISTING			-0.14	-0.15	0	-0.18	-0.08	-0.02
EXISTING SURFACE LEVEL			208.01	208	208	207.86	208.16	208.38
OFFSET FROM CENTRELINE	-14.9		-9.94	-9.79	-9.76	-9.26	-4.1	0

CHAINAGE 95.000

Centreline Data
X=298595.43
Y=6451965.307
Z=208.6

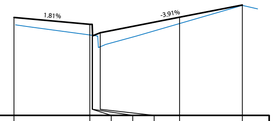


Datum207

DESIGN SURFACE KELLY STREET	208.403		208.303	208.303	208.153	208.193	208.42	208.6
DEPTH TO EXISTING	-0.11		-0.14	-0.14	0.01	-0.22	-0.09	-0.03
EXISTING SURFACE LEVEL	208.29		208.17	208.16	208.16	207.97	208.33	208.57
OFFSET FROM CENTRELINE	-14.81		-9.98	-9.83	-9.8	-9.3	-4.1	0

CHAINAGE 75.000

Centreline Data
X=298580.569
Y=6451967.343
Z=208.441

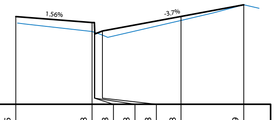


Datum207

DESIGN SURFACE KELLY STREET	208.278		208.188	208.188	208.038	208.078	208.281	208.441
DEPTH TO EXISTING			-0.14	-0.14	0.01	-0.18	-0.08	-0.01
EXISTING SURFACE LEVEL			208.05	208.04	208.04	207.89	208.2	208.44
OFFSET FROM CENTRELINE	-14.91		-9.96	-9.81	-9.78	-9.28	-4.1	0

CHAINAGE 90.000

Centreline Data
X=298564.96
Y=6451969.462
Z=208.299

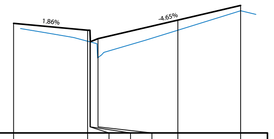


Datum207

DESIGN SURFACE KELLY STREET	208.145		208.068	208.068	207.918	207.958	208.148	208.299
DEPTH TO EXISTING			-0.12	-0.13	0.02	-0.06	-0.05	-0
EXISTING SURFACE LEVEL			207.95	207.94	207.94	207.9	208.1	208.3
OFFSET FROM CENTRELINE	-14.89		-9.91	-9.76	-9.73	-9.23	-4.1	0

CHAINAGE 105.752

Centreline Data
X=298600.384
Y=6451964.627
Z=208.665

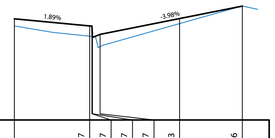


Datum207

DESIGN SURFACE KELLY STREET	208.431		208.341	208.341	208.191	208.231	208.474	208.665
DEPTH TO EXISTING			-0.14	-0.15	-0	-0.25	-0.13	-0.07
EXISTING SURFACE LEVEL			208.2	208.19	208.19	207.98	208.34	208.59
OFFSET FROM CENTRELINE	-14.83		-9.99	-9.84	-9.81	-9.31	-4.1	0

CHAINAGE 70.000

Centreline Data
X=298585.523
Y=6451966.667
Z=208.486

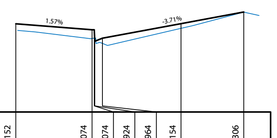


Datum207

DESIGN SURFACE KELLY STREET	208.32		208.227	208.227	208.077	208.117	208.323	208.486
DEPTH TO EXISTING			-0.13	-0.14	0.01	-0.16	-0.07	0
EXISTING SURFACE LEVEL			208.09	208.09	208.09	207.96	208.26	208.49
OFFSET FROM CENTRELINE	-14.89		-9.97	-9.82	-9.79	-9.29	-4.1	0

CHAINAGE 85.000

Centreline Data
X=298565.705
Y=6451969.361
Z=208.306

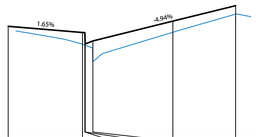


Datum207

DESIGN SURFACE KELLY STREET	208.152		208.074	208.074	207.924	207.964	208.154	208.306
DEPTH TO EXISTING			-0.11	-0.11	0.04	-0.07	-0.06	-0
EXISTING SURFACE LEVEL			207.96	207.96	207.96	207.9	208.09	208.3
OFFSET FROM CENTRELINE	-14.89		-9.91	-9.76	-9.73	-9.23	-4.1	0

CHAINAGE 105.000

Centreline Data
X=298605.337
Y=6451963.949
Z=208.73

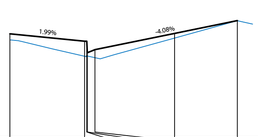


Datum207

DESIGN SURFACE KELLY STREET	208.46		208.38	208.38	208.23	208.27	208.527	208.73
DEPTH TO EXISTING			-0.15	-0.16	-0.02	-0.25	-0.14	-0.11
EXISTING SURFACE LEVEL			208.23	208.21	208.21	208.02	208.38	208.62
OFFSET FROM CENTRELINE	-14.85		-10	-9.85	-9.82	-9.32	-4.1	0

CHAINAGE 65.000

Centreline Data
X=298590.477
Y=6451965.987
Z=208.535

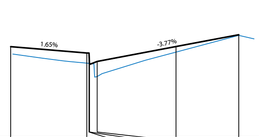


Datum207

DESIGN SURFACE KELLY STREET	208.362		208.265	208.265	208.115	208.155	208.367	208.535
DEPTH TO EXISTING			-0.19	-0.19	-0.04	-0.1	-0.06	-0
EXISTING SURFACE LEVEL			208.07	208.07	208.07	208.05	208.31	208.53
OFFSET FROM CENTRELINE	-14.85		-9.98	-9.83	-9.8	-9.3	-4.1	0

CHAINAGE 80.000

Centreline Data
X=298570.66
Y=6451968.688
Z=208.351



Datum207

DESIGN SURFACE KELLY STREET	208.194		208.112	208.112	207.962	208.002	208.196	208.351
DEPTH TO EXISTING			-0.13	-0.14	0.01	-0.2	-0.07	-0.01
EXISTING SURFACE LEVEL			207.98	207.98	207.98	207.81	208.12	208.34
OFFSET FROM CENTRELINE	-14.9		-9.93	-9.78	-9.75	-9.25	-4.1	0

CHAINAGE 100.000

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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KELLY STREET REVITALISATION PROJECT
SCONE NSW 2337

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ABN 82 153 018 800

LIVERPOOL STREET - WEST
CROSS SECTIONS
SHEET 2

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	DEC 21	18-130- CD04.14 CD1

A1 SHEET

Centreline Data

X=298784.979
Y=6452176.38
Z=212.566

Datum212													
DESIGN SURFACE KELLY STREET	212.404	212.404	212.254	212.294	212.398	212.566	212.456	212.388	212.348	212.498	212.498		
DEPTH TO EXISTING		0.02	0.17	0.13	0.04	-0.1	0.04	0.12	0.18	0.03			
EXISTING SURFACE LEVEL		212.42	212.42	212.42	212.44	212.47	212.49	212.51	212.53	212.53			
OFFSET FROM CENTRELINE	-6.75	-6.6	-6.57	-6.07	-3.75	0	3.75	6.07	6.57	6.6	6.75		

CHAINAGE 15.000

Centreline Data

X=298789.932
Y=6452175.698
Z=212.628

Datum212													
DESIGN SURFACE KELLY STREET	212.465	212.465	212.315	212.355	212.46	212.628	212.511	212.437	212.397	212.547	212.547		
DEPTH TO EXISTING		0.02	0.17	0.13	0.04	-0.1	0.04	0.12	0.17				
EXISTING SURFACE LEVEL		212.48	212.48	212.49	212.5	212.52	212.55	212.56	212.56				
OFFSET FROM CENTRELINE	-6.78	-6.63	-6.6	-6.1	-3.75	0	3.75	6.1	6.6	6.63	6.78		

CHAINAGE 10.000

Centreline Data

X=298794.886
Y=6452175.016
Z=212.685

Datum212													
DESIGN SURFACE KELLY STREET	212.526	212.526	212.376	212.416	212.52	212.685	212.563	212.485	212.445	212.595	212.595		
DEPTH TO EXISTING		0.02	0.17	0.13	0.04	-0.1	0.04	0.12	0.17				
EXISTING SURFACE LEVEL		212.54	212.54	212.55	212.56	212.58	212.6	212.61	212.61				
OFFSET FROM CENTRELINE	-6.81	-6.66	-6.63	-6.13	-3.75	0	3.75	6.13	6.63	6.66	6.81		

CHAINAGE 5.000

Centreline Data

X=298799.839
Y=6452174.334
Z=212.74

Datum212													
DESIGN SURFACE KELLY STREET	212.587	212.587	212.437	212.477	212.58	212.74	212.614	212.534	212.494	212.644	212.644		
DEPTH TO EXISTING		0.01	0.16	0.13	0.03	-0.11	0.03	0.12	0.16				
EXISTING SURFACE LEVEL		212.6	212.6	212.6	212.61	212.63	212.65	212.66	212.66				
OFFSET FROM CENTRELINE	-6.85	-6.7	-6.67	-6.17	-3.75	0	3.75	6.17	6.67	6.7	6.85		

CHAINAGE 0.000

Centreline Data

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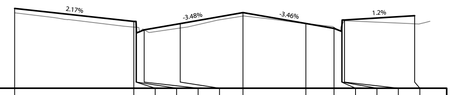
Y=6452189.301
Z=210.987

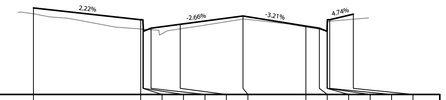


Datum210													
DESIGN SURFACE KELLY STREET	211.041	210.872	210.872	210.722	210.762	210.844	210.987	210.845	210.781	210.741	210.891	210.891	210.947
DEPTH TO EXISTING		-0.07	-0.08	0.07	0	-0.06	-0.05	-0	0.01	0.08	-0.06	-0.01	-0.11
EXISTING SURFACE LEVEL		210.8	210.8	210.8	210.76	210.79	210.94	210.84	210.79	210.82	210.83	210.88	210.84
OFFSET FROM CENTRELINE	-14.91	-7.13	-6.98	-6.95	-6.45	-4.1	0	4.1	5.95	6.45	6.48	6.63	11.2

CHAINAGE 35.000

Centreline Data

X=298671.436
Y=6452188.623
Z=211.024



Datum210													
DESIGN SURFACE KELLY STREET	211.13	210.975	210.975	210.825	210.865	210.915	211.024	210.893	210.865	210.825	210.975	210.975	211.048
DEPTH TO EXISTING	-0.08	-0.12	-0.12	0.03	-0.02	-0.06	-0.04	-0.01	-0.01	0	-0.07	-0.02	-0.07
EXISTING SURFACE LEVEL	211.05	210.85	210.85	210.85	210.85	210.86	210.98	210.88	210.85	210.83	210.91	210.96	210.98
OFFSET FROM CENTRELINE	-13.68	-6.68	-6.53	-6.5	-6	-4.1	0	4.1	4.98	5.48	5.51	5.66	7.21

CHAINAGE 30.000

Centreline Data

X=298676.39
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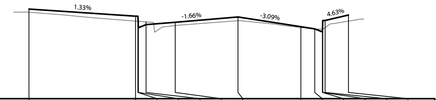
Z=211.065

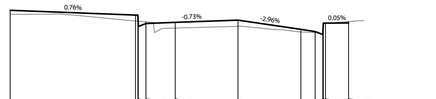


Datum210													
DESIGN SURFACE KELLY STREET	211.168	211.076	211.076	210.926	210.966	210.997	211.065	210.939	210.911	210.871	211.021	211.021	211.091
DEPTH TO EXISTING	-0.04	-0.06	-0.07	0.08	0.04	-0.04	-0.05	-0.01	-0	0.03	-0.12	-0.09	-0.08
EXISTING SURFACE LEVEL	211.13	211.01	211.01	211.01	211	210.95	211.02	210.93	210.91	210.9	210.91	210.93	211.01
OFFSET FROM CENTRELINE	-13.65	-6.69	-6.54	-6.51	-6.01	-4.1	0	4.1	5.01	5.51	5.54	5.69	7.21

CHAINAGE 25.000

Centreline Data

X=298681.344
Y=6452187.266
Z=211.11



Datum210													
DESIGN SURFACE KELLY STREET	211.238	211.176	211.176	211.026	211.066	211.08	211.11	210.989	210.961	210.921	211.071	211.071	211.072
DEPTH TO EXISTING		-0.08	-0.08	0.07	0.02	-0.07	-0.08	-0.03	-0.01	0.03	-0.07	-0	0.02
EXISTING SURFACE LEVEL		211.1	211.1	211.1	211.09	211.01	211.03	210.96	210.95	210.95	211	211.07	211.09
OFFSET FROM CENTRELINE	-14.88	-6.69	-6.54	-6.51	-6.01	-4.1	0	4.1	5.04	5.54	5.57	5.72	7.22

CHAINAGE 20.000

Centreline Data

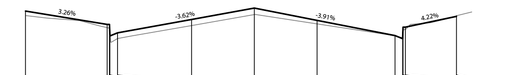
X=298658.959
Y=6452190.332
Z=210.938

Datum210							
DESIGN SURFACE KELLY STREET	210.849	210.667	210.667	210.517	210.763	210.938	
DEPTH TO EXISTING		-0.01	-0.02	0.13	-0.08	-0.11	
EXISTING SURFACE LEVEL		210.65	210.65	210.5	210.68	210.82	
OFFSET FROM CENTRELINE	-14.96	-9.59	-9.44	-8.91	-4.1	0	

CHAINAGE 42.594

Centreline Data

X=298661.529
Y=6452189.98
Z=210.954



Datum210										
DESIGN SURFACE KELLY STREET	210.915	210.741	210.741	210.591	210.631	210.806	210.954	210.794	210.595	210.555	210.705	210.705	210.846
DEPTH TO EXISTING		-0.04	-0.05	0.1	-0.07	-0.08	-0.08	-0.05	-0.01	0.09	-0.04	-0.03	0.01
EXISTING SURFACE LEVEL		210.7	210.69	210.69	210.56	210.73	210.87	210.75	210.59	210.64	210.67	210.68	210.85
OFFSET FROM CENTRELINE	-14.95	-9.61	-9.46	-9.43	-8.93	-4.1	0	4.1	9.19	9.69	9.72	9.87	13.2

CHAINAGE 40.000

REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA

UPPER HUNTER SHIRE COUNCIL
130 LIVERPOOL STREET
P.O. BOX 208
SCONE NSW 2337
Telephone: (02) 6540 1100
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KELLY STREET REVITALISATION PROJECT
SCONE NSW 2337

RHM Consulting Engineers
Civil & Structural Consulting Engineers
137 Kelly Street, Scone NSW
Tel (02) 6545 2800
Email rhmce@rhmce.com.au www.rhmce.com.au
ABN 82 153 018 800

ST AUBINS STREET - WEST
CROSS SECTIONS
SHEET 1

Scale
Horizontal:
0 2 4 6 8 10
SCALE 1:200 (A1)
Vertical:
0 0.4 0.8 1.2 1.6 2
SCALE 1:40 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	DEC 21	18-130- CD04.15 CD1

A1 SHEET

LEGEND

DENOTES EXISTING PIPEWORK REMAIN

DENOTES EXISTING PIPEWORK UPGRADE

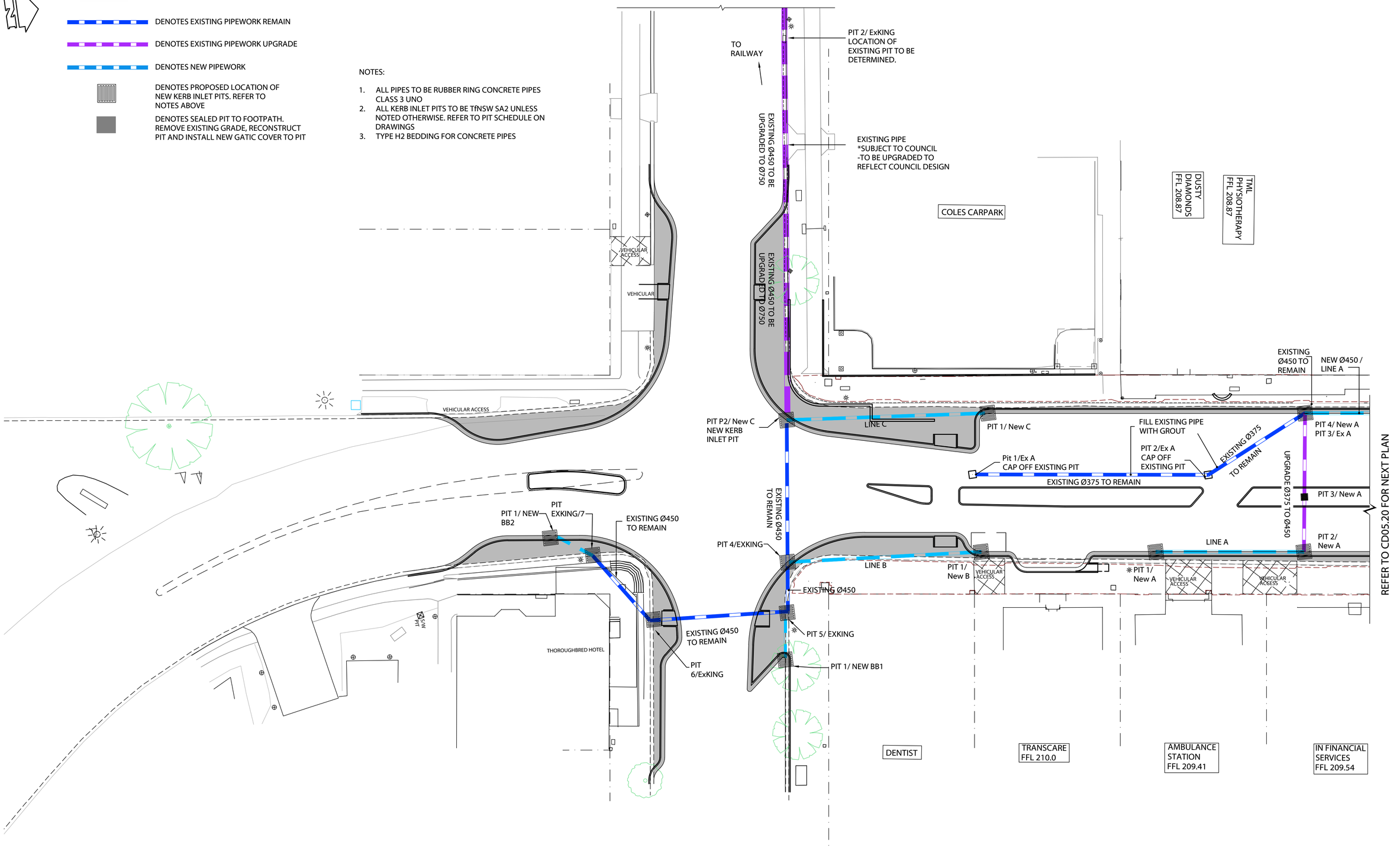
DENOTES NEW PIPEWORK

DENOTES PROPOSED LOCATION OF NEW KERB INLET PITS. REFER TO NOTES ABOVE

DENOTES SEALED PIT TO FOOTPATH. REMOVE EXISTING GRADE, RECONSTRUCT PIT AND INSTALL NEW GATIC COVER TO PIT

NOTES:

1. ALL PIPES TO BE RUBBER RING CONCRETE PIPES CLASS 3 UNO
2. ALL KERB INLET PITS TO BE TfNSW SA2 UNLESS NOTED OTHERWISE. REFER TO PIT SCHEDULE ON DRAWINGS
3. TYPE H2 BEDDING FOR CONCRETE PIPES



REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA
CD3	CONCEPT DESIGN	03/11/21	CA
CD2	CONCEPT DESIGN	09/08/21	CA
CD1	CONCEPT DESIGN	22/06/21	CA

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SCONE NSW 2337

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Email rhmce@rhmce.com.au
www.rhmce.com.au
ABN 82 153 018 800

STORMWATER MANAGEMENT PLAN
SHEET 1

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date

Drawing No: 18-130- CD05.10 CD4 Rev

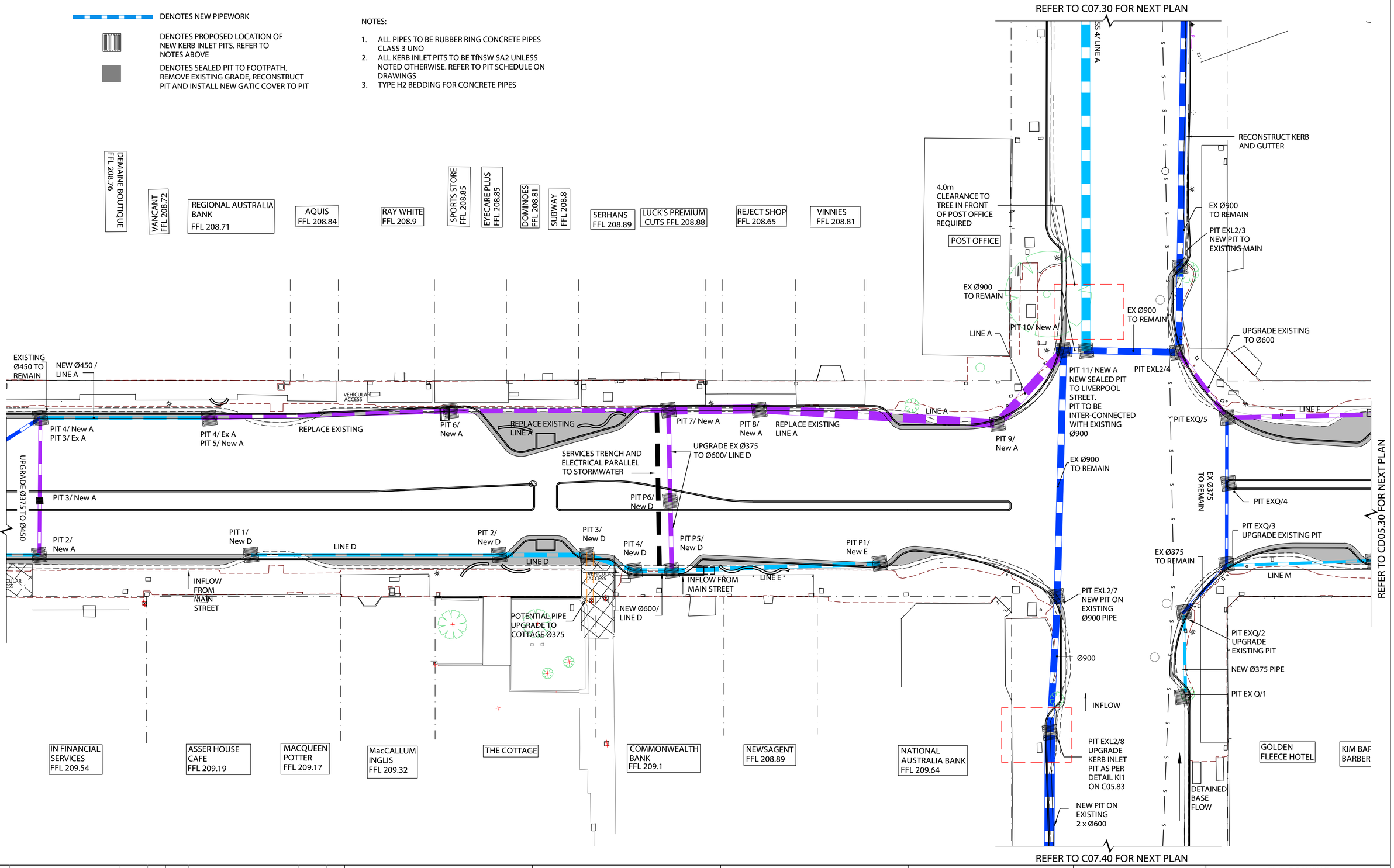
A1 SHEET

LEGEND

- DENOTES EXISTING PIPEWORK REMAIN
- DENOTES EXISTING PIPEWORK UPGRADE
- DENOTES NEW PIPEWORK
- DENOTES PROPOSED LOCATION OF NEW KERB INLET PITS. REFER TO NOTES ABOVE
- DENOTES SEALED PIT TO FOOTPATH. REMOVE EXISTING GRADE, RECONSTRUCT PIT AND INSTALL NEW GATIC COVER TO PIT

NOTES:

1. ALL PIPES TO BE RUBBER RING CONCRETE PIPES CLASS 3 UNO
2. ALL KERB INLET PITS TO BE TfNSW SA2 UNLESS NOTED OTHERWISE. REFER TO PIT SCHEDULE ON DRAWINGS
3. TYPE H2 BEDDING FOR CONCRETE PIPES



REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA
CD3	CONCEPT DESIGN	03/11/21	CA
CD2	CONCEPT DESIGN	09/08/21	CA
CD1	CONCEPT DESIGN	22/06/21	CH

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ABN 82 153 018 800

STORMWATER MANAGEMENT PLAN SHEET 2

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JUNE 21	18-130- CD05.20 CD4

A1 SHEET

LEGEND

DENOTES EXISTING PIPEWORK REMAIN

DENOTES EXISTING PIPEWORK UPGRADE

DENOTES NEW PIPEWORK

DENOTES PROPOSED LOCATION OF NEW KERB INLET PITS. REFER TO NOTES ABOVE

DENOTES SEALED PIT TO FOOTPATH. REMOVE EXISTING GRADE, RECONSTRUCT PIT AND INSTALL NEW GATIC COVER TO PIT

NOTES:

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3. TYPE H2 BEDDING FOR CONCRETE PIPES

EXISTING SEWER MAIN AT DEPTH (APPROX INVERT LEVE AT RL 205.80. LOCATION AND DEPTH TO BE CONFIRMED PRIOR TO INSTALLATION

MAIN TO PASS OVER SEWER LINES. DEPTH TO BE CONFIRMED

POSSIBLE SEWER MANHOLE

NEW 1200 TO DISCHARGE INTO FIGTREE GULLY. REPAIR WALLS OF GULLY AS REQUIRED. CONCRETE WORKS WILL BE REQUIRED

NOTE: OUTLET ADJECENT TO EXISTING, BUT AT 205.50

300mm HIGH WALL TO ROAD VERGE. BLEND KERB THROUGH

POSSIBILITY OF EXISTING Ø375 PIPE. LOCATION TO BE DETERMINED ON SITE

TO BE CONFIRMED NEW PIT TO REPLACE EXISTING

Ø1200

EX Ø900 TO REMAIN

RECONSTRUCT EXISTING KERB INLET TO SUIT NEW KERB INLETS

PIT EXL2/2

PIT 12/New A. SEALED CONCRETE LID TO PAVEMENT

POSSIBILITY OF EXISTING PIPE. LOCATION TO BE DETERMINED ON SITE

NEW Ø450

EXISTING 900 TO REMAIN

EX Ø900

NEW Ø1200 PIPE CLASS 4/ LINE A

NEW KERB AND GUTTER TO LIVERPOOL STREET

RECONSTRUCT KERB AND GUTTER

4.0m CLEARANCE TO TREE IN FRONT OF POST OFFICE REQUIRED

POST OFFICE

EX Ø900 TO REMAIN

PIT EXL2/3 NEW PIT TO EXISTING MAIN

EX Ø900 TO REMAIN

EX Ø900

CAMPBELLS CORNER

FFL 208.81

SUBWAY FFL 208.8

SERHANS FFL 208.89

LUCK'S PREMIUM CUTS FFL 208.88

REJECT SHOP FFL 208.65

VINNIES FFL 208.81

GENERAL SURF CO. FFL 209.6

TARGET COUNTRY FFL 209.61

RUBY'S GIRL FFL 209.6

LAUREN ST. CLAIR FFL 209.68

MELANIE'S FFL 209.92

PIPE TO

REFER TO CD05.20 FOR NEXT PLAN

REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA
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STORMWATER MANAGEMENT PLAN SHEET 3

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

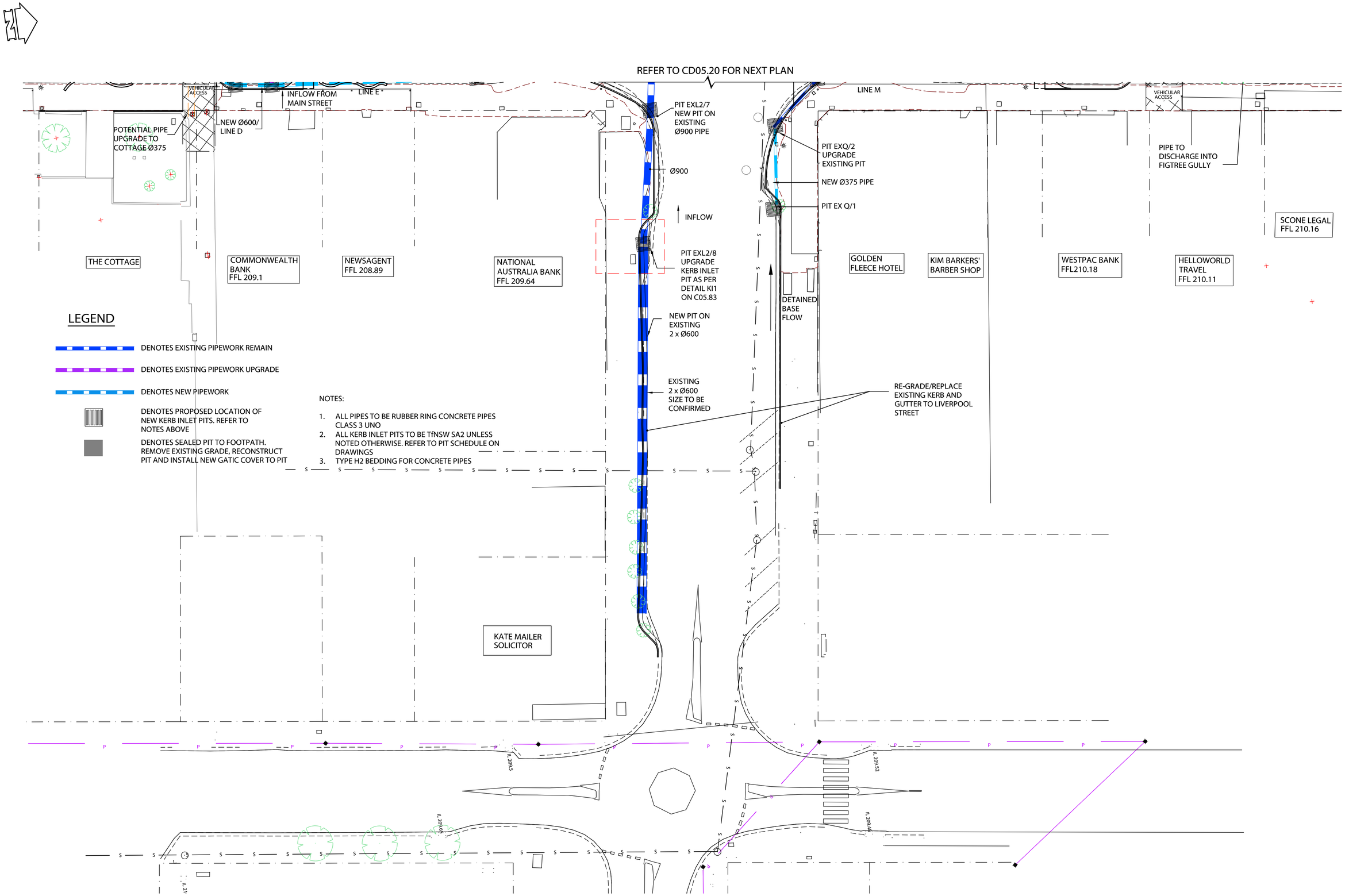
Designed	BH
Drawn	CA
Datum	NIL
Date	JUNE 21

Approved on behalf of RHM Consulting Engineers

Project Engineer/Director Date

Drawing No: 18-130- CD05.30 CD4 Rev

A1 SHEET



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA				
CD3	CONCEPT DESIGN	03/11/21	CA				
CD2	CONCEPT DESIGN	09/08/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CH				

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STORMWATER MANAGEMENT PLAN SHEET 4

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD05.40	CD4

A1 SHEET

LEGEND

- DENOTES EXISTING PIPEWORK REMAIN
- DENOTES EXISTING PIPEWORK UPGRADE
- DENOTES NEW PIPEWORK
- DENOTES PROPOSED LOCATION OF NEW KERB INLET PITS. REFER TO NOTES ABOVE
- DENOTES SEALED PIT TO FOOTPATH. REMOVE EXISTING GRADE, RECONSTRUCT PIT AND INSTALL NEW GATIC COVER TO PIT

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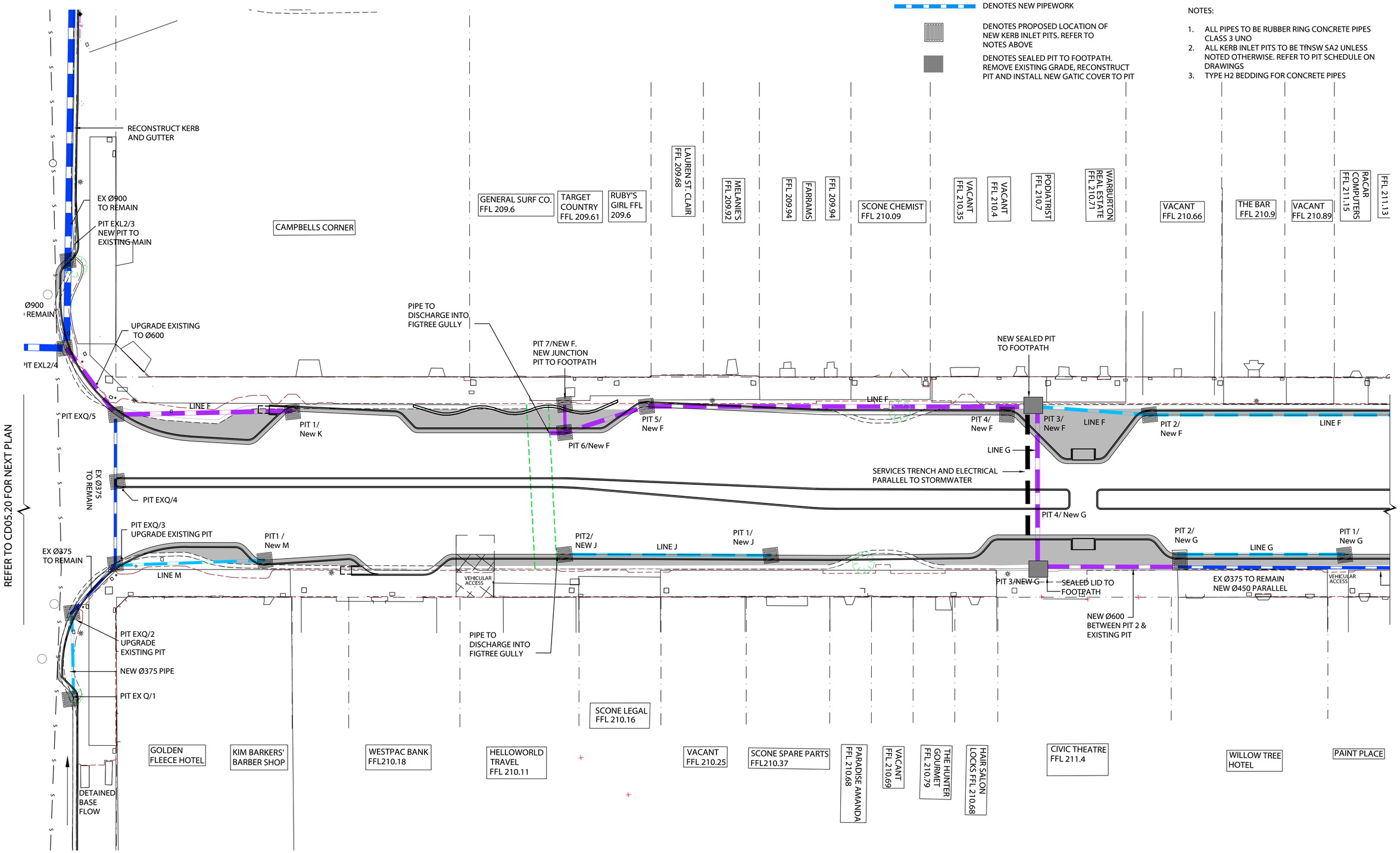

REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA
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CD2	CONCEPT DESIGN	09/08/21	CA
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STORMWATER MANAGEMENT PLAN SHEET 5

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD05.50 CD4	

A1 SHEET

LEGEND

- DENOTES EXISTING PIPEWORK REMAIN
- DENOTES EXISTING PIPEWORK UPGRADE
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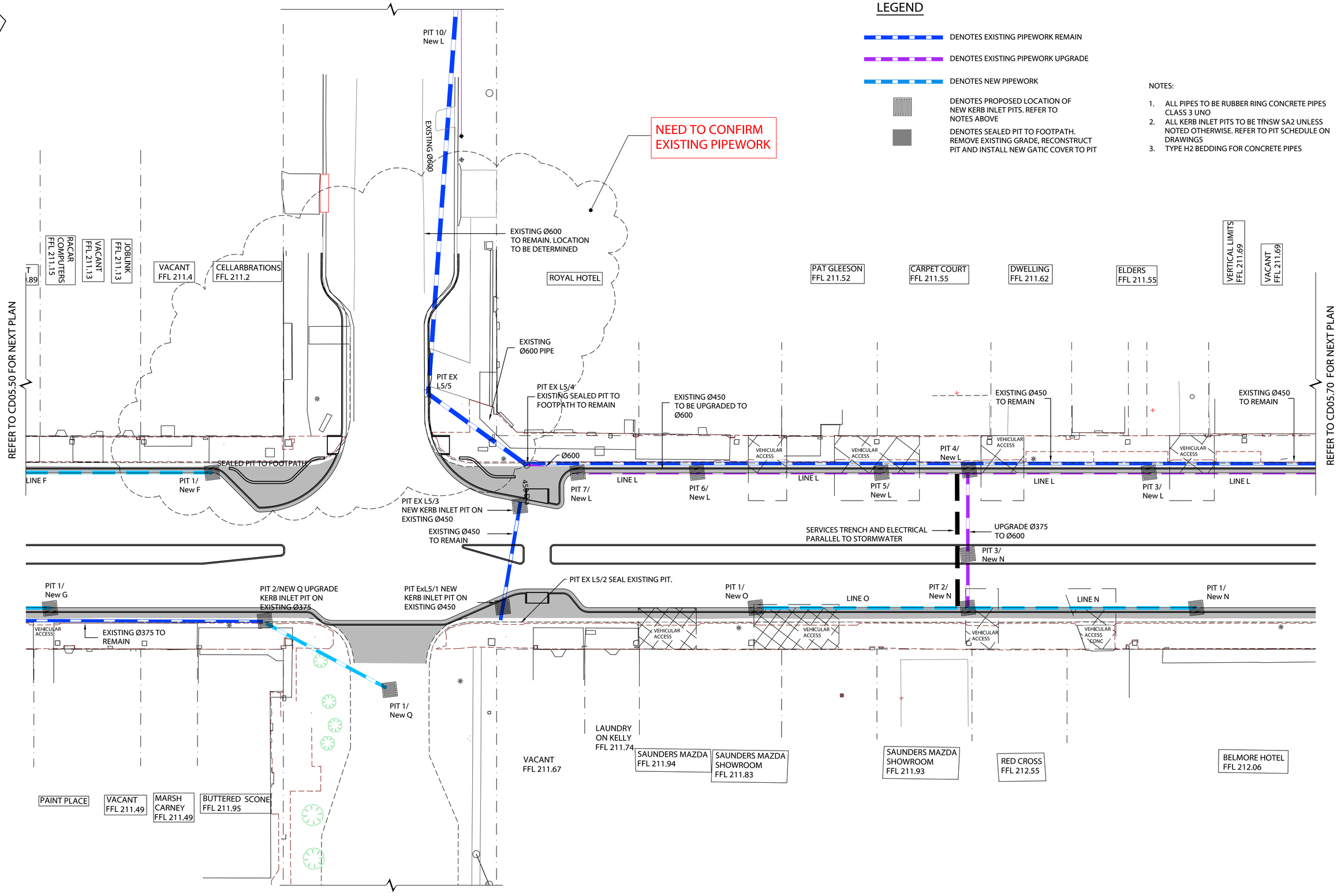

REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA
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CD1	CONCEPT DESIGN	22/06/21	CA

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STORMWATER MANAGEMENT PLAN SHEET 6

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD05.60	CD4

A1 SHEET

LEGEND

DENOTES EXISTING PIPEWORK REMAIN

DENOTES EXISTING PIPEWORK UPGRADE

DENOTES NEW PIPEWORK

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SUBJECT TO FINALISATION OF PIPEWORK AS NOTED ON C05.60

VERTICAL LIMITS FFL 211.69

VACANT FFL 211.69

CROWDED HOUSE CAFE FFL 211.68

VACANT

EXISTING Ø450 TO REMAIN

VEHICULAR ACCESS

VEHICULAR ACCESS

VEHICULAR ACCESS

LINE L

PIT 2/ New L

LINE L

PIT 1/ New L

PIT 3/ New P

PIT 1/ New N

PIT 2/ New P

LINE P

PIT 1/ New P

VEHICULAR ACCESS CONC

VEHICULAR ACCESS

VEHICULAR ACCESS

VEHICULAR ACCESS

CAP EXISTING PIT

DETAINED BASE FLOW FROM WOOLWORTHS 0.15m³/sec

REFER TO CD05.60 FOR NEXT PLAN

BELMORE HOTEL FFL 212.06

OAKWOOD CENTRE

LANDMARK

IN 210.573 375 Dia

REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA
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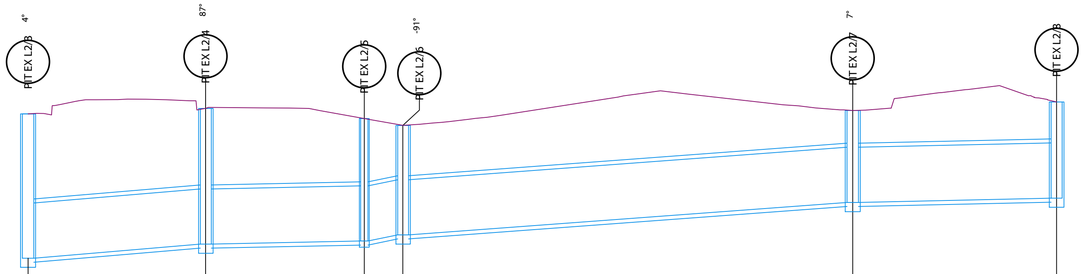
STORMWATER MANAGEMENT PLAN SHEET 7

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD05.70	CD4

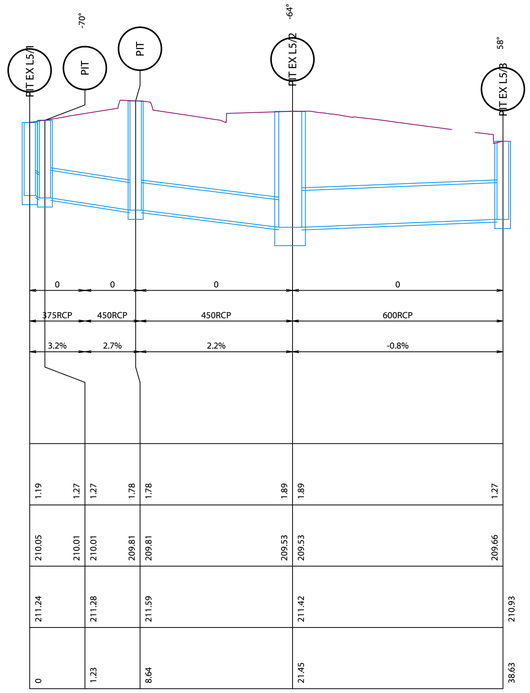
A1 SHEET



PIPE FLOW (m3/s)	0	0	0	0	0	
PIPE SIZE (mm) & TYPE	900RCP	900RCP	900RCP	900RCP	900RCP	
PIPE GRADE	1.6%	0.4%	3.2%	1.4%	0.4%	
DATUM R.L 203.00						
DEPTH TO DESIGN SURFACE	2.35 / 2.35	2.21 / 2.21	2 / 2	1.79 / 1.79	1.5 / 1.5	1.57
INVERT LEVEL	206.32 / 206.32	206.55 / 206.55	206.6 / 206.6	206.7 / 206.7	207.23 / 207.23	207.3
DESIGN SURFACE LEVEL	208.67	208.76	208.6	208.49	208.73	208.87
EXISTING STORMWATER CHAINAGE	78.54	93.03	105.98	109.13	145.85	162.49

LONGSECTION Ex L2

HORIZONTAL SCALE 1:250
VERTICAL SCALE 1:500



206.00

PIPE FLOW (m3/s)	0	0	0	0	
PIPE SIZE (mm) & TYPE	375RCP	450RCP	450RCP	600RCP	
PIPE GRADE	3.2%	2.7%	2.2%	-0.8%	
DEPTH TO DESIGN SURFACE	1.19	1.27 / 1.27	1.78 / 1.78	1.89 / 1.89	1.27
INVERT LEVEL	210.05	210.01 / 210.01	209.81 / 209.81	209.53 / 209.53	209.66
DESIGN SURFACE LEVEL	211.24	211.28	211.59	211.42	210.93
EXISTING STORMWATER CHAINAGE	0	1.23	8.64	21.45	38.63

LONGSECTION Ex L5

HORIZONTAL SCALE 1:250
VERTICAL SCALE 1:500

PIPE FLOW (m3/s)	0	
PIPE SIZE (mm) & TYPE	600RCP	
PIPE GRADE	1%	
DATUM R.L 206.00		
DEPTH TO DESIGN SURFACE	1.27 / 1.27	0.95
INVERT LEVEL	209.66 / 209.66	209.08
DESIGN SURFACE LEVEL	210.93	210.03
EXISTING STORMWATER CHAINAGE	38.63	98.13

LONGSECTION Ex L5

HORIZONTAL SCALE 1:250
VERTICAL SCALE 1:500

207.00

PIPE FLOW (m3/s)	0	0	0	
PIPE SIZE (mm) & TYPE	375RCP	375RCP	375RCP	
PIPE GRADE	2.1%	0.9%	2.7%	
DEPTH TO DESIGN SURFACE	1.13 / 1.32	1.32 / 1.33	1.33 / 1.24	1.24
INVERT LEVEL	210.07 / 210.03	210.03 / 209.55	209.55 / 209.49	209.49
DESIGN SURFACE LEVEL	211.2	211.35	210.88	210.73
EXISTING STORMWATER CHAINAGE	0	1.94	53.15	55.4

LONGSECTION Ex L6

HORIZONTAL SCALE 1:250
VERTICAL SCALE 1:500

205.00

PIPE FLOW (m3/s)	0	0	0
PIPE SIZE (mm) & TYPE	375RCP	375RCP	375RCP
PIPE GRADE	1.7%	2%	0.9%
DEPTH TO DESIGN SURFACE	1.33 / 1.31	1.31 / 1.64	1.64 / 1.97
INVERT LEVEL	207.79 / 207.59	207.59 / 207.41	207.41 / 207.31
DESIGN SURFACE LEVEL	209.12	208.9	209.05	209.28
EXISTING STORMWATER CHAINAGE	0	11.53	20.54	31.13

LONGSECTION Ex Q

HORIZONTAL SCALE 1:250
VERTICAL SCALE 1:500

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
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CD1	CONCEPT DESIGN	09/08/21	CA				

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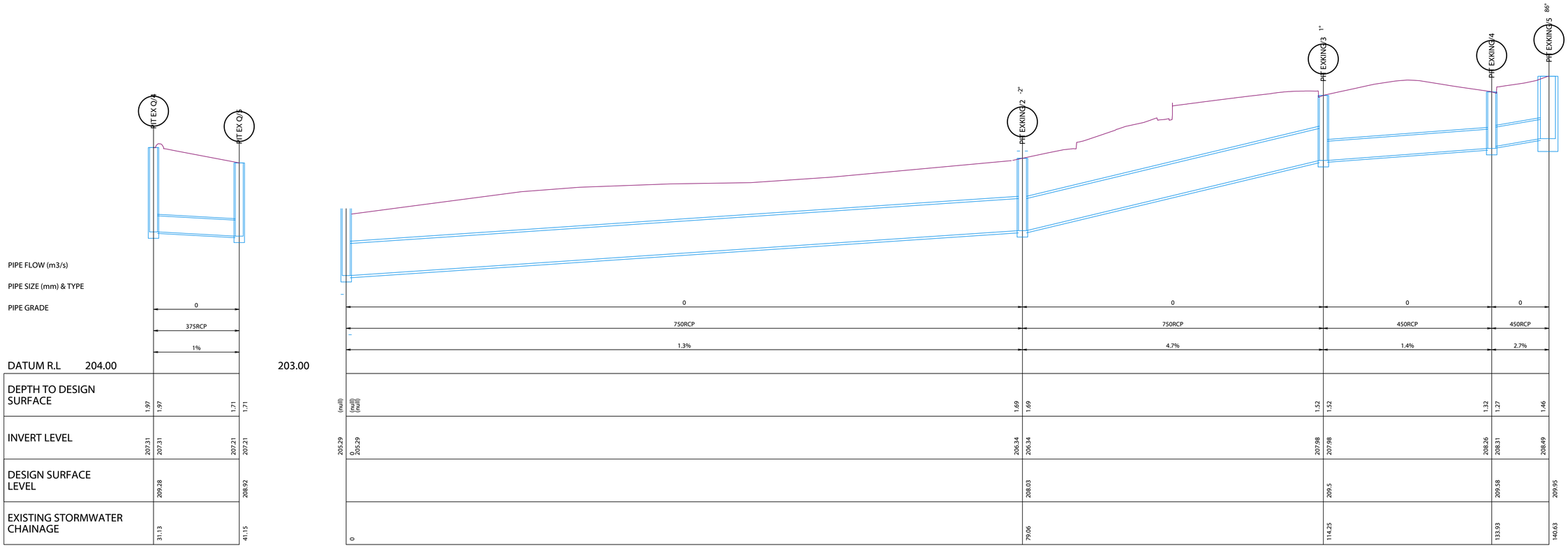
STORMWATER
EXISTING PIPE
LONG SECTIONS
SHEET 1

Scale
Horizontal:

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JULY 21	18-130- CD05.75 CD3

A1 SHEET



LONGSECTION Ex Q

HORIZONTAL SCALE 1:250
VERTICAL SCALE 1:500

LONGSECTION ExKing

HORIZONTAL SCALE 1:250
VERTICAL SCALE 1:500

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
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STORMWATER
EXISTING PIPE
PIPE LONG SECTIONS
SHEET 2

Scale
Horizontal:

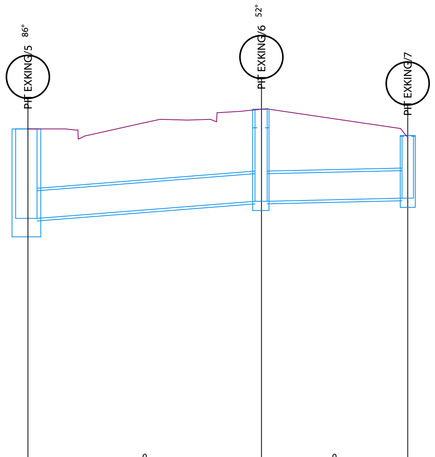
CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JULY 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date

Drawing No: Rev
18-130- CD05.76 CD3

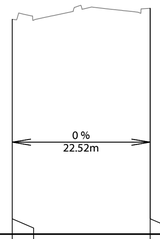
A1 SHEET



PIPE FLOW (m3/s)	0	0	
PIPE SIZE (mm) & TYPE	450RCP	450RCP	
PIPE GRADE	1.5%	0.4%	
DATUM R.L 202.00			
DEPTH TO DESIGN SURFACE	1.46 / 1.46	1.5 / 1.5	1.02
INVERT LEVEL	208.49 / 208.49	208.77 / 208.77	208.82
DESIGN SURFACE LEVEL	209.95	210.27	209.84
EXISTING STORMWATER CHAINAGE	140.63	159.7	171.64

LONGSECTION ExKing

HORIZONTAL SCALE 1:250
VERTICAL SCALE 1:500



Vertical Geometry Grade (%)
Vertical Grade Length

DATUM R.L.202.50

DEPTH BELOW DESIGN	-209.51	-209.51		-209.87	-209.87		
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	0	0		0	0		
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	209.51	209.51		209.87	209.87		
CHAINAGE ON PIPE CENTRELINE	0	0		22.524	22.524		

LONGSECTION Figtree Gully

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

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STORMWATER
EXISTING PIPE
PIPE LONG SECTIONS
SHEET 3

Scale
Horizontal:

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
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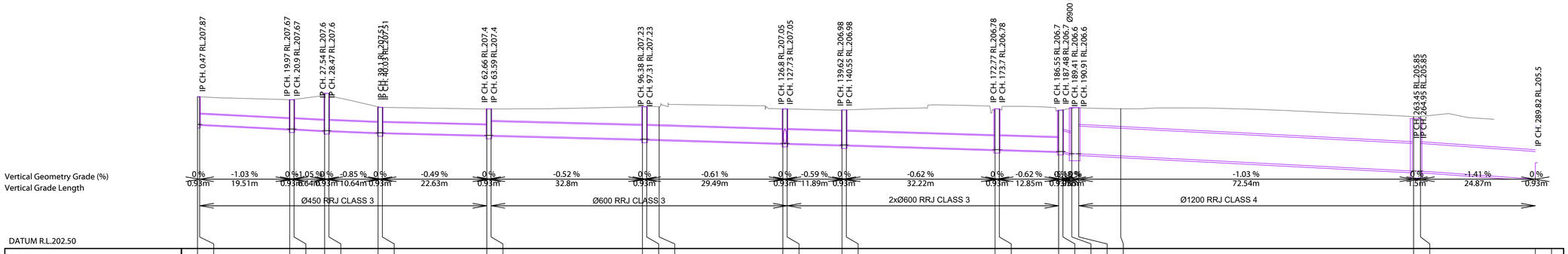
Date	JULY 21	18-130- CD05.77 CD3	



A1 SHEET

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.2	-1.2	-1.27	-1.29	-1.62	-1.61	-1.13	-1.1	-1.14	-1.14	-1.4	-1.41	-1.42	-1.5	-1.49	-1.51	-1.52	-1.73	-1.75	-1.77	-1.8	-1.97	-1.99	-2.04	-2.36	-2.37		
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	207.87	207.87	207.67	207.67	207.6	207.6	207.51	207.51	207.4	207.4	207.23	207.23	207.214	207.05	207.05	206.98	206.98	206.78	206.78	206.7	206.7	206.6	206.6	206.506	205.85	205.85	205.5	205.5
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	209.07	209.07	208.94	208.96	209.22	209.21	208.64	208.61	208.54	208.54	208.63	208.64	208.63	208.55	208.54	208.49	208.5	208.51	208.53	208.47	208.5	208.57	208.59	208.55	208.21	208.22		
CHAINAGE ON PIPE CENTRELINE	0	0.465	19.971	20.901	27.536	28.466	39.101	40.031	62.657	63.587	96.383	97.313	100	126.802	127.732	139.624	140.554	172.774	173.704	186.549	187.479	189.411	190.911	200	263.447	264.947	289.82	290.285

LONGSECTION New A

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-0.91	-0.9	-1.26	-1.27
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	208.44	208.44	208.31	208.31
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	209.35	209.34	209.57	209.58
CHAINAGE ON PIPE CENTRELINE	0	0.465	26.437	26.737

LONGSECTION New B

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN			-1.47	-1.46
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	208.75	208.75	208.49	208.49
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE			209.96	209.95
CHAINAGE ON PIPE CENTRELINE	0	0.3	6.418	6.718

LONGSECTION New BB1

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1	-0.99	-1.04	-1.02
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	208.97	208.97	208.82	208.82
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	209.97	209.96	209.86	209.84
CHAINAGE ON PIPE CENTRELINE	0	0.3	5.634	5.934

LONGSECTION New BB2

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-0.87	-0.87	-1.3	-1.28	-1.51	-1.52
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	208.26	208.26	208.105	208.105	207.98	207.98
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	209.13	209.13	209.41	209.39	209.49	209.5
CHAINAGE ON PIPE CENTRELINE	0	0.465	15.005	15.605	27.278	27.743

LONGSECTION New C

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
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CD1	CONCEPT DESIGN	09/08/21	CA				

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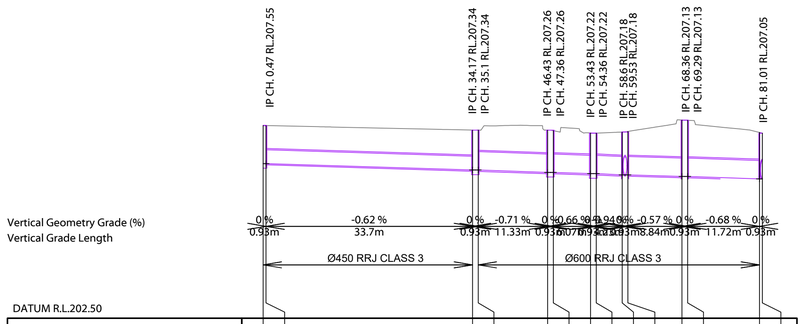
ABN 82 153 018 800

STORMWATER
NEW PIPE
PIPE LONG SECTIONS
SHEET 1

Scale
Horizontal:

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JULY 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD05.78 CD3



A1 SHEET

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.24	-1.24	-1.3	-1.31	-1.38	-1.36	-1.33	-1.32	-1.4	-1.42	-1.84	-1.83	-1.52	-1.49
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	207.55	207.55	207.34	207.34	207.26	207.26	207.22	207.22	207.18	207.18	207.13	207.13	207.05	207.05
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	208.79	208.79	208.64	208.65	208.64	208.62	208.55	208.54	208.58	208.6	208.97	208.96	208.57	208.54
CHAINAGE ON PIPE CENTRELINE	0	0.465	34.166	35.096	46.43	47.36	53.434	54.364	58.598	59.528	68.365	69.295	81.012	81.477

LONGSECTION New D

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.31	-1.3	-1.41	-1.4
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	207.38	207.38	207.18	207.18
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	208.69	208.68	208.59	208.58
CHAINAGE ON PIPE CENTRELINE	0	0.465	28.615	29.08

LONGSECTION New E

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.26	-1.24	-1.27	-1.26	-1.42	-1.41	-1.39	-1.37	-1.24	-1.09	-1.1	-1.28	-1.3	-1.39	-1.39
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	209.8	209.8	209.1	209.1	208.92	208.92	208.85	208.85	208.552	208.37	208.37	208.25	208.25	208.15	208.15
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	211.06	211.04	210.37	210.36	210.34	210.33	210.24	210.22	209.79	209.46	209.47	209.53	209.55	209.54	209.54
CHAINAGE ON PIPE CENTRELINE	0	0.465	49.266	50.196	64.592	65.522	69.126	70.056	100	118.236	119.166	129.949	130.879	131.987	132.452

LONGSECTION New F

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.21	-1.2	-1.24	-1.24	-1.51	-1.5	-1.72	-1.71	-1.41	-1.42
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	209.72	209.72	209.49	209.49	209.18	209.18	209.07	209.07	208.92	208.92
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	210.93	210.92	210.73	210.73	210.69	210.68	210.79	210.78	210.33	210.34
CHAINAGE ON PIPE CENTRELINE	0	0.465	22.106	23.036	41.593	42.523	50.83	51.76	63.492	63.957

LONGSECTION New G

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
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STORMWATER
NEW PIPE
PIPE LONG SECTIONS
SHEET 2

Scale
Horizontal:

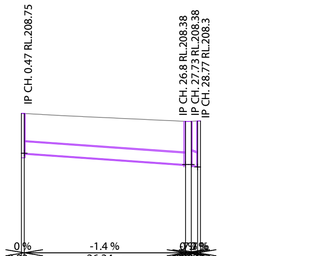
CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JULY 21

Approved on behalf of RHM Consulting Engineers

Project Engineer/Director Date

Drawing No: 18-130- CD05.79
Rev CD3



A1 SHEET

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.3	-1.3	-1.41	-1.41	-1.5	-1.5
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	208.75	208.75	208.38	208.38	208.3	208.3
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	210.05	210.05	209.79	209.79	209.8	209.8
CHAINAGE ON PIPE CENTRELINE	0	0.465	26.803	27.733	28.771	29.236

LONGSECTION New J

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.64	-1.63	-1.7	-1.69	-1.77	-1.78
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	207.58	207.58	207.21	207.21	207	207
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	209.22	209.21	208.91	208.9	208.77	208.78
CHAINAGE ON PIPE CENTRELINE	0	0.465	23.646	24.576	35.053	35.518

LONGSECTION New K

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.26	-1.25	-1.23	-1.22	-1.19	-1.19	-1.32	-1.4	-1.41	-1.49	-1.5	-1.43	-1.42	-1.61	-1.61	-1.89	-1.89
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	210.45	210.45	210.2	210.2	209.99	209.99	209.908	209.86	209.86	209.81	209.81	209.7	209.7	209.6	209.6	209.53	209.53
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	211.71	211.7	211.43	211.42	211.18	211.18	211.23	211.26	211.27	211.3	211.31	211.13	211.12	211.21	211.21	211.42	211.42
CHAINAGE ON PIPE CENTRELINE	0	0.465	40.943	41.873	83.777	84.707	100	108.989	109.919	121.206	122.136	147.277	148.207	164.157	165.087	171.435	171.9

LONGSECTION New L

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.24	-1.24	-1.63	-1.64
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	208.1	208.1	207.41	207.41
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	209.34	209.34	209.04	209.05
CHAINAGE ON PIPE CENTRELINE	0	0.465	19.989	20.454

LONGSECTION New M

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

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CD3	CONCEPT DESIGN	24/12/21	CA				
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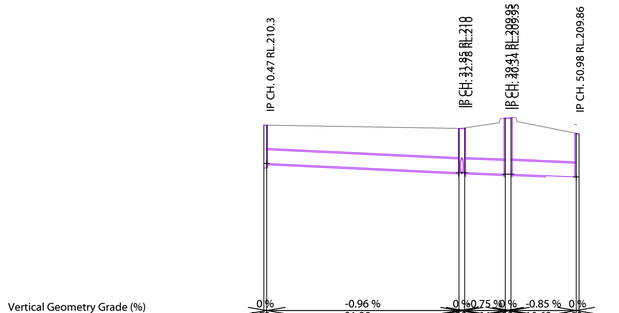
STORMWATER
NEW PIPE
PIPE LONG SECTIONS
SHEET 3

Scale
Horizontal:

CIVIL DRAWING
Designed BH
Drawn CA
Datum NIL
Date JULY 21
Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD05.80 CD3

A1 SHEET

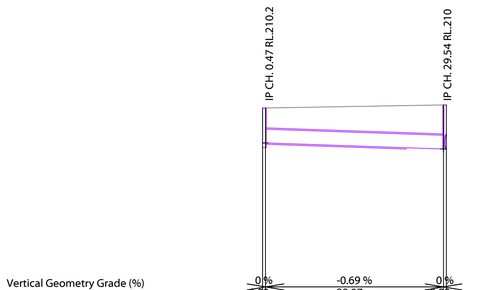


DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.25	-1.25				-1.44	-1.46	-1.82	-1.84		-1.42	-1.4	
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	210.3	210.3				210	210	209.95	209.95		209.86	209.86	
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	211.55	211.55				211.44	211.46	211.77	211.79		211.28	211.26	
CHAINAGE ON PIPE CENTRELINE	0	0.465				31.849	32.779	39.415	40.345		50.979	51.444	

LONGSECTION New N

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

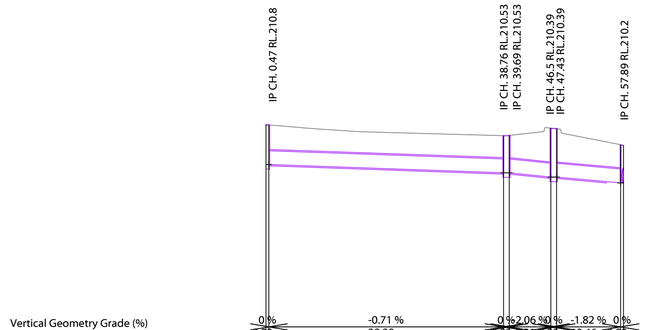


DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.14	-1.14				-1.44	-1.44						
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	210.2	210.2				210	210						
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	211.34	211.34				211.44	211.44						
CHAINAGE ON PIPE CENTRELINE	0	0.465				29.536	30.001						

LONGSECTION New O

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

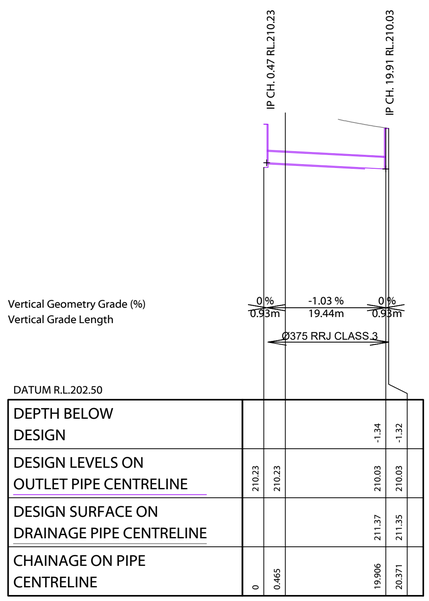


DATUM R.L.202.50

DEPTH BELOW DESIGN	-1.3	-1.29				-1.21	-1.22	-1.6	-1.58		-1.25	-1.23	
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	210.8	210.8				210.53	210.53	210.39	210.39		210.2	210.2	
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE	212.1	212.09				211.74	211.75	211.99	211.97		211.45	211.43	
CHAINAGE ON PIPE CENTRELINE	0	0.465				38.759	39.689	46.499	47.429		57.889	58.354	

LONGSECTION New P

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100



DATUM R.L.202.50

DEPTH BELOW DESIGN											-1.34	-1.32	
DESIGN LEVELS ON OUTLET PIPE CENTRELINE	210.23	210.23									210.03	210.03	
DESIGN SURFACE ON DRAINAGE PIPE CENTRELINE											211.37	211.35	
CHAINAGE ON PIPE CENTRELINE	0	0.465									19.906	20.371	

LONGSECTION New Q

HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:100

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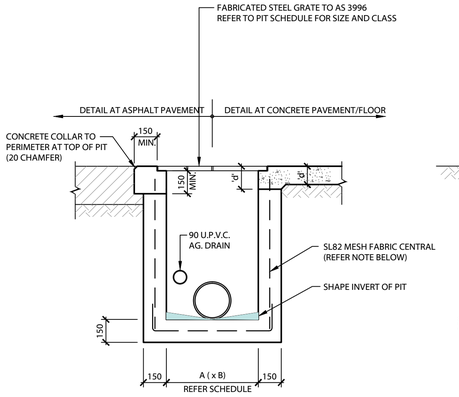
STORMWATER
NEW PIPE
PIPE LONG SECTIONS
SHEET 4

Scale
Horizontal:

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JULY 21	18-130- CD05.81	CD3

A1 SHEET

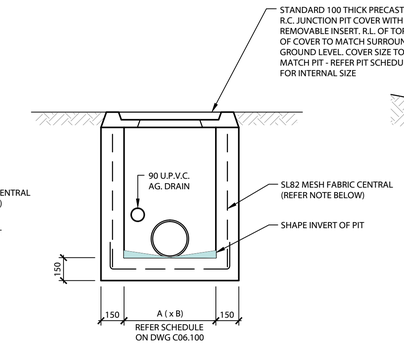


NOTES:

1. PROVIDE 600mm LENGTH OF 90mm DIA. AGRICULTURAL PIPE CAST THROUGH UPSTREAM WALL OF PIT WITH GEOTEXTILE OR SIMILAR FILTER OVER.
2. REINFORCEMENT NOT REQUIRED IF DEPTH OF PIT IS LESS THAN 1000mm.
3. PROVIDE STEP IRONS AT 300mm MAX. CTS. IF DEPTH OF PIT EXCEEDS 1000mm

STANDARD JUNCTION PIT (GRATE COVER)

SCALE 1:20

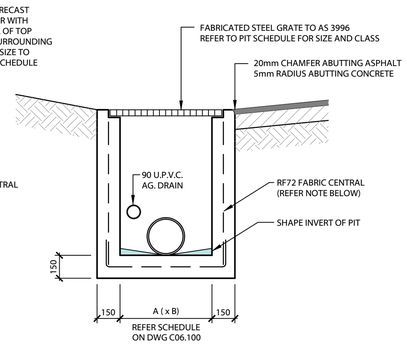


NOTES: 1. PROVIDE 600mm LENGTH OF 90mm DIA. AGRICULTURAL PIPE CAST THROUGH UPSTREAM WALL OF PIT WITH GEOTEXTILE OR SIMILAR FILTER OVER.

2. REINFORCEMENT NOT REQUIRED IF DEPTH OF PIT IS LESS THAN 1000mm.
3. PROVIDE STEP IRONS AT 300mm MAX. CTS. IF DEPTH OF PIT EXCEEDS 1000mm

STANDARD JUNCTION PIT (R.C. COVER)

SCALE 1:20

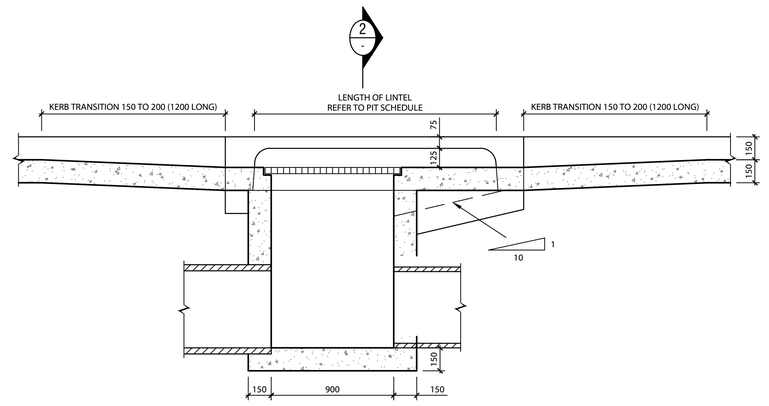


NOTES: 1. PROVIDE 90mm DIA. AGRICULTURAL PIPE CAST THROUGH UPSTREAM WALL OF PIT WITH GEOTEXTILE OR SIMILAR FILTER OVER.

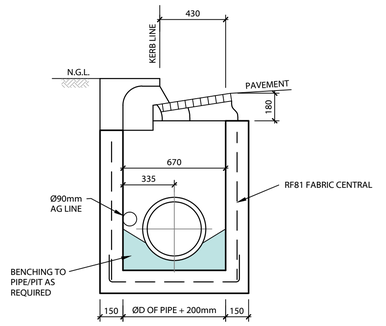
2. REINFORCEMENT NOT REQUIRED IF DEPTH OF PIT IS LESS THAN 1000mm.
3. PROVIDE STEP IRONS AT 300mm MAX. CTS. IF DEPTH OF PIT EXCEEDS 1000mm

INTERALLOTMENT PIT DETAIL - GRATED PIT

SCALE 1:20

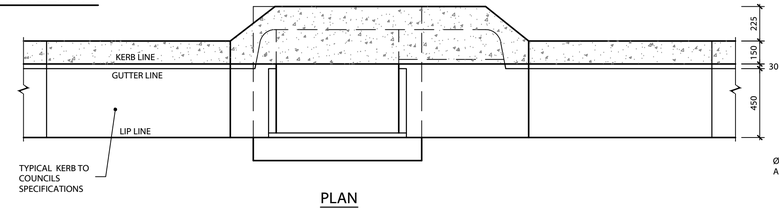


SECTION ALONG GUTTER LINE

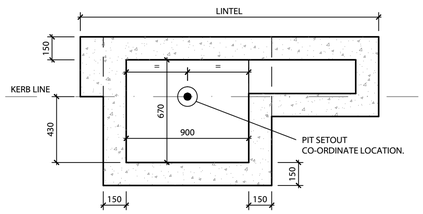


SECTION 2 / - SCALE 1:20

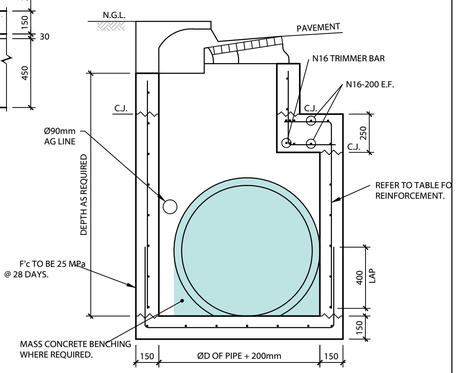
PIPE SIZE UP TO Ø650mm



PLAN
PIT GRATE REMOVED FOR CLARITY.



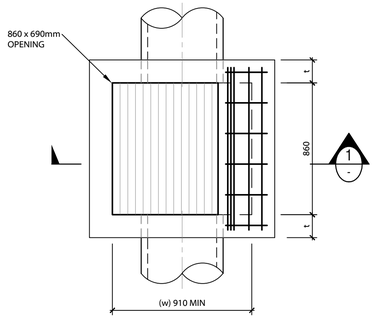
SETTING OUT DIAGRAM



SECTION 2 / - SCALE 1:20

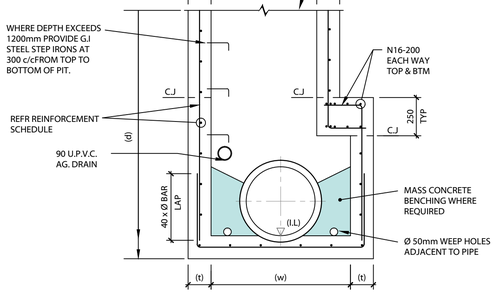
PIPE SIZE OVER Ø650mm

STRUCTURAL ADEQUACY TO BE DETERMINED BY STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION OF PIT.



PLAN OF PIT

SCALE 1:20



SECTION 1 / - SCALE 1:20

'C.J' - DENOTES CONSTRUCTION JOINT

'I.V' - DENOTES INVERT LEVEL OF PIPE.

CAST IN-SITU PIT DETAILS

PIT PIT REINFORCEMENT SCHEDULE						
DEPTH (d) mm	BASE/ WALL THICKNESS (t) mm	PLAN DIMENSION (w) mm BASE/ WALL REINFORCEMENT				
		< 1190	> 1200 < 1790	> 1800 < 2390	> 2400 < 2690	< 2700 < 3000
< 1800	150	SL82 MESH CENTRAL	N12-250 CENTRAL	N12-250 CENTRAL	N12-250 CENTRAL	N12-200 CENTRAL
> 1800	175	N12-250 CENTRAL	N12-250 CENTRAL	N12-200 CENTRAL	N12-200 CENTRAL	N12-150 CENTRAL
< 3000	225	N12-250 CENTRAL	N12-200 CENTRAL	N12-150 CENTRAL	N12-150 CENTRAL	N12-140 CENTRAL
-	-	-	-	-	-	-

* NOTE:
1. ALL PIPES TO BE (MIN) 150mm CLEAR OF ALL INTERNAL CORNERS OF PITS.
2. MINIMUM COVER TO REINFORCEMENT 50mm.
3. F'c = 25 MPa AT 28 DAYS.
4. ALL SUB-SOIL DRAINS TO BE PLACED FOR A DISTANCE OF 4 metres FROM EACH WEEP HOLE.
5. WALL THICKNESS IN CHIMNEY TO BE ADJUSTED TO SUIT TYPE OF PIT LID.

STANDARD KERB INLET PIT WITH M.S. GRATE AND FRAME

NOTES:
1. REFER TO PIT SCHEDULE ON DWG C06.100 FOR PIT SIZE AND INLET SIZE
2. ROAD RATED PRECAST PITS ARE PERMITTED TO BE USED

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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STORMWATER DETAILS SHEET 1

Scale
Horizontal:

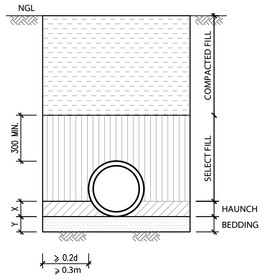
CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JULY 21	18-130- CD05.82	CD1

A1 SHEET

GRADING SPECIFICATION OF PIPE BACKFILL

BED & HAUNCH		SELECT	
SIEVE	WT PASSING %	SIEVE	WT PASSING %
19	100	19	100
2.36	100-50	9.50	100-50
0.60	90-20	2.36	100-30
0.30	60-10	0.60	50-15
0.15	25-0	0.075	25-0
0.075	10-0		



ZONE	COMPACTION
BED & HAUNCH	60%*
SIDE	COHESIONLESS 60%*
	COHESIVE 90%**

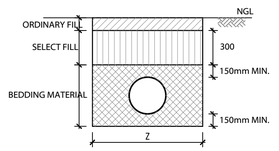
* DENSITY INDEX DETERMINED IN ACCORDANCE WITH AS 1289 E6.1
** DRY DENSITY RATIO DETERMINED IN ACCORDANCE WITH AS 1289 E4.1

X = 100 IF d <_1500 OR 150 IF > 1500.
Y = 0.3d

STORMWATER DRAINAGE DETAIL- PIPE BEDDING

NOT TO SCALE

'TYPE H2 SUPPORT FOR CONCRETE PIPES'

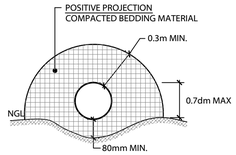


Z = dm + 0.2m OR 2dm WHICHEVER IS SMALLER
d = PIPE DIAMETER

- CONSTRUCTION TO BE IN ACCORDANCE WITH AS 2566.

DENSITY OF FILL MATERIAL	kg/m³
SATURATED CLAY	2100
NORMAL CLAY	1900
SANDY CLAY	1800
CLAYEY SAND	1600
LOOSE GRANULAR MATERIAL	1500

- COMPACTION SHALL BE CARRIED OUT IN LAYERS NOT EXCEEDING 150mm. FOR PIPES WITH DIAMETER < 250mm LAYER THICKNESS SHALL NOT EXCEED 80mm.



MINIMUM COVER

SITUATION	MIN DEPTH (METRES)
NOT SUBJECT TO VEHICLE LOADS	0.3
SUBJECT TO VEHICLE LOADS	
- NOT IN ROADWAYS	0.45
- IN SEALED ROADS	0.65
- UNDER UNSEALED ROADS	0.75
PIPES IN EMBANKMENT CONDITIONS OR SUBJECT TO CONSTRUCTION LOADS	0.75

SPECIFY BEDDING MATERIAL REFER TO CONCRETE PIPE NOTES.

COMPACTION

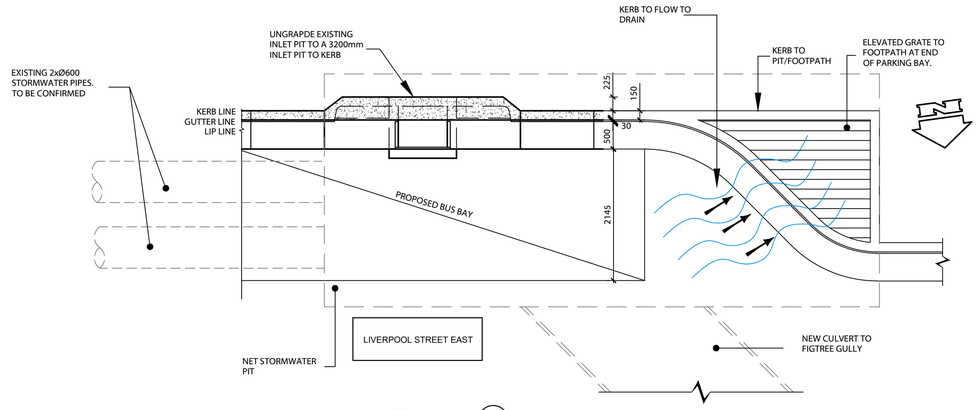
COHESIONLESS	60%*
COHESIVE	90%**

* DENSITY INDEX DETERMINED IN ACCORDANCE WITH AS 1289 E6.1
** DRY DENSITY RATIO DETERMINED IN ACCORDANCE WITH AS 1289 E4.1

GRADING SPECIFICATION OF PIPE BACKFILL

BED & HAUNCH		SELECT	
SIEVE	WT PASSING %	SIEVE	WT PASSING %
19	100	19	100
2.36	100-50	9.50	100-50
0.60	90-20	2.36	100-30
0.30	60-10	0.60	50-15
0.15	25-0	0.075	25-0
0.075	10-0		

SUPPORT FOR PLASTIC PVC PIPES



DETAIL KI1
1:50 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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STORMWATER DETAILS SHEET 2

Scale
Horizontal:

CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JULY 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date

Drawing No: Rev
18-130- CD05.83 CD1

A1 SHEET

PIT & GRATE SCHEDULE FOR ALL DRAINAGE FEATURES, OUTLETS AND COLLECTION PITS

PIT SCHEDULE - KINGDON ST OUTLET

Pit Name	Discharge to:	Pit Type	Grate Type	Grate Level	Invert Level	Pit Depth	Comment
Pit EXKING/7	KINGDON ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	Infill Gatic Cover	210.07	208.82	1.25	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit footpath level.
PIT EXKING/6	KINGDON ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SA2 (L)	209.97	208.77	1.20	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit design level.
PIT 1/New BB1	KINGDON ST OUTLET	900 x 900 x 1600 Deep Concrete Pit	SAS	210.15	208.60	1.55	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 1/New BB2	KINGDON ST OUTLET	900 x 900 x 1100 Deep Concrete Pit	SA2 (R)	209.93	208.97	0.96	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT EXKING/5	KINGDON ST OUTLET	900 x 900 x 1100 Deep Concrete Pit	Infill Gatic Cover	209.45	208.49	0.96	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit footpath level.
PIT EXKING/4	KINGDON ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SAS	209.55	208.31	1.24	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit design level.
PIT EXKING/2	KINGDON ST OUTLET	1200 x 1200 x 2000 Deep Concrete Pit	SA2 (R)	208.20	206.34	1.86	Replace existing pit and kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT 1/ New B	KINGDON ST OUTLET	900 x 900 x 1000 Deep Concrete Pit	SA3 (L)	209.35	208.44	0.91	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 1/ New C	KINGDON ST OUTLET	900 x 900 x 900 Deep Concrete Pit	SA3 (R)	209.13	208.31	0.82	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New C	KINGDON ST OUTLET	1200 x 1200 x 1500 Deep Concrete Pit	SA3 (R)	209.36	207.98	1.38	Replace existing pit and kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.

PIT SCHEDULE - LIVERPOOL ST OUTLET

Pit Name	Discharge to:	Pit Type	Grate Type	Grate Level	Invert Level	Pit Depth	Comment
PIT 1/ New A	LIVERPOOL ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SA3 (R)	209.04	207.87	1.17	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/ New A	LIVERPOOL ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SA3 (R)	208.89	207.67	1.22	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 3/ New A	LIVERPOOL ST OUTLET	900 x 900 x 1600 Deep Concrete Pit	Gatic Cover	209.07	207.60	1.47	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit finished level.
PIT 4/ New A	LIVERPOOL ST OUTLET	900 x 900 x 1200 Deep Concrete Pit	SA3 (L)	208.60	207.51	1.09	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 5/New A	LIVERPOOL ST OUTLET	900 x 900 x 1200 Deep Concrete Pit	SAS	208.52	207.40	1.12	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 6/ New A	LIVERPOOL ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SAS	208.53	207.23	1.30	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 7/ New A	LIVERPOOL ST OUTLET	2000 x 2000 x 1600 Deep Concrete Pit	SA3 (L)	208.58	207.05	1.53	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 8/ New A	LIVERPOOL ST OUTLET	2000 x 2000 x 1600 Deep Concrete Pit	SAS	208.49	206.98	1.51	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 9/ New A	LIVERPOOL ST OUTLET	2000 x 2000 x 1900 Deep Concrete Pit	SA3 (L)	208.54	206.78	1.76	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 10/New A	LIVERPOOL ST OUTLET	2000 x 2000 x 1900 Deep Concrete Pit	SA2 (L)	208.48	206.70	1.78	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.

PIT SCHEDULE - LIVERPOOL ST OUTLET

Pit Name	Discharge to:	Pit Type	Grate Type	Grate Level	Invert Level	Pit Depth	Comment
PIT 11/New A	LIVERPOOL ST OUTLET	1200 x 1200 x 2100 Deep Concrete Pit	Gatic Cover	208.59	206.60	1.99	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit finished level.
PIT 12/New A	LIVERPOOL ST OUTLET	1200 x 1200 x 2400 Deep Concrete Pit	Gatic Cover	208.13	205.85	2.28	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit finished level.
PIT 1/New D	LIVERPOOL ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SA3 (R)	208.80	207.55	1.25	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New D	LIVERPOOL ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SAS	208.64	207.34	1.30	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 3/New D	LIVERPOOL ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SA3 (R)	208.60	207.26	1.34	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 4/New D	LIVERPOOL ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SAS	208.54	207.22	1.32	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 5/New D	LIVERPOOL ST OUTLET	900 x 900 x 1500 Deep Concrete Pit	SAS	208.58	207.18	1.40	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 6/New D	LIVERPOOL ST OUTLET	900 x 900 x 1800 Deep Concrete Pit	Gatic Cover	208.86	207.13	1.73	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit finished level.
PIT 1/New E	LIVERPOOL ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SAS	208.71	207.38	1.33	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT EXL2/8	LIVERPOOL ST OUTLET	Existing	SAS	208.87	207.30	1.57	Replace existing kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT EXL2/7	LIVERPOOL ST OUTLET	Existing	SAS	208.73	207.23	1.50	Replace existing kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT Ex Q/1	LIVERPOOL ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SA2 (R)	209.12	207.79	1.33	Replace existing pit and kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT Ex Q/2	LIVERPOOL ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SAS	208.93	207.59	1.34	Replace existing pit and kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT Ex Q/3	LIVERPOOL ST OUTLET	900 x 900 x 1700 Deep Concrete Pit	SA2 (L)	209.06	207.41	1.65	Replace existing pit and kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT 1/New M	LIVERPOOL ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SAS	209.34	208.10	1.24	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT Ex Q/4	LIVERPOOL ST OUTLET	900 x 900 x 2000 Deep Concrete Pit	Gatic Cover	209.24	207.31	1.93	Replace existing pit. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT Ex Q/5	LIVERPOOL ST OUTLET	900 x 900 x 1800 Deep Concrete Pit	SA2 (R)	208.87	207.21	1.66	Replace existing pit and kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT 1/New K	LIVERPOOL ST OUTLET	900 x 900 x 1700 Deep Concrete Pit	SA2 (R)	209.22	207.58	1.64	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT Ex L2/4	LIVERPOOL ST OUTLET	1200 x 1200 x 2300 Deep Concrete Pit	SA2 (L)	208.74	206.55	2.19	Replace existing pit and kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT Ex L2/3	LIVERPOOL ST OUTLET	1200 x 1200 x 2400 Deep Concrete Pit	SA2 (R)	208.65	206.32	2.33	Replace existing pit and kerb inlet. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT Ex L2/2	LIVERPOOL ST OUTLET	Existing	Existing				Existing pit and inlet to remain

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PIT SCHEDULE
SHEET 1

Scale
Horizontal:

CIVIL DRAWING

Designed BH
Drawn CA
Datum NIL
Date JULY 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date

Drawing No: Rev
18-130- CD05.90 CD1

A1 SHEET

PIT SCHEDULE - FIGTREE GULLY (KELLY ST)

Pit Name	Discharge to:	Pit Type	Grate Type	Grate Level	Invert Level	Pit Depth	Comment
PIT 1/New F	KELLY ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SA2 (L)	211.09	209.80	1.29	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New F	KELLY ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SAS	210.36	209.10	1.26	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 3/New F	KELLY ST OUTLET	900 x 900 x 1500 Deep Concrete Pit	Infill Gatic Cover	210.38	208.92	1.46	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit footpath level.
PIT 4/New F	KELLY ST OUTLET	900 x 900 x 1500 Deep Concrete Pit	SA2 (L)	210.22	208.85	1.37	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 5/New F	KELLY ST OUTLET	900 x 900 x 1200 Deep Concrete Pit	SAS	209.46	208.37	1.09	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 6/New F	KELLY ST OUTLET	900 x 900 x 1500 Deep Concrete Pit	SA2 (R)	209.64	208.25	1.39	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT 7/New F	KELLY ST OUTLET	Existing	Infill Gatic Cover	209.49	208.22	1.27	Replace existing kerb inlet with infill gatic cover and resurface to footpath level. Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall.
PIT 1/New Q	KELLY ST OUTLET	900 x 900 x 1500 Deep Concrete Pit	SA2 (L)	211.65	210.23	1.42	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New Q	KELLY ST OUTLET	2000 x 2000 x 1200 Deep Concrete Pit	SA2 (L)	211.16	210.03	1.13	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 1/New G	KELLY ST OUTLET	2000 x 2000 x 1400 Deep Concrete Pit	SA3 (L)	210.98	209.72	1.26	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New G	KELLY ST OUTLET	2000 x 2000 x 1300 Deep Concrete Pit	SAS	210.74	209.49	1.25	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 3/New G	KELLY ST OUTLET	900 x 900 x 1600 Deep Concrete Pit	Infill Gatic Cover	210.67	209.18	1.49	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit footpath level.
PIT 4/New G	KELLY ST OUTLET	900 x 900 x 1800 Deep Concrete Pit	Gatic Cover	210.78	209.07	1.71	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit finished level.
PIT 1/New J	KELLY ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SA2 (L)	210.05	208.75	1.30	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New J	KELLY ST OUTLET	900 x 900 x 1500 Deep Concrete Pit	SA2 (L)	209.77	208.38	1.39	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.

PIT SCHEDULE - ST.AUBINS ST OUTLET

Pit Name	Discharge to:	Pit Type	Grate Type	Grate Level	Invert Level	Depth	Comment
PIT 1/New L	ST.AUBINS ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SA2 (L)	211.71	210.45	1.26	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New L	ST.AUBINS ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SA2 (R)	211.37	210.2	1.17	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 3/New L	ST.AUBINS ST OUTLET	900 x 900 x 1200 Deep Concrete Pit	SAS	211.1	209.99	1.11	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 4/New L	ST.AUBINS ST OUTLET	900 x 900 x 1400 Deep Concrete Pit	SA2 (R)	211.21	209.86	1.35	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 5/New L	ST.AUBINS ST OUTLET	900 x 900 x 1500 Deep Concrete Pit	SA2 (R)	211.19	209.81	1.38	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 6/New L	ST.AUBINS ST OUTLET	900 x 900 x 1600 Deep Concrete Pit	SAS	211.2	209.7	1.5	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 7/New L	ST.AUBINS ST OUTLET	900 x 900 x 1700 Deep Concrete Pit	SA2 (R)	211.2	209.6	1.6	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT Ex L5/1	ST.AUBINS ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SAS	211.24	210.01	1.23	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit design level.
PIT Ex L5/2	ST.AUBINS ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	Gatic Cover				Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit design level.
PIT Ex L5/3	ST.AUBINS ST OUTLET	900 x 900 x 1700 Deep Concrete Pit	SA2 (R)	211.42	209.81	1.61	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit design level.
PIT Ex L5/4	ST.AUBINS ST OUTLET	Existing	Infill Gatic Cover	211.41	209.53	1.88	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit footpath level.
PIT Ex L5/5	ST.AUBINS ST OUTLET	2000 x 2000 x 1300 Deep Concrete Pit	SA2 (R)	210.9	209.66	1.24	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit design level.
PIT 1/New P	ST.AUBINS ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SA3 (L)	212.03	210.8	1.23	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New P	ST.AUBINS ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SA2 (L)	211.69	210.53	1.16	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 3/New P	ST.AUBINS ST OUTLET	900 x 900 x 1600 Deep Concrete Pit	Gatic Cover	211.87	210.39	1.48	Bed pit with mass concrete as required to achieve pipe invert level. Seal intefrace between pipe outlet and pit wall. Pit to be resurfaced to suit finished level.
PIT 1/New N	ST.AUBINS ST OUTLET	900 x 900 x 1300 Deep Concrete Pit	SA2 (L)	211.55	210.30	1.25	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 2/New N	ST.AUBINS ST OUTLET	900 x 900 x 1500 Deep Concrete Pit	SA2 (L)	211.42	210.00	1.42	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 3/New N	ST.AUBINS ST OUTLET	900 x 900 x 1800 Deep Concrete Pit	Gatic Cover	211.63	209.95	1.68	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.
PIT 1/New O	ST.AUBINS ST OUTLET	900 x 900 x 1200 Deep Concrete Pit	SAS	211.34	210.20	1.14	Bed pit with mass concrete as required to achieve pipe invert level. Seal interface between pipe outlet and pit wall.

REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA

REV	DESCRIPTION	DATE	BY

UPPER HUNTER SHIRE COUNCIL
130 LIVERPOOL STREET
P.O. BOX 208
SCONE NSW 2337
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KELLY STREET REVITALISATION PROJECT
SCONE NSW 2337

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Civil & Structural Consulting Engineers
137 Kelly Street, Scone NSW
Tel (02) 6545 2800
Email rhmce@rhmce.com.au www.rhmce.com.au
ABN 82 153 018 800

PIT SCHEDULE
SHEET 2

Scale
Horizontal:

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JULY 21	18-130- CD05.91	CD1

A1 SHEET

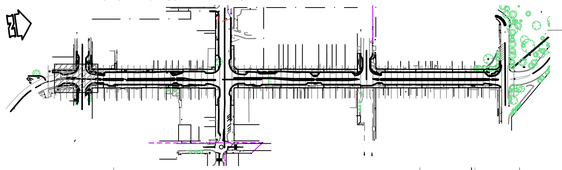
LEGEND

SW - PROPOSED 125x75x2.5mm RHS FROM EXISTING DOWNPIPE TO KERB. DOWNPIPE UNDER PROPOSED FOOTPATH SIZE LOCATION TO BE DETERMINED ON SITE

Ex DP - DENOTES APPROXIMATE LOCATION OF EXISTING DOWNPIPES TO BUILDINGS

OT - DENOTES OUTLET FROM 125x75 STORMWATER PIPE CAST INTO FOOTPATH. KERB FACE TO FLUSH WITH OUTLET

- DENOTES PIPE FOR FOOTPATH DRAINAGE



KEY PLAN

SCALE: 1:5000 (A1)

SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS

CH 130

CH 140

CH 150

CH 160

CH 170

CH 180

COLES CARPARK

NEW PIT ADJACENT TO WALL. 900x900 PIT WITH A 400X400 HEEL PROOF CAST IN GRATE IL =207.98 SL =209.40

NEW STORMWATER Ø450 MAIN - LINE C

KE

REFER TO CD06.12 FOR NEXT PLAN

THOROUGHBRED HOTEL

REPLACE EXISTING STORMWATER PITS TO KINGDON STREET WITH A NEW 900x900 CONCRETE PIT. USE A 450x 450 HEEL PROOF CAST IN GRATE WITHIN CONCRETE FOOTPATH

OT

OT

OT

SW

SW

Ex DP

Ex DP

TRANSCARE FFL 210.0

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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FOOTPATH STORMWATER MANAGMENT PLAN SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	DEC 21	18-130- CD06.11 CD1

A1 SHEET

LEGEND

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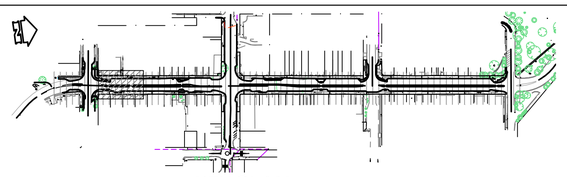
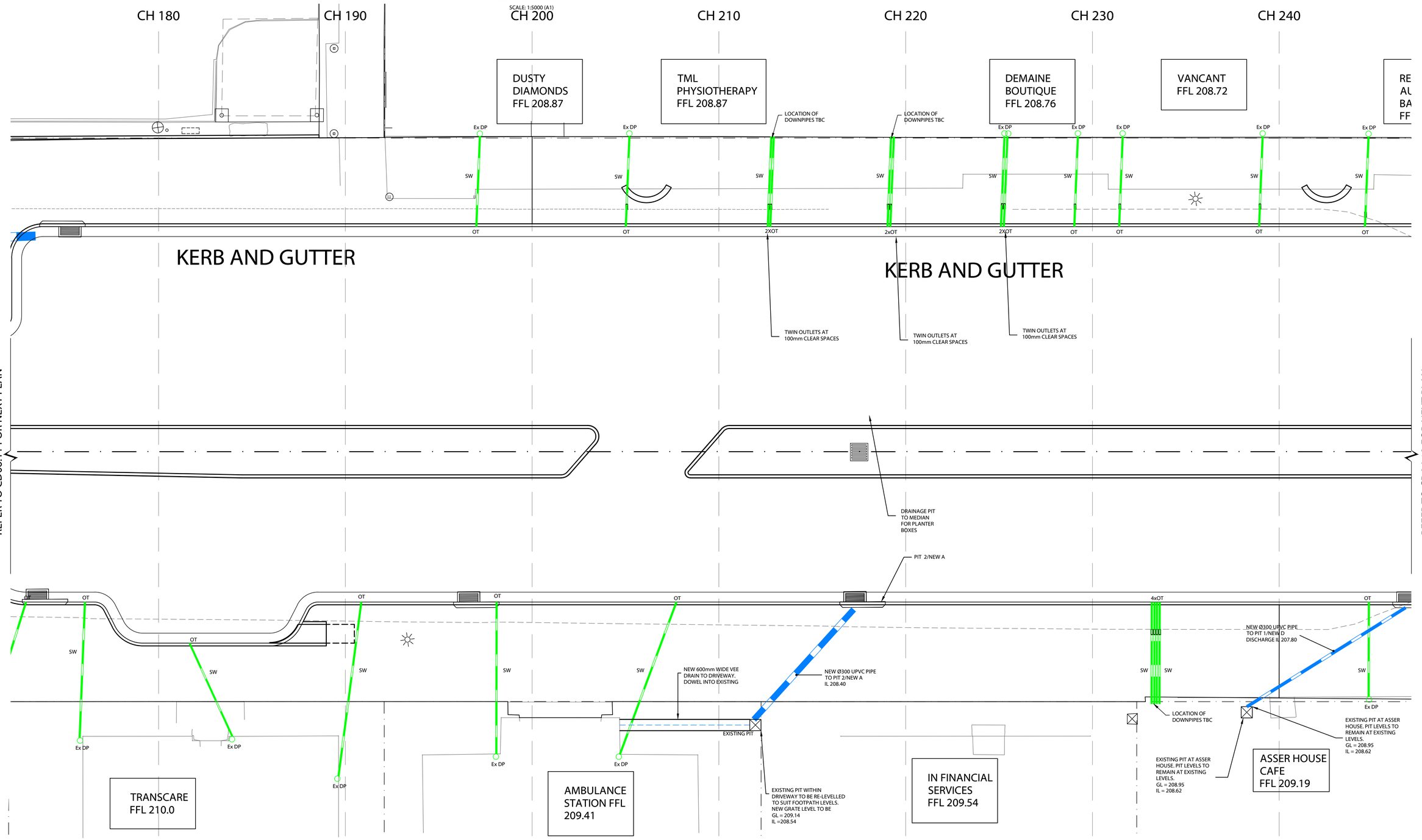
SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS



KEY PLAN

SCALE: 1:5000 (A1)



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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FOOTPATH STORMWATER MANAGMENT PLAN SHEET 2

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	DEC 21	18-130- CD06.12 CD1

A1 SHEET

LEGEND

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- OT — DENOTES OUTLET FROM 125x75 STORMWATER PIPE CAST INTO FOOTPATH. KERB FACE TO FLUSH WITH OUTLET
- DENOTES PIPE FOR FOOTPATH DRAINAGE

SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS

CH 250 CH 260 CH 270 CH 280 CH 290 CH 300 CH 310

REGIONAL AUSTRALIA BANK FFL 208.71

AQUIS FFL 208.84

RAY WHITE FFL 208.9

SPORTS STORE FFL 208.85

EYECARE PLUS FFL 208.85

DOMINOES FFL 208.81

SUBWAY FFL 208.8

SERHANS FFL 208.89

LUCK'S PREMIUM CUTS FFL 208.88

REJECT S FFL 208.6

HEEL PROOF GRATE OVER KERB FOR MOBILITY

TG1 - TRENCH GRATE. 250mm WIDE x 250 DEEP. CAST IN STEEL HEEL PROOF GRATE

1%

Ø225 UPVC. DISCHARGE INTO PIT 7/ NEW A

PIT 7/ NEW A

IL OF PIPE = 208.00

450x450x600 CONCRETE PIT WITH HEEL PROOF CAST IN METAL GRATE SL=208.68 IL = 208.08

REFER TO CD06.12 FOR NEXT PLAN

REFER TO CD06.14 FOR NEXT PLAN

450x450x600 CONCRETE PIT WITH HEEL PROOF CAST IN METAL GRATE SL=208.70 IL = 208.10

PIT 2/NEW D

NEW Ø225 UPVC PIPE TO CONNECT EXISTING PIT TO PIT 2/NEW D. DISCHARGE IL = 207.90

PIT 1/NEW D

PIT 3/NEW D

NEW Ø225 UPVC PIPE TO CONNECT EXISTING PIT TO PIT 3/NEW D. DISCHARGE IL = 208.00

Ø225 UPVC PIPE TO PIT U/S IL = 208.10 D/D IL = 208.00

TG2 - TRENCH GRATE. 250mm WIDE x 250 DEEP

UPGRADE EXISTING PIT TO 600x600x600 STORMWATER PIT WITH HEAVY DUTY METAL GRATE GL = 208.81 IL = 208.21

UPGRADE EXISTING PIT TO 600x600x600 STORMWATER PIT WITH HEAVY DUTY METAL GRATE GL = 208.75 IL = 208.15

EXISTING PIT AT ASSER HOUSE. PIT LEVELS TO REMAIN AT EXISTING LEVELS. GL = 208.95 IL = 208.62

LOCATION OF DOWNPIPES TBC

MACQUEEN POTTER FFL 209.17

MacCALLUM INGLIS FFL 209.32

UPGRADE EXISTING PIT TO 450x450 CONCRETE PIT GL = 208.88 IL = 208.82

EXISTING PIT GL = 208.93 IL = 208,52

THE COTTAGE

DRIVEWAY TO REAR OF THE COTTAGE

COMMONWEALTH BANK FFL 209.1

SE

KEY PLAN

SCALE: 1:5000 (A1)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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FOOTPATH STORMWATER MANAGMENT PLAN
SHEET 3

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	DEC 21	18-130- CD06.13 CD1

A1 SHEET

LEGEND

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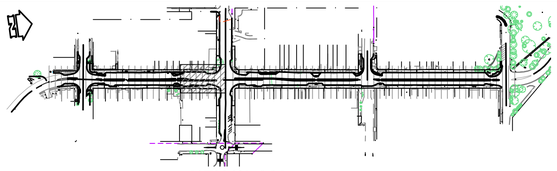
OT — DENOTES OUTLET FROM 125x75 STORMWATER PIPE CAST INTO FOOTPATH. KERB FACE TO FLUSH WITH OUTLET

DENOTES PIPE FOR FOOTPATH DRAINAGE

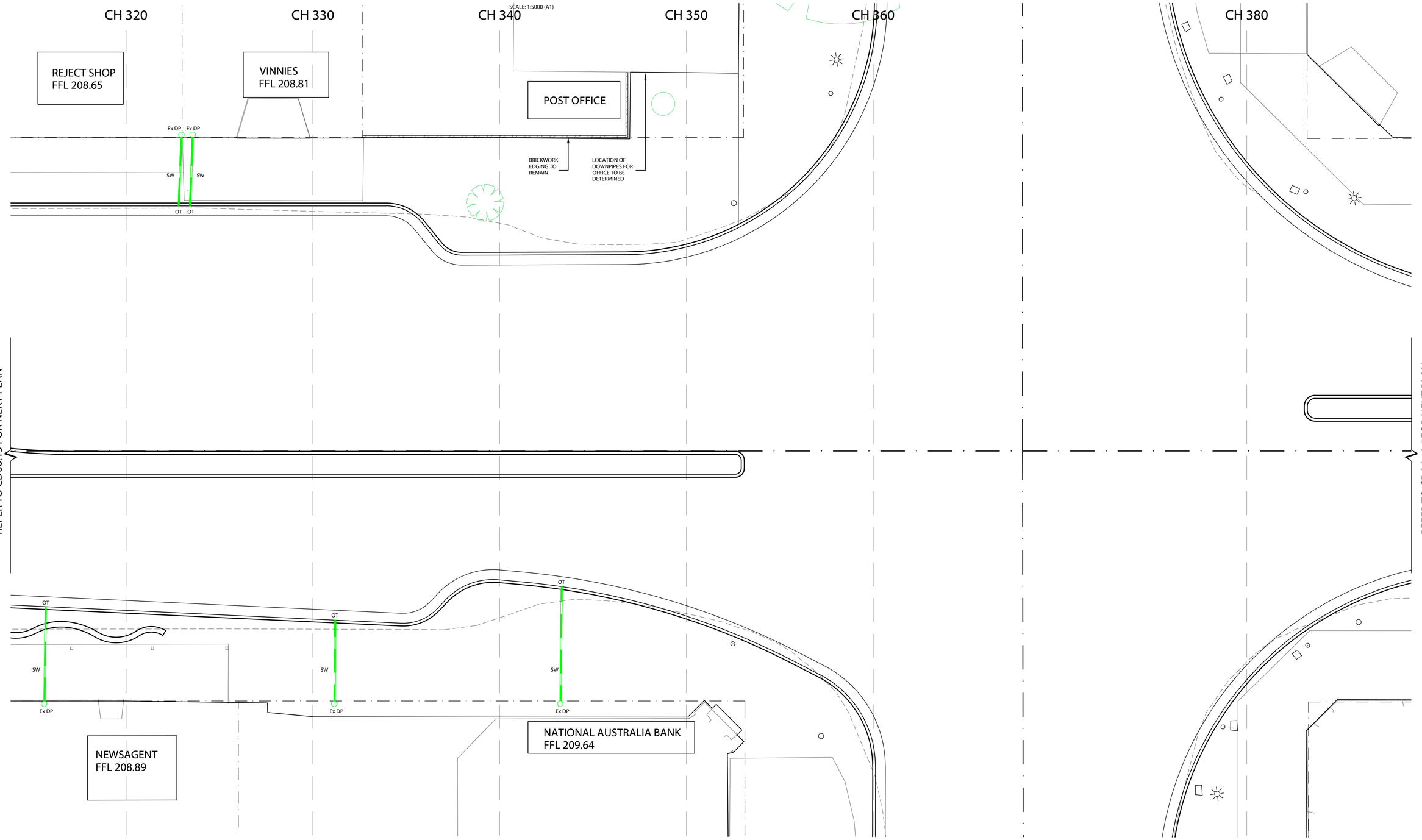


KEY PLAN

SCALE: 1:5000 (A1)

SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS



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FOOTPATH STORMWATER MANAGMENT PLAN
SHEET 4

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	DEC 21	18-130- CD06.14 CD1

A1 SHEET

LEGEND

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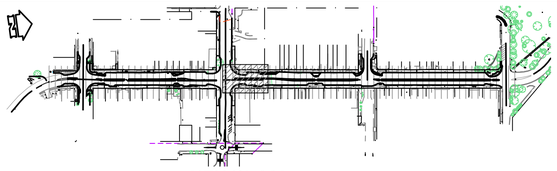
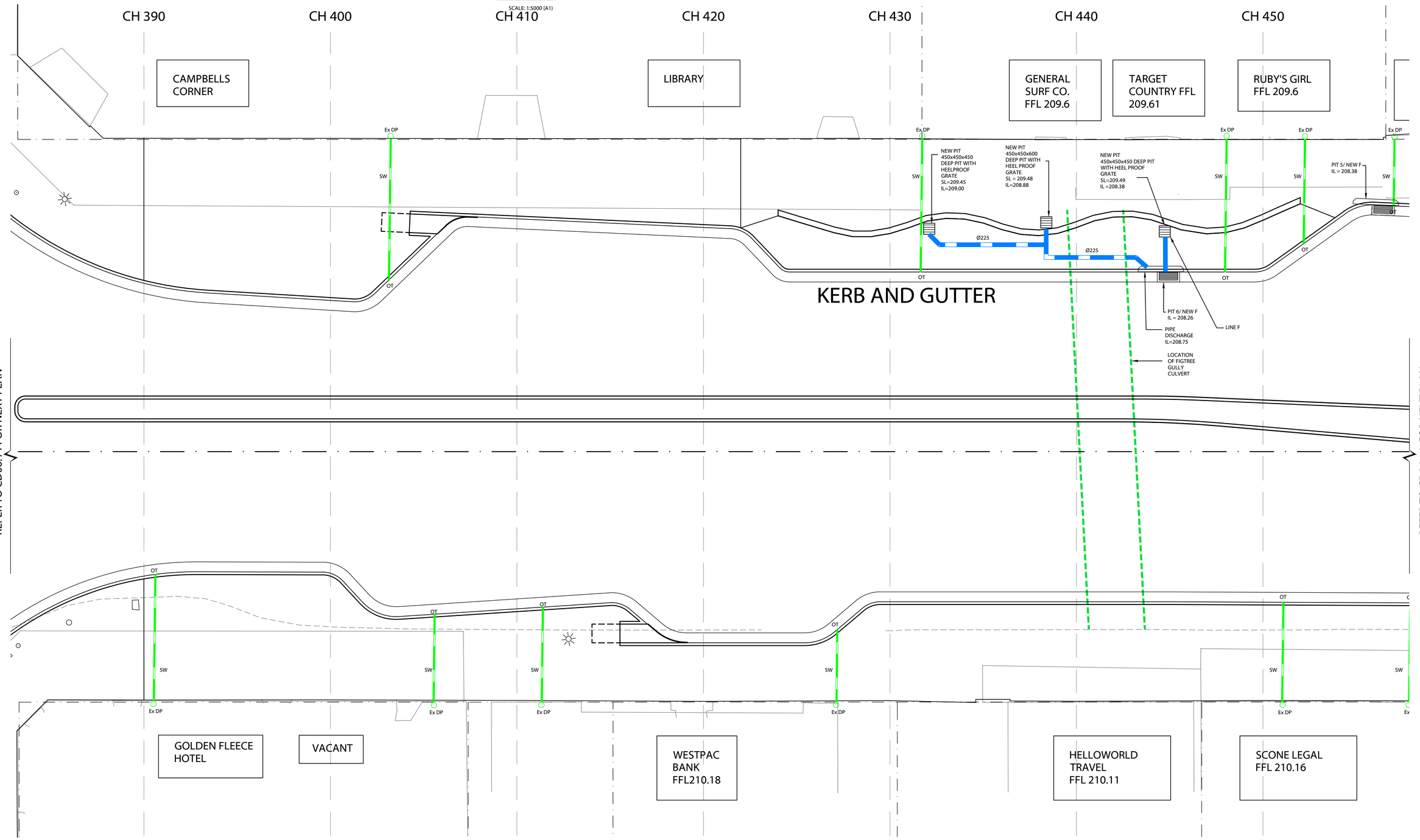
SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS



KEY PLAN

SCALE: 1:5000 (A1)



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
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FOOTPATH STORMWATER MANAGMENT PLAN
SHEET 5

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD06.15	CD1

A1 SHEET

LEGEND

- SW — PROPOSED 125x75x2.5mm RHS FROM EXISTING DOWNPIPE TO KERB. DOWNPIPE UNDER PROPOSED FOOTPATH SIZE LOCATION TO BE DETERMINED ON SITE
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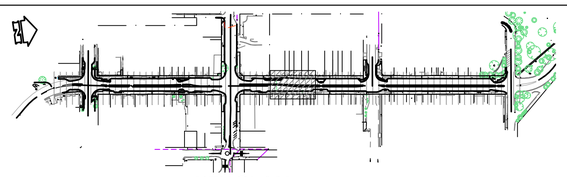
- DENOTES PIPE FOR FOOTPATH DRAINAGE

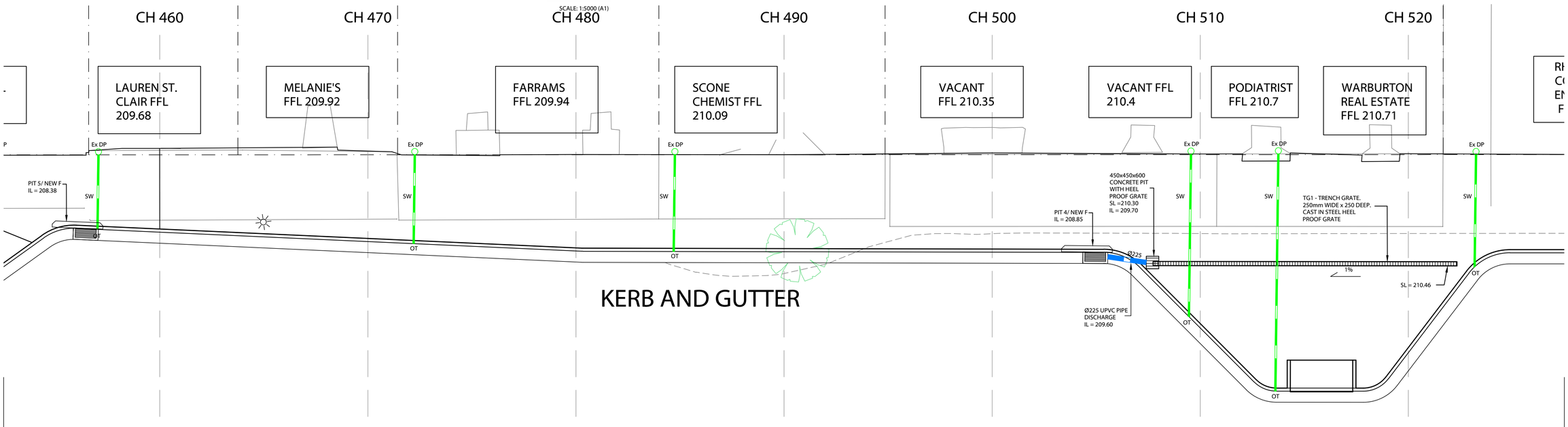
SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS



KEY PLAN

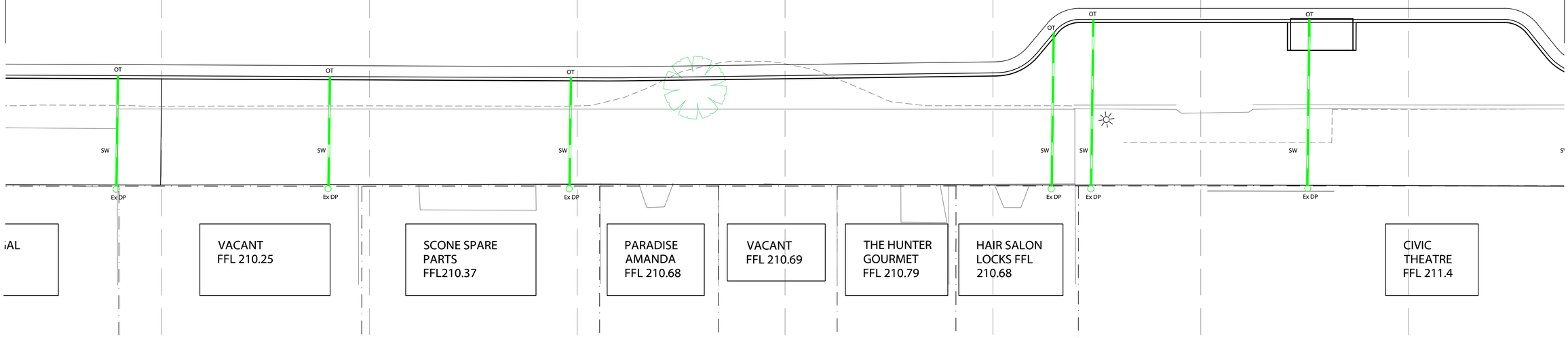
SCALE: 1:5000 (A1)



KERB AND GUTTER

REFER TO CD06.15 FOR NEXT PLAN

REFER TO CD06.17 FOR NEXT PLAN



REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA

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FOOTPATH STORMWATER MANAGMENT PLAN
SHEET 6

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD06.16 CD1	

A1 SHEET

LEGEND

SW - PROPOSED 125x75x2.5mm RHS FROM EXISTING DOWNPIPE TO KERB. DOWNPIPE UNDER PROPOSED FOOTPATH SIZE LOCATION TO BE DETERMINED ON SITE

Ex DP - DENOTES APPROXIMATE LOCATION OF EXISTING DOWNPIPES TO BUILDINGS

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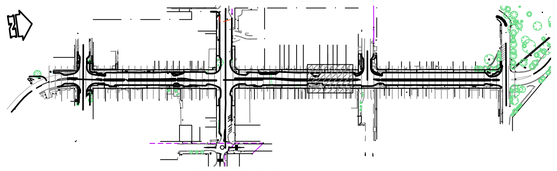
- DENOTES PIPE FOR FOOTPATH DRAINAGE

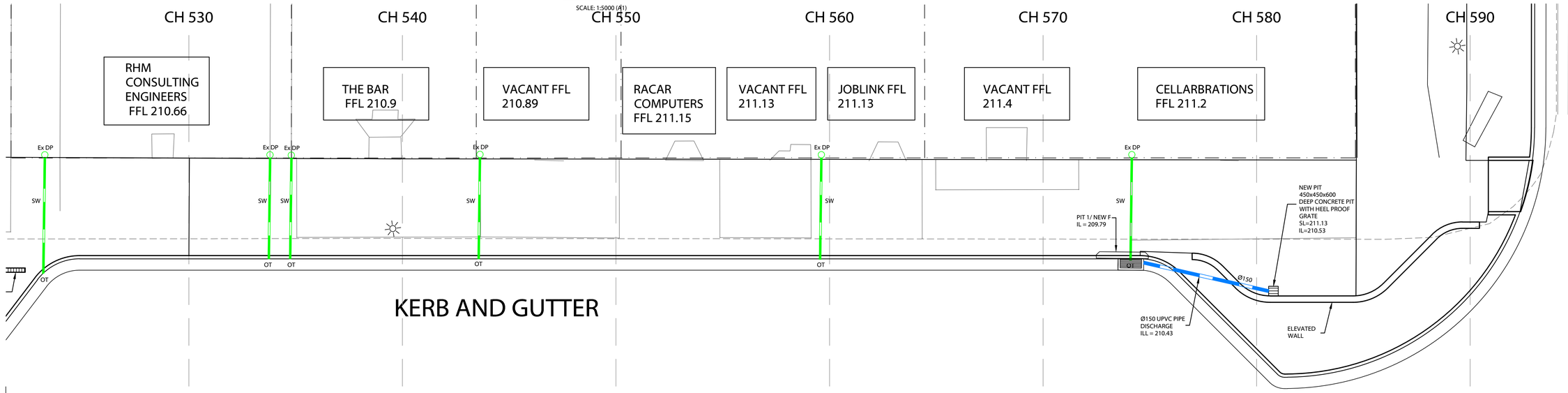
SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS



KEY PLAN

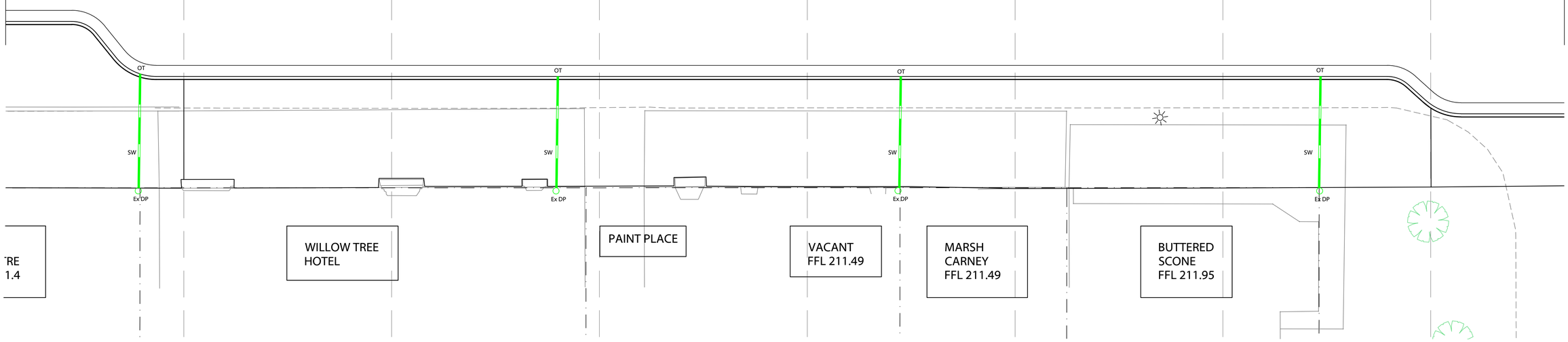
SCALE: 1:5000 (@1)



KERB AND GUTTER

REFER TO CD06.16 FOR NEXT PLAN

REFER TO CD06.18 FOR NEXT PLAN



REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA

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FOOTPATH STORMWATER MANAGMENT PLAN
SHEET 7

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	DEC 21	18-130- CD06.17 CD1

A1 SHEET

LEGEND

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DENOTES PIPE FOR FOOTPATH DRAINAGE

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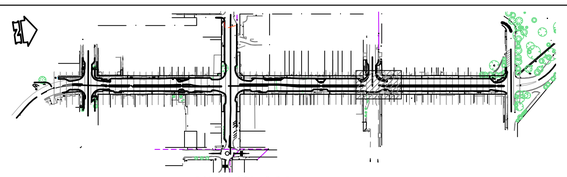
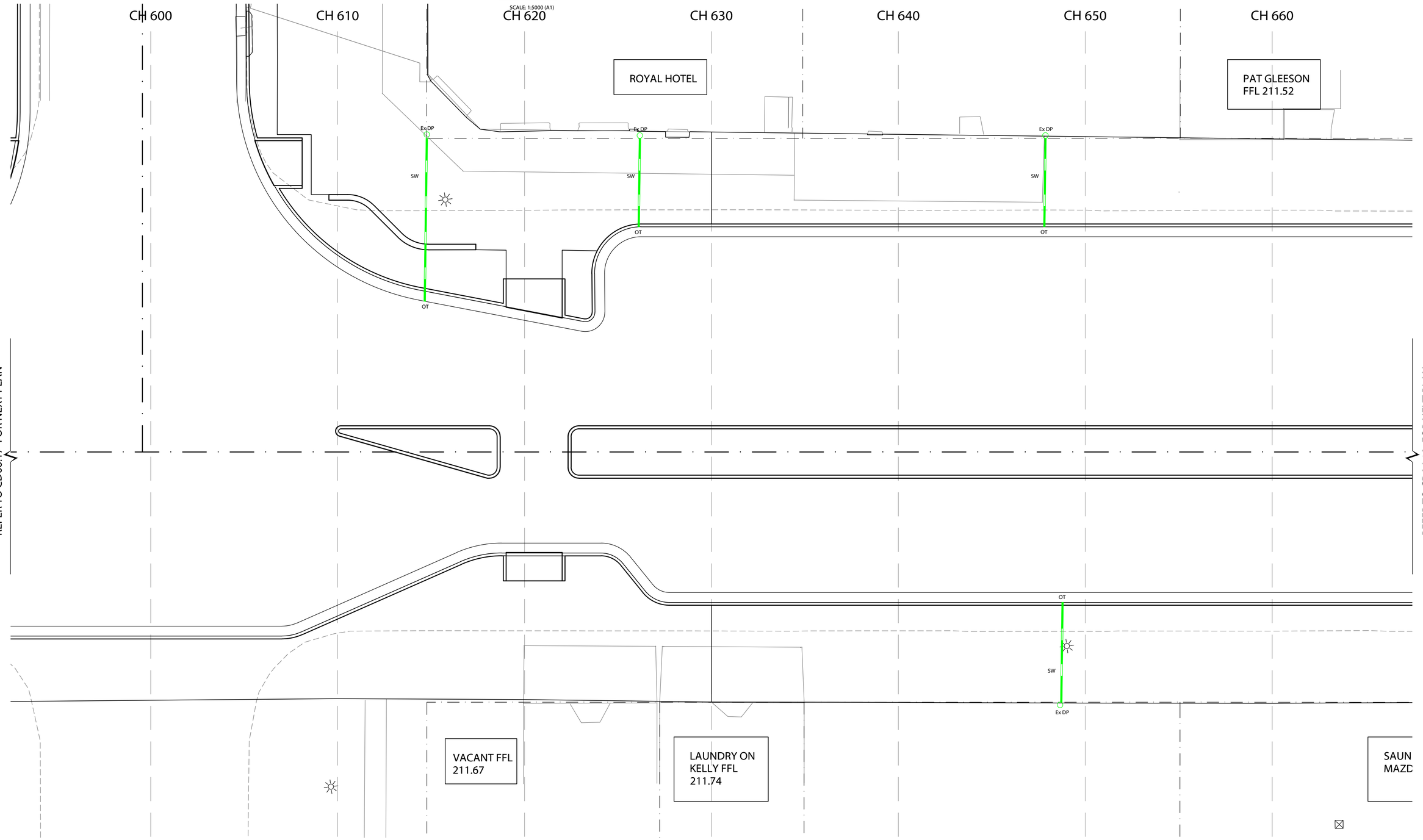


KEY PLAN

SCALE: 1:5000 (A1)



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FOOTPATH STORMWATER MANAGMENT PLAN
SHEET 8

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD06.18	CD1

A1 SHEET

LEGEND

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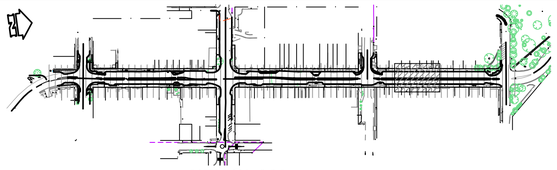
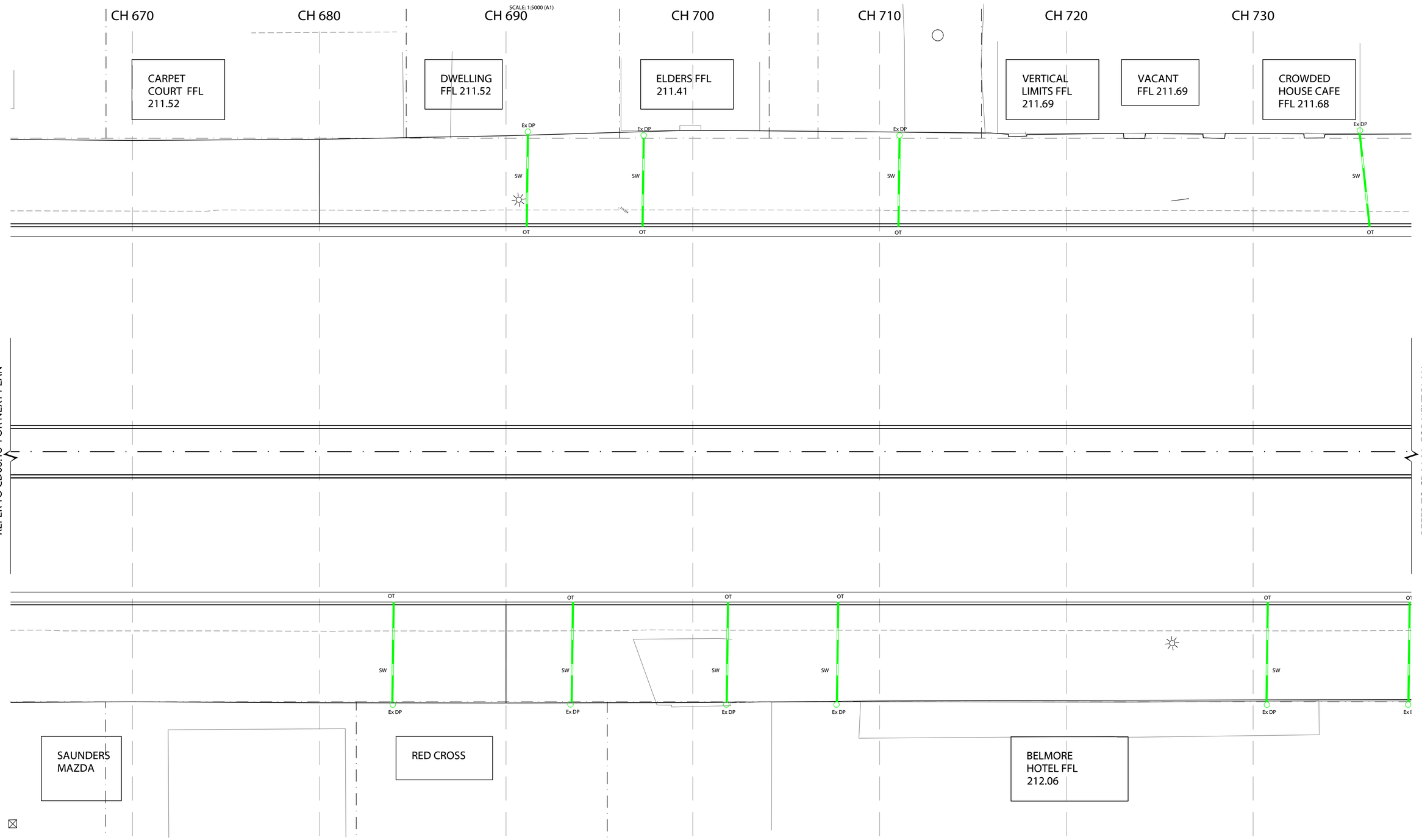


KEY PLAN

SCALE: 1:5000 (A1)



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FOOTPATH STORMWATER MANAGMENT PLAN
SHEET 9

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD06.19	CD1

A1 SHEET

LEGEND

SW - PROPOSED 125x75x2.5mm RHS FROM EXISTING DOWNPIPE TO KERB. DOWNPIPE UNDER PROPOSED FOOTPATH SIZE LOCATION TO BE DETERMINED ON SITE

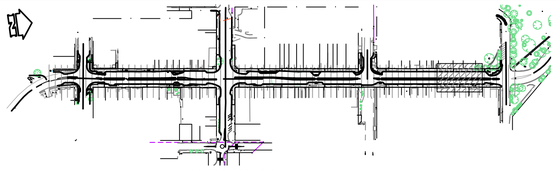
Ex DP - DENOTES APPROXIMATE LOCATION OF EXISTING DOWNPIPES TO BUILDINGS

OT - DENOTES OUTLET FROM 125x75 STORMWATER PIPE CAST INTO FOOTPATH. KERB FACE TO FLUSH WITH OUTLET

- DENOTES PIPE FOR FOOTPATH DRAINAGE

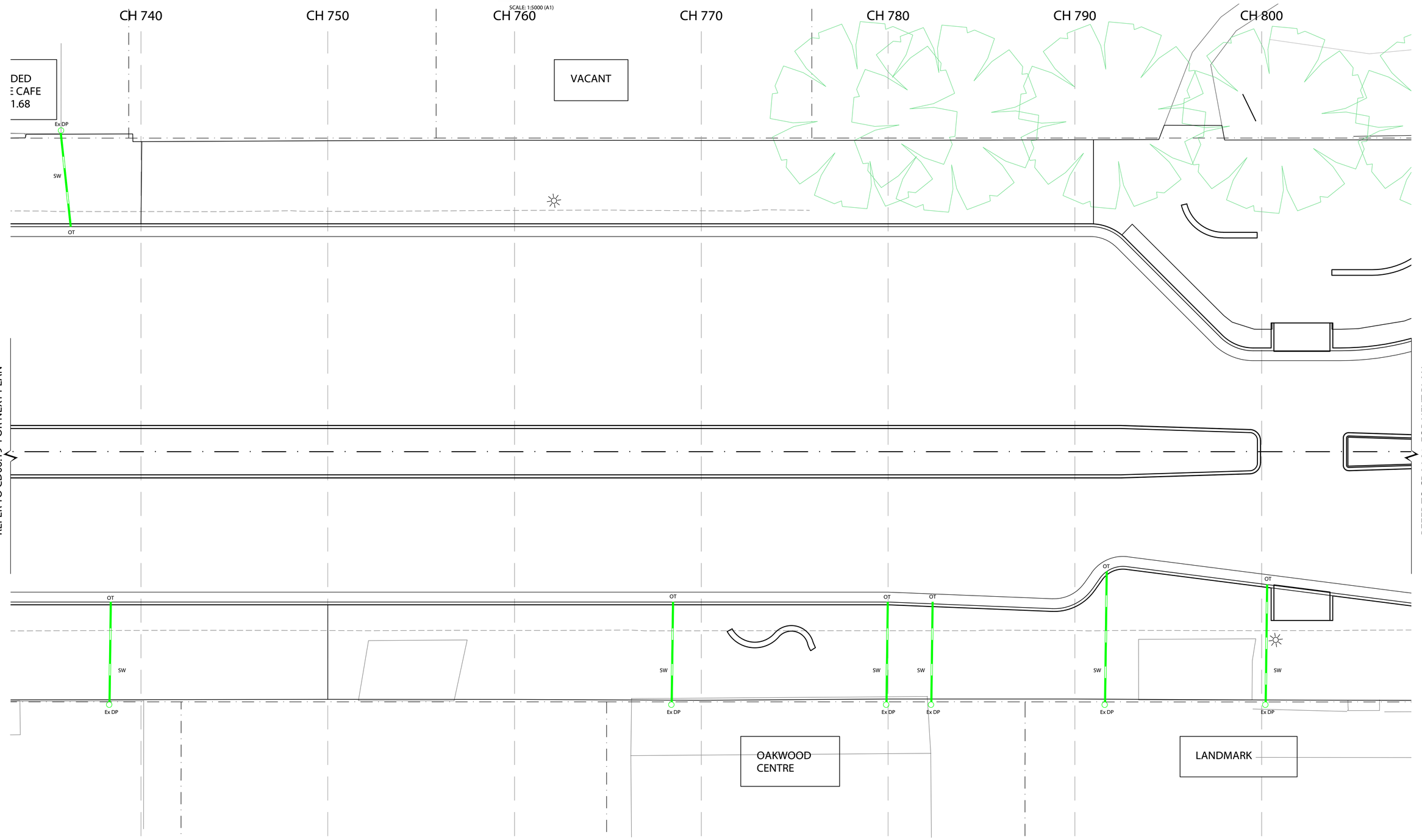
SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS



KEY PLAN

SCALE: 1:5000 (A1)



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

UPPER HUNTER SHIRE COUNCIL
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FOOTPATH STORMWATER MANAGMENT PLAN SHEET 10

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD06.20	CD1

A1 SHEET

LEGEND

SW - PROPOSED 125x75x2.5mm RHS FROM EXISTING DOWNPIPE TO KERB. DOWNPIPE UNDER PROPOSED FOOTPATH SIZE LOCATION TO BE DETERMINED ON SITE

Ex DP - DENOTES APPROXIMATE LOCATION OF EXISTING DOWNPIPES TO BUILDINGS

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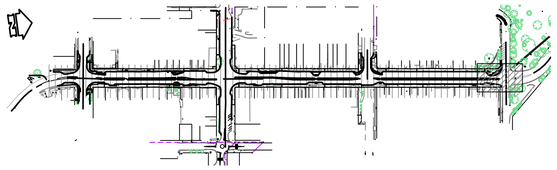
- DENOTES PIPE FOR FOOTPATH DRAINAGE

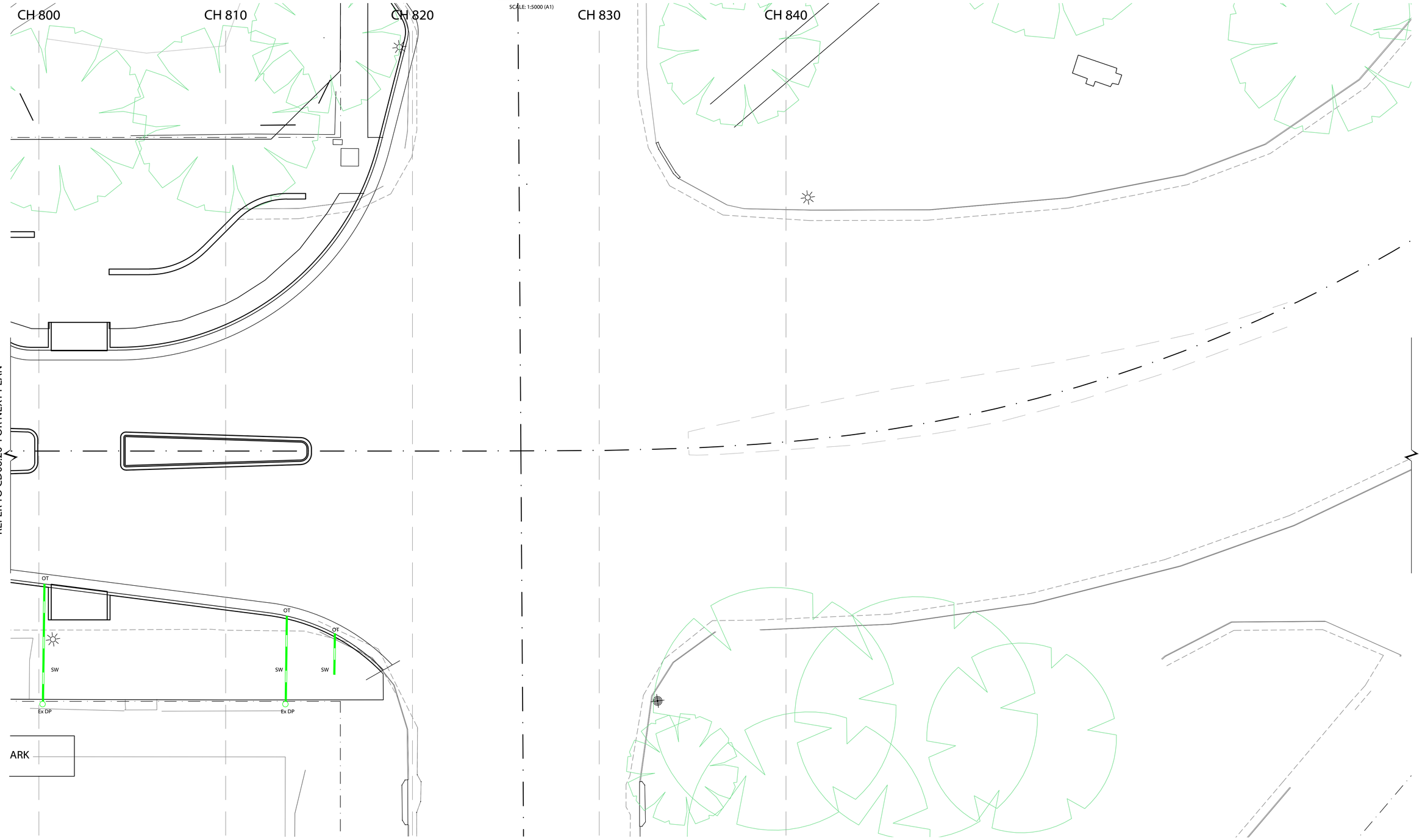
SIZE AND LOCATION OF DOWNPIPES TO BE DETERMINED ON SITE

DRAINAGE TO MEDIANS INDICATED ON MEDIAN DRAWINGS



KEY PLAN

SCALE: 1:5000 (A1)



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CD1	CONCEPT DESIGN	24/12/21	CA				

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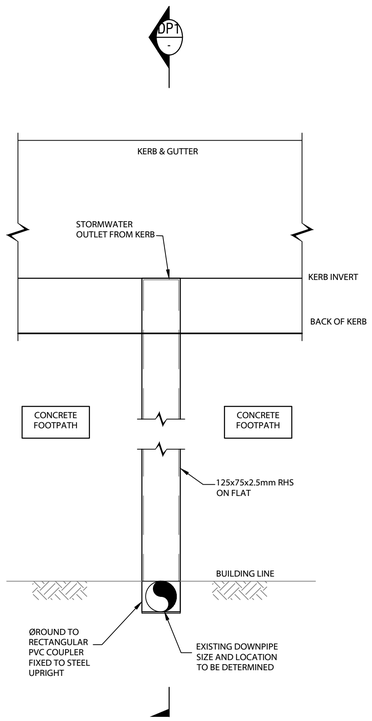
FOOTPATH STORMWATER MANAGMENT PLAN
SHEET 11

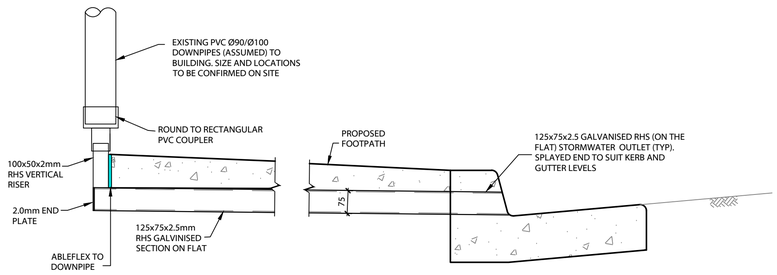
Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD06.21	CD1

A1 SHEET





SECTION DP1 -

SCALE 1:10 (A1)

NOTE: IF DUAL OUTLETS REQUIRED, EACH OUTLET MUST BE AT LEAST 100mm APART

DOWNPIPE TO KERB DETAIL

SCALE: 1:10 (A1)

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FOOTPATH STORMWATER
TYPICAL DETAILS
SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

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Datum	NIL	Drawing No:	Rev
Date	DEC 21	18-130- CD06.30	CD1

A1 SHEET

LEGEND

Isopath Depth Range - Kelly Street Lower Value		Upper Value	Colour
-0.400	to	-0.030	Depth metres (m)
-0.030	to	0.000	Depth metres (m)
0.000	to	0.045	Depth metres (m)
0.045	to	0.065	Depth metres (m)
0.065	to	0.150	Depth metres (m)
0.150	to	0.400	Depth metres (m)

LEGEND

DENOTES EXISTING SLAB JOINTS

KINGDON STREET

EXTENT OF WORKS

AWNING RL 212.14

FOOTPATH

COLES

DOOR TOP RL 210.66
DOOR BOT RL / FFL 208.54

FFL 208.57

AWNING RL 212.13

DOOR TOP RL 210.69
DOOR BOT RL / FFL 208.56

VEHICULAR ACCESS

FLEXIBLE PAVEMENT

RIGID PAVEMENT

GRIND EXISTING ASHPHALT TO A DEPTH OF 40MM AND BLEND

KERB HEIGHT CRITICAL FOR FREE TO SHOPS

COLES CARPARK

AWNING RL 212.11

DOOR TOP RL 211.01
DOOR BOT RL / FFL

DUSTY DIAMONDS FFL 208.87

TML PHYSIOTHERAPY FFL 208.87

KERB AND GUTTER

KELLY STREET

KERB AND GUT

KELL

REFER TO CD07.20 FOR NEXT PLAN

EXTENT OF WORKS

HANDRAIL

SIGN

LIGHT

THOROUGHBRED HOTEL

TRANSCARE FFL 210.0

AMBULANCE STATION FFL 209.41

IN FINANCIAL SERVICES FFL 209.54

KINGDON STREET

EXTENT OF WORKS

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD7	CONCEPT DESIGN	24/12/21	CA				
CD6	CONCEPT DESIGN	03/11/21	CA				
CD5	CONCEPT DESIGN	17/08/21	CA				
CD4	CONCEPT DESIGN	16/08/21	CA				
CD3	CONCEPT DESIGN	09/08/21	CA				
CD2	CONCEPT DESIGN	09/07/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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DEPTH RANGE PLAN
SHEET 1

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:200 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JUNE 21	18-130- CD07.10 CD7

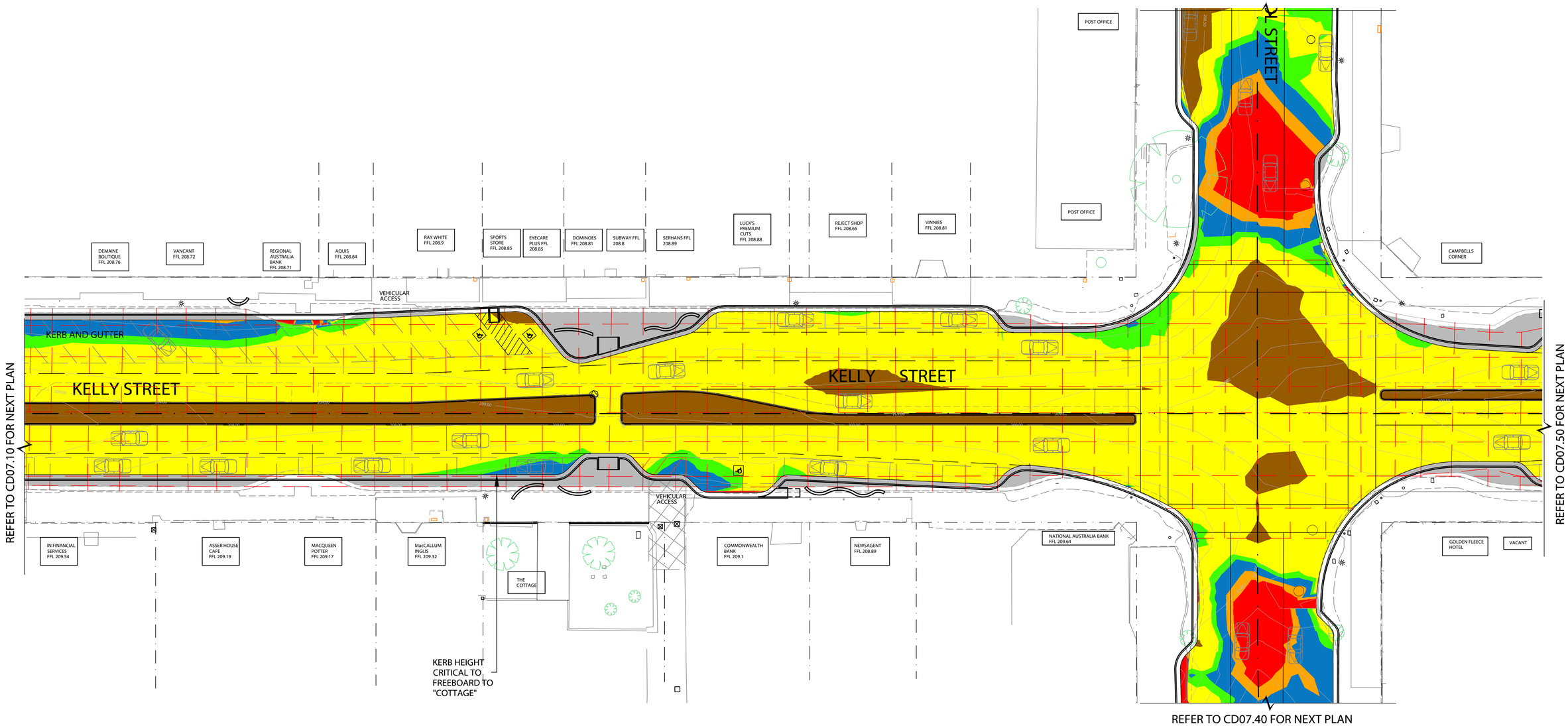
A1 SHEET

LEGEND

DENOTES EXISTING SLAB JOINTS

LEGEND

Isopath Depth Range - Kelly Street Lower Value		Upper Value	Colour
-0.400	to	-0.030	Depth metres (m)
-0.030	to	0.000	Depth metres (m)
0.000	to	0.045	Depth metres (m)
0.045	to	0.065	Depth metres (m)
0.065	to	0.150	Depth metres (m)
0.150	to	0.400	Depth metres (m)



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CD2	CONCEPT DESIGN	09/07/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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DEPTH RANGE PLAN
SHEET 2

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:200 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD07.20	CD7

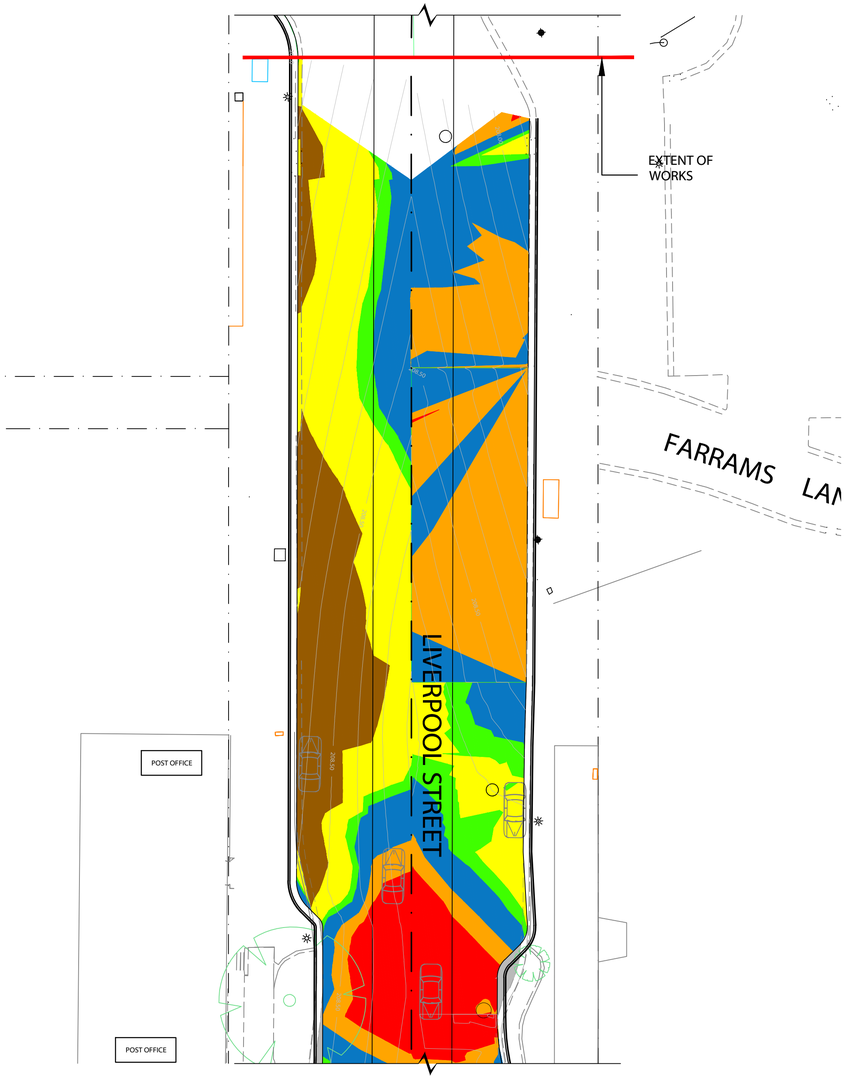
A1 SHEET

LEGEND

DENOTES EXISTING SLAB JOINTS

LEGEND

Isopath Depth Range - Kelly Street Lower Value		Upper Value	Colour
-0.400	to	-0.030	Depth metres (m)
-0.030	to	0.000	Depth metres (m)
0.000	to	0.045	Depth metres (m)
0.045	to	0.065	Depth metres (m)
0.065	to	0.150	Depth metres (m)
0.150	to	0.400	Depth metres (m)



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CD2	CONCEPT DESIGN	09/07/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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DEPTH RANGE PLAN
SHEET 3

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JUNE 21	18-130- CD07.30 CD7

A1 SHEET

LEGEND

DENOTES EXISTING SLAB JOINTS

LEGEND

Isopath Depth Range - Kelly Street Lower Value		Upper Value	Colour
-0.400	to	-0.030	Depth metres (m)
-0.030	to	0.000	Depth metres (m)
0.000	to	0.045	Depth metres (m)
0.045	to	0.065	Depth metres (m)
0.065	to	0.150	Depth metres (m)
0.150	to	0.400	Depth metres (m)

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
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CD6	CONCEPT DESIGN	03/11/21	CA				
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CD4	CONCEPT DESIGN	16/08/21	CA				
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CD2	CONCEPT DESIGN	09/07/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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DEPTH RANGE PLAN
SHEET 4

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD07.40	CD7

A1 SHEET

LEGEND

Isopath Depth Range - Kelly Street				
Lower Value		Upper Value		Colour
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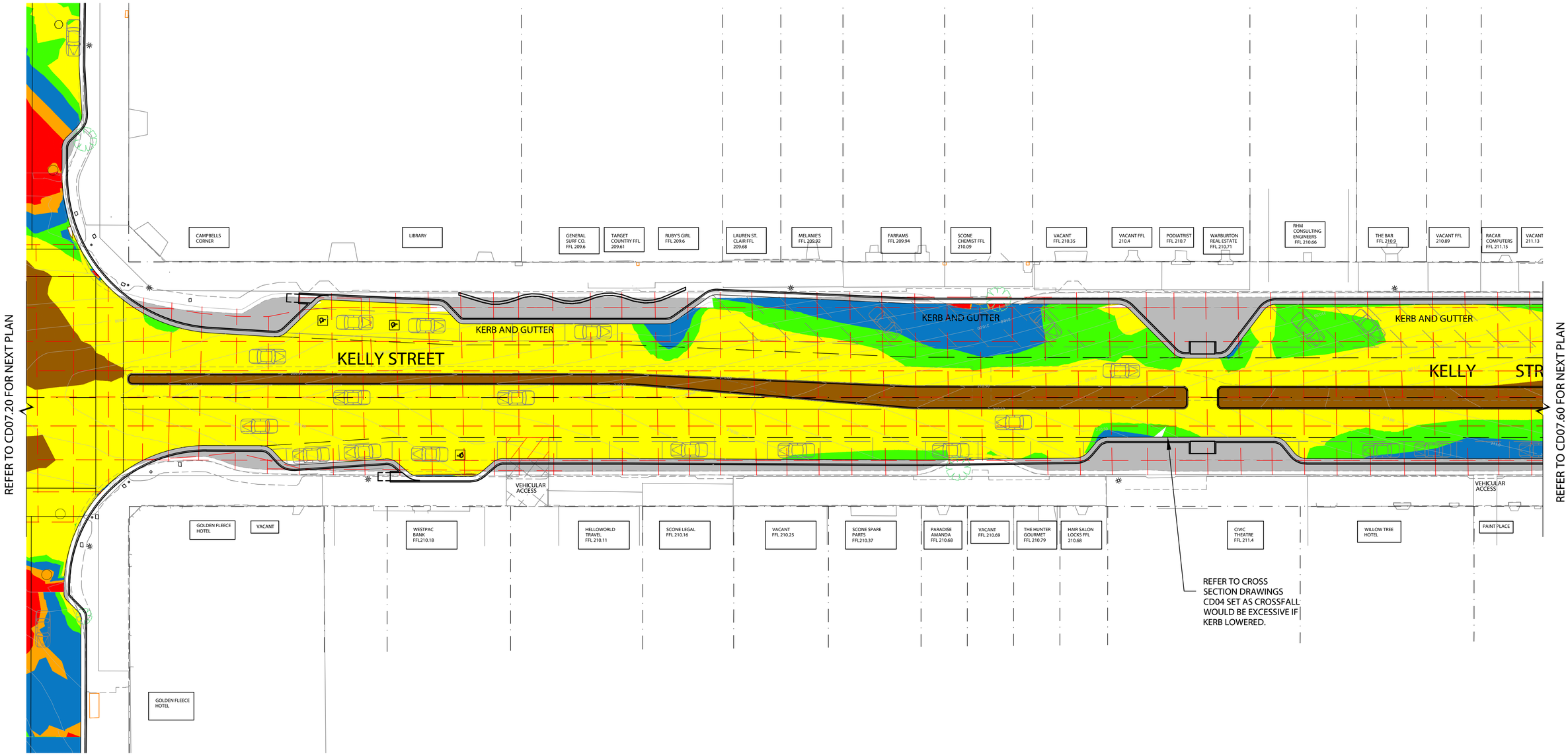
-0.030	to	0.000	Depth metres (m)	
0.000	to	0.045	Depth metres (m)	
0.045	to	0.065	Depth metres (m)	
0.065	to	0.150	Depth metres (m)	
0.150	to	0.400	Depth metres (m)	

LEGEND

DENOTES EXISTING SLAB JOINTS



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CD6	CONCEPT DESIGN	03/11/21	CA				
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CD2	CONCEPT DESIGN	09/07/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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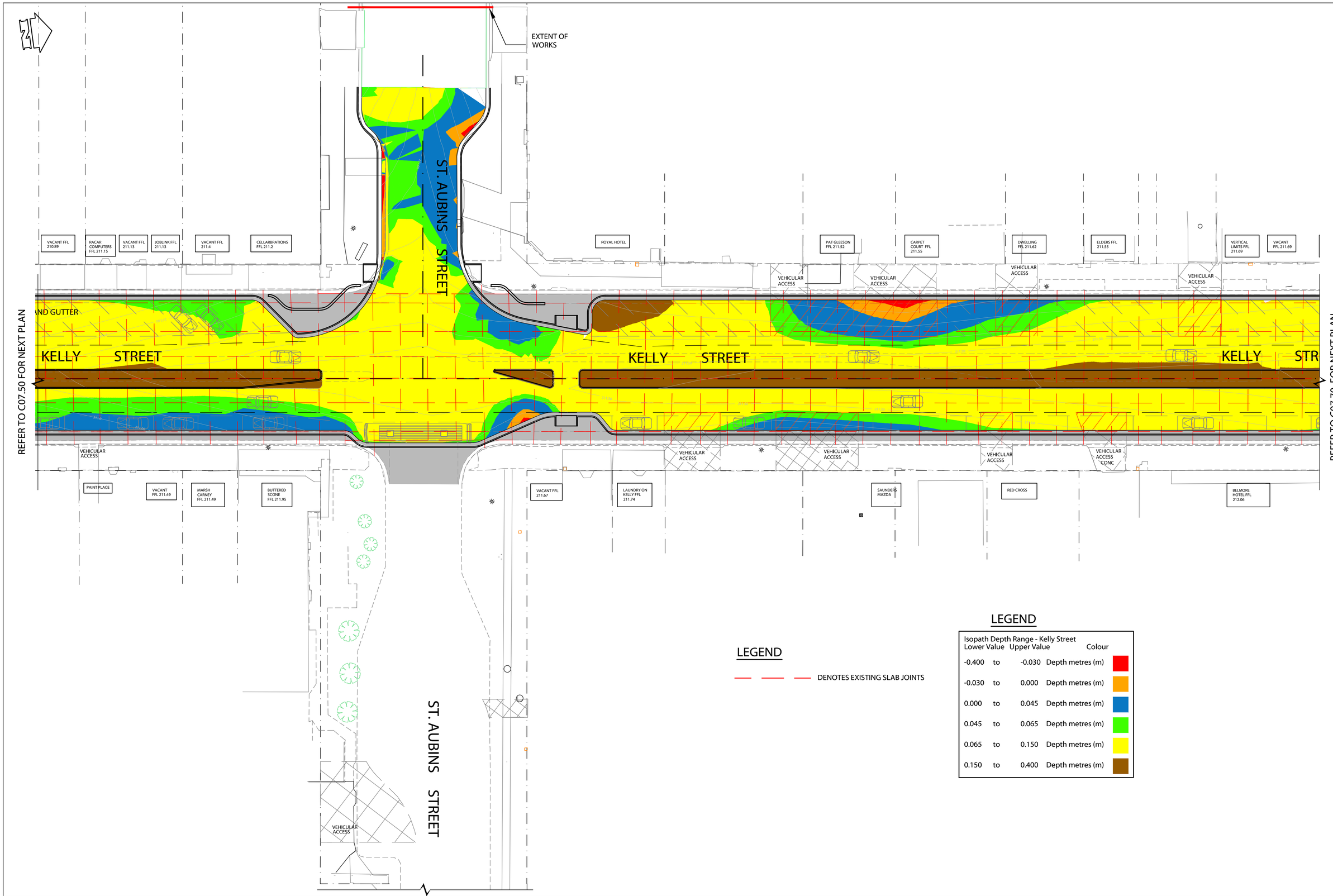
DEPTH RANGE PLAN
SHEET 5

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD07.50	CD7

A1 SHEET



LEGEND

DENOTES EXISTING SLAB JOINTS

LEGEND

Isopath Depth Range - Kelly Street Lower Value		Upper Value	Colour
-0.400	to	-0.030	Depth metres (m)
-0.030	to	0.000	Depth metres (m)
0.000	to	0.045	Depth metres (m)
0.045	to	0.065	Depth metres (m)
0.065	to	0.150	Depth metres (m)
0.150	to	0.400	Depth metres (m)

REV	DESCRIPTION	DATE	BY
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DEPTH RANGE PLAN
SHEET 6

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD07.60 CD1

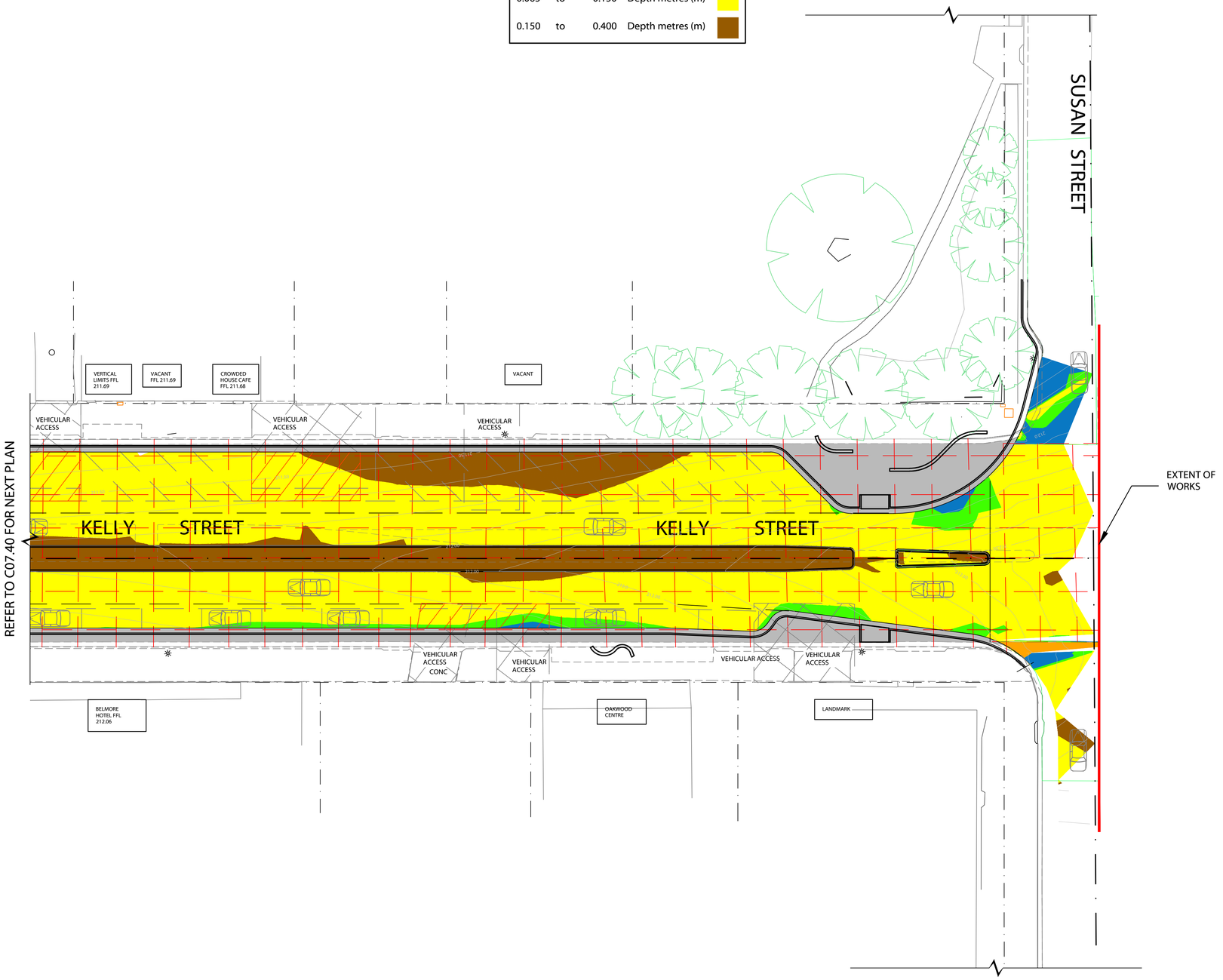
A1 SHEET

LEGEND

Isopath Depth Range - Kelly Street Lower Value		Upper Value	Colour
-0.400	to	-0.030	Depth metres (m)
-0.030	to	0.000	Depth metres (m)
0.000	to	0.045	Depth metres (m)
0.045	to	0.065	Depth metres (m)
0.065	to	0.150	Depth metres (m)
0.150	to	0.400	Depth metres (m)

LEGEND

DENOTES EXISTING SLAB JOINTS



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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DEPTH RANGE PLAN SHEET 7

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

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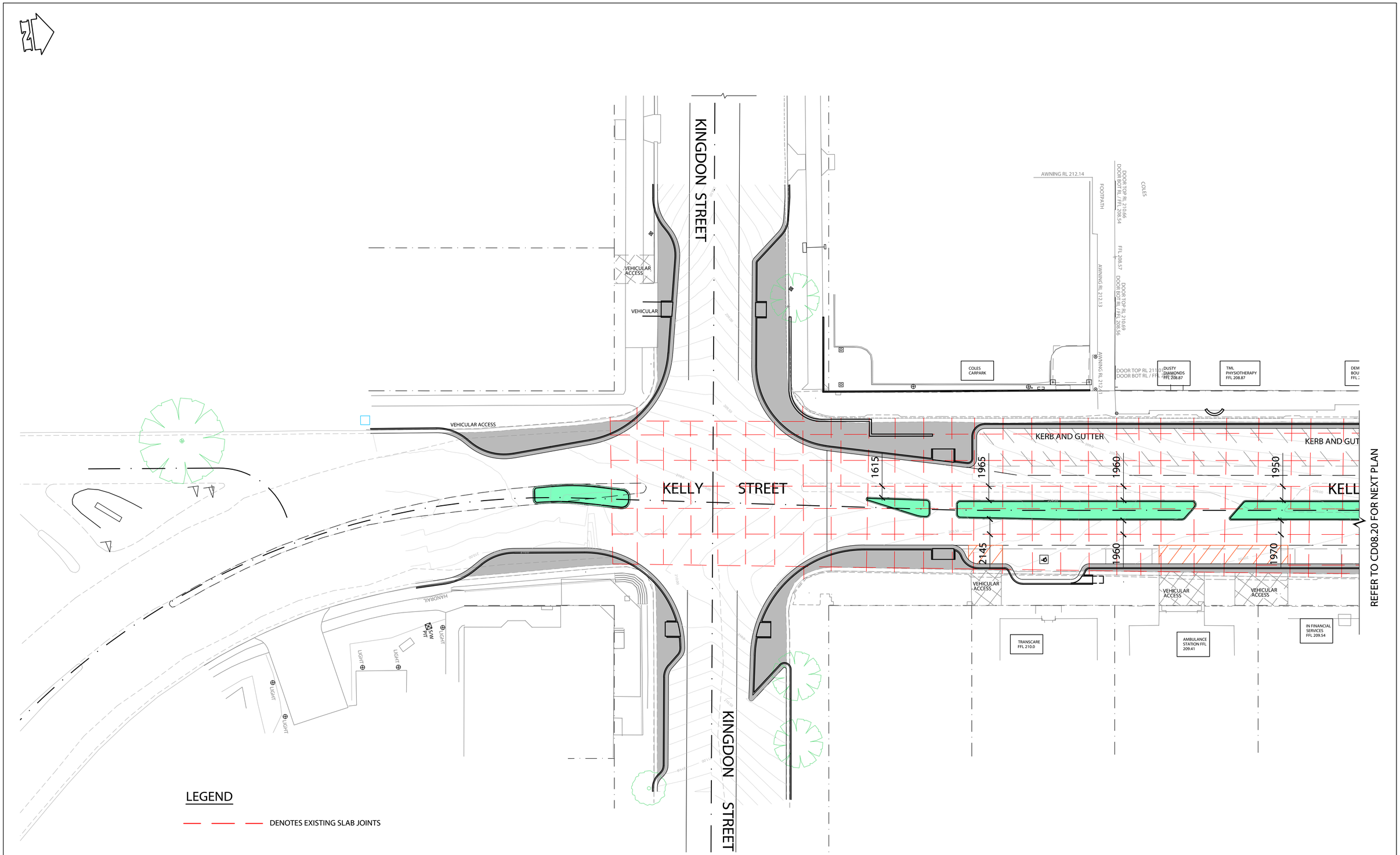
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JUNE 21	18-130- CD07.70 CD1

A1 SHEET



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CD3	CONCEPT DESIGN	24/12/21	CA
CD2	CONCEPT DESIGN	22/06/21	CA
CD1	CONCEPT DESIGN	14/05/21	CH

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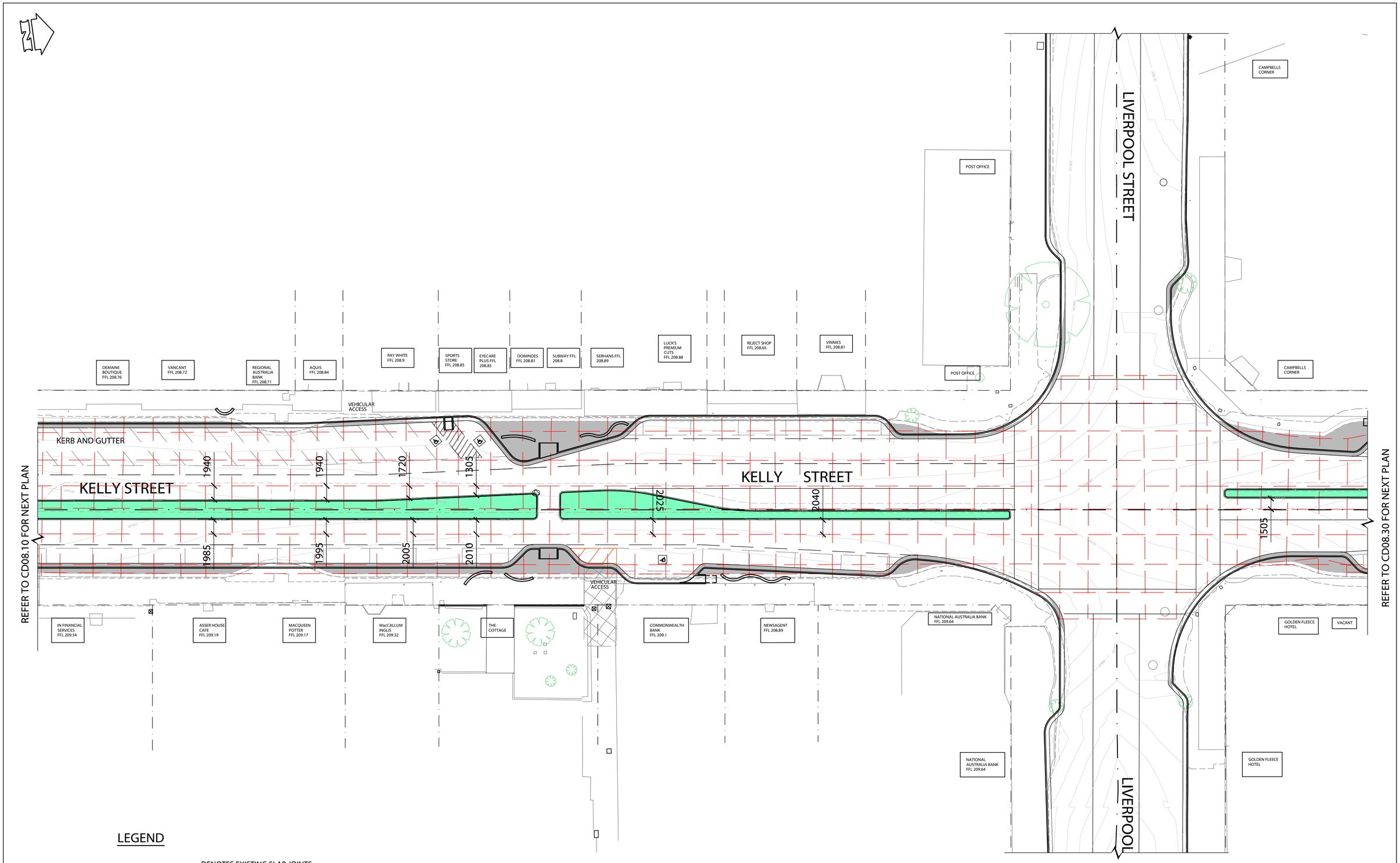
EXISTING SLAB JOINT PLAN
SHEET 1

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:200 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD08.10	CD3

A1 SHEET



LEGEND

DENOTES EXISTING SLAB JOINTS

REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA
CD2	CONCEPT DESIGN	22/06/21	CA
CD1	CONCEPT DESIGN	14/05/21	CH

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EXISTING SLAB JOINT PLAN SHEET 2

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date

Drawing No: 18-130- CD08.20 CD3 Rev

A1 SHEET

LEGEND

DENOTES EXISTING SLAB JOINTS

CAMPBELLS CORNER

CAMPBELLS CORNER | LIBRARY | GENERAL SURF CO. FFL 209.6 | TARGET COUNTRY FFL 209.61 | RUBY'S GIRL FFL 209.6 | LAUREN ST. CLAIR FFL 209.68 | MELANIE'S FFL 209.92 | FARRAMS FFL 209.94 | SCONE CHEMIST FFL 210.09 | VACANT FFL 210.35 | VACANT FFL 210.4 | PODIATRIST FFL 210.7 | WARBURTON REAL ESTATE FFL 210.71 | RHM CONSULTING ENGINEERS FFL 210.66 | THE BAR FFL 210.9 | VACANT FFL 210.89 | RACAR COMPUTERS FFL 211.15 | VACANT 211.13

KERB AND GUTTER

KELLY STREET

305 | 305 | 1415 | 1820 | 1850 | 1875 | 1870 | 1870

1505 | 1515 | 1510 | 2080 | 2080 | 2080 | 2080 | 2075

REFER TO CD08.20 FOR NEXT PLAN

REFER TO CD08.40 FOR NEXT PLAN

VEHICULAR ACCESS

VEHICULAR ACCESS

GOLDEN FLEECE HOTEL | VACANT | WESTPAC BANK FFL210.18 | HELLOWORLD TRAVEL FFL 210.11 | SCONE LEGAL FFL 210.16 | VACANT FFL 210.25 | SCONE SPARE PARTS FFL210.37 | PARADISE AMANDA FFL 210.68 | VACANT FFL 210.69 | THE HUNTER GOURMET FFL 210.79 | HAIR SALON LOCKS FFL 210.68 | CIVIC THEATRE FFL 211.4 | WILLOW TREE HOTEL | PAINT PLACE

GOLDEN FLEECE HOTEL

REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA
CD2	CONCEPT DESIGN	22/06/21	CA
CD1	CONCEPT DESIGN	14/05/21	CH

UPPER HUNTER SHIRE COUNCIL

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Tel (02) 6545 2800
Email rhmce@rhmce.com.au www.rhmce.com.au
ABN 82 153 018 800

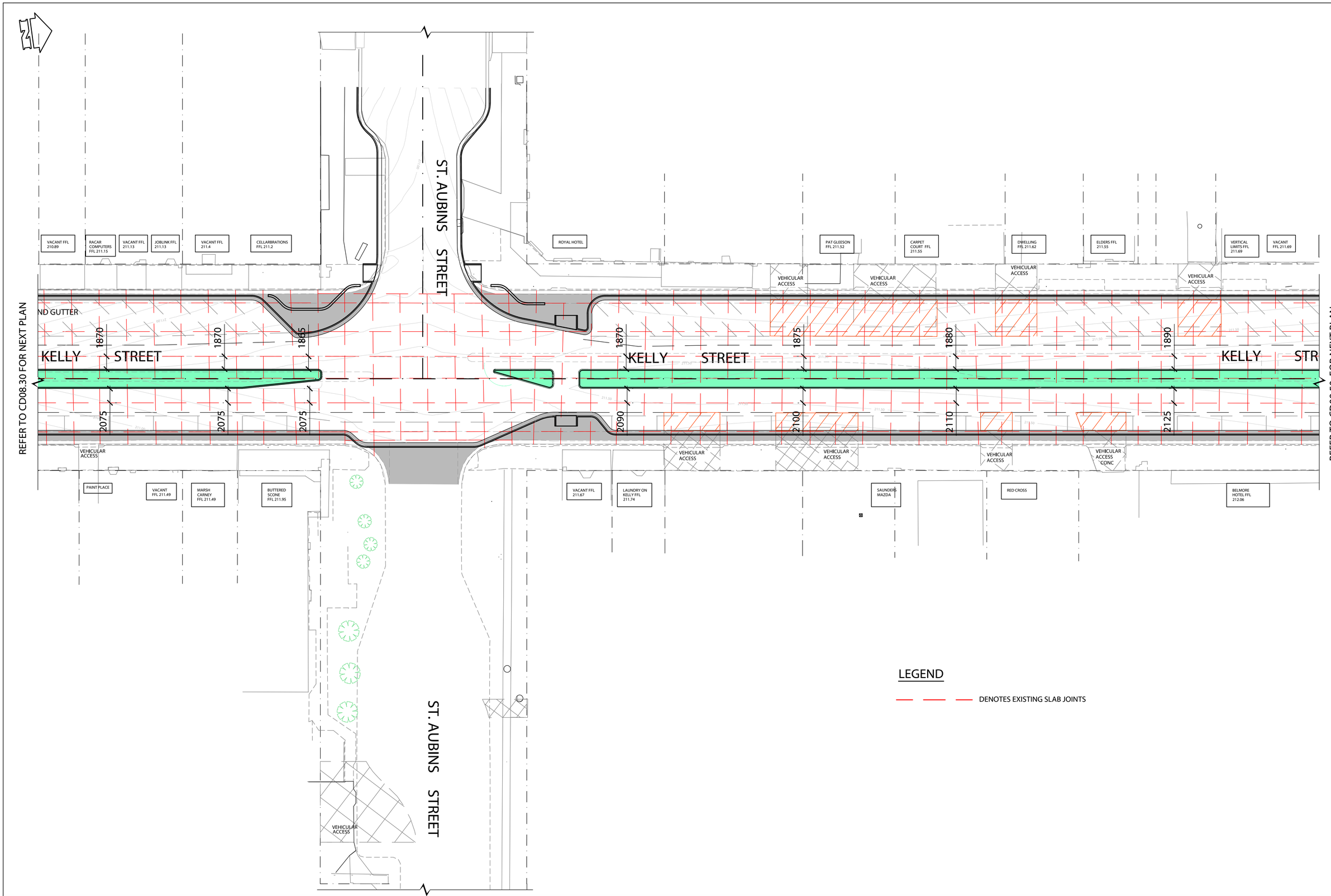
EXISTING SLAB JOINT PLAN SHEET 3

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JUNE 21	18-130- CD08.30 CD3

A1 SHEET



LEGEND

DENOTES EXISTING SLAB JOINTS

REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA
CD2	CONCEPT DESIGN	22/06/21	CA
CD1	CONCEPT DESIGN	14/05/21	CH

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EXISTING SLAB JOINT PLAN
SHEET 4

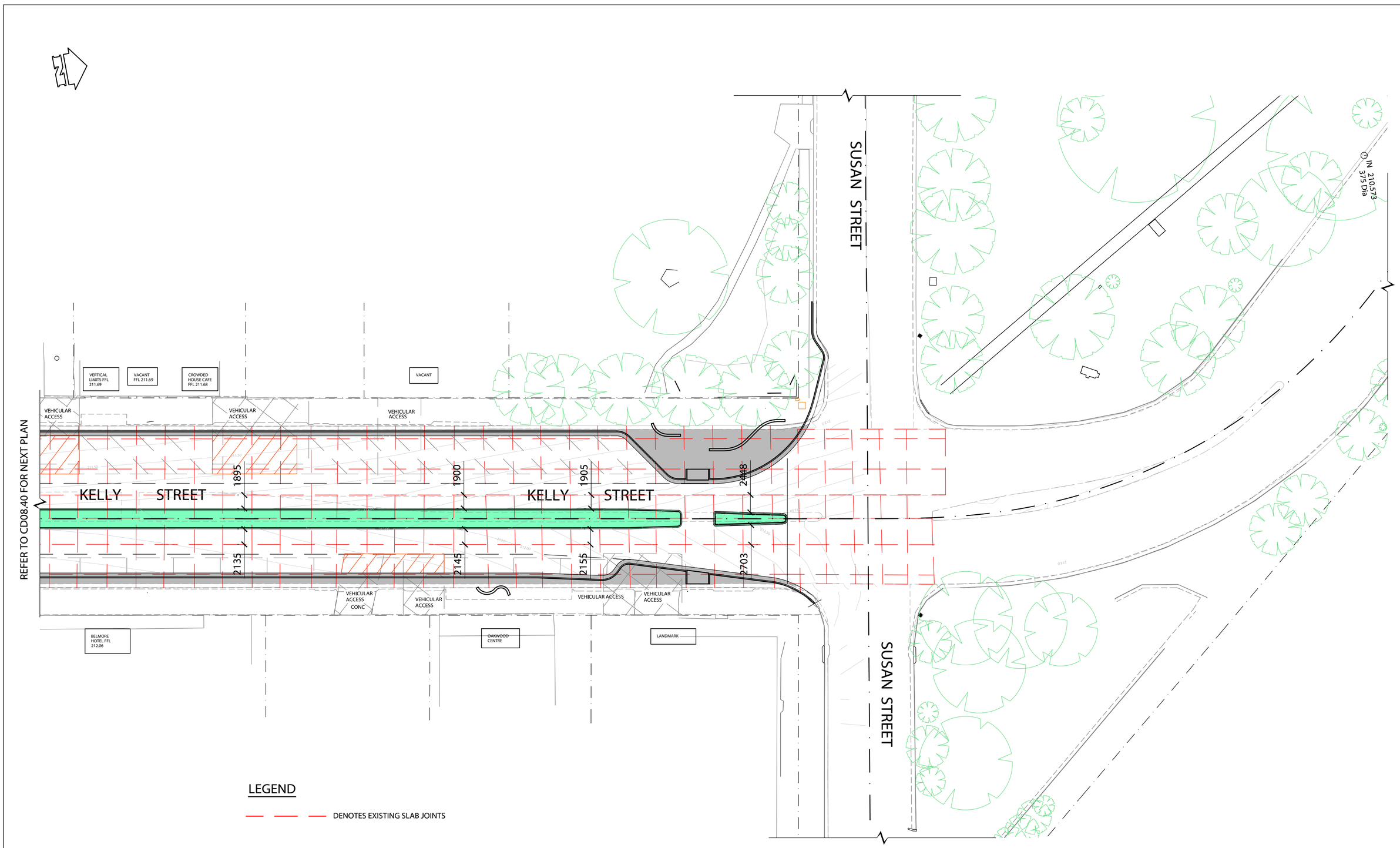
Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD08.40 CD3

A1 SHEET



LEGEND

DENOTES EXISTING SLAB JOINTS

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	22/06/21	CA				
CD1	CONCEPT DESIGN	14/05/21	CH				

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EXISTING SLAB JOINT PLAN
SHEET 5

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:200 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	22/06/21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD08.50 CD3

A1 SHEET

LEGEND

- ELEC PILLAR
- TELSTRA PIT
- SIGN POST
- LIGHT POLE
- HYDRANT
- TRAFFIC SIGNAL PIT
- TRAFFIC SIGNAL PIT NOT ON SURVEY
- TL TRAFFIC LIGHT
- TRAFFIC LIGHT WITH CANTILEVER ARM

TO BE READ IN CONJUNCTION WITH THE SURVEY. SOME TRAFFIC SIGNAL PITS NOT PICKED UP ON SURVEY (LOCATED IN GARDENS)

NOTE: DIMENSIONS ARE TO EXISTING TOP OF KERB AND PROPOSED LIP OF KERB

POST OFFICE

CAMPBELLS CORNER

NATIONAL AUSTRALIA BANK FFL 209.64

GOLDEN FLEECE HOTEL

KIM BARKERS' BARBER SHOP

TRAFFIC SIGNAL PIT IN GARDEN

TRAFFIC SIGNAL ELEC PIT

TRAFFIC SIGNAL POLE

TRAFFIC SIGNAL CANTILEVER ARM 215.03 (END OF SUPPORT POLE) 214.56 (BOTTOM OF TRAFFIC POLE)

TRAFFIC SIGNAL CANTILEVER ARM 214.85 (END OF SUPPORT POLE) 214.32 (BOTTOM OF TRAFFIC POLE)

TRAFFIC SIGNAL CANTILEVER ARM 215.40 (END OF SUPPORT POLE) 214.87 (BOTTOM OF TRAFFIC POLE)

TRAFFIC SIGNAL CANTILEVER ARM 214.87 (END OF SUPPORT POLE) 214.69 (BOTTOM OF TRAFFIC POLE)

EXISTING PRAM RAMPS

EXISTING MEDIAN

TRAFFIC SIGNAL PIT IN GARDEN (NOT ON SURVEY)

TRAFFIC SIGNAL PIT IN GARDEN (NOT ON SURVEY)

KEY PLAN

REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA
CD3	CONCEPT DESIGN	01/11/21	CA
CD2	CONCEPT DESIGN	22/06/21	CH
CD1	CONCEPT DESIGN	14/05/21	CH

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TRAFFIC CONTROL SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD09.10	CD4

A1 SHEET

LEGEND

- ELEC PILLAR
- TELSTRA PIT
- SIGN POST
- LIGHT POLE
- HYDRANT
- TL TRAFFIC LIGHT
- TRAFFIC LIGHT WITH CANTILEVER ARM
- TRAFFIC SIGNAL PIT
- TRAFFIC SIGNAL PIT NOT ON SURVEY

TO BE READ IN CONJUNCTION WITH THE SURVEY. SOME TRAFFIC SIGNAL PITS NOT PICKED UP ON SURVEY (LOCATED IN GARDENS)

NOTE: DIMENSIONS ARE TO EXISTING TOP OF KERB AND TOP OF PROPOSED KERB

POST OFFICE

CAMPBELLS CORNER

NATIONAL AUSTRALIA BANK
FFL 209.64

GOLDEN FLEECE HOTEL

KIM BARKERS' BARBER SHOP

KELLY S

CENTRELINE

CENTRELINE

EXISTING MEDIAN

EXISTING MEDIAN

TRAFFIC SIGNAL ARM

TRAFFIC SIGNAL POLE

TRAFFIC SIGNAL ELEC PIT

EXISTING PRAM RAMPS

TRAFFIC SIGNAL ELEC PIT POSSIBLE LOCATION

TOK

LIP

ExTOK

Ex LIP

R14000

R19500

R40000

R17500

R6000

7640 4095 3250 3250 3800 8135

4185 3935 4010 3975 3975 3955 4460 4325 4205 3210 3765

7510 4055 3250 3250 4055 8055

2740 3390 2410

6815 3475 3500 3000 1420 5380 6585 540 3355 35 3885 4155 3615 3230 90 3485 25 4165 3980 466 3480 3715 695 1420 3000 4495 7520

KEY PLAN

REV	DESCRIPTION	DATE	BY
CD4	CONCEPT DESIGN	24/12/21	CA
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CD1	CONCEPT DESIGN	14/05/21	CH

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TRAFFIC CONTROL SHEET 2 - EX SLAB JOINTS

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD09.15	CD4

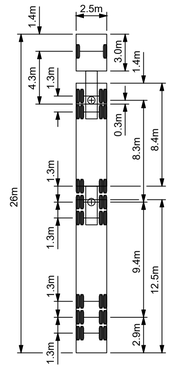
A1 SHEET

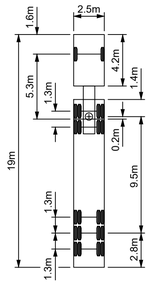
FARRAMS LANE

KELLY STREET

LIVERPOOL STREET

LIVERPOOL STREET





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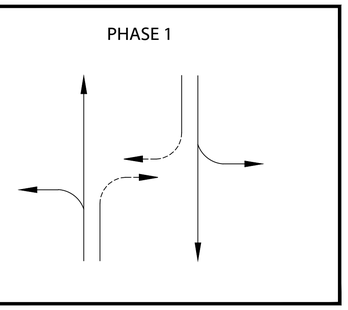
PHASE 1



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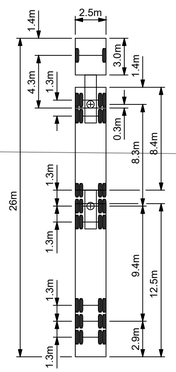

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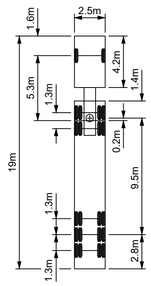
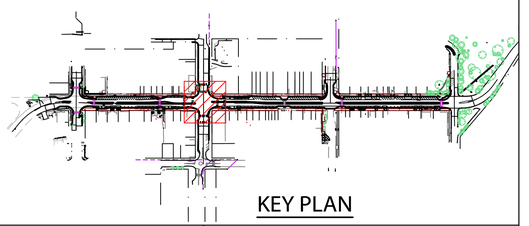


LEGEND

- DENOTES 26.0m B-DOUBLE LEFT TURN
- DENOTES 26.0m B-DOUBLE RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER LEFT TURN



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	22/06/21	CH				
CD1	CONCEPT DESIGN	14/05/21	CH				

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TRAFFIC CONTROL
PHASE 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD09.21 CD2	

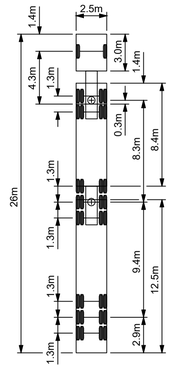
A1 SHEET

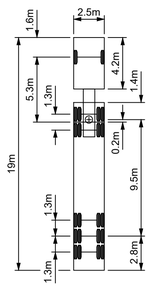
FARRAMS LANE

KELLY STREET

LIVERPOOL STREET

LIVERPOOL STREET





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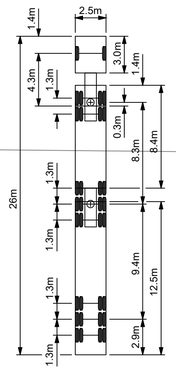
1145

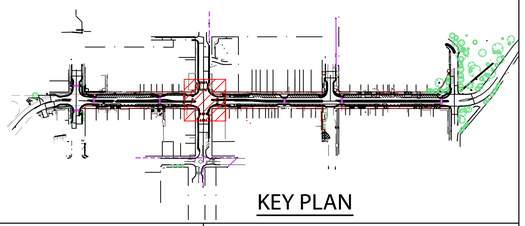
PHASE 2



LEGEND

- DENOTES 26.0m B-DOUBLE LEFT TURN
- DENOTES 26.0m B-DOUBLE RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER LEFT TURN

KELLY STREET



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	22/06/21	CH				
CD1	CONCEPT DESIGN	14/05/21	CH				

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TRAFFIC CONTROL
PHASE 2

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD09.22 CD2	

A1 SHEET

FARRAMS LANE

KELLY STREET

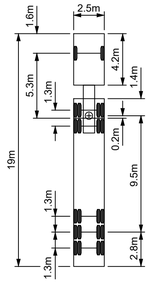
LIVERPOOL STREET

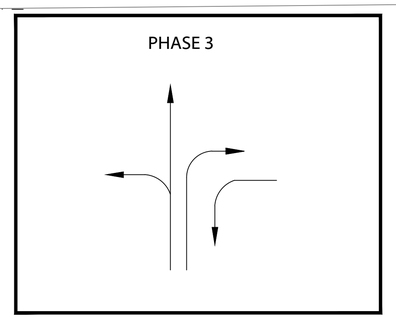
LIVERPOOL STREET

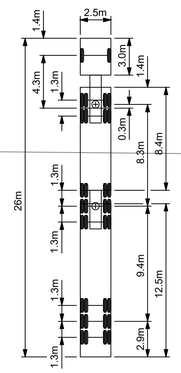
1440

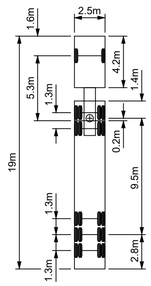
885

KELLY STREET









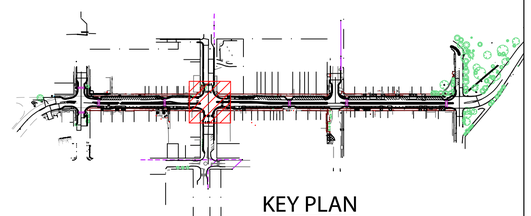
LEGEND

DENOTES 26.0m B-DOUBLE LEFT TURN

DENOTES 26.0m B-DOUBLE RIGHT TURN

DENOTES 19.0m SEMI-TRAILER RIGHT TURN

DENOTES 19.0m SEMI-TRAILER LEFT TURN



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	22/06/21	CA				
CD1	CONCEPT DESIGN	14/05/21	CH				

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TRAFFIC CONTROL
PHASE 3

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD09.23 CD2

A1 SHEET

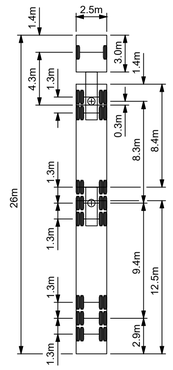
FARRAMS LANE

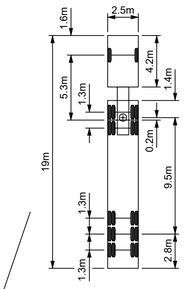
KELLY STREET

LIVERPOOL STREET

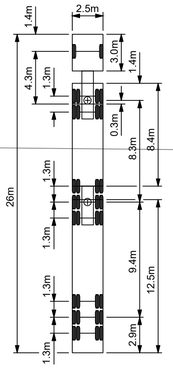
LIVERPOOL STREET

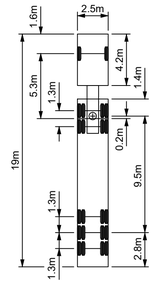
1200





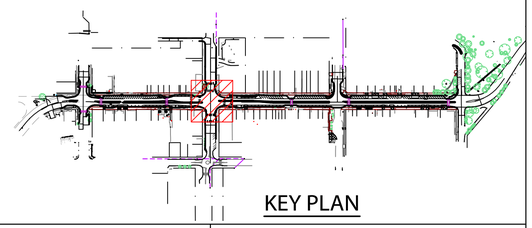
PHASE 4





LEGEND

- DENOTES 26.0m B-DOUBLE LEFT TURN
- DENOTES 26.0m B-DOUBLE RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER LEFT TURN



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	22/06/21	CA				
CD1	CONCEPT DESIGN	14/05/21	CH				

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TRAFFIC CONTROL
PHASE 4

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD09.24	CD2

A1 SHEET

FARRAMS LANE

KELLY STREET

LIVERPOOL STREET

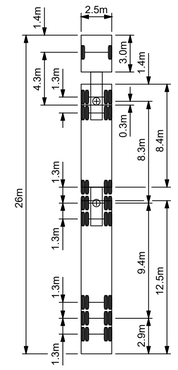
LIVERPOOL STREET

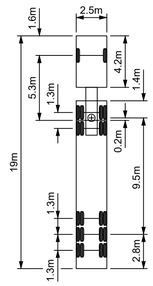
KELLY STREET

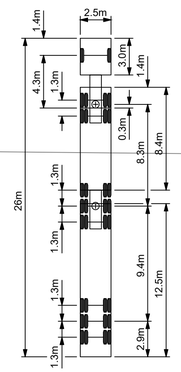
1439

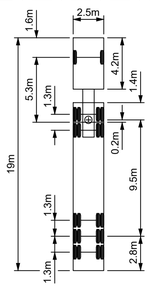
1260

1280



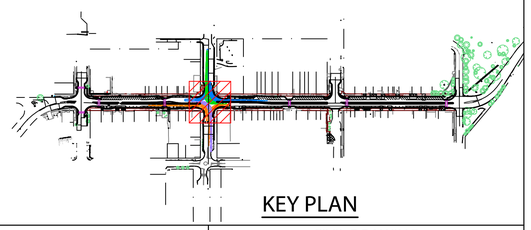






LEGEND

- DENOTES 26.0m B-DOUBLE LEFT TURN
- DENOTES 26.0m B-DOUBLE RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER LEFT TURN



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	05/08/21	CA				

UPPER HUNTER SHIRE COUNCIL
130 LIVERPOOL STREET
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KELLY STREET REVITALISATION PROJECT
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ABN 82 153 018 800

TRAFFIC CONTROL ALTERNATIVE TYPE 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	JULY 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date
Drawing No: Rev
18-130- CD09.30 CD1

A1 SHEET

FARRAMS LANE

KELLY STREET

LIVERPOOL STREET

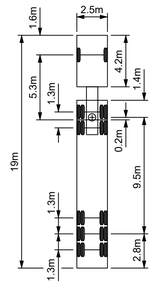
LIVERPOOL STREET

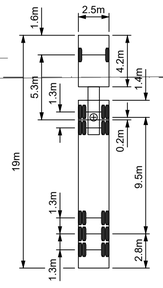
1515

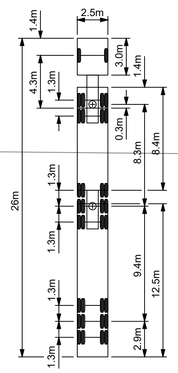
1145

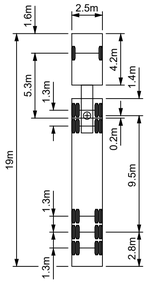
1120

KELLY STREET



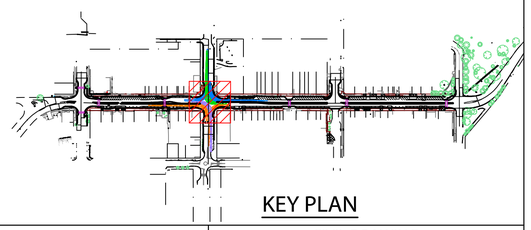






LEGEND

- DENOTES 26.0m B-DOUBLE LEFT TURN
- DENOTES 26.0m B-DOUBLE RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER LEFT TURN



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	05/08/21	CA				

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TRAFFIC CONTROL ALTERNATIVE TYPE 2

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JULY 21	18-130- CD09.31 CD1

A1 SHEET

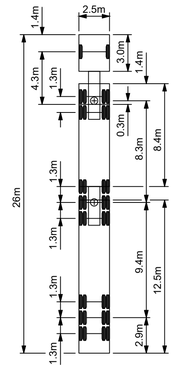
FARRAMS LANE

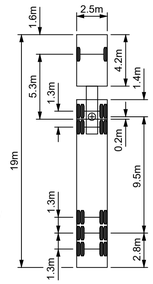
KELLY STREET

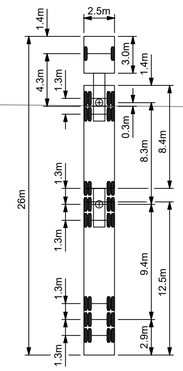
LIVERPOOL STREET

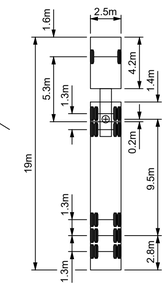
LIVERPOOL STREET

1395









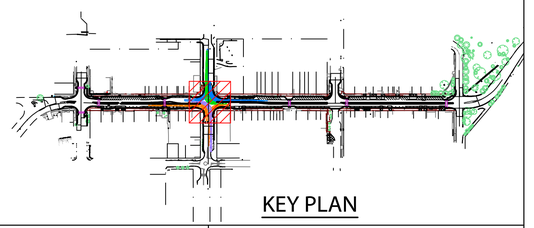
LEGEND

DENOTES 26.0m B-DOUBLE LEFT TURN

DENOTES 26.0m B-DOUBLE RIGHT TURN

DENOTES 19.0m SEMI-TRAILER RIGHT TURN

DENOTES 19.0m SEMI-TRAILER LEFT TURN



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	05/08/21	CA				

UPPER HUNTER SHIRE COUNCIL

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TRAFFIC CONTROL ALTERNATIVE TYPE 3

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JULY 21	18-130- CD09.32 CD1

A1 SHEET

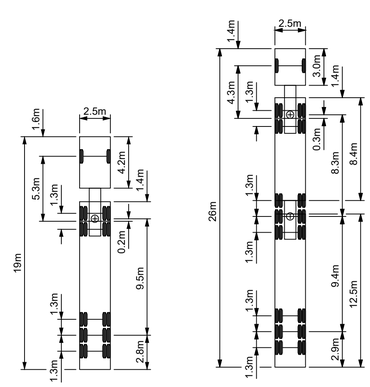
FARRAMS LANE

KELLY STREET

LIVERPOOL STREET

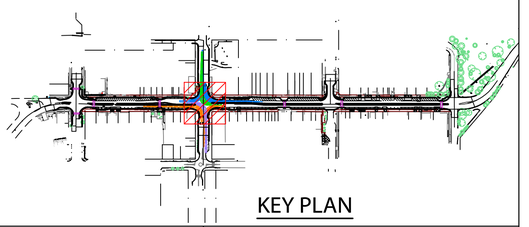
LIVERPOOL STREET

KELLY STREET



LEGEND

- DENOTES 26.0m B-DOUBLE LEFT TURN
- DENOTES 26.0m B-DOUBLE RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER RIGHT TURN
- DENOTES 19.0m SEMI-TRAILER LEFT TURN



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	17/08/21	CA				

UPPER HUNTER SHIRE COUNCIL
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TRAFFIC CONTROL ALTERNATIVE TYPE 4

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

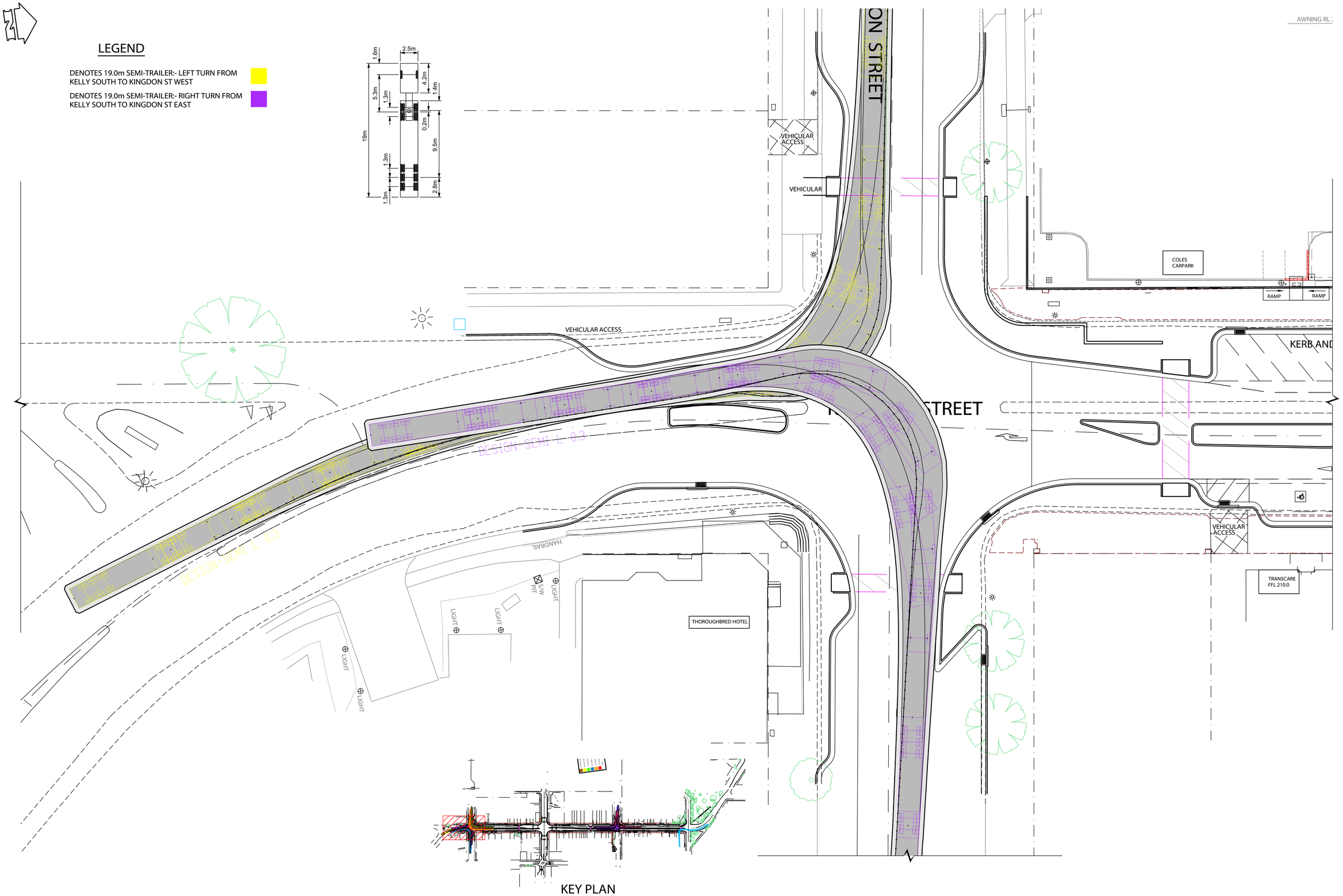
Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	JULY 21	18-130- CD09.32 CD1

A1 SHEET

LEGEND

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM KELLY SOUTH TO KINGDON ST WEST

DENOTES 19.0m SEMI-TRAILER:- RIGHT TURN FROM KELLY SOUTH TO KINGDON ST EAST



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	22/06/21	CA				
CD1	CONCEPT DESIGN	13/05/21	CH				

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TURNING TEMPLATE
KELLY - KINGDON
PATH A
SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

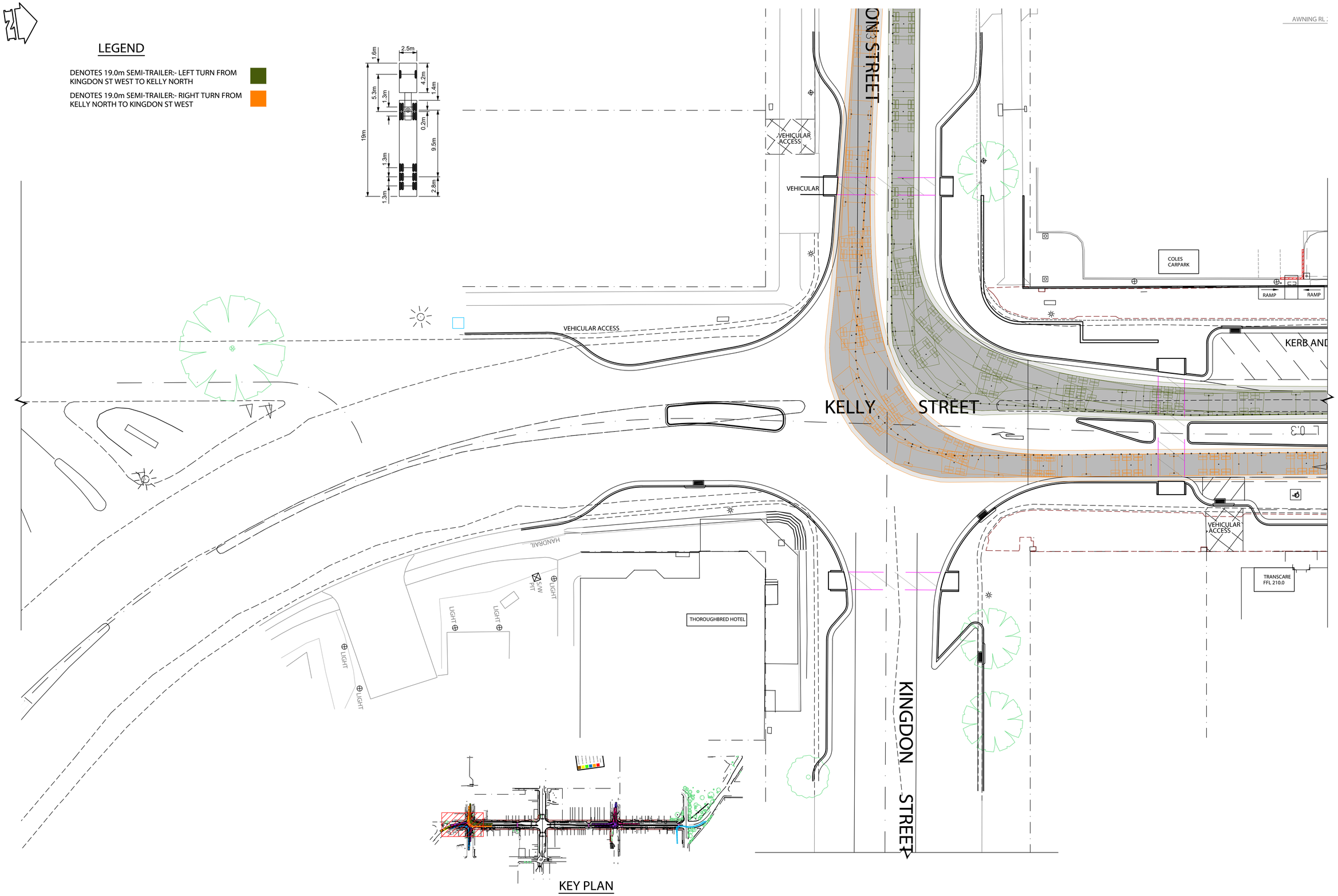
Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD10.10 CD3

A1 SHEET

LEGEND

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM KINGDON ST WEST TO KELLY NORTH

DENOTES 19.0m SEMI-TRAILER:- RIGHT TURN FROM KELLY NORTH TO KINGDON ST WEST



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	22/06/21	CA				

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TURNING TEMPLATE
KELLY - KINGDON
PATH B
SHEET 2

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

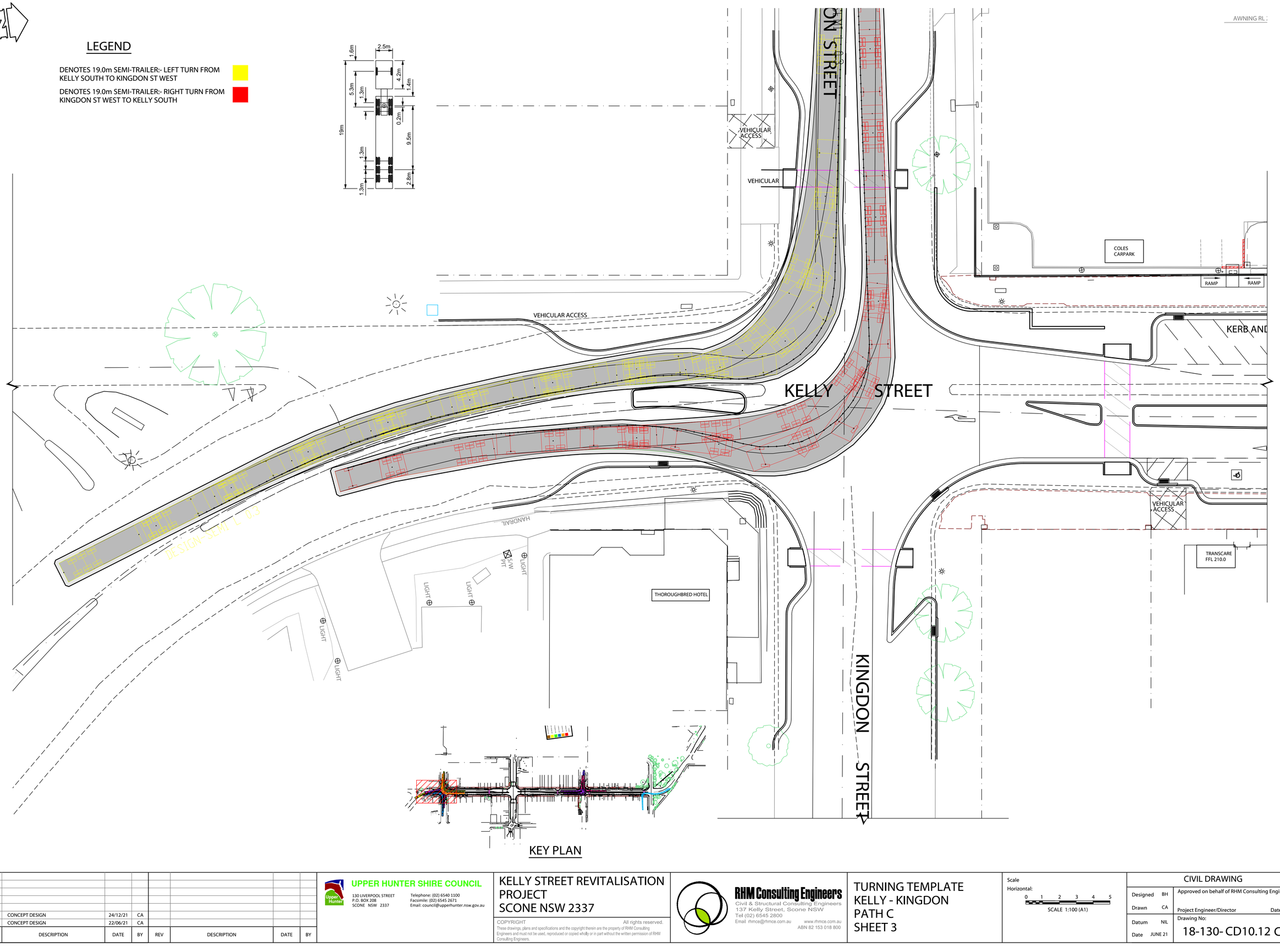
Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD10.11 CD2	

A1 SHEET

LEGEND

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM KELLY SOUTH TO KINGDON ST WEST

DENOTES 19.0m SEMI-TRAILER:- RIGHT TURN FROM KINGDON ST WEST TO KELLY SOUTH



KEY PLAN

REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA
CD1	CONCEPT DESIGN	22/06/21	CA

UPPER HUNTER SHIRE COUNCIL
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ABN 82 153 018 800

TURNING TEMPLATE
KELLY - KINGDON
PATH C
SHEET 3

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

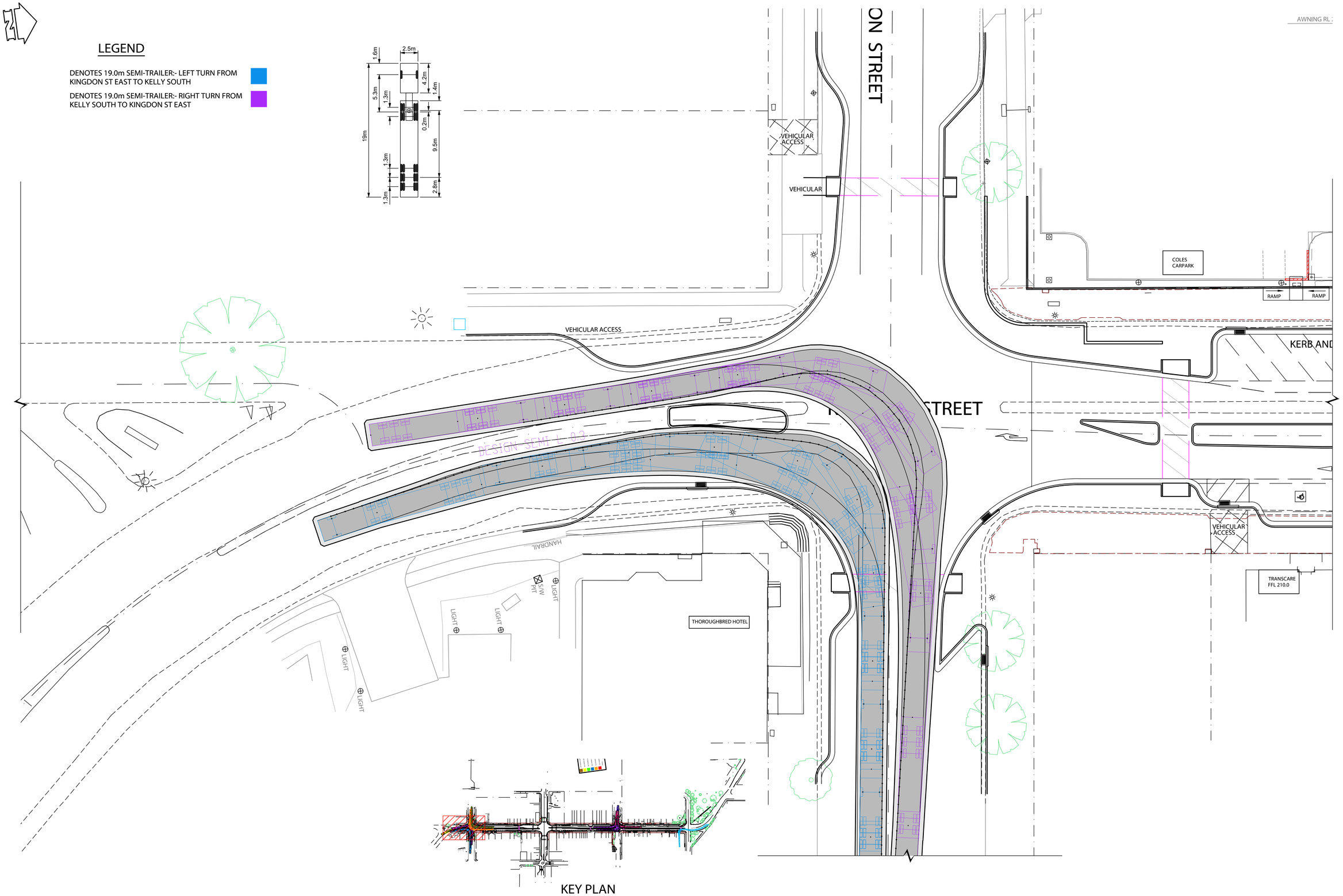
Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	JUNE 21	18-130- CD10.12	CD2

A1 SHEET

LEGEND

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM KINGDON ST EAST TO KELLY SOUTH

DENOTES 19.0m SEMI-TRAILER:- RIGHT TURN FROM KELLY SOUTH TO KINGDON ST EAST



KEY PLAN

REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA
CD1	CONCEPT DESIGN	22/06/21	CA

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ABN 82 153 018 800

TURNING TEMPLATE
KELLY - KINGDON
PATH D
SHEET 4

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	JUNE 21

Approved on behalf of RHM Consulting Engineers
Project Engineer/Director Date

Drawing No: 18-130- CD10.13 CD2 Rev

A1 SHEET

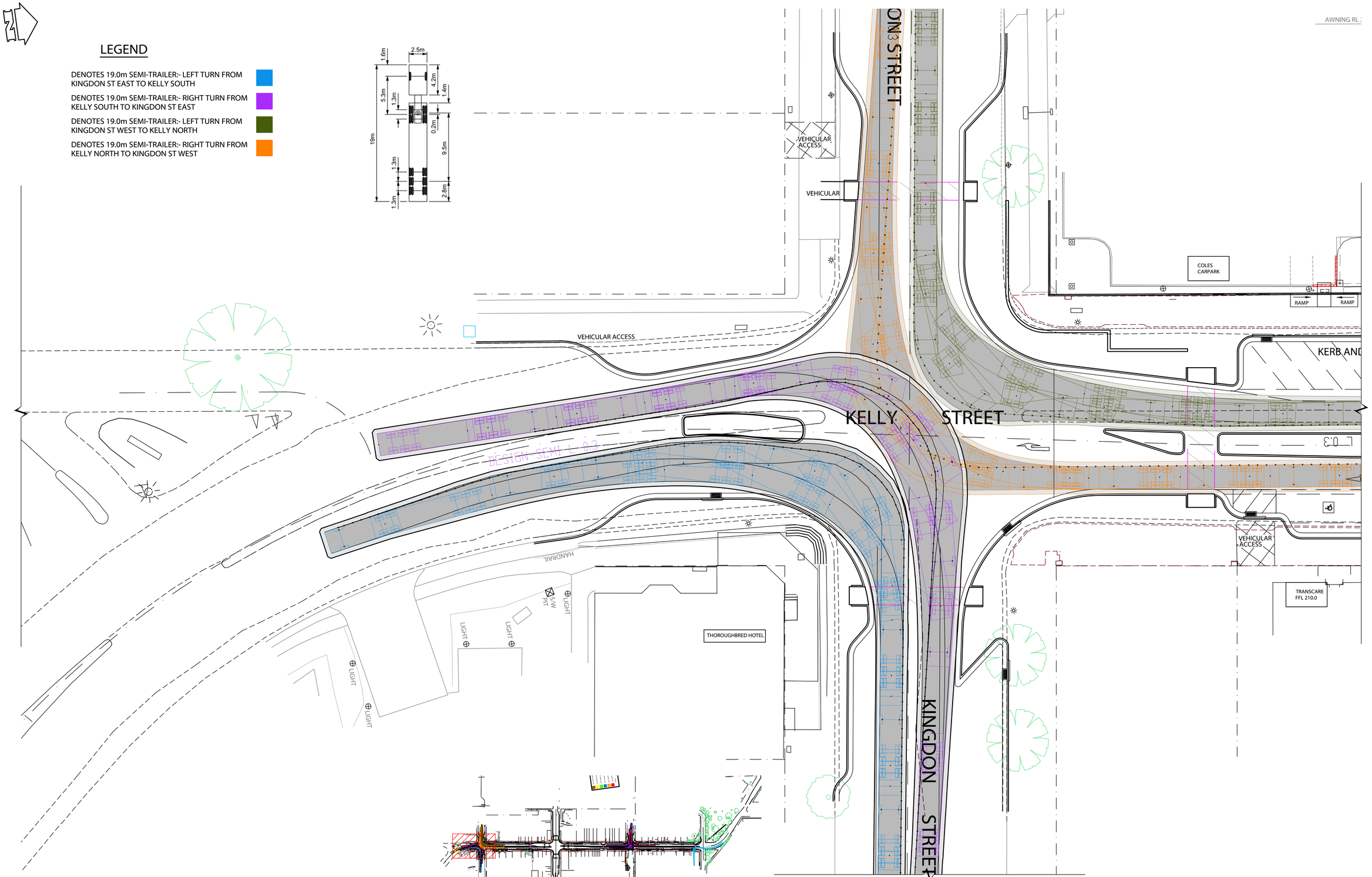
LEGEND

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM KINGDON ST EAST TO KELLY SOUTH

DENOTES 19.0m SEMI-TRAILER:- RIGHT TURN FROM KELLY SOUTH TO KINGDON ST EAST

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM KINGDON ST WEST TO KELLY NORTH

DENOTES 19.0m SEMI-TRAILER:- RIGHT TURN FROM KELLY NORTH TO KINGDON ST WEST



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	22/06/21	CA				
CD1	CONCEPT DESIGN	13/05/21	CH				

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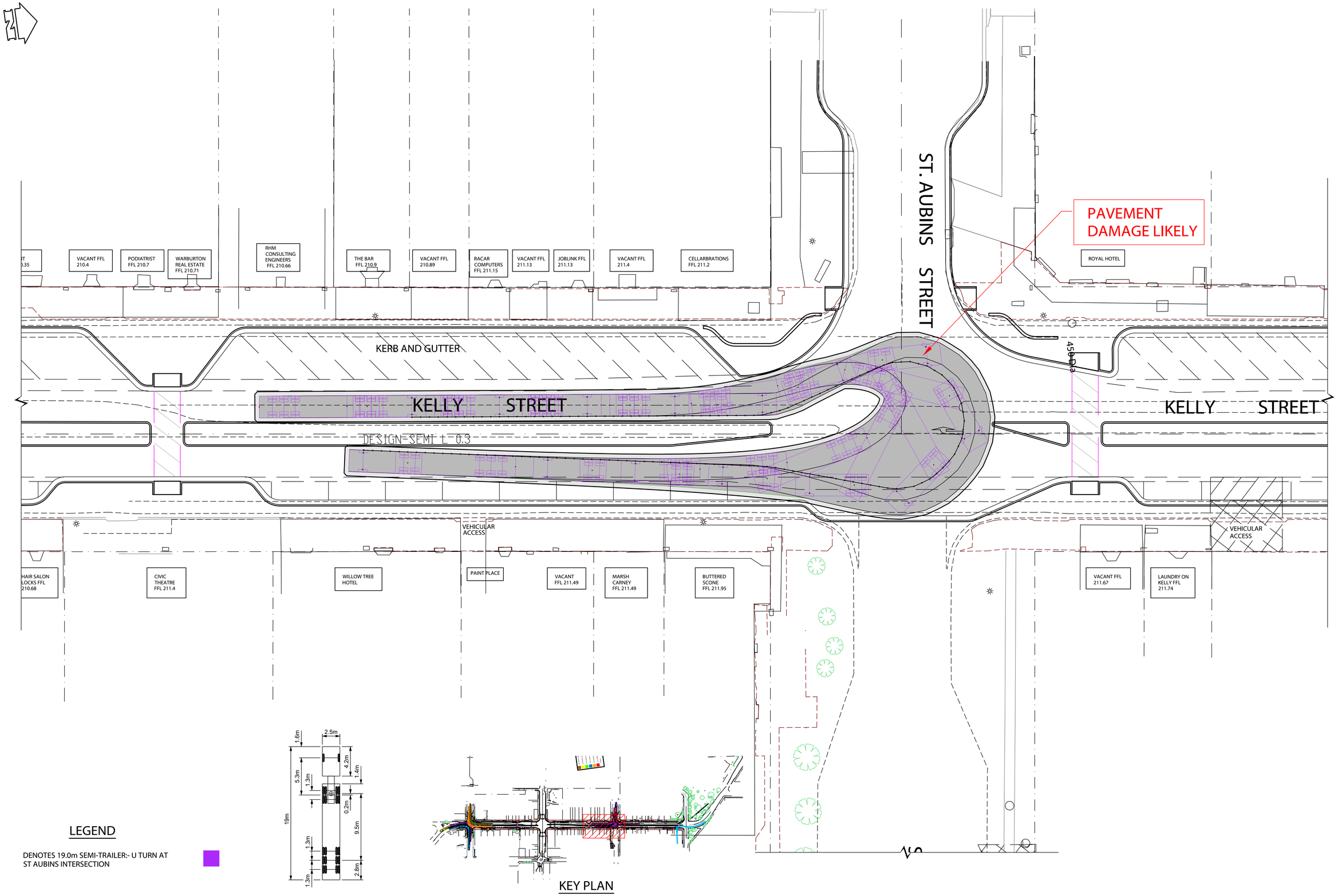
TURNING TEMPLATE
KELLY - KINGDON
PATH E
SHEET 5

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD10.20 CD3	

A1 SHEET



LEGEND

DENOTES 19.0m SEMI-TRAILER:- U TURN AT ST AUBINS INTERSECTION

KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA				
CD2	CONCEPT DESIGN	22/06/21	CA				
CD1	CONCEPT DESIGN	13/05/21	CH				

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TURNING TEMPLATE
U-TURN
ST AUBINS - KELLY
SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD10.30	CD3

A1 SHEET

VACANT FFL 210.4
PODIATRIST FFL 210.7
WARBURTON REAL ESTATE FFL 210.71
RHM CONSULTING ENGINEERS FFL 210.66
THE BAR FFL 210.9
VACANT FFL 210.89
RACAR COMPUTERS FFL 211.15
VACANT FFL 211.13
JOBLINK FFL 211.13
VACANT FFL 211.4
CELLARBRATIONS FFL 211.2
ROYAL HOTEL

KERB AND GUTTER

45.0 DIA

KELLY STREET

14.5M-RIGID-BUS L-0.3

VEHICULAR ACCESS

VEHICULAR ACCESS

HAIR SALON LOCKS FFL 210.68
CIVIC THEATRE FFL 211.4
WILLOW TREE HOTEL
PAINT PLACE
VACANT FFL 211.49
MARSH CARNEY FFL 211.49
BUTTERED SCONE FFL 211.95
VACANT FFL 211.67
LAUNDRY ON KELLY FFL 211.74

LEGEND

DENOTES 14.5m BUS:- LEFT TURN FROM KELLY SOUTH TO ST AUBINS WEST

DENOTES 14.5m BUS:- RIGHT TURN FROM ST AUBINS WEST TO KELLY SOUTH

KEY PLAN

REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA
CD2	CONCEPT DESIGN	22/06/21	CA
CD1	CONCEPT DESIGN	13/05/21	CH

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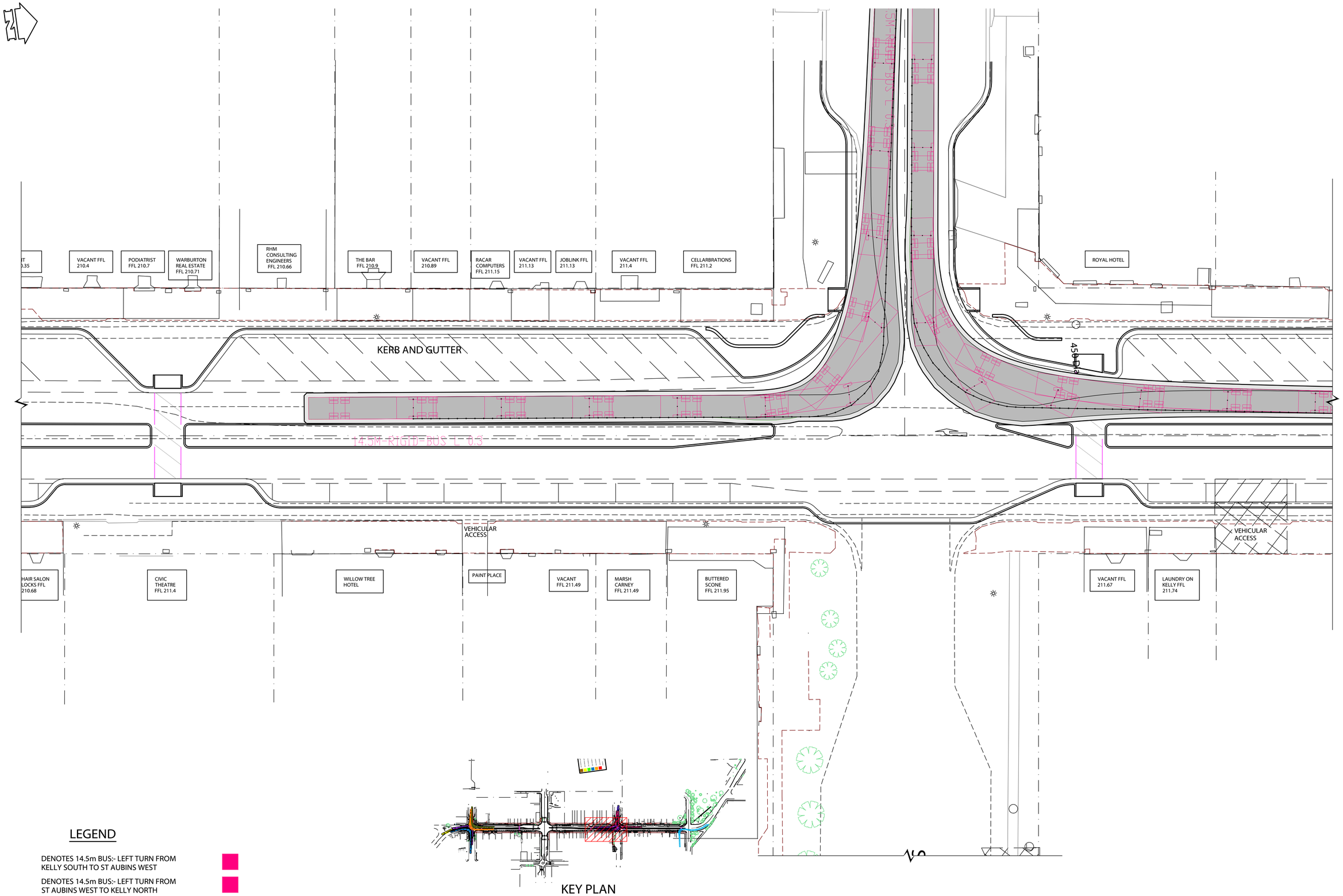
TURNING TEMPLATE
ST AUBINS - KELLY
PATH A
SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD10.40 CD3

A1 SHEET



LEGEND

DENOTES 14.5m BUS:- LEFT TURN FROM KELLY SOUTH TO ST AUBINS WEST

DENOTES 14.5m BUS:- LEFT TURN FROM ST AUBINS WEST TO KELLY NORTH

KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

UPPER HUNTER SHIRE COUNCIL
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KELLY STREET REVITALISATION PROJECT
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Email rhmce@rhmce.com.au
www.rhmce.com.au
ABN 82 153 018 800

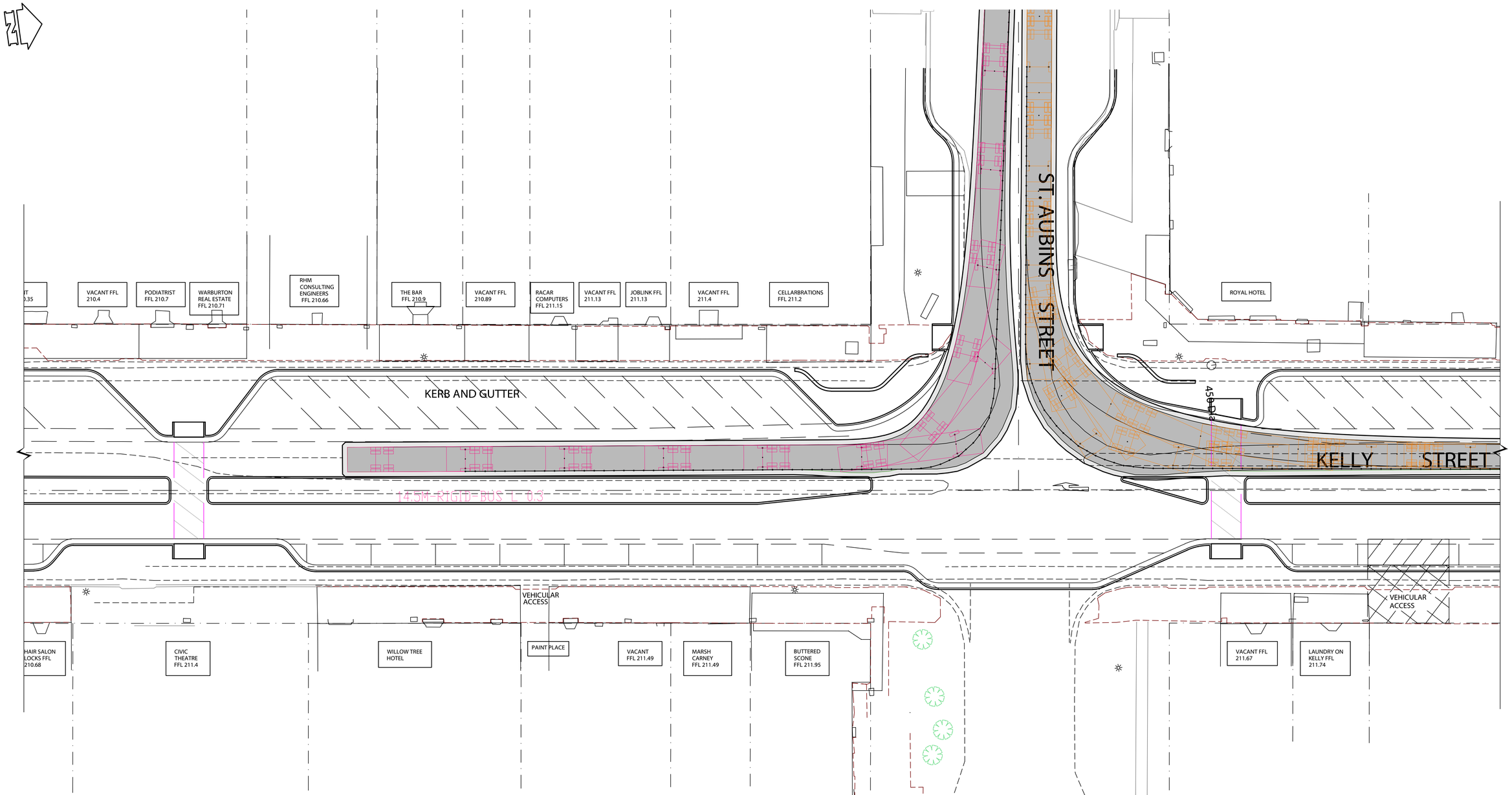
TURNING TEMPLATE
ST AUBINS - KELLY
PATH B
SHEET 2

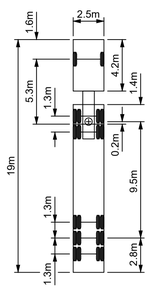
Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

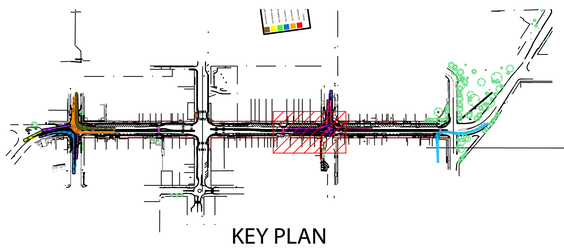
CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD10.41 CD1

A1 SHEET







KEY PLAN

LEGEND

DENOTES 14.5m BUS:- LEFT TURN FROM KELLY SOUTH TO ST AUBINS WEST

DENOTES 19.0m SEMI TRAILER:- LEFT TURN FROM ST AUBINS WEST TO KELLY NORTH

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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TURNING TEMPLATE
ST AUBINS - KELLY
PATH C
SHEET 3

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD10.42 CD1

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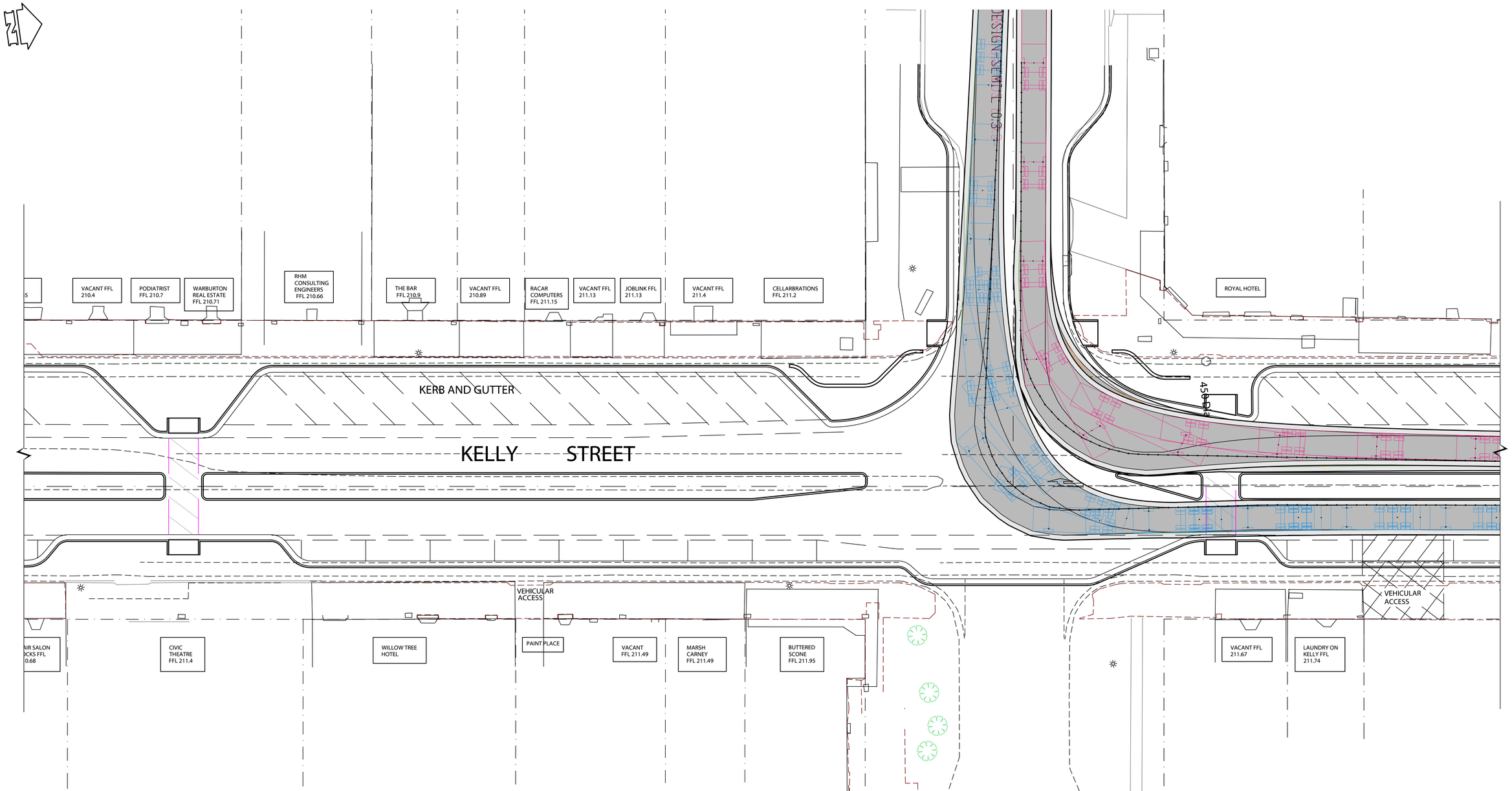
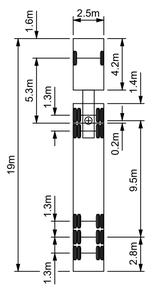
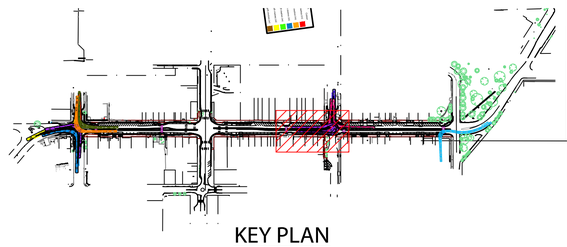




LEGEND

DENOTES 14.5m BUS:- LEFT TURN FROM ST AUBINS WEST TO KELLY NORTH

DENOTES 19.0m SEMI TRAILER:- RIGHT TURN FROM KELLY NORTH TO ST AUBINS WEST



KEY PLAN

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21					

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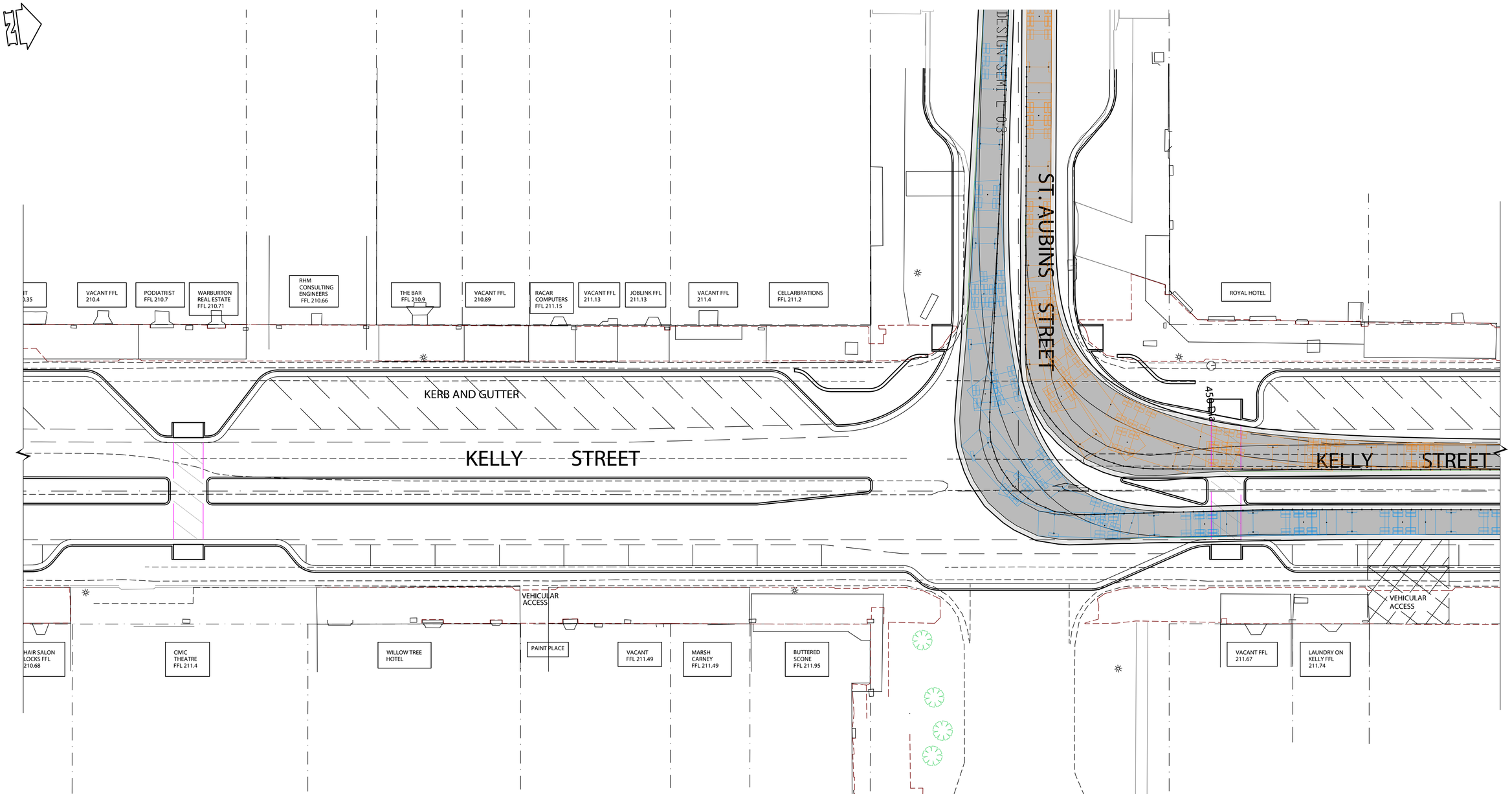
TURNING TEMPLATE
ST AUBINS - KELLY
PATH E
SHEET 4

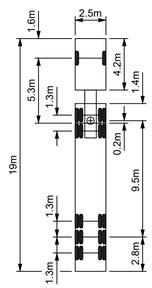
Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD10.43 CD1

A1 SHEET





KEY PLAN

LEGEND

DENOTES 19.0m SEMI TRAILER:- RIGHT TURN FROM KELLY NORTH TO ST AUBINS WEST

DENOTES 19.0m SEMI TRAILER:- LEFT TURN FROM ST AUBINS WEST TO KELLY NORTH

REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA
CD2	CONCEPT DESIGN	22/06/21	CA
CD1	CONCEPT DESIGN	13/05/21	CH

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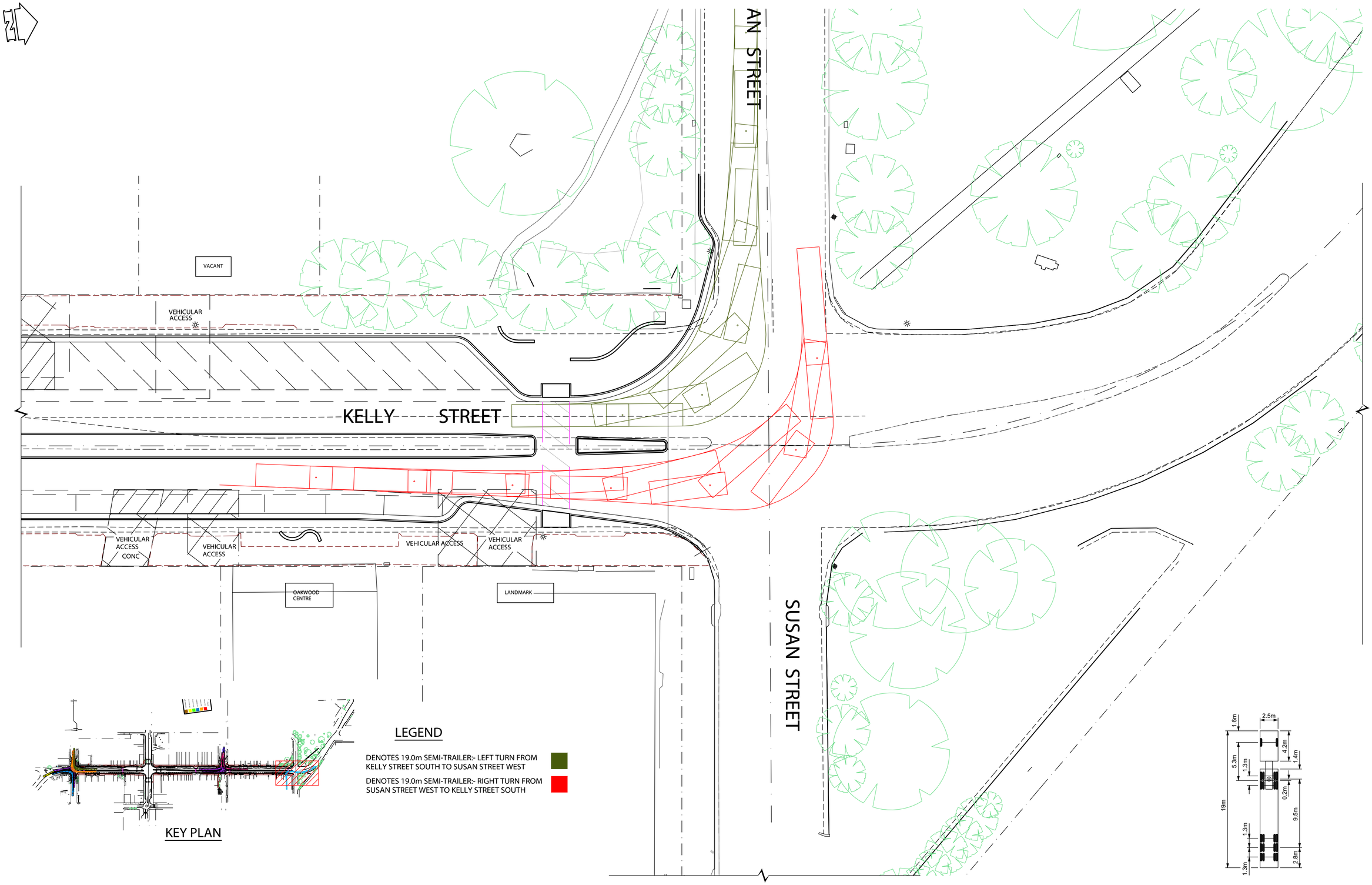
TURNING TEMPLATE
ST AUBINS - KELLY
PATH D
SHEET 5

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD10.50 CD3	

A1 SHEET



KEY PLAN

LEGEND

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM KELLY STREET SOUTH TO SUSAN STREET WEST

DENOTES 19.0m SEMI-TRAILER:- RIGHT TURN FROM SUSAN STREET WEST TO KELLY STREET SOUTH

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	22/06/21	CA				
CD1	CONCEPT DESIGN	13/05/21	CH				

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TURNING TEMPLATE
SUSAN - KELLY
PATH A
SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CA	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD10.60 CD2

A1 SHEET

AN STREET

VACANT

VEHICULAR ACCESS

KELLY STREET

DESIGN SEMI L 0.3

VEHICULAR ACCESS CONC

VEHICULAR ACCESS

VEHICULAR ACCESS

VEHICULAR ACCESS

OAKWOOD CENTRE

LANDMARK

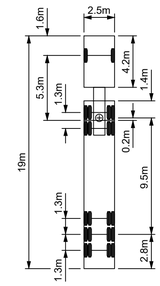
SUSAN STREET

KEY PLAN

LEGEND

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM SUSAN STREET EAST TO KELLY STREET SOUTH

DENOTES 19.0m SEMI-TRAILER:- RIGHT TURN FROM KELLY STREET SOUTH TO SUSAN STREET EAST



REV	DESCRIPTION	DATE	BY
CD3	CONCEPT DESIGN	24/12/21	CA
CD2	CONCEPT DESIGN	22/06/21	CA
CD1	CONCEPT DESIGN	13/05/21	CH

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TURNING TEMPLATE
SUSAN - KELLY
PATH B
SHEET 2

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH
Drawn	CA
Datum	NIL
Date	MAY 21

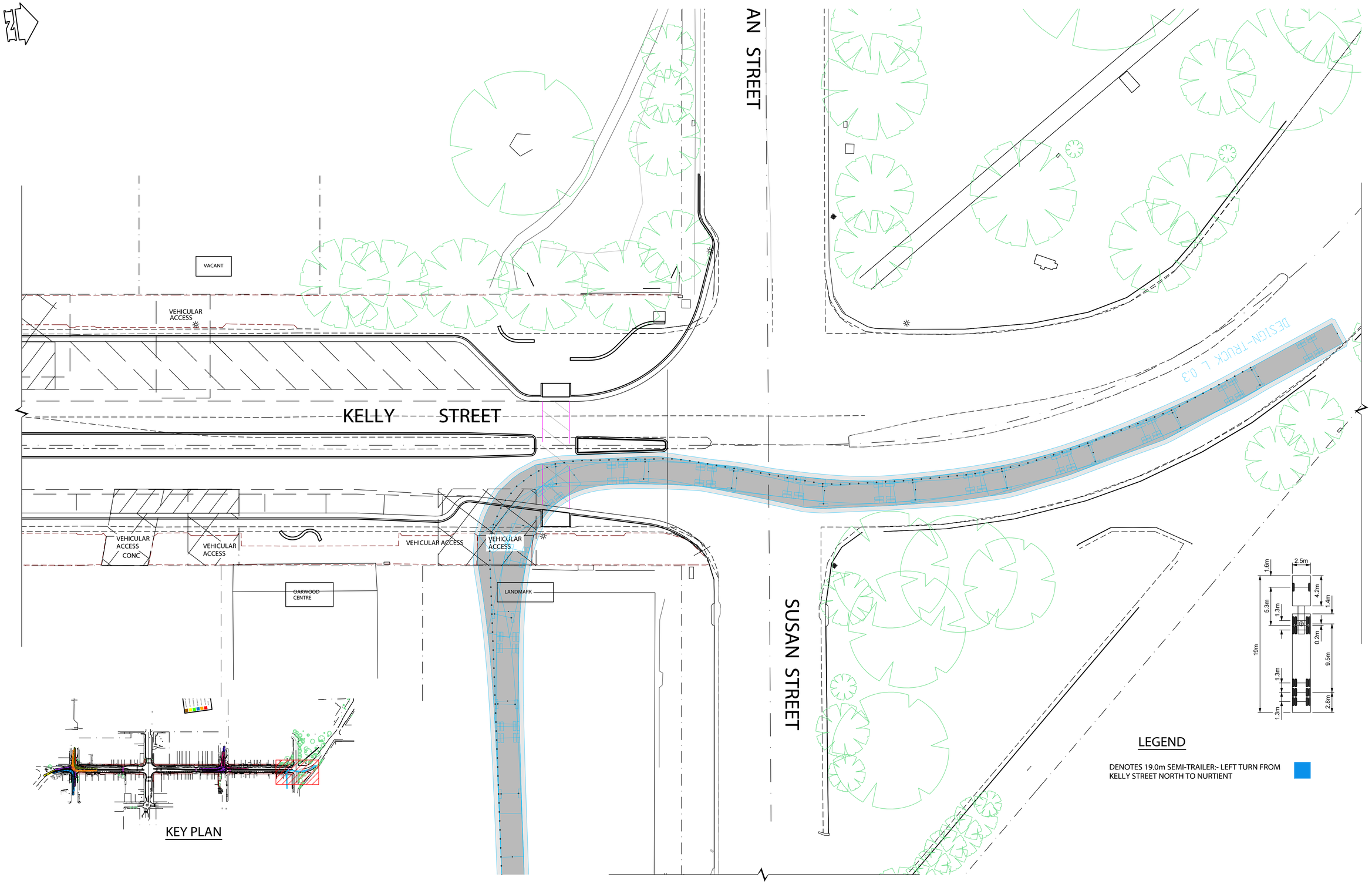
Approved on behalf of RHM Consulting Engineers

Project Engineer/Director Date

Drawing No: Rev

18-130- CD10.70 CD3

A1 SHEET



KEY PLAN

LEGEND

DENOTES 19.0m SEMI-TRAILER:- LEFT TURN FROM KELLY STREET NORTH TO NURTIENT

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD1	CONCEPT DESIGN	24/12/21	CA				

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TURNING TEMPLATE
KELLY TO NURTIENT
PATH A
SHEET 1

Scale
Horizontal:
0 1 2 3 4 5
SCALE 1:100 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD10.80	CD1

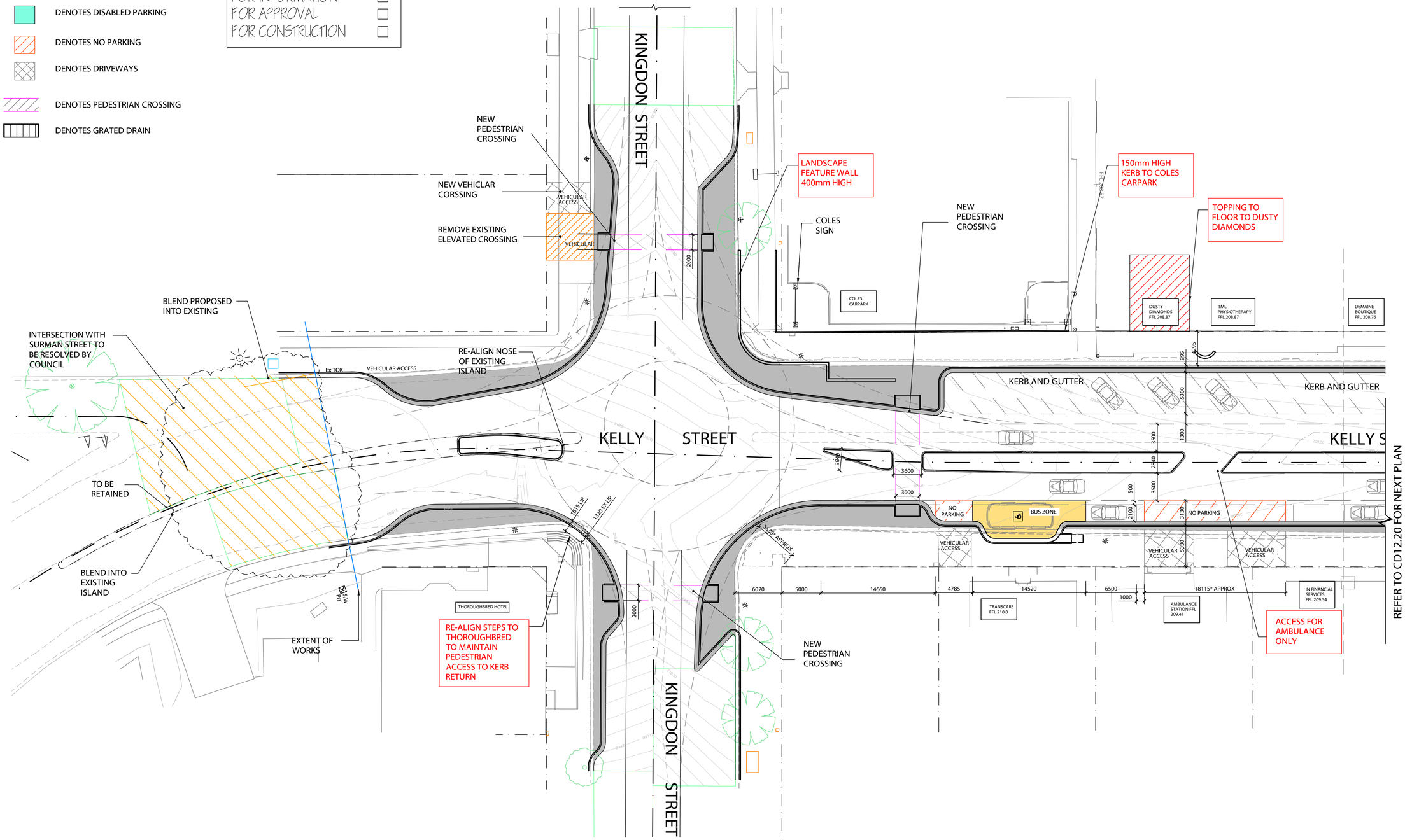
A1 SHEET

DRAWING STATUS

FOR CONCEPT	☑
FOR TENDER	☐
FOR INFORMATION	☐
FOR APPROVAL	☐
FOR CONSTRUCTION	☐

LEGEND

- DENOTES BUS STOP
- DENOTES DISABLED PARKING
- DENOTES NO PARKING
- DENOTES DRIVEWAYS
- DENOTES PEDESTRIAN CROSSING
- DENOTES GRATED DRAIN



REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA				
CD1	CONCEPT DESIGN	09/08/21	CA				

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PROPOSED ROUNDABOUT
KINGDON ST AND KELLY ST
SHEET 1

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers	
Drawn	CA	Project Engineer/Director	Date
Datum	NIL	Drawing No:	Rev
Date	MAY 21	18-130- CD12.10 CD2	

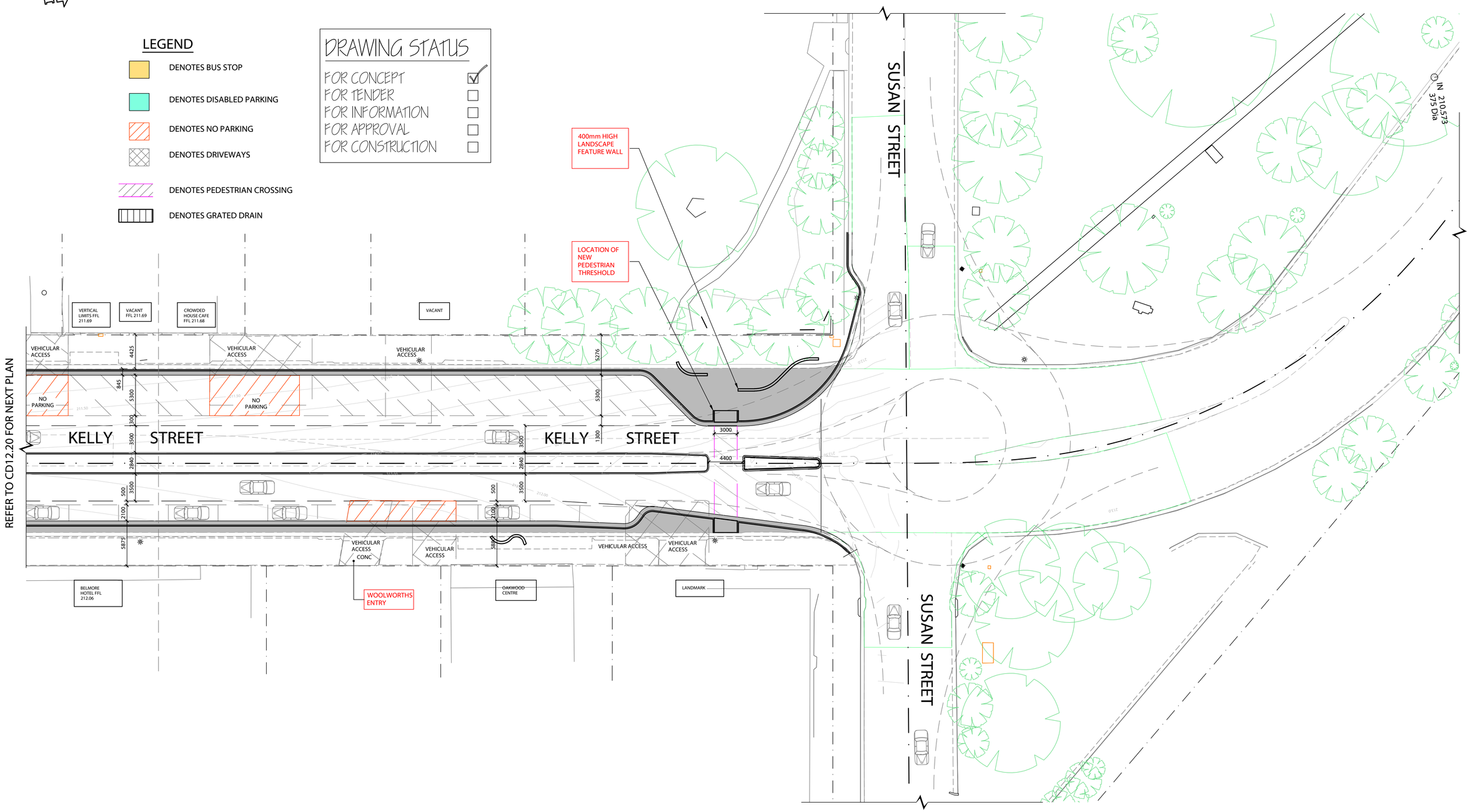
A1 SHEET

LEGEND

- DENOTES BUS STOP
- DENOTES DISABLED PARKING
- DENOTES NO PARKING
- DENOTES DRIVEWAYS
- DENOTES PEDESTRIAN CROSSING
- DENOTES GRATED DRAIN

DRAWING STATUS

FOR CONCEPT	☑
FOR TENDER	☐
FOR INFORMATION	☐
FOR APPROVAL	☐
FOR CONSTRUCTION	☐



REFER TO CD12.20 FOR NEXT PLAN

REV	DESCRIPTION	DATE	BY
CD2	CONCEPT DESIGN	24/12/21	CA
CD1	CONCEPT DESIGN	09/08/21	CA

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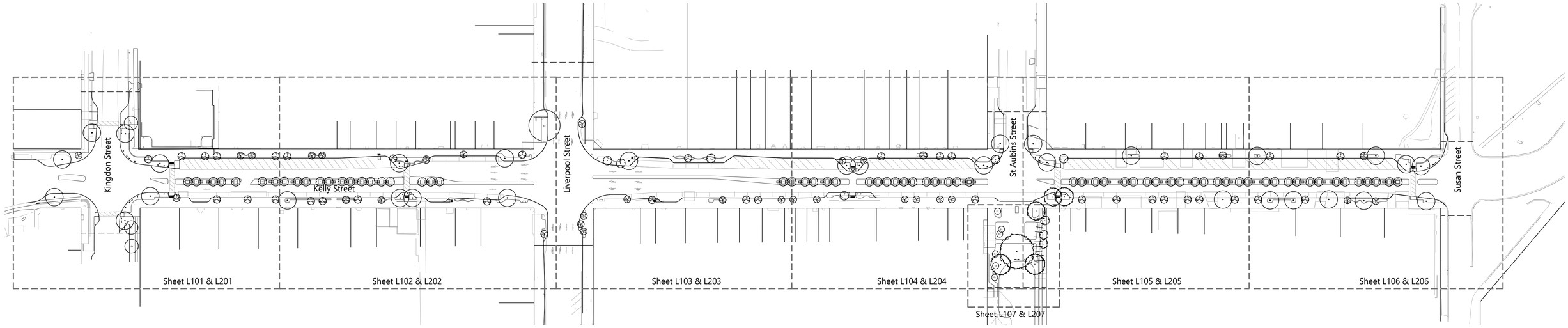
PROPOSED ROUNDABOUT SUSAN ST AND KELLY ST SHEET 1

Scale
Horizontal:
0 2.5 5 7.5 10 12.5
SCALE 1:250 (A1)

CIVIL DRAWING

Designed	BH	Approved on behalf of RHM Consulting Engineers
Drawn	CH	Project Engineer/Director Date
Datum	NIL	Drawing No: Rev
Date	MAY 21	18-130- CD12.20 CD2

Scone CBD



Overall Plan and Sheet Index
Plan

Scale: 1:1000 @ A1

Sheet Index

HARDWORKS LEGEND

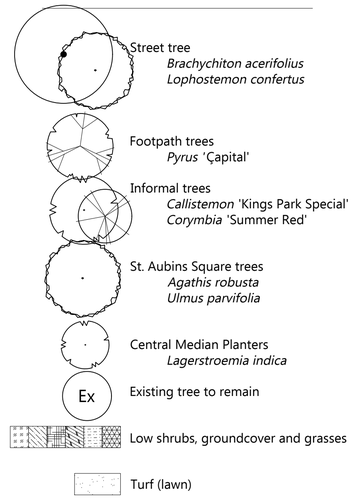
P1	Paving Type 1: Honed concrete with integral colour and paver banding
P2	Paving Type 2: Honed concrete with integral colour - no paver banding
+(211.45)	Existing level
+RL 211.45	Proposed level
	Tactile strip per Australian Standards
	Bin enclosures - refer to schedule, L501
PA	Planting area
	Bench seat - refer to schedule, L501
B	Bubbler - refer to schedule, L501
BP	Bike parking
	Inlaid 'Horse Walk of Fame' plaque
	Tree grate - refer to schedule, L501
B A	Tree planter - refer to schedule, L501
C	Shrub planter - refer to schedule, L501
	Pedestrian lamp post
	Sandstone block - 1200x400x400 mm
	Thematic fence with logo sign
	Containment fence - 900mm high
	Existing street light

PLANTING SCHEDULE:

Abbrev	Botanical Name	Common Name	Pot Size	Density	Qty
Trees					
BA	*Brachychiton acerifolius*	Flame Tree	75 Litre	As Shown	2
CK	*Callistemon* 'Kings Park Special'	Bottlebrush	75 Litre	As Shown	25
CS	*Corymbia* 'Summer Red'	Dwarf Corymbia	75 Litre	As Shown	7
FM	*Ficus macrophylla*	Moreton Bay Fig	200 Litre	As Shown	1
LI	*Lagerstroemia indica*	Crepe Myrtle	75 Litre	As Shown	67
LC	*Lophostemon confertus*	Brushbox	75 Litre	As Shown	29
PP	*Pistacia chinensis*	Chinese Pistache	75 Litre	As Shown	2
PC	*Pyrus* 'Capital'	Ornamental Pear	75 Litre	As Shown	42
Shrubs					
Aa	*Acmena* 'Allyn Magic'	Dwarf Lilly Pilly	5 Litre	0.7m	68
Cc	*Camellia* 'Chansonette'	Camellia	5 Litre	1.0m	2
Lc	*Loropetalum chinense*	Fringe Flower	5 Litre	1.0m	30
Mm	*Murraya* 'Min a Min'	Dwarf Murraya	5 Litre	0.7m	63
Pt	*Pittosporum* 'Miss Muffet'	Pittosporum	5 Litre	0.7m	8
Rc	*Raphiolepsis* 'Cosmic Pink'	Indian Hawthorn	5 Litre	1.0m	38
Wf	*Westringia* 'Jervis Gem'	Coastal Rosemary	5 Litre	1.0m	125
Accent Plants					
De	*Doryanthes excelsa*	Minmi Lily	25 Litre	As Shown	108
Pf	*Phormium* 'Flamin'	NZ Flax	5 Litre	2m2	244
Groundcovers and Grasses					
Ca	*Carex appressa*	Tussock Sedge	50mm tube	4m2	96
Gm	*Grevillea* 'Mt Tamboritha'	Prostrate Grevillea	2.5 Litre	3m2	443
Hv	*Hardenbergia* 'Meema'	Hardenbergia	2.5 Litre	1m2	90
Lr	*Liriope* 'Just Right'	Turf Lily	1.3 Litre	4m2	376
Lv	*Liriope variegata*	Variegated Turf Lily	50mm tube	4m2	181
Lk	*Lomandra* 'Katrinus'	Spiny Matt Rush	1.3 Litre	4m2	192
Ls	*Lomandra* 'Shara'	Dwarf Spiny Matt Rush	1.3 Litre	4m2	1021
Ra	*Rhagodia* 'Aussie Flat Bush'	Salt Bush	2.5 Litre	2m2	147
Mu	*Melaleuca* 'Ulladulla Beacon'	Ulladulla Beacon	2.5 Litre	3m2	201
Mp	*Myoporum parvifolium*	Creeping Boobialla	2.5 Litre	3m2	390
Climber along trellis structure					
Rb	*Rosa banksiae lutea*	Banksia Rose	5 Litre	As shown	20

Notes:
1. All plants to be inspected and approved by the superintendent or clients representative prior to installation.
2. Plant numbers shown on drawings take preference over those shown on the plant schedule

PLANTING LEGEND
(Suggested tree types shown)



Street tree
Brachychiton acerifolius
Lophostemon confertus

Footpath trees
Pyrus 'Çapital'

Informal trees
Callistemon 'Kings Park Special'
Corymbia 'Summer Red'

St. Aubins Square trees
Agathis robusta
Ulmus parvifolia

Central Median Planters
Lagerstroemia indica

Existing tree to remain

Low shrubs, groundcover and grasses

Turf (lawn)

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Scale As noted

Revisions			Revisions		
Issue	Details	Date	Issue	Details	Date
			1	Tender Issue	22.12.21
			2	Tender Issue	15.01.22

Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Overall Plan and Sheet Layout

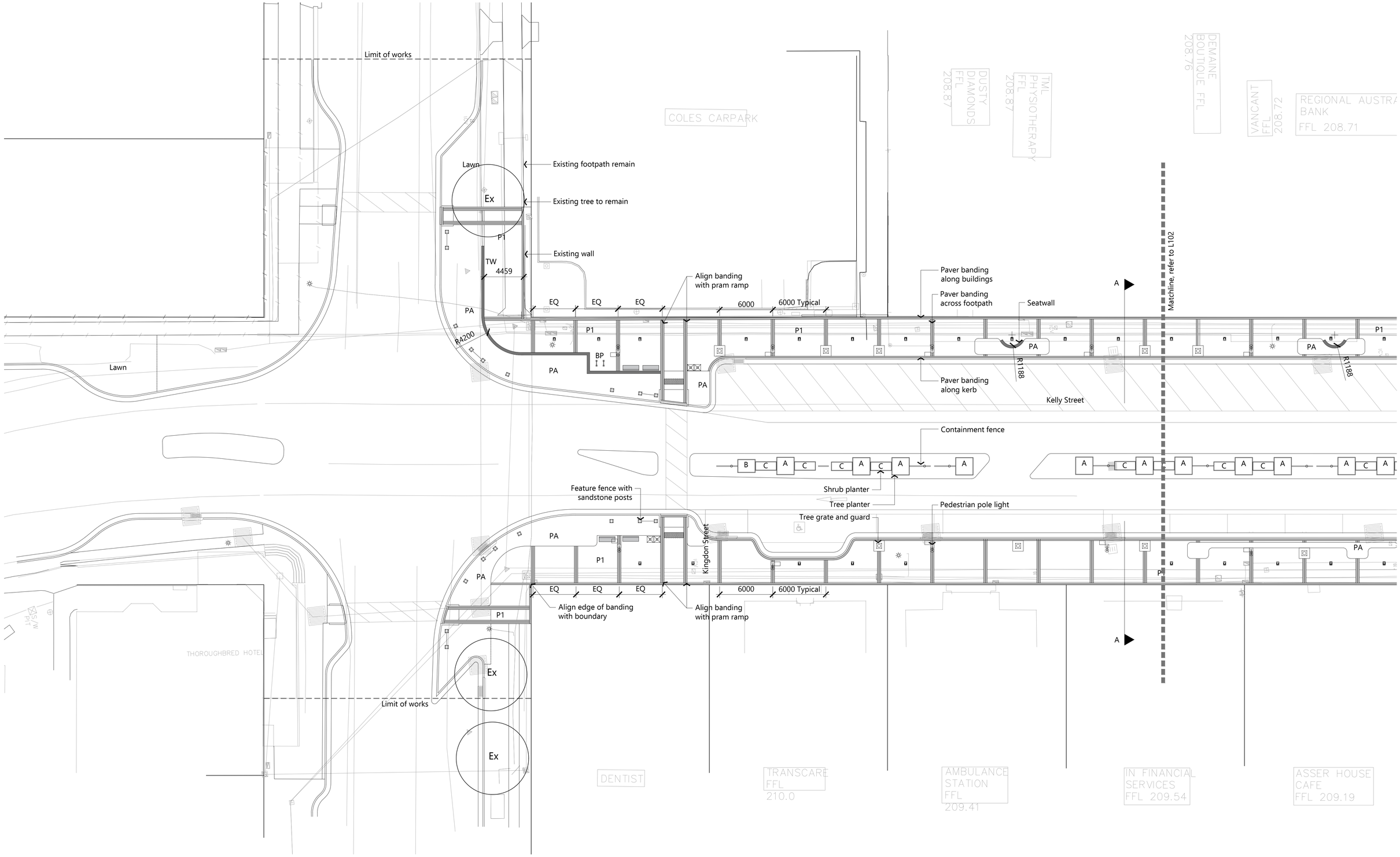
Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

Sheet: L01



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Scale: 1:250 @ A1

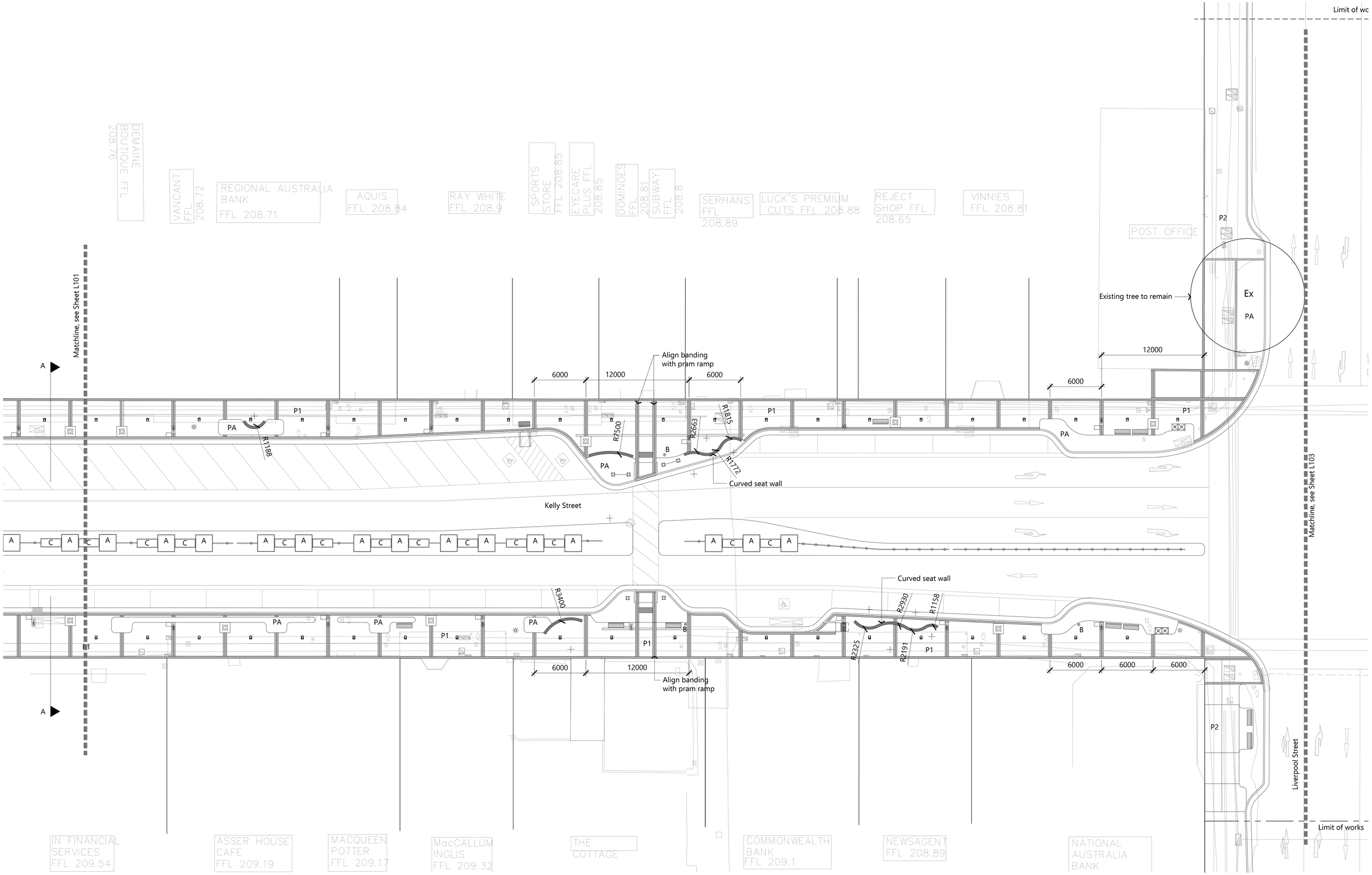
Revisions			Revisions		
Issue	Details	Date	Issue	Details	Date
			1	Tender Issue	22.12.21
			2	Tender Issue	15.01.22

Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Hardworks Plan

Site: Kelly Street, Scone
Date: 15 January 2022
Job No: 2047
Revision: 2
Sheet: L101



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Scale: 1:250 @ A1

Revisions

Issue	Details	Date

Revisions

Issue	Details	Date
1	Tender Issue	22.12.21
2	Tender Issue	15.01.22

Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Hardworks Plan

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

Sheet: L102

Limit of works

POST OFFICE

CAMPBELLS CORNER

GENERAL SURF CO. FFL 209.6

TARGET COUNTRY FFL 209.61

RUBY'S GIRL FFL 209.6

LAUREN ST. CLAIR FFL 209.68

MELANIE'S FFL 209.92

FFL 209.94

FARRAMS

FFL 209.94

SCONE CHEMIST FFL 210.09

FFL 210.35

P2

P1

PA

Ex

ng tree to remain

FFL 209.27

FFL 209.54

FFL 209.55

FFL 209.54

FFL 209.53

12000

6000

6000

R5666

R6242

R5036

1315

R6041

R6811

Matchline, see Sheet L102

Matchline, see Sheet L104

Kelly Street

C A C A C A C A

6000 6000

6000 6000

FFL 209.7

FFL 209.7

FFL 209.73

FFL 209.72

FFL 209.9

Liverpool Street

Limit of works

SCONE LEGAL FFL 210.16

GOLDEN FLEECE HOTEL

KIM BARKERS' BARBER SHOP

WESTPAC BANK FFL210.18

HELLOWORLD TRAVEL FFL 210.11

VACANT FFL 210.25

SCONE SPARE PARTS FFL210.37

VACANT FFL 210.69

THE HUN GOURME FFL 210.

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Revisions

Issue	Details	Date

Revisions

Issue	Details	Date
1	Tender Issue	22.12.21
2	Tender Issue	15.01.22

Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Hardworks Plan

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

Sheet: L103


Limit of works
St Aubins Street
Align banding with pram ramp
Inlaid plaque
Containment fence
Kelly Street
Matchline, see Sheet L103
Matchline, see Sheet L105
Shrub planter
Tree planter
Tree grate and guard
Centreline
Lay out from pram ramp
Existing tree to remain
Electrical switchboard
Lawn
Existing overhead structure to remain
Proposed overhead trellis structure with vines for shade
Paved area with seatwall
Thematic fencing
R2400
P1
P2
PA
Ex
EQ
6000
7200
3305
4000
9000
7000
2000
1600
1815
3064
2084
2400
1000
800
SCONE CHEMIST FFL 210.09
CELLARBRATIONS FFL 211.2
ROYAL HOTEL
CIVIC THEATRE FFL 211.4
WILLOW TREE HOTEL
PAINT PLACE
BUTTERED SCONE FFL 211.95
LAUNDRY ON KELLY FFL 211.74

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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Hardworks Plan

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

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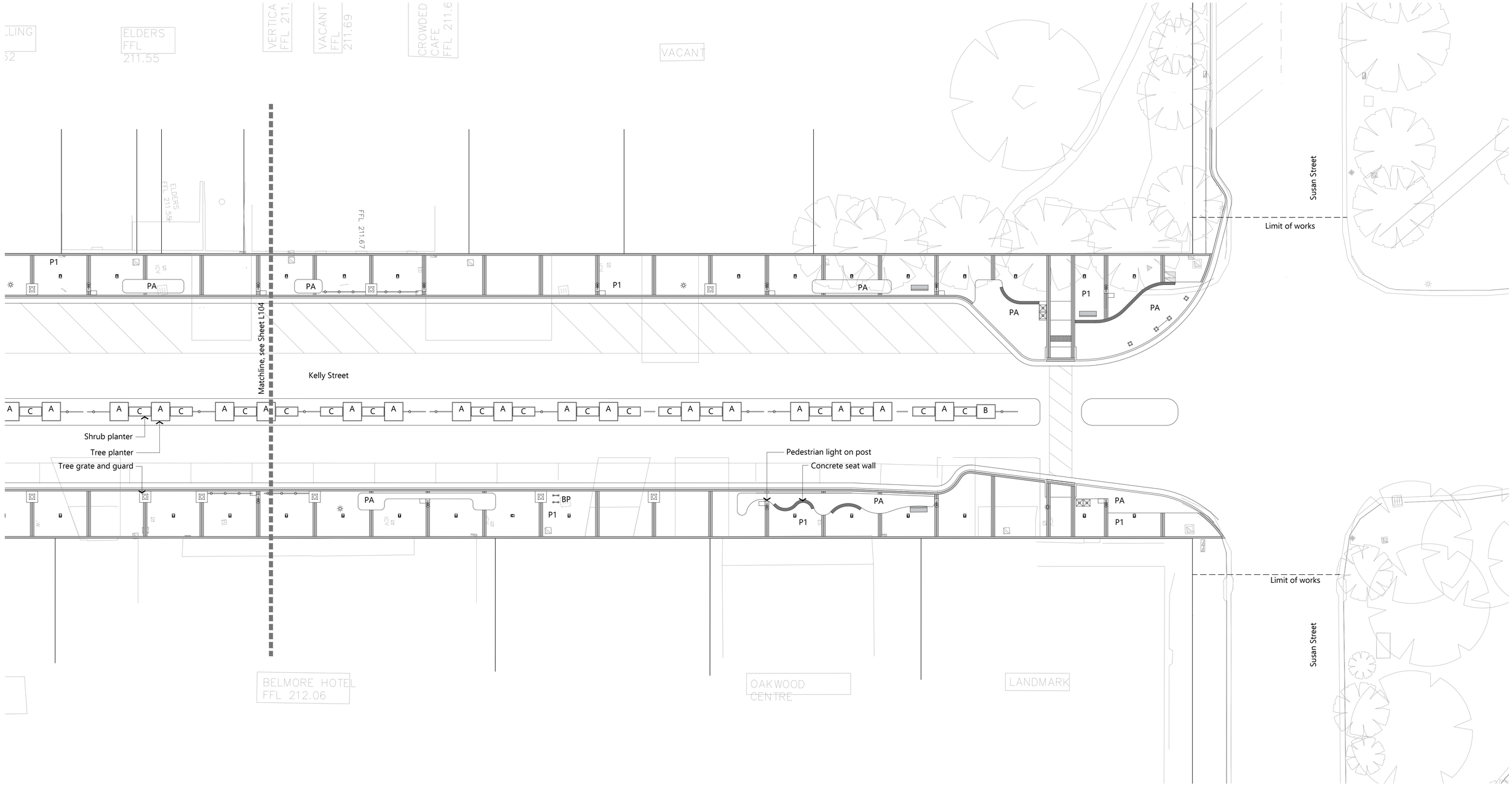
Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Hardworks Plan

Site: Kelly Street, Scone
Date: 15 January 2022
Job No: 2047
Revision: 2
Sheet: L105



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Scone CBD

Client:
Upper Hunter Shire Council

Title:
Hardworks Plan

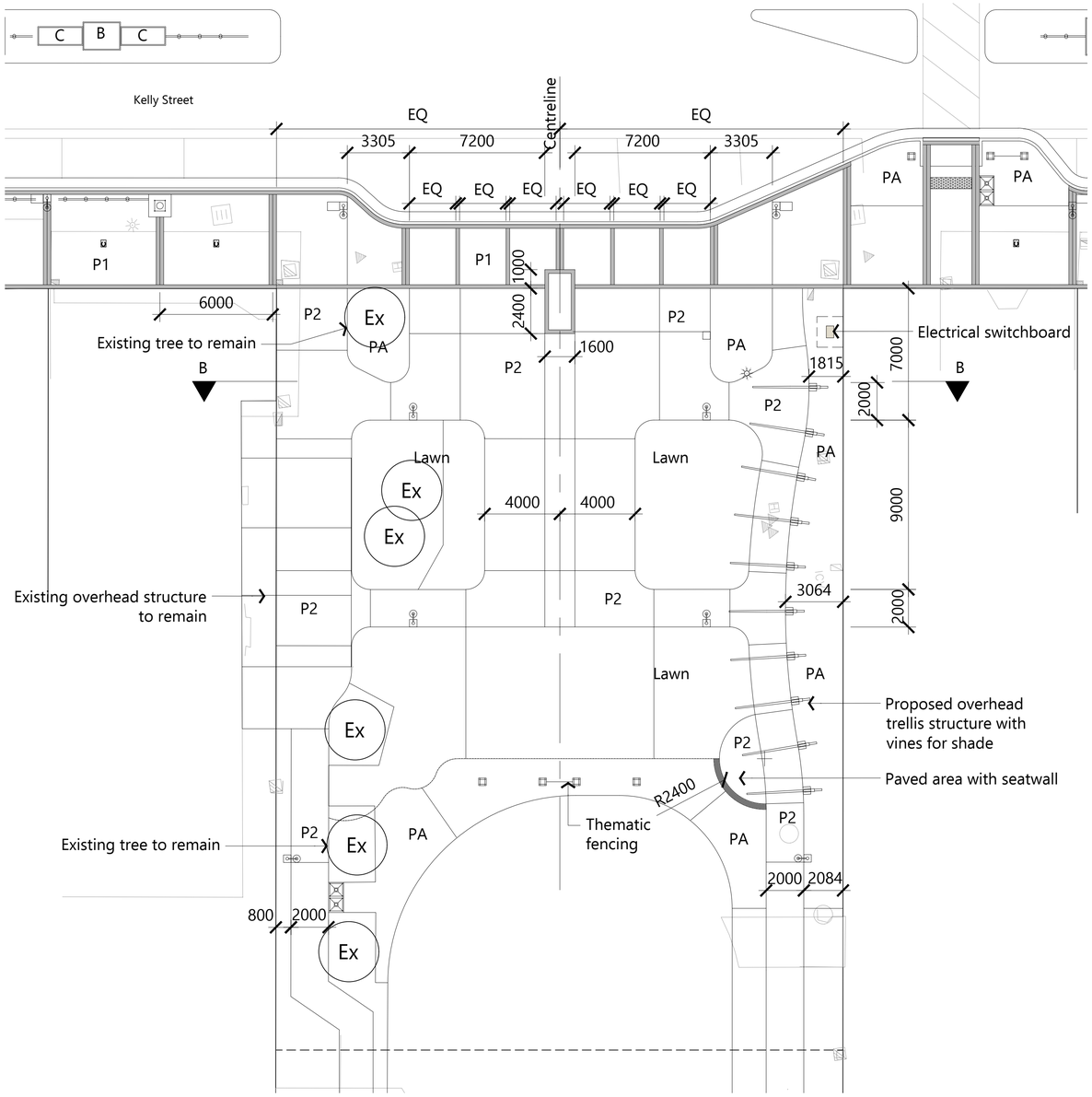
Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

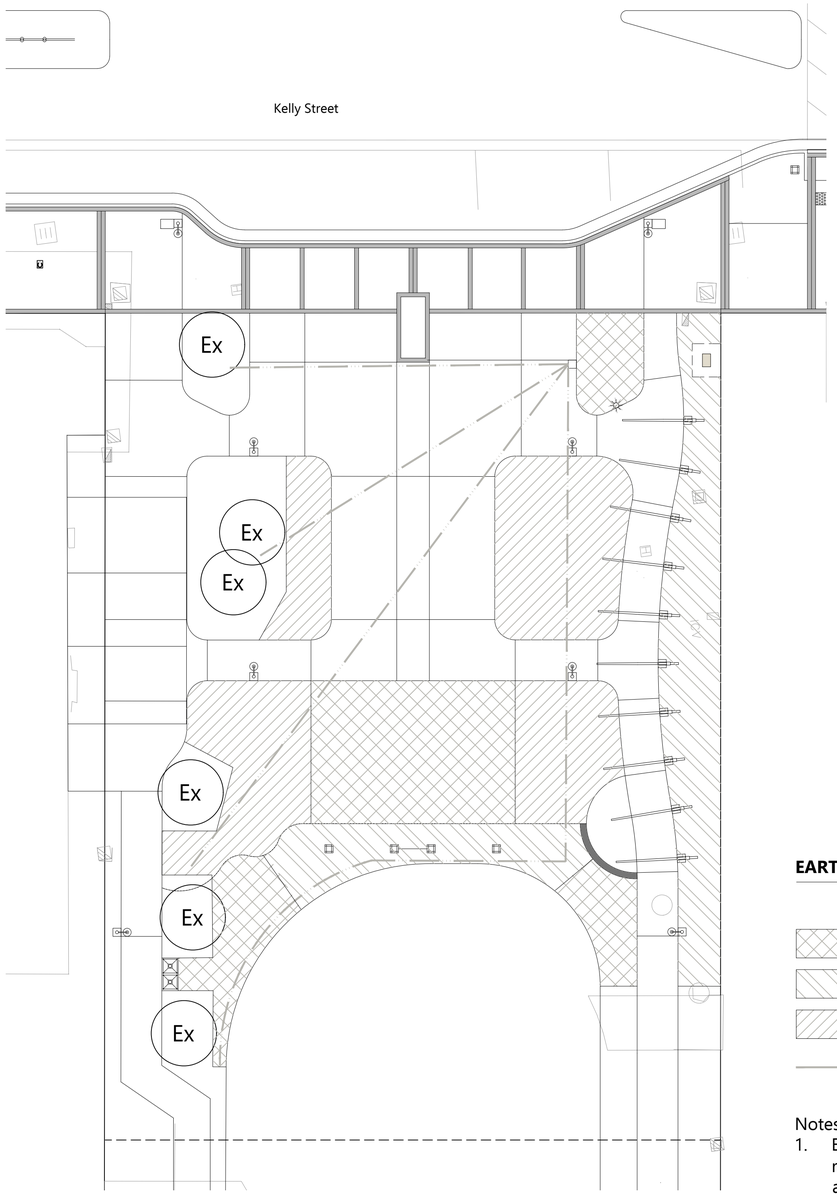
Revision: 2

Sheet: L105



Hardworks Plan St Aubins Park
Plan

Scale: 1:150



Earthworks Plan St Aubins Park
Plan

Scale: 1:150

EARTHWORKS LEGEND

Depth of soil removal and replacement

- 600mm deep
- 300mm deep
- 100mm deep
- 100mm dia. subsoil drain with 1% fall per engineer

Notes:

1. Ensure road base material from existing road is removed from under all planting areas
2. Do not excavate around existing trees where roots occur, arborist to advise on excavation limits
3. Drainage is diagrammatic only, refer to engineer's drawings for final levels and all drainage.

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2	Tender Issue	15.01.22

Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Hardworks Plan and Earthworks Plan St Aubins Park

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

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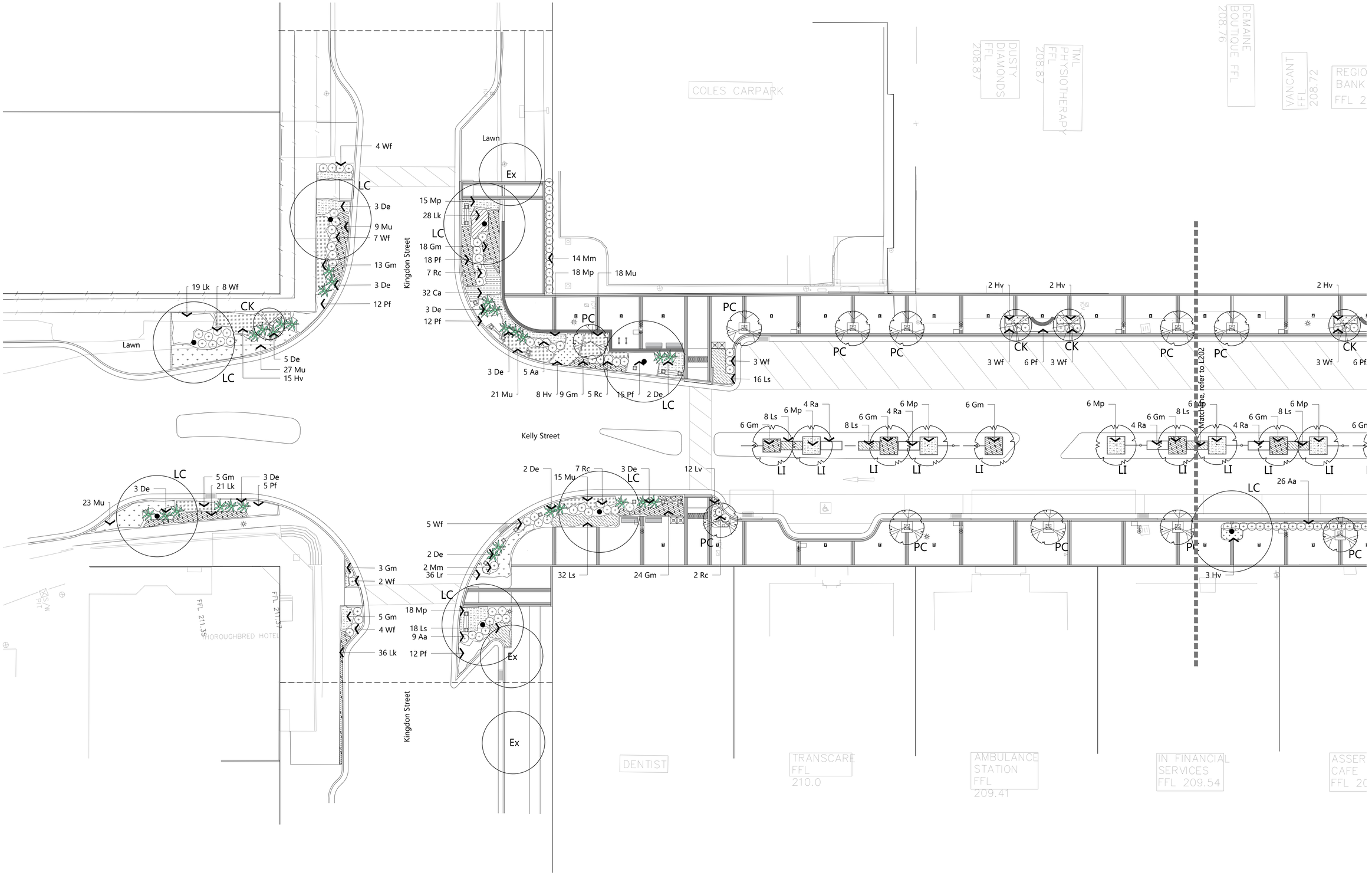

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2	Tender Issue	15.01.22

Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Planting Plan

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

Sheet: L201

DEMAINE BOUTIQUE FFL 208.76
VANCANT FFL 208.72
REGIONAL AUSTRALIA BANK FFL 208.71
AQUIS FFL 208.84
RAY WHITE FFL 208.9
SPORTS STORE FFL 208.85
EYECARE PLUS FFL 208.85
DOMINOES FFL 208.81
SUBWAY FFL 208.8
SERHANS FFL 208.89
LUCK'S PREMIUM CUTS FFL 208.88
REJECT SHOP FFL 208.65
VINNIES FFL 208.81
POST OFFICE

Matchline, see Sheet L201

Matchline, see Sheet L203

Kelly Street

Liverpool Street

IN FINANCIAL SERVICES FFL 209.54
ASSER HOUSE CAFE FFL 209.19
MACQUEEN POTTER FFL 209.17
MacCALLUM INGLIS FFL 209.32
THE COTTAGE
COMMONWEALTH BANK FFL 209.1
NEWSAGENT FFL 208.89
NATIONAL AUSTRALIA BANK FFL 209.64

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			1	Tender Issue	22.12.21
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Scale: 1:250 @ A1

Project: Scone CBD

Client: Upper Hunter Shire Council

Title: Planting Plan

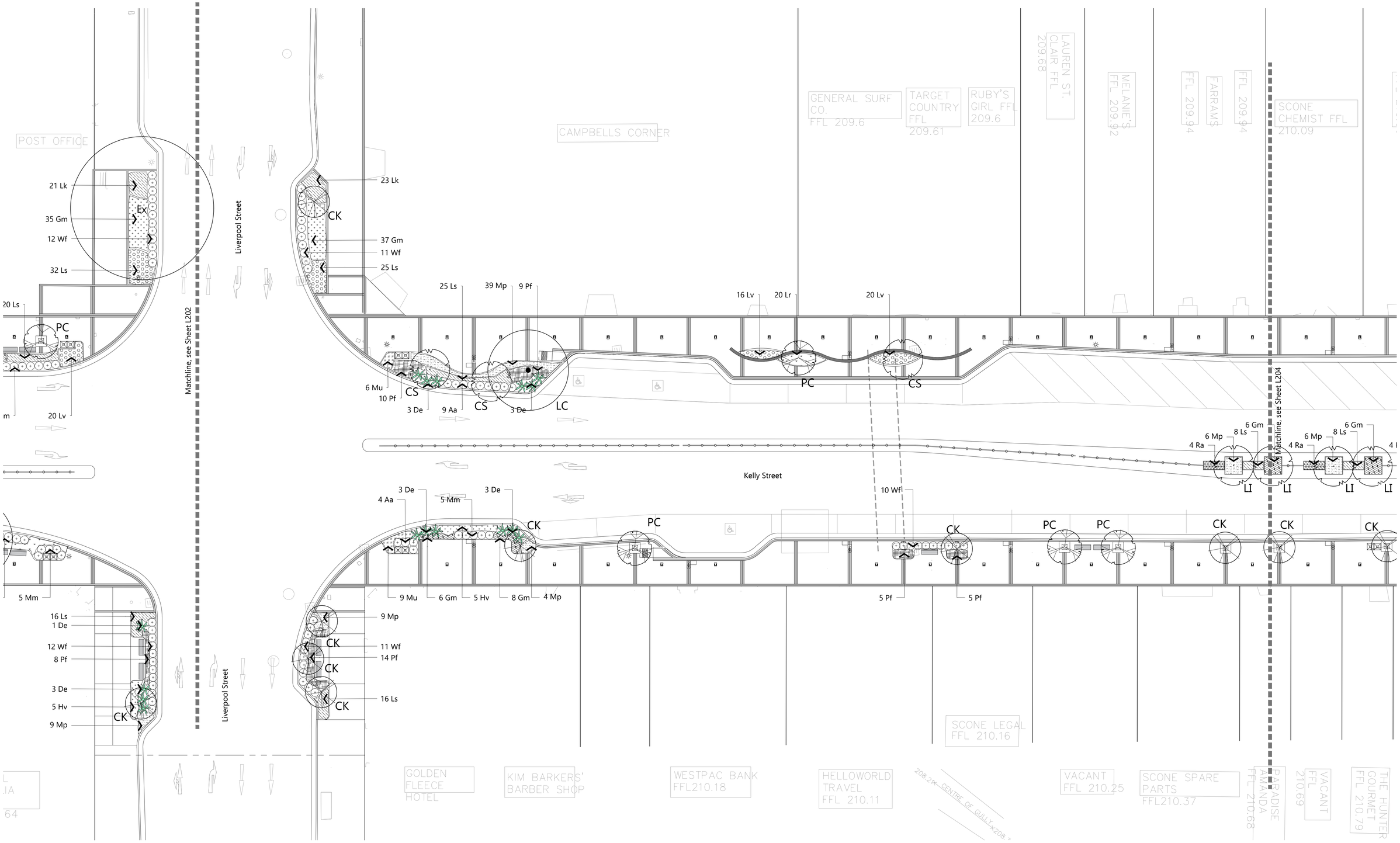
Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

Sheet: L202



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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Planting Plan

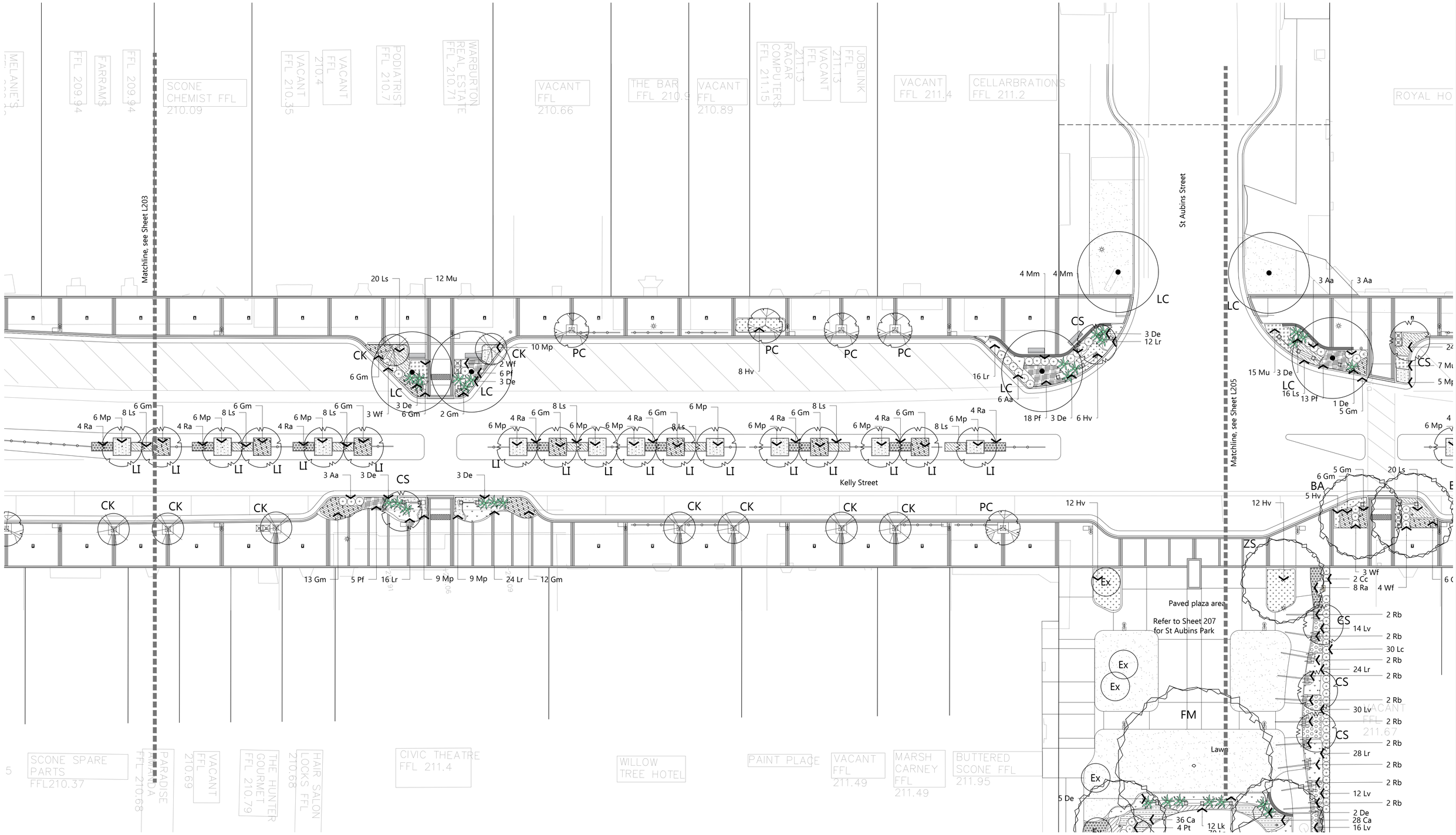
Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

Sheet: L203



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Issue	Details	Date
1	Tender Issue	22.12.21
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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Planting Plan

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

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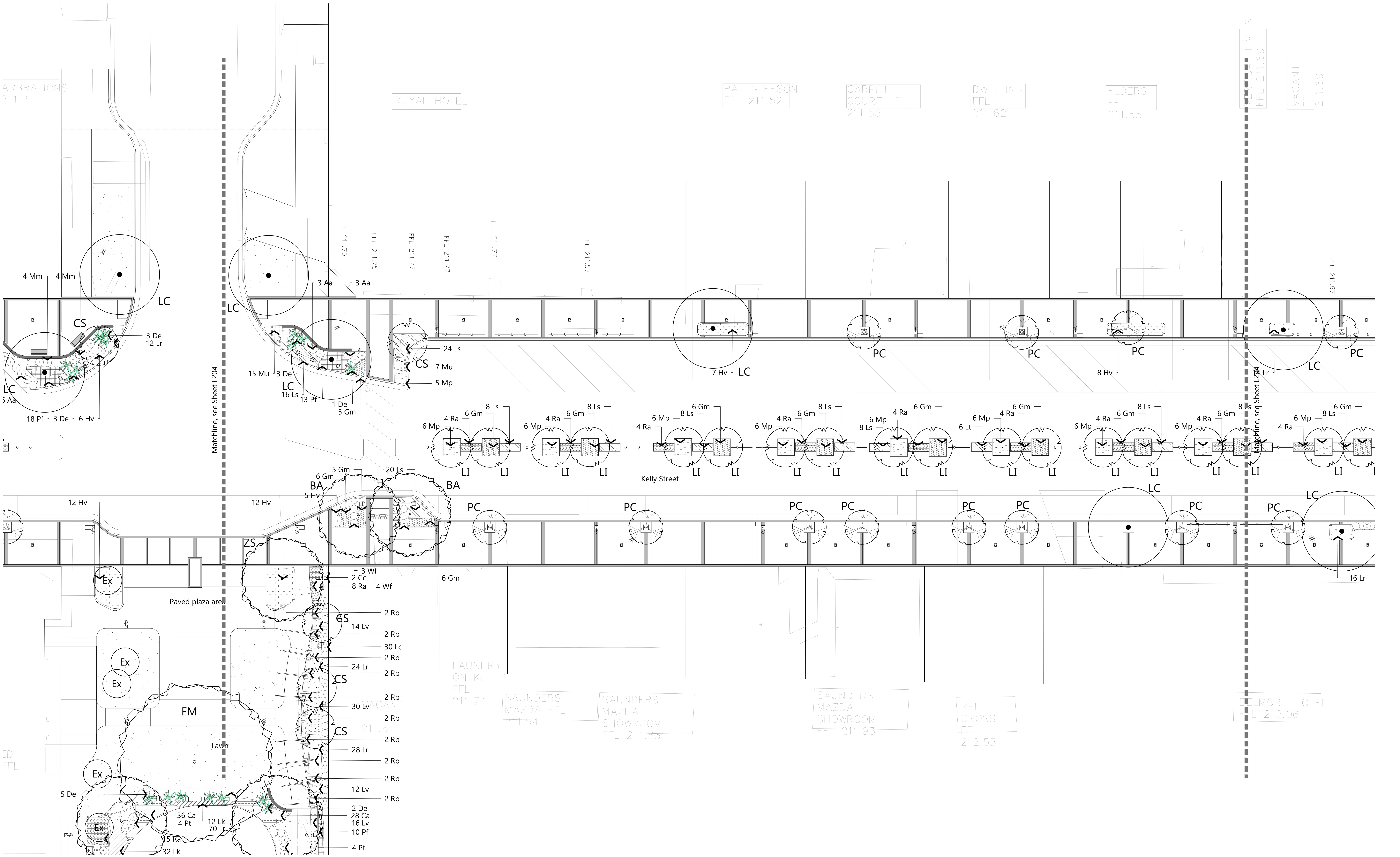
ROYAL HOTEL
PAT GLEESON FFL 211.52
CARPET COURT FFL 211.55
DWELLING FFL 211.62
ELDERS FFL 211.55
VACANT FFL 211.69
Kelly Street
Matchline, see Sheet L204
Paved plaza area
Lawn
FM
LC
CS
PC
LI
BA
ZS
Ex
LAUNDRY ON KELLY FFL 211.74
SAUNDERS MAZDA FFL 211.94
SAUNDERS MAZDA SHOWROOM FFL 211.83
SAUNDERS MAZDA SHOWROOM FFL 211.93
RED CROSS FFL 212.55
BELMORE HOTEL FFL 212.06
4 Mm
3 De
12 Lr
18 Pf
6 Hv
3 Aa
15 Mu
16 Ls
13 Pf
1 De
5 Gm
24 Ls
7 Mu
5 Mp
7 Hv
8 Hv
6 Mp
4 Ra
6 Gm
8 Ls
12 Hv
5 Hv
20 Ls
3 Wf
2 Cc
8 Ra
4 Wf
6 Gm
16 Lr
2 Rb
14 Lv
30 Lc
24 Lr
30 Lv
28 Lr
12 Lv
2 De
28 Ca
16 Lv
10 Pf
4 Pt
36 Ca
12 Lk
70 Lr
5 Ra
32 Lk

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Revisions

Issue	Details	Date

Revisions

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1	Tender Issue	22.12.21
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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Planting Plan

Site: Kelly Street, Scone
Date: 15 January 2022
Job No: 2047
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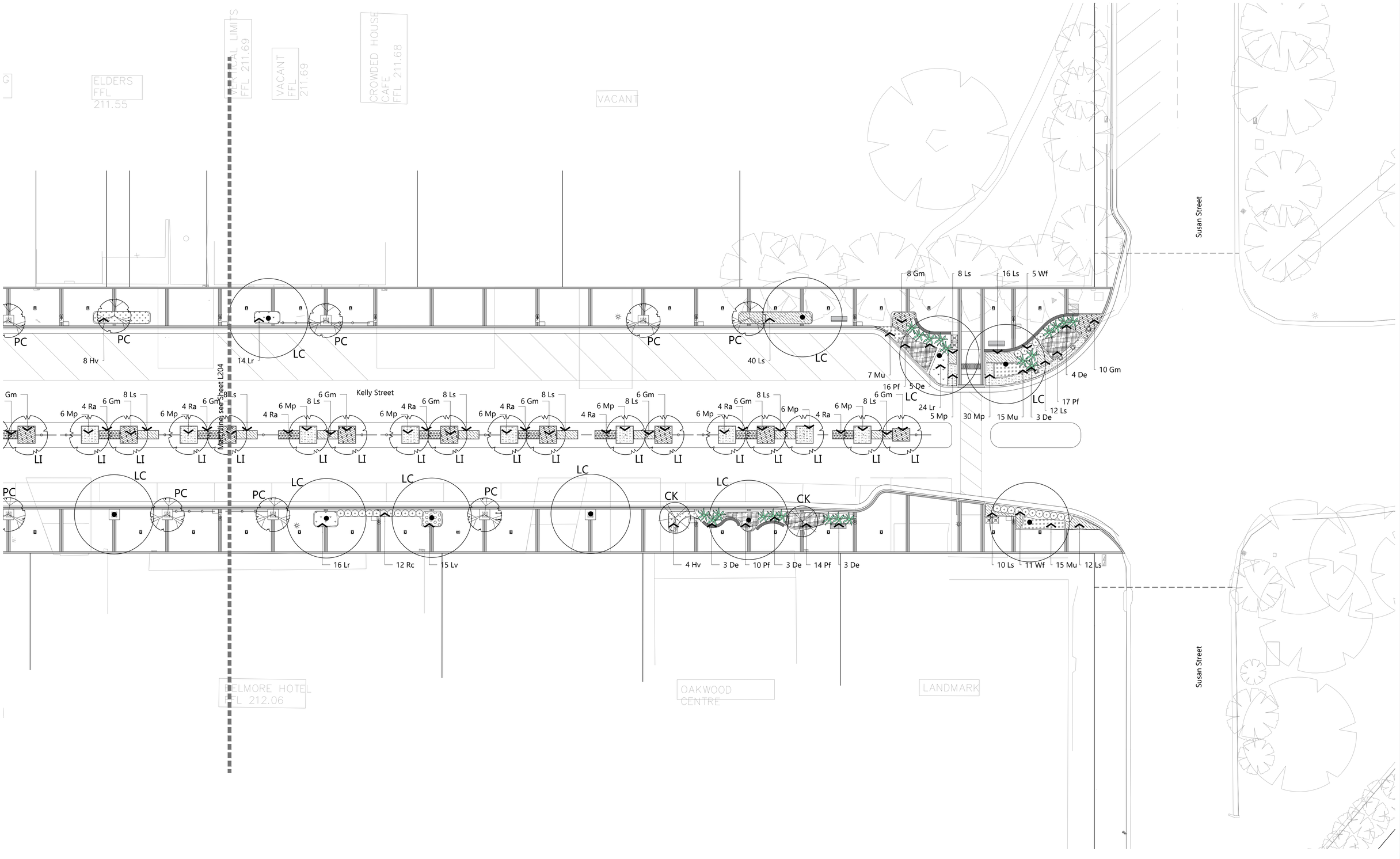

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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Planting Plan

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

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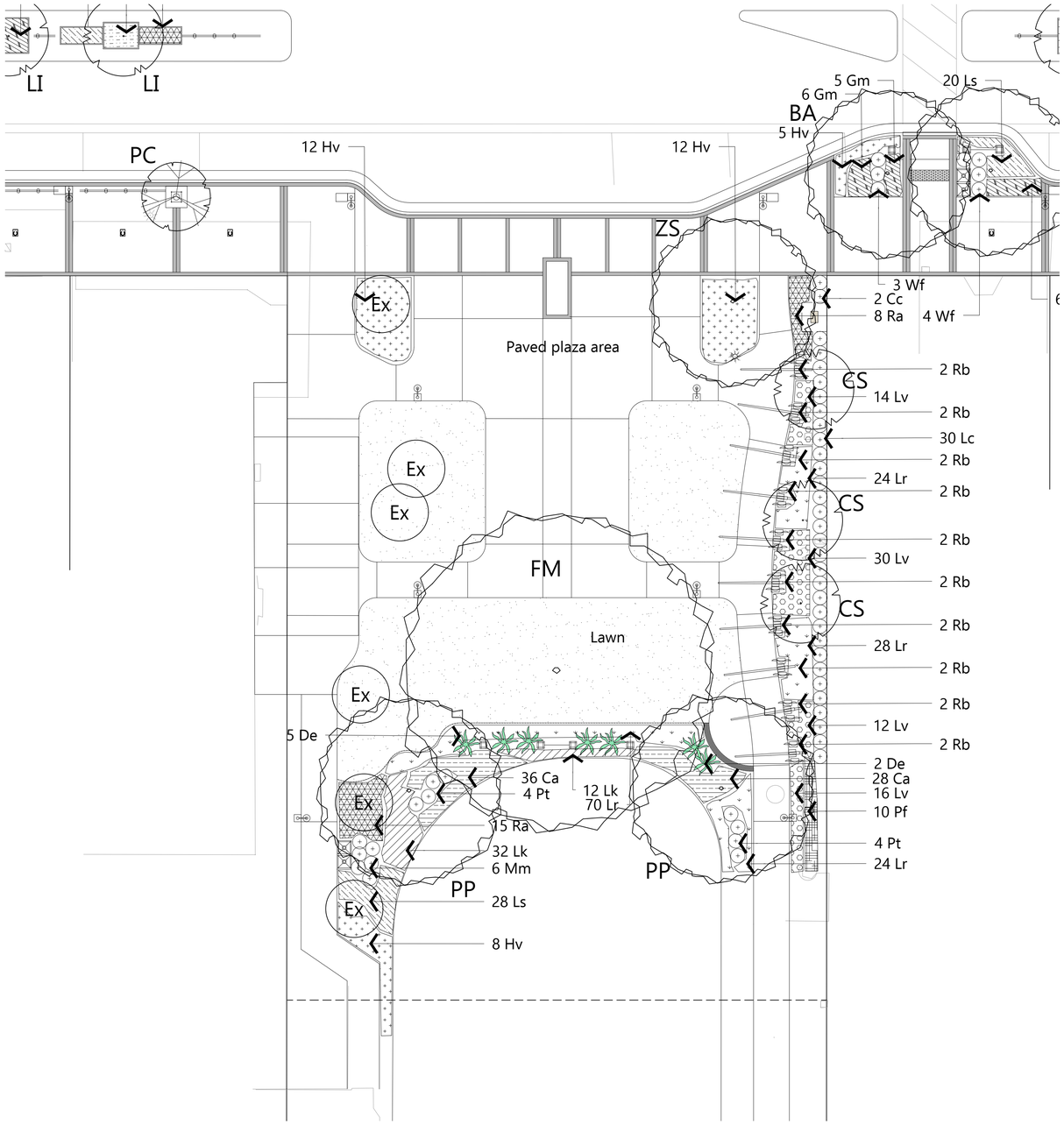

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Revisions			Revisions		
Issue	Details	Date	Issue	Details	Date
			1	Tender Issue	22.12.21
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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Planting Plan
St Aubins Park

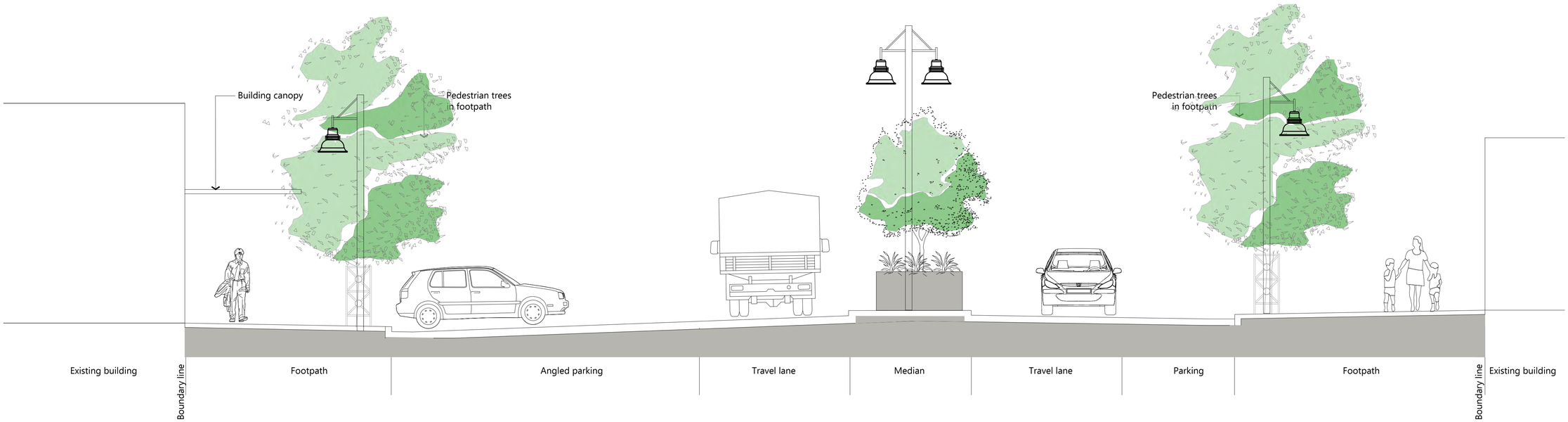
Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

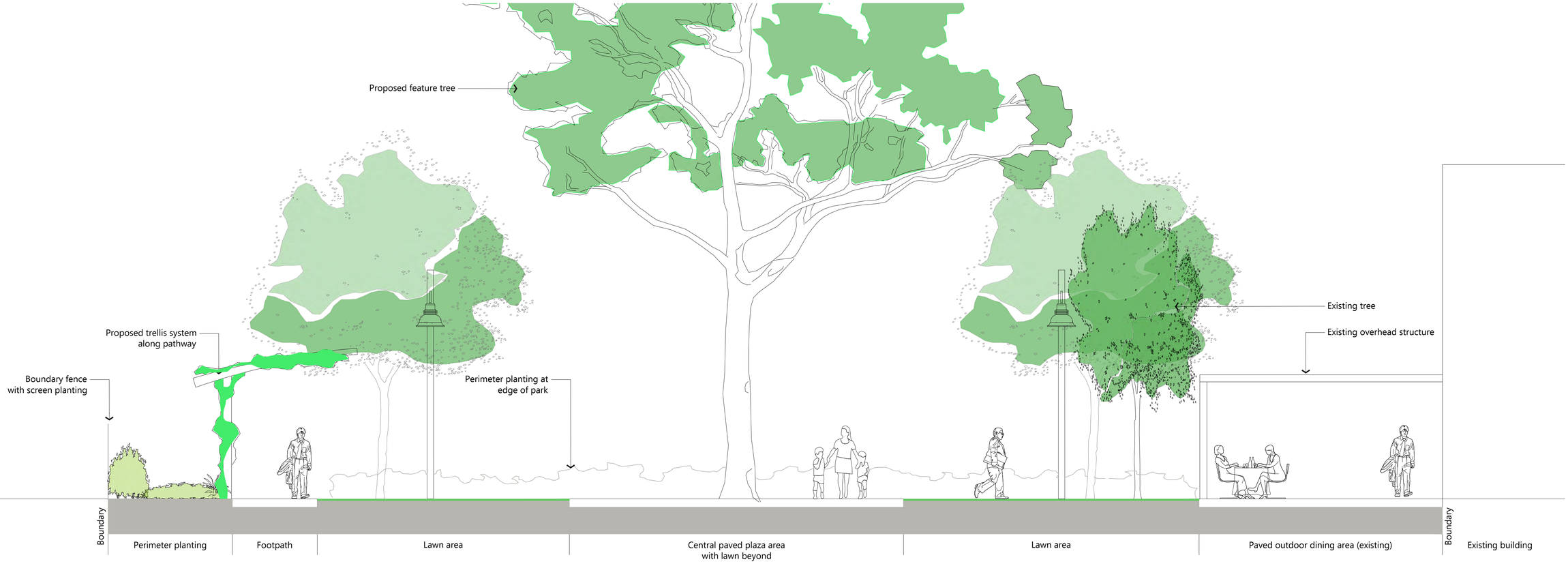
Revision: 2

Sheet: L206



A: Section through Kelly Street
Section

Scale 1:50



A: Section St Aubins Park
Section

Scale 1:50

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Revisions

Issue	Details	Date

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Issue	Details	Date
1	Tender Issue	22.12.21
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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Site Sections

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

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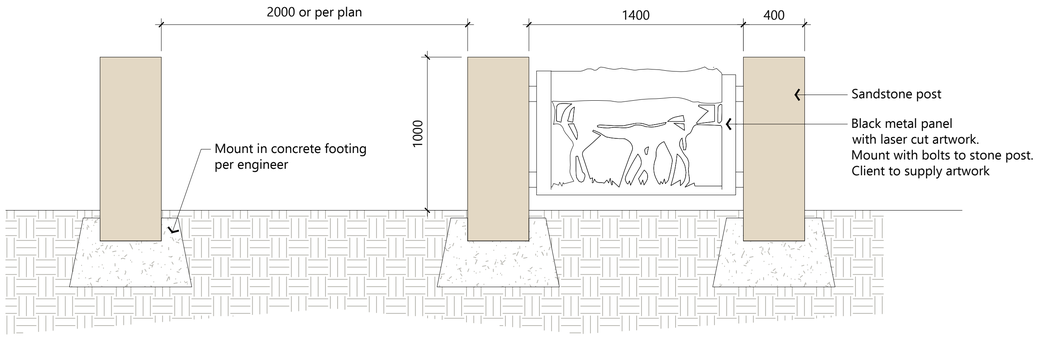
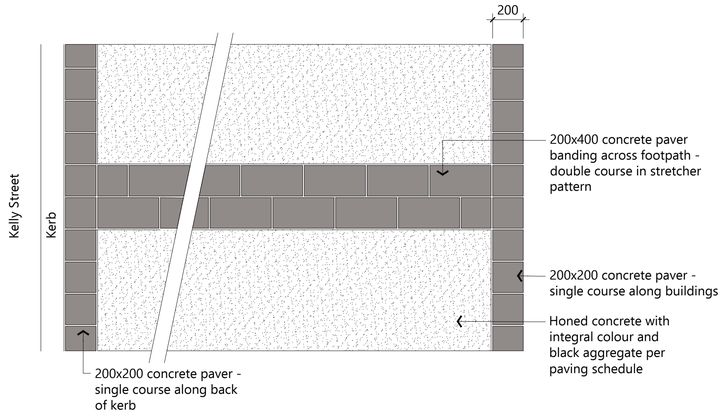
Sheet: L301



Thematic Fence - Stone
Elevation

Scale 1:20



Footpath paving layout
Plan

Scale 1:20

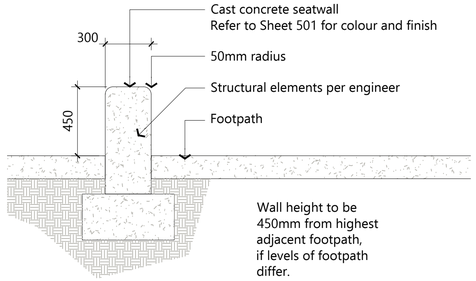
Brass plaque inlaid in concrete footpath flush with top of paving.

Final design and approval to be provided by Client.

Contractor to install blank plaques as placeholders along footpath.

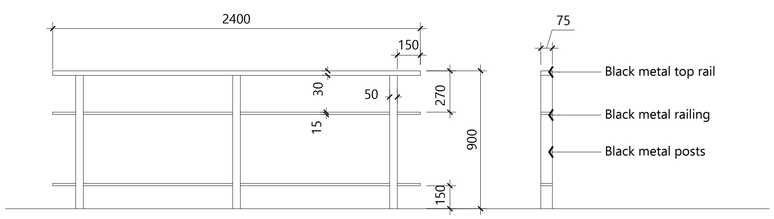
Horse 'Walk of Fame' plaque
Plan

Scale 1:5



Concrete Seat Wall
Detail

Scale 1:20



Black Metal Containment Fence
Elevation

Scale 1:20

Finish al metal with powder coat finish, black colour.

Final design, footing, and structural design per engineer.

Trellis at St Aubins Park
Concept design

Scale: NTS

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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Details

Site: Kelly Street, Scone

Date: 15 January 2022

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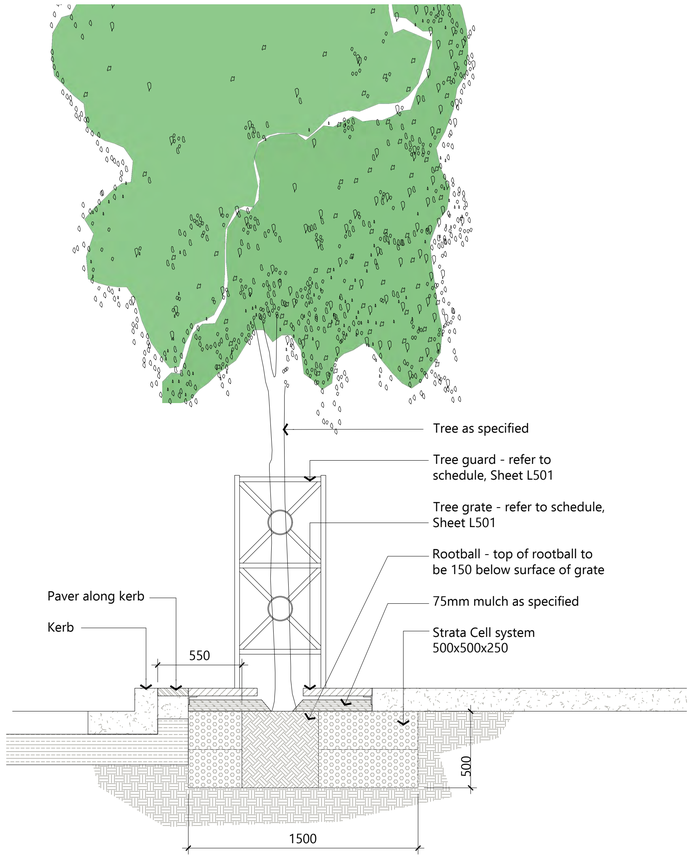
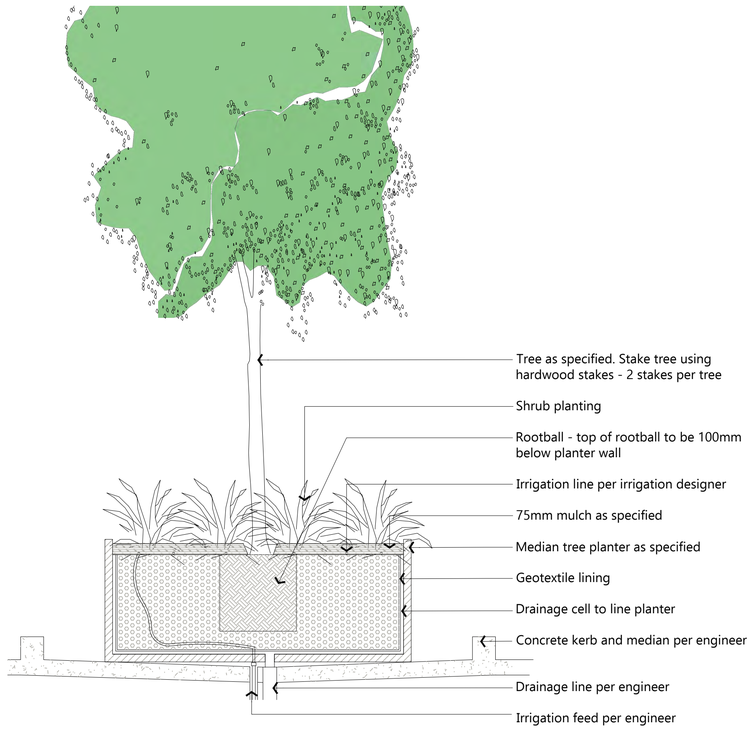


Tree planting with tree grate
Detail

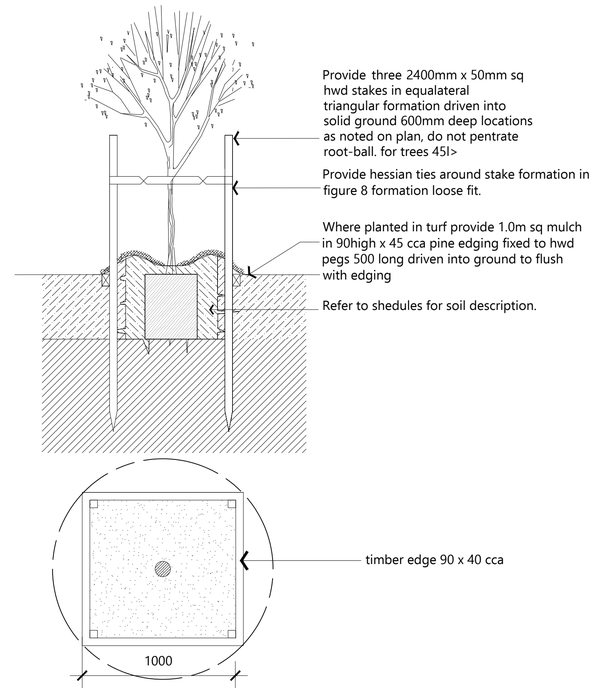
Scale 1:20



Note:
1. Ensure planter is installed level and to manufacturer's recommendations.
2. Ensure planter has drainage through bottom and connects to drain in median (per engineer).

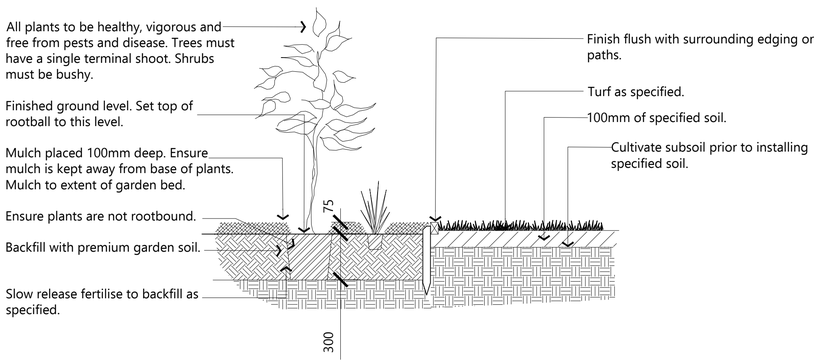
Tree planting in median planter
Detail

Scale 1:20



Tree planting in turf
Detail and planview

Scale 1:20



Mass planting and turf
Detail

Scale 1:20

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Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Planting Details

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

Sheet: L402

EXCAVATION SCHEDULE

Excavation to allow for 200mm soil depth and 100mm mulch depth. Mulch to finish level with adjacent surfaces. Cultivate subsoil to a further 200mm depth.

LOCATION	TYPE	DEPTH (mm)
Mass planting		300
Turf	100mm or as required to meet design levels	100

SOIL SCHEDULE

If requested by the Superintendent a basic soil test shall be carried out at the contractor's expense to ascertain the physical and chemical properties of the proposed imported soil where no certificate of soil type is provided. Imported soil certification to AS4419. Site soil designated for re-use shall be tested as noted in the specifications.

LOCATION	TYPE	DEPTH (mm)
Trees	Type B	Top 300
Trees	Type A	Below 300
Trees (soil vaults)	Type C	Depth of root ball
Median Planter Boxes	Planter box mix	Planter depth
Mass planting	Type B	Top 300

MULCH SCHEDULE

to AS4454. Mulch certification

LOCATION	TYPE	DEPTH (mm)
Mass Planting and existing garden areas as shown on softworks drawing sheets.	Equal to ANL 'Forest Blend - No Fines'	100

FERTILISER / ADDITIVES SCHEDULE

All fertilisers are to be applied at the manufacturer's recommended rate.

LOCATION	TYPE	NPK RATIO
Trees (during planting)	Plant Establisher containing a mix of water crystals, wetting agent, inert and fertilisers. Gypsum in clay soils	Terracottem or Terraform
Trees	Seaweed based soil conditioner with plant growth regulators.	Seasol
Mass Planting (Post-Planting)	Seaweed based soil conditioner with plant growth regulators.	Seasol
Mass Planting (Maintenance Period)	6 month slow release	19 : 0.3 : 9

DEFECTS SCHEDULE

TYPE	PERIOD	NOTES
Plant establishment period. Street trees, turf and mass planting.	52 Weeks	

PAVEMENT SCHEDULE

Abbrev.	Type	Finish	Colour	Manufacturer
P1	Concrete with integral colour and aggregate	Honed	Canvas Aggregate: Black basaltic aggregate 10-14mm	Boral boral.com.au
	Concrete Paver Unit Size 200x400x40mm	Honed	Golden Gunmetal	UrbanStone urbanstone.com.au
	Concrete Paver Unit Size 200x200x40mm	Honed	Golden Gunmetal	UrbanStone urbanstone.com.au
P2	Concrete with integral colour and aggregate	Honed	Canvas Aggregate: Black basaltic aggregate 10-14mm	Boral boral.com.au

FURNITURE SCHEDULE

Item	Type	Finish	Colour	Manufacturer
Bench seat	Yarra Seat EM039	Powder coated	Black	Emerdyn
Pedestrian light	Per electrical engineer	Powder coated	Black	
Drinking fountain	Heritage Drinking Fountain EM405 with pet bowl	Powder coated	Black	Emerdyn
Bin enclosure	Oxford Bin Enclosure EM206 with circle-star option	Powder coated	Black	Emerdyn
Tree guard	Squareline tree guard - bolt down FFSB007005	Powder coated	Black	Furphy Foundry
Tree grate	FFSA006003	Powder coated	Black	Furphy Foundry
Bicycle rack	As detailed	Powder coated	Black	
Sandstone post	As detailed	Hydrasplit	Brown	Gosford Quarries
Feature fence	As detailed	As detailed	Black	
Containment Fence	As detailed	Powder coated	Black	
Tree planter - Type A	2000 x 2000 x 800 Square Tall	Integral colour	Concrete grey	Quatro Design
Tree planter - Type B	2000 x 1500 x 800	Integral colour	Concrete grey	Quatro Design
Shrub planter - Type C	2400 x 1000 x 600 Trough	Integral colour	Concrete grey	Quatro Design
Concrete seat wall	Insitu with integral colour	Smooth, Off form with 50mm radius edge along top edges	Salt Dune	Boral

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Issue	Details	Date

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Issue	Details	Date
1	Tender Issue	22.12.21
2	Tender Issue	15.01.22

Project:
Scone CBD

Client:
Upper Hunter Shire Council

Title:
Schedules

Site: Kelly Street, Scone

Date: 15 January 2022

Job No: 2047

Revision: 2

Sheet: L501

Appendix C Statement of Heritage Impact

STATEMENT OF HERITAGE IMPACT

UPPER HUNTER SHIRE COUNCIL

REVITALISATION OF KELLY STREET SCONE

Prepared by:

John Carr Heritage Design
Final Report Rev B
24 January, 2022

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TABLE OF CONTENTS

Cover: *Kelly Street, Scone showing the State heritage listed Civic Theatre.* *(Google Streetview)*

(Photographs in this report are from Google Streetview unless otherwise noted.)

1.0 INTRODUCTION

1.1 Background:

This Statement of Heritage Impact (SoHI) has been prepared in accordance with the standard guidelines of the NSW Heritage Division to accompany a Review of Environmental Factors for proposed revitalisation of Kelly Street, Scone.

Following the recent opening of the Scone bypass the Upper Hunter Shire Council (in association with Transport for NSW) is proposing to undertake a package of works to revitalise the Central Business District (CBD) of Scone.

1.2 Site Location:

The proposed revitalisation works will take place within the section of Kelly Street between the intersection with Kingdon Street at the southern extent, and the Susan Street intersection at the northern extent.

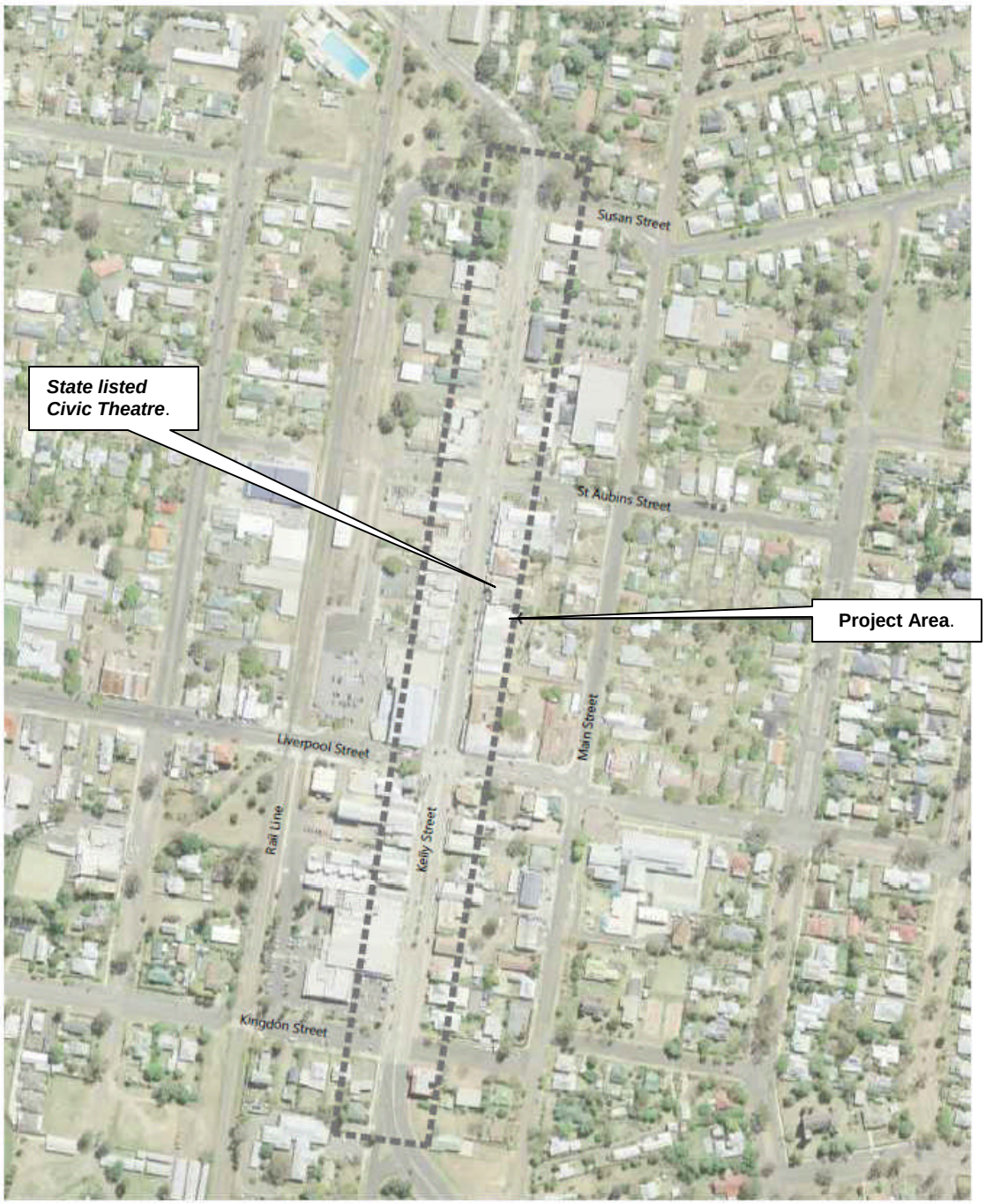


Plate 1: *An aerial view of Kelly Street, Scone.* *(Source MARA Consulting)*

1.3 Methodology:

This Heritage Impact Statement has been prepared in accordance with the guidelines published by the NSW Heritage Office (now the Heritage Division, Department of Premier and Cabinet) publication, the NSW Heritage Manual, and the guidelines set out in the Australia ICOMOS Charter for Places of Cultural Significance, 2013, known as The Burra Charter.

The Burra Charter provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used, particularly the words *place, cultural significance, fabric, and conservation*, are as defined in Article 1 of The Burra Charter. The NSW Heritage Manual explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.

1.4 Statutory Requirements:

Environmental Assessment and Planning Act 1979

Kelly Street has *eighteen individually listed* heritage items, seventeen are of Local heritage significance on the Upper Hunter Shire Council's Local Environmental Plan (LEP) 2013 and one, the Civic Theatre, is *State* heritage listed. In addition the street is located within the Central Scone Conservation Area. All work to the street will be subject to the LEP and should be developed in accordance with the relevant policies of the Development Control Plan (DCP). Application may be required under the EP&A Act if the works do not fall within the exempt and complying provisions as defined by the Act and the Upper Hunter Shire Council's LEP.

1.5 Authorship:

This report was prepared by John Carr, Heritage Consultant using local historical information written about Scone.

1.6 Limitations:

John Carr Heritage Design is not qualified to offer structural opinions. This report is not intended to convey any opinion as to the structural adequacy or integrity of the subject building, nor should it in any way be construed as so doing. Similarly, the author's observations are limited to the fabric only and do not comment on the capacity, adequacy, or statutory compliance of any building services.

1.7 Documentation:

This Statement of Heritage Impact assesses the impact of the proposed revitalisation of Kelly Street, Scone, as described on the following Design drawings prepared by MARA Consulting Pty Ltd, Job No 1811 dated 15/01/2022:

L 00 Rev 2	L 101 Rev 2	L 102 Rev 2	L 103 Rev 2	L 104 Rev 2
L 105 Rev 2	L 106 Rev 2	L 107 Rev 2	L 201 Rev 2	L 202 Rev 2
L 203 Rev 2	L 204 Rev 2	L 205 Rev 2	L 206 Rev 2	L 207 Rev 2
L 301 Rev 2	L 401 Rev 2	L 402 Rev 2	L 501 Rev 2	

1.8 References:

- Statements of Heritage Impact - Office of Environment & Heritage.
- Assessing Heritage Significance - NSW Heritage Manual 2001.
- Upper Hunter Shire Council's LEP 2013
- Upper Hunter Shire Council's DCP 2015
- Identifying Australian Architecture - Apperly Irving Reynolds
- Heritage NSW - Kelly Street Inventory listings.

2.0 HISTORICAL CONTEXT

2.1 Development of Scone:

The inhabitants of the Scone region prior to European occupation were the Tullong and Murrain tribes, which were part of the Geawegal. Surveyor Henry Dangar was the first European to arrive in the area in 1824. Dangar's report attracted wealthy European settlers and areas of land surrounding Scone were quickly taken up. Francis Little set up Invermein Station, nearby the present-day town of Scone, in 1825. Other early large pastoral properties included Belltrees and Segenhoe. In 1826 the Governor of New South Wales, Ralph Darling, granted Richard Kelly a grant of 1,920 acres which encompassed land that became Scone's main street.[1] 1825 saw the village of Redbank established near Kingdon Ponds.

In 1837 the village was officially named Scone and by 1838 Aberdeen was proclaimed as a village. The following year saw the Segenhoe Inn opened which was originally called the Aberdeen Inn. [2]

Murrurundi and Merriwa were proclaimed in 1840 as the upper Hunter area began to grow. Scone was growing as well with the 1840s and 1850s seeing the first Scone courthouse and Police Station built in Kingdon Street (1848) and the Post Office built in 1879.

In August 1863 an application for a schoolhouse was approved by the National School Board and a brick schoolhouse 40 feet by 20 feet was erected by patrons in Scone. This school opened in November 1863. National Schools preceded the Department of Education and by 1874 the demand for a new school on a new 2 acre site in Liverpool Street was tendered. The builder was J. Hudson for £1,265/-/- to accommodate 70 pupils. The buildings were completed and occupied by July 1876. A new timber residence was constructed in 1914 by A. Ede for £640. The school was extensively remodelled in 1922 with the original 1876 schoolhouse including its Date Stone in the gable, all encapsulated by the renovations and additions. This stone can only be seen above the ceiling line in the building. [3] Scone became a Municipality in 1888.

The following dates in the 1920s era highlights the growth of Scone:

- 1913: Scott Memorial Hospital officially opened. Scott Street and Stafford Street created.
- 1916: Aberdeen Bowling Club established.
- 1917: Scone Grammar School closed.
- 1919: An influenza epidemic reaches Scone.
- 1920: The first local electricity was generated.
- 1921: The town had electricity, which gradually went to nearby areas.
- 1924: The current catholic St Mary's Church in Park Street was built. White Park was created.
- 1925: A new Church of England rectory was built and the first Scouts Troop formed.
- 1926: An outbreak of dengue fever in Scone. St Andrew's Presbyterian Church on the corner of Kingdon and Main Street built.
- 1927: The Upper Hunter District Ambulance was formed and the Dartbrook Bushfire Brigade.
- 1928: The shops associated with the subject site were constructed.
- 1929: Campbell and Co built Campbell's Corner on Liverpool and Kelly Street, which still stands.

The above timeline shows that Scone was consistent in its growth from a village to a large town and a major centre for the wider area particularly with the arrival of the railway in 1871.

2.2 Development of Kelly Street:

In 1826 Governor Darling gave Richard Kelly, a sea captain, a grant of 1,920 acres. The track through the land eventually became Scone's main street as well as the New England Highway. [4]

The original layout of Scone centred on Kelly and Kingdon Streets with Kelly Street running parallel with the railway line and Kingdon creating a perpendicular street to the Goal, Police Station and Court House.

Other cross streets such as Liverpool and St Aubins fostered growth in the town, particularly the 1874 new Scone Public School. Kelly Street was planned as a wide street as was

[1] History of Scone - AMAC Archaeological Assessment Report Sept 2019

[2] Scone & Upper Hunter Historical Society Timeline

[3] Study of Hunter Valley schools by John Carr in 1976 (unpublished)

[4] https://www.aussietowns.com.au/town/scone-nsw

Liverpool and Guernsey Streets. Guernsey was sited on the western side of the railway corridor.

Plate 2: *A view of Kelly Street in the late nineteenth century.* *(Old Large Historic Photos Scone)*

Plate 3: *A similar view of the nearby buildings today taken from the south looking north.* *(Google Maps)*

Increases in traffic flow through the town in the twentieth century resulted in the road reserve being converted to four lanes plus a parking lane, with a narrow dividing strip between the south and northbound lanes.

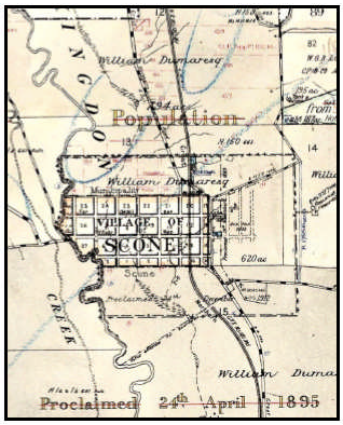


Plate 4: *Plan of the Scone Township in 1894* *(ADFAS)*

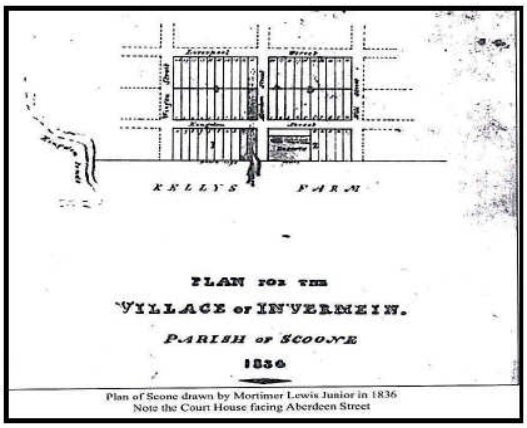


Plate 5: *An 1836 plan by Mortimer Lewis Jnr.* *(ADFAS)*

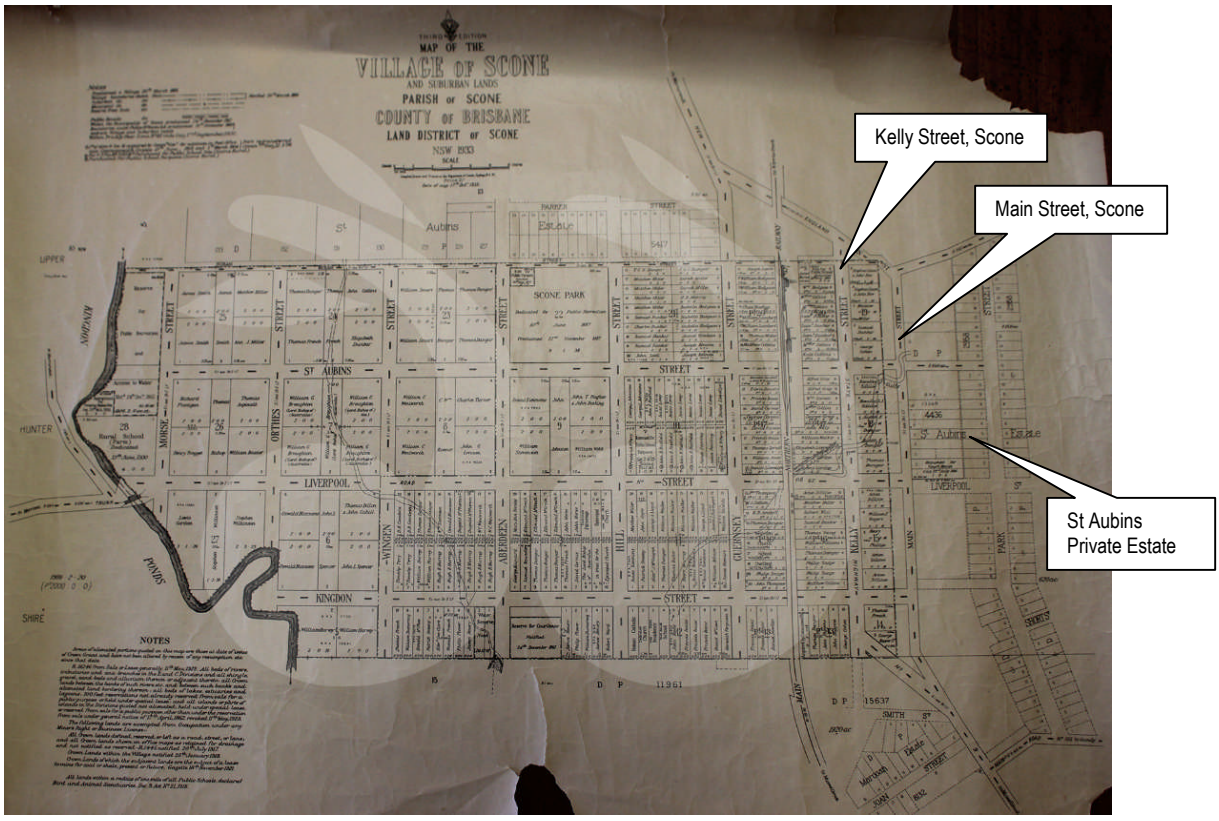


Plate 6: *A 1933 map of Scone showing the older subdivisions west of the railway corridor.*
(Scone Historical Society)

This map of Scone in 1933 shows the delineation between Scone – the public town and St Aubins, the private town. The eastern boarder was in the middle of the block between Kelly Street and Main Street. On St Aubins Street there is an old tin building facing Kelly Street, where the curb and guttering at the front of the building is indented, this was the borderline that separated the public and private town. You can also still notice that several streets don't align including, Kingdon, Liverpool, St Aubins and Susan Street, with the deviations being where the streets crossed between the private and public town.
By 1933 the new streets developed in the private town included Joan, Main, Park, Parker, Short and Smith streets. Landowners in 1933 were included on this map

Plate 7: *The Scone Post & Telegraph Office built in 1879.* *(Uni of Newcastle Cultural Collections)*

3.0 PHYSICAL EVIDENCE

3.1 Site Context:

The site is the length of Kelly Street between Kingdon and Susan Streets which are within the heritage conservation area. The street contains a number of listed heritage items as well as buildings that contribute to the heritage significance of the area. Despite another road called Main Street, Kelly Street has always been the dominant shopping street and business area.

Plate 8: *Kelly Street looking south noting the shop facade & four traffic lanes.* *(Google Maps)*

3.2 Description of the Street:

The above photograph confirms that Kelly Street is the business and retail area of Scone and its generous width allows for four lanes of traffic, a lane each side for parallel parking and a wide median strip which includes turning bays.

The street has been sealed, kerbed and guttered in this configuration for over fifty years including various changes undertaken within that time as required to maintain and improve the function of the street, such as the inclusion of traffic lights signage changes and median strip changes.

The buildings on either side of the street are a mixture of shops and specific businesses such as the Post Office, hotels and the Civic Theatre many of which are important from a heritage and aesthetic aspect. Other buildings are of less importance and in many cases have been substantially altered from their original configuration.

The footpath and gutters are concrete and these elements have been changed from time to time due to maintenance of services or minor alterations to the road intersections with the introduction of 'blisters' on the minor roads where they intersect with Kelly Street.

Plate 9: *Kelly Street looking south At St Aubins Street.* *(Google Maps)*

Plate 10: *Kelly Street looking north At St Aubins Street.* *(Google Maps)*

4.0 ESTABLISHED HERITAGE SIGNIFICANCE

4.1 Heritage Status & Significance of the Conservation Area:

Kelly Street is sited within the Central Scone Heritage Conservation Area which contains twenty items of local heritage significance and one item of State heritage significance.

The Central Scone Heritage Conservation Area is significant as it contains a number of important buildings from different eras of the development of the town.

The significance of both listed heritage items and the various contributing buildings that are not individually listed but nonetheless are well known to the community as an overall group of buildings associated with the development of Scone in the nineteenth and twentieth centuries. Their design style and material selection and colours all play a role in contributing to the importance of Kelly Street to the Scone CBD.

4.2 Significance of items in the Street:

The following maps describe the setting and relationship to nearby heritage items.

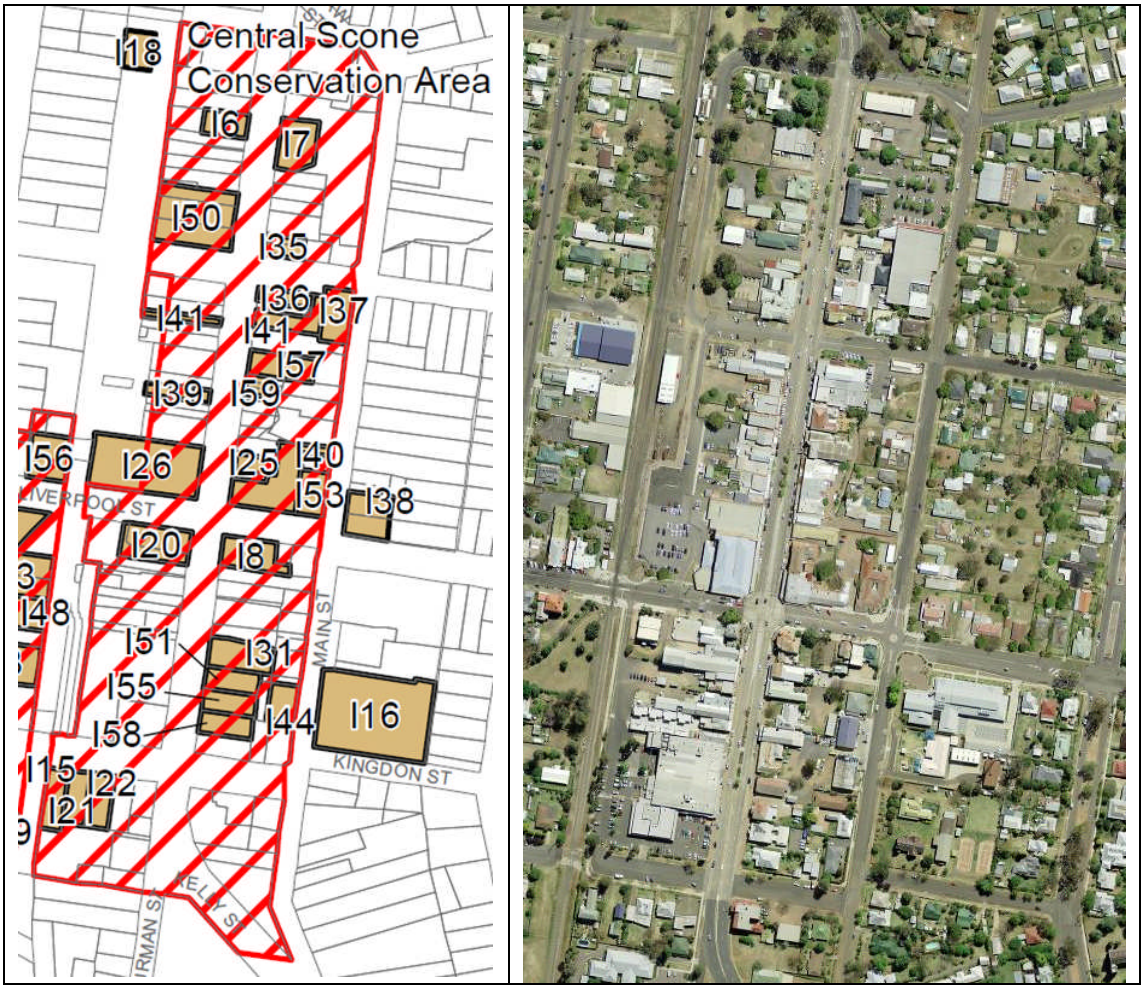


Plate 11: *The heritage map showing the site and HCA.* *(UHSCLEP 2013)*

Item name	Address	Property description	Significance	Item no
Shops	95–97 Kelly Street	Lot B, DP 158596	Local	I6
Belmore Hotel	98 Kelly Street	Lot 100, DP 1008166	Local	I7
Royal Hotel	109–119 Kelly Street	Lots 1 and 2, DP 741827; Lot 32, DP 539874	Local	I50
2 Shops (adjacent to Mazda showroom)	116 and 118 Kelly Street	Lot 1, DP 998395; Lot 1, DP 708825	Local	I35
Cafe (former Energy Australia building)	122 Kelly Street	Lot 1, DP 534209	Local	I36
Shops	127–133 Kelly Street	Lot 1, DP 718295; Lot 2, DP 222497	Local	I41
Willow Tree Hotel	140 Kelly Street	Lot 4, DP 1115231	Local	I57
Scone Civic Theatre	144 Kelly Street	Lots 1–3, DP 214848	State	I59
Campbell's Corner	177–181 Kelly Street	SP 32887; Lot 1, DP 161339	Local	I26
Farams Store	157 Kelly Street	Lot 1, DP 950304	Local	I39
Bank of New South Wales	170 Kelly Street	Lot A, DP 332685	Local	I25

Post office	187 Kelly Street and 117 Liverpool Street	Lot 3, DP 700953; Lot 10, DP 703172	Local	I20
National Australia Bank (former CBC Bank)	182 Liverpool Street and Kelly Street	Lot 30, DP 580699	Local	I8
Asser House car park and outbuildings	202 Kelly Street	Lot 2, DP 151514	Local	I31
Scone Advocate Building	206 Kelly Street	Lot 21, DP 788031	Local	I51
Upper Hunter Ambulance Station	210 Kelly Street	Lot 1, DP 196911	Local	I55
Former Library Building and WW1 Memorial	212 Kelly Street	Lot 214, DP 1086129	Local	I58
House	95 Kingdon Street	Lot 10, DP 834781	Local	I22

Plate 12: *The original entry to Kelly St looking south towards the Thoroughbred Hotel.* *(Google Streetview)*

Plate 13: *Item 58 former Librarybuilding and WW2 Memorial.* *(Google Streetview)*

Plate 14: *Item 55, Upper Hunter Ambulance Station at Scone.* *(Google Streetview)*

Plate 15: *Item 51, The Scone Advocate Building.* *(Google Streetview)*

Plate 16: *Item 31 Asser House, Scone.* *(Google Streetview)*

Plate 17: *Item 8 National Australia Bank (former CBC).* *(Google Streetview)*

Plate 18: *Item 20 Post Office on Liverpool St.* *(Google Streetview)*

Plate 19: *Item 26 Campbell's Cnr on Liverpool & Kelly Streets.* *(Google Streetview)*

Plate 20: *Item 25 Bank of NSW & Item 40 Golden Fleece Hotel.* *(Google Streetview)*

Plate 21: *Item 59 the State listed Civic Theatre.* *(Google Streetview)*

Plate 22: *Item 39 Farrams Store.* *(Google Streetview)*

Plate 23: *Item 57 Willow Tree Hotel.* *(Google Streetview)*

Plate 24: *Item 41 four Shops.* *(Google Streetview)*

Plate 25: *Item 36 Cafe (former Energy Aust Building).* *(Google Streetview)*

Plate 26: *Item 35 Two Shops.* *(Google Streetview)*

Plate 27: *Item 50 Royal Hotel.* *(Google Streetview)*

Plate 28: *Item 6 Shops.* *(Google Streetview)*

Plate 29: *Item 7 Belmore Hotel.* *(Google Streetview)*

Discussion:

The roadwork's upgrade to Kelly Street Scone concentrates substantially on changing the use of the street from a four lane highway thoroughfare to a shopping centre, providing additional parking to shops by changing from parallel to angle parking.

The potential to impact on the heritage significance of the Central Scone Heritage Conservation Area and the nearby individually listed heritage items by the rearrangement of the Kelly Street layout is minimised by the majority of hard siteworks changes being at ground level.

The affect of the proposed landscaping while changing the existing aesthetic of the street, will provide additional softening of the hard areas as can be seen by recent plantings over the last two decades. Scone has supported tree planting in and around Kelly Street since early development as shown by the historic photos of the town taken in the late nineteenth century.

5.0 THE PROPOSED DEVELOPMENT

It is proposed to re-arrange the entire street from the Kingdon/Kelly Street intersection for the entire length of Kelly Street to the intersection with Susan Street including parking arrangements and reduction of lanes from four to two. This work follows the recent completion of the Scone By-pass extracting highway through traffic away from the town centre, providing an opportunity to design a people and vehicle friendly town centre beautified with the introduction of hard and soft landscaping.

5.1 Evaluation of the Proposed Works:

Kelly Street Scone formed part of the New England Highway and due to its early planning as a country town centre, was wide enough to be gradually turned into four lanes of traffic with parallel parking on either side of the road.

Plate 30: *Looking south on the Kelly/Liverpool Street intersection.* *(Google Streetview)*

The above photograph at the Liverpool Street intersection demonstrates the width of the road dominating the town centre, required to keep the highway traffic moving at a safe speed through the town.

Plate 31: *Key Plan of the overall landscape works on Kelly Street.* *(MARA Consulting P/L)*

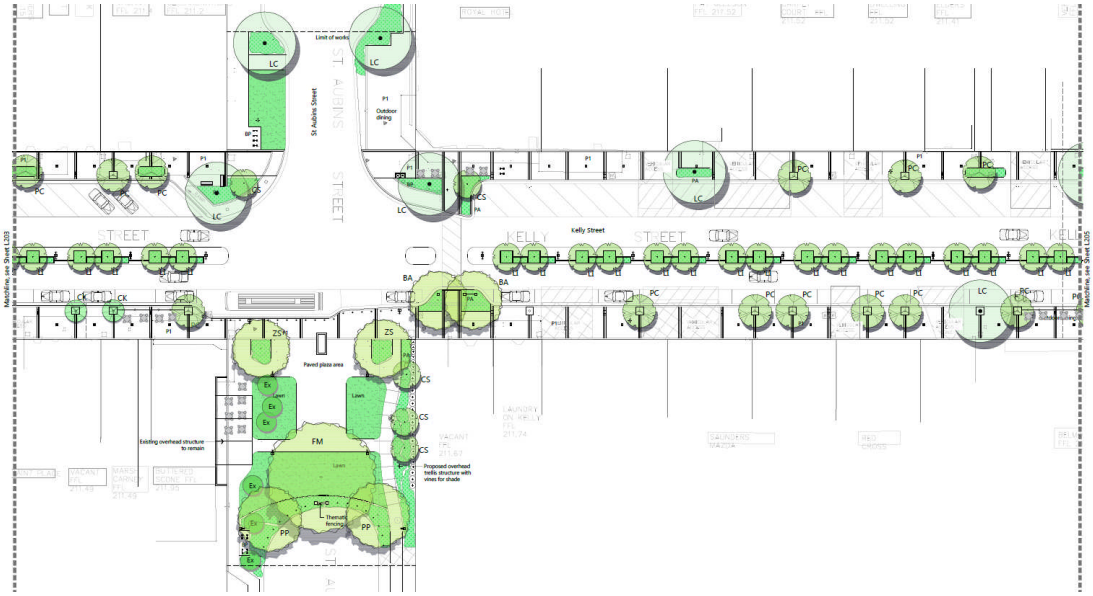


Plate 32: *Detail Plan of the St Aubins St landscape works on Kelly Street.* *(MARA Consulting P/L)*

The proposed works involve the upgrading of underground services in the street, re-alignment and re-location of the existing concrete kerb and guttering to incorporate landscaping "blisters", the widening of footpath areas, narrowing of the roadway from four lanes to two lanes, the upgrading of the median strip to include turning lanes at intersections and landscaping, the introduction of round-a-bouts at main at Kingdon and Liverpool Streets.

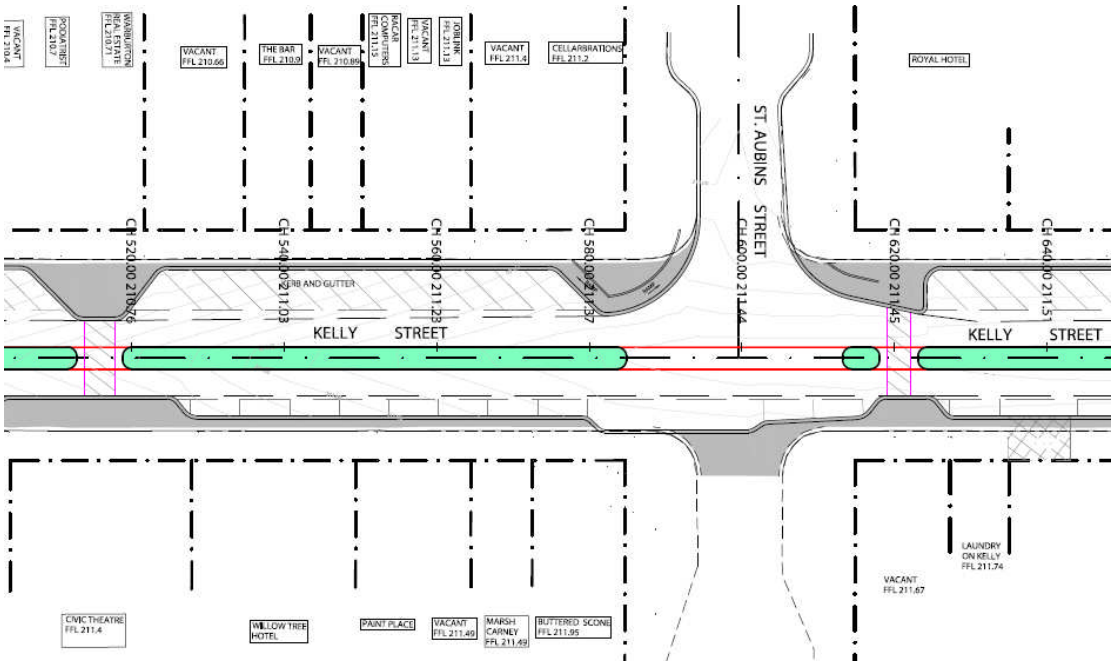


Plate 33: *Detail Plan of the St Aubins St civil works on Kelly Street.* *(RHM Consulting Engineers)*

The above plan shows the typical adjustments made to the intersections and median strip as well as the parallel and angled parking.

Plate 34: *Looking south on the Kelly St from the St Aubins St intersection.* *(Google Streetview)*

The Civic Theatre in the above photograph is State heritage listed and has been for the majority of its existence on this site, free of landscaping. The large directional sign has been the main intrusive element on the building and its setting in a busy streetscape.

The original landscape designs included the planting of two large trees towards the outer edge of the building's awning which in time could potentially cause problems with leaf litter and screening of the facade of this important and iconic building in Scone. The redesign of the landscaping to the footpath area within the curtilage of the theatre building has resulted in a more acceptable solution. The plantings are now dominated by low bushes and when combined by a wider footpath to support a pedestrian crossing, the dominance of the Civic Theatre in Kelly Street remains in tact.

Plate 35: *Looking south on the Kelly St from the St Aubins St intersection.* *(Google Streetview)*

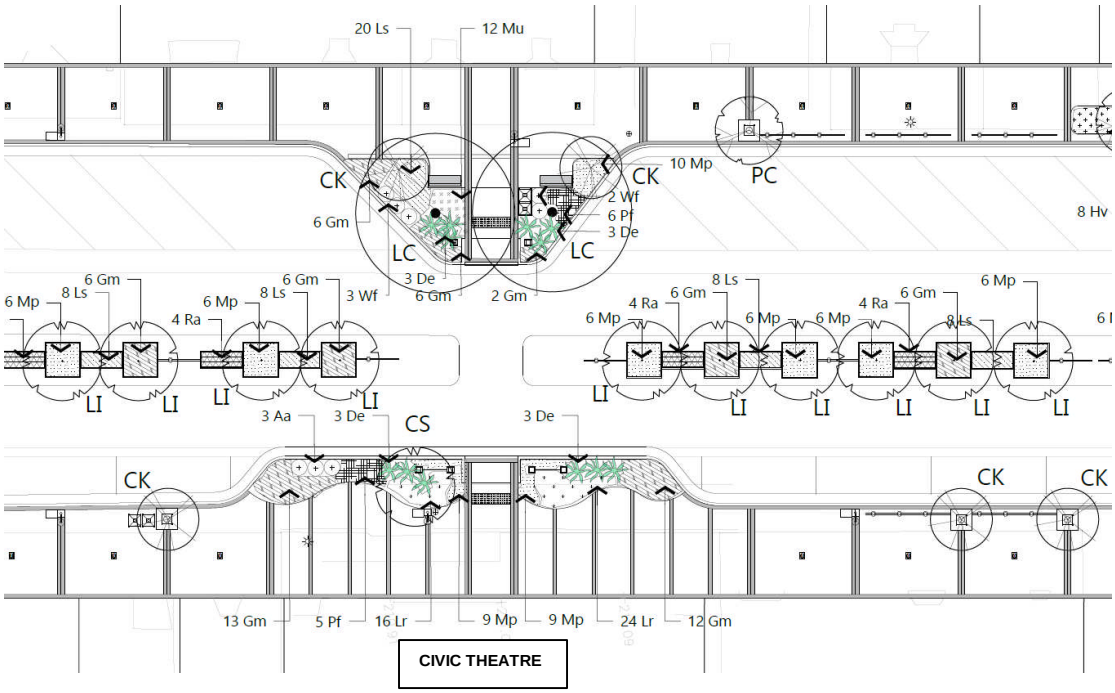


Plate 36: *Detail Plan of the Civic Theatre Canopy & proposed trees.* *(MARA Consulting P/L)*

6.0 ASSESSMENT OF HERITAGE IMPACT

This section examines the proposed development for any perceived impact on the heritage significance of the item, the conservation area and nearby heritage items.

6.1 Heritage Objectives of the Upper Hunter Shire Council's LEP 2013:

Under the provisions of the Upper Hunter LEP, clause **5.10 Heritage Conservation** has the following Objectives:

(a) to conserve the environmental heritage of the Upper Hunter,
(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
(c) to conserve archaeological sites,
(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

The proposed works address the Objectives as follows:

- The environmental heritage of the area is protected by the upgrading of existing underground services including upgrading as required for the proposed roadwork and landscaping;
- The heritage significance of the heritage items have been conserved by careful planning of both the civil works and the landscaping design to preserve both the aesthetics of the items and views to and from each item;
- The heritage significance of the conservation area has been preserved by the design of the landscape works to maintain and enhance the setting of the town by providing groups of plantings to create highlights in the street as well as occasional larger trees to highlight particular locations.
- No archaeological sites are known within Kelly Street, however in the unlikely event that historical archaeological remains are exposed during proposed works, work must cease, an appropriately qualified archaeologist consulted and if appropriate the Heritage Council notified in accordance with Section 146 of the Heritage Act.
- No Aboriginal objects and Aboriginal places of heritage significance are known within Kelly Street. Any Aboriginal sites which are found during development will need to be assessed by an Archaeologist in consultation with the Aboriginal Land Council. Wherever practical all Aboriginal sites and relics are to be preserved but if not practical an application for Consent to Destroy will need to be made to the National Parks and Wildlife Service. All work shall stop pending determination of the application for Consent to Destroy.

The proposal is, therefore, consistent with the relevant heritage objectives of the Upper Hunter Shire Council's LEP 2013, clause **5.10 Heritage conservation**.

6.2 Heritage Guidelines of the Upper Hunter Shire Council's DCP 2015:

The UHSC's DCP 2015 supports the UHSC's LEP 2013 by providing additional objectives and development standards for the conservation of heritage in Scone. Heritage provisions relevant to the subject site are contained in the following sections of the DCP in Part 9 Heritage Conservation. The DCP is written to guide new development as well as alterations and additions. Road design or alterations is not directly addressed in the DCP, however the documentation does not show any of the works interfering with or damaging the heritage fabric of the heritage items or the conservation area. Note, Kelly Street has undergone a number of different upgrades to this commercial area over the decades as through traffic increased on the New England Highway through Scone.

6.3 Measures to Minimise Impact on Heritage Significance:

The primary measure to minimise impact on heritage significance is to plan for landscaping that beautifies the street without overtaking or dominating the area thereby reducing views to and from important heritage items.

The current planning appears to achieve this objective including the landscaping of the Civic Theatre where planned large trees are now proposed to be replaced with smaller low bushes and shrubs.

7.0 STATEMENT OF HERITAGE IMPACT

Statement of Heritage Impact for:	The revitalisation of Kelly Street, Scone which contains buildings of Local heritage significance and one, the former Civic Theatre of State significance within a heritage conservation area.
Date:	This Report was completed on 24th January 2022.
Reference:	The street and buildings form part of the Scone Central Conservation Area with buildings listed on the UHSC's LEP 2013, and the former Civic Theatre (item 59) being State significant.
Address & Property Description	The site is Kelly Street, Scone NSW 2303. ➢ Located between Kingdon St and Susan St.
Prepared by:	John Carr is a Heritage Consultant, trading as John Carr Heritage Design, compiled this report.
For:	The report has been prepared for the Upper Hunter Shire Council.

7.1 Introduction:

Following the recent opening of the Scone bypass the Upper Hunter Shire Council in association with Transport for NSW is proposing to undertake a package of works to revitalise the Central Business District (CBD) of Scone. The majority of the works apply specifically to Kelly Street, which until recently was part of the New England Highway. The bypass allows this main street and commercial centre of Scone to be reduced from four lanes to two and landscaped to create a people friendly shopping and business area.

7.2 Assessment of Heritage Impact:

The following aspects of the proposal respect or enhance the heritage significance of the items and conservation area in Kelly Street for the following reasons:

- The landscape works have been designed to compliment the eighteen individual heritage items on Kelly Street;
- The State listed Scone Civic Theatre has been landscaped to retain views to the building from both a north and south approach on Kelly Street.
- The central road dividing strip has been adjusted to suit the new road "blisters" created for pedestrian crossings and intersection corners and suitably landscaped.
- Vehicle parking has been increased by the use of angled parking combined with landscaping to create shade and some screening of the parking areas.
- Footpaths have been widened and street furniture introduced for pedestrian comfort.
- Aging services have been upgraded and planting boxes included to retain tree roots.

The following aspects of the proposal could detrimentally impact on the heritage significance of the items and conservation area in Kelly St. for the following reasons:

- The original concept included two large trees to frame the Scone Civic Theatre. This concept was abandoned and replaced with smaller bushes as the trees had the potential to dominate and screen the building from view. Additionally once these trees were mature, the resultant leaf litter on the footpath awning would create a requirement for constant cleaning of the awning and gutters.

- There are no other aspects of the proposed works to Kelly Street that would have a detrimental impact on the heritage significance of individually listed items or the Scone Central Heritage Conservation Area.

The following sympathetic design solutions were considered and discounted for the following reasons:

- No other design solutions were considered as the project was to alter the former highway to support a quiet town centre with increased parking, new underground services and provision of street amenities.

7.3 Statement of Heritage Impact:

The revitalisation of the Scone Central Business District will have minimal impact on the heritage significance of the individual listed items in Kelly Street as well as the Scone Central Heritage Conservation Area for the following reasons:

1. The works are confined to immediately above and below ground in the existing street;
2. Underground services are all checked, upgraded or replaced for the future;
3. The section of Kelly St. between Kingdon and Susan Streets is the subject site for these works;
4. The narrowing of the road lanes from four to two improves the town's amenity;
5. The widening of footpaths assist businesses without compromising the heritage significance of the buildings or the area;
6. The design of the landscaping softens the street by provision of shading;
7. The design of the landscaping enhances the heritage buildings in the street;
8. The combination of landscaping at the road edge and median strip enhances the overall setting of the CBD in Scone in Kelly Street.

3.0 CONCLUSION & RECOMMENDATIONS

The township of Scone has supported tree planting on its footpaths, roadways, parks and gardens since it was first developed. While this is a major project for hard and soft landscaping and engineering works, it is undoubtedly in the spirit of the past landscaping of Scone.

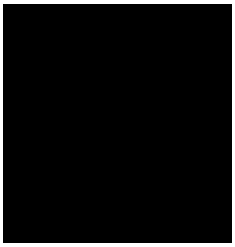
This Statement of Heritage Impact has examined the proposed works and required only one change to be made with the removal of two large trees in front of the former Civic Theatre replacing them with small bushes. This was based on the building being State listed and the proposed trees having the potential to screen this building from views in either direction in Kelly Street, recognising that the building has never had trees in front of it since it was built.

All other works compliment the street, the heritage conservation area and the objective to provide a safe and attractive shopping area in Scone.

Recommendations:
The following recommendations should be considered for this project:

- Monitor the landscaping works over the next five or more years and prune any tree canopies that overhang all footpath awnings. *Reason - leaf litter build-up in awning gutters can result in rusted roof materials if not checked and cleaned on a bi-annual basis.*

Yours faithfully,



John Carr
Heritage Consultant
B. Sc. (Arch), B. Arch.

Date	Rev	Description
24 January 2022	**B**	Issue for DA lodgement.
6 December 2021	A	Draft for comment.

(End of Report)

Appendix D Database Searches

considered a comprehensive inventory, and may contain errors and omissions. Species listed under the Sensitive Species Data Policy may have their locations denatured (^ rounded to 0.1°C; ^^ rounded to 0.01°C. Copyright the State of NSW through the Department of Planning, Industry and Environment. Search criteria : Public Report of all Valid Records of Threatened (listed on BC Act 2016) or Commonwealth listed Entities in selected area [North: -32.00 West: 150.82 East: 150.92 South: -32.10] returned a total of 25 records of 9 species.

Report generated on 1/02/2022 4:10 PM

Kingdom	Class	Family	Species Code	Scientific Name	Exotic	Common Name	NSW status	Comm. status	Records	Info
Animalia	Aves	Psittacidae	0309	^^*Lathamus discolor*		Swift Parrot	E1,P,3	CE	2	
Animalia	Aves	Tytonidae	0250	^^*Tyto novaehollandiae*		Masked Owl	V,P,3		1	
Animalia	Aves	Pomatostomidae	8388	*Pomatostomus temporalis temporalis*		Grey-crowned Babbler (eastern subspecies)	V,P		2	
Animalia	Aves	Artamidae	8519	*Artamus cyanopterus cyanopterus*		Dusky Woodswallow	V,P		1	
Animalia	Mammalia	Dasyuridae	1008	*Dasyurus maculatus*		Spotted-tailed Quoll	V,P	E	3	
Animalia	Mammalia	Pteropodidae	1280	*Pteropus poliocephalus*		Grey-headed Flying-fox	V,P	V	6	
Animalia	Mammalia	Vespertilionidae	1353	*Chalinolobus dwyeri*		Large-eared Pied Bat	V,P	V	1	
Plantae	Flora	Fabaceae (Mimosoideae)	3848	*Acacia pendula*		Acacia pendula population in the Hunter catchment	E2		1	
Plantae	Flora	Myrtaceae	6360	*Eucalyptus camaldulensis*		Eucalyptus camaldulensis population in the Hunter catchment	E2		8	

SEED | Sharing and Enabling Environmental Data

Bionet Species Sightings SEED Map

0.5 0 0.25 0.5 Kilometers

Scale 1: 10,096.54

WGS_1984_Web_Mercator_Auxiliary_Sphere

Generated from SEED web map. Created 4:16 PM 1/2/2022

Legend

Terrestrial Biodiversity

BionetSpeciesSightings

- Critically Endangered
- Endangered
- Endangered Population
- Endangered Population, Vulnerable
- Vulnerable
- Presumed Extinct
- Not Listed as Threatened

SEED | Sharing and Enabling Environmental Data

Vegetation SEED Map

1.0 0 0.50 1.0 Kilometers

Scale 1: 20,193.08

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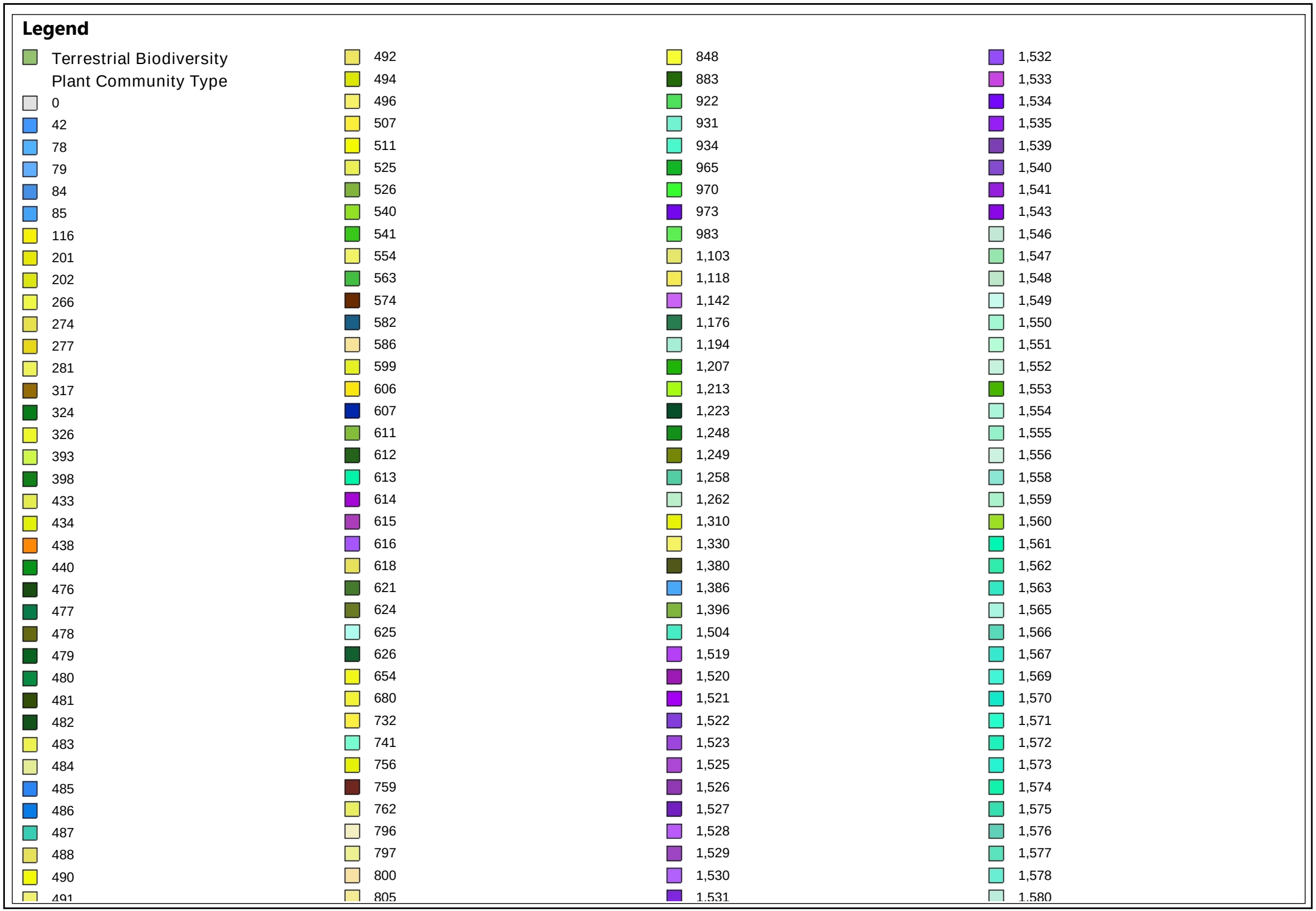
Generated from SEED web map. Created 4:25 PM 1/2/2022


Legend
Terrestrial Biodiversity
Plant Community Type
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Australian Government
Department of Agriculture, Water and the Environment

EPBC Act Protected Matters Report

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

Report created: 01-Feb-2022

Summary

Matters of National Environment Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the Administrative Guidelines on Significance.

World Heritage Properties:	None
National Heritage Places:	None
Wetlands of International Importance (Ramsar	1
Great Barrier Reef Marine Park:	None
Commonwealth Marine Area:	None
Listed Threatened Ecological Communities:	7
Listed Threatened Species:	26
Listed Migratory Species:	12

Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place. Information on the new heritage laws can be found at http://www.environment.gov.au/heritage

A permit may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

Commonwealth Lands:	2
Commonwealth Heritage Places:	1
Listed Marine Species:	19
Whales and Other Cetaceans:	None
Critical Habitats:	None
Commonwealth Reserves Terrestrial:	None
Australian Marine Parks:	None
Habitat Critical to the Survival of Marine Turtles:	None

Extra Information

This part of the report provides information that may also be relevant to the area you have

State and Territory Reserves:	1
Regional Forest Agreements:	1
Nationally Important Wetlands:	None
EPBC Act Referrals:	3
Key Ecological Features (Marine):	None
Biologically Important Areas:	None
Bioregional Assessments:	1
Geological and Bioregional Assessments:	None

Details

Matters of National Environmental Significance

Wetlands of International Importance (Ramsar Wetlands) [Resource Information]

Ramsar Site Name	Proximity	Buffer Status
Hunter estuary wetlands	100 - 150km upstream from Ramsar site	In feature area

Listed Threatened Ecological Communities [Resource Information]

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.
Status of Vulnerable, Disallowed and Ineligible are not MNES under the EPBC Act.

Community Name	Threatened Category	Presence Text	Buffer Status
Central Hunter Valley eucalypt forest and woodland	Critically Endangered	Community may occur within area	In feature area
Coastal Swamp Sclerophyll Forest of New South Wales and South East Queensland	Endangered	Community may occur within area	In feature area
Hunter Valley Weeping Myall (Acacia pendula) Woodland	Critically Endangered	Community may occur within area	In feature area
Lowland Rainforest of Subtropical Australia	Critically Endangered	Community may occur within area	In feature area
Natural grasslands on basalt and fine-textured alluvial plains of northern New South Wales and southern Queensland	Critically Endangered	Community may occur within area	In feature area
River-flat eucalypt forest on coastal floodplains of southern New South Wales and eastern Victoria	Critically Endangered	Community may occur within area	In feature area
White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland	Critically Endangered	Community likely to occur within area	In feature area

Listed Threatened Species [Resource Information]

Status of Conservation Dependent and Extinct are not MNES under the EPBC Act.
Number is the current name ID.

Scientific Name	Threatened Category	Presence Text	Buffer Status
BIRD			

Scientific Name	Threatened Category	Presence Text	Buffer Status
Anthochaera phrygia Regent Honeyeater [82338]	Critically Endangered	Foraging, feeding or related behaviour likely to occur within area	In feature area
Botaurus poiciloptilus Australasian Bittern [1001]	Endangered	Species or species habitat may occur within area	In feature area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area	In feature area
Erythrotriorchis radiatus Red Goshawk [942]	Vulnerable	Species or species habitat likely to occur within area	In feature area
Falco hypoleucos Grey Falcon [929]	Vulnerable	Species or species habitat likely to occur within area	In feature area
Grantiella picta Painted Honeyeater [470]	Vulnerable	Species or species habitat likely to occur within area	In feature area
Hirundapus caudacutus White-throated Needletail [682]	Vulnerable	Species or species habitat likely to occur within area	In feature area
Lathamus discolor Swift Parrot [744]	Critically Endangered	Species or species habitat likely to occur within area	In buffer area only
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area	In feature area
Polytelis swainsonii Superb Parrot [738]	Vulnerable	Species or species habitat may occur within area	In feature area
Rostratula australis Australian Painted Snipe [77037]	Endangered	Species or species habitat likely to occur within area	In feature area
FROG			

Scientific Name	Threatened Category	Presence Text	Buffer Status
[Litoria booroolongensis](#) Booroolong Frog [1844]	Endangered	Species or species habitat may occur within area	In buffer area only
MAMMAL			
[Chalinolobus dwyeri](#) Large-eared Pied Bat, Large Pied Bat [183]	Vulnerable	Species or species habitat likely to occur within area	In feature area
[Dasyurus maculatus maculatus (SE mainland population)](#) Spot-tailed Quoll, Spotted-tail Quoll, Tiger Quoll (southeastern mainland population) [75184]	Endangered	Species or species habitat known to occur within area	In feature area
[Nyctophilus corbeni](#) Corben's Long-eared Bat, South-eastern Long-eared Bat [83395]	Vulnerable	Species or species habitat likely to occur within area	In feature area
[Petauroides volans](#) Greater Glider [254]	Vulnerable	Species or species habitat may occur within area	In buffer area only
[Petrogale penicillata](#) Brush-tailed Rock-wallaby [225]	Vulnerable	Species or species habitat likely to occur within area	In feature area
[Phascolarctos cinereus (combined populations of Qld, NSW and the ACT)](#) Koala (combined populations of Queensland, New South Wales and the Australian Capital Territory) [85104]	Vulnerable	Species or species habitat known to occur within area	In feature area
[Pteropus poliocephalus](#) Grey-headed Flying-fox [186]	Vulnerable	Foraging, feeding or related behaviour may occur within area	In feature area
PLANT			
[Androcalva procumbens](#) [87153]	Vulnerable	Species or species habitat may occur within area	In feature area
[Dichanthium setosum](#) bluegrass [14159]	Vulnerable	Species or species habitat likely to occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
Euphrasia arguta [4325]	Critically Endangered	Species or species habitat may occur within area	In feature area
Prasophyllum sp. Wybong (C.Phelps ORG 5269) a leek-orchid [81964]	Critically Endangered	Species or species habitat may occur within area	In feature area
Thesium australe Austral Toadflax, Toadflax [15202]	Vulnerable	Species or species habitat may occur within area	In feature area
REPTILE			
Aprasia parapulchella Pink-tailed Worm-lizard, Pink-tailed Legless Lizard [1665]	Vulnerable	Species or species habitat may occur within area	In feature area
Delma impar Striped Legless Lizard, Striped Snake-lizard [1649]	Vulnerable	Species or species habitat may occur within area	In feature area

Listed Migratory Species			[Resource Information]
Scientific Name	Threatened Category	Presence Text	Buffer Status
Migratory Marine Birds			
Apus pacificus Fork-tailed Swift [678]		Species or species habitat likely to occur within area	In feature area
Migratory Terrestrial Species			
Hirundapus caudacutus White-throated Needletail [682]	Vulnerable	Species or species habitat likely to occur within area	In feature area
Monarcha melanopsis Black-faced Monarch [609]		Species or species habitat may occur within area	In feature area
Motacilla flava Yellow Wagtail [644]		Species or species habitat may occur within area	In feature area
Myiagra cyanoleuca Satin Flycatcher [612]		Species or species habitat known to occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
[Rhipidura rufifrons](#) Rufous Fantail [592]		Species or species habitat known to occur within area	In feature area
Migratory Wetlands Species			
[Actitis hypoleucos](#) Common Sandpiper [59309]		Species or species habitat may occur within area	In feature area
[Calidris acuminata](#) Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area	In feature area
[Calidris ferruginea](#) Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area	In feature area
[Calidris melanotos](#) Pectoral Sandpiper [858]		Species or species habitat may occur within area	In feature area
[Gallinago hardwickii](#) Latham's Snipe, Japanese Snipe [863]		Species or species habitat likely to occur within area	In feature area
[Numenius madagascariensis](#) Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area	In feature area

Other Matters Protected by the EPBC Act

Commonwealth Lands [Resource Information]

The Commonwealth area listed below may indicate the presence of Commonwealth land in this vicinity. Due to the unreliability of the data source, all proposals should be checked as to whether it impacts on a Commonwealth area, before making a definitive decision. Contact the State or Territory government land department for further information.

Commonwealth Land Name	State	Buffer Status
Communications, Information Technology and the Arts - Australian Postal Corporation		
Commonwealth Land - Australian Postal Commission [12529]	NSW	In feature area
Communications, Information Technology and the Arts - Telstra Corporation Limited		
Commonwealth Land - Australian Telecommunications Commission [12528]	NSW	In feature area

Commonwealth Heritage Places [Resource Information]

Name	State	Status	Buffer Status
Historic			

Name	State	Status	Buffer Status
Scone Post Office	NSW	Listed place	In feature area

Listed Marine Species [Resource Information]

Scientific Name	Threatened Category	Presence Text	Buffer Status
Bird			
Actitis hypoleucos Common Sandpiper [59309]		Species or species habitat may occur within area	In feature area
Apus pacificus Fork-tailed Swift [678]		Species or species habitat likely to occur within area overfly marine area	In feature area
Bubulcus ibis as Ardea ibis Cattle Egret [66521]		Species or species habitat may occur within area overfly marine area	In feature area
Calidris acuminata Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area	In feature area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area overfly marine area	In feature area
Calidris melanotos Pectoral Sandpiper [858]		Species or species habitat may occur within area overfly marine area	In feature area
Chalcites osculans as Chrysococcyx osculans Black-eared Cuckoo [83425]		Species or species habitat likely to occur within area overfly marine area	In feature area
Gallinago hardwickii Latham's Snipe, Japanese Snipe [863]		Species or species habitat likely to occur within area overfly marine area	In feature area
Haliaeetus leucogaster White-bellied Sea-Eagle [943]		Species or species habitat likely to occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
Hirundapus caudacutus White-throated Needletail [682]	Vulnerable	Species or species habitat likely to occur within area overfly marine area	In feature area
Lathamus discolor Swift Parrot [744]	Critically Endangered	Species or species habitat likely to occur within area overfly marine area	In buffer area only
Merops ornatus Rainbow Bee-eater [670]		Species or species habitat may occur within area overfly marine area	In feature area
Monarcha melanopsis Black-faced Monarch [609]		Species or species habitat may occur within area overfly marine area	In feature area
Motacilla flava Yellow Wagtail [644]		Species or species habitat may occur within area overfly marine area	In feature area
Myiagra cyanoleuca Satin Flycatcher [612]		Species or species habitat known to occur within area overfly marine area	In feature area
Neophema chrysostoma Blue-winged Parrot [726]		Species or species habitat may occur within area overfly marine area	In feature area
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area	In feature area
Rhipidura rufifrons Rufous Fantail [592]		Species or species habitat known to occur within area overfly marine area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
Rostratula australis as Rostratula benghalensis (sensu lato)			
Australian Painted Snipe [77037]	Endangered	Species or species habitat likely to occur within area overfly marine area	In feature area

Extra Information

State and Territory Reserves [Resource Information]

Protected Area Name	Reserve Type	State	Buffer Status
Scone Mountain	National Park	NSW	In buffer area only

Regional Forest Agreements [Resource Information]

Note that all areas with completed RFAs have been included.

RFA Name	State	Buffer Status
North East NSW RFA	New South Wales	In feature area

EPBC Act Referrals [Resource Information]

Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
Not controlled action				
Improving rabbit biocontrol: releasing another strain of RHDV, sthrn two thirds of Australia	2015/7522	Not Controlled Action	Completed	In feature area
Kyoto Alternative Energy Farm	2008/3979	Not Controlled Action	Completed	In feature area
Not controlled action (particular manner)				
Aerial baiting for wild dog control	2006/2713	Not Controlled Action (Particular Manner)	Post-Approval	In feature area

Bioregional Assessments

SubRegion	BioRegion	Website	Buffer Status
Hunter	Northern Sydney Basin	BA website	In feature area

Caveat

1 PURPOSE

This report is designed to assist in identifying the location of matters of national environmental significance (MNES) and other matters protected by the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) which may be relevant in determining obligations and requirements under the EPBC Act.

The report contains the mapped locations of:

- World and National Heritage properties;
- Wetlands of International and National Importance;
- Commonwealth and State/Territory reserves;
- distribution of listed threatened, migratory and marine species;
- listed threatened ecological communities; and
- other information that may be useful as an indicator of potential habitat value.

2 DISCLAIMER

This report is not intended to be exhaustive and should only be relied upon as a general guide as mapped data is not available for all species or ecological communities listed under the EPBC Act (see below). Persons seeking to use the information contained in this report to inform the referral of a proposed action under the EPBC Act should consider the limitations noted below and whether additional information is required to determine the existence and location of MNES and other protected matters.

Where data are available to inform the mapping of protected species, the presence type (e.g. known, likely or may occur) that can be determined from the data is indicated in general terms. It is the responsibility of any person using or relying on the information in this report to ensure that it is suitable for the circumstances of any proposed use. The Commonwealth cannot accept responsibility for the consequences of any use of the report or any part thereof. To the maximum extent allowed under governing law, the Commonwealth will not be liable for any loss or damage that may be occasioned directly or indirectly through the use of, or reliance

3 DATA SOURCES

Threatened ecological communities

For threatened ecological communities where the distribution is well known, maps are generated based on information contained in recovery plans, State vegetation maps and remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Threatened, migratory and marine species

Threatened, migratory and marine species distributions have been discerned through a variety of methods. Where distributions are well known and if time permits, distributions are inferred from either thematic spatial data (i.e. vegetation, soils, geology, elevation, aspect, terrain, etc.) together with point locations and described habitat; or modelled (MAXENT or BIOCLIM habitat modelling) using

Where little information is available for a species or large number of maps are required in a short time-frame, maps are derived either from 0.04 or 0.02 decimal degree cells; by an automated process using polygon capture techniques (static two kilometre grid cells, alpha-hull and convex hull); or captured manually or by using topographic features (national park boundaries, islands, etc.).

In the early stages of the distribution mapping process (1999-early 2000s) distributions were defined by degree blocks, 100K or 250K map sheets to rapidly create distribution maps. More detailed distribution mapping methods are used to update these distributions

4 LIMITATIONS

The following species and ecological communities have not been mapped and do not appear in this report:

- threatened species listed as extinct or considered vagrants;
- some recently listed species and ecological communities;
- some listed migratory and listed marine species, which are not listed as threatened species; and
- migratory species that are very widespread, vagrant, or only occur in Australia in small numbers.

The following groups have been mapped, but may not cover the complete distribution of the species:

- listed migratory and/or listed marine seabirds, which are not listed as threatened, have only been mapped for recorded
- seals which have only been mapped for breeding sites near the Australian continent

The breeding sites may be important for the protection of the Commonwealth Marine environment.

Refer to the metadata for the feature group (using the Resource Information link) for the currency of the information.

Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

-Office of Environment and Heritage, New South Wales
-Department of Environment and Primary Industries, Victoria
-Department of Primary Industries, Parks, Water and Environment, Tasmania
-Department of Environment, Water and Natural Resources, South Australia
-Department of Land and Resource Management, Northern Territory
-Department of Environmental and Heritage Protection, Queensland
-Department of Parks and Wildlife, Western Australia
-Environment and Planning Directorate, ACT
-Birdlife Australia
-Australian Bird and Bat Banding Scheme
-Australian National Wildlife Collection
-Natural history museums of Australia
-Museum Victoria
-Australian Museum
-South Australian Museum
-Queensland Museum
-Online Zoological Collections of Australian Museums
-Queensland Herbarium
-National Herbarium of NSW
-Royal Botanic Gardens and National Herbarium of Victoria
-Tasmanian Herbarium
-State Herbarium of South Australia
-Northern Territory Herbarium
-Western Australian Herbarium
-Australian National Herbarium, Canberra
-University of New England
-Ocean Biogeographic Information System
-Australian Government, Department of Defence
Forestry Corporation, NSW
-Geoscience Australia
-CSIRO
-Australian Tropical Herbarium, Cairns
-eBird Australia
-Australian Government – Australian Antarctic Data Centre
-Museum and Art Gallery of the Northern Territory
-Australian Government National Environmental Science Program
-Australian Institute of Marine Science
-Reef Life Survey Australia
-American Museum of Natural History
-Queen Victoria Museum and Art Gallery, Inveresk, Tasmania
-Tasmanian Museum and Art Gallery, Hobart, Tasmania
-Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the Contact Us page.

Department of Agriculture Water and the Environment
GPO Box 858
Canberra City ACT 2601 Australia
+61 2 6274 1111

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : SCBD

Client Service ID : 655761

Public Works Advisory

66 Harrington Street

Sydney New South Wales 2000

Attention: Kristen Parmeter

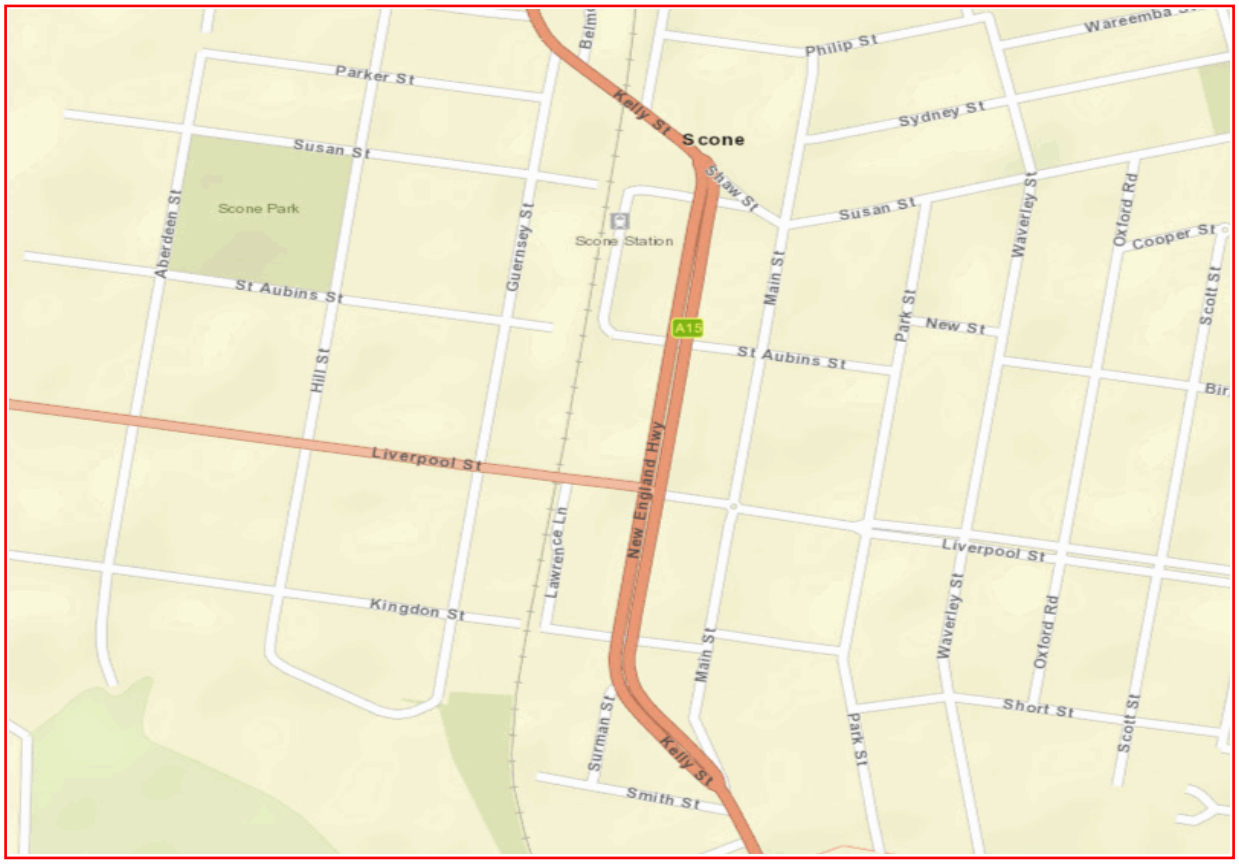
Email: [redacted]

Date: 01 February 2022

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -32.05, 150.86 - Lat, Long To : -32.05, 150.87, conducted by Kristen Parmeter on 01 February 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:

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

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

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

Important information about your AHIMS search

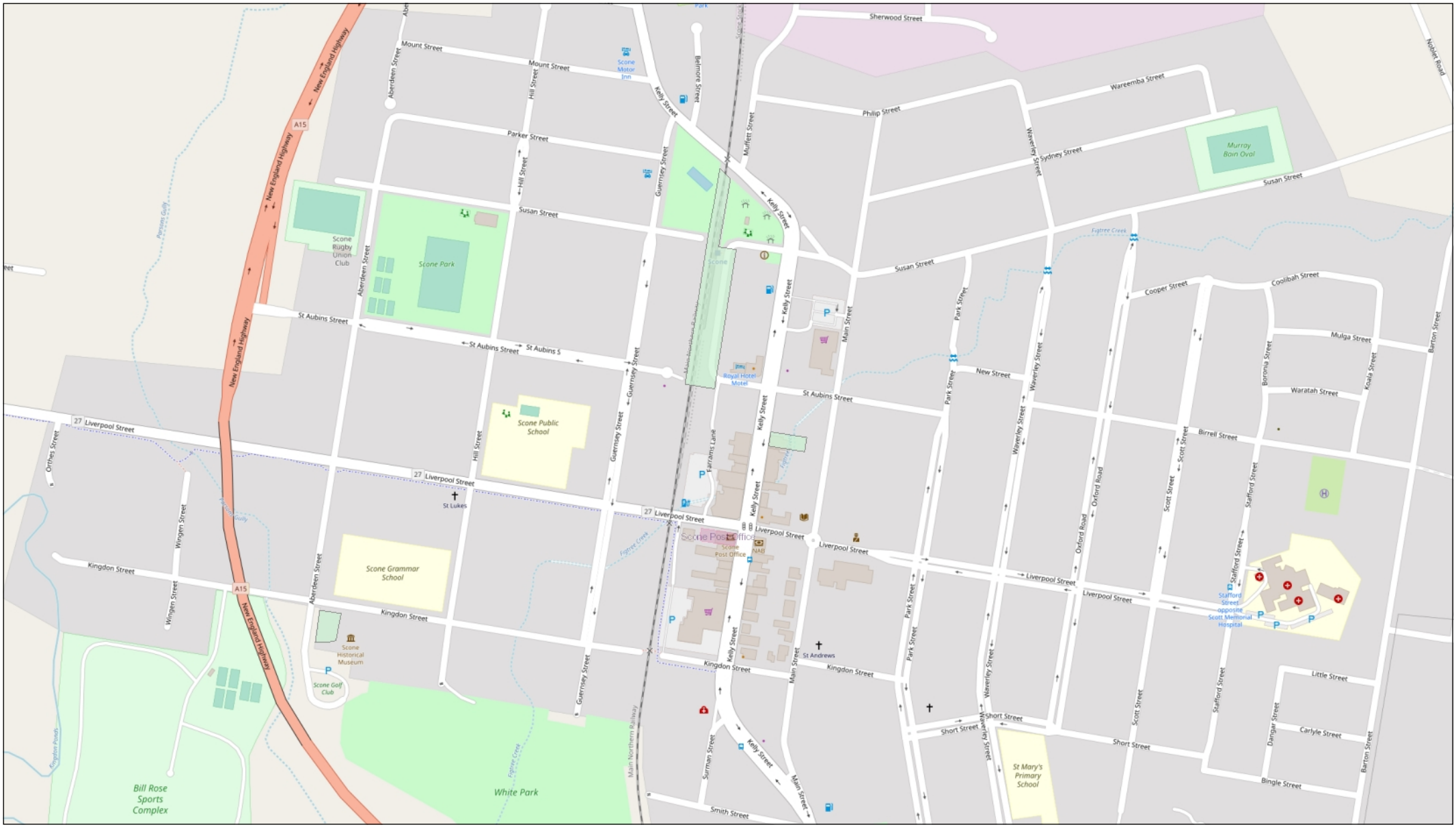
- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;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

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

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

SEED | Sharing and Enabling Environmental Data

SEED Map commonwealth and national listings



0.5 0 0.25 0.5 Kilometers

Scale 1: 10,096.54

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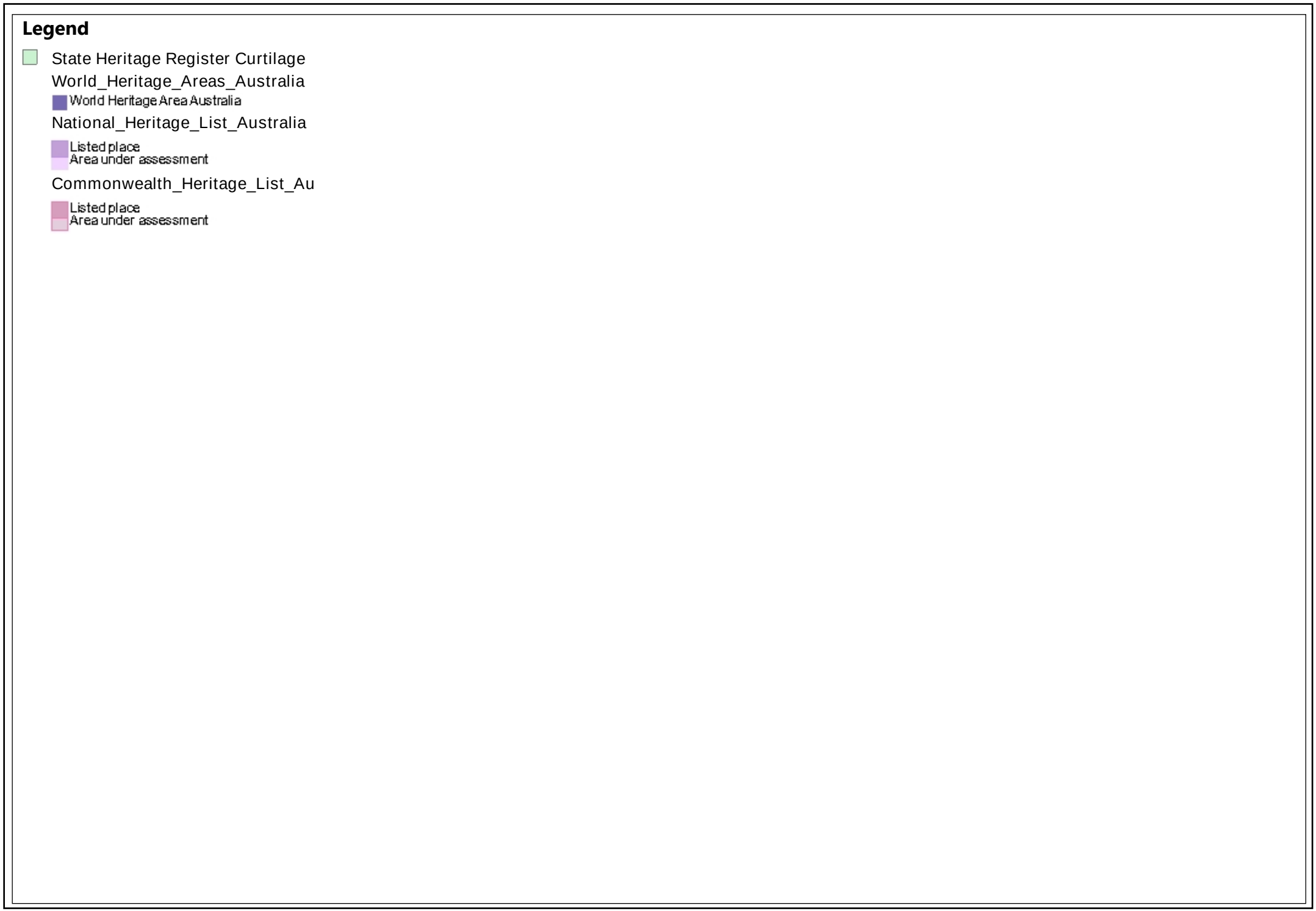
Legend
State Heritage Register Curtilage
World_Heritage_Areas_Australia
World Heritage Area Australia
National_Heritage_List_Australia
Listed place
Area under assessment
Commonwealth_Heritage_List_Au
Listed place
Area under assessment

Search Results

11 results found.

Barrington Tops Wilderness Area Salisbury Rd	Dungog, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)
Belltrees House Gundy Moonan Flat Rd	Belltrees via Scone, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Cedar Brush Nature Reserve Sparkes Creek Rd	Scone, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Invermein Moonbi Rd	Scone, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Railway Station Susan St	Scone, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Scone Courthouse (former) & Theatre 41 Kingdon St	Scone, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Scone Grammar School Kingdon St	Scone, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)
Scone Post Office 117 Liverpool St	Scone, NSW, Australia	(Listed place) Commonwealth Heritage List
Segenhoe Homestead and Outbuildings Segenhoe Rd	Scone, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
St Aubins Arms 245 Kelly St	Scone, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)

St Aubins House St Aubins Rd	Scone, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)

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Upper Hunter Local Environmental Plan 2013

Current version for 1 December 2021 to date (accessed 1 February 2022 at 18:06)

Schedule 5

Schedule 5 Environmental heritage

(Clause 5.10)

Part 1 Heritage Items

Locality	Item name	Address	Property description	Significance	Item no
Aberdeen	Aberdeen Beef Co Pty Ltd (former F.J. Walkers Meatworks)	Macqueen Street	Lot 53, DP 739487; Lot 21, DP 556401	Local	I215
Aberdeen	Segenhoe Inn	56 Macqueen Street and New England Highway	Lots 9 and 10, DP 828540	Local	I94
Aberdeen	Commercial hotel (bottom pub)	65 Macqueen Street and New England Highway	Lot 1, DP 710882	Local	I86
Aberdeen	Aberdeen Hotel (top pub)	129 Macqueen Street and New England Highway	Lot 3, DP 1079718; Lot 1, DP 214804	Local	I95
Aberdeen	Fitzgerald Bridge (Hunter River)	New England Highway	Road reserve adjacent to Lot 11, DP 1136908	Local	I91
Aberdeen	The Grange	New England Highway	Lot 2, DP 628897	Local	I89
Aberdeen	Commercial premises	48–52 New England Highway	Lot A, DP 370715; Lot 1, DP 1017830; Lot 6, DP 7036; Lot 13, DP 1167547; Lot 32, DP 1139049	Local	I88
Aberdeen	Former M. Campbell & Co. Store, including sandstone kerb, guttering and paving to front and south footpath	70 New England Highway	Lot 70, DP 1131139; Lot 212, DP 536124	Local	I87
Aberdeen	“Kelvinside” and outbuildings, including Kelvinside private cemetery monument on river bank between homestead and river	Rouchel Road	Lot 1, DP 220425; Lot 32, DP 587897; Lot 81, DP 624789; Lot 120, DP 827738; Lot 131, DP 1083917	Local	I62
Aberdeen	Former butter factory and meatworks pump house, two pumps and well	5 Rouchel Road	Lot 100, DP 849475	Local	I93
Aberdeen	Former butter factory and meatworks water supply	5 Rouchel Road	Lot 101, DP 849475	Local	I92

Aberdeen	Dwelling	13 Rouchel Road	Lot 12, DP 9033	Local	I98
Aberdeen	Dwelling	15 Rouchel Road	Lot 11, DP 9033	Local	I99
Aberdeen	Dwelling	17 Rouchel Road	Lot 10, DP 9033	Local	I100
Aberdeen	Dwelling	19 Rouchel Road	Lot 9, DP 9033	Local	I101
Aberdeen	Dwelling	21 Rouchel Road	Lot 8, DP 9033	Local	I102
Aberdeen	Dwelling	23 Rouchel Road	Lot 7, DP 9033	Local	I103
Aberdeen	Dwelling	29 Rouchel Road	Lot 4, DP 9033	Local	I104
Aberdeen	Dwelling	31 Rouchel Road	Lot 3, DP 9033	Local	I105
Aberdeen	Dwelling	33 Rouchel Road	Lot 2, DP 9033	Local	I106
Aberdeen	Dwelling	35 Rouchel Road	Lot 1, DP 9033	Local	I107
Aberdeen	Dwelling	37 Rouchel Road	Lot 13, DP 9432	Local	I108
Aberdeen	Dwelling	39 Rouchel Road	Lot 14, DP 9432	Local	I109
Aberdeen	Segenhoe Mill Ruins	69 Rouchel Road	Lot 45, DP 771145; Lots 88 and 89, DP 843531	Local	I90
Aberdeen	Former bank building	1 Segenhoe Street and New England Highway	Lot 156, DP 703766	Local	I97
Aberdeen	St Mark's Anglican Church, rectory and hall	7 Segenhoe Street (hall), 11 Segenhoe Street (church) and 2 Moray Street (rectory)	Lots 13 and 14, Section 2, DP 758003; Lot 21, DP 583843; Lot 112, DP 1102399	Local	I112
Aberdeen	Russley and garden	13 Segenhoe Street and Moray Street	Lots 198–200, DP 551975	Local	I110
Ardglen	Ardglen Tunnel	Main Northern Railway	SE approach from Murrurundi adjacent to Lot 7001, DP 1024818	State	I199
Blandford	Barsham	Haydons Lane	Lot 1, DP 131943	Local	I205
Blandford	Bloomfield Homestead	Haydons Lane and New England Highway	Lot 19, DP 13557	Local	I207
Blandford	Harben Vale Group	Haydons Woolshed Road	Lot 1, DP 131943	Local	I206
Blandford	Bickham Homestead group, including woolshed and shearer's quarters	Off New England Highway	Lot 2, DP 1042278	Local	I208
Blandford	St Luke's Church	Salisbury Street and New England Highway	Lots 17–20, DP 192646	Local	I204
Bunnan	Bundarraga	Kars Springs Road	Lot 201, DP 827078	Local	I79
Bunnan	Milgarra Station	Kars Springs Road	Lot 1, DP 224163	Local	I78
Bunnan	Grampian Hills	Ridgelands Road	Lots 1 and 4, DP 586303	Local	I77
Bunnan	St Jude's Anglican churchyard	Scone Merriwa Road	Lot 122, DP 750957	Local	I216
Cassilis	Courthouse	Branksome Street	Lot 1, DP 195256	Local	I134
Cassilis	Dwelling (former Chinese emporium)	Branksome Street	Lots 15 and 52, Section 2, DP 939778	Local	I139
Cassilis	Former store	Branksome Street	Lot 2, DP 130366	Local	I137

Cassilis	Police residence	Branksome Street	Lot 1, DP 198550	Local	I136
Cassilis	Police station	Branksome Street	Lot 46, DP 1044358	Local	I135
Cassilis	Royal Hotel Cassilis	Buccleugh Street	Lots 1 and 2, DP; 998169; Lot 22, DP 1053973	Local	I133
Cassilis	Munmurra Road woolshed	Kuloo Road	Lot 5, DP 1138181	Local	I147
Cassilis	Dalkeith	Llangollen Road	Lot 1, DP 549174; Lot 1, DP 706361; Lot 4, DP 706362	Local	I141
Cassilis	Llangollen	Llangollen Road	Lot 4, DP 750741	Local	I138
Cassilis	Cassilis Station homestead and grave site	Merriwa Road	Lots 1 and 2, DP 1158964	Local	I145
Cassilis	Farmhouse/stone cottage (former Anglican parsonage)	Merriwa Road	Lot 4, DP 534129	Local	I142
Cassilis	Anglican church—St Columba of Iona	Merriwa Road and 99–101 Coolah Road	Lot 2, DP 534129	Local	I144
Cassilis	Yarrawonga	Rotherwood Road	Portion 4, Parish Bulga	Local	I140
Cassilis	Cemetery including headstones and graves	Scott Street	Lots 17 and 18, DP 1094719	Local	I143
Cassilis	Quindalup School House group—Cassilis Primary School	Scott Street	Lot 1, DP 442439; Lot 2, DP 706361	Local	I151
Cassilis	St Joseph's Roman Catholic Church	Corner Scott and Llangollen Streets	Lot 18, DP 1094719	Local	I154
Collaroy	Collaroy Homestead group, including church, lockup, shearing shed and quarters and Soldiers Settlement Hall	Merriwa Road (900 Mudgee Road)	Lot 237, DP 750934; Lot 10, DP 585330	Local	I146
East Gungal	Catholic church—St Anthony of Padua	Golden Highway	Lot 11, DP 879997	Local	I149
East Gungal	Grave of Peter George	209 Main Road and Golden Highway	Lot 1, Section 24, DP 758491	Local	I148
Gundy	Presbyterian Cemetery	Church Street	Lot 102, DP 1112183	Local	I217
Gundy	St Matthew's Anglican Cemetery	Corner Miller, Duke and Church Streets	Lots 1–3, Section 9, DP 758490	Local	I218
Gundy	Bellevue and Barn	Gundy Road	Lot 9, DP 1109256	Local	I64
Kars Springs	The "Cuan" Station	Merriwa Road	Lots 72 and 74, DP 750914; Lot 193, DP 750957	Local	I80
Merriwa	Campbells Store	Bettington Street	Lot 1, DP 746053; Lot 2, DP 153198; Lot 11, DP 626103	Local	I128
Merriwa	Home Hardware (former Astros Theatre)	Bettington Street	Lot 1, DP 1016929; Lot 172, DP 554911	Local	I115
Merriwa	Bed and breakfast guesthouse (former CBC Bank)	Bettington Street	Lot 1, DP 7108	Local	I126

Merriwa	Royal Hotel	Corner Bettington and Vennacher Streets	Lot 1, DP 153198	Local	I114
Merriwa	Anglican Church	Bow Street	Lot 2, Section 10, DP 758672	Local	I118
Merriwa	Cottage Museum	Bow Street	Part Lot C, DP 418098	State	I116
Merriwa	Youth centre (former School of Arts)	Bow Street	Lot 1, DP 832898	Local	I120
Merriwa	Fitzroy Hotel	Corner Bow and Bettington Streets	Lot 1, DP 730567; Lot 1, DP 159394	Local	I113
Merriwa	Anglican Cemetery	Corner Bow and MacKenzie Streets	Lot 1, Section 10,DP 758672	Local	I117
Merriwa	Cullingral group, including shearing shed on Wendouree property	Cullingral Road	Lot 2, DP 1005099	Local	I124
Merriwa	“Volcano” (Wendouree property)	Cullingral Road	Lots 127, 130 and 133, DP 750959	Local	I157
Merriwa	Wyndham	Golden Highway (3km east of Merriwa)	Lot 1, DP 857522; Lots 108 and 109, DP 750942	Local	I158
Merriwa	Anglican rectory	Gooch Street	Lot 310, DP 619556	Local	I119
Merriwa	Catholic Church	McCartney Street	Lots 15–18 and 20, DP 758672; Lot 19, DP 62158	Local	I123
Merriwa	St Anne’s Convent	McCartney Street	Lots 3–10, Section 4, DP 758672	Local	I122
Merriwa	Headmaster’s residence	MacKenzie Street	Lot 1, DP 794672; Lot 1, DP 170295	Local	I125
Merriwa	Bow Palaeontological site	Merriwa- Cassilis Road (at road cutting)	Road reserve adjacent to Lot 180, DP 750913	Local	I152
Merriwa	Redwell Cemetery	Redwell Road	Lot 1, DP 946025	Local	I131
Merriwa	Catholic Presbytery	Vennacher Street	Lots 3 and 4, Section 4, DP 758672	Local	I121
Merriwa	Council Building and Chambers	Vennacher Street	Lot 3, Section 7, DP 758672; Lots A and B, DP 155110	Local	I132
Merriwa	Courthouse, police station and former lockup	Vennacher Street	Lot 43, DP 1112924	Local	I127
Merriwa	Brindley Park homestead	Willow Tree Road	Lots 6 and 7, DP 30953	Local	I129
Merriwa	Terragong Homestead	Willow Tree Road	Lot 1, DP 596909; Lot 3, DP 30953	Local	I130
Moonan Brook	General Cemetery	Hunter Road	Lot 1, DP 194109	Local	I219
Murrurundi	Rosebank	13 Adelaide Street	Lot 1, DP 781031	Local	I159
Murrurundi	Temple Court Station and Railway Cottage	143 Boyd Street	Lot 10, DP 1121130	Local	I160
Murrurundi	Murrurundi Oil Shale Refinery and Temi Shale Mine	Off Doughboy Street	Lot 1, DP 1123657	Local	I162
Murrurundi	The Ranch	Off Doughboy Street	Lot 11, DP 835696	Local	I161

Murrurundi	Former Tattersalls Hotel	46 Haydon Street	Lot 1, DP 75638	Local	I163
Murrurundi	Railway Hotel	48 Haydon Street	Lot 80, DP 705831	Local	I164
Murrurundi	Residence—Ethelston	68 Haydon Street	Lots 14 and 15, Section 8, DP 984201	Local	I165
Murrurundi	Rosedale Cottage	Little Street	Lot 4, DP 708542	State	I166
Murrurundi	Museum (former Literary Institute)	Mayne Street	Lot 1, DP 238204	Local	I170
Murrurundi	Museum (former Presbyterian Church)	Mayne Street	Lot 2, DP 238204	Local	I169
Murrurundi	Residence (former “Haydonton Inn”)	2 Mayne Street	Lot 1, Section 1, DP 984201	Local	I174
Murrurundi	White Hart Hotel	46 Mayne Street	Lot 1, DP 741042	Local	I175
Murrurundi	Council Building and Chambers	47–53 Mayne Street	Lot 18, DP 59108; Lot 19, DP 89559	Local	I167
Murrurundi	J. Dooley General Store	60 Mayne Street	Lot 1, DP 67139	Local	I176
Murrurundi	Gallery and restaurant (former CBC Bank)	66 Mayne Street	Lot 1, DP 335078	Local	I180
Murrurundi	Bridge House	70 Mayne Street	Lot 23, Section 2, DP 984201	Local	I177
Murrurundi	Post office	89 Mayne Street	Lot 1, DP 700713	Local	I168
Murrurundi	Pink cottage	109 Mayne Street	Lot 1, Section 15A, DP 758738	Local	I172
Murrurundi	RSL Hall (former Manchester Unity Hall)	116 Mayne Street	Lot 92, DP 600649	Local	I178
Murrurundi	Methodist Church	126 Mayne Street	Lots 201–203, DP 1107358	Local	I179
Murrurundi	Public School	135 Mayne Street	Lot 1, Section 19, DP 194564; Lots 2 and 3, DP 758738	Local	I171
Murrurundi	Royal Hotel	144 Mayne Street	Lots 11 and 12, Section 7, DP 758738	Local	I181
Murrurundi	Royal Hotel Stables	144 Mayne Street	Lots 11 and 12, Section 7, DP 758738	Local	I182
Murrurundi	Cafe (former Telegraph Office)	155 Mayne Street	Lot 1, DP 797034	Local	I173
Murrurundi	Rose Cottage	160 Mayne Street	Lot 13, Section 6, DP 758738	Local	I183
Murrurundi	Bobadil House	Corner Mayne and Boyd Streets	Lots 16–19, Section 5, DP 758738	Local	I184
Murrurundi	St Paul’s Church of England	33–41 Mount Street	Lots 2 and 3, DP 1147319	Local	I185
Murrurundi	St Paul’s Rectory	33–41 Mount Street	Lot 1, DP 632080; Lot 1, DP 1147319; Lot 213, DP 44391; Lot 217, DP 263278	Local	I186

Murrurundi	Courthouse and police station	Murulla Street	Lots 8 and 9, Section 2, DP 758738	Local	I189
Murrurundi	Footbridge suspension bridge	Murulla Street	Road reserve adjacent to Lot 1, DP 995479	Local	I190
Murrurundi	Gaol and police residence	Murulla Street	Lot 7, Section 2, DP 758738	State	I188
Murrurundi	Police Sergeant's residence	Murulla Street	Lot 6, Section 2, DP 758738	Local	I187
Murrurundi	Glenalvon group	New England Highway	Lot 1, DP 1003054; Lot 26, DP 227683	Local	I200
Murrurundi	Glenalvon homestead	New England Highway	Lot 1, DP 1003054; Lot 26, DP 227683	Local	I201
Murrurundi	Glenalvon Old Cottage	New England Highway	Lot 1, DP 1003054; Lot 26, DP 227683	Local	I202
Murrurundi	Glenalvon Stables	New England Highway	Lot 1, DP 1003054; Lots 26 and 27, DP 227683	Local	I203
Murrurundi	Old cemetery	New England Highway	Portions 80/86	Local	I212
Murrurundi	Roman Catholic Presbytery	O'Connell Street	Lot 18, DP 1098258	Local	I191
Murrurundi	St Joseph's Catholic Church	Polding Street	Lot 17, DP 1098258; Lot 56, DP 871906	Local	I193
Murrurundi	Murrurundi House (former Sisters of Mercy Convent)	Polding Street	Lot 57, DP 871906	Local	I192
Murrurundi	Murrurundi Railway Station group	8–30 Polding Street and Victoria Street	Lot 4, DP 808501	State	I198
Murrurundi	Railway Guard's Cottage	8 Polding Street (east of Railway Station)	Lot 1, DP 808501	Local	I194
Murrurundi	Station Master's Cottage	30 Polding Street	Lot 2, DP 808501	Local	I195
Murrurundi	Greenhayes	Sunshine Street and 20 Murulla Street	Lots 11–13, Section 14, DP 758738	Local	I197
Parkville	Cressfield Station	New England Highway	Lot 9, DP 1008618	Local	I81
Rouchel	Rosevale (Roseville)	Rouchel Road	Lot 1, DP 157303; Lot 101, DP 634590	Local	I83
Rouchel	Timber house	Rouchel Road	Lot 100, DP 1136872	Local	I82
Rouchel Brook	Allen Bridge	Allen Bridge Road	Road reserve adjacent to Lot 20, DP 10329	Local	I67
Rouchel Brook	Kennedy Family Cemetery (or Dalvey Private Cemetery)	Rouchel Road (13.5km east of Aberdeen at Rockhill)	Lot 46, DP 752483	Local	I220

Scone	Barry Station	Barry Road via Nundle	Lots 1, 3, 4–6, 10, 16, 21–24, 28, 37, 38, 41, 42, 47–49, 54–56, 58, 67, 69 and 70, DP 753685; Lot 401, DP 228369; Lots 110 and 111, DP 750925; Lots 29 and 30, DP 753712; Lots 172 and 173, DP 750958; Lot 1, DP, 225222; Lot 1, DP 431001; Lot 511, DP 228426; Lots 72 and 73, DP 722267; Lots 1–4, DP 1040880	Local	I75
Scone	Invermein	Clifflands Road	Lot 2101, DP 1152426	Local	I24
Scone	Former Harpers Boot Factory	39 Guernsey Street and St Aubins Street	Lot 1, DP 58116	Local	I1
Scone	Scone RSL Former Boorers Mill	67–71 Guernsey Street	Lot 1, DP 368876; Lot B, DP 394354	Local	I2
Scone	Residence—stone cottage	68 Guernsey Street	Lots A and C, DP 152433	Local	I48
Scone	Baptist Church	72–74 Guernsey Street	Lot 74, DP 1150759	Local	I33
Scone	Mill Cottage	73 Guernsey Street	Lot 1, DP 1090169	Local	I3
Scone	Shop (former Willow Tree Hotel and former butcher shop)	97–99 Guernsey Street and 65 Liverpool Street	Lot A, DP 394354; Lot 6, DP 733567; Lots 21 and 22, DP 558794	Local	I28
Scone	Elmswood	Gundy Road	Lot 1, DP 421243; Lot 144, DP 622028	Local	I65
Scone	Belltrees homestead and outbuildings	Hunter Road	Lot 5, DP 726256; Lot 222, DP 1009169	Local	I60
Scone	Shops	95–97 Kelly Street	Lot B, DP 158596	Local	I6
Scone	Belmore Hotel	98 Kelly Street	Lot 100, DP 1008166	Local	I7
Scone	Royal Hotel	109–119 Kelly Street	Lots 1 and 2, DP 741827; Lot 32, DP 539874	Local	I50
Scone	2 Shops (adjacent to Mazda showroom)	116 and 118 Kelly Street	Lot 1, DP 998395; Lot 1, DP 708825	Local	I35
Scone	Cafe (former Energy Australia building)	122 Kelly Street	Lot 1, DP 534209	Local	I36
Scone	Shops	127–133 Kelly Street	Lot 1, DP 718295; Lot 2, DP 222497	Local	I41
Scone	Willow Tree Hotel	140 Kelly Street	Lot 4, DP 1115231	Local	I57
Scone	Scone Civic Theatre	144 Kelly Street	Lots 1–3, DP 214848	State	I59
Scone	Farams Store	157 Kelly Street	Lot 1, DP 950304	Local	I39
Scone	Bank of New South Wales	170 Kelly Street	Lot A, DP 332685	Local	I25
Scone	Golden Fleece Hotel	174 Kelly Street	Lot 80, DP 601823	Local	I40
Scone	Campbell's Corner	177–181 Kelly Street	SP 32887; Lot 1, DP 161339	Local	I26
Scone	Post office	187 Kelly Street and 117 Liverpool Street	Lot 3, DP 700953; Lot 10, DP 703172	Local	I20

Scone	Asser House car park and outbuildings	202 Kelly Street	Lot 2, DP 151514	Local	I31
Scone	Scone Advocate Building	206 Kelly Street	Lot 21, DP 788031	Local	I51
Scone	Upper Hunter Ambulance Station	210 Kelly Street	Lot 1, DP 196911	Local	I55
Scone	Former Library Building and WW1 Memorial	212 Kelly Street	Lot 214, DP 1086129	Local	I58
Scone	St Aubin's Arms (former Wool Pack Inn)	245 Kelly Street	Lot 1, DP 881852	Local	I9
Scone	Old Court Theatre	41 Kingdon Street	Lot 6, Section 2, DP 758898	State	I19
Scone	Historical Museum (former constable quarters and lockup)	45 Kingdon Street	Lot 94, DP 39640; Lot 7011, DP 96892	Local	I14
Scone	Grammar School (former St Luke's Anglican School House)	60 Kingdon Street (corner Hill Street)	Lots 3–6, DP 758898; Lots 21–25, DP 239808; Lots 71 and 72, DP 623368	Local	I13
Scone	Former Convent of Sisters of Mercy	61 Kingdon Street	Lot 201, DP 883254	Local	I12
Scone	Scone Arts and Crafts (former Catholic church)	63 Kingdon Street	Lot 33, DP 562934	Local	I4
Scone	St Mary's Roman Catholic Cemetery (rear of former Church)	65 Kingdon Street	Lot 34, DP 562934	Local	I54
Scone	Site of Railway Gatekeeper's Cottage	87 Kingdon Street	Lot 1, DP 745929	Local	I29
Scone	Bed and breakfast (former School of Arts)	91 Kingdon Street	Lot 110, DP 1059967	Local	I15
Scone	Masonic Temple (former Presbyterian church)	93 Kingdon Street	Lot 1, DP 819422	Local	I21
Scone	House	95 Kingdon Street	Lot 10, DP 834781	Local	I22
Scone	St Luke's Church and rectory	75 Liverpool Street and Hill Street	Lot 101, DP 618228	Local	I5
Scone	Public School	82–94 Liverpool Street	Lots 1 and 2, DP 798200; Lots 1– 4, DP 798231; Lot 1, DP 798745; Lot 1, DP 349170; Lot 1, DP 349673; Lot 5, DP 37700; Lot 1, DP 431666; Lot 1, DP 349216; Lot 1, DP 349171; Lot 1, DP 798815; Lot 1, DP 349217	Local	I42
Scone	Mower Shop (former Campbells Store Garage)	98–100 Liverpool Street and 53 Guernsey Street	Lots 91–94, DP 591291	Local	I34
Scone	Veterinary clinic (former Campbells Chambers)	106 Liverpool Street	Lot B, DP 411573	Local	I56
Scone	Commercial premises	109 Liverpool Street	Lots 12–14, DP 1125438	Local	I43

Scone	Former Scone Shire Council Building and Chambers	130 Liverpool Street	Lot 1, DP 185377	Local	I53
Scone	National Australia Bank (former CBC Bank)	182 Liverpool Street and Kelly Street	Lot 30, DP 580699	Local	I8
Scone	Scone Courthouse	Main Street and 62 Liverpool Street	Lot 1, DP 814761	Local	I38
Scone	Scone Railway Station	Main Northern Railway	Adjacent to Lot 2, DP 1153650	State	I18
Scone	Presbyterian Manse	Main Street	Lot 1, DP 194688	Local	I16
Scone	Residence (former inn)	Main Street	Lot 1, DP 1100096	Local	I44
Scone	Yarrandi homestead	Off Merriwa Road	Lot 10, DP 831346; Lot 100, DP 809538	Local	I72
Scone	Petrified stump	Moobi Road	Adjacent to Lot 20, DP 246413	Local	I30
Scone	Roman Catholic cemetery	New England Highway	Lot 1, DP 366916; Lot 58, DP 1096974; Lot 90, DP 1130892	Local	I49
Scone	St Aubin's House	New England Highway (1.6km south of Scone)	Lot 2, DP 635388; Lot 104, DP 1093507; Lot 1420, DP 816817	Local	I23
Scone	Turanville homestead and outbuildings	New England Highway	Lots D, E and F, DP 38812	Local	I68
Scone	St. Mary's Roman Catholic Church	70–72 Park Street and Short Street	Lots 11 and 12, Section 5, DP 2958	Local	I27
Scone	Monuments—Thomas Cook Memorial, Alan Cunningham Memorial and John Graham Memorial	Gundy Road (Rotary Park)	Lot 1, DP 667072	Local	I10
Scone	Satur (rear of Sledmore Horse Stud)	Satur and Middlebrook Roads	Lot 91, DP 808298	Local	I85
Scone	Segenhoe homestead and outbuildings	Segenhoe Road (8km east of Scone on Pages River)	Lot 1, DP 301424; Lot 1, DP 725790; Lot 2, DP 1109425; Lot 130, DP 1083917	Local	I61
Scone	Residence—Geraldton (former Belmore House)	2 Shaw Street	Lot 1, DP 152428	Local	I11
Scone	Nandowra	7 Smith Street	Lot 2, DP 578106	Local	I74
Scone	Residence (former hospital)	11 Smith Street	Lots 12 and 13, DP 864059	Local	I17
Scone	Dry cleaners (former Blooms Nursery)	113 St Aubins Street	Lot 1, DP 718296	Local	I37
Scone	Scone Hospital	2 Stafford Street	Lots 3 and 4, DP 583487	Local	I52

Scone	Thornwaite, outbuildings and cemetery	Upper Dartbrook Road	Lots 15 and 175, DP 750964; Lot 1, DP 1064712; Lot 1, DP 1155503; Lot 1, DP 1155496; Lot 161, DP 998206; Lot 7301, DP 1142105	Local	I73
Scone	Residence	95 Waverley Street	Lot 167, DP 521459	Local	I47
Scone (Cliffdale)	Wyoming Stud	New England Highway	Lot 1, DP 170692; Lot 2, DP 221277; Lot 52, DP 598815	Local	I66
Scone (Glenrock)	Glenrock Station		Lot 19, DP 753687	Local	I76
Sparkes Creek	The Hawthornes, including outbuildings		Lots 26 and 51, DP 750964; Lot 1, DP 724395; Lot 4, DP 1089857; Lot 251, DP 802268	Local	I69
Timor	Timor Station and outbuildings	Crawney Road	Lot 4, DP 367436	Local	I210
Timor	Whissonet Station	Off Edmonds Road	Lot 103, DP 1126099	Local	I211
Timor	Timor Caves and geological site	Sargeants Gap Road	Lot 35, DP 856514; Lot 160, DP 750922; Lot 161, DP 786649; Lot 214, DP 44391; Lot 220, DP 263278	Local	I214
Timor	St. Peter's Anglican Church	Waverley Road	Lot 1, DP 203271	Local	I213
Wingen	Abbotsford (former Coach House)		Lot 211, DP 1129822	Local	I70
Wingen	Murulla Station		Lots 22 and 2, DP 857355; Lots 54, 92, 134 and 135, DP 750944; Lots 84, 134 and 365, DP 750965; Lot 21, DP 860837; Lot 1, DP 828571; Lot 137, DP 750944; Lot 761, DP 847816; Lot 7018, DP 1001439	Local	I71
Wingen	Petwyn Vale	Corner Abbott and Gladstone Streets	Lot 237, DP 750965	Local	I222
Wingen	Mountain House (former public school)	Corner Raglan and Petwynn Streets (NEH)	Lot 4, Section 14, DP 759098	State	I45
Wingen	Antiques Shop (former post office)	New England Highway	Lots 6 and 7, Section 10, DP 759098	Local	I223
Wingen	Myee, Residence Timber House	1 Vernon Street	Lot 10, Section 15, DP 759098	Local	I224

Part 2 Heritage conservation areas

Name of heritage conservation area	Identification on Heritage Map	Significance
Cassilis Conservation Area	Shown by red hatching and labelled "Cassilis Conservation Area—C1"	Local

Central Scone Conservation Area	Shown by red hatching and labelled "Central Scone Conservation Area—C2"	Local
Merriwa Conservation Area	Shown by red hatching and labelled "Merriwa Conservation Area—C3"	Local
Murrurundi Conservation Area	Shown by red hatching and labelled "Murrurundi Conservation Area—C4"	Local
West Scone Conservation Area	Shown by red hatching and labelled "West Scone Conservation Area—C5"	Local

Part 3 Archaeological sites

Locality	Item name	Address	Property description	Significance	Item no
Murrurundi	Railway Gatekeeper's Cottage	Polding Street (opposite Albert Street)	Lot 4, DP 808501	Local	A1

NSW GOVERNMENT Public Works Advisory

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