Transport
Roads & Traffic
Authority

File no. PM00301.04

- 7 JUN 2011

Director, Major Infrastructure Assessment
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Dinuka McKenzie

Hume Highway upgrade. Woomargama bypass (MP 08_0237). Modification request for Mountain Creek Bridge flooding impacts.

Dear Sir

The Hume Highway upgrade – Woomargama bypass project was approved by the Minister for Planning under Project Approval 08_0237 dated 31 January 2010.

I refer to the letter to the Department of 11 April 2011 from the Environmental & Sustainability Manager – HHWA (copy attached) and to our discussion on 23 May 2011 regarding the detailed design and potential 1 in 100 year flooding impacts of the new Bridges over Mountain Creek on the Woomargama bypass.

In summary, in developing the detailed design for the project it was identified that the flooding impacts could not reasonably be constrained to the criteria as set out in condition 2.25 of the project approval at all locations ('limit to the greatest extent practicable increases in inundation levels to a maximum of 50mm, and 1 hour, in a 1 in 100 year ARI rainfall event'). Whilst it is arguable that under condition 2.26 the flood impacts could be acceptable to the landowner and therefore consistent with the approval, it is preferable that the flooding impacts at this location be recognised within the project approval.

Accordingly, in accordance with section 75W(2) of the *Environmental Planning and Assessment Act 1979* the RTA requests the Minister to modify the approval to allow construction of twin 128 metre four span bridges at Mountain Creek with modelled flooding impacts as shown on sketch NB110038-510-SK-DR-0006 Rev E.

An assessment of the potential flooding impacts of the bridge proposal and justification of the adoption of twin 128 metre four span bridges are set out in the above referenced letter. In summary:

- The hydrologic modelling for the Environmental Assessment considered 180 metre long six span bridges at Mountain Creek with one of those spans specifically provided for access between severed portions of an agricultural property. Ultimately the RTA purchased all land to the east of the bypass alignment and there is no longer any requirement for access. On this basis the bridging requirements were reviewed in the detailed design process.
- Additional hydrologic modelling was undertaken during detailed design which was more refined than presented in the EA. This indicated that the extent of 100 year flooding impacts for the existing conditions was overestimated in the EA

- Detailed design gave consideration to various bridge options of three, four and five span bridges. The potential flooding impacts of these options are shown on drawing number NB11038-SK-DR-0006. All options had afflux in excess of the design criteria proposed in the EA but were limited to a maximum distance of approximately 600 metres upstream from the bridges.
- The proposed four span bridge results in a maximum afflux of 480mm approximately 200 metres upstream reducing to zero at approximately 500 metres upstream. The flooding impacts remain wholly contained within the floodplain. At the location where afflux is greatest the width of the flow would marginally increase from 180 metres to 190 metres and the greatest increase in width of flow would be 25 metres at approximately 300 metres upstream.

  The duration of inundation in the additional area subject to flooding would be a maximum of six hours where afflux is greatest. At approximately 600 metres upstream the duration of flooding is similar to existing conditions.
- No improvements or other assets are subject to the additional flooding impacts. There would be no increase in inundation levels in the village of Woomargama or at any other property apart from the land owned by the RTA. There are no adverse environmental impacts of the additional flood impacts.
- The land subject to the additional impacts is currently owned by the RTA and would be sold following completion of the bypass with known potential impacts.
- It is considered that the impacts of the additional flood impacts of providing four span twin bridges at Mountain Creek on the Woomargama bypass are minor and are justified by the savings in cost and resources.

If approved, a suggested amended condition is:

2.26A Notwithstanding conditions 2.25 and 2.26 the detailed design of the new Hume Highway Bridges at Mountain Creek shall limit to the greatest extent practicable, increases in flooding impacts between the bridges and a point 600 metres upstream of the bridges to those shown on Drawing No. NB11038-SK-DR-0006 Rev E

The flooding impacts proposed are those previously shown on Drawing No NB11038-510-SK-0012 Rev B included the referenced letter of 11 April 2011 and represents the latest and most accurate modelling prepared following the decision to adopt a four span bridge.

Also attached to this letter are a creek long section and creek cross sections at various chainages upstream of the bridges showing changes in flood levels, together with a completed request to modify a major project application form.

The modification results in a cost saving and therefore the capital investment value is less than 50% of the capital investment value of the approved project.

Please contact Peter Hurst on (02) 6923 3415 should you wish to discuss or clarify any issues.

Yours faithfully

Tony Dobbin
Manager, Hume Highway Office

Attachments:

- Letter dated 11 April 2011 from the Environment & Sustainability Manager – HHWA
- Drawing No. NB11038-510-SK-DR-0006 Rev E
- Mountain Creek long section and cross sections upstream of new bridges
- Request to modify a major project

Letter dated 11 April 2011 from the Environment & Sustainability Manager – HHWA

A team consisting of RTA, Abigroup and SKM
Hume Highway Woomargama Bypass

11 April 2011

Dinuka McKenzie
Team Leader Roads
Department of Planning
23-33 Bridge St
Sydney NSW 2000

Dear Dinuka

The Department of Planning in a letter dated the 02/06/2010 has requested that HHWA *"demonstrate to the Department that the project remains consistent with the project approval and has been designed to limit the increase in flooding characteristics to the greatest extent practicable, and provide an appropriate level of environmental assessment to demonstrate that environmental impacts are acceptable."*

The relevant MCoA (2.25) is presented below.

"the detailed design of the project does not significantly increase flooding characteristics and to the greatest extent practicable, limits increases in inundation levels to 50mm, and 1 hour, in a 1 in 100 year ARI rain event."

Presented below is information relating to consistency and impacts of the changes in the 100 year flooding extents from to the bridges over Mountain Creek and Sandy Creek.

Flooding criteria
In the discussions with the Department, it was stated that the 0.05m and 1 hour criteria are standard criteria applied to projects throughout NSW. However in our experience these criteria are generally applied in urban environments to mitigate against the risks of flash flooding. The Appendix C of the Mountain Creek Flood Study in the EA presented the proposed flooding criteria for the drainage design study and were summarised on page 117 of the EA. These are:

Inundation levels up and downstream of the project boundary are not increased by the 100 year ARI event by anymore than the following:

- *Rural lands without buildings or sensitive structures = 0.25m*
- *Rural lands with buildings or senstive structures already below the 1 in 100 year flood level = 0.05m*
- *Any land where buildings or senstive strucutures not inundated by the 100 year ARI event would be an increased risk on inudation= 0.0m*

These criteria also were the basis of assessment of the flooding impacts in the Mountain Creek Flood Study. These criteria also provide a higher level of protection for existing buildings and infrastructure above the 100 year flood extent than the MCoA, however, provide greater flexibility where no buildings or sensitive infrastructure are located. The drainage design criteria are consistent with MCoA 2.25 and 2.26.

Bridge options
The 6 span bridge design used in the hydrological assessment for EA reflected the potential requirement to provide a crossing under the highway alignment for one of the landowners, whose land was bisected by the new alignment. Post the approval of the EA, the landowner decided to sell the

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portion of their land east of the new alignment to the RTA so there was no requirement to provide a landowner crossing of the new alignment.

During the detailed design process, a number of different bridge options for Mountain Creek were assessed, namely reducing the number of spans as the landowner crossing was no longer required. Reducing the number of spans has a number of advantages in terms of costs, use of resources (ie. sustainability), long term maintenance and constructability. The disadvantages of reducing the number of spans primarily relate to the potential for increased flooding upstream. Five, four and three span bridges across Mountain Creek were assessed and twin four span bridges was selected as the preferred option based upon cost and environmental considerations. While the modelling in the EA was adequate for its purpose, it was not of sufficient detail and rigour to use for the detailed design of the Mountain Creek bridges. A detailed hydrological model of Mountain Creek was developed for the assessment and 100 year flood extents were estimated for existing conditions and the 4 span bridge option.

For Sandy Creek, single span bridges were selected as the preferred option and detailed hydrological modelling on this option was undertaken.

Consistency of 100 year flooding extents with the EA

Drawing #**NB11038-SK-DR-0006** included with this letter presents for Mountain Creek:

- the existing 100 year flood extent estimated by PB and presented in the EA;
- the existing 100 year flood extent estimated by HHWA based upon more detailed modelling;
- the 100 year flood extent for preferred 3, 4 and 5 span bridge option

In vast majority of locations the HHWA estimation of the existing 100 year flood extent was less than that presented in the EA – generally because the HHWA topographic and hydrologic models were more detailed.

The detailed design 100 year flood extent for the four span bridge is less than the flood extent for the six span bridge presented in the EA, except for an area in the Woomargama village. The difference in flooding extent in this area is because HHWA, conscious of the sensitivity of flooding in the village, undertook a detailed survey of the village and developed a higher resolution topographical model to accurately determine flooding impacts.

There are some substantial differences in the increase in the 100 year flooding extent due to new highway between the EA and HHWA modelling. The EA (See **Figure 9-1**) showed increases in 100 year flooding extent in Woomargama of up to 0.05m, whereas the HHWA modelling showed no increases in flooding levels in Woomargama (i.e meeting the 0mm design criterion). Within 800m upstream of the bridges, the EA modelling showed no increases in the 100 year flood extent, whereas the HHWA options modelling showed increases of up to 0.48m for the four span bridge option. However as noted above, although the four span bridges increased 100 year flood extent immediately upstream of the bridges, it was still less than the existing 100 year flood extent presented in the EA. .

No hydrological assessment of Sandy Creek was undertaken for the EA.

Impacts of increased 100 year flooding extents

Based upon the modelling, increases in the 100 year flooding extents in Mountain Creek would be limited to approximately 500m upstream of the bridges within RTA owned land and would range up to 0.48m (See **NB11038-510-SK-DR-00012**). This reach of Mountain Creek is characterised by a low flow channel and wider defined floodplain (See **Photo 2-2, Technical Paper 3 - EA**). High flows such as encountered in 100 year flow events, would result in the low flow channel being overtopped and flows spreading into the floodplain. However at all locations within 500m upstream of the bridges, 100 year flows would be contained within the Mountain Creek floodplain and would not impact upon any buildings or other infrastructure. At the location where the increase in 100 year flood level was the greatest (200m upstream of the bridges), the width of flow contained the floodplain in a 100 year event would increase from 180m to 190m (approx 5% increase), which is not significant. The greatest

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increase in the width of the flood extent would be 25m approximately 300m upstream of the bridge – but again would be contained within the floodplain. No houses or private land owned land upstream of the bridge or in the village of Woomargama would be affected by an increased flooding extent (ie the increase is 0mm).

In relation to the time criterion of 1 hour, it has been interpreted that this is the time period which the existing 1 in 100 year flood extent is exceeded. Hydrographs for a number of key locations along Mountain Creek are attached. Near the bridge where flood levels and extents increase, the time period which the existing 1 in 100 year flood extent is exceeded would be about 6 hours. However about 600m upstream of the bridge (ch 5863.13), the hydrographs of the existing and 4 span bridges are identical indicating there would be no change in the time extent of flooding (or 0 hours).

For Sandy Creek, maximum increases in the 1 in 100 year flood level would 0.2m and the length of creek upstream of the bridges that would experience increases in the 100 year flood level greater than 0.2m is approximately 200m (See **NB11038-510-SK-DR-0014**). There would be no increase in the extent of flooding as the flows would be contained within the existing creek channel. No buildings and infrastructure would experience any increase in flood levels and any increases in flood levels would be contained on RTA owned land. The increase in flooding time period would be less than 1 hour.

In terms of environmental impacts from increased flooding extents, it could be argued that there would be positive impacts as the area of floodplain affected by flooding would increase. The floodplain of Mountain Creek contains the River Red Gum EEC. The ecosystems and vegetation in the River Red Gum EEC generally require periodic inundation of >30 days to ensure long-term viability. However, given the floodplain area affected by increased flooding and the time period of increased flooding is relatively small the impact of increased flooding would be neutral. Sandy Creek is largely devoid of vegetation due to past clearing activities – however will be revegetated with species from the River Red Gum EEC.

Consultation with other agencies

As required by MCoA 2.2, NOW, DECCW and I&I have reviewed the design and hydrological impacts of the bridges and raised no concerns with the design of the bridges or flooding impacts.

Summary

In summary the following information is presented on flooding.

- More stringent flooding criteria in comparison to the MCoA was adopted for the protection of buildings and other sensitive infrastructure during the detailed design of the bridges;
- The 100 year flood extent for the Mountain Creek four span bridge option is less than that presented in the EA, except for an area in the Woomargama village where HHWA developed a higher resolution topographical model to accurately determine flooding impacts;
- There was no increase in 100 year flood extent over 500m upstream of the Mountain Creek bridges and in Woomargama village – ie a 0mm increase;
- While the 100 year flood extent increased by greater than 50mm within 500m of the Mountain Creek and 200 m of the Sandy Creek bridges, the increases were contained within the existing floodplain and no buildings or other infrastructure were impacted. At the worst location the width of flow in Mountain Creek floodplain increased by about 25m which is not significant;
- Land that was affected by a greater than 50mm increase in 100 year flood extent is owned by the RTA or is Crown land and is unable to be developed because it environmental sensitivity. To the greatest extent practicable, any increase in flooding outside the recognised floodplain and on private land was less than 50mm for 100 year flood event;
- The environmental impacts of increased flooding extents upstream of the bridges are possibly positive, but more likely neutral.

- Other agencies have not raised any concerns in relation to the bridge design or flooding impacts.

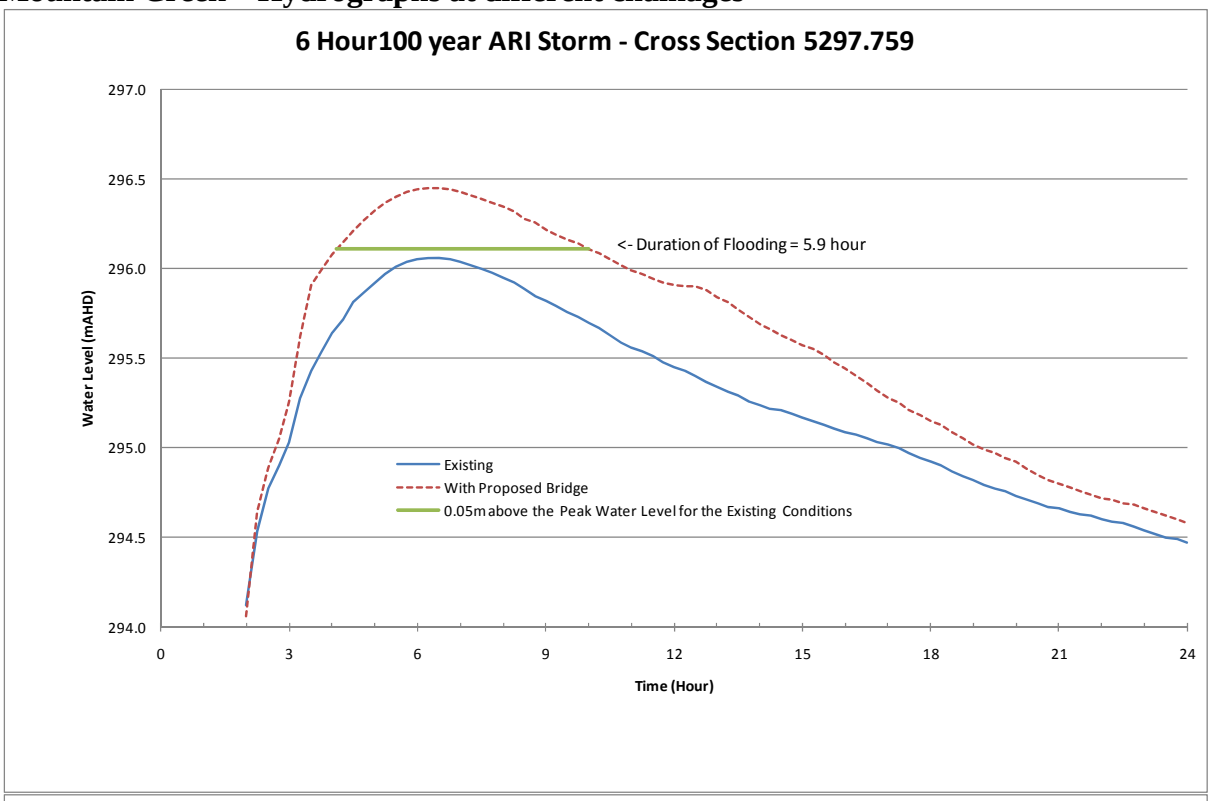
If you require any further information please do not hesitate to contact me.

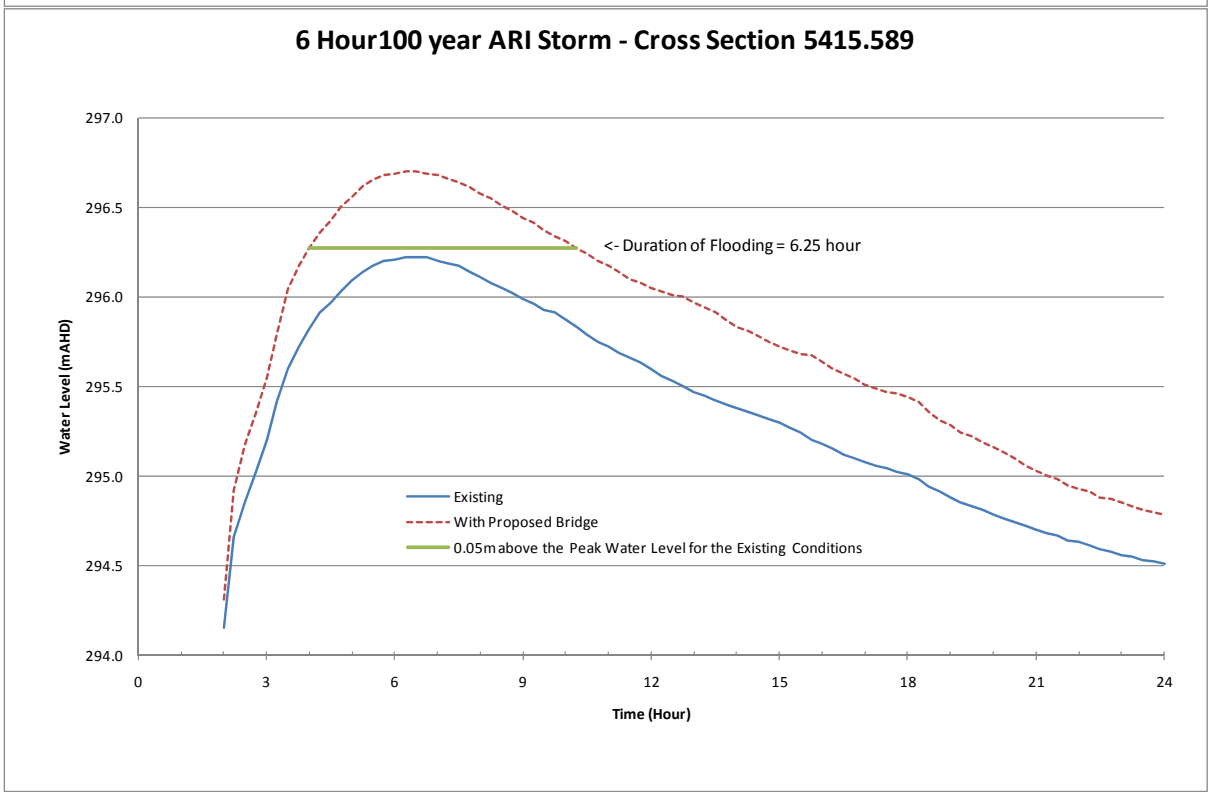
Yours sincerely

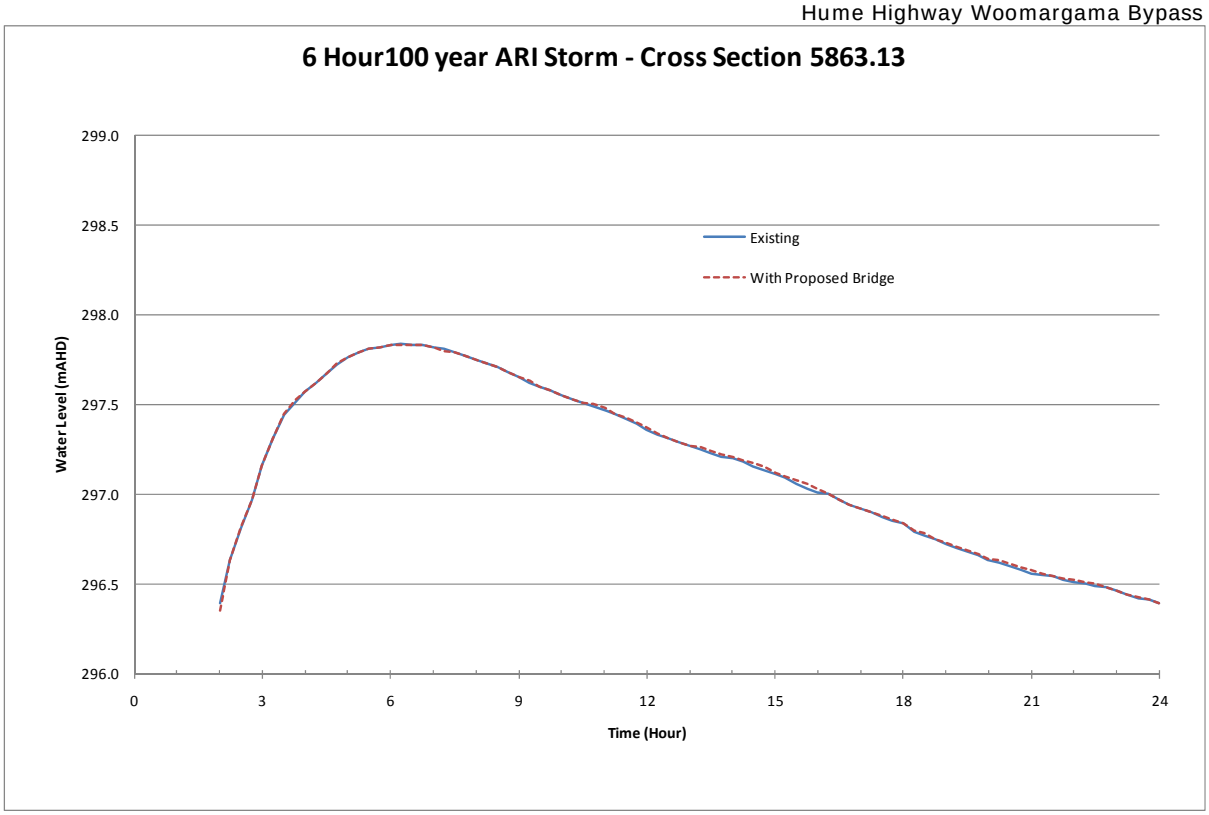
Jonas Ball
Environment & Sustainability Manager - HHWA

Phone: 02 9928 2225 or 0419 297 436
E-mail: jball@skm.com.au

Mountain Creek – Hydrographs at different chainages







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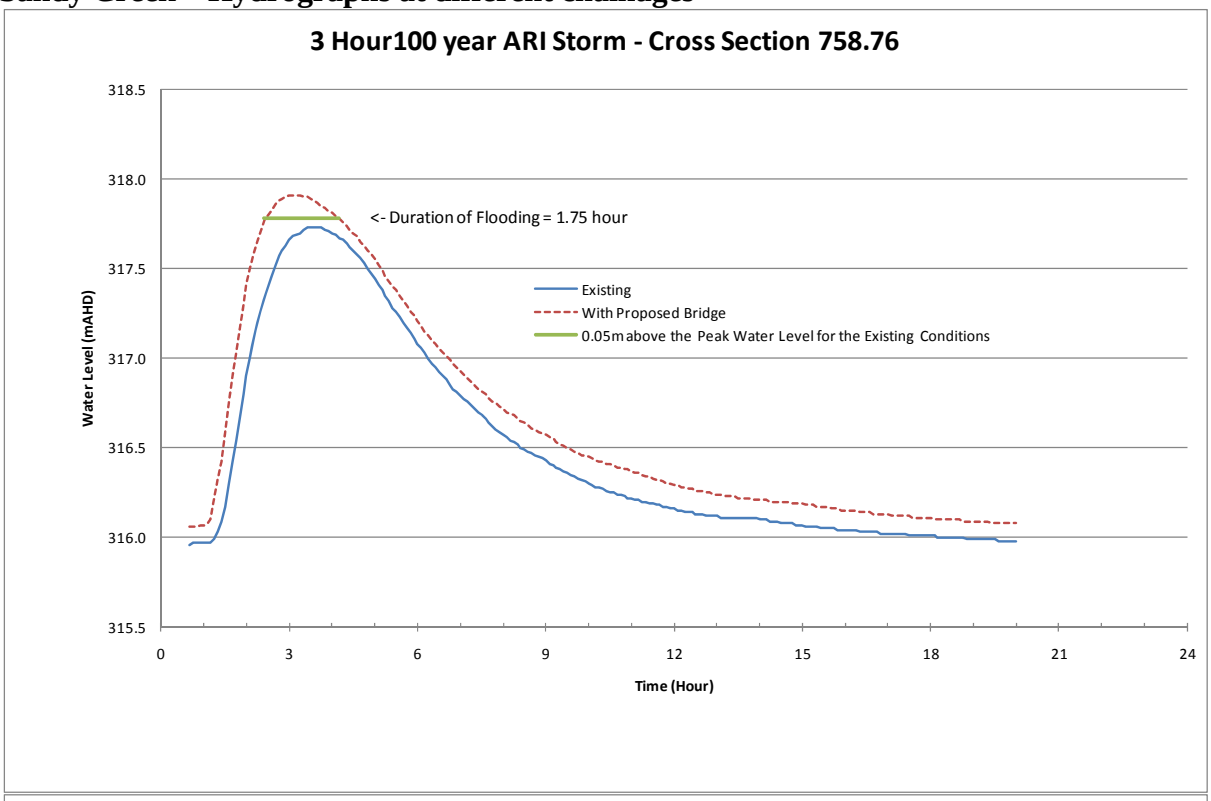
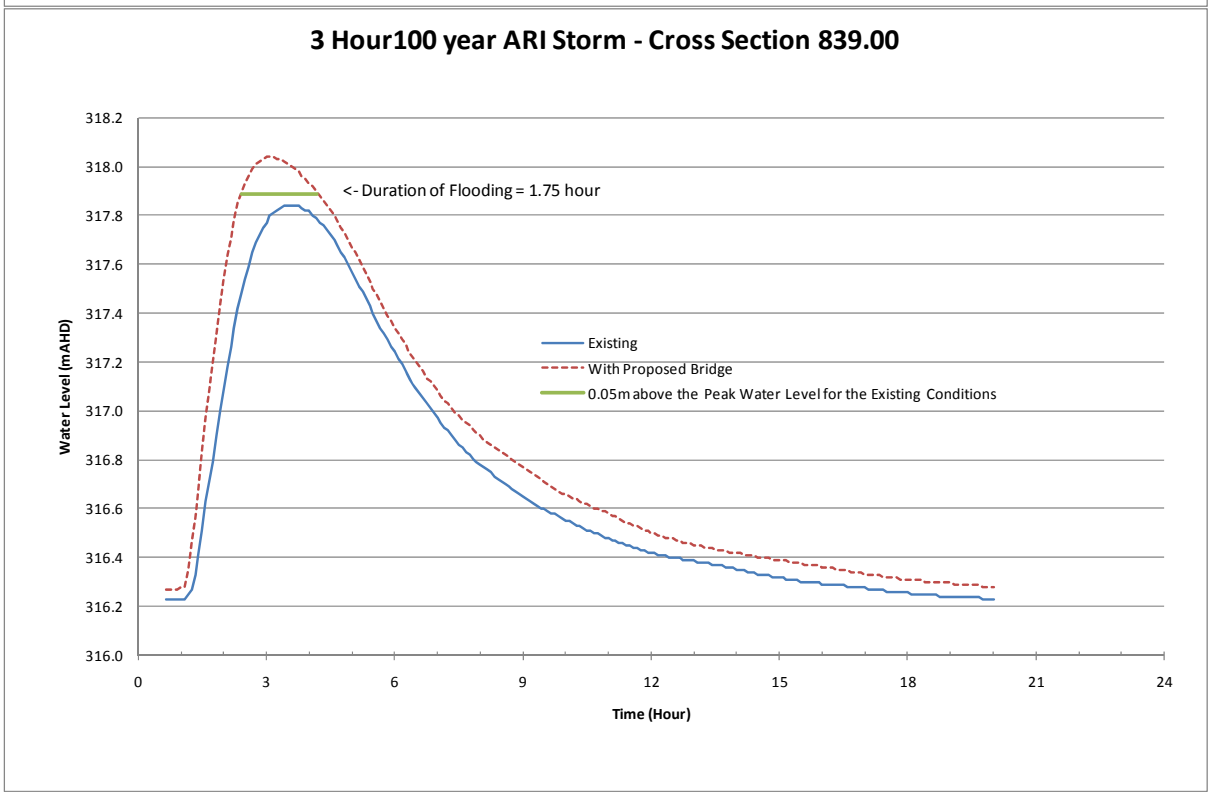
Sandy Creek – Hydrographs at different chainages





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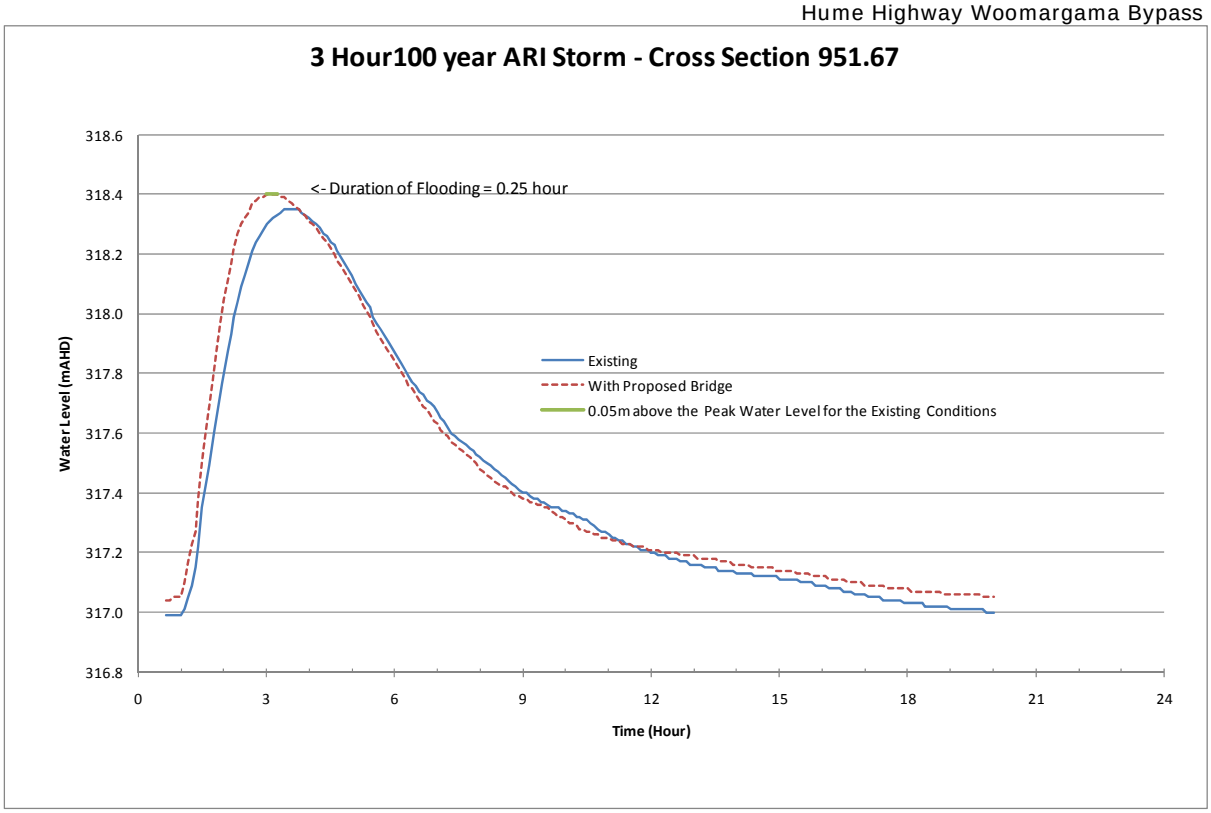

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SHEET IN COLOUR

CONTROLLED ACCESS ROAD BOUNDARY

CONTROLLED ACCESS ROAD BOUNDARY

CH 5318.47

EXISTING FLOOD LEVEL = 296.12
3 SPAN BRIDGE FLOOD LEVEL = 296.89
4 SPAN BRIDGE FLOOD LEVEL = 296.51
5 SPAN BRIDGE FLOOD LEVEL = 296.30

CH 5549.13

EXISTING FLOOD LEVEL = 296.61
3 SPAN BRIDGE FLOOD LEVEL = 297.19
4 SPAN BRIDGE FLOOD LEVEL = 296.95
5 SPAN BRIDGE FLOOD LEVEL = 296.82

CH 5863.13

EXISTING FLOOD LEVEL = 297.90
3 SPAN BRIDGE FLOOD LEVEL = 297.64
4 SPAN BRIDGE FLOOD LEVEL = 297.72
5 SPAN BRIDGE FLOOD LEVEL = 297.79

CH 6069.95

EXISTING FLOOD LEVEL = 298.64
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4 SPAN BRIDGE FLOOD LEVEL = 298.74
5 SPAN BRIDGE FLOOD LEVEL = 298.69

CH 6276.78

EXISTING FLOOD LEVEL = 299.66
3 SPAN BRIDGE FLOOD LEVEL = 299.59
4 SPAN BRIDGE FLOOD LEVEL = 299.61
5 SPAN BRIDGE FLOOD LEVEL = 299.63

CH 6483.61

EXISTING FLOOD LEVEL = 300.25
3 SPAN BRIDGE FLOOD LEVEL = 300.25
4 SPAN BRIDGE FLOOD LEVEL = 300.25
5 SPAN BRIDGE FLOOD LEVEL = 300.25

CH 6680.64

EXISTING FLOOD LEVEL = 300.79
3 SPAN BRIDGE FLOOD LEVEL = 300.79
4 SPAN BRIDGE FLOOD LEVEL = 300.79
5 SPAN BRIDGE FLOOD LEVEL = 300.79

CH 6877.67

EXISTING FLOOD LEVEL = 301.61
3 SPAN BRIDGE FLOOD LEVEL = 301.61
4 SPAN BRIDGE FLOOD LEVEL = 301.61
5 SPAN BRIDGE FLOOD LEVEL = 301.61

CH 7074.70

EXISTING FLOOD LEVEL = 302.34
3 SPAN BRIDGE FLOOD LEVEL = 302.34
4 SPAN BRIDGE FLOOD LEVEL = 302.34
5 SPAN BRIDGE FLOOD LEVEL = 302.34

Mountain Creek
Flow Direction

NOTE: ALL FLOODING LEVELS ARE DETERMINED IN 100YR STORM EVENT

LEGEND

- EXISTING 100 YEAR FLOOD EXTENT
- PROPOSED 100 YEAR FLOOD EXTENT FOR 3 SPAN BRIDGE OPTION
- PROPOSED 100 YEAR FLOOD EXTENT FOR 4 SPAN BRIDGE OPTION
- PROPOSED 100 YEAR FLOOD EXTENT FOR 5 SPAN BRIDGE OPTION
- ENVIRONMENTAL ASSESSMENT 100 YEAR FLOOD EXTENT BY PB

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B	20.01.10	RE-ISSUED FOR INFORMATION	-	BDP
A		ISSUED FOR INFORMATION	-	BDP

0 10 20 30 40 50 mm ON ORIGINAL

TITLE	INITIAL	DATE
DRAFTSPERSON	LB	03.02.10
DRAFTING CHECK		
DESIGNER		
DESIGN CHECK	BDP	03.02.10
DESIGN MANAGER		

ORIGINAL DRAWING AT A1 SIZE

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CO-ORDINATE SYSTEM: GDA 94 - MGA ZONE 55 | HEIGHT DATUM: A.H.D.

CLIENT

RTA

RTA FILE No. PM0306.01

A team consisting of RTA, Abigroup and SKM

HUME HIGHWAY WOOMARGAMA ALLIANCE

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Sydney Office: 100 Christie Street St Leonards NSW 2065

SKM PROJECT No. NB11038

ROADS AND TRAFFIC AUTHORITY OF NSW

GREATER HUME SHIRE
HUME HIGHWAY UPGRADE - WOOMARGAMA BYPASS

FLOOD ANALYSIS
100 YEAR FLOOD EXTENT FOR 3, 4 & 5 SPAN BRIDGE OPTIONS

STATUS: SKETCH

RTA REGISTRATION No: 0002.186.RC.0514

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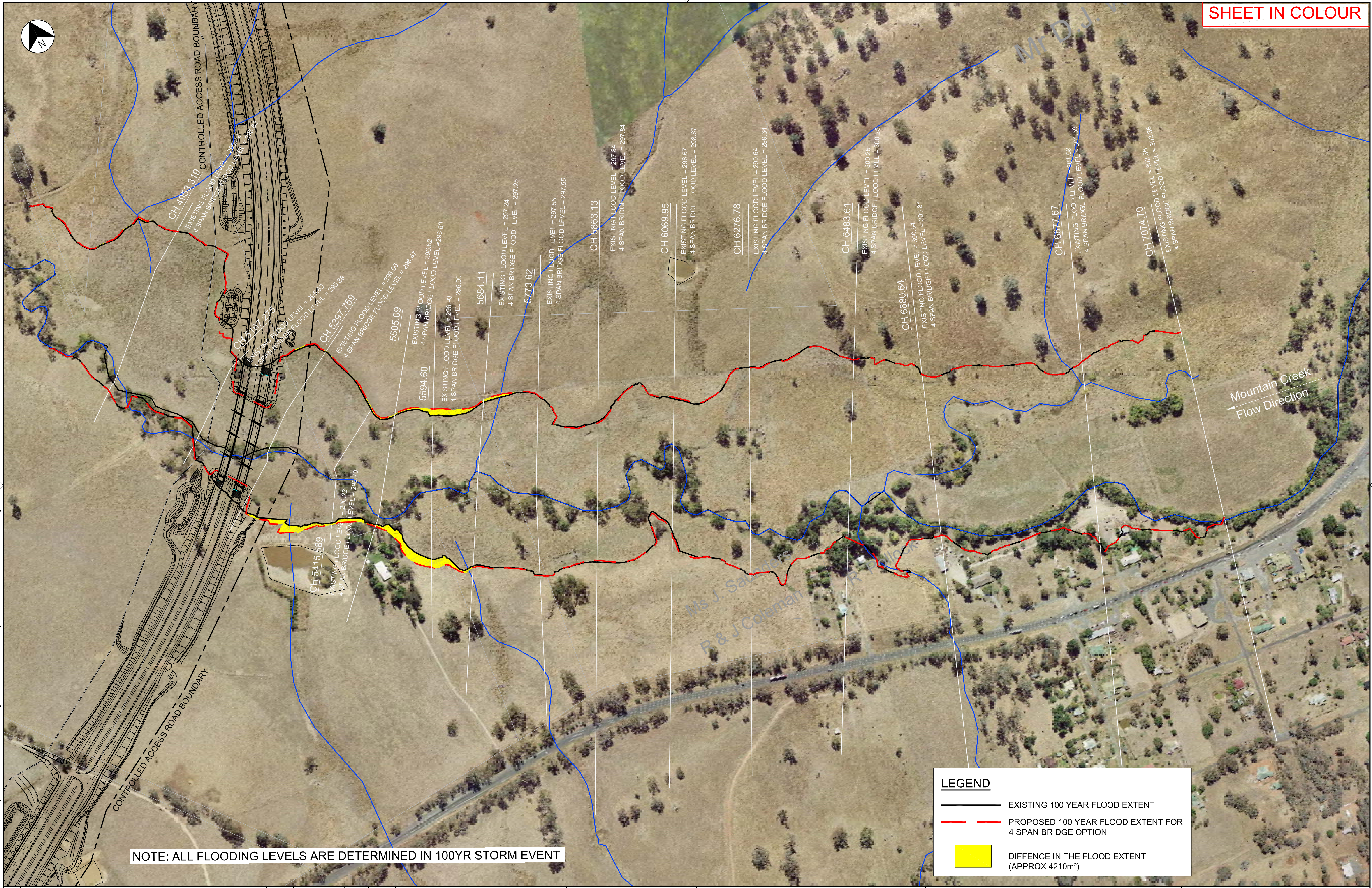

NOTE: ALL FLOODING LEVELS ARE DETERMINED IN 100YR STORM EVENT

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SCALE 1:5000 (A3)

CO-ORDINATE SYSTEM: GDA 94 - MGA ZONE 55 | HEIGHT DATUM: A.H.D.

CLIENT

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ROADS AND TRAFFIC AUTHORITY OF NSW

GREATER HUME SHIRE
HUME HIGHWAY UPGRADE - WOOMARGAMA BYPASS
FLOOD ANALYSIS
100 YEAR FLOOD EXTENT
4 SPAN BRIDGE OPTIONS

STATUS: SKETCH

RTA REGISTRATION No: 0002.186.RC.0514

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CO-ORDINATE SYSTEM: GDA 94 - MGA ZONE 55 HEIGHT DATUM: A.H.D.

CLIENT

RTA

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SKM PROJECT No. NB11038

ROADS AND TRAFFIC AUTHORITY OF NSW

GREATER HUME SHIRE
HUME HIGHWAY UPGRADE - WOOMARGAMA BYPASS
SANDY CREEK
HYDRAULIC ANALYSIS
HEC RAS CROSS SECTION LAYOUT

STATUS: SKETCH

RTA REGISTRATION No: 0002.186.RC.0514

PHASE	DRAWING No	REV
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Drawing No. NB11038-510-SK-DR-0006 Rev E

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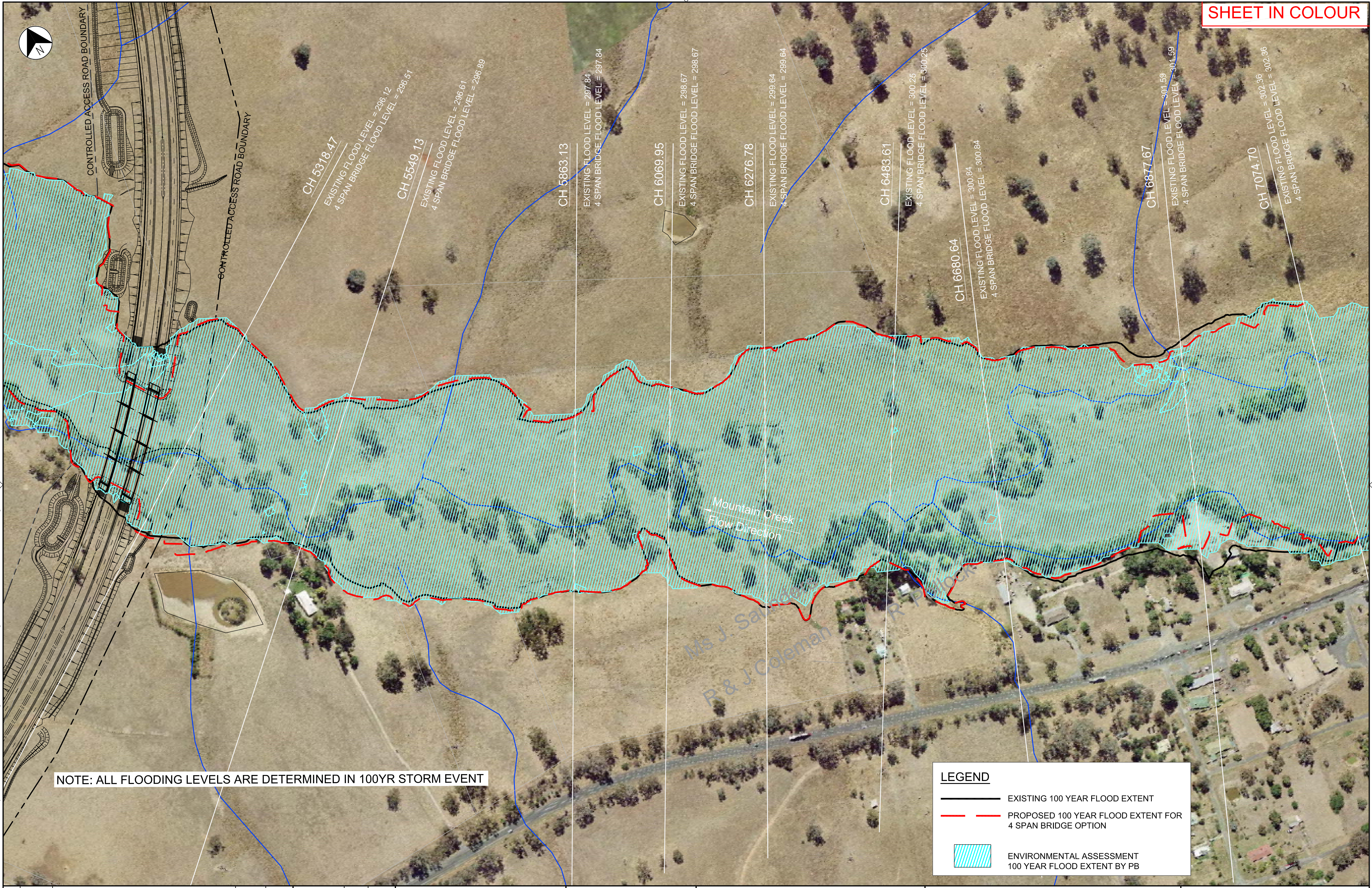

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CO-ORDINATE SYSTEM: GDA 94 - MGA ZONE 55 | HEIGHT DATUM: A.H.D.

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SKM PROJECT No. NB11038

ROADS AND TRAFFIC AUTHORITY OF NSW

GREATER HUME SHIRE
HUME HIGHWAY UPGRADE - WOOMARGAMA BYPASS

FLOOD ANALYSIS
100 YEAR FLOOD EXTENT FOR 4 SPAN BRIDGE OPTION

STATUS: SKETCH

RTA REGISTRATION No: 0002.186.RC.0514

PHASE	DRAWING No	REV
SK	NB11038-510-SK-DR-0006	E

Mountain Creek long section and cross sections upstream of new bridges

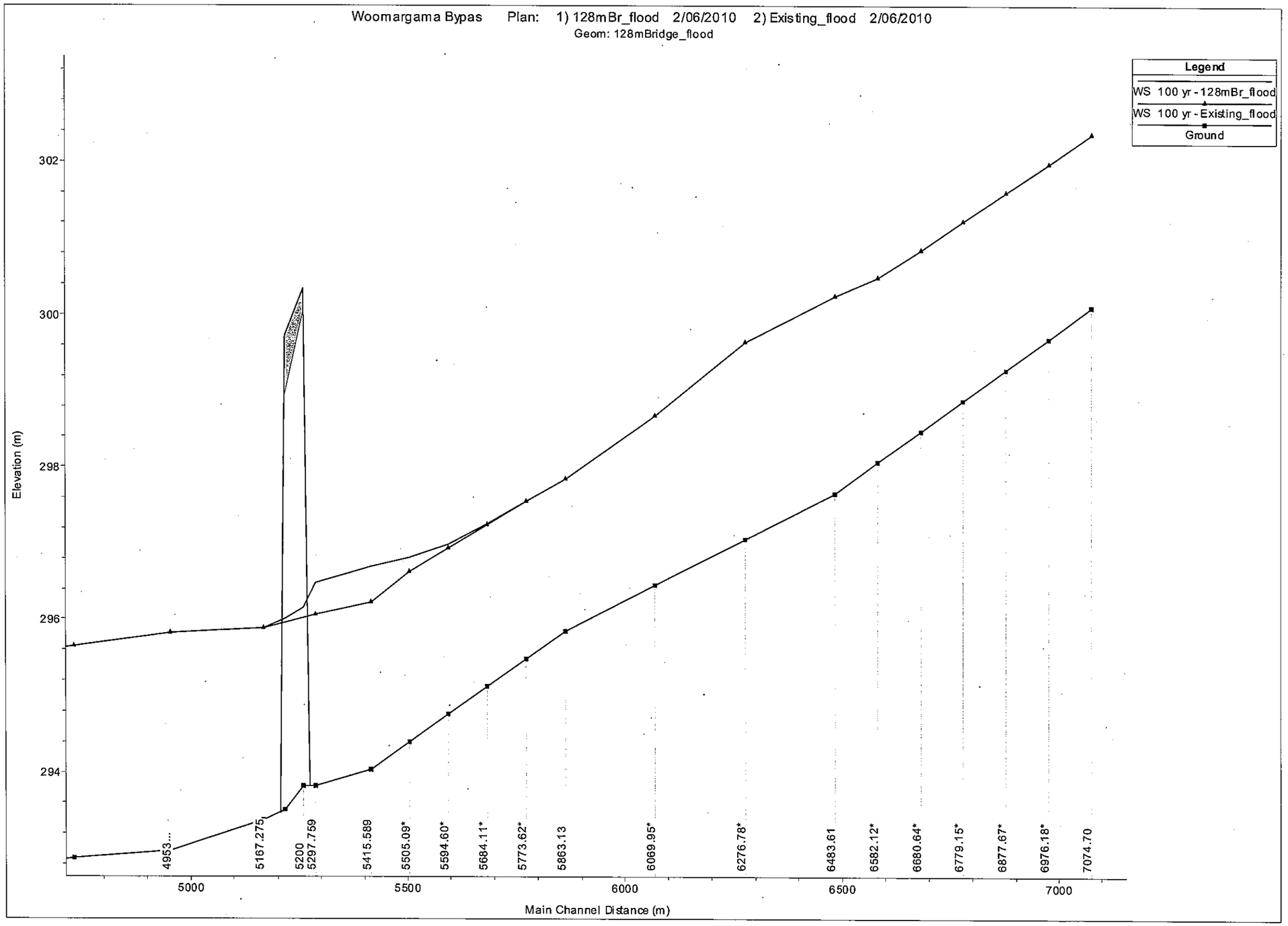


Figure 1 – Change in flood levels for detailed design of 4 span bridges

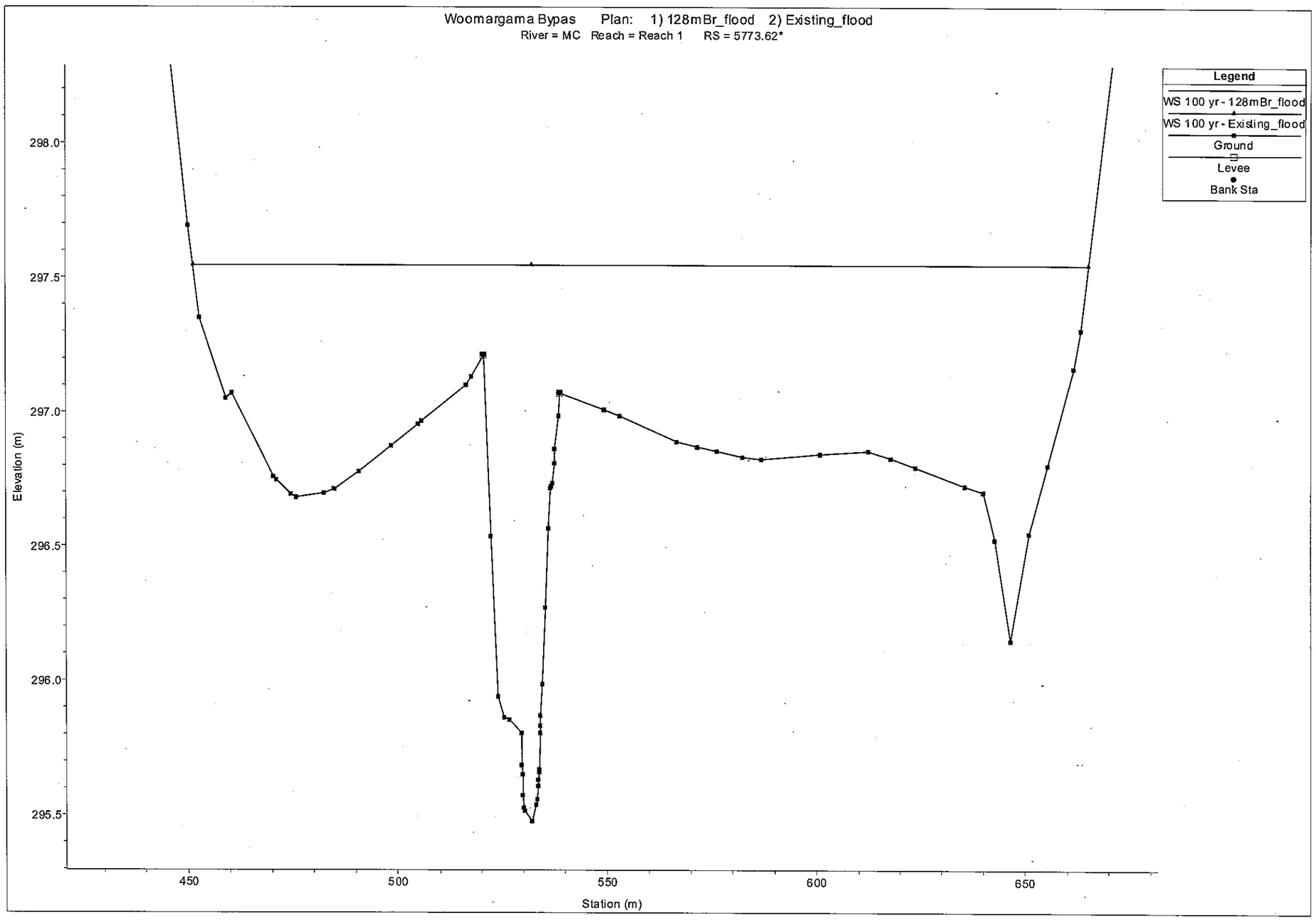


Figure 2 – Cross section approximately 570m upstream of bridges showing no change in flood levels

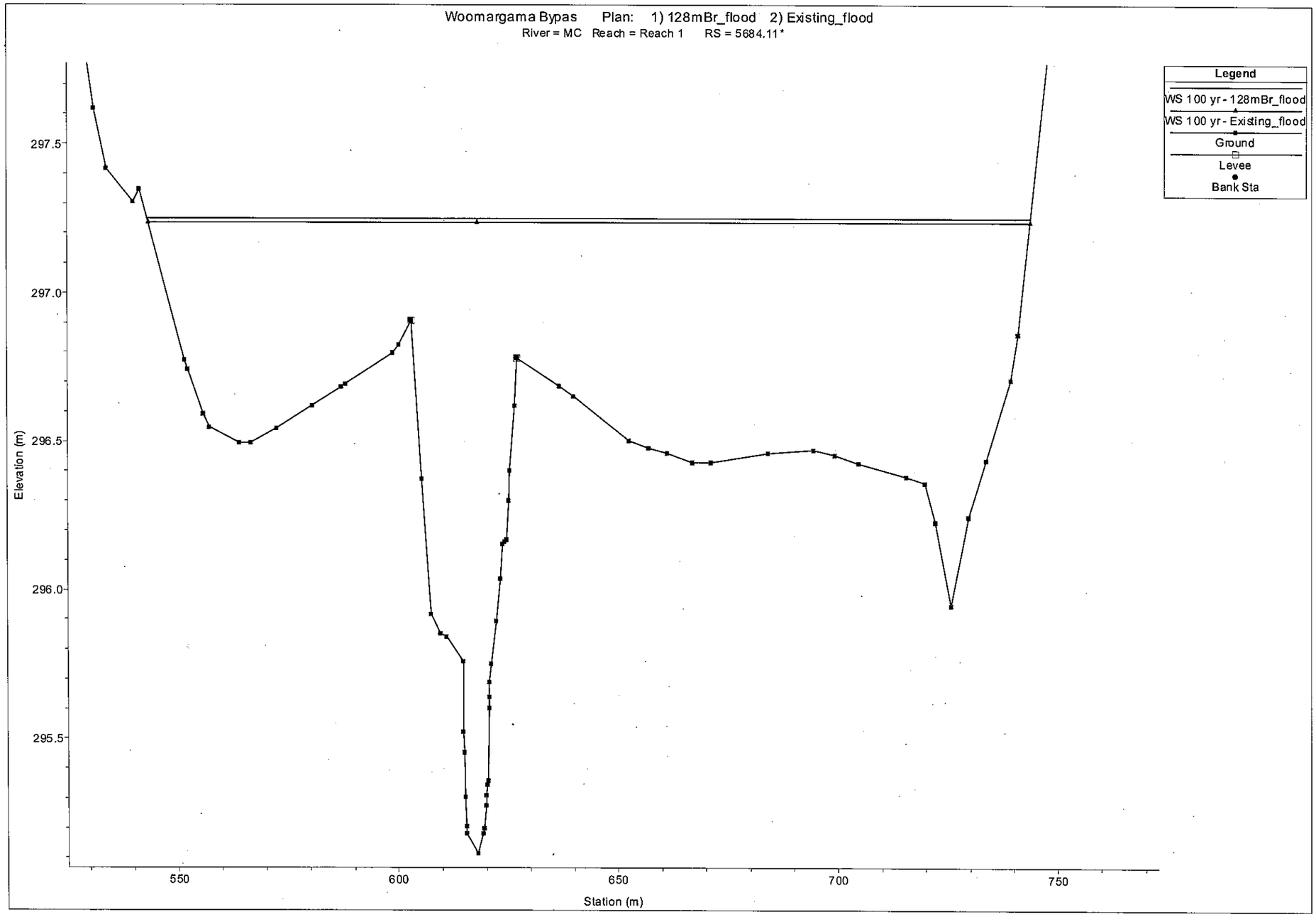


Figure 3 – Cross section approximately 460m upstream of bridges showing <0.05m change in flood levels

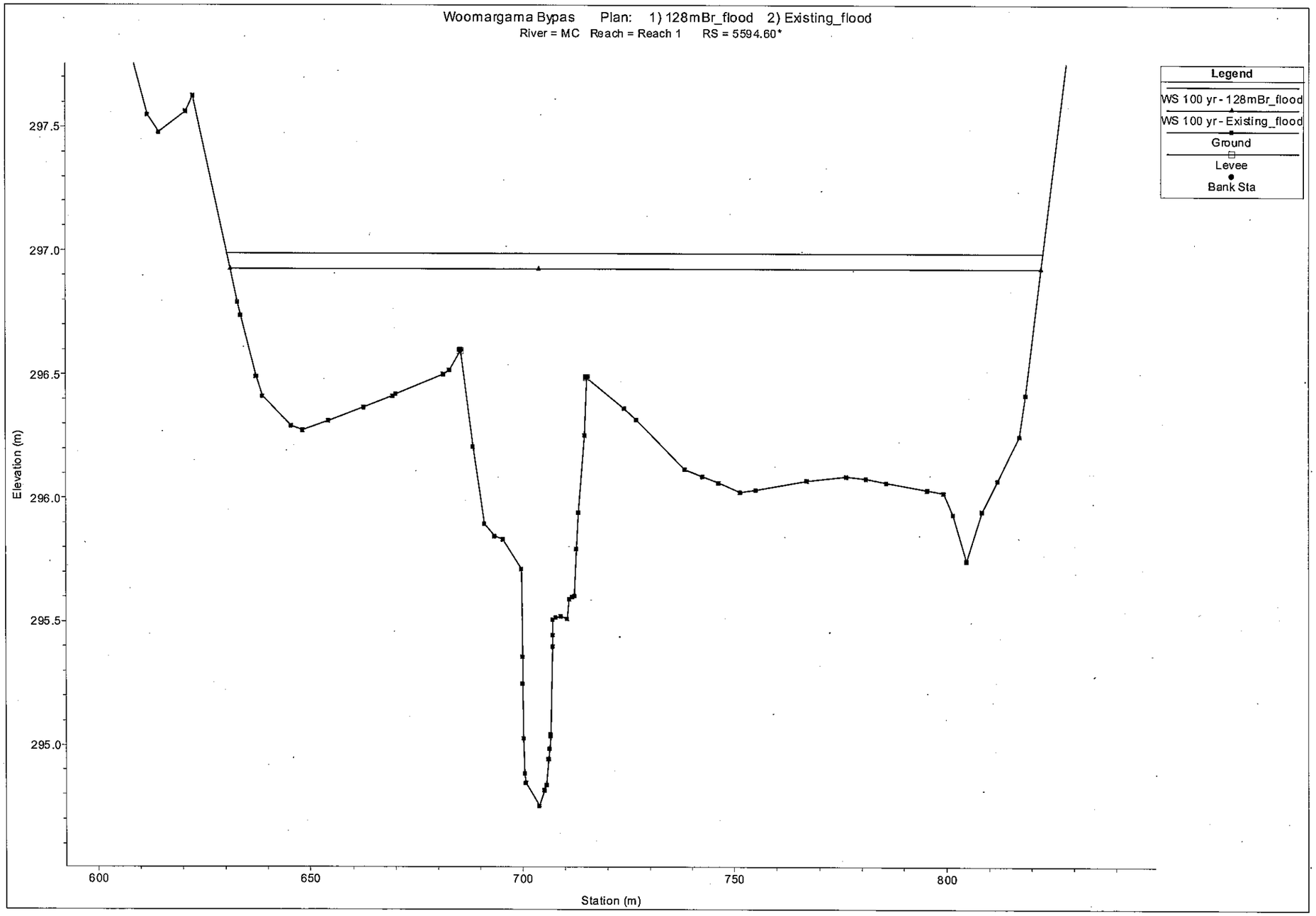


Figure 4 – Cross section approximately 390m upstream of bridges showing about 0.07m change in flood levels

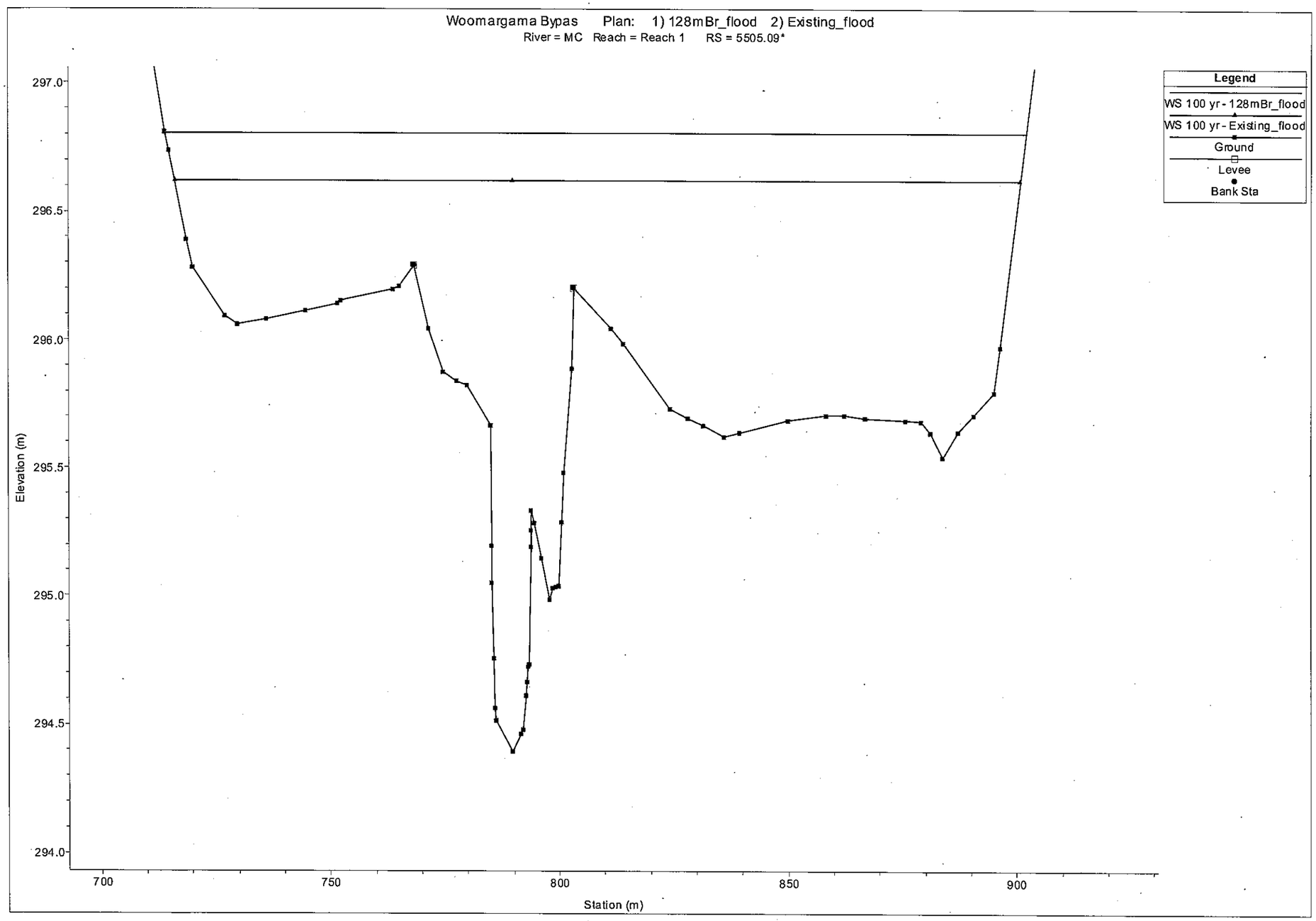


Figure 5 – Cross section approximately 300m upstream of bridges showing about 0.20 m change in flood levels

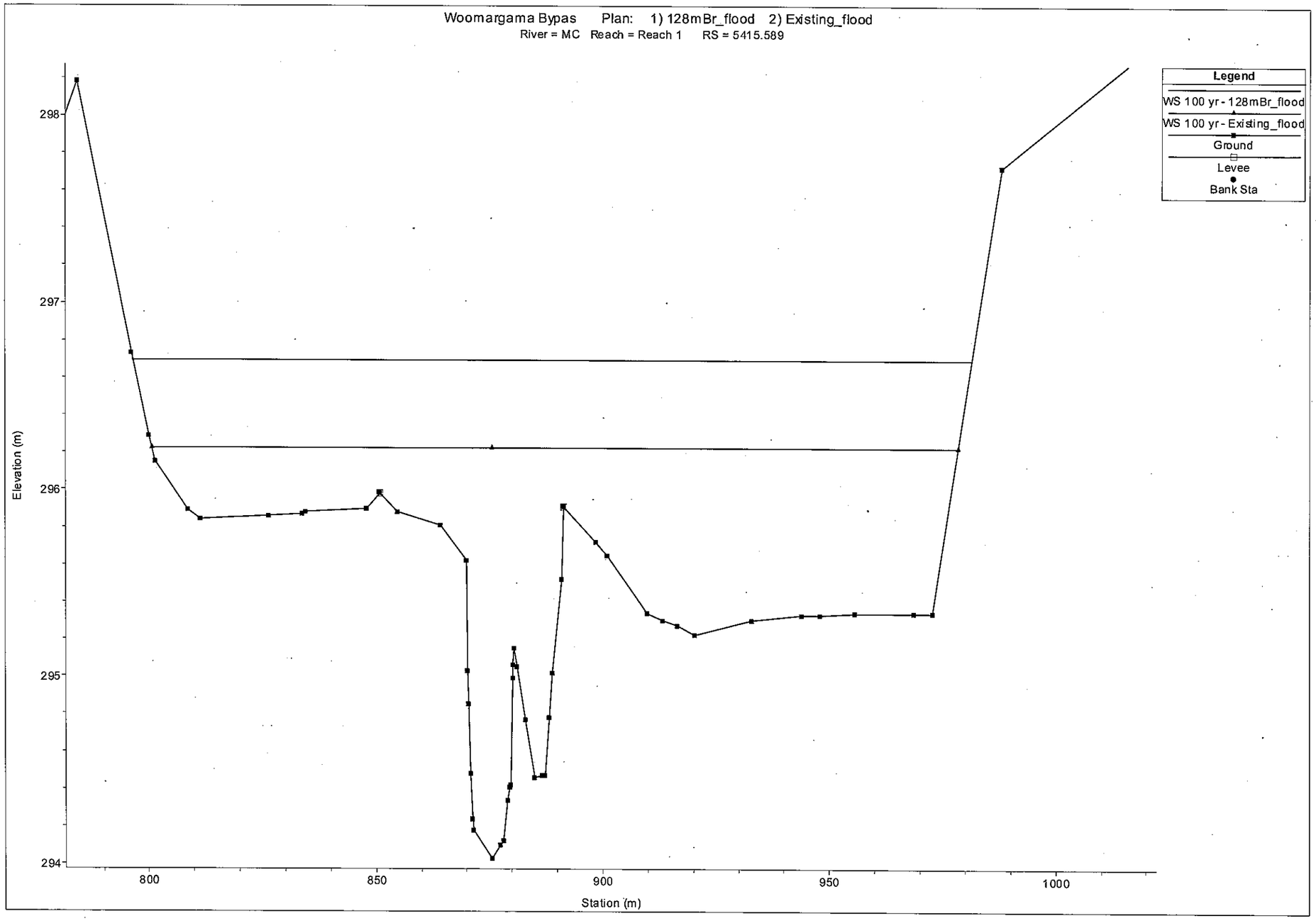


Figure 6 – Cross section approximately 200m upstream of bridges showing about 0.40 m change in flood levels

Request to modify a major project

Request to modify a major project

NSW GOVERNMENT
Department of Planning

Date duly made: 10 / 06 / 2011

Modification No. 08_0237 Mod1

1. Before you lodge

This form is required under section 75W of the *Environmental Planning and Assessment Act 1979* (the Act) in order to request the Minister to modify the Minister's approval to carry out a project or concept plan to which Part 3A of the Act applies.

Before making this request, it is recommended that you first consult with the Department of Planning (the Department) concerning your modification. The Director-General may issue environmental assessment requirements that must be complied with before your request will be considered by the Minister.
If the changes proposed by the modification will result in a project that is consistent with the existing approval, the Minister's approval for a modification is not required.

Disclosure Statement
Persons making a request to modify a project or concept plan are required to declare reportable political donations (including donations of or more than $1,000) made in the previous two years.

Note: For more details about political donations disclosure requirements, including a disclosure form, go to **www.planning.nsw.gov.au/donations**.

Lodgement
All modification requests must be lodged with the Director-General of the Department of Planning, by courier or mail. An electronic copy should also be e-mailed to the assessment contact officer assigned to the project.

NSW Department of Planning
Ground floor, 23-33 Bridge Street, SYDNEY NSW 2000
GPO Box 39 SYDNEY NSW 2001
Phone 1300 305 695

2. Details of the proponent

Company/organisation/agency: Roads and Traffic Authority of NSW

ABN: 64 480 155 255

☒ Mr ☐ Ms ☐ Mrs ☐ Dr ☐ Other

First name: Tony

Family name: Dobbin

Position: Manager, Hume Highway Office

STREET ADDRESS

Unit/street no.: 1

Street name: Simmons Street

Suburb or town: Wagga Wagga

State: NSW

Postcode: 2650

POSTAL ADDRESS (or mark 'as above')

PO Box 484

Suburb or town: Wagga Wagga

State: NSW

Postcode: 2650

Daytime telephone: 02 6923 3413

Fax: 02 6938 1157

Mobile:

Email: hume_highway_office@rta.nsw.gov.au

3. Identify the land

STREET ADDRESS (where relevant)

Unit/street no.

Street or property name: Hume Highway

Suburb, town or locality: Woomargama

Postcode

Local government area(s): Greater Hume

State Electorate(s): Albury

REAL PROPERTY DESCRIPTION

See attached sketch of Woomargama bypass

Note: The real property description is found on a map of the land or on the title documents for the land. If you are unsure of the real property description, you should contact the Department of Lands.

Please ensure that you place a slash (/) to distinguish between the lot, section, DP and strata numbers. If the proposed modification applies to more than one piece of land, please use a comma to distinguish between each real property description.

OR: detailed description of land attached: ☒

MAP: A map of the site and locality should also be submitted with this request.

4. Details of the original major project or concept plan

Briefly describe what the original approval allows

The construction of approximately nine kilometres of dual carriageway, bypassing the village of Woomargama on the Hume Highway.

What was the original project application no.?: 08_0237

What was the date of the approval?: 31 January 2010

What was the original application fee?: RTA MoU

Note: Clause 245K of the *Environmental Planning and Assessment Regulation 2000* provides information on calculating the maximum fee for a request for modification.

5. Describe the modification you propose to make to the approval

Describe the proposed modification

Permitting increased localised flood inundation arising from the afflux impacts of constructing twin four span bridges over Mountain Creek.

Your modification request may need to be accompanied by an Environmental Assessment, including plans. An electronic and hard copy of this document will be required.

ESTIMATED CAPITAL INVESTMENT VALUE

Please indicate the estimated capital investment value (CIV) of the modification to the project approval or concept plan (excluding GST).

$-2M

FULL TIME EQUIVALENT JOBS

Please indicate the number of jobs created by the proposed modification. This should be expressed as a proportion of full time equivalent (FTE) jobs over a full year.

Construction jobs (FTE) Nil

Operational jobs (FTE) Nil

6. Landowner's consent (where required)

As the owner(s) of the above property, I/we consent to this request being made by the proponent:

Land

Signature

Name

Date

Land

Signature

Name

Date

Note: Under Clause 8F of the *Environmental Planning and Assessment Regulation 2000* (the Regulation), certain applications for approval under Part 3A of the Act do not require consent of the landowner, however, the proponent is required to give notice of the application (e.g. linear infrastructure, mining & petroleum projects, and critical infrastructure).

7. Political donation disclosure statement

Persons making a request to modify a project or concept plan are required to declare reportable political donations (including donations of or more than $1,000) made in the previous two years.

Have you attached a disclosure statement to this request?

☐ Yes

☒ No

Note: For more details about political donations disclosure requirements, including a disclosure form, go to **www.planning.nsw.gov.au/donations**.

8. Proponent's signature

As the proponent(s) of the project and in signing below, I/we hereby:

- provide a description of the modification to the project approval or concept plan and address all matters required by the Director-General pursuant to Section 75W of the Act, and
- declare that all information contained within this form is accurate at the time of signing.

Signature

In what capacity are you signing if you are not the proponent

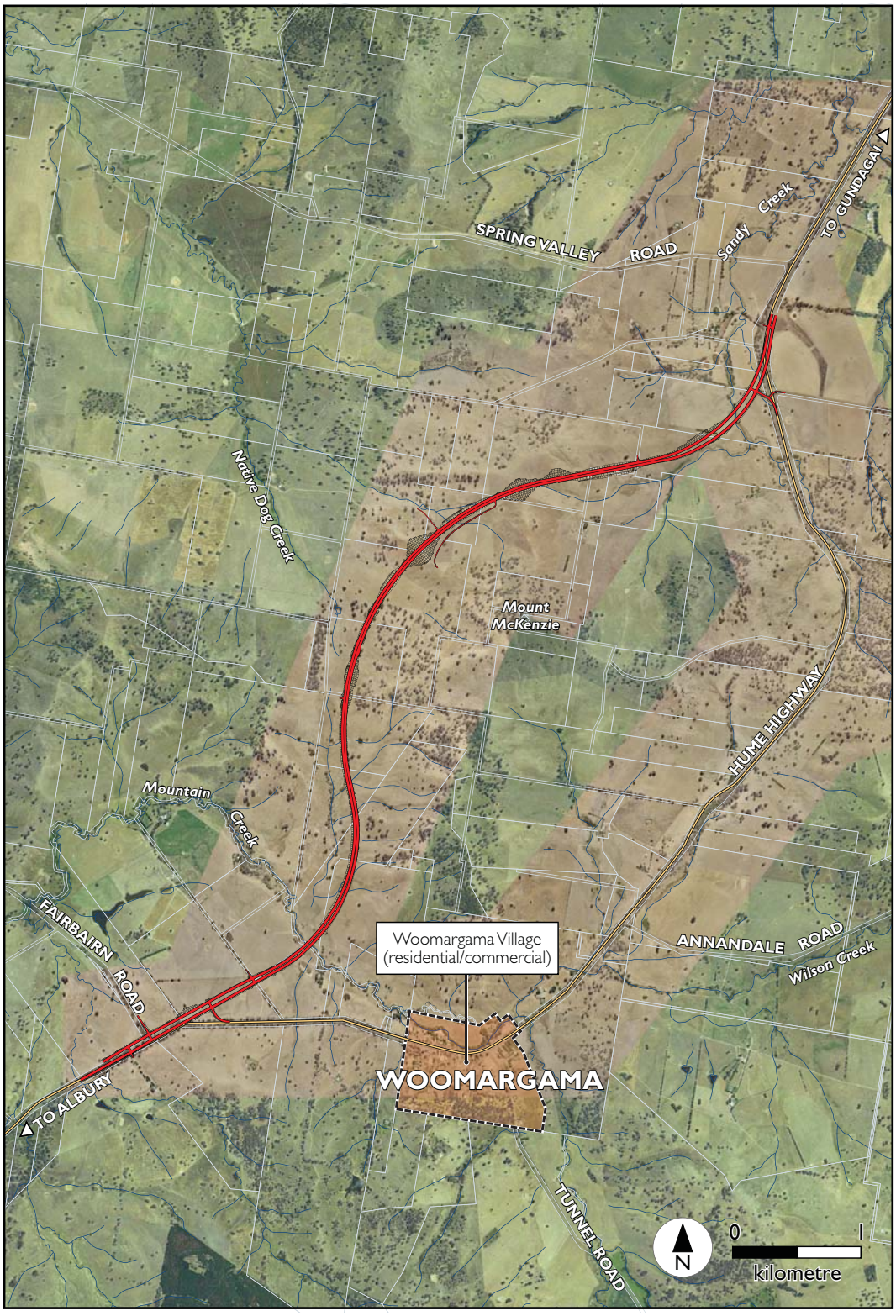
Name

Tony Dobbin

Name, if you are not the proponent

Date

6/6/11



Locality of the project