

Newcastle Inner City Bypass Rankin Park to Jesmond

Hollywood Shanty Town Site and the
Wallsend/Plattsburg Tramway Historic
Archaeological Research Design and
Excavation Methodology Stage 1 low
impact work submission

Transport for NSW | February 2021



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1. Introduction

1.1 Background

The Newcastle Inner City Bypass Rankin Park to Jesmond (RP2J) Project (the project) is the fifth and final section of the Newcastle Inner City Bypass (NICB), which forms part of the Transport for NSW (formally Roads and Maritime Services) long term strategy to connect the Pacific Highway between Bennetts Green and Sandgate.

The project involves the construction of 3.4 kilometres of new four lane divided road between Lookout Road, New Lambton Heights and Newcastle Road, Jesmond. The RP2J Project, in its current form, includes interchanges at each end (both south and north) as well as an additional full interchange giving access to the John Hunter Hospital. Approval by the NSW Minister for Planning was granted on 15 February 2019.

The Conditions of Approval (CoA) for the project include an allowance for construction and operation of the project to be carried out in stages. The development of a staging report to describe the proposed staging was accepted by the NSW Planning Secretary in October 2019.

Table 1 of the instrument of approval includes a definition of construction applicable to the project. The definition specifically excludes low impact work (where it is either listed or determined by the Environmental Representative or the Planning Secretary as low impact work) from requiring approval of a CEMP prior to the activity being carried out.

In the project staging report the project stages were identified and defined as construction or low impact work as shown in Table 1-1. An archaeological salvage program of Hollywood shanty town was identified as Stage 1 early work and is the subject of this low impact work submission.

The archaeological salvage program would be carried out in accordance with the Historical Heritage Research Design and Excavation Methodology prepared in response to CoA E21 and E22, and the consultation requirements set out in Table 1 definition of Construction of the instrument of approval.

Table 1-1: Project stages as described in the Stage Report

Stage	Work scope	Definition
1	General early works	Low impact
2	Shared path bridge of Newcastle Road	Construction
3	Southern utilities package	Low impact
4	Main bypass work	Construction

1.2 Purpose

The purpose of this submission is to:

- Provide an overview of the proposed work including location, scope, methodology and program
- Summarise the potential environmental impacts of the activity and outline mitigation strategies that would be implemented during the work
- Assist the Planning Secretary with a determination of the work as low impact work or otherwise as defined in Table 1 of the project approval and to demonstrate compliance with relevant CoAs.

2. Activity description

2.1 Location

The site of Hollywood shanty town is located in bushland to the south of Newcastle Road and adjoining Jesmond Park. Wallsend Plattsburg tramway runs through the project site between the bushland to the south and Jesmond Park to the north, and now forms part of a broader cycleway connecting Lambton and Jesmond. The location of the Hollywood shanty town and Wallsend Plattsburg tramway are shown on Figure 2-1.

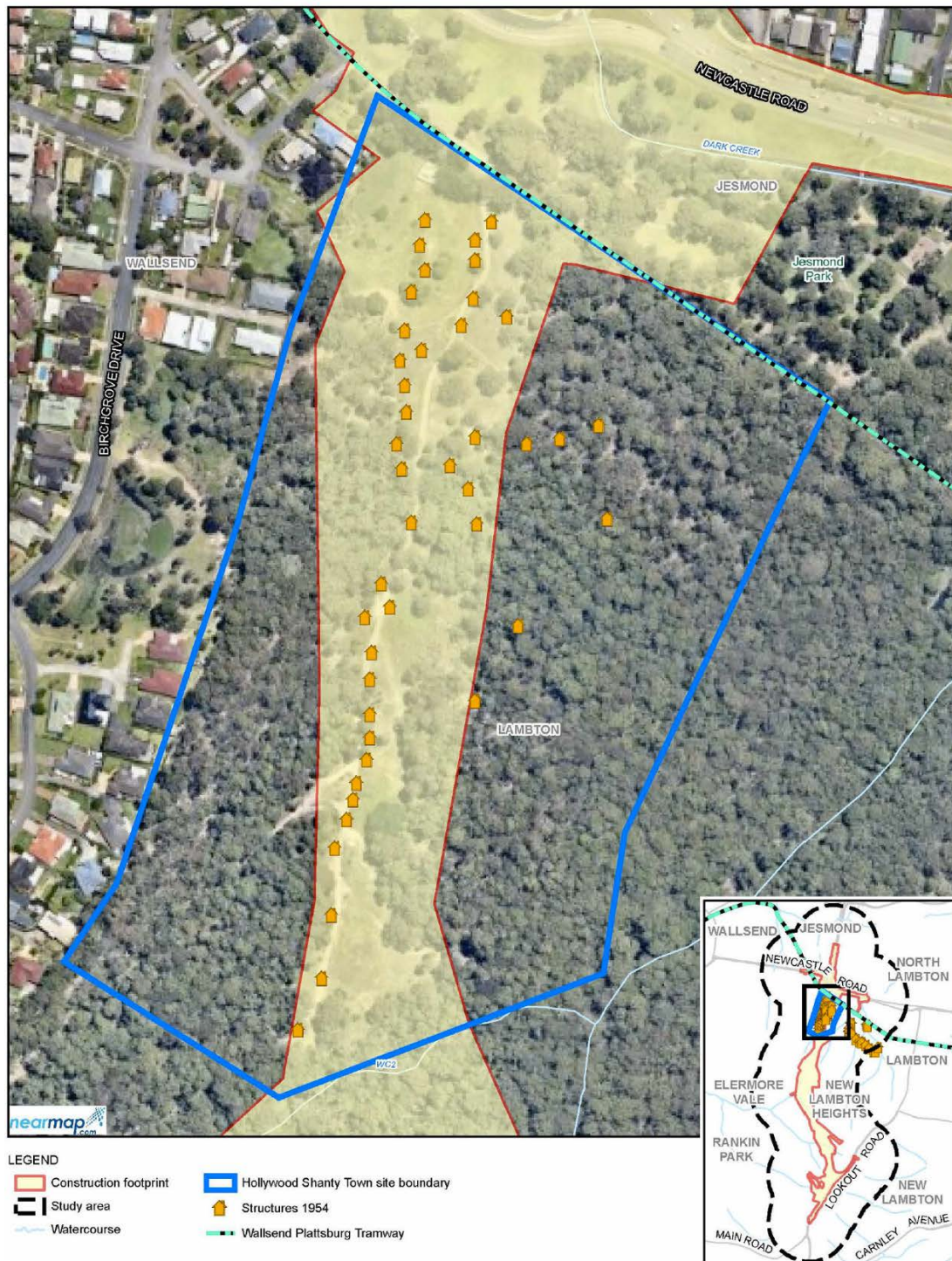


Figure 2-1 Location of Hollywood shanty town and Wallsend Plattsburg tramway

Newcastle Inner City Bypass Rankin Park to Jesmond

Hollywood Shanty Town Site and the Wallsend/Plattsburg Tramway Historic Archaeological Research Design and Excavation Methodology – stage 1 low impact work submission

2.2 Scope of activity

The general scope and sequence of work is described below. Further detail on each element and associated potential impacts is provided in section 2.3 and chapter 3, respectively. The sequence of work would generally include:

- Establishing site access
- Undertaking pre-clearing biodiversity survey of the areas to be cleared / trimmed and setting out the limit of impact. Pre-clearing surveys are to be completed with an ecologist present onsite
- Clearing / trimming of ground cover and/or shrub layer vegetation in nominated testing / salvage areas
- Completing historical archaeological testing / salvage activities
- Backfilling, shaping and stabilising disturbed ground surfaces to minimise the potential for erosion
- Demobilising from site.

2.3 Program and detailed activity description

A detailed Historical Archaeological Research Design and Excavation Methodology has been developed in accordance and in response to CoA E21 and E22. A copy of the document is provided at Attachment A.

The testing and salvage program has been designed to meet relevant CoAs, is consistent with the detail set out in the Newcastle Inner City Bypass – Rankin Park to Jesmond Environmental Impact Statement (EIS) and Submission and Preferred Infrastructure Report (SPIR), and is in accordance with the Heritage Council of NSW's Archaeological Assessment Guidelines.

The works would be completed using hand tools and a small machinery as required. It is anticipated that between 10 and 12 personnel would be required to complete the testing and salvage work including an ecologist, lead archaeologist, surveyor and field staff.

The testing areas have been located to confirm archaeological potential and to determine / understand the extent of archaeological resources. Testing areas are shown on Figure 2-2. The activities involved in the archaeological program would include:

- Detailed mapping of all surface evidence employing sub-metre accuracy survey instruments or GPS
- Soil compaction tests in transects across testing locations to identify the limits of more heavily used areas with soil samples collected for compositional analysis
- Up to two trenches of about 10 metres by two metres at nine locations by appropriate methods which would involve mechanical and hand methods to test for assemblage consistency (refer Figure 2-2)
- Where remains are found, undertaking open area stratigraphic excavation and recording. This would involve a mixture of machine and manual excavation to uncover significant archaeology
- In-field recording of artefacts with retention of a sample for analysis by a specialist

All site work would be performed during standard working hours which are:

- Monday to Friday, 7am to 6pm
- Saturday 8am to 5pm
- No work on Sundays or Public holidays

However, it is likely that the work would be further limited to standard hours Monday to Friday.

The testing and salvage work are expected to take between two and six weeks to complete subject to the outcome of initial survey and testing and would be carried out in the first half of 2021.

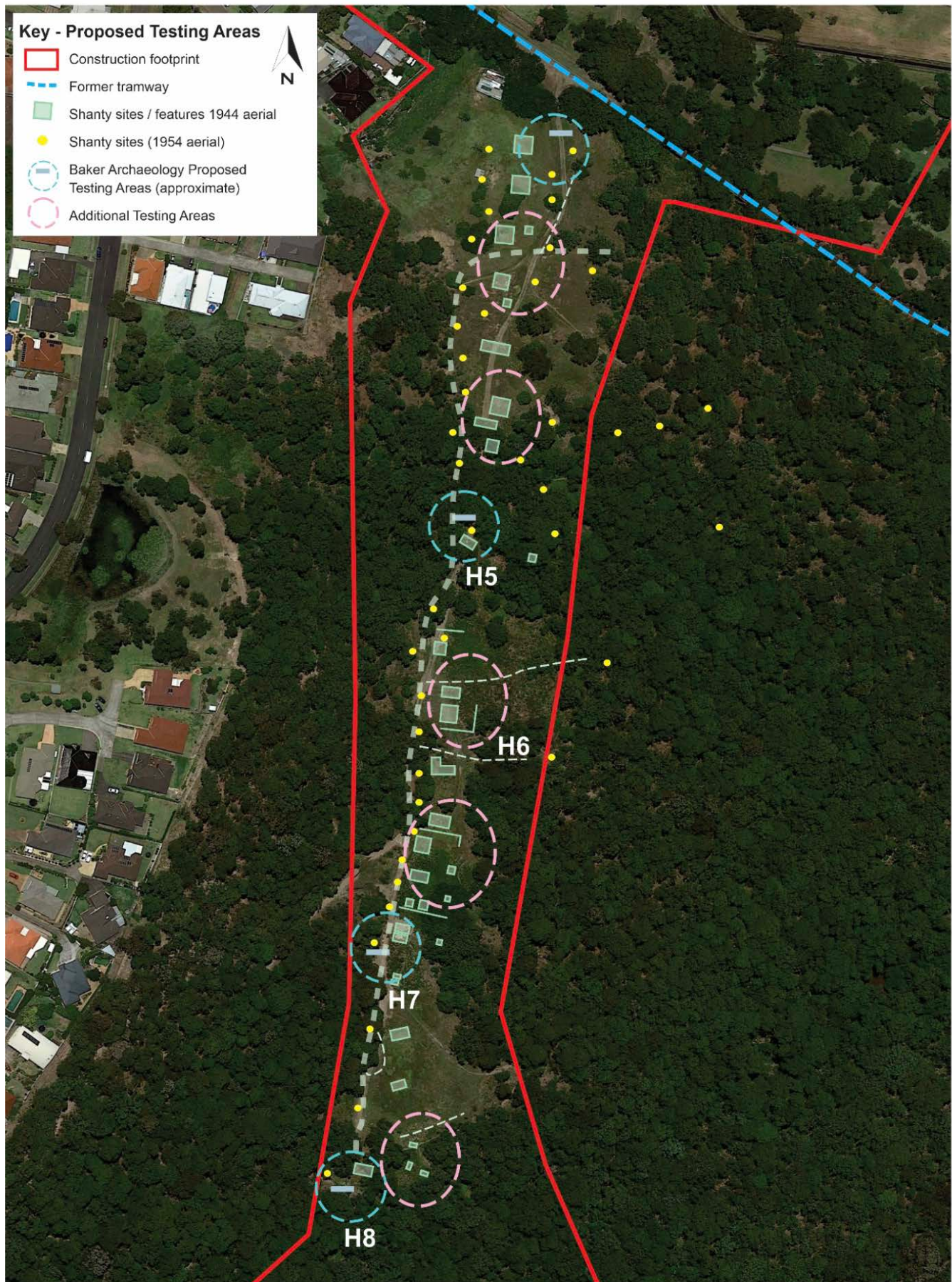


Figure 2-2 Proposed testing areas

2.4 Consultation

Consultation requirements for determining low impact work are set out in Table 1 Construction definition of the approval instrument. It details that archaeological salvage works in accordance with CoA A1 are permitted as low impact work. However, where heritage items or threatened species or threatened ecological communities (within the meaning of the former NSW *Threatened Species Conservation Act 1995*, now *NSW Biodiversity Conservation Act 2016* or *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*) are affected or potentially affected by any low impact work, that work is construction, unless otherwise determined by the Planning Secretary in consultation with the relevant heritage authority, OEH or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation).

Some elements of the proposed testing and salvage program would take place within vegetation mapped as a threatened ecological community and have the potential for impact on a heritage item. Accordingly, Transport for NSW has undertaken consultation with:

- The Department of Premier and Cabinet – Biodiversity Conservation Division
- The Department of Premier and Cabinet – NSW Heritage (also as a delegate of the Heritage Council of NSW).

Copies of the letters to and responses from these agencies are provided at Attachment B. A summary of the consultation is provided in Table 2-1.

Table 2-1: Summary of responses from agency consultation

Environmental Aspect	Response
Biodiversity – Endangered ecological communities	<i>“Biodiversity and Conservation Division (BCD, previously OEH) agrees that the proposed Hollywood shanty town heritage investigation and salvage works are ‘low impact work’ under the SSI 6888 consent conditions.”</i>
Non-Aboriginal heritage	<i>“The report [Historical Archaeological Research Design and Excavation Methodology] has been prepared in accordance with the Ministers Conditions of Approval for the project (E21 and E22) due to the potential for the project area to contain archaeological evidence relating to the twentieth century Depression-era shanty town Hollywood..... The proposed archaeological program is supported. It is consistent with the documents listed in Condition A1 of the Ministers Conditions of Approval.”</i>

3. Environmental impacts

The potential environmental impacts from the proposed testing and salvage work are described in Table 3-1 below.

The aspects of the testing and salvage program work and how they would be managed have been considered with reference to the Newcastle Inner City Bypass – Rankin Park to Jesmond Environmental Impact Statement (EIS), Submission and Preferred Infrastructure Report (SPIR) and related specialist assessment reports and are outlined in further detail in this section.

Table 3-1: Environmental impacts from the proposed works

Environmental Aspect	Potential impacts
Biodiversity	The Biodiversity Assessment Report within the SPIR (Appendix B) identified and assessed the removal of 7.1 hectares of Lower Hunter Spotted Gum Ironbark Forest TEC within the construction footprint of the RP2J project. This unavoidable direct impact is being offset with 399 ecosystem credits as per the Framework for Biodiversity Assessment (OEH 2014) and NSW Biodiversity Offsets Policy for Major Projects (OEH 2014b) as documented in the approved RP2J Biodiversity Offset Strategy. A review of the testing and salvage program notes that up to 18 test trenches would be established. These trenches would be about 10 metres in length by two metres wide. Where significant deposit are found, an open area stratigraphic excavation would be undertaken to the extent of the deposit. Access for small machinery would also be required to each test site. Based on the known test trenching extent and access, vegetation clearing and/or direct impact has been conservatively estimated to be less than 0.1 hectare of TEC. It should be noted that the investigation program would seek to limit vegetation impacts to ground covers and shrubs. Areas containing larger trees are considered likely to have limited interpretation value as the heritage is typically destroyed or substantially altered by tree root intrusion. All vegetation impacts would be wholly within the footprint of the approved project. The biodiversity impacts would be minor.
Traffic and transportation	The testing and salvage area is remote from public roads, but would interact with the Lambton to Jesmond formal cycleway and informal bush trails. The movement of vehicles to and from the testing and salvage area would be infrequent and short in duration. Any impact on pedestrians would be considered minor. Access and/or alternative access along the cycleway or bushland would be maintained at all times. There would be no operational impacts as a result of the proposed testing and salvage program. The traffic and transport impacts would be negligible.
Noise and vibration	The testing and salvage program work will result in the generation of some noise from the use of equipment and light vehicles. Appendix D (Technical Paper 3 – noise and vibration assessment) of the project SPIR outlined measured noise levels and adopted noise management criteria for noise catchment areas across the project. The testing and

	salvage program will be proximate to noise catchment areas (NCA) 4 and 6. Day time background noise levels adopted for these NCAs are 47 dBA and 33 dBA, respectively. A consideration of noise impacts based on equipment and the distance of the testing and salvage program to the nearest sensitive receivers in each NCA has been undertaken using the Transport NSW construction noise estimator. It is predicted under a worst case scenario where a medium sized excavator (ie 13.5 tonne) is operating within 80 metres of a sensitive receiver noise levels would be 56 dBA. It should be noted that road traffic noise is the predominant noise source in this area with the nearest measured ambient noise levels recorded at 54 during the day time. Noise impacts attributable to the testing and salvage program would be minor. Due the distance and equipment proposed for use, vibration impacts are not expected.
Soils, contamination and water quality	The testing and salvage program work will result in minor ground disturbance from trenching and access. The disturbance areas will be contained with limited constraints on the implementation of adequate erosion and sedimentation controls. There will be minimal potential for impacts on water quality as a result of release of sediment or pollutants. No water ways are located in close proximity to the work. The potential for soils, contamination and water quality impacts are negligible subject to implementation of management measures.
Aboriginal heritage	Technical Paper 10 – Aboriginal Cultural Heritage Assessment Report of the SPIR identified and confirmed the presence of a low density surface artefact scatter of disturbed context within the area of the non-Aboriginal testing and salvage program site. The site has been assessed to be of low archaeological significance and will be the subject of a surface artefact collection program. This surface collection program will take place in advance of the non-Aboriginal heritage testing and salvage program. Impacts on Aboriginal heritage are therefore not expected. The project Unexpected Heritage Finds and Human Remains Procedure will be implemented should unknown items be discovered during the testing and salvage program work.
Air quality	The testing and salvage program work will have potential for localised dust generation during earthworks. Given the minor nature of the work impacts on air quality from vehicle exhaust will be negligible. There will be no long-term impacts on air quality. The potential for air quality impacts are considered minor subject to implementation of management measures.
Resource use and waste management	The testing and salvage program work will result in the generation of small amounts of waste from recovered material that is not a heritage item and/or relevant to the research/interpretation element of the program. Waste will be removed from site and disposed of appropriately. There would be no demand for resources with limited availability.

4. Environmental management

A number of mitigation measures, safeguards and management strategies have been identified in the project SPIR and conditions of approval in order to avoid or minimise adverse environmental impacts that could potentially arise as a result of the project. Those relevant to the heritage investigation and salvage program are detailed in Table 4-1

An Environmental Work Method Statement (EWMS) will be prepared to consolidate and detail the safeguards and management measures identified. The EWMS will provide a framework for establishing how these measures will be implemented and who would be responsible for their implementation.

The EWMS will be prepared prior to the work and must be reviewed and approved by the Transport for NSW Environmental Officer prior to the commencement of any on-site work. The EWMS will be a working document, subject to ongoing change and updated as necessary to respond to specific requirements.

4.1 Summary of relevant SPIR safeguards and project approval conditions

Environmental safeguards and management measures outlined in project EIS, SPIR and conditions of approval will be incorporated into an activity specific EWMS. These safeguards and management measures will minimise any potential adverse impacts arising from the work on the surrounding environment and community. The safeguards and management measures are summarised in Table 4-1.

Table 4-1 Summary of mitigation measures, safeguards and management strategies

Potential impact	Environmental controls	Approval document reference	Responsibility
General			
Non-compliance with approval	A contractor's Environmental Work Method Statement (EWMS) for the investigation and salvage program work will be prepared and submitted for review and endorsement by the Transport for NSW RP2J environmental officer - Newcastle. As a minimum, the EWMS will contain and/or address the following: - Detail of environmental policies, guidelines, principles and approvals to be complied with and followed during the work - Detailed constraints mapping in the form of sensitive area maps or site plans with constraints identified eg flora and fauna, sensitive receivers - Detail of training and induction for employees including contractors and sub-contractors - An outline of the sequence of tasks for the work and a description of the roles and environmental responsibilities for relevant employees for those tasks and their relationship with the Principal and ER - Detail of communication requirements - An inspection program detailing the activities to be inspected and frequency of inspections - Details of managing and reporting any incidents or non-compliances - A process for rectifying non-conformances - Procedures for emergency and incident management including "stop work" processes and reporting to Transport for NSW - A process for periodic review and update of the EWMS in response to changes to site conditions or work methodology - Details of how the investigation and salvage program work will implement the identified safeguards.	SPIR BD04	Contractor
	All personnel working on site will receive training to ensure awareness of environment protection requirements to be implemented during the investigation and salvage program work. This will include up-front site induction and regular "toolbox" style briefings. Aspects covered will include, but not be limited to: - Approval requirements - Working hours	SPIR BD02, HH02	Contractor

Potential impact	Environmental controls	Approval document reference	Responsibility
	- The management of noise and vibration - Waste streams and management requirements - Environmental values of the area eg biodiversity constraints, clearing and work boundaries - Stop work procedures for unexpected finds including contamination and heritage - Incident response and reporting.		
Community exposed to impacts without prior notice	Implement an approved Community Communications Strategy and notify the potentially affected community eg residents, businesses, road users of the work. Apply methods detailed in the strategy including, but not limited to: - Letterbox / email notifications - One on one meetings - Direct phone calls, as required - Information updates on the project website - Responding to enquiries or complaints in accordance with the complaints management system	MCoA B1 / B2	TfNSW / Contractor
Unresolved complaints	All enquires and complaints will be managed in accordance with the project Complaints Management System (CMS) outlined in the Community Communication Strategy. Key project details established in response to SSI CoA B9 include: - Phone number – 1800 818 433 - Email address – rp2j.community@aurecongroup.com - Postal address – RP2J Project, Roads and Maritime Services, Locked Bag 2030 Newcastle NSW 2300 The project phone number will be attended at all times while investigation and salvage program work is in progress so as to receive and response to complaints eg noise.	CoA B6 – B9	TfNSW / Contractor
Pollution of the environmental / non-compliance with approval	If an incident (eg spill) occurs, the Roads and Maritime Services Environmental Incident Classification and Reporting Procedure is to be followed and the Transport for NSW Project Manager (or delegate) notified immediately. In circumstances where an incident causes or threatens to cause material harm and which may or may not be or cause a non-compliance, the Planning Secretary must be notified.	CoA A37 / A38	Contractor / TfNSW
Non-compliance with approval	The establishment of a minor ancillary facility (if required) would be subject to ER approval. A minor ancillary facility can include lunch sheds, office sheds, portable toilet facilities, and the like, and it must satisfy the following criteria: (a) are located within the construction boundary; and (b) have been assessed by the ER to have - (i) minimal amenity impact to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and	CoA A19 / A20 / A21	TfNSW

Potential impact	Environmental controls	Approval document reference	Responsibility
	(ii) minimal environmental impact with respect to waste management and flooding, and (iii) no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval. Boundary screening must be erected around ancillary facilities that are adjacent to sensitive receivers, for the duration of works associated with the SSI, unless otherwise agreed with affected residents, business operators or landowners.		
Biodiversity			
	The clearing of native vegetation will be limited to the greatest extent possible to facilitate the investigation and salvage program. Impacts to plant community types will not exceed those identified in the SPIR and subsequent Package 1 Detailed Design Consistency Assessment.	CoA E2, E3 / SPIR GH02, DD-CA	Contractor / TfNSW
	Pre-clearance surveys will be carried out in accordance with the Roads and Maritime <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (Guide 1: Pre-clearing process)</i> (RTA 2011a)	CoA E10 / SPIR BD05, BD06, BD07	Contractor
	Vegetation clearing will be carried out in accordance with the Roads and Maritime <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (Guide 4: Clearing of vegetation and removal of bushrock)</i> (RTA 2011a)	SPIR BD04	Contractor
	Any unexpected threatened species finds will be dealt with in accordance with the Roads and Maritime <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA 2011a)	SPIR BD06	Contractor
	Exclusion zones will be identified and demarcated in accordance with the Roads and Maritime <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (Guide 2: Exclusion zones)</i> (RTA 2011a)	SPIR BD07	Contractor
	Protocols for preventing or minimising the spread of noxious and environmental weeds will be developed and implemented in accordance with the Roads and Maritime <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (Guide 6: Weed Management)</i> (RTA 2011a)	CoA E9 / SPIR BD12	Contractor
	Protocols for preventing the introduction and/or spread of disease causing agents such as bacteria and fungi will be developed and implemented in accordance with the Roads and Maritime <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (Guide 7: Pathogen Management)</i> (RTA 2011a)	CoA E9 / SPIR BD13	Contractor
	Fauna handling, rescue and release will be conducted in accordance with the Roads and Maritime <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (Guide 9: Fauna handling)</i> (RTA 2011a)	SPIR BD14	
Traffic and transport			

Potential impact	Environmental controls	Approval document reference	Responsibility
	Pedestrian and cyclist access on existing formal paths will be maintained where possible. Where closure of a formal path is required alternative access and appropriate signage will be provided.	SPIR SL13 / CoA E70	Contractor
	Emergency vehicle access to the bushland areas surrounding the project will be provided at all times.	SPIR SL14	Contractor
	Consultation with emergency services, including the Rural Fire Service and Fire and Rescue NSW to: • Ensure access is maintained during and after the work • To identify hazard reduction burns in the locality of the project.	SPIR HR02	TfNSW
Noise and vibration			
	Where practical, equipment will be selected to minimise noise emissions. Equipment will be fitted with appropriate silencers and be in good working order. Machines found to produce excessive noise compared to normal industry expectations will be removed from the site or stood down until repairs or modifications can be made.	SPIR NV13	Contractor
	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria: (a) construction 'Noise affected' noise management levels established using the Interim Construction Noise Guideline (DECC, 2009); (b) vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure); (c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"; (d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and (e) The vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).	CoA E34	Contractor
	Reasonable work practices to minimise noise and vibration to be implemented during the investigation and salvage program work will include: • Avoiding shouting and slamming doors • Where practical, operating machines at low speed / power and switching them off when not in use rather than leaving them idling for prolonged periods • Minimising the reversing of machines • Avoiding dropping materials from height • Limiting deliveries outside normal working hours as far as practicable • Avoiding metal to metal contact on materials as far as practical • Avoiding the use of horns for communication between plant and trucks (the use of two-way radios / phones would be prioritised).		Contractor

Potential impact	Environmental controls	Approval document reference	Responsibility
	In the event of a valid noise complaint, monitoring will be carried out and reported as soon as possible. If exceedances are detected, the situation will be reviewed to attempt to identify reduce the impact to acceptable levels, where practicable.	SPIR NV15	Contractor
Landscape character and visual amenity			
	Disturbed areas would be progressively stabilised during the work.	SPIR LC05	Contractor
Soil, contamination and water quality			
	Spill kits and adequate quantities of suitable material to counteract spillage would be kept readily available.	SPIR SW08	Contractor
	The refuelling of plant and maintenance of machinery will be carried out in designated refuelling areas. Refuelling would be attended at all times.	SPIR SW09	Contractor
	Machinery will be checked daily to ensure that there are no oil, fuel, or other liquid leaks.	SPIR SW11	Contractor
	In the event that indicators of contamination are encountered during work (such as odours or visually contaminated materials), work in the area will cease until advice on the need for remediation or other action is obtained from the Roads and Maritime project manager.	SPIR SW12	Contractor
	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to prevent water pollution. When implementing such controls, any relevant guidance in the Managing Urban Stormwater series must be considered. Measures will include, but not be limited to: • Diverting upstream water around or through disturbed areas so it is not polluted by the work • Scour protection measures for access tracks when these are an erosion hazard due to either their steepness, soil erodibility or potential for concentrating runoff flow • Measures to minimise erosion and control sedimentation from stockpiles • Controls in runoff flow paths to reduce flow velocities and minimise the potential for erosion.	CoA E57 / DPE 1	Contractor
	Erosion and sediment control measures will be inspected at a minimum of weekly intervals and within 24 hours of rainfall events exceeding 10mm in a 24 hour period. All identified problems must be rectified without delay. Regular routine maintenance (and records to illustrate this maintenance) will be undertaken to ensure appropriate operation of controls, replacement of damaged sediment control structures and improvement or implementation of other temporary measures as required. In the event of forecast storm events, heavy rainfall (over 10mm in a 24 hour period) inspect the site to ensure that all erosion/sedimentation and stabilisation controls are in place and in effective working order.		Contractor
	The project Unexpected Contaminated Land and Asbestos Finds Procedure must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during works.	CoA E59, E60 / SPIR SW12	Contractor

Potential impact	Environmental controls	Approval document reference	Responsibility
	The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented for the duration or work.		
Aboriginal heritage			
	The project Unexpected Heritage Finds and Human Remains Procedure will be implemented. <i>Note: Human remains that are found unexpectedly during works are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</i>	CoA E14, E15, E16 / SPIR AH02	Contractor / TfNSW
Non-Aboriginal heritage			
	The project Unexpected Heritage Finds and Human Remains Procedure will be implemented. <i>Note: Human remains that are found unexpectedly during works are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</i>	CoA E16 / SPIR HH03	Contractor / TfNSW
Air quality			
	During the investigation and salvage program the following controls will be implemented, where relevant: - Scheduling of work and/or avoiding / modifying activities that would generate dust during strong winds and rainfall - Minimising areas of exposed surfaces - Maintaining and operating all equipment in accordance with manufacturer specifications. - Progressive stabilisation of areas disturbed by activities and treating areas stripped of topsoil to prevent dust generation; - Switching off engines of plant and vehicles when not in use - No burning off of waste materials.	CoA E1 / SPIR SW16, AQ02	Contractor
Waste management			
	Waste generated during works will be dealt with in accordance with the following priorities: (a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of.	MCoA E81	Contractor / TfNSW
	All waste must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	MCoA E84	Contractor
	A waste register detailing types of waste collected, amounts, date, time, transportation method and details of disposal will be maintained.	SPIR RW01	Contractor

5. Conclusion and approval

5.1 Conclusion

The low impact work submission has considered the various stages of activity, potential impacts on the environment and community for the respective stages, and outlined mitigation measures and safeguards to avoid or minimise those potential impacts. The activity would result in some localised vegetation impacts, ground disturbance and the generation of a small amount of waste.

Through the application of appropriate mitigation measures as outlined in Section 4, it is considered that the work would be consistent with the definition of low impact work as per Table 1 of the project Infrastructure Approval (SSI 6888).

5.2 Certification

This document provides a true and fair consideration of the scope and potential impacts of the work as outlined in the EIS / SPIR and aligns with the stages defined in the Staging Plan.

Signed		Signed	
Name	Andrew Grainger	Name	Steve Dalley
Position	RP2J Environment	Position	RP2J Project Manager
Officer Date	9 February 2021	Date	10 February 2021

4 December 2020

Steve Lewer
Senior Regional Biodiversity Conservation Officer
Biodiversity and Conservation Division
Department of Planning, Industry and Environment
Level 4, 26 Honeysuckle Drive
Locked Bag 1002, Dangar 2309
Newcastle NSW 2300

Dear Steve

**Newcastle Inner City Bypass – Rankin Park to Jesmond (SSI 6888)
Infrastructure Approval Table 1 definitions – consultation regarding biodiversity impacts
from Hollywood shanty town and Wallsend Plattsburg tramway historical archaeological
research design and excavation methodology**

Transport for NSW (TfNSW) are currently completing early work for the fifth section of the Newcastle Inner City Bypass between Rankin Park and Jesmond. We are also continuing to refine the design and plan for the main work.

As per previous correspondence on 18 September 2019, the project approval instrument prescribes that any impact to threatened biodiversity is “construction”, unless determined by the NSW Planning Secretary that the works are suitably described as “low impact work”, in consultation with OEH.

TfNSW is now planning to perform investigation and salvage work on the Hollywood shanty town and Plattsburg tramway heritage sites. This investigation and salvage work is within an area of threatened ecological communities (ie Lower Hunter Spotted Gum Ironbark Forest). Attached are two figures showing the extent of threatened ecological communities previously mapped within and adjacent to the approved project corridor, and the proposed heritage investigation area. There were no threatened plant species recorded within this area.

Nine testing areas are proposed based on historical mapping and features observed during a preliminary inspection of the site. Each testing area would be subject to an initial program of archaeological recording and mapping of features. Up to two trenches are also proposed within each testing area. The trenches would typically be up to 10 metres in length and two metres wide, and excavated to the depth of archaeological deposit.

It would not be expected that mature trees would be impacted by the investigation and salvage activity. However, shrub and ground cover vegetation within the testing areas would require trimming / slashing so that ground features can be observed. The targeted trenching operations would be based on these observations.

The purpose of this correspondence is to consult on the impacts to threatened ecological communities associated with the heritage investigation and salvage work and where suitable, gain DPIE Biodiversity and Conservation Division (formally OEH) concurrence on the Transport

for NSW consideration that the proposed activity can be described as “low impact work”.

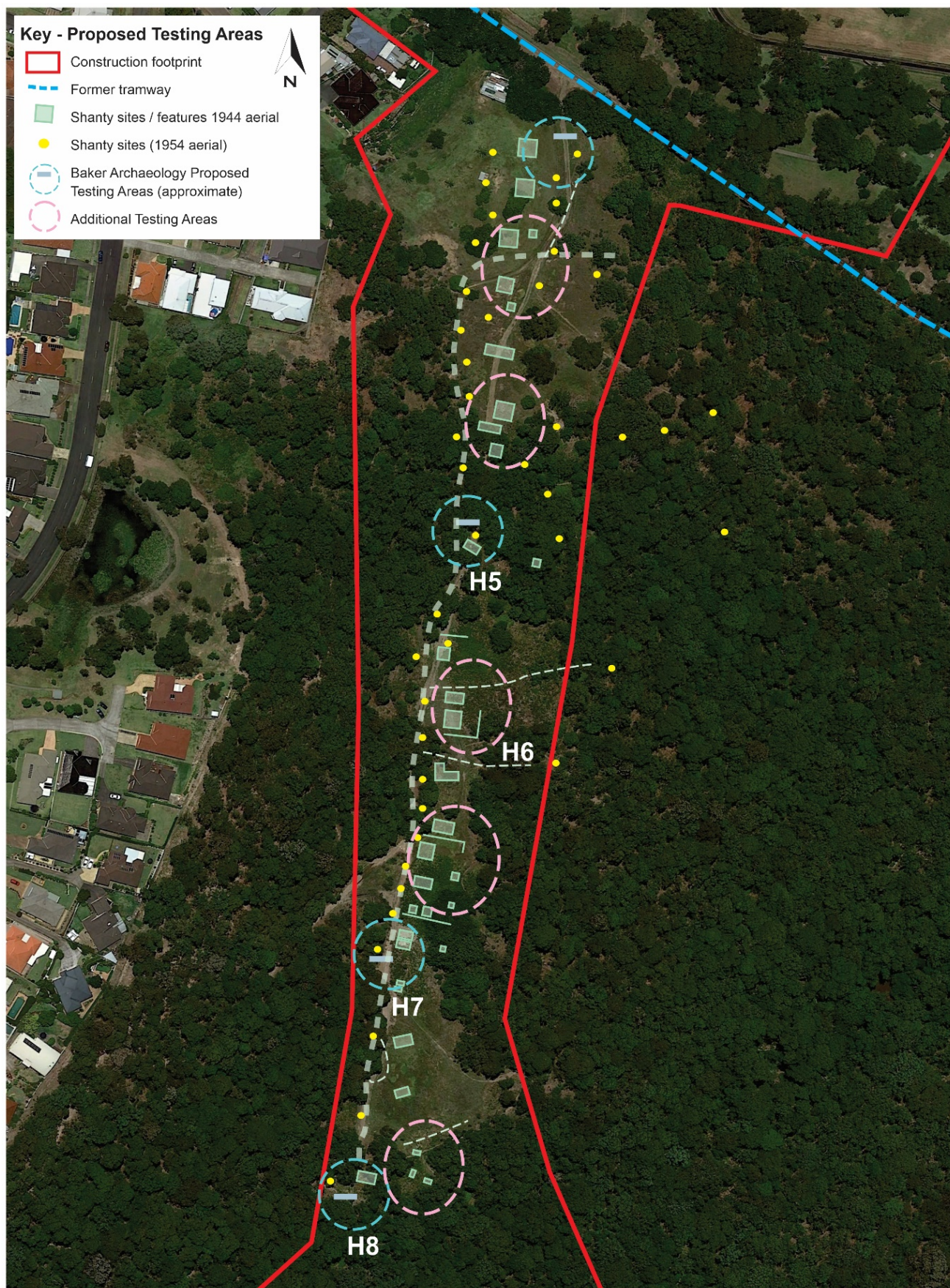
Any comments received, among other things, would be provided to the Planning Secretary to assist with a determination of a low impact work submission. For further information or to provide comments, please contact Melissa Mayfield-Smith on 0408 199 626 or by email Melissa.mayfield-smith@transport.nsw.gov.au.

Yours sincerely

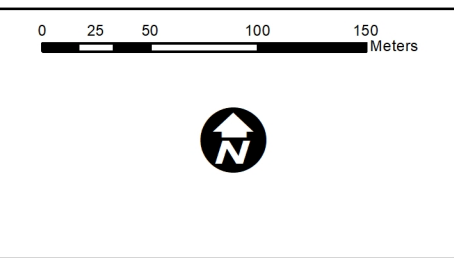
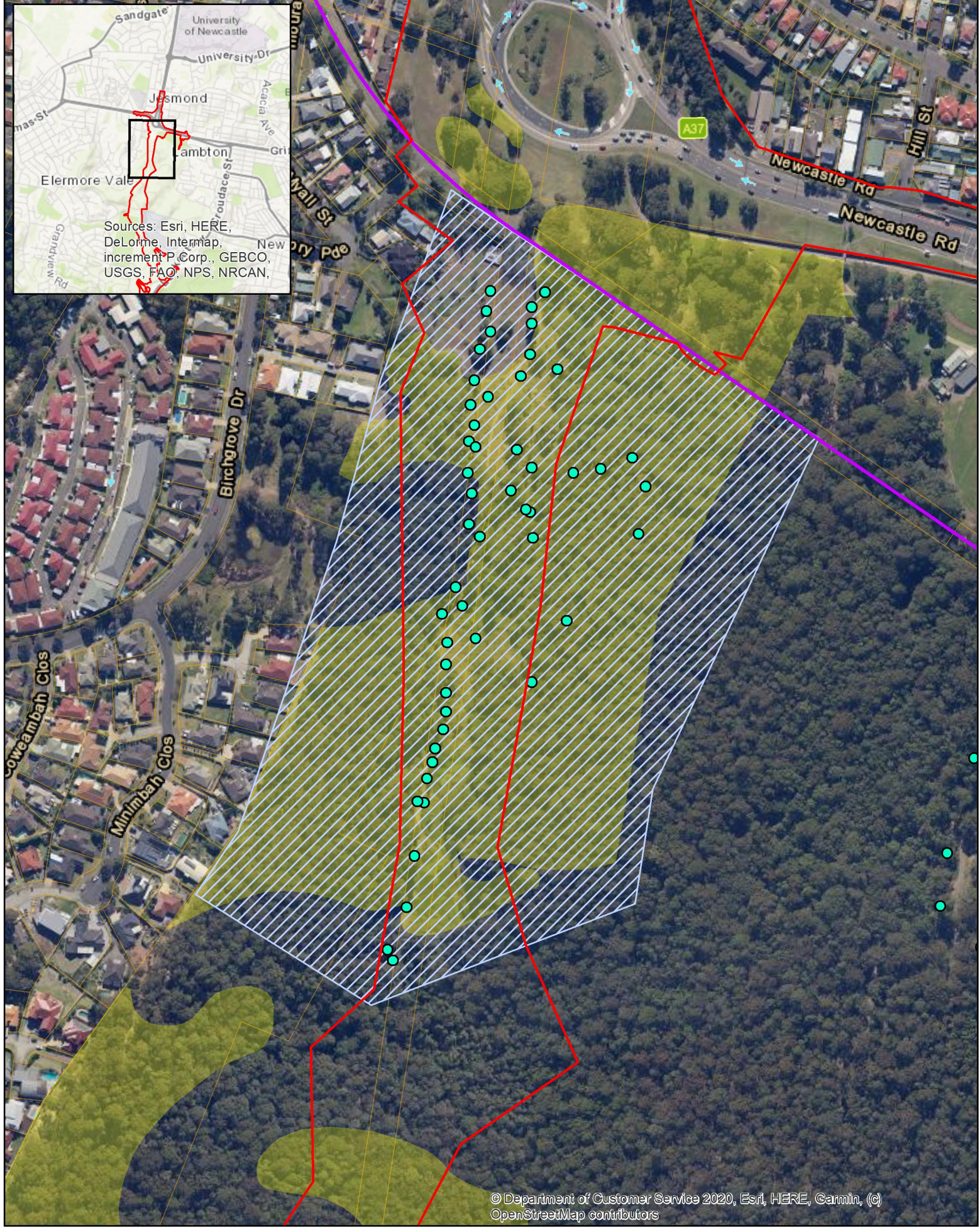
A handwritten signature in black ink, appearing to read 'S. Dalley', with a long horizontal flourish extending to the right.

Steve Dalley
Project/ Contract Manager
Northern Project Office - Hunter

Encl: (1) Figure showing proposed heritage testing locations
(2) Figure showing mapped threatened ecological communities.



Proposed testing methodology, identifying the key areas where archaeological testing is proposed. Testing areas initially proposed by Baker Archaeology are marked with blue circles. Additional areas to be investigated are marked with pink outlines. Base map: Google Earth 01.10.2016 with additions by Casey & Lowe.



- Approved project corridor
- Hollywood Shanty Town site boundary
- Structures 1954
- Wallsend Plattsburg Tramway
- Threatened ecological communities (TEC)

Newcastle Inner City Bypass
Rankin Park to Jesmond

Threatened ecological communities
and archaeological structures

From: Steven Cox
To: [Melissa Mayfield-smith](#)
Cc: [Steve Lewer](#)
Subject: RE: REQUEST : RP2J: Low impact works - hollywood shanty town investigation and salvage
Date: Friday, 4 December 2020 11:13:31 AM
Attachments: [image005.jpg](#)
[image006.jpg](#)
[image002.jpg](#)

Hi Melissa,

Biodiversity and Conservation Division (BCD, previously OEH) agrees that the proposed Hollywood shanty town heritage investigation and salvage works are 'low impact work' under the SSI 6888 consent conditions.

Regards

Steven

Steven Cox

Senior Team Leader Planning, Hunter Central Coast Branch

Biodiversity and Conservation Division | Department of Planning, Industry and Environment
T 02 4927 3140 | **M** 0472 800 088 | **E** steven.cox@environment.nsw.gov.au
Level 4/26, Honeysuckle Drive Newcastle NSW 2309
Locked Bag 1002, Dangar NSW 2309
www.dpie.nsw.gov.au

Currently working from home during Covid-19 restrictions and can be contacted on both above phone numbers.



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From: Karen Bradley <Karen.Bradley@environment.nsw.gov.au> **On Behalf Of** OEH ROD Hunter Central Coast Mailbox

Sent: Friday, 4 December 2020 10:34 AM

To: Melissa Mayfield-smith <Melissa.MAYFIELD-SMITH@transport.nsw.gov.au>

Cc: Steve Lewer <Steve.Lewer@environment.nsw.gov.au>; Steven Cox <Steven.Cox@environment.nsw.gov.au>

Subject: REQUEST : RP2J: Low impact works - hollywood shanty town investigation and salvage

Dear Melissa

Please would you ensure that all future email correspondence includes the SSI 6888 identifier to assist us to locate the appropriate file and officer.

Thanks in advance.

Karen Bradley

Coordination & Planning Officer, Hunter Central Coast Branch

Biodiversity and Conservation Division | Department of Planning, Industry and Environment

M 0447 461 887 | **E** karen.bradley@environment.nsw.gov.au

Level 4, 26 Honeysuckle Drive, Newcastle NSW 2300 | Locked Bag 1002 Dangar NSW 2309

www.dpie.nsw.gov.au

cid:image001.jpg@01D6A079.676493E0



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From: Melissa Mayfield-smith <Melissa.MAYFIELD-SMITH@transport.nsw.gov.au>

Sent: Friday, 4 December 2020 10:01 AM

To: OEH ROD Hunter Central Coast Mailbox <rog.hcc@environment.nsw.gov.au>; Steve Lewer <Steve.Lewer@environment.nsw.gov.au>

Subject: HPE CM: RP2J: Low impact works - hollywood shanty town investigation and salvage

Hi Steve,

In relation to the Rankin Park to Jesmond project, I am writing to consult on the impacts to threatened ecological communities associated with the heritage investigation and salvage work and where suitable, gain DPIE Biodiversity and Conservation Division (formally OEH) concurrence on the Transport for NSW consideration that the proposed activity can be described as "low impact work". Please find attached the formal consultation letter with more detail and figures showing investigation and EEC locations

Apologies if I have included the incorrect central mailbox.

Regards,

Melissa Mayfield-Smith
Environment Officer
Safety, Environment and Regulation division
Transport for NSW

T 02 4908 7668 **M** 0408 199 626
266 King Street Newcastle NSW 2300



I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

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Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Office of Environment and Heritage.

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4 December 2020

Dr Siohban Lavelle
Senior Team Leader, Specialist Services
Heritage NSW, Community Engagement, Department of Premier and Cabinet
Level 6, 10 Valentine Avenue
Locked Bag 5020
Parramatta NSW 2124

Dear Dr Lavelle

**Newcastle Inner City Bypass – Rankin Park to Jesmond (SSI 6888)
Infrastructure Approval Condition A1 and Table 1 definitions – Hollywood shanty town and
Wallsend Plattsburg tramway historical archaeological research design and excavation
methodology review and comment, and low impact work consultation**

Transport for NSW (TfNSW) are currently completing early work for the fifth section of the Newcastle Inner City Bypass between Rankin Park and Jesmond. We are also continuing to refine the design and plan for the main work.

As part of the detailed planning and in accordance with Condition of Approval E22 and the approved environmental assessment documentation, I am writing to provide Heritage NSW, and as a delegate The Heritage Council of NSW, with an opportunity to review and comment on the Hollywood shanty town and Wallsend Plattsburg tramway Historic Archaeological Research Design and Excavation Methodology, and also to assist the Planning Secretary with a determination of the activity as low impact work.

TfNSW have engaged a suitably qualified and experienced archeologist to prepare the research design and excavation methodology and are seeking to commence the activity in the first quarter of 2021.

There is considerable planning and coordination associated with the research design and excavation methodology so we would seek any comments or otherwise by 18 December 2020. In the meantime, and if it suits, we would be grateful for the opportunity to discuss the proposal with yourself and our consulting archaeologist Kylie Seretis.

Any comments received, among other things, would be provided to the Planning Secretary to assist with a determination of a low impact work submission. For further information or to provide comments, please contact Melissa Mayfield-Smith on 0408 199 626 or by email Melissa.mayfield-smith@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'SD', with a long horizontal flourish extending to the right.

Steve Dalley
Project/ Contract Manager
Northern Project Office - Hunter

Encl: Newcastle Inner City Bypass 'Hollywood' shanty town site & the Wallsend / Plattsburg tramway – Historical archaeological research design & excavation methodology.



Our ref: DOC20/1000270

Steve Dalley
Transport for NSW
266 King Street
Newcastle NSW 2300

By email: steve.dalley@transport.nsw.gov.au

Dear Mr Dalley

Newcastle Inner City Bypass – Rankin Park to Jesmond (SSI 688):

Thank you for your referral dated 4 December 2020 inviting comments from the Heritage Council of NSW on the above State Significant Infrastructure (SSI) project.

Heritage NSW considered the following report:

- *Newcastle Inner City Bypass 'Hollywood' Shanty Town & the Wallsend/Plattsburg Tramway: Historical Archaeological Research Design & Excavation Methodology* by Casey & Lowe dated October 2020.

The report has been prepared in accordance with the Ministers Conditions of Approval for the project (E21 and E22) due to the potential for the project area to contain archaeological evidence related to the twentieth century Depression-era shanty town Hollywood. It proposes an archaeological program comprising archaeological testing and salvage to be conducted concurrently and prior to construction.

The proposed archaeological program is supported. It is consistent with the documents listed in Condition A1 of the Ministers Conditions of Approval. The report satisfies Conditions E21 and E22 of the Ministers Conditions of Approval.

In accordance with Condition E23, the results of the archaeological program including artefact analysis must be prepared within 12 months of the completion of the archaeological program. Further the results of the archaeological program should be included in the Heritage Interpretation Plan required under Condition E24.

If you have any questions regarding the above advice, please contact Georgia Wright, Senior Historical Archaeology Officer at Heritage NSW, on 02 9995 6298 or georgia.wright@environment.nsw.gov.au.

Yours sincerely

Dr Siobhan Lavelle, OAM
Senior Team Leader

Specialist Services
Heritage NSW
Department of Premier and Cabinet
As Delegate of the Heritage Council of NSW
18 December 2020