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Latest news from the REC

The REC will be again sponsoring the NSW Roadside Environmental Management Award as part of Local Government NSW's Excellence in the Environment Awards. The date for the opening of the award submissions is 5 June, with the award presentation event to be held on 3 December.

The REC encourages local councils to provide a submission.

Council Roadside Environmental Management Framework



As part of the Council Roadside Reserves (CRR) Project funded by the NSW Environmental Trust, LGNSW has developed the [Council Roadside Environmental Management Framework \(CREMF\)](#) which aims to streamline roadside environmental management in local councils.

The framework looks at councils' many complex road responsibilities holistically and aims to support councils in NSW to navigate complex legislation, meet regulatory requirements, minimise risk and make the process of improving roadside environments more efficient and cost-effective.

Embedding roadside environmental management within Planning and Reporting (IP&R) systems of councils has the benefit of streamlining the process by linking it with existing planning, reporting and asset management processes. Resources and tools are included to assist councils in the process. Twenty one grant projects are currently trialling the framework concepts to improve the management and long-term environmental value of their roadside reserve assets.

This [presentation](#) provides an overview of the CREMF.

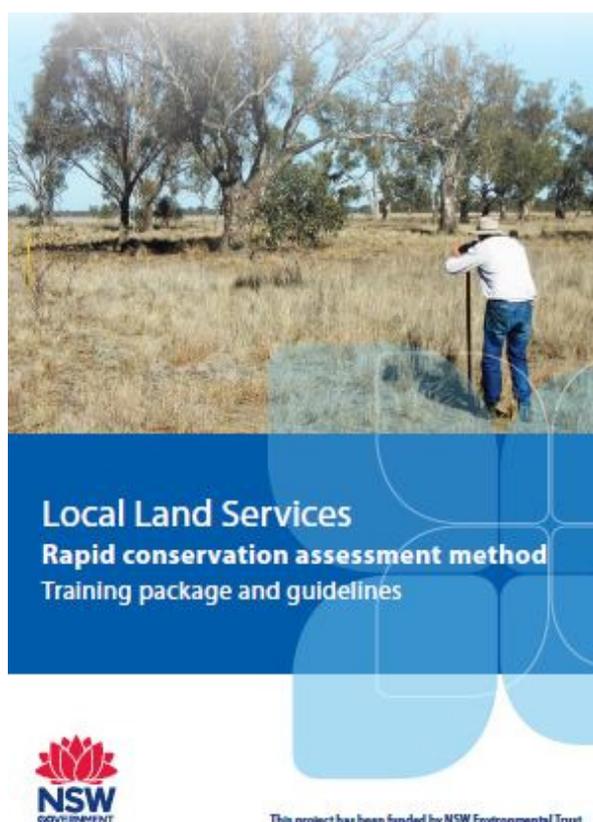
More details are available from the LGNSW website
<https://www.lgnsw.org.au/policy/roadside-environmental-management>

For more information contact Kathy Godfrey, phone (02) 9242 4053, email kathy.godfrey@lgnsw.org.au



This project has been assisted by the New South Wales Government through its Environmental Trust.

Rapid assessment methodology for linear reserve environments



The [Rapid Assessment Methodology \(RAM\)](#) provides land managers with a tool to capture current information on linear reserve environmental characteristics and assign conservation values to assist in management. The development of the RAM is a joint project between LGNSW and Local Land Services (LLS) and funded by the NSW Environmental Trust to undertake assessments of roadside reserves and traveling stock routes.

The RAM enables land managers to assess the conservation value of many sites in a relatively short time frame and to collate and compare them with other sites. It provides a simple approach to assess and capture environmental data, through

a two page proforma that identifies three main aspects: conservation status, landscape context and vegetation condition.

Based on the scoring for each of these aspects and using a conservation value assessment matrix, each site is then assigned an overall conservation value of high, medium or low. Land managers will then use this information to prioritise and manage sections of their linear reserves.

The [RAM training package and guidelines](#), available on the LLS website, have been developed to assist with statewide consistency. The guidelines will be supplemented by regional vegetation guides that provide an overview and summary of the key vegetation classes and associated Threatened Ecological Communities that are known to occur within each LLS region.

More details are available from the LGNSW website <http://www.lgnsw.org.au/policy/resources-and-case-studies-0>

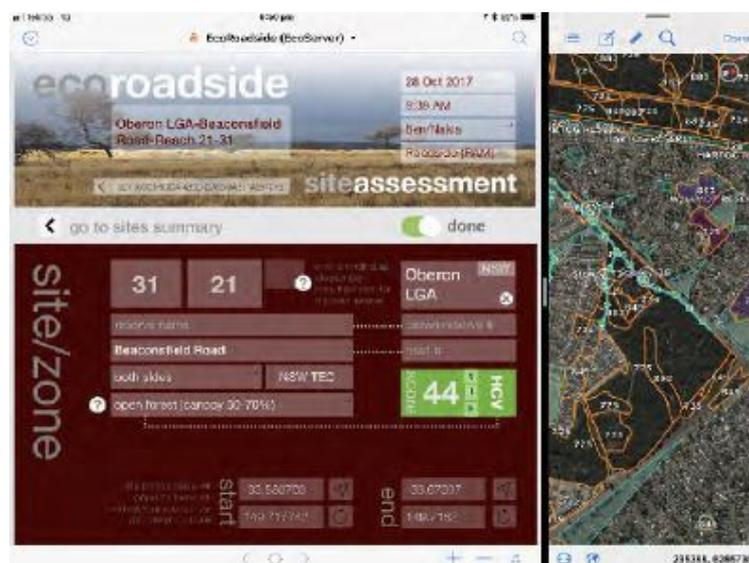
For more information on the Council Roadside Reserves project contact Kathy Godfrey, phone (02) 9242 4053, email kathy.godfrey@lgnsw.org.au

For more information on the TSR project contact Leesa Swan, phone (02) 4224 9715, email leesa.swan@lls.nsw.gov.au



This project has been assisted by the New South Wales Government through its Environmental Trust.

Two Rapid Assessment Methodology Apps



Two Rapid Assessment Methodology (RAM) Apps have been developed to assist local councils and Local Land Services staff in undertaking their environmental assessments of roadsides and travelling stock reserves. The Apps provide an in-field tool to collect data in an electronic format, bypassing the need for using field sheets and therefore the possibility for transcription errors.

The EcoRoadside App has been developed for councils by EcoServer. The App provides a visual guide with prompts and information to assist councils in filling out the RAM form. Photos and additional information can be recorded including current and proposed management requirements. The final conservation value score is calculated on site enabling a 'live' in-field check.

The ESRI Collector for ArcGIS application (app) was developed for LLS and is also available for use by councils. The ArcCollector App requires pre-loaded assessment points that have pre-populated landscape information for the sites.

More details are available from the LGNSW website
<http://www.lgnsw.org.au/policy/resources-and-case-studies-0>

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The NSW Biodiversity Conservation Trust



The NSW Biodiversity Conservation Trust (BCT) is a statutory not-for-profit body established under the *Biodiversity Conservation Act 2016* on 25 August 2017. It is a new organisation charged with continuing the private land conservation functions of the Office of Environment and Heritage and the Nature Conservation Trust. The BCT is within the portfolio of the NSW Minister for the Environment.

The BCT has a Board which manages its affairs. The Board members are appointed by the Minister for the Environment.

The BCT's mission is to maximise the biodiversity conservation outcomes achieved with the public and private resources entrusted in the BCT to support

private land conservation, to deliver a healthy, productive and resilient environment across NSW.

The BCT works in partnership with landholders to establish private land conservation agreements to conserve and manage high-value biodiversity on private land.

More information about its types of programs can be found [here](#).

Roadside Environment Workshops in the Hunter



Hunter Councils Inc. has received funding for Roadside Assessment and Mapping of Environmental Values in the Upper and Lower Hunter Region. The project is part of Local Government NSW's Council Roadside Reserve project funded by the NSW Environmental Trust.

Recent workshops conducted with Port Stephens, Upper Hunter and Muswellbrook Councils have confirmed local priorities for improving roadside environmental management, and embedding practices to do so within their corporate systems and processes.

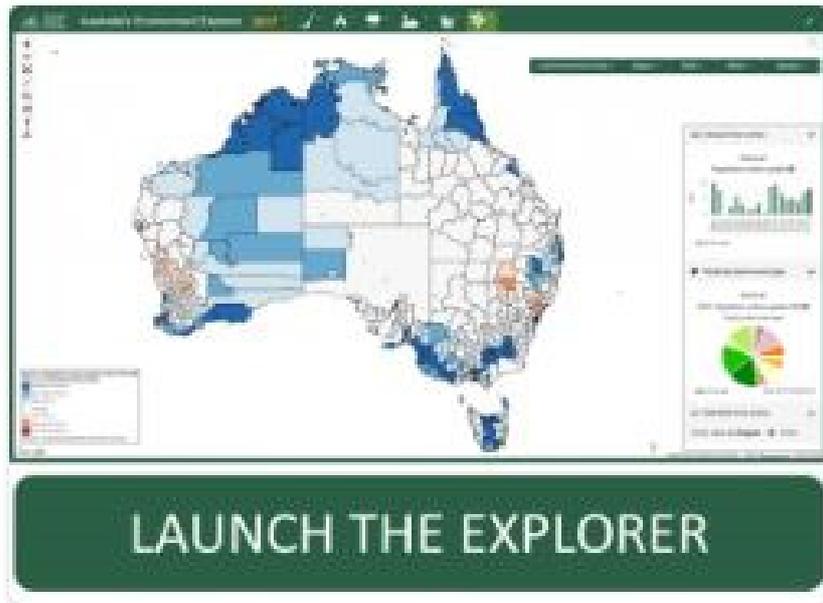
All three Councils have committed to adopting the Regional Roadside Attribute Layer (a region-wide GIS product integrating environmental and road infrastructure datasets), to identify and prioritise the location of important roadside environmental values and issues, and to either commence or further roll out the Regional Roadside Marker Scheme within their Council area.

More information from Ashley Bacales, phone (02) 4978 4028, email ashleyb@huntercouncils.com.au

Australia's Environment Report

Produced by the Australian National University, the *Australia's Environment* report aims to make spatial information on environmental conditions more accessible and easily interpreted at different levels of detail. Information can be accessed in different ways:

- [Fact Sheet](#): a 4-page summary in dot points and figures.
- [Briefing Material](#): slides used in the briefing providing a longer, visual summary.
- Article in [The Conversation](#): a short summary and interpretation in accessible language.
- Australia's [Environment Explorer](#): a web atlas that allows you to visualise and investigate environmental changes by region, location or land cover type.



Wildlife travels an easier path in Thailand



A section of Highway 304 in Thailand which divides part of the world-renowned Dong Phrayayen-Khao Yai forest complex and is notorious for deadly accidents, is being given a new look more friendly to wildlife and motorists.

Environmentalists also raised questions over the "wildlife corridor" the department earlier planned to build as a crossing, or viaduct, for the animals because they were worried about its environmental impact, not to mention whether wildlife would actually use the structure.

There will be no wildlife crossing and the animals will be able to walk around more easily with the new road design, according to Phonwanlop Chanpraphatson, an engineer overseeing the Highway 304 upgrade project, which covers a section of the road from Nakhon Ratchasima's Pak Thong Chai district to Prachin Buri's Kabin Buri district.

An underpass and two flyovers will be built on parts of the road section where wild animals usually cross between its two sides, he said.

Motorists will drive through a 430-metre tunnel under the road which will be filled and surfaced with soil to allow for animals to cross, Mr Phonwanlop said.

At another part, two flyovers, each with two traffic lanes, will be built in parallel eight metres above the ground over a distance of 570 metres. Cars will be able to travel on the elevated roads while animals can walk underneath, he said.

Source: Bangkok Post

The aim of this newsletter is to share information about the management of NSW linear reserve environments and profile the NSW Roadside Environment Committee (REC).

For more information about the REC: <https://landcare.nsw.gov.au/groups/nsw-roadside-environment-committee/>

Please contact the REC Executive Officer if you wish to subscribe or unsubscribe.



NSW
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