



2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting

WEDNESDAY 21 OCTOBER 2015

ATTACHMENT **6.2.1**

► Rescission Motion – Regent Theatre

7.2.2 DA0228/2015, Commercial Shops, Shop Top Housing and Strata Subdivision - The Regent Theatre 5-7 Church Street MUDGEE

REPORT BY THE SENIOR TOWN PLANNER TO 16 SEPTEMBER 2015 COUNCIL MEETING
DA0228-2015 - Proposed Commercial Shops, Shop Top Housing & Strata Subdivision
GOV400043, DA0228/2015

RECOMMENDATION

That:

1. The report by the Senior Town Planner on the 'Regent Theatre' Development Application (DA0228/2015) be received;
2. The application be approved as a deferred commencement subject to the following conditions:

DEFERRED COMMENCEMENT CONDITION

- 1A. **Deferred Commencement Consent**
This Consent does not operate until Council is satisfied that:
Development consent for the use of the right of way over Lot 1 DP86378 (Lawson Park Hotel) for the purposes of the development (in particular, access thereto), has been obtained.

This is a deferred commencement condition in accordance with Section 80(3) of the Environmental Planning and assessment Act 1979 and this consent shall not operate until it has been complied with to the satisfaction of Council.

APPROVED PLANS CONDITIONS

1. Development is to be carried out generally in accordance with the following stamped approved plans

Plan Number	Plan Reference	Prepared by	Date
Job 1303 Dwg A02A	Basement Floor Plan	Barry Rush & Associates Pty Ltd	15/04/2015
Job 1303 Dwg A03A	Ground Floor Area	Barry Rush & Associates Pty Ltd	20/04/2015
Job 1303 Dwg A04A	First Floor Plan	Barry Rush & Associates Pty Ltd	20/04/2015
Job 1303 Dwg A05A	Second Floor Plan	Barry Rush & Associates Pty Ltd	15/04/2015
Job 1303 Dwg A06A	Third Floor Plan	Barry Rush & Associates Pty Ltd	15/04/2015
Job 1303 Dwg A07A	Fourth Floor Plan	Barry Rush & Associates Pty Ltd	28/04/2015
Job 1303 Dwg A08A	Roof Plan	Barry Rush & Associates Pty Ltd	15/04/2015
Job 1303 Dwg A09A	West & North Elevations	Barry Rush & Associates Pty Ltd	20/04/2015

Plan Number	Plan Reference	Prepared by	Date
Job 1303 Dwg A10A	East & South Elevations	Barry Rush & Associates Pty Ltd	15/04/2015
Job 1303 Dwg A11A	Sections	Barry Rush & Associates Pty Ltd	15/04/2015
N/A	Proposed interpretation of the fluted attached piers and light panel (as amended in red)	Barbara Hickson	N/A
N/A	Statement of Environmental Effects	of Boston Blyth Fleming Town Planners	February 2015
Ref 14886	Traffic and Parking Matters	Varga Traffic Planning Pty Ltd	21/04/2015
Ref 22995-GR01a	Geotechnical Investigation Report	Barnson Pty Ltd	16/04/2015
N/A	Statement of Heritage Impact	Barbara Hickson Heritage Advisor	20/01/2015
N/A	Supplementary Statement of Environmental Effects	of Boston Blyth Fleming Town Planners	04/05/2015

and the Application received by Council on 9 February 2015 except as varied by the conditions listed herein. Any minor modification to the approved plans will require the lodgement and consideration by Council of amended plans. Major modifications will require the lodgement of a new development application.

2. Notwithstanding the approved plans the structure is to be located clear of any easements and/or 1.5 metres from any water and sewer mains in accordance with Council Policy

AMENDMENTS

3. The plans are to be amended to require four of the single bedroom units be consolidated into two individual two bedroom units.

GENERAL TERMS OF APPROVAL

4. The ground floor commercial premises are to be used solely for the purposes of retail or business premises and for no other use at any time in accordance with the definition of shop top housing.

PRIOR TO ISSUE OF THE CONSTRUCTION CERTIFICATE – CIVIL

The following conditions must be compiled with prior to Council issuing a Construction certificate for the proposed civil works.

5. The applicant is to submit a Drainage Report prepared in accordance with the Institution of Engineers publication Australian Rainfall and Run-off to the Principal Certifying Authority for approval prior to the release of the Construction Certificate. The report must demonstrate that stormwater

runoff from the site is not increased beyond the existing undeveloped state up to and including a 1.5 year event. All storm water detention details including analysis shall be included with the drainage report.

The development must meet the water quality requirements pursuant to Council's Development Control Plan and Appendix B.

6. All finished surface levels shall be shown on the plans submitted for the Construction Certificate. Where it is proposed to import fill, the material shall be certified as free of hazardous materials and contamination by a suitably qualified geotechnical engineer. Fill placed in residential or commercial lots shall be compacted in accordance with *AS3798-2007 Guidelines on Earthworks for Commercial and Residential Developments*.
7. All earthworks, filling, building, driveways or other works, are to be designed and constructed (including stormwater drainage if necessary) so that at no time will any ponding of stormwater occur on adjoining land as a result of this development.
8. An Erosion and Sediment Control Plan for the development is to be prepared and implemented in accordance with the LANDCOM guidelines and requirements as outlined in the latest edition of "Soils and Construction – Managing Urban Stormwater". Points to be considered include, but are not limited to:
 - a) Saving available topsoil for reuse in the revegetation phase of the development;
 - b) Using erosion control measures to prevent on-site damage;
 - c) Rehabilitating disturbed areas quickly;
 - d) Maintenance of erosion and sediment control structures;
9. A detailed engineering design is to be submitted to and approved by Council prior to the issue of a *Construction Certificate*. The engineering design is to comply with Council's Development Control Plan and the Standards referenced within Appendix B and D. A costed bill of quantities should be submitted with the design plans.
A Construction Certificate is required for but not limited to the following civil works;
 - a) Water and sewer main extensions
 - b) Stormwater drainage such as interallotment drainage, detention basins,
 - c) Road construction
 - d) Footpath and kerb & gutter
 - e) traffic control devices and signage (to also be approved by Council's Heritage Officer)

NOTE: No works can commence prior to the issue of the Construction certificate

PRIOR TO ISSUE OF THE CONSTRUCTION CERTIFICATE BUILDING

The following conditions must be compiled with prior to Council or an accredited Certifier issuing a Construction certificate for the proposed building.

10. A report by a suitably qualified practising structural engineer detailing the methods and actions required to ensure the structural stability and

protection of the building, including internal finishes, during demolition and construction is to be submitted to the PCA prior to the issue of a CC. The work is to be executed in accordance with the engineer’s recommendations to the satisfaction of the PCA before the issue of an OC.

11. Prior to the issue of the Construction Certificate, the Principal Certifying Authority (PCA) is to be supplied with certificates from telecommunications and energy service providers stating that suitable arrangements have been made for provision of underground telephone and electricity supplies for the proposed development.

12. Complete landscaping plans are to be submitted for approval prior to issue of a Construction Certificate. All landscaping to consist of appropriately advanced trees and shrubs. All landscaping is to be established prior to occupation of the development. Tree and shrub species should require minimal watering and salt resistant. Alternatively, smaller plan sizes will be considered if irrigation systems are implemented.

The landscaping is to include trees within the entire ‘planting’ section referenced on the Ground Floor Plan that will achieve a minimum mature height of 5m and should be spaced a maximum of 4m apart.

The landscaping is to include a minimum of 15 square metres of communal edible gardens infrastructure within the confines of the rooftop terrace. The communal gardens are to have adequate access to reticulated water.

13. The developer shall obtain a Certificate of Compliance under the *Water Management Act 2000*. This will require:

a) Payment of a contribution for water and sewerage headworks at the following rate:

Water Headworks	\$110,082
Sewerage Headworks	\$77,560
Total	\$187642

b) The adjustment of existing services or installation of new services and metres, as required, in compliance with *Australian Standard 3500: National Plumbing and Drainage Code*. All costs associated with this work shall be borne by the developer.

Note: Section 64 Developer Contributions are subject to Consumer Price Index increase at 1 July each year. Please contact Council’s Planning and Development Department regarding any adjustments.

14. In accordance with the provisions of section 94A of the Environmental Planning and Assessment Act 1979 and the Mid-Western Regional Council Section 94A Development Contributions Plan, a levy of 1% of the cost of carrying out the development shall be paid to Council.

A Quantity Surveyor’s Detailed Cost Report is to be submitted to determine the contribution payable to Council.

15. All building work is to comply with the requirements of the Access to Premises Standard
16. Prior to release of the Construction Certificate, approval pursuant to Section 68 of the Local Government Act, 1993 to carry out water supply, stormwater and sewerage works is to be obtained from Mid-Western Regional Council.
17. A schedule of existing and proposed fire safety measures is to be submitted to the Principal Certifying Authority with the application for the Construction Certificate.
18. A waste management plan prepared by a suitably qualified person is to be lodged with and approved by Council prior to the issue of a construction certificate. The plan is to include the following:
 - a) Details showing the recycling of waste products where appropriate, in particular demolition waste to ensure recoverable waste types (bricks, concrete and steel) are separated from other non-recoverable waste types.
 - b) A timeframe of delivery of waste to an approved waste disposal facility to ensure a staged delivery of waste.
 - c) Details of the soil excavated from the site must at a minimum meet the requirements for General Solid Waste or VEHM to be disposed of at the Mudgee Waste Facility.
19. Design verification must be provided by a registered architect pursuant to SEPP 65 stating that the design intent approved by the Development Consent has been maintained in the building/architectural plans submitted with the Construction Certificate.
20. Prior to issuing a construction certificate a qualified acoustic engineer, who should either be a member of, or have the qualifications to become a member of the Australian Acoustic Society (AAS) or the Association of Australian Acoustical Consultants (AAAC), shall prepare & submit a report to the Principal Certifying Authority demonstrating that the following Equivalent Continuous (LAeq) is not to be exceeded:
 - a) In any bedroom in the building – 30dB(A) at any time between 10pm and 7am.
 - b) Anywhere else in the building (other than a garage, kitchen, bathroom, hallway or balcony) – 35dB(A) at any time.
21. Confirmation that an agreement has been entered into with a licensed waste collection provider for the ongoing domestic collection of waste and recycling. The agreement is to ensure that:
 - a) No bins are positioned within Council's road reserve or the Right of Way over Lot 1 DP 86378.
 - b) Collection is to occur between the hours of 9pm and 7am only.
 - c) Collection is not to involve the parking or standing of vehicles upon the Right of Way over Lot 1 DP 86378
22. All services for water/sewer reticulation, electricity, telecommunications and air conditioning ducting are to be provided in a manner that reduces

the impact on the integrity of the original building and reduces the extent of new openings.

23. The existing panelled wall supporting the back of the stalls shall be re-used in the lift foyer. Detailed plans of this must be submitted and approved by Council prior to the issue of the construction certificate.
24. The external colour schedule shall be submitted and approved by Council prior to the issue of the construction certificate.

PRIOR TO THE COMMENCEMENT OF WORKS – CIVIL

These conditions are provided to ensure that the subdivision site is maintained in a suitable manner and in accordance with relevant requirements

25. Any necessary alterations to, or relocations of, public utility services to be carried out at no cost to Council and in accordance with the requirements of the relevant authority including the provision of easements over existing and proposed public infrastructure.
26. Prior to development the applicant shall advise Council's Planning Department, in writing, of any existing damage to Council property before commencement of works. The applicant shall repair (at their own expense) any part of Council's property damaged during the course of this development in accordance with AUS-Spec #1/2 (as modified by Mid-Western Regional Council) and any relevant Australian Standards.
27. A Traffic Control Plan (TCP) completed by a "Certified Person" for implementation during works is to be submitted to Mid Western Regional Council and the Principal Certifying Authority prior to any work commencing.
28. A copy of the Contractor's public liability insurance cover for a minimum of \$20,000,000 (Twenty million dollars) is to be provided to Mid Western Regional Council. Mid-Western Regional Council is to be indemnified against any works carried out by the contractor.

PRIOR TO THE COMMENCEMENT OF WORKS – BUILDING

29. No work shall commence until a Construction Certificate has been issued and the applicant has notified Council of:
 - a) the appointment of a Principal Certifying Authority and
 - b) the date on which work will commence.Such notice shall include details of the Principal Certifying Authority and must be submitted to Council at least two (2) days before work commences.
30. The site shall be provided with a waste enclosure (minimum 1800mm X 1800mm X 1200mm) that has a lid or secure covering for the duration of the construction works to ensure that all wastes are contained on the site. The receptacle is to be emptied periodically to reduce the potential for rubbish to leave the site. Council encourages the separation and recycling of suitable materials.
NOTE: ALL WASTE GENERATED FROM THE CONSTRUCTION PROCESS IS TO BE CONTAINED ON-SITE

31. **A sign must be erected in a prominent position on any work site on which involved in the erection or demolition of a building is carried out;**
 - a) **stating that unauthorised entry to the work site is prohibited, and**
 - b) **showing the name of the person in charge of the work site and a telephone number at which that person may be contacted outside working hours.**
 - c) **the name, address and telephone number of the principal certifying authority for the work,**
 - d) **The sign shall be removed when the erection or demolition of the building has been completed.**

32. **If the work involved in the erection/demolition of the building;**
 - a) **is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or**
 - b) **building involves the enclosure of a public place****A hoarding or fence must be erected between the work site and the public place. If necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place. Any such hoarding, fence or awning is to be removed when the work has been completed.**

33. **Prior to the commencement of works on site, the applicant shall advise Council's Planning Department, in writing, of any existing damage to Council property.**

34. **A photographic record of the whole theatre building located on site is to be prepared and submitted to Council in accordance with NSW Heritage Office guidelines prior to the commencement of demolition works.**

35. **The development site is to be managed for the entirety of work in the following manner:**
 - a) **Erosion and sediment controls are to be implemented to prevent sediment from leaving the site. The controls are to be maintained until the development is complete and the site stabilised with permanent vegetation;**
 - b) **Appropriate dust control measures;**
 - c) **Construction equipment and materials shall be contained wholly within the site unless approval to use the road reserve has been obtained;**
 - d) **Toilet facilities are to be provided on the work site at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.**

36. **The builder is to notify the occupants of premises on either side, opposite and at the rear of the development site a minimum of two days prior to demolition. Such notification is to be clearly written on A4 size paper giving the date demolition will commence and be placed in the letterbox of every premise (including every unit of a multi-unit residential building or mixed use building if applicable). The demolition must not commence prior to the date which has been stated in the notice letter.**

37. **Prior to the demolition, a Work Plan shall be prepared by a competent person(s) in accordance with AS 2601 and shall be submitted to the Corporation. The Work Plan shall outline the identification of any**

hazardous materials, including surfaces coated with lead paint, method of demolition, the precautions to be employed to minimise any dust nuisance and the disposal methods for hazardous materials.

38. All recommendations contained within the submitted Statement of Heritage Impact shall be undertaken. Council must be advised in writing of the specifics of these recommendations including timeframes prior to demolition. The industrial equipment (including the projector equipment) shall be donated to a museum.
39. A Conservation Management Plan (CMP) shall be prepared in accordance with the NSW Office of Environment and Heritage guidelines and document titled 'Conservation Management Documents' for the foyer. The CMP shall be submitted to Council prior to demolition.

BUILDING CONSTRUCTION

40. All building work must be carried out in accordance with the provisions of the National Construction Code, the Environmental Planning & Assessment Act 1979 and Regulations and all relevant Australian Standards.
41. All plumbing and drainage work must be carried out by a licensed plumber and drainer and must comply with the Plumbing Code of Australia.
42. Construction work noise that is audible at other premises is to be restricted to the following times:
 - Monday to Saturday - 7.00am to 5.00pmNo construction work noise is permitted on Sundays or Public Holidays.
43. At no time shall vehicles stop or park within the Right of Way over the adjacent property during demolition and construction works.
44. All mandatory inspections required by the Environmental Planning & Assessment Act and any other inspections deemed necessary by the Principal Certifying Authority being carried out during the relevant stage of construction.
45. The licensed demolition contractor and/or principal contractor must comply with the following specific requirements in respect of the proposed demolition works:-
 - a) Demolition work is not be undertaken until:
 - Council has been provided with a copy of any required Hazardous Substances Management Plan;
 - The licensed demolition contractor and/or principal contractor has inspected the site and is satisfied that all measures are in place to comply with the provisions of such Plan;
 - b) The removal, handling and disposal of any asbestos material (in excess of 10m²) is to be undertaken only by an asbestos removal contractor who holds the appropriate class of Asbestos Licence, issued by WorkCover NSW, and in accordance with the requirements of WorkCover NSW, the Work Health and Safety Act 2011 and Australian Standard 2601-2001

- c) All asbestos and other hazardous materials are to be appropriately contained and disposed of at a facility holding the appropriate license issued by the NSW Environmental Protection Agency;
 - d) Seven working days notice in writing is to be given to Council prior to the commencement of any demolition works. Such written notice is to include the date demolition will commence and details of the name, address, contact telephone number and licence details (type of licences held and licence numbers) of any asbestos removal contractor and demolition contractor.
46. The strength of the concrete used for the reinforced concrete floor slab must be a minimum 25Mpa
47. The requirements of BASIX Certificate number(s) 606350M issued on 4 February 2015 must be installed and/or completed in accordance with the commitments contained in that certificate. Any alteration to those commitments will require the submission of an amended BASIX Certificate to the Council and/or the Principal Certifying Authority prior to the commencement of the alteration/s
48. The list of measures contained in the schedule attached to the Construction Certificate are required to be installed in the building or on the land to ensure the safety of persons in the event of fire in accordance with Clause 168 of the Environmental Planning and Assessment Regulation 2000.
49. The applicants shall, at their own expense, engage a registered surveyor to relocate any survey mark that may be disturbed by the development or any associated work. Any information regarding relocation should be supplied to the Land Titles Office and Council.
50. Survey reports are to be submitted to the Principal Certifying Authority prior to the placement of the footings/slab and at the completion of each storey to verify all structures are located wholly in the subject property and constructed at the relevant heights in accordance with this approval.
51. To minimise vibration damage and loss of support to buildings / structures and properties in close proximity to the development site, a Geotechnical Engineers Report must be prepared detailing constraints to be placed on earth moving and building plant and equipment and the method of excavation, shoring, underpinning and support. This report must be provided to the person undertaking the excavation and the Principal Certifying Authority and the works must be undertaken in accordance with this report.
52. During demolition, the public footway and public road shall be kept clear at all times and shall not be obstructed by any demolished material or vehicles. The public road and footway shall be swept (not hosed) clean of any material, including clay, soil and sand.
53. All vehicles leaving the site with demolition materials shall have their loads covered and vehicles shall not track soil and other material onto the public roads and footways and the footway shall be suitably protected against damage when plant and vehicles access the site. All loading of vehicles with demolished materials shall occur on site.

54. Dust generation during demolition / construction shall be controlled using regular control measures such as on site watering or damp cloth fences.
55. Care shall be taken to prevent any damage to adjoining properties. The building contractor may be liable to pay compensation to any adjoining owner if, due to construction works, damage is caused to such adjoining property.
56. The foyer must remain weather tight at all times during demolition and construction.
57. The hydrant to be located within the wall of the former candy bar is to be installed in accordance with a Structural Engineers recommendation to ensure the murals are not damaged or interfered with.

ENGINEERING CONSTRUCTION

58. All works are to be constructed at the full cost of the developer, in a manner consistent with Aus-Spec #1 and Council's standard drawings.
59. Any additional stormwater infrastructure must be installed above the pre-existing sewer and comply with the clearances stated in WSA-02.
60. The works are to be inspected by the Council (or an Accredited Certifier on behalf of Council) to monitor compliance with the consent and the relevant standards of construction, encompassing the following stages of construction:
 - a) Installation of sediment and erosion control measures
 - b) Installation of stormwater infrastructure
 - c) Installation and testing of water and sewer mains
 - d) Installation of traffic control devices and signage
 - e) Practical Completion

CAR PARKING

61. A total of 37 car parking spaces are to be provided within the site of the development and comply with AS 2890.1: 2004 and the following requirements:
 - (a) Each parking space is to have minimum dimensions of 5.5m x 2.4m;
 - (b) Each disabled car parking space is to be in accordance with the provisions of AS 2890.6: 2009.
 - (c) All car parking spaces are to be line-marked and provided with a hard standing, all weather compacted gravel surface and must be maintained in a satisfactory condition at all times;
 - (d) Off street parking is to be encouraged by the placement of prominent signs indicating the availability of parking.
62. The aisle widths, internal circulation, ramp widths and grades of the car park are to generally conform to the Roads and Maritime Services (RMS) guidelines and Australian Standard AS 2890.1 – 1993. Details of compliance are to be shown on the relevant plans and specifications.

63. **Appropriate signage should be provided internal to the building at the vehicular exit/entry point to ensure that:**
- a) **Drivers exiting slow down and take care when crossing the pedestrian pavement.**
 - b) **Exiting vehicles do not turn right onto Church Street.**
64. **A signal system is to be installed to service the subject development which displays a green signal to entering traffic off Church Street at all times except when an exiting vehicle is detected approaching the ROW from within the basement car park and or the adjoining property. Details of the location, design and technical specifications of the signal system are to be submitted to Council prior to issue of the Civil Construction Certificate.**

WATER AND SEWER SERVICES

65. **The applicant is to provide separate water and sewer reticulation services to each allotment within the subdivision.**
66. **The developer is to extend and meet the full cost of water reticulations to service the development plus the cost of connecting to existing services. All water supply work is required to be carried out in accordance with the requirements of Mid-Western Regional Council (as the Water Supply Authority under the Local Government Act, 1993) and in accordance with the National Specification – Water Supply Code of Australia.**
67. **The developer is to extend and meet the full cost of sewer reticulations to service the development plus the cost of connecting to existing services. All sewerage work is required to be carried out in accordance with the requirements of Mid-Western Regional Council (as the Water Supply Authority under the Local Government Act, 1993) and in accordance with the National Specification – Sewerage Code of Australia.**
68. **The developer shall provide for the individual water metering of each unit in the development.**
69. **Any footings/piles/piers required as part of the new development must not place structural loads onto the pre-existing sewer.**
70. **Any hard stand area with a sewer line underneath must be sawcut 1.5m either side of the sewer main.**
71. **Sewer manholes that are within the proposed development shall have risers installed as necessary so to be flush with the new finished surface level.**
Note: This will require the applicant to arrange a private works estimate from Council's water and sewer department.
72. **Plants or trees shall not be installed over any sewer mains or within sewer easements that traverse the site.**
Note: Minor vegetation such as grass that poses no risk to the integrity of the sewer system is permitted.

CULTURAL HERITAGE

- 73. Historic and indigenous archaeological sites and relics are protected under the Heritage Act 1977 and National Parks and Wildlife Act 1974 respectively. Should any relics be uncovered during the course of the approved works, work must cease in the affected area. Subsequently in cases where historical items have been uncovered, the Department of Planning must be contacted or if indigenous items have been uncovered the Office of Environment & Heritage must be contacted.**
- 74. All workers/contractors must be informed of their obligations under the National Parks and Wildlife Act 1974, namely that it is illegal to disturb, damage or destroy a relic without the prior approval of the Chief Executive of the Office of Environment & Heritage.**

PRIOR TO ISSUE OF THE OCCUPATION CERTIFICATE

The following conditions are to be completed prior to occupation of the building and are provided to ensure that the development is consistent with the provisions of the Building Code of Australia and the relevant development consent.

- 75. Prior to the occupation of a new building, or occupation or use of an altered portion of, or an extension to an existing building, an Occupation Certificate is to be obtained from the Principal Certifying Authority appointed for the erection of the building.**
- 76. All car parking and associated driveway works are to be completed prior to occupation of the development.**
- 77. Prior to occupation or the issue of the Occupation Certificate (or Interim Occupation Certificate) the owner of the building must cause the Principal Certifying Authority to be given a fire safety certificate (or interim fire safety certificate in the case of a building or part of a building occupied before completion) in accordance with Clause 153 of the Environmental Planning and Assessment Regulation 2000 for each measure listed in the schedule. The certificate must only be in the form specified by Clause 174 of the Regulation. A copy of the certificate is to be given to the Commissioner of the New South Wales Fire Brigade and a copy is to be prominently displayed in the building.**
- 78. Design verification must be provided by a registered Architect pursuant to SEPP 65 stating that the design intent approved by the Development Consent has been achieved upon completion of the development.**
- 79. Privacy screens are to be provided on the southern elevation walkway balustrading in the vicinity of the adjacent PCYC windows to ensure a reasonable level of privacy is maintained to patrons of the PCYC building.**
- 80. Signage is to be erected at those locations which provide direct access to the Right of Way advising that pedestrian use of the driveway is prohibited.**
- 81. Suitable letterbox facilities within the building shall be provided in accordance with Australia Post specifications.**

82. An interpretation plan prepared by a suitably qualified heritage consultant is to be approved by Council and is to be implemented before the issue of an OC.

GENERAL

The following conditions have been applied to ensure that the use of the land and/or building is carried out in a manner that is consistent with the aims and objectives of the environmental planning instrument affecting the land.

83. For every 12 month period after the issue of the Final Fire Safety Certificate the owner/agent of the building must provide the Council and the Commissioner of NSW Fire Brigades with a copy of a Annual Fire Safety Statement Certifying that each specified fire safety measure is capable of performing to its specification.
84. Where any essential services are installed in the building a copy of the final Fire Safety Certificate (together with a copy of the current fire safety schedule) is to be given to the Commissioner of NSW Fire Brigades and Council. A further copy of the Certificate (together with a copy of the current fire safety schedule) is to be prominently displayed in the building.
85. The domestic air conditioning unit/s must be operated in accordance with the requirements of the Protection of the Environmental Operations Act (Noise Control) Regulations 2000.
86. All exterior lighting associated with the development shall be designed and installed so that no obtrusive light will be cast onto any adjoining property or roadways, in accordance with Australian Standard 4282 "Control of the Obtrusive Effects of Outdoor Lighting".
87. All air conditioning units are to be located at floor level for each unit to reduce their visual impact.
88. At no point are vehicles associated with the development to park or stop within the Right of Way located on the adjacent property.
89. Any existing signage including window signage located on the Regent Theatre is not to be removed or altered at any time.

STRATA SUBDIVISION

PRIOR TO THE ISSUE OF SUBDIVISION CERTIFICATE

90. Under the Environmental Planning & Assessment Act, 1979, a *Subdivision Certificate* is required before the linen plan of subdivision can be registered with the Land Titles Office.
(Note: The fee to issue a *Subdivision Certificate* is set out in Council's Fees and Charges)
91. A linen plan and two (2) copies are to be submitted to Council for approval and endorsement by the General Manager.

92. **Three metre wide easements, including associated Section 88B instruments, are to be created in favour of Council over any existing or newly constructed water or sewerage reticulation components located within the subject property, or extended through adjoining private properties as a result of this subdivision.**
93. **Prior to issue of the *Subdivision Certificate*, Council is to be supplied with:**
- a) **A certificate of acceptance from the appropriate power authority indicating that satisfactory arrangements have been made for provision of electricity supply to the subdivision.**
 - b) **A certificate from Telstra stating that they accept control/acquisition of the telecommunications infrastructure to the development.**
 - c) **All contributions must be paid to Council and all works required by the consent be completed in accordance with the consent.**

Executive summary

APPLICANT:	SEAVIEW LINKS PTY LTD
ESTIMATED COST OF DEVELOPMENT:	\$4,800,000.00
REASON FOR REPORTING TO COUNCIL:	COST OF WORKS EXCEEDS \$1,000,000 FIVE (5) SUBMISSIONS
PUBLIC SUBMISSIONS:	5
LOT/DP	LOT 1 DP 633977

An application has been received for the partial demolition of the rear portion of the Regent Theatre and erection of 32 units (shop top housing) together with 3 commercial premises at 5-7 Church Street Mudgee.

The theatre currently occupies approximately the front two thirds of the site with the rear portion of the site utilised as an informal car park. The site is relatively flat with vehicular access to the rear gained over a legal right-of-way across the 'Lawson Park Hotel' site immediately to the north.

The units are proposed over four separate levels with two additional levels of car park underneath, one level of which is predominately basement car park. The units are a mixture of 1 and 2 bedroom apartments with the ability to consolidate the 1 bedroom units into a single 2 bedroom apartment if required.

Additional features of the proposal include a rooftop terrace, first floor commercial area and 2 small retail/business premises at ground level with direct access to Church Street. The proposal will generally retain the façade of the theatre together with the ground floor foyer area.

The application was advertised for a three week period in accordance with Mid-Western Regional Development Control Plan 2013 with a total of 5 submissions received. The submissions include general concerns of the proposal together with site specific concerns from the adjacent PCYC and Lawson Park Hotel.

The application was originally lodged for 34 units, however, during assessment that number was reduced to 32 units to remove some bulk of the proposal from the rear portion of the building. These changes were provided for in amended plans by the applicant, which are attached with this report. However, as a result of further assessment staff are recommending with the applicants agreement

that the proposal be reduced to 30 units to address a shortfall in the provision of onsite parking. This issue is addressed in further detail in the report.

The application is referred to Council for consideration as the value of the building works exceed \$1,000,000 and the number of submissions received exceeds 3.

The application is recommended for approval subject to conditions. Furthermore, the application is recommended, following advice, as a deferred commencement to allow for the applicant to provide consent from the owners of the adjacent property (Lawson Park Hotel) for the use of the Right of Way to access to the development. This has been agreed to by the applicant.

Detailed report

The application has been assessed in accordance with Section 79C(1) of the Environmental Planning & Assessment Act 1979. The main issues are addressed below as follows.

S79C(1)(A)(I): ANY ENVIRONMENTAL PLANNING INSTRUMENTS

Mid-Western Regional Local Environmental Plan 2012

The land is zoned B3 Commercial Core pursuant to Mid-Western Regional Local Environmental Plan 2012 (MWRLEP 2012). Shop Top Housing is defined below and is permissible with consent in the zone:

'Shop top housing means one or more dwellings located above ground floor retail premises or business premises'

Although the majority of the residential units are not directly above the proposed retail premises, they are proposed within the same building and located on a level that is above the ground floor retail premises. This interpretation of shop top housing follows the principle derived from the Land & Environment Court case *Hrsto v Canterbury City Council* [2014] NSWLEC 121, which found under point [34] that *'a dwelling must be in the same building as the ground floor retail premises or business premises and on a floor of that building that is at a level higher than the top most part of the ground floor retail premises or business premises in order to be characterised as "shop top housing" as defined.'*

The objectives of the B3 Commercial Core zone are as follows:

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.

Comment: The proposal includes the retention of the ground floor area with direct access to Church Street for the purposes of commercial premises, with the first floor lounge area also proposed to be utilised for commercial premises.

- To encourage appropriate employment opportunities in accessible locations.

Comment: The proposal will create employment opportunities through the refurbishment of existing commercial uses in a downtown location.

- To maximise public transport patronage and encourage walking and cycling.

Comment: The proposal will provide for residential accommodation in a downtown location. This will encourage walking and cycling to gain access to the necessary facilities required by the residents.

- To promote the central business district of Mudgee as the major focus for retail and commercial activity in the Mid-Western Region.

Comment: The central business district of Mudgee will still be the focus for retail and commercial activity as a result of the proposed development. Furthermore, an increase in residences downtown is expected to assist in the patronage of the Mudgee CBD retail and commercial businesses.

- To consolidate business development in the Mudgee town centre and avoid unnecessary or inappropriate expansion of business-related land uses into surrounding residential neighbourhoods.

Comment: The proposal does not involve or result in the expansion of business-related land uses into surrounding residential neighbourhoods. The proposal will result in 3 new commercial opportunities in the CBD to replace a previously unviable single use.

- To ensure that new development is compatible with the historic architectural character and streetscapes of the Mudgee commercial core area.

Comment: The proposal will retain the front façade of the theatre, which is considered to be a dominant feature of the architectural historic character of the Mudgee commercial streetscape. This retention is in line with the Heritage Impact Statement provided with the application, which was peer reviewed by Graham Hall architect.

The rear residential component of the proposal will sit comfortably within the built environment when viewed from Short Street to the north.

- To ensure that the form and layout of new development is designed to encourage free pedestrian movement and connectivity within the commercial core.

Comment: The proposal will not significantly hinder pedestrian movement and connectivity along Church Street.

Clause 4.3 Height of Buildings

The subject site has a maximum building height of 8.5m applicable. The proposal exceeds the height limit to a height of 15.54m representing a variation of 83%. Accordingly, the application is to be considered under Clause 4.6 of MWRLEP 2012.

Clause 4.6 Exceptions to Development Standards

Clause 4.6 allows the consent authority to vary a development standard where a written request from the applicant has been received demonstrating:

- a) That compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and
- b) That there are sufficient environmental planning grounds to justify contravening the development standard.

The applicant has included a written statement with the application based on the revised plans (Appendix B). The justification provided is summarised as below:

- The objectives of the zone are still achieved.
- The proposed height is consistent with the existing height of the building façade.

- The height is lowered at the rear of the site to a sympathetic scale where it adjoins the eastern residential zone.
- The Statement of Heritage Impact (Appendix C) lodged with the application demonstrates there will be no adverse impact on the heritage significance of the item or the Mudgee Heritage Conservation Area.
- Any overshadowing impacts on properties to the south are warranted given the 0m setback controls for development in the B3 Commercial Core zone.
- Landscaping opportunities exist along part of the northern and eastern property boundaries to soften the bulk of the building when viewed from Lawson Park and the residences to the east.
- The proposed development is not offensive, jarring or unsympathetic in a streetscape context with the majority of the works not readily discernible as viewed from Church Street.
- Viewing of the site from Lawson Park will be highly articulated and a visually interesting residential façade compared to the existing large, unarticulated and bland northern masonry wall.
- This is not considered a case where the difference between compliance and non-compliance is the difference between good and bad design.
- There is significant heritage conservation value in the proposal as it allows the retention of the heritage façade.

Comment: It is considered that the justification provided adequately demonstrates that compliance with the development standard is unreasonable and unnecessary in this particular instance.

The building for a significant portion of the site already exceeds the 8.5m height limit (approximately 15m), the proposal will generally retain this height and will replace it with more appealing, articulated side boundary facades.

In addition, the objectives contained within clause 4.3 of MWRLEP 2012 will still be met in that the proposal is infill development of a similar height to the existing building on the site and would sit comfortably within the heritage fabric of the Mudgee streetscape ensuring consistency with the character of Mudgee. As such the height variation is considered acceptable.

Council benefits from assumed concurrence of the Director-General as found in Clause 4.6(5) of MWRLEP 2012, pursuant to Planning Circular PS 08-003.

Clause 5.10 Heritage Conservation

The existing theatre is listed as a local heritage item pursuant to Schedule 5 of MWRLEP 2012 and is located within the Heritage Conservation Area of Mudgee. Accordingly, Clause 5.10 applies.

Note. Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5.

(1) Objectives

The objectives of this clause are as follows:

- (a) to conserve the environmental heritage of Mid-Western Regional,*
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*

Staff comment:

The applicant lodged a Statement of Significance and Statement of Heritage Impact prepared by Barbara Hickson, which is included within the Statement of Environmental Effects. Council engaged a Heritage Consultant who reviewed the development application including the Statement of Significance and Statement of Heritage Impact. The key point of discussion and consideration in both documents is the proposed demolition of the auditorium.

The key objective of this Clause is to conserve the heritage item. It is highlighted that the item has two distinctive significant elements; the auditorium and the foyer. Both have differing significance and both spaces have not been accessed by the community since approximately 2007. The proposed demolition of the auditorium is not generally consistent with the Objectives; however the foyer area is proposed to be retained and returned to a publically accessible space is consistent with the Objectives.

Council's Heritage Consultant discusses and suggests the possibility of an economically viable alternative to the demolition of the auditorium be explored. Alternatives were discussed with the applicant and were also raised at pre-lodgement stage. As a result of these discussions the bulk of the addition was addressed with the reduction of units; however the remaining unit yield was required to remain economically viable.

The discussions then came back to the consideration of the current application that proposes the demolition of the auditorium and the retention and reuse of the foyer.

The closure of the theatre has meant since 2007 the general public have not been able to appreciate the item's significance. Supporting the application will allow the general public, not just limited to the future owners of the apartments to access the foyer, including the future commercial spaces of the ground and first floors.

The applicants Statement of Heritage Impact provides very comprehensive and detailed recommendations with regard to conservation of existing finishes and moveable items. In addition to these recommendations a suitable condition is included within the recommendation requiring the industrial equipment (including the projectors) be donated to a museum. This will allow the general public access to these assets/features.

Supporting the proposal will conserve part of the item of environmental heritage and again make that space open to the public, therefore generally consistent with the Clause Objectives.

(2) Requirement for consent

Development consent is required for any of the following:

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*
- (i) a heritage item,*

Staff Comment:

Development consent is being sought.

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

Staff Comment:

As mentioned above the proposed demolition of the auditorium will have an impact on the historical, aesthetic and social significance of the item. However, the reality of the theatres future must be considered. The site has not been access by the general public or had a use since 2007. Therefore, the significance of the site has not been appreciated. There is also the possibility of deterioration or vandalism if the building is left vacant for an extended period.

It is acknowledged supporting the application will impact upon the significance of the site, however as mentioned above the proposal will not only retain the foyer but will allow the general public to again access the site via casually passing through the foyer and visiting the three proposed commercial areas. Further, the Statement of Heritage Impact makes the recommendations that will form conditions included within the recommendation. Those recommendations include; that the moveable items, furnishings, fixtures and fittings in the shops, foyer and dress circle lounge are retained and conserved, and that the projection equipment is donated to a museum.

Council's Heritage Consultant's report discusses options in detail, including options that retain the auditorium, however option 8.4.3 (five points) to modify the scheme to retain elements of the auditorium and maintain façade have been satisfied below:

1. The drawings appear to indicate that the southern wall of the auditorium is to be retained, though the engaged piers which give it stability are not shown. It would be possible to retain the internal face of the wall, with decorative features. It would be crossed by the walkways, but these could be set say 200 mm clear of them, and supported on carefully placed slender columns. The gap could be spanned with thick acrylic, or left open and a glass or tensioned cable balustrade provided. It may be possible to retain art of the ceiling also. The placement of longitudinal walls might need minor adjustment.

Council staff met with the applicant and the applicant's Heritage Architect to explore this option. The applicant clarified that the plans were not clear and the retention of the southern wall was near impossible due to structural inadequacy. An alternative was provided by the applicants Heritage Architect that details the creation of the replica of the decorative piers and one internal canite light. This replica would reflect the scale of the auditorium that once was. A drawn interpretation has been submitted and considered acceptable. Therefore, with the inclusion of this element the proposal is considered consistent with the recommendation contained in the conclusion section 9. of Council's Heritage Consultant's report.

2. It would also seem possible to re-plan the apartments on level 2, providing windows or inset balconies in the blank side walls rather than the façade.

The possibility of altering the apartment layout was explored, however for two reasons the layout and relocation of the windows was not achieved. The impact of new windows into the current blank side elevations was considered more significant than that of additional windows in the front elevation and secondly the Design Verification Statement to satisfy the SEPP has been signed off by the applicants architect.

3. The toilets off the dress circle lounge could be retained, as could the raking section of the ceiling.

The toilets remain on the plans – Drawing First Floor Plan.

4. The panelled wall supporting the back of the stalls could be re-used in the lift foyer.

A suitable condition is included within the recommendation requiring the re-use of the panelled wall.

5. If possible the hydrant should be relocated to avoid destroying the mural on the inside wall. If not, the mural should be photographically copied and reproduced elsewhere.

The necessity for the proposed location of the hydrant was discussed with Council Manager of Health and Building; the proposed location is necessary. However, there is a condition included within the recommendation ensuring the mural is not damaged during construction. The Heritage Consultant was again engaged by Council staff to review the action taken in accordance with their recommendation 8.4.3

Council's Heritage Consultant makes the following conclusion after suggesting options 8.4.1 and 8.4.2 be explored. As mention above those options were explored with Council staff and with the applicant and applicant's Heritage Architect.

If none of these can be pursued, the loss of the auditorium may have to be accepted. However the application as it stands should not receive consent. The applicant should be invited to revise the application, or submit a fresh one, incorporating the changes proposed in 8.4.3. Provided the details are satisfactory, such a revised or new application could be supported in heritage terms, and subject to conditions including the following

The applicant was invited to revise the application and changes have been included and further minor changes included within the recommendation as conditions of consent.

1. A photographic archival record in accordance with Heritage Council guidelines is to be provided to Council's satisfaction before the issue of a CC

A suitable condition has been included within the recommendation.

2. An interpretation plan prepared by a suitably qualified heritage consultant is to be approved by Council and is to be implemented before the issue of an OC.

A suitable condition has been included within the recommendation.

3. A report by a suitably qualified practising structural engineer detailing the methods and actions required to ensure the structural stability and protection of the building, including internal finishes, during demolition and construction is to be submitted to the PCA prior to the issue of a CC. The work is to be executed in accordance with the engineer's recommendations to the satisfaction of the PCA before the issue of an OC.

A suitable condition has been included within the recommendation.

4. The recommendations on pp. 25-27 of the SoHI are to be followed.

A suitable condition has been included within the recommendation.

Council's Heritage Consultant makes the following comment in support of the scale of the proposed addition -

the relationship of the size of building elements to the human scale – is normal, contrasting with the large, if not monumental scale of the façade. In relation to the retained part of the item, the bulk of the extensions is not an issue.

The extensions are visually separated from the retained part of the item, and are complementary to it.

The extensions will replace the historic form typical of an inter-war cinema. They will be barely visible from Church or Market Street. They will be visible from Short Street and the park. However they will be set well back. Neither their bulk nor their design is an issue.

Further, the Statement of Heritage Impact makes the recommendations that will form conditions included within the recommendation. Those recommendations include; that the moveable items, furnishings, fixtures and fittings in the shops, foyer and dress circle lounge be retained and conserved, and that the projection equipment is donated to a museum.

In addition the panelled wall supporting the back of the stalls shall be re-used in the lift foyer; a suitable condition has been included within the recommendation.

(5) Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or*
- (b) on land that is within a heritage conservation area, or*
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),*

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

Staff Comment:

As discussed above the applicant submitted a Statement of Significance and Statement of Heritage Impact. Council engaged a Heritage Consultant who reviewed the development application including the Statement of Significance and Statement of Heritage Impact.

(6) Heritage conservation management plans

The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

Staff Comment:

A suitable condition has been included within the recommendation requiring the preparation of a Heritage Conservation Management Plan for the foyer to be retained.

Clause 6.3 Earthworks

Excavation is proposed to be undertaken to facilitate the provision of the basement carpark. Accordingly, conditions can be recommended to ensure the works do not impact upon surrounding properties and the waste disposed of appropriately in accordance with the provisions of this clause.

No significant impact is expected as a result of the proposed earthworks in line with the matters identified under clause 6.3(3).

Clause 6.4 Groundwater Vulnerability

The site is identified as 'groundwater vulnerable' in accordance with the LEP mapping. Excavation of the site is proposed to provide for the basement carparking, however the applicant stated that the works would not intrude into the ground water table. Accordingly, Council requested further information to the applicant with regards to this clause.

Subsequently, the applicant has provided a geotechnical investigation report prepared by Barnson Pty Ltd that confirmed no groundwater was encountered during testing and excavation is achievable using conventional earthmoving equipment.

Accordingly, the proposal is not expected to have any significant impact on groundwater in accordance with the objectives of this clause subject to the findings and recommendations of the geotechnical investigation.

Clause 6.7 Active Street Frontages

The proposal satisfies the provisions of this clause as all those parts of the ground floor facing the street are to be utilised for the purposes of a commercial premises. This excludes the lobby area servicing the rest of the development as provided for under subclause 6.7(4).

MWRLEP 2012 Conclusion

As discussed above the proposal has been assessed against the relevant provisions of the MWRLEP 2012. Accordingly, the proposal is considered to achieve the overall aims of the plan as prescribed under clause 1.2. In particular, the proposal will promote growth and a range of living opportunities in Mudgee, conserve the significant heritage façade of the Regent Theatre and provide residential accommodation in close proximity to the necessary services.

State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development

SEPP 65 applies to the proposal and prescribes 10 design principles that must be taken into consideration before making a determination.

Furthermore, the application is to include 'design verification' from a registered architect confirming that the design was undertaken in accordance with the principles. The proposal includes a verification statement from Barry Rush & Associates Pty Ltd stating that *'the proposed development achieves the design quality principles set out in the State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Building'*.

The 10 principles are detailed below (the applicants statement regarding the principles is contained within the Statement of Environmental Effects):

Principle 1: Context

Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.

Responding to context involves identifying the desirable elements of a location's current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.

Comment: The proposal will generally retain the existing height of the Regent Theatre, which has already established a certain bulk and scale in the context of the Mudgee CBD. The retention of the front portion of the building will assist in retaining the physical heritage value of the theatre therefore preserving the theatres architectural dominance in the context of the Mudgee CBD.

Principle 2: Scale

Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings.

Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.

Comment: The height of the proposal will generally be retained with some further bulk/scale added to the rear of the site. The rear portion of the building has been lowered to provide a transition to the scale of development further to the east. In this regard the scale is considered appropriate for the site and will sit comfortably within the immediate setting.

Principle 3: Built Form

Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

Comment: The building is considered to be well designed with various articulations including increased side setbacks to upper levels and the retention of the front portion of the façade.

Principle 4: Density

Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents).

Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.

Comment: The density achieved for the development is not considered to generate any significant traffic, privacy or amenity impacts with regards to the location. The proposal would generate an increase in housing stock in the Mudgee CBD, therefore contributing positively to the area in aspects such as passive observation, pedestrian movements and increased patronage of the Mudgee commercial core.

Principle 5: Resource, Energy and Water Efficiency

Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction.

Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.

Comment: The proposal includes several efficiency qualities including the provision of BASIX certificates, substantial northern solar access, retention of existing built form and landscaping zones. Additionally, a condition of consent has been recommended ensuring the provision of a construction waste management plan to encourage recycling of building materials.

Principle 6: Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.

Landscape design builds on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.

Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long term management.

Comment: Minor areas of the site have been made available for landscaping to achieve screening and softening of the building. This is considered adequate given the commercial core context of the site where landscaping is generally minimal.

Principle 7: Amenity

Good design provides amenity through the physical, spatial and environmental quality of a development.

Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.

Comment: The proposal achieves good amenity due to the adequate provision of services within the development, good solar access and dual frontage to the majority of the units and the provision of a large communal rooftop terrace area for extra open space.

Principle 8: Safety and Security

Good design optimises safety and security, both internal to the development and for the public domain.

This is achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.

Comment: The proposal will provide for increased passive surveillance to Church Street and Lawson Park due to the introduction of a residential element. Additionally, the residential component will create more on street activity with the exit/entrance point for pedestrians linking directly to Church Street.

Principle 9: Social Dimensions and Housing Affordability

Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.

New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community.

New developments should address housing affordability by optimising the provision of economic housing choices and providing a mix of housing types to cater for different budgets and housing needs.

Comment: The proposal will provide small unit housing opportunities in a downtown location to contribute to an increased variety in housing stock in the Mudgee area.

Principle 10: Aesthetics

Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.

Comment: The Church Street frontage will be generally retained, which significantly contributes to the aesthetics of the streetscape of Mudgee. The exposed northern side elevation will incorporate a mixture of setbacks and textures to provide an aesthetically pleasing façade to the Lawson Park area.

Residential Flat Design Code (RFDC)

The proposal is to also address the provisions of the publication '*Residential Flat Design Code (a publication of the Department of Planning, September 2002)*'. The RFDC is a reflection of the design principles as discussed above. The applicant has provided a compliance table in reference to the RFDC as an annexure to the Statement of Environmental Effects. The proposal generally satisfies the RFDC, which is split into three relevant sections as detailed below:

Part 01 – Local Context

The section outlines the importance of the local context in shaping residential flat design and considers aspects such as building height, depth, separation, setbacks and floor space ratios. Additionally, it also makes reference to other factors of context including social, economic and environmental considerations.

As discussed previously the proposed building sits well within the context of the existing scale of the Regent Theatre building and provides design measures to assist in reducing any impacts. These measures include landscape zones in appropriate areas, stepping back of side boundary setbacks as height increases and reduced bulk in the most exposed portion of the site. The resultant building envelope is considered to be cut back to an appropriate proportion for the context of the site.

Part 02 – Site Design

This section considers the importance of the positioning of the building to respond to the context of the area and includes such considerations as sustainable design, landscaping areas, amenity and response to adjacent development.

The position of the building is heavily restricted by the need to retain the front portion and scale of the façade and the narrow width of the lot. However, as discussed earlier the design responds by increasing setbacks to the side boundary as appropriate and incorporates landscaped areas where necessary. The design makes efficient use of the site by allocating car parking underneath the residential units and providing additional communal open space above the residential units where further bulk/scale is not considered appropriate.

Furthermore, the majority of the units have good orientation to the north where possible and provide good opportunities for passive surveillance both to public areas and within the development.

Interactions between the open space of each unit and the adjacent Lawson Park Hotel beer garden have been identified as a potential source of conflict. The applicant has indicated that the windows/doors facing to the north can be appropriately glazed to improve acoustic amenity. A condition of consent to this effect has been recommended. This is considered adequate in addressing the issue when also factoring in the logical layout for residential development on this site and the permissibility of shop top housing.

Part 03 – Building Design

This section addresses the residential flat development building. It provides design guidelines for improving building design in particular factors such as building functionality, form, layout, sustainability and residential amenity.

The first and second level of the proposal contains one bedroom units of a combination of sizes, which have also been designed to be readily adapted into two bedroom units via a connecting doorway. Whilst all of the one bedroom units achieve good solar access to living rooms and adequate external balcony areas, the smaller units are 40.5m² in area, which do not meet the guidelines contained within the RFDC for minimum apartment areas of 50m². The reduction of area for those particular apartments are considered warranted in this instance as they still achieve good amenity (solar access), have the option of being consolidated with the reciprocal apartment depending on market/residents needs and are essential in providing a variety of residential accommodation types/scale in the downtown area with immediate access to facilities.

The proposal as a whole generally satisfies the building design objectives with features including good solar access to living rooms for majority of apartments, minimum 2.7m ceiling heights, useable regular shaped balconies, simple access configuration, provision of adequate storage areas in the car park area, suitable building depths, mixture of façade treatment and a flat roof.

SEPP 65 Conclusion

The proposal generally satisfies the objectives and requirements of the SEPP and associated documents and is considered to result in a suitable design for the site and constraints.

State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development

The draft was placed on public exhibition in October 2014. However, during the assessment of this proposal the draft was gazetted. The Department of Planning have advised that any existing development application made before the gazetted date should be considered under the old SEPP 65 (as detailed above).

The 'Draft SEPP 65' is generally consistent with the SEPP 65 that was used to assess the proposal with similar design principles in place. The Draft also refers to a new 'Apartment Design Guide', which is also similar in principle and content to the previous RFDC.

The proposed development is considered to be generally consistent with the objectives and considerations of the draft policy, which has now been gazetted.

State Environmental Planning Policy No. 32 – Urban Consolidation (Redevelopment of Urban Land)

The proposal is considered to meet the aims and objectives of this policy in that it is an orderly and economic use of the land and provides for an increased density of housing in the urban area.

State Environmental Planning Policy No. 44 – Koala Habitat Protection

No vegetation on the site is considered to be of potential koala habitat and further consideration of this SEPP is not warranted.

State Environmental Planning Policy No. 55 – Remediation of Land

There is no substantive evidence on site that the land is of a contaminated nature and the land use history of the site does not suggest a contaminating activity has ever taken place. Accordingly, no further consideration of this SEPP is warranted.

State Environmental Planning Policy No. 64 – Advertising and Signage

No signage is proposed as a part of this development and therefore no further consideration is warranted.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

The applicant has lodged a BASIX certificate in accordance with the provisions of this SEPP.

No other SEPP's are considered applicable to the proposal.

S79C(1)(A)(II): ANY DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

Nil

S79C(1)(A)(III): ANY DEVELOPMENT CONTROL PLAN

Mid Western Regional Development Control Plan 2013 (MWRDCP 2013)

The relevant sections of the MWRDCP 2013 as applicable to this site are addressed below. The general aims of the DCP have been achieved for this development.

Part 4.1 Multi Dwelling Housing

The multi dwelling housing provides standards where there is a proposal for 3 or more dwellings on a site. Although a residential flat building could be considered under this section it is generally not designed to accommodate the design of this particular development given the zero setbacks, scale

and downtown location. It was considered that the guiding design principles within the SEPP 65 and RFDC were a better fit in guiding the final design and assessment of the proposal.

Part 4.5 Commercial Development

This part guides commercial development in the Mudgee CBD, which forms part of this proposal. However, the front portion of the development is not significantly changing from its current form and will generally satisfy the relevant provisions of this section. The proposal will maintain an active street frontage as required under MWRLEP 2012.

Part 5.1 Car Parking

The proposed development (30 residential units plus 3 commercial premises) provides 37 on-site parking spaces together with parking credits for 6 vehicles within the street frontage of the site, totalling 43 spaces.

The breakdown of required spaces is detailed below:

Specific use/aspect	Spaces required
16 single bedroom apartments (1 space each)	16
14 double bedroom apartments (1 space each)	14
Residential visitor spaces (1 space/5 units)	6
Ground floor retail (1 space/30m ²)	2
First floor retail (1 space/30m ²)	6
TOTAL REQUIRED	44

The proposal has a shortfall of 1 space.

The application includes a traffic and parking assessment (Appendix E) prepared by Varga Traffic Planning Pty Ltd, which includes justification around the parking shortfall.

The shortfall in parking will realistically be in the visitor parking for the proposal with any commercial use relying on street front parking. The justification provided by Varga Traffic Planning referring to visitor parking only being required in the evenings is not considered substantiated in this instance as parking will be generally required by visitors on a 24 hour basis given the downtown location of the development. The 30 units will then generate a demand for 36 spaces on site, which can be accounted for in the proposed parking layout including the exclusive use of one of the accessible spaces.

The additional commercial parking can then be absorbed into the parking credits for the site with a reasonable shortfall of one space. The one space represents a small 2.3% variation on the required number and is considered insignificant in the scale of the proposal.

It should be noted that during assessment the unrestricted parking along the frontage of the site was adjusted to restricted parking of 2 hours, confirming the commercial nature of the immediate vicinity and the need for suitable private residential (including visitor parking) parking on site.

Part 5.3 Stormwater Management

The application was referred to Council's Development Engineer who provided the following comment:

Stormwater will need to be directed to Council's piped system. The site and proposal appear capable of providing for adequate disposal and a condition can be placed on the consent requiring the preparation of a stormwater management plan in accordance with the MWRDCP 2013 prior to the issue of a CC.

Mid-Western Regional Section 94A Contributions Plan 2005 – 2021

The proposal is subject to the payment of contributions pursuant to Council's S94A Contributions Plan and Section 94A of the Environmental Planning & Assessment Act 1979.

The estimated value of works exceeds \$200,000. Accordingly, a levy of 1% of the value of works is to be applied and payable prior to the issue of a construction certificate. The value of works is to be determined with a 'Quantity Surveyor's Detailed Cost Report' in accordance with Appendix 1 of the 94A Plan. A condition of consent has been recommended to this effect.

Development Servicing Plan for Water & Sewer (Section 64 Contributions)

The application will require the payment of Section 64 contributions prior to the issue of a construction certificate. The payments required have been calculated on the revised number and sizes of units and includes a credit for the original commercial space that was the theatre. As the front portion of the building is to be retained for commercial development a credit for the 'auditorium' component of the existing theatre will apply.

The floor area of the auditorium has been estimated at 580m², which equates to a credit of \$2,239 and \$4,904 for sewer and water respectively (based on commercial credit at a rate of 0.1ET per 100m² of floor area).

The proposal as reported to Council includes the erection of 30 units. In relation to the Section 64 requirements the breakdown of units results in 16 small units, 4 medium units and 10 large units.

The following tables show the final Section 64 payments, which have been recommended as a condition of consent.

Sewer (1 ET = \$3,861 for 2015/2016)

Description	ET	Amount
Small Unit	16 x 0.5ET	\$30,888
Medium Unit	4 x 0.667 ET	\$10,301
Large Unit	10 x 1 ET	\$38,610
Credit	5.8 x 0.1 ET	-\$2,239
Total		\$77,560

Water (1 ET = \$8,456 for 2015/2016)

Description	ET	Amount
Small Unit	16 x 0.333 ET	\$45,054
Medium Unit	4 x 0.4 ET	\$13,530
Large Unit	10 x 0.667 ET	\$56,402
Credit	5.8 x 0.1 ET	-\$4,904
Total		\$110,082

S79C(1)(A)(IIIA): ANY PLANNING AGREEMENTS

Nil

S79C(1)(A)(IV): THE REGULATIONS

Nil

S79C(1)(A)(V): ANY COASTAL MANAGEMENT PLAN

Nil

*S79C(1)(B): IMPACT OF DEVELOPMENT***Context and Setting**

The context and setting of the proposal has been previously discussed under the design principles section of SEPP 65. The applicant has included a design verification statement from the designing architect indicating the proposal has been designed in accordance with the design principles within SEPP 65.

Access, transport and traffic

The proposal was referred to Council's Development Engineer for comment.

Parking has been previously addressed in this report.

The proposal includes the use of the Right-of-Way (ROW) on the adjacent Lawson Hotel property for access into the development, which the subject site benefits legally from. The ROW is of a single lane width and is also utilised by the Lawson Park Hotel for access to a loading area. The terms of the ROW indicates that the ROW is for the *'will and pleasure to pass and repass with or without horses and other animals...'*, accordingly, the terms do not restrict the use of the ROW to any specific use.

It should be noted that the application is recommended as a deferred commencement to allow for the applicant to provide consent from the owners of the adjacent property (Lawson Park Hotel) for the use of the ROW as access to the subject development. This has been agreed to by the applicant following consultation.

The traffic and parking assessment lodged with the application has assessed the expected traffic movements for the development against the *'RMS Guide to Traffic Generating Developments'*. The expected peak traffic movements identified by the consultant for the proposal were 13.7 vehicles per hour. It should be noted that this figure was based on 32 residential units and the commercial component of the proposal. The proposal was later further amended to reduce the number of units to 30.

Council's Manager Development Engineering has reviewed the proposal and provided the following comments:

The methodology used by Varga Traffic Planning to estimate the expected traffic volumes from the development is considered appropriate and demonstrates that the single width driveway is adequate to deal with the estimated traffic volumes in accordance with AS 2890.1. It should be noted that even with the inclusion of expected vehicle movements associated with the current Lawson Park Hotel operations that a single lane access would still likely be sufficient.

However, given the specific location of the access onto Church Street and the need to ensure any increased traffic flows do not unnecessarily interfere with traffic flows in the immediate vicinity it is considered warranted to require the installation of a traffic signal system. This solution was agreed to by the applicant.

The system is to give priority to vehicles entering the site. It is also considered prudent to restrict vehicles exiting the laneway from turning right into Church Street. These measures will assist in reducing any bank up of traffic onto Church Street and the nearby roundabouts. It is not considered necessary to restrict right turns from Church Street into the laneway given the limited traffic volumes and potential for unintended negative consequences due to median separation barriers.

It is acknowledged that the existing driveway on the ROW is not ideal for sightlines to pedestrians when vehicles are egressing from the site. However, given the existing nature of the site and limited opportunity to make significant physical changes, some warning signage can be provided to ensure egressing traffic give way to pedestrians and slow down to an acceptable speed prior to navigating out on to the footpath area.

The ROW is currently constructed as a hard surface concrete driveway to approximately half its length. There does not appear to be any remediation works required to the driveway as it is in sufficient condition for the proposed use. Extension of the hard stand area beyond the entry into the car park area is not needed.

Public domain

The nearby Lawson Park to the north is the most relevant public domain area visible to the subject site. The proposal will be highly visible from the park, however it will sit comfortably in the context and setting of the area and will provide for significant opportunities for passive surveillance of the public domain.

Utilities

Council's Manager Development Engineering has provided the following comment:

Water and wastewater services for the development will need to be connected to existing Council mains in Church St (water) and rear of the property (wastewater).

All other utilities are expected to be available.

Heritage

Refer to previous discussion in this report. The heritage outcomes as a result of the proposal are expected to be generally positive.

Other land resources

N/A

Water

No significant impact on water resources expected.

Soils

A geotechnical report was prepared by Barnsons Pty Ltd confirming the site was suitable for excavation.

Air and Microclimate

N/A

Flora & fauna

No significant flora or fauna is expected to exist on the subject site.

Waste

A condition of consent has been recommended requiring a construction/demolition waste plan be prepared encouraging the recycling of waste materials. Furthermore, a condition of consent has been recommended requiring the applicant enter into a commercial agreement for the collection of

waste. The waste will be required to be collected without using the footpath area or result in the parking of any vehicles upon the ROW.

Energy

A BASIX certificate was lodged with the development application, which will be integrated into the consent.

Noise & vibration

A condition of consent will be recommended requiring the protection of adjacent properties from vibration and noise during excavation and construction.

Natural Hazards

A geotechnical report was prepared by Barnsons Pty Ltd confirming the site was suitable for excavation.

Technological hazards

N/A

Safety, security and crime prevention

The proposal will generally provide for increased passive surveillance over public domain areas compared to the existing development on the site.

Social impact in the locality

The proposal will provide for Mudgee CBD living, which will assist in providing pedestrian activity in the area and an increased use of the available facilities. Any interactions between the proposed use and adjacent land uses can be mitigated to an acceptable level subject to the recommended conditions of consent.

Economic impact in the locality

The proposal will provide for downtown living, which will generally contribute to an increased use of downtown facilities and commercial opportunities. Additionally, the Regent Theatre building itself will be revitalised into commercial opportunities at street level, which are currently not available.

Site design and internal design

These aspects of the proposal have been discussed in depth previously in this report and are considered suitable in this instance.

Construction

The proposal was referred to Council's Manager Building Control who has provided recommended conditions associated with the construction.

Cumulative Impacts

The proposal, when considered as a whole, is a suitable development for the site without leading to any impacts of a substantive nature.

S79C(1)(C): SUITABILITY OF SITE FOR DEVELOPMENT

Does the proposal fit in the locality

As previously discussed, the proposal sits comfortably within the site when taking into consideration existing development. The design and orientation has inevitably resulted in a significant amount of spatial interaction between the proposal and the adjacent Lawson Park Hotel. However, with the imposition of conditions (as recommended), most notably acoustic treatment, the proposal is considered will fit within the locality.

The recommended acoustic conditions requiring the proposal to achieve a maximum of 30dB(A) & 35dB(A) for bedrooms and living rooms respectively at relevant times was applied in accordance with evidence for expected noise in bedrooms and living rooms contained within various documents published by the NSW Government including the 'Noise Guide for Local Government'.

The noise levels applied are conservative in the absence of any noise studies prepared by the applicant and adopt a precautionary principle. This approach is considered prudent, to protect interests of adjoining landowners, as well as being far more cost effective to adopt noise control measures at the design and construction stage, rather than retrofitting existing buildings at a later date.

Are the site attributes conducive to development

The site is constrained by the retention of the existing façade and the use of the single lane ROW for access. However, the design has led to good solar access and has been reduced in scale to a point where it is considered to work satisfactorily with the limitations placed upon it.

S79C(1)(D): SUBMISSIONS MADE IN ACCORDANCE WITH ACT OR REGULATIONS

Public Submissions

The application was advertised in accordance with Council's notification procedures. A total of 5 submissions were received as a result (Appendix F). During assessment of the application Council received amended plans and further details concerning the proposal. The specifics of the amended plans and further details were not considered of a nature that would require re-notification in this instance as the impacts were generally considered lesser. Each of the submissions and a summary of their concerns are addressed below:

Pat Dickinson

The submission detailed a concern of the colour schemes proposed for both the restored façade and the new apartments.

The proposal was referred to Graham Hall Architect who did not raise any concern with the proposed colour scheme. Notwithstanding this, a condition has been recommended requiring the submission to and approval by Council of an external colour scheme prior to the issue of a construction certificate.

Jackie Perring

The submission detailed the following concerns

Acoustic interaction between units and licenced establishments

Comment: The layout of the units, which are a permissible use, are logically orientated to ensure good solar access to the north for living areas. A condition of consent has been recommended requiring that the development is appropriately constructed to ensure the protection of both residents and existing adjacent land uses from offensive noise.

Residential units in the downtown area

Comment: Concern was raised that residential accommodation should be prohibited in the downtown area. Residential accommodation is prohibited in the B3 Commercial Core zone, however, shop top housing is permissible with consent and the proposal has demonstrated compliance with this definition.

PCYC (John Whittingham consultant)

The submission was prepared by John Whittingham on behalf of the PCYC detailed the following concerns:

Height and Scale

Comment: The issue of height and scale have been addressed previously in this report. It should be noted that the application was amended during the assessment process to remove some bulk/scale from the rear portion of the site to a reasonable level in the context of the area. These amendments

would also assist in reducing other impacts that were raised as concerns in the submission as discussed below.

Permissibility

Comment: Concern was raised that the proposal was not consistent with the definition of shop top housing pursuant to MWRLEP 2012. This has been addressed previously in this report and the proposal is considered consistent with the definition of shop top housing.

Overshadowing

Comment: Concern was raised regarding the overshadowing of several north facing windows of the PCYC. An inspection of the PCYC during the assessment revealed that these windows serviced a variety of uses including a gymnasium and child care area. The proposed units will be located on the boundary to these windows, however, the northern PCYC elevation has been erected approximately 900mm (slightly variable) from the northern boundary.

The level of overshadowing is considered acceptable. The development boundary to boundary within the commercial core of Mudgee is permissible and not totally unexpected. A proposal complying with the 8.5m height limit built to the boundary would still overshadow a significant portion of the windows. The upper floor child care area has alternative windows to the east and west, being alternative sources of natural light, albeit indirect.

Privacy

Comment: A concern has been raised regarding the lack of privacy between the PCYC and the access corridors proposed for this development.

Whilst the walkways are proposed within close proximity to the adjacent PCYC windows these are considered transitional areas used for access and not for passive or active private open space areas. Notwithstanding this a condition of consent has been recommended requiring the erection of a privacy screen in the general vicinity of the top PCYC windows to further minimise any opportunities for overlooking.

Compliance with zone objectives and negative interactions with PCYC activities

Comment: Consideration of the zone objectives have been discussed previously in this report. Furthermore, shop top housing is permissible with consent in the zone. The proposal has been orientated to the north to assist with better outcomes from a design point of view, which will generally result in minimal conflict with adjacent uses to the south. Notwithstanding this, a condition of consent has been recommended requiring the proposal achieve acoustic targets to lessen potential conflicts between adjoining land uses.

Nicole Wootton

The submission detailed the following concerns:

Retention of heritage related items and space

Concerns were raised around the loss of heritage importance of the site and the loss of individual items within the theatre. These issues have been addressed above in the heritage section.

Stormwater

Concern was raised around groundwater issues with the site. A condition of consent has been recommended requiring the submission of a stormwater plan in accordance with MWRDCP 2013.

Lawson Park Hotel

This submission detailed the following concerns:

Owners consent for the use of the ROW

A concern has been raised that consent is required for the use of the ROW for the proposed development and any associated works, requiring access over the ROW.

During the assessment of this application Council received advice regarding this issue and whilst an intensification of the ROW is expected and consent of the owners of Lot 1 DP86378 is required. It is deemed appropriate to require this as a part of a deferred commencement condition for the proposal. A recommended deferred commencement condition of consent has been included requiring that separate development consent for the use of the ROW for the purposes of access to the development be obtained prior to the consent becoming 'operational'. This has been agreed to by the applicant.

Any other use of adjacent properties during construction is a civil matter that does not fall within the considerations of this development application.

Objectives of the zone

The submission has addressed each objective of the B3 Commercial Core zone. The primary concerns relate to the proposal being of a primarily residential development rather than commercially orientated, the heritage impacts associated with the proposal, the interference with pedestrian movements and lack of parking spaces.

These issues have been addressed previously in this report with the outcome that the objectives of the zone are generally achieved as a result of the proposed development. It should be noted that the ROW is already considered unconducive for pedestrian use given the width and layout of surrounding built improvements. Furthermore, a condition of consent has been recommended requiring the amalgamation of some units to assist in reducing parking demand on the street.

Noise amenity

Concerns have been raised regarding the noise impacts on the residences from the operations of the Lawson Hotel.

The dual orientation layout of the proposal is the most appropriate outcome with respects to solar access for the units with living rooms generally facing north and sleeping quarters generally located away from the pub along the south elevation. The northern orientation of the units also offers the greatest aspect overlooking the park and the mountains further north.

There is a possibility for potential conflicts to arise between new residences and the Hotel operations, but it is considered that these can be appropriately managed through the imposition of appropriate conditions. The recommended conditions require the proposal to achieve a maximum of 30dB(A) & 35dB(A) for bedrooms and living rooms respectively at relevant times. These levels have been applied in accordance with evidence for expected noise in bedrooms and living rooms contained within various documents published by the NSW Government including the 'Noise Guide for Local Government'.

The noise levels applied are conservative in the absence of any noise studies prepared by the applicant and adopt a precautionary principle. This approach is considered prudent, to protect interests of adjoining landowners, as well as being far more cost effective to adopt noise control measures at the design and construction stage, rather than retrofitting existing buildings at a later date.

It should be noted that the number of units since the original proposal has been reduced from 34 to 30 units for a number of reasons, which will also assist with reducing the density of the proposal to an appropriate level.

Visual amenity

Several concerns were raised around specific design issues including overlooking to the east, bulk/scale comparisons to the residential properties to the east, overlooking of Hotel facilities and the location of various facilities including air conditioning units and outdoor clothes drying areas.

The relevant units have been orientated to the north to allow for overlooking of Lawson Park and rural areas beyond. Whilst some overlooking is expected to the east and straight down to the Lawson Park Hotel it is expected that residents will passively view beyond these areas to a point that the privacy concerns are considered non-substantive. Furthermore, the balconies of the eastern most units have been provided with a solid screen to the eastern elevation to encourage passive overlooking to the distant north rather than the east.

A condition of consent has been recommended requiring air-conditioning units be located at floor level of each balcony. This will ensure the air-conditioning units are generally not visible from the public domain. The placement of drying facilities is not considered an issue of substance given the temporary placement and minor nature.

Security

Concerns were raised regarding the issue of lighting within the proposal and from the Hotel and the security of the area in general.

Any lighting used within urban areas are to comply with the Protection of the Environment Operations Act 1997 (POEO Act 1997), which assists in reducing impacts between adjacent land uses on a civil level. Notwithstanding this, a condition of consent has been recommended requiring any proposed lighting be installed in accordance with AS 4282 "Control of the Obtrusive Effects of Outdoor Lighting".

Internal security lighting proposed within the communal areas of the proposal including the carparking areas will be required to comply with the BCA. Furthermore, a condition of consent has been recommended requiring the installation of internal signage advising residents not to use the ROW for pedestrian purposes.

Traffic issues/Joint use of the ROW

Various concerns have been raised around the pedestrian/vehicle conflict of the use of the ROW, general safety issues with the ROW, car parking non-compliance and use of on-street parking spaces for loading zones.

These concerns have been generally addressed throughout the discussion of this report. The ROW is not to be used for pedestrian use as a part of this proposal and is not likely to currently be used for pedestrian use given the various other more suitable pedestrian entries to the Lawson Hotel on Church and Short Street.

The parking calculations have been addressed previously in this report and the shortfall of one space is considered reasonable and an improvement on the original proposal. Furthermore, loading and unloading to the commercial component of the proposal on the street is considered suitable in this instance given the constraints of the site and the existing built nature. Any loading/unloading would still be required to comply with the short term parking restrictions in the vicinity, therefore still maintaining a steady supply of visitor parking in the CBD.

Furthermore, Varga Traffic Planning has indicated that the single lane ROW is suitable for the expected traffic volumes and that the Lawson Hotel traffic volumes for the current delivery uses would be expected to add only a minor increase in volumes and not warrant a wider access for both uses.

Hours of Operation and Servicing Issues

Several concerns raised regarding conflicts between loading areas and the ROW and garbage collection logistics.

The loading/unloading situation has been previously addressed in this report. No substantial impact on the loading/unloading capabilities of the Lawson Park Hotel is expected as a result of the proposed development. Additional traffic movements are considered reasonable and do not warrant a wider access and any loading/unloading undertaken by either landowner should not involve stopping/standing on the ROW in a manner that blocks access to the ROW.

As previously discussed, a condition of consent has been recommended requiring the applicant to enter into a commercial waste agreement that does not involve the placement of bins on the footpath or the blocking of the ROW.

Demolition/Construction Methods

Concerns were raised around the impacts of demolition/construction works on adjacent properties and the Regent Theatre itself and the use of adjacent land during construction works.

Several of the general conditions of consent have been recommended requiring the adequate safety of the site during construction and the general restrictions placed on consents regarding minimising impacts on adjacent properties.

The use of adjacent land for access during construction is a civil matter and not for consideration under this assessment.

Furthermore, two conditions of consent have been recommended requiring the provision of an Engineer's certificate to ensure that both the remaining structure can be supported during construction and that the excavation and construction works do not impact upon adjacent structures within close proximity to the boundary.

Repair and Maintenance of Carriageway

Concern was raised as to who would be responsible for damage to adjacent properties and to the ongoing maintenance of the ROW. These matters are considered of a civil nature.

Submissions from public authorities

Nil.

S79C(1)(E): THE PUBLIC INTEREST

Federal, State and local government interests and community interests

The Regent Theatre is of importance to the community with regards to heritage. The heritage considerations of the proposal have been previously addressed and the appropriate measures implemented.

*CONSULTATIONS***Health & Building**

A referral was received from the Manager Building Control who provided recommended conditions and raised no concern with the proposal.

Development Engineer

A referral was received from the Manager Development Engineering who provided recommended conditions. The comments from the Engineer regarding those issues such as traffic and access have been included in this report.

Heritage Advisor

The application was referred to Graham Hall Architect to receive advice around the heritage aspects of the proposal. These issues have been addressed in the report.

Financial and Operational Plan implications

Not applicable.

Community Plan implications

This report relates to several themes within the Community Plan including 'Looking after our Community', 'Protecting our Natural Environment', 'Building a Strong Local Economy' and 'Connecting our Region'.

CONCLUSION

After consideration of the development against Section 79C of the Environmental Planning & Assessment Act 1979, and the relevant statutory and policy provisions, the proposal is suitable for the site and is in the public interest. Therefore, it is recommended the application be approved subject to the imposition of appropriate conditions.

DREW ROBERTS
SENIOR TOWN PLANNER



LIZ DENSLEY
ACTING DIRECTOR, DEVELOPMENT

4 September 2015

Attachments: (included at the end of the business paper):

1. Plans
2. Statement of support for height limit variation
3. Statement of Heritage Impact
4. Graham Hall Architect comments
5. Varga Traffic Planning Comments
6. Submissions (5)

APPROVED FOR SUBMISSION:



BRAD CAM
GENERAL MANAGER



2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting

WEDNESDAY 21 OCTOBER 2015

ATTACHMENT **6.3.1**

► Planning Proposal – George Campbell Drive



Gateway Determination

Planning proposal (Department Ref: PP_2015_MIDWR_001_00): to rezone land and amend the minimum lot size at Lot 63 DP 618063 George Campbell Drive, Mudgee from 20 hectares to 2 hectares to permit subdivision of the land for the purpose of aviation and related living.

I, the General Manager, Western Region at the Department of Planning and Environment as delegate of the Minister for Planning, have determined under section 56(2) of the Environmental Planning and Assessment Act, 1979 that an amendment to the Mid-Western Regional Local Environmental Plan 2012 (LEP) to rezone Lot 63 DP 618063 George Campbell Drive, Mudgee and amend the minimum lot size on the land to permit subdivision of land for aviation and related living should proceed subject to the following conditions:

1. Prior to undertaking public exhibition, Council is to amend the planning proposal:
 - a) to clearly detail the intent of the proposal to allow subdivision of the land for aviation and related living; reference to the development of large lot residential allotments is to be removed, and
 - b) to clearly detail that the intent will be achieved by rezoning land and amending the minimum lot size on land.

2. Prior to undertaking public exhibition, Council is to obtain endorsement from Airservices Australia for the Aircraft Noise Exposure Forecast (ANEF) associated with the Airport and provide this information to the Department for approval. This will allow for appropriate management of noise sensitive land uses in the vicinity of the Airport.

3. Community consultation is required under sections 56(2)(c) and 57 of the Environmental Planning and Assessment Act, 1979 as follows:
 - (a) the planning proposal must be made publicly available for a minimum of **28 days**; and
 - (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of *A Guide to Preparing LEPs (Department of Planning & Infrastructure 2013)*.

3. Consultation is required with the following public authority to comply with the requirements of section 117 Direction 3.5 Development near Licensed Aerodromes:
 - Civil Aviation Safety Authority

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

4. A report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines is to be provided with the submission of the planning proposal under section 59 of the Environmental Planning and Assessment Act, 1979.

5. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Environmental Planning and Assessment Act, 1979. This does not



Planning & Environment

discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

6. Prior to submission of the planning proposal under section 59 of the Environmental Planning and Assessment Act, 1979 the relevant Land Zoning Map and Lot Size Map that apply to the subject land are to be prepared compliant with the Department's 'Standard technical requirements for LEP maps'.
7. The timeframe for completing the LEP is to be **12 months** from the week following the date of the Gateway determination.

Dated 27

day of March

2015.

a.w. albury
Ashley Albury
General Manager, Western Region
Planning Services

Delegate of the Minister for Planning

Planning Proposal

Lot 63 DP18063 George Campbell Drive, Mudgee

Prepared for: J Cole and R Ware

November 2014

**(Amended by MWRC 21 May 2015 to accommodate
requirements of Department Planning & Environment
Gateway Determination)**

Project No. 10290



Planning Proposal

Lot 63 DP 618063 George Campbell Drive, Mudgee

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Project Manager: Paul Grech
Client: J Cole and R Ware
Project Number: 10290

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Document history and status

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1.0 Introduction

This Planning Proposal (**PP**) has been prepared by GLN Planning (**GLN**) of behalf of Mr John Cole, Mr. Robert Ware and Mrs Jan Ware (**the proponents**) in relation to Lot 63 DP 618063, 55 George Campbell Drive, Mudgee (**the subject site**).

This PP is submitted to Mid-Western Regional Council (**MWRC**) to accompany a request to amend Mid-Western Regional Local Environmental Plan 2012 (**MWLEP**) in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

This PP includes the following:

- A statement of the objectives or intended outcomes;
- An explanation of the provisions that are to be included in the proposed instrument; and
- The justification for those objectives, outcomes and provisions, the process for their implementation and compliance with the Council's and Department's adopted planning strategies (including whether the proposed instrument will comply with the relevant Directions under Section 117 of the EP&A Act).

This PP has been prepared having regard to discussions between the proponents and Council's planning officers over an extended period during 2014 and, "A Guide to Preparing Planning Proposals" and "A Guide to Preparing Local Environmental Plans" published by the NSW Department of Planning and Infrastructure (now the Department of Planning and Environment **DP&E**) dated October 2012 and April 2013 respectively.

This Report concludes that the PP should be supported and recommended to the DP&E for Gateway Determination.

1.1 Background

The land the subject of this PP is located approximately 5 kilometres to the northeast of the Mudgee CBD and occupies an area of 16.74 hectares. The subject land is zoned RU4 Primary Production Small Lots Zone under the Mid-Western Regional Local Environmental Plan 2012 and is currently undeveloped. An established cherry orchard covers approximately 40% of the site area. The Mudgee Airport, which is a vital infrastructure asset for the Mid-Western Region, is situated adjoining to the south and west of the subject land.

Development approvals for the construction of a rural residence and second rural residence were issued by the MWRC on 17 September 2008 and 8 April 2013 respectively (DA0091/2009 and DA0173/2014). Certification of commencement has been gained for DA 0091/2009.

The Proponents also own a 1 hectare allotment of land that adjoins the southern boundary of the subject site, being Lot 4 DP 561282. This allotment directly adjoins the northern boundary of the Mudgee Airport and holds a current development consent for an 11 lot subdivision and construction of 10 aircraft hangars with residential accommodation, with direct access to the Airport (see DA 1052/2012). This was approved under DA 1052/2012. This adjoining site is zoned SP2 Infrastructure - Airport.

This PP is seeking a reduction in the subject site's prescribed 20 hectare minimum lot size control to 2 hectares so as to permit further subdivision and residential accommodation incidental with aviation. This is consistent with the current MWLEP and the recent approach taken by the MWRC and DP&E, where a similar parcel of RU4 Zoned land on the opposite side

of the Airport runway that was also prescribed a 2 hectare minimum lot size. This proximate lot and the subject lot are identified the same in the Midwestern Comprehensive Land Use Strategy adopted by Council and the Department. This proposal seeks to make the same change as has already been made for the adjacent proximate lot.

The provision for larger residential blocks within close proximity to Mudgee is espoused in the Draft Mudgee and Gulgong Urban Release Strategy which has been advertised and adopted by Council. This identifies that there is a growing demand and limited supply of allotments of 2 hectares and proposes the subject site for release in 2015+.

Given the subject site's proximity to Mudgee and the Airport, it has a unique potential to capitalise on an opportunity for the establishment of residential "airparks". These airparks are typically designed around an existing airport and comprise a number of dwellings whereby aircraft accommodation can be either attached to or integrated into the overall design of the residential subdivision. The residents of the development can operate an airplane that is parked within their respective lot and have access to runway facilities.

The airpark concept is well established throughout the United States and other European Countries, and has recently emerged within regional and rural Australian towns to help contest the disturbing trend of airfield closures. Examples of well-established Australian residential airparks include, Kensington Parkside Airpark, Whitsunday Aviation Village Estate and Gatton Airpark in Queensland, Temora Airpark Estate in NSW and Denmark Airpark in Western Australia.

The location of Mudgee Airport, being a 50 minute flight from Bankstown and a 2.5 hour flight from Melbourne or Brisbane (light aircraft), as well as the increase in activities such as mining, tourism and viticulture in the Mid-West Region, present as a strategic advantage for the potential development of a residential development close to the Airport with the opportunity for aeroplane accommodation. Such subdivision development could also further provide for various living opportunities, which could, for example, complement the recently developed Mudgee Airport "Hangar House", which provides accommodation for up to 14 guests as well as 4-5 light aircraft. The unique opportunity is one that should be facilitated. Tourist and visitors accommodation (excluding hotel and motel accommodation and backpackers accommodation) is currently a permissible use and this would continue with the proposal.

In addition to the above, establishment of an airpark opportunity at Mudgee Airport could stimulate aviation interest and demand, which would strengthen the economic returns of the Airport facility as well as other aviation related business and industry within the Region.

Based on the proposed 2 hectare minimum lot size, the subject site is capable of accommodating 8 allotments. There are various potential subdivision plans which facilitate the residential subdivision with the opportunity to capitalise on the unique location for aviation and related living. Some of these are attached (in 'mud map', example/indicative form) in **Appendix A**. This shows various opportunities to have a direct link to the airport which can be dealt with in more detail during the development application phases.

2.0 Site Analysis

The subject site is known as No. 55 George Campbell Drive, Mudgee. Key features of the site's location and context (as depicted in **Figures 1 & 2**) include:

- The subject site is located within the MWRC Local Government Area (**LGA**). The MWRC LGA is located in the Central West region of NSW being approximately 250km or 3-4 hours from Sydney.
- The MWRC is centrally located, with a strong and diverse economy based on agriculture, viticulture, mining, tourism and related industries.
- The subject site is located approximately 5 kilometres north-east of the Mudgee Centre, which is defined as a District Centre, providing a range of business, employment, retail, entertainment and recreation activities.
- Mudgee Airport, which is a vital infrastructure asset for the Mid-Western Region directly adjoins the subject site to the west.
- Lot 4 DP 561282, which is also owned by the Proponents, adjoins the subject site to the south. This allotment is zoned for Airport related purposes and has a current consent for an 11 lot subdivision and construction of 10 aircraft hangers, with direct access to the Airport (DA 1052/2012).
- The subject site holds current development approvals for the construction of a residence and a second residence, which were issued by the MWRC on 17 September 2008 and 8 April 2013 respectively (DA0091/2009 and DA0173/2014).

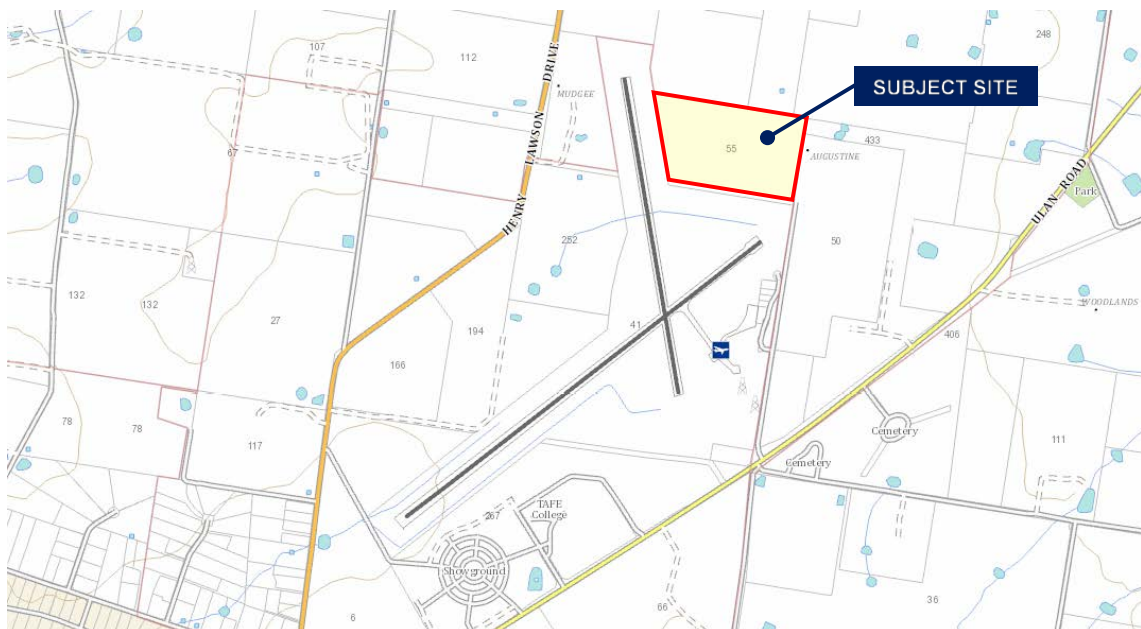


Figure 1: Context and Location of Subject Site

(Source: Land and Property Information, SIX Maps, September 2014 (as adapted by GLN))

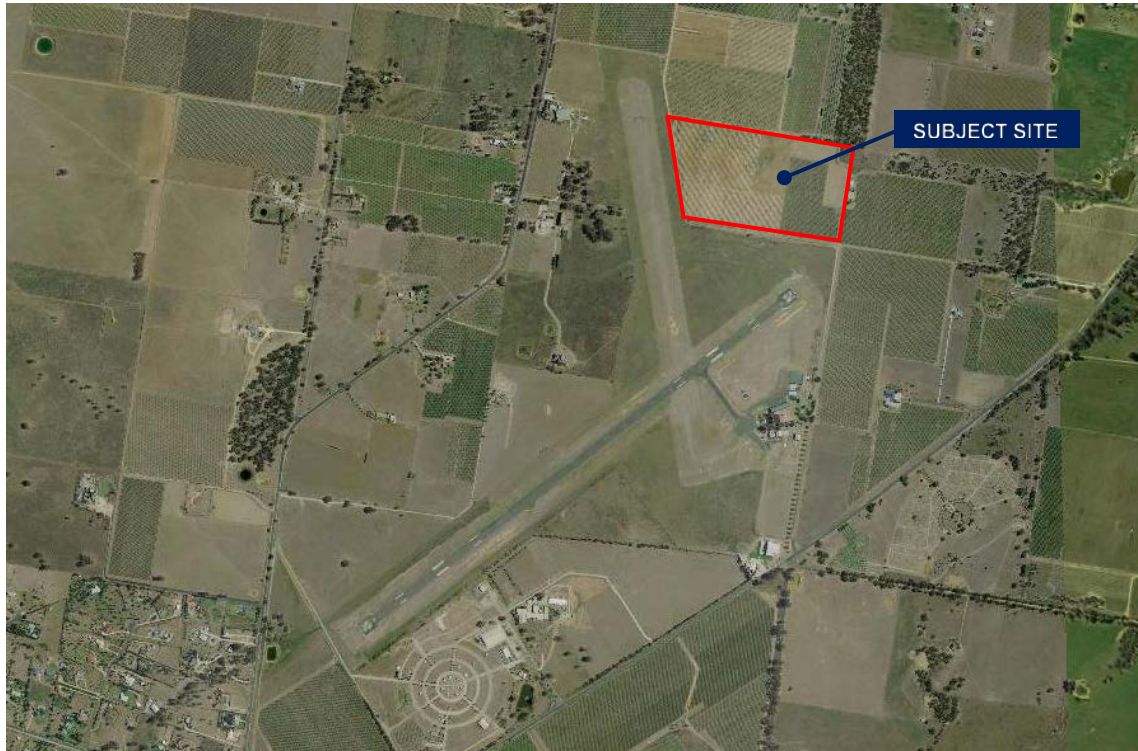


Figure 2: Aerial View of Subject Site and Surrounding Development
(Source: Land and Property Information, SIX Maps (as adapted by GLN Planning))

2.1 Site Description

The subject site is legally described as Lot 63 in DP 618063. It is generally rectangular in shape and has an area of approximately 16.7 hectares. All weather vehicular access is provided via George Campbell Drive to the south with access also available from Eurunderee Road via Henry Lawson Drive to the north.

The subject site has its western boundary adjacent to the airport's grass North South runway, and its southern boundary fronting the airport land adjacent to the northern end of the North East - South West bitumen runway.

The subject site is characterised by relatively flat topography, which slopes slightly from the northern to southern property boundaries. A cherry orchard covers approximately 40% of the subject site with the remaining area currently vacant but previously used for the growing of grapes. Both uses have remained consistently uneconomic.

As advised by the proponent's, the subject site holds existing water rights and is serviced by infrastructure from the Pipe Clay Creek aquifer.

2.2 Surrounding Development

The subject site's immediate surrounds comprise rural and rural, urban, residential activity, including agricultural and non-agricultural land uses. In particular,

- The Mudgee Airport and associated ancillary infrastructure/development adjoins the subject site to the south and west.

- Land immediately to the north and east of the subject site is currently used for cropping and other agricultural uses. An operational vineyard and associated restaurant/cellar door is situated to the southeast of the subject site on the opposite side of George Campbell Drive.
- Lot 4 DP 561282, which is also owned by the proponents, adjoins the subject site to the south. This allotment has a current approval for an 11 lot subdivision and construction of 10 aircraft hangars, with direct access to the Airport.
- The TAFE Western – Mudgee College and Australian Rural Education Centre, which is a major educational establishment for the Mid-Western Region, adjoins the southern extent of the Mudgee Airport approximately 1.5km from the subject site.
- The Mudgee Cemetery is situated approximately 1km to the south of the subject site, on the eastern alignment of Ulan Road.
- Rural residential lot subdivisions of 2000 – 4000m and the Country Comfort Resort are along Casillis Road between the site and Mudgee town centre.

3.0 Current Planning Controls

3.1 Mid-Western Regional Local Environmental Plan 2012

The principal planning instrument applying to the subject site is the Mid-Western Regional Local Environmental Plan 2012 (**MWR LEP 2012**). This is the local statutory planning instrument that establishes what form of development and land uses are permissible or prohibited on all land within the MWRC LGA. The MWR LEP 2012 was gazetted on 10 August 2012 and replaced the previous Mid-Western Regional Interim Local Environmental Plan 2008, which applied to the subject site.

The key planning controls currently applying to the subject site under the MWR LEP 2012 are detailed within **Table 1**:

Table 1: Relevant MWR LEP 2012 Planning Controls

Clause	Matter	Requirement
2.2	Zoning of land to which Plan applies	<p>The zoning of the subject site is shown on the Land Zoning Map (Figure 3).</p> <p>The Land Zoning Map indicates that the subject site is located within the RU4 Primary Production Small Lots Zone.</p>
2.3	Zone objectives and land use table	<p>Zone RU4 Primary Production Small Lots Zone</p> <p>1. Objectives of zone:</p> <ul style="list-style-type: none"> ▪ To enable sustainable primary industry and other compatible land uses. ▪ To encourage and promote diversity and employment opportunities in relation to primary industry enterprises, particularly those that require smaller lots or that are more intensive in nature. ▪ To minimise conflict between land uses within this zone and land uses within adjoining zones. ▪ To ensure that land is available for intensive plant agriculture. ▪ To encourage diversity and promote employment opportunities related to primary industry enterprises, particularly those that require smaller holdings or are more intensive in nature. <p>2. Permitted without consent:</p> <ul style="list-style-type: none"> ▪ Environmental protection works; Extensive agriculture; Home businesses; Home occupations; Intensive plant agriculture; Roads; Water reticulation systems <p>3. Permitted with consent:</p> <ul style="list-style-type: none"> ▪ Cellar door premises; Dwelling houses; Farm buildings; Home industries; Plant nurseries; Roadside stalls; Any other development not specified in item 2 or 4 <p>4. Prohibited:</p> <ul style="list-style-type: none"> ▪ Air transport facilities; Amusement centres; Attached dwellings; Backpackers' accommodation; Boarding houses; Boat building and repair facilities; Boat launching ramps; Boat sheds; Car parks; Cemeteries; Charter and tourism boating facilities; Child care centres; Commercial premises; Crematoria; Exhibition homes; Exhibition villages; Freight transport facilities; Group homes; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Hostels; Hotel or motel

Clause	Matter	Requirement
		<i>accommodation; Industrial retail outlets; Industrial training facilities; Industries; Intensive livestock agriculture; Jetties; Livestock processing industries; Marinas; Mooring pens; Moorings; Mortuaries; Multi dwelling housing; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Sawmill or log processing works; Semi-detached dwellings; Seniors housing; Service stations; Sex services premises; Shop top housing; Signage; Stock and sale yards; Storage premises; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste disposal facilities; Wholesale supplies</i>
4.1	Minimum Subdivision Lot Size	The size of any lot resulting from a subdivision of land is not to be less than the minimum size shown on the Lot Size Map. The Minimum Lot Size Map indicates a minimum lot size of 20 hectares for the subject site (Figure 4).
4.2	Rural Subdivision	Land in a zone to which this clause applies may, with development consent, be subdivided for the purpose of primary production to create a lot of a size that is less than the minimum shown on the Lot Size Map in relation to than land. However, such a lot cannot be created if an existing dwelling would, as the result of the subdivision, be situated on the lot.
4.2B	Dwelling Houses on Land in Zone RU4 Primary Production Small Lots	The objective of this clause is to ensure that dwelling houses are erected only where they support the permitted agricultural use of the land.
5.3	Development Near Zone Boundaries	This clause does not apply to land in Zone RU4 Primary Production Small Lots.
6.4	Groundwater Vulnerability	The Groundwater Vulnerability Map indicates that the subject site is "Groundwater Vulnerable". MWRC must consider this clause before determining a development application, and consider relevant issues such as, the likelihood of groundwater contamination caused by development, the likelihood of groundwater contamination from the development (including from any on-site storage or disposal of solid or liquid waste and chemicals), and impacts on groundwater dependent ecosystems. This requirement is for the development stage and does not hinder further consideration of this PP. The soils and topography do not suggest any issues will be raised in the future application for effluent disposal areas. Note this requirement was able to be complied with for the purposes of the 11 lot development on the adjoining Lot 4 DP 561282, for which development consent was granted.
6.8	Airspace Operations – Mudgee Airport	The subject site adjoins the Mudgee Airport and as such, the provisions of this clause are applicable. MWRC must consider this clause if a development application proposes a development that will penetrate the Limitation or

Planning Proposal

Lot 63 DP 618063 George Campbell Drive, Mudgee

Clause	Matter	Requirement
		<p>Operations Surface of Mudgee Airport.</p> <p>This requirement is for the development stage and does not hinder further consideration of this PP. Note this requirement was able to be complied with for the purposes of the 11 lot development on the adjoining Lot 4 DP 561282, for which development consent was granted. That site is closer to the runway, has greater height restrictions and has 7.5m high buildings approved. There will be no height restriction so as to unduly hinder future development.</p>

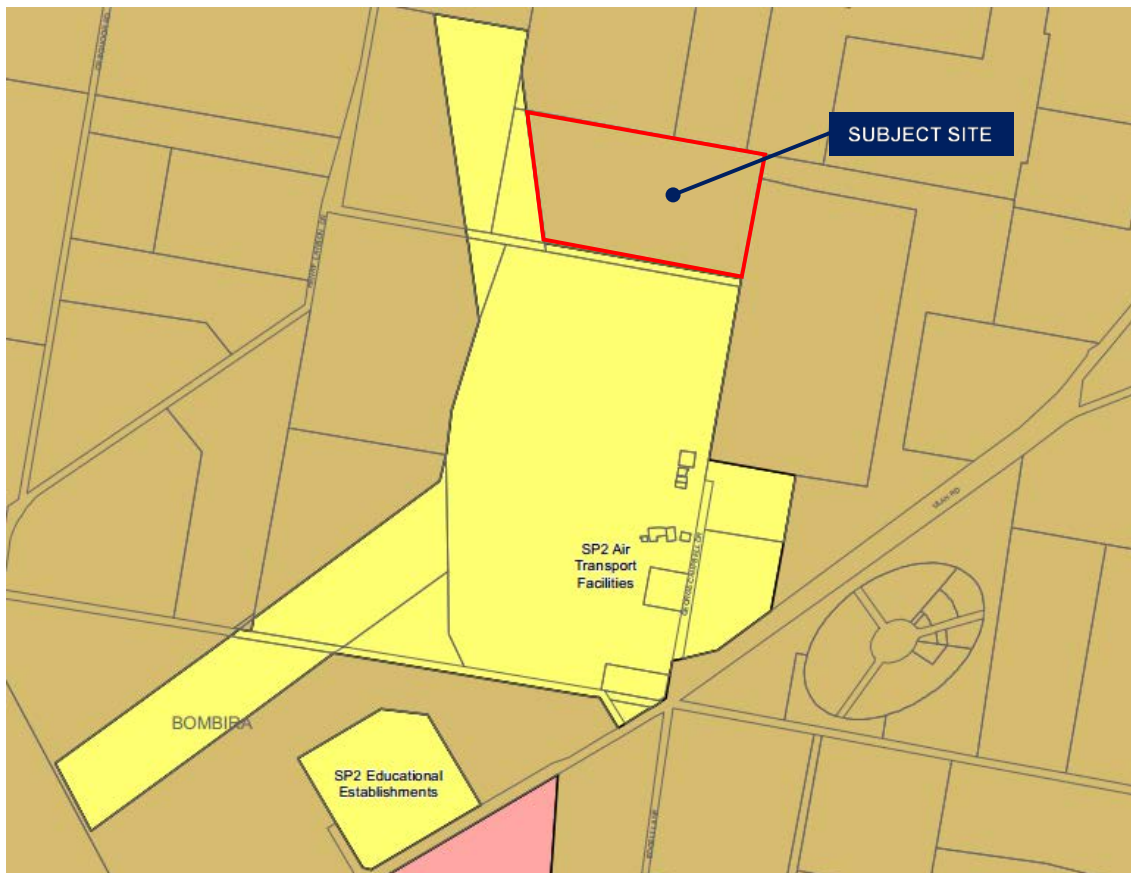


Figure 3: Subject Site and Land Zoning

(Source: Extract from MWR LEP 2012, Land Zoning Map (as amended by GLN Planning))

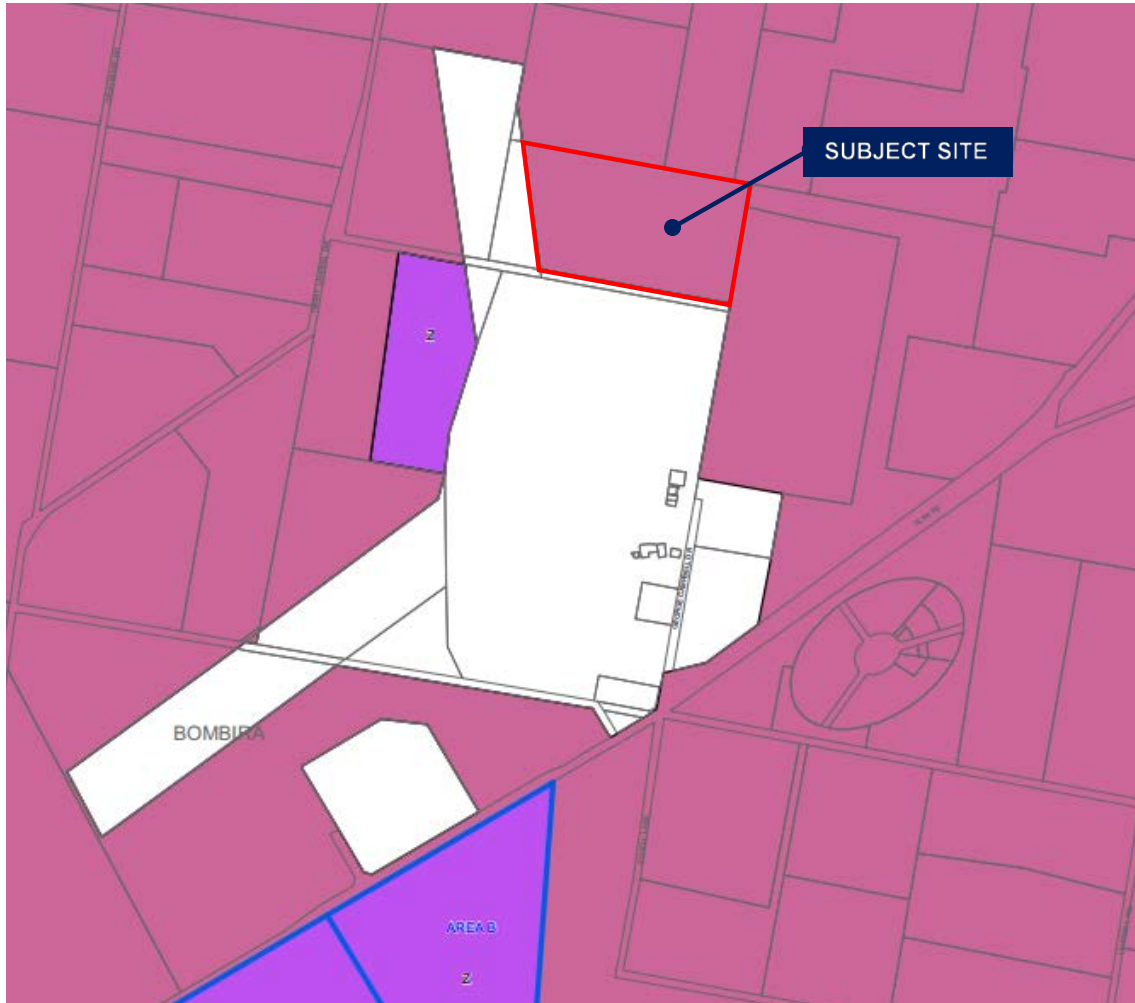


Figure 4: Subject Site and Minimum Lot Size – Shows 2ha lot size on opposite side of runway.
(Source: Extract from MWR LEP 2012, Lot Size Map (as amended by GLN Planning))

4.0 Planning Proposal

4.1 Objectives or Intended Outcomes

The objective of this PP is to rezone the land to provide for residential accommodation incidental with aviation and to reduce the prescribed minimum lot size. This will encourage further development of privately owned land, capitalising on the site's locational attributes.

4.2 Explanation of Provisions

This PP is seeking an amendment to the MWR LEP 2012 to permit future subdivision of Lot 63 DP 618063, 55 George Campbell Drive, Mudgee. This will be achieved by:

an amendment to the Land Zoning Map to include SP1 Special Activities on Lot 63 DP 618063 and associated Land Use Table in the instrument.

The objectives of the proposal are:

- *to provide for special land uses that are not provided for in other zones*
- *to provide for sites with special natural characteristics that are not provided for in other zones*
- *to facilitate development that is in keeping with the special characteristics of the site for its existing or intended special use, and that minimises any adverse impacts on surrounding land*
- *to encourage residential accommodation land uses within the vicinity of the airport that are incidental with aviation*

- 1) Amending the Lot Size Map (Sheet LSZ_006F) by removing the **AB3** 20 hectare minimum lot size and replacing it with the **Z2** hectare minimum lot size.

4.3 Justification

4.3.1 Need for the Planning Proposal

4.3.1.1 Is the planning proposal a result of any strategic study or report?

Yes. The Mudgee and Gulgong Urban Release Strategy identifies a growing demand and limited supply of larger lot residential blocks of around 2,000m² and 2 hectares. This has been adopted by Council and identifies the subject site for future 2 hectare lots to be released 2015+. While not intended to be strictly rural residential, this PP combines with the Mid-Western Regional Comprehensive Land Use Strategy, which identifies the subject site as an area with an opportunity for additional uses associated with the airport.

Further to the above, this PP is specifically consistent with a recent approach taken by the MWRC and DP&E under the MWLEP2012, whereby a parcel of RU4 Zoned land on the opposite side of the Airport runways, namely Lot 2 DP 116658, is dealt with on lot size Map Sheet LS 2006F with the prescribed a 2 hectare minimum lot size in 2012 (refer to **Figure 4** above). The same change is sought for the subject lot as part of this PP.

4.3.1.2 Is the planning proposal the best means of achieving the objectives or intended outcomes or is there a better way?

Yes. This PP is the only means of enabling the amendment to the MWR LEP 2012, which is required to residential accommodation on the subject land, having regard to its unique locational attributes. The following points are noted in support of this view:

- The location is appropriate for residential development associated with the airport, which is an emerging land use form within Australia. Numerous options are available to achieve this. A few are identified in Appendix A. Access and ownership opportunities have also been retained across the 11 lot development on the adjoining Lot 4 DP 561282, to the Airport. Potential for additional development including bed and breakfast establishments would also be facilitated with the creation of 8 additional smaller lots.
- Proximity to the Mudgee CBD (within 5 kilometre radius).
- Appropriate infrastructure is available to support residential use.
- The proposed minimum lot size as well as the existing soil type, are suitable for on-site effluent disposal.
- There are no significant environmental constraints that would limit future residential use.
- The proposed minimum lot size would provide a logical progression from the denser urban uses to the south west towards Mudgee CBD and to much larger rural land holdings situated further from the Mudgee CBD to the east.
- The subject site is a small holding, which is unsuitable and unsustainable for economically viable agricultural production.
- The proposed minimum lot size is consistent with that recently prescribed to a parcel of RU4 Zoned land on the opposite side of the Airport.
- The site's location to the eastern side of Mudgee is different from the other 2 hectare land located to the west.

Overall, the PP would further the opportunity to facilitate a precinct of smaller lots that can build upon the existing opportunities provided by the airport and the 11 lot development approved on the adjoining Lot 4 DP 561282. The site location adjoining the Airport runways provides variable development opportunities that relate directly to both the airport and general tourism, in an ideal location proximate to the Mudgee centre.

4.3.2 Relationship to Strategic Planning Framework

4.3.2.1 Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategy)?

There is no State or Regional Environmental Plan that addresses future development in Mudgee, or that has relevance to the MWRC LGA. Nonetheless, there are a number of significant challenges common to strategic planning in inland and regional areas of NSW. These are:

- Supporting sustainable agriculture;
- Conserving valuable environmental assets;
- Minimising land use conflicts;
- Capitalising on existing infrastructure; and
- Supporting the economic sustainability and development of local communities, including providing varied living opportunities.

In general, this PP will facilitate the efficient use of land, which is proven to be unsuitable for viable agricultural production, without creating undue demands on services and/or infrastructure.

4.3.2.2 Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

Yes. This PP stems from opportunities identified in the adopted Mudgee and Gulgong Urban Release Strategy, the Mid-Western Regional Comprehensive Land Use Strategy, as well as being aligned with Mid-Western Region Community Plan – Towards 2030, and the Mid-Western Regional Council's Economic Strategy as discussed below.

Mudgee and Gulgong Urban Release Strategy

As a result of strong population growth driven by the expansion of the local coal mining industry and sustained pressure for residential development, the MWRC in conjunction with the DP&E commissioned the preparation of an Urban Release Strategy (2014) for the towns of Mudgee and Gulgong to guide decision making in relation to the timing, location and type of future residential development. The Strategy timeframe is 20 years, starting in 2015.

According to the Strategy, there is a lack of diversity in housing types in Mudgee and Gulgong, which affects the ability of the diverse population to find accommodation that suitably meets their needs. The Strategy identifies a number of market trends that are indicative of the need for greater housing diversity. One of the observed trends is the growing demand and limited supply of larger lot residential blocks around 2,000m² and 2 hectares. This PP supports the diversity in accommodation albeit with an aviation function.

Specifically, the Strategy notes that the demand for larger residential lots (primarily 4,000m² and 2 hectares) in Mudgee's Urban Release Areas (see **Figure 5**) is projected to average about 7 lots per annum or 37 lots over 5 years. The land the subject of this PP, which is identified as Urban Release Area No. 23, is recorded as being capable of accommodating 8 x 2 hectare allotments with no zoning change. However, the PP does propose a zoning change given the proximity to the airport and additional aviation potential.

The Strategy's recommendation for the availability of 2 hectare lots from the subject site is 2015+. It identifies Mudgee's population is increasing. There is a predominance of 700m² to 900m² blocks and a strong case for improving housing diversity in Mudgee to suit wide ranging needs and circumstances. The Strategy, in its Executive Summary, states "there is growing demand and limited supply of larger lot residential blocks around 2000sqm and 2 hectares".

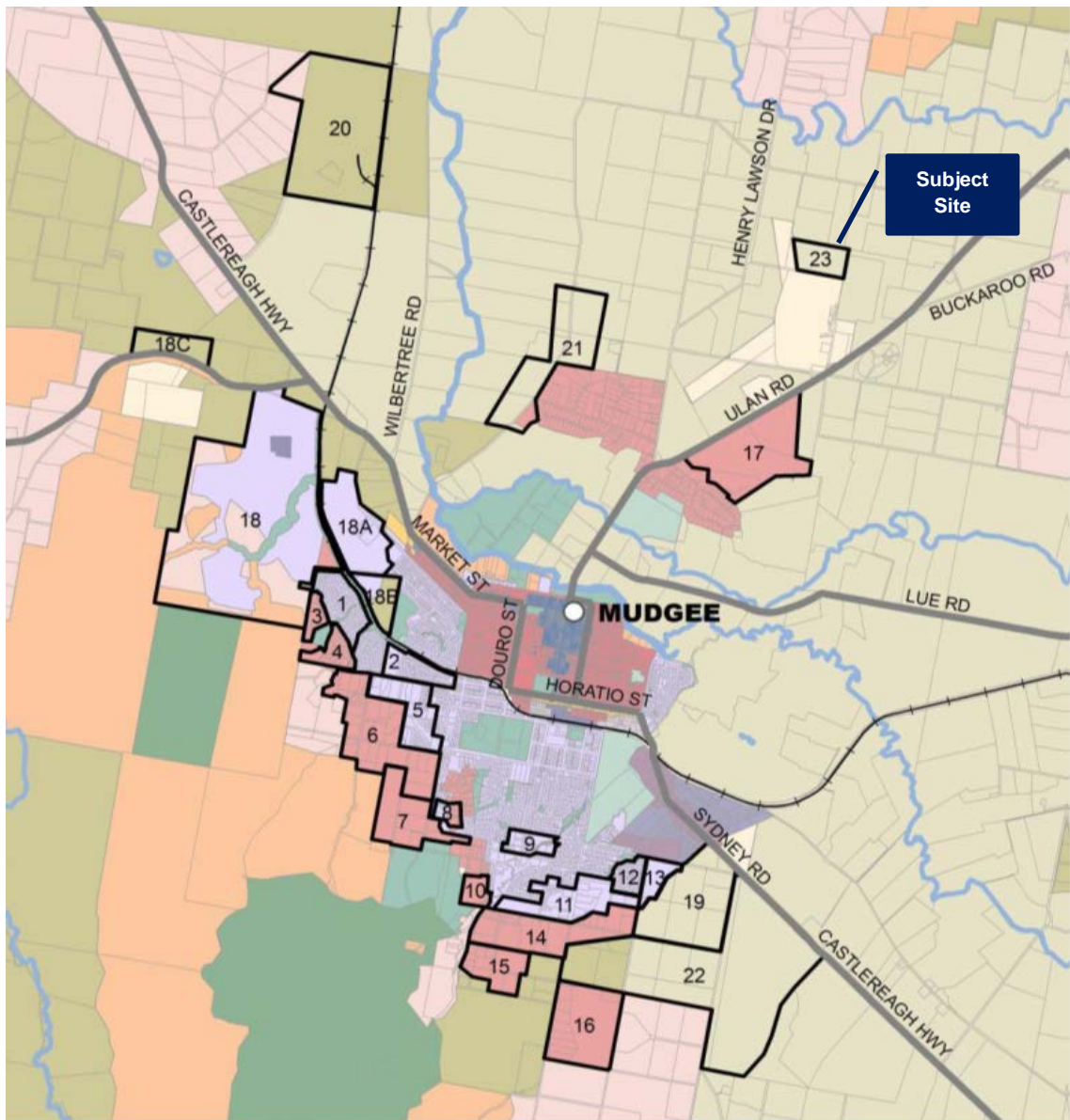


Figure 5: Extract from the Draft Mudgee and Gulgong Urban Release Strategy

(Source: Draft Mudgee and Gulgong Urban Release Strategy, Hill PDA Consulting, 2014)

Mid-Western Regional Comprehensive Land Use Strategy

The MWRC has prepared the Comprehensive Land Use Strategy (**CLUS**), which provides clear direction for growth for the next 15-20 years. The Strategy has informed the MWR LEP 2012 and provides a context for future land use and is supported by the Mudgee Town Structure Plan.

The CLUS notes that the Mudgee Airport is an important asset for the LGA providing a gateway location into the region with opportunities on the Airport site and surrounding land for potential additional uses. In particular, land surrounding the Airport immediately to the north and west has been identified as a potential development opportunity for compatible airport linked uses and other compatible uses.

With reference to **Figure 6** below, the subject site, which adjoins the Airport to the north, has been identified as an area with an opportunity for additional uses. This PP is consistent with the CLUS, Mudgee Town Structure Plan and the objectives of the Zone as the proposed minimum lot size will enable future subdivision of the subject site, which could accommodate residential development with links to the airport. The proposal will facilitate the pursuit of this and is consistent with the Department's LEP change for the similarly identified lot on the western side of the north south runway.

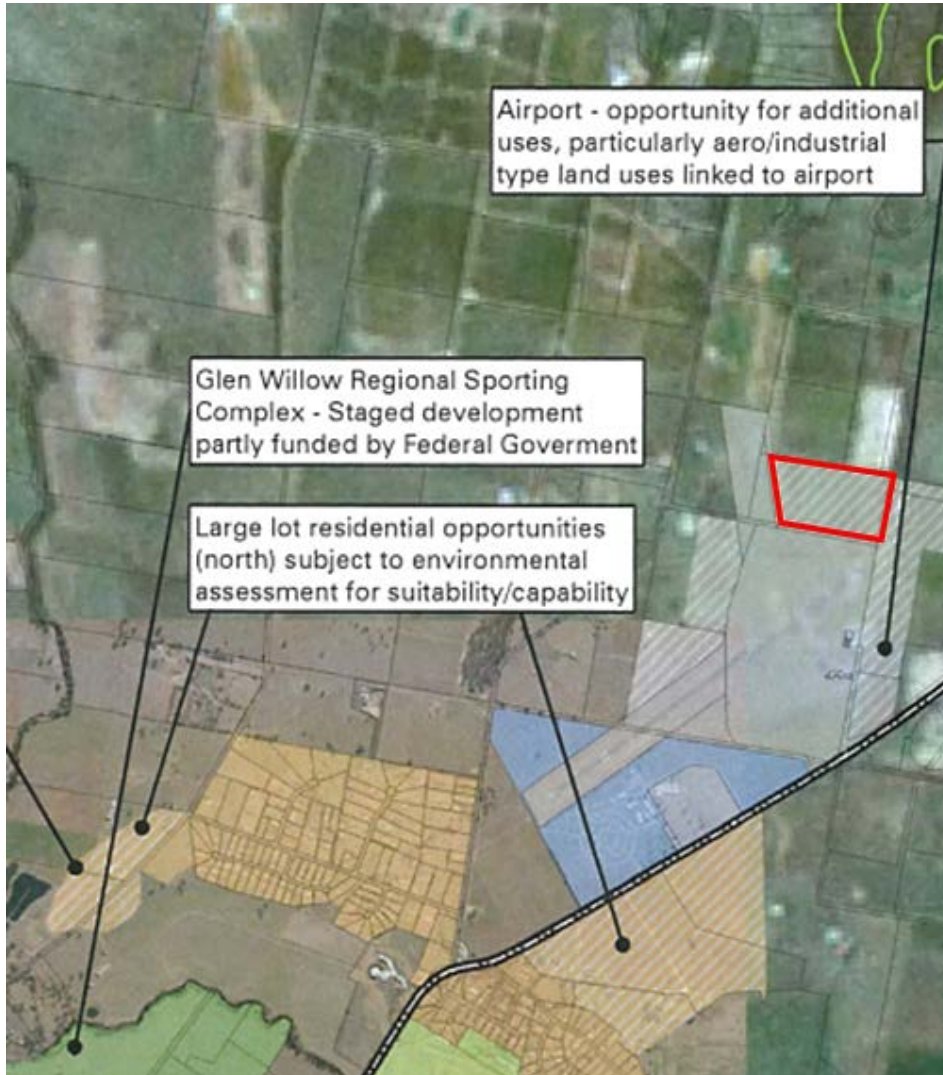


Figure 6: Extract from Mudgee Town Structure Plan and Subject Site (outlined red)

(Source: Mid-Western Regional Comprehensive Land Use Strategy, Parsons Brinckerhoff, 2010 (as adapted by GLN))

Mid-Western Regional Community Plan – Towards 2030

Goals of the Community Plan and how this PP achieves these, is discussed in the **Table 2** below correlating to strategies identified in the Plan.

Table 2: Relevant Goals of the Mid-Western Regional Community Plan

Goal	Strategy From Community Plan	Planning Proposal/Response
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Goal	Strategy From Community Plan	Planning Proposal/Response
Theme 1 – Looking After our Community		
Goal 2 – Vibrant Towns and Villages	Make available diverse, sustainable, adaptable and affordable housing options through effective land use planning.	<p>The subject site is suitable for the residential use associated with aviation as it is unconstrained, un-fragmented and is strategically positioned to take advantage of existing infrastructure and services. Consents have previously been issued by the MWRC for residential developments on the subject site.</p> <p>This PP will also provide an opportunity for compatible land uses to locate within close proximity to the Mudgee Airport without creating undue demands on services and/or infrastructure.</p>
Theme 2 – Protecting Our Natural Environment		
Goal 1 – Protect and Enhance Our Natural Environment	Ensure land use planning and management enhances and protects biodiversity and natural heritage.	<p>The land the subject of this PP is currently under-developed with an uneconomic cherry orchard established on approximately 40% of the subject site area.</p> <p>Removal of the cherry orchard and future development of the subject site will not have any impact on biodiversity and/or natural heritage.</p>
Theme 3 – Building a Strong Local Economy		
Goal 2 – An Attractive Business and Economic Environment	Support the expansion of essential infrastructure and services to match business and industry development in the Region.	<p>The Mudgee Airport is an important asset for the MWRC LGA providing a gateway into the Region.</p> <p>This PP will enable future subdivision of the subject site which could accommodate the provision of airport linked residential development. Such development has the potential to stimulate aviation interest and demand, which could strengthen the economic returns of the Airport facility as well as aviation related business and industry development within the Region.</p>
Goal 3 – A Range or Rewarding and Fulfilling Career Opportunities to Attract and Retain Residents	Support projects that create new jobs in the Region and help to build a diverse and multi-skilled workforce.	<p>With reference to the comments made at Goal 2 above, improvements to economic returns of the Airport facility will ultimately lead to the creation of new jobs within the Region. Construction jobs for houses and infrastructure would also be created.</p>

Mid-Western Regional Council Economic Development Strategy

MWRC has an Economic Development Strategy (**EDS**) outlining a future economic direction for the Region in the next ten (10) years, to June 2020. The EDS provides a broad framework for the various lead agencies and stakeholders involved in economic development to identify their roles and engage in economic development initiatives for the Region.

Providing adequate infrastructure to support economic activity is a key principle identified in the EDS that will influence economic development in the Region for the future. According to the EDS, MWRC will be the lead agency to facilitate the development and availability of adequate infrastructure to support economic activity in the Region. In particular, one of the key activities that MWRC will undertake in the short term will be to promote development of airport infrastructure at Mudgee Airport as an opportunity for business expansion in aviation related industry.

This PP is seeking an amendment to the minimum lot size control for the subject site, which has been identified in the CLUS as an area with an opportunity for additional uses linked to the Airport. The proposed amendment will facilitate future subdivision of the subject site which could accommodate Airport linked residential development. This in turn, will strengthen the economic returns of the Airport facility as well as aviation related business and industry within the Region.

Mudgee Airport Master Plan

The Mudgee Airport Master Plan (the **Master Plan**) was adopted in principle, as amended, by Council at its meeting held on 26 October 2005. The Master Plan is based on an assessment of the aviation needs for Mudgee Airport to 2014 and focusses on the building area precinct of the Airport, which accommodates the passenger terminal, general aviation facilities and potential development areas.

Since the adoption of the Master Plan, MWRC has completed a number of actions identified within the Plan. In particular, during April 2009, MWRC issued development consent for a 16 lot staged subdivision of the Airport. Whilst a number of these allotments appear to have been developed, work is still required for the development of the remainder.

It is noted that the Master Plan also facilitates (if required) the ability to provide airside linkages directly to privately owned land, which is contiguous with the Airport. Whilst two nominal locations are depicted, the Plan acknowledges that others are available.

The Master Plan is currently under further review and the land the subject of this PP can be identified as one of the locations with potential. Further the approval that has recently been issued for the subdivision and construction of aircraft hangars on the Proponent's adjoining land (see DA 1052/2012) acknowledged for its suitable airside linkages that are compatible with the Master Plan. The physical linkages will be the subject of further detailed discussion with the Council though numerous options are available.

4.3.2.3 Is the planning proposal consistent with applicable State Environmental Planning Policies?

The State Environmental Planning Policies (**SEPPs**) that are relevant to this PP have been detailed and reviewed below. For a complete checklist of SEPPs refer to **Appendix C**.

State Environmental Planning Policy (Rural Lands) 2008

The aim of State Environmental Planning Policy (Rural Lands) 2008 (**Rural Lands SEPP**) is to facilitate the orderly and economic use and development of rural lands for rural and related purposes. The Rural Lands SEPP applies to all rural land within the MWRC.

The land the subject of this PP has strategic development potential as identified in the Urban Release Strategy and CLUS (refer to **Section 4.3.2.2** above). This PP is seeking to formally recognise the development potential through an amendment to the MWR LEP 2012.

With reference to Part 4 and Schedule 2 of the Rural Lands SEPP, there is no State Significant Agricultural Land Classification that applies to the land the subject of this PP.

Based on the above, this PP is not inconsistent with the Rural Lands SEPP.

State Environmental Planning Policy No. 55 – Remediation of Land

State Environmental Planning Policy No. 55 provides state-wide planning controls for the remediation of contaminated land. Clause 6 of the SEPP provides the requirements, which must be considered by a planning authority in the preparation of a zoning or re-zoning proposal:

- (1) *In preparing an environmental planning instrument, a planning authority is not to include in a particular zone (within the meaning of the instrument) any land specified in subclause (4) if the inclusion of the land in that zone would permit a change of use of the land, unless:*
 - (a) *the planning authority has considered whether the land is contaminated, and*
 - (b) *if the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and*
 - (c) *if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the land will be so remediated before the land is used for that purpose.*
- (2) *Before including land of a class identified in subclause (4) in a particular zone, the planning authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.*
- (3) *If a person has requested the planning authority to include land of a class identified in subclause (4) in a particular zone, the planning authority may require the person to furnish the report referred to in subclause (2).*
- (4) *The following classes of land are identified for the purposes of this clause:*
 - (a) *land that is within an investigation area,*
 - (b) *land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,*

This PP does propose the re-zoning of the subject site. However, with regard to subclause (4) above, it is noted that 'agricultural/horticultural activities' are listed in Table 1 of the 'Planning Guidelines – SEPP 55 Remediation of Land' (DUAP, EPA, 1998) as an activity which may cause contamination. As the land the subject of this PP has previously been utilised for agricultural/horticultural activities, it is noted that a report specifying the findings of a preliminary investigation of the subject land may be required at some time prior to approval of a development application. Given the previous agricultural uses however and the existing residential approvals is unlikely to be of any concern.

The PP is not inconsistent with SEPP No. 55.

4.3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (Section 117 Directions)?

The Section 117 Directions that are relevant to this PP have been detailed and reviewed below. For a complete checklist of Section 117 Directions, refer to **Appendix D**.

1.2 Rural Zones

The purpose of this Direction is to protect the agricultural value of rural land and applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed rural zone.

As per Clause 4(b) of the Direction, this PP contains provisions that will increase the permissible density of land within a rural zone. Therefore, this PP is seeking to be justifiably inconsistent with the terms of the Direction under Clause 5. Specifically, this PP gives consideration to the objectives of this Direction, is in accordance with the MWRC Urban Release Strategy, CLUS and is of relatively minor significance.

Further to the above, as previously noted within this PP, the subject land is currently predominantly vacant with further potential for subdivision and development should this PP be supported. Importantly, the subject land is insignificant having regard to the area of the surrounding rural zoned land available for agricultural production.

1.5 Rural Lands

The purpose of this Direction is to protect the agricultural production value of rural land and to facilitate the orderly and economic development of rural land for rural and related purposes. This Direction applies pursuant to Clause 3 as the PP will affect land within an existing rural zone by changing the existing prescribed minimum lot size.

The proposed change to the zoning and minimum lot size control as detailed throughout this PP is consistent with this Direction as it conforms to the Rural Planning and Rural Subdivision Principles listed in the Rural Lands SEPP and that it does not compromise the production value or development of rural land for rural purposes. In particular, this PP will:

- Not enable the fragmentation of high quality agricultural land.
- Not enable the potential for additional rural land use conflicts.
- Provide development opportunities compatible with surrounding and adjoining developments.
- Provide development opportunities within an area close to an existing town centre that is well serviced and capable of meeting the daily needs of the intended occupants.

3.5 Development near Licensed Aerodromes

This Direction applies when a relevant planning authority prepares a Planning Proposal that will create, alter or remove a zone or a provision relating to land in the vicinity of a licensed aerodrome. The objectives of this Direction are to ensure the effective and safe operation of aerodromes, ensure that their operation is not compromised by development and ensure development for residential purposes is not adversely affected by aircraft noise.

The land the subject of this PP adjoins part of the northern boundary of the Mudgee Airport and has been identified in the MWRC Urban Release Strategy and CLUS as a potential development opportunity.

Clause 6.8 of the MWR LEP 2012 provides a number of provisions that aim to protect the airspace operations of Mudgee Airport as well as the community from undue risk, including consultation with the relevant Commonwealth authority. In this regard, consultation with the relevant Commonwealth body is likely to form part of the future development process.

5.1 Implementation of Regional Strategies

This Direction requires a PP to be consistent with a regional strategy released by the Minister for Planning.

As noted at **Section 4.3.2.1**, there is no State or Regional Environmental Plan that addresses future development in Mudgee, or that has relevance to the MWRC LGA. Nonetheless, this PP is consistent with the vision, land use strategy, policies, outcomes and actions as identified in the relevant MWRC's local Strategies (refer to **Section 4.3.2.2**).

6.1 Approval and Referral Requirements

This Direction aims to minimise the inclusion of provisions that require the concurrence, consultation or referral of development to a Minister or public authority.

This PP does not propose to include additional uses beyond what is permitted within the relevant land use table. It is therefore, consistent with this Direction.

6.3 Site Specific Provisions

This Direction relates to the use of site specific planning controls.

This PP does not seek to include additional uses beyond what is permitted within the Standard Instrument Land Use Table for the RU4 Primary Production Small Lot Zone

4.3.3 Environmental, Social and Economic Impact

4.3.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

The subject site contains minimal vegetation (mainly cherry trees associated with an existing orchard) and no remnant vegetation. Therefore, the potential for impact on critical habitat, threatened species, populations or ecological communities is considered to be immaterial.

4.3.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Due to the proximity of the subject site to the Airport, there is potential for the amenity of approved future residences to be impacted as a result of aviation noise. The potential for impact would be assessed at the development stage and should not hinder further consideration of this PP.

Nonetheless, due to the low frequency of commercial flights (typically one in and one out per day) plus a few private flights, the potential impact of aviation noise would be insignificant. If required acoustic treatments can be applied to the construction of future residences (e.g. laminated glass, double plaster board ceilings and masonry walls). This however, would typically be prescribed as a condition of consent, though such conditions were not found necessary in the circumstances of low usage and size/type of aircraft for the existing dwelling consents.

The potential impact of aviation noise did not preclude the issuing of development consents for the construction of 2 residential dwellings on the subject site (see DA 0091/2009 and 0173/2014). The PP will only create the potential for 6 more.

4.3.3.3 Has the planning proposal adequately addressed any social and economic effects?

Overall, the social and economic effects of this PP are expected to be positive. In particular,

- The loss of agricultural land (in this instance) is considered to be insignificant with regard to the area of the surrounding rural zoned land available for viable agricultural production.
- Part of the subject site contains an established cherry orchard and has previously also been used for the growing of grapes. According to the proponent's, the size of the subject site is such that neither grapes nor cherries have been (or can be) an economically viable agricultural venture, with losses well documented for at least a decade.
- This PP will enable the utilisation of land that has available infrastructure and will provide an opportunity for residential development without creating additional demands on services and/or infrastructure.
- This PP will cater to the strong demand and limited supply of appropriately zoned 2 hectare allotments near Mudgee and on the eastern side of Mudgee.
- The Mudgee Airport is an important asset for the MWRC LGA, which provides a gateway into the Region. The potential for tourist and airport related development on the subject site if capable of subdivision into 2ha lots could strengthen the economic returns of the Airport facility as well as aviation and/or tourist related business or industry within the Region.

4.3.4 State and Commonwealth Interests

There are not considered to be any State or Commonwealth interests in this PP other than ensuring general consistency with the State Policies and facilitating the ongoing operation and development of Mudgee Airport.

4.3.4.1 Is there adequate public infrastructure for the Planning Proposal

Yes. There is considered to be adequate public infrastructure as detailed below:

- Future development will not generate a need for reticulated water. Rather, a 10,000 litre dedicated water supply tank would be provided with a petrol or diesel powered pump. This is consistent with DA 0091/2009 and DA 0173/2014.
- The soils within the subject site have previously been analysed and identified as suitable for the provision of an on-site sewerage management system (see DA 0091/2009 and DA 0173/2014).
- Being adjacent to the Mudgee Airport and approved for dwellings, key utilities such as electricity and telephone are available for connection to the subject site. Connections to these utilities would be formalised during the subdivision design stage,

- The subject site is located approximately 5 kilometres from the Mudgee CBD and is well positioned to utilise existing all-weather access roads, including George Campbell Drive, Ulan Road, Eurunderee Road and Henry Lawson Drive.

4.3.4.2 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

No consultation has been carried out with either State or Commonwealth public authorities in relation to this PP. Nonetheless, following the Gateway Determination, relevant agencies will be consulted where required.

Any proposed variations to this PP would be addressed following the consultation period.

4.4 Community Consultation

It is expected that direction as to the nature and extent of community consultation will be given by the Minister as part of the LEP Gateway Determination.

Should this PP be supported, it is likely that it will be exhibited as a 'low impact' proposal for a period of not less than 14 days in accordance with Section 5.5.2 of *A Guide to Preparing Local Environmental Plans*. A 'low impact' proposal is defined as 'a planning proposal that, in the opinion of the person making the Gateway determination is:

- *Consistent with the pattern of surrounding land use zones and/or land uses.*
- *Consistent with the strategic planning framework.*
- *Presents no issues with regard to infrastructure servicing.*
- *Not a principal LEP.*
- *Does not re-classify public land.*

Public exhibition of the PP will include notification in the newspapers that circulate widely in the area. Information relating to the PP will also be on display at Council's administration building located at 86 Market Street, Mudgee.

5.0 Summary and Recommendations

The submitted PP seeks an amendment to the Mid-Western Regional LEP 2012 to facilitate residential accommodation incidental with aviation and to permit subdivision of Lot 63 DP 618063, 55 George Campbell Drive, Mudgee into 2 hectare lots.

This will be achieved by amending the MWR LEP 2012 as follows:

- 1) Inserting a “Zone SP1 Special activities” into the land use table and changing the zoning of the site on the Land Zoning map (Sheet LZN_006F) to reflect this new zone.
- 2) Removing the 20 hectare minimum lot size from the subject land and replacing it with a 2 hectare minimum lot size. This requires amending the Lot Size map (Sheet LSZ_006F) by removing it from the **AB3** 20 identification and replacing it with the **Z** 2 ha designation.

The PP is in accordance with the objectives of the relevant MWRC’s Local Strategies, applicable SEPPs and Section 117 Directions. There are not considered to be any environmental, social or economic impacts arising as a result of the PP.

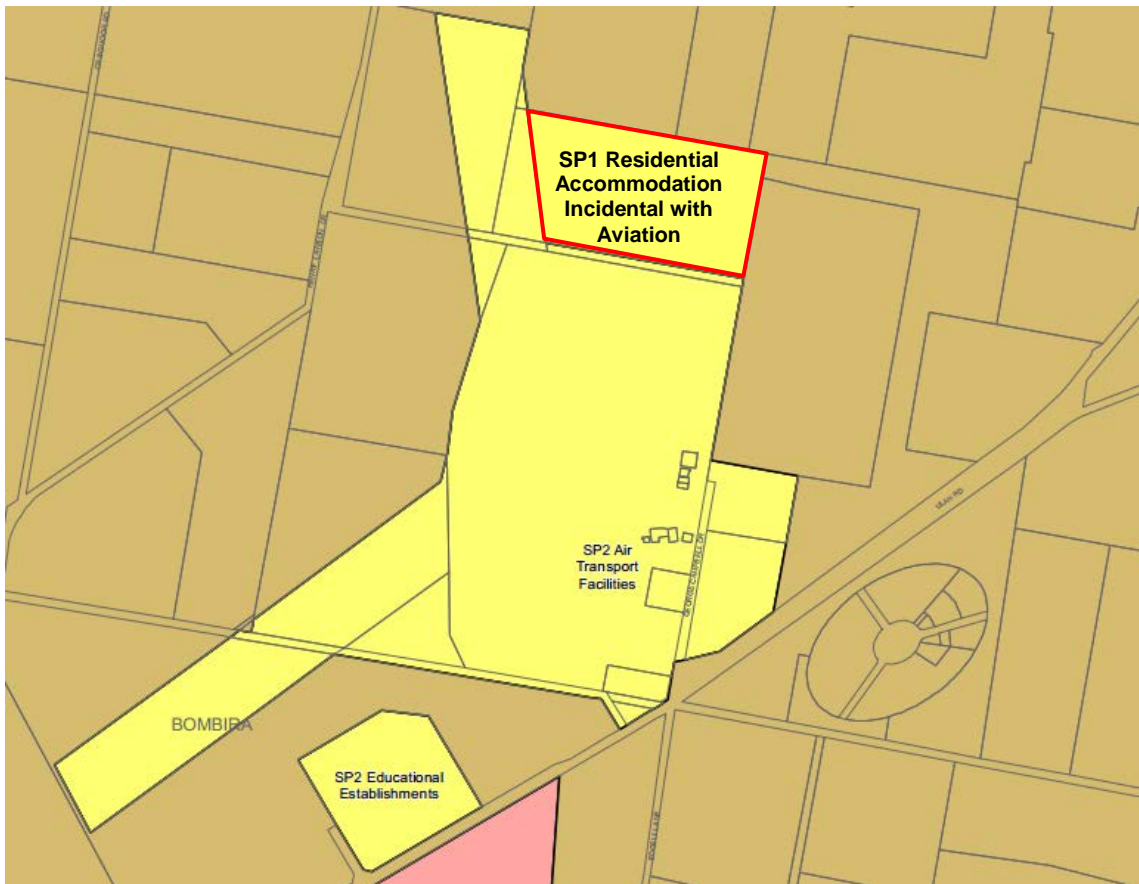
It is therefore requested that the Council resolve to forward this PP to the DPE for LEP Gateway Determination in accordance with the EP&A Act.

APPENDIX A
Three Indicative Lot Layout Plans



APPENDIX B
Proposed Land Zoning Map Change





Proposed amendment to the Land Zoning map (Sheet LZN_006F) of Mid-Western Regional Local Environmental Plan 2012

APPENDIX C

State Environmental Planning Policies



Planning Proposal

Lot 63 DP 618063 George Campbell Drive, Mudgee

State Environmental Planning Policy	Relevance	Consistency
SEPP No. 1 – Development Standards	N/A	
SEPP No. 14 – Coastal Wetlands	N/A	
SEPP No. 15 – Rural Land-sharing Communities	N/A	
SEPP No. 19 – Bushland in Urban Areas	N/A	
SEPP No. 21 – Caravan Parks	N/A	
SEPP No. 26 – Littoral Rainforests	N/A	
SEPP No. 29 – Western Sydney Recreation Area	N/A	
SEPP No. 30 – Intensive Agriculture	N/A	
SEPP No. 32 – Urban Consolidation (Re-development of Urban Land)	N/A	
SEPP No. 33 – Hazardous and Offensive Development	N/A	
SEPP No. 36 – Manufactured Home Estates	N/A	
SEPP No. 39 – Spit Island Bird Habitat	N/A	
SEPP No. 44 – Koala Habitat Protection	N/A	
SEPP No. 47 – Moore Park Showground	N/A	
SEPP No. 50 – Canal Estate Development	N/A	
SEPP No. 52 – Farm Dams and Other Works in Land and Water Management Plan Areas	N/A	
SEPP No. 55 – Remediation of Land	YES	CONSISTENT
SEPP No. 59 Central Western Sydney Economic and Employment Area	N/A	
SEPP No. 62 – Sustainable Aquaculture	N/A	
SEPP No. 64 – Advertising and Signage	N/A	
SEPP No. 65 – Design Quality of Residential Flat Development	N/A	
SEPP No. 70 – Affordable Housing (Revised Schemes)	N/A	

Planning Proposal

Lot 63 DP 618063 George Campbell Drive, Mudgee

State Environmental Planning Policy	Relevance	Consistency
SEPP No. 71 – Coastal Protection	N/A	
SEPP – Affordable Rental Housing 2009	N/A	
SEPP – Building Sustainability Index BASIX 2004	N/A	
SEPP – Exempt and Complying Development Codes 2008	N/A	
SEPP – Housing for Seniors or People Living with a Disability 2004	N/A	
SEPP – Infrastructure 2007	N/A	
SEPP – Major Development 2005	N/A	
SEPP – Mining, Petroleum Production and Extractive Industries 2007	N/A	
SEPP – Rural Lands 2008	YES	CONSISTENT
SEPP – State and Regional Development 2011	N/A	

APPENDIX D
Section 117 Directions

Planning Proposal

Lot 63 DP 618063 George Campbell Drive, Mudgee

Section 117 Ministerial Directions	Relevance	Consistency
1. Employment and Resources		
1.1 Business and Industrial Zones	N/A	
1.2 Rural Zones	YES	CONSISTENT
1.3 Mining, Petroleum Production and Extractive Industries	N/A	
1.4 Oyster Aquaculture	N/A	
1.5 Rural Lands	YES	CONSISTENT
2. Environment and Heritage		
2.1 Environment Protection Zones	N/A	
2.2 Coastal Protection	N/A	
2.3 Heritage Conservation	N/A	
2.4 Recreation Vehicle Areas	N/A	
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	N/A	
3.2 Caravan Parks and Manufactured Home Estates	N/A	
3.3 Home Occupations	N/A	
3.4 Integrating Land Use and Transport	N/A	
3.5 Development Near Licensed Aerodromes	YES	CONSISTENT
3.6 Shooting Ranges	N/A	
4. Hazard and Risk		
4.1 Acid Sulphate Soils	N/A	
4.2 Mine Subsidence and Unstable Land	N/A	
4.3 Flood Prone Land	N/A	

Planning Proposal

Lot 63 DP 618063 George Campbell Drive, Mudgee

Section 117 Ministerial Directions	Relevance	Consistency
4.4 Planning for Bushfire Protection	N/A	
5. Regional Planning		
5.1 Implementation of Regional Strategies	YES	CONSISTENT
5.2 Sydney Drinking Water Catchments	N/A	
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	
5.4 Commercial and Retail Development along the Pacific highway, North Coast	N/A	
5.8 Second Sydney Airport: Badgerys Creek	N/A	
6. Local Plan Making		
6.1 Approval and Referral Requirements	YES	CONSISTENT
6.2 Reserving Land for Public Purposes	N/A	
6.3 Site Specific Provisions	YES	CONSISTENT
7. Metropolitan Planning		
7.1 Implementation of the Metropolitan Plan for Sydney 2036	N/A	

M^CLAREN TRAFFIC ENGINEERING**Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness**Email: mclarenc@ozemail.com.auWebsite: www.mclarentraffic.com.au

Mobile (0412) 949-578

Sutherland Office:

Shop 7
720 Old Princes Hwy
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Accounts Office:

5 Jabiru Place
Woronora Heights
NSW 2233
Ph 61-2-9545-5161
Fax 61-2-9545-1227



28 August 2015

2015/449.L01 CM/sm

Mr John Cole
C/o HWL Ebsworth Lawyers
Level 14, Australia Square
264-278 George Street
SYDNEY NSW 2000
Dear Sir,

**ADVICE WITH RESPECT TO VEHICULAR ACCESS CAPACITY
FOR REZONING LOT 63 DP610863**

Craig McLaren of our office has reviewed the access corridors that serve Lot 63 in DP618063 (**subject land**). The lawful current approved vehicular access arrangements for the subject land are:

1. (a) A 20m wide Right-Of-Carriageway (ROC) to the south from the site to George Campbell Drive then to Ulan Road, with variable width and all weather unsealed construction.
- (b) An 11m wide ROC to the north from the site to Eurunderee Road, again with variable width all weather construction. This access was recently required, inspected and accepted by Council as access for the dwelling under construction.
2. The land is 16.74 ha in area.
3. The land lies immediately adjacent to and the north west of Mudgee Airport. A planning proposal is well advanced to allow a 2ha min lot size for associated residential use.
4. The northern 11m wide ROC corridor partly to Eurunderee Lane runs parallel to of the north-south (low use) grassed runway.
5. The southern 20m wide ROC corridor runs at roughly 90 degrees and close to eastern (landing end) of the main tarmac runway. This section of the carriageway is affected by the obstacle limitation surface (OLS).
6. During advertising Council has expressed concerns with the planning proposal over the increased level of traffic along the southern ROC proximate to the main runway landing area.
7. There are two dwellings approved on the site, one under construction. The planning proposal will facilitate 6 additional lots.
8. The undersigned states, as an RMS accredited Level 3 Road Safety Auditor that the daily and peak hourly traffic generation levels associated with an (8) lot rural subdivision can



be very comfortably accommodated, solely on the northern 11m wide carriageway to Eurunderree Lane.

9. An occupied rural residential lot generates in the order of 6 vehicle trips per day, with 10% of traffic occurring in peak hours. The planning proposal will thus give rise to some 36 additional vehicle trips per day and 3 to 4 peak hourly trips (in fact less if existing agricultural use is also taken into account).
10. In accordance with current standards an 11m wide ROC can easily accommodate the 8 lots traffic. Even a gravelled road of only 3.7m in width with adjacent grassed level area is acceptable for volume traffic generating uses up to a limit of 150 vehicles per day, with reference to Table 4.5 of 2009 AUSTRROADS "Guide to Road Design Part 3 – Geometric Design." This capacity is more than three times the anticipated demand.

Table 4.5: Single carriageway rural road widths (m)

Element	Design AADT				
	1 – 150	150 – 500	500 – 1,000	1,000 – 3,000	> 3,000
Traffic lanes ⁽¹⁾	3.7 (1 x 3.7)	6.2 (2 x 3.1)	6.2 – 7.0 (2 x 3.1/3.5)	7.0 (2 x 3.5)	7.0 (2 x 3.5)
Total shoulder	2.5	1.5	1.5	2.0	2.5
Minimum shoulder seal ^{(2),(3),(4),(5),(6)}	0	0.5	0.5	1.0	1.5
Total carriageway	8.7	9.2	9.2 – 10.0	11.0	12.0

1. Traffic lane widths include centre-lines but are exclusive of edge-lines.
2. Where significant numbers of cyclists use the roadway, consideration should be given to fully sealing the shoulders. Suggest use of a maximum size 10mm seal within a 20 km radius of towns.
3. Wider shoulder seals may be appropriate depending on requirements for maintenance costs, soil and climatic conditions or to accommodate the tracked width requirements for Large Combination Vehicles.
4. Short lengths of wider shoulder seal or lay-bys to be provided at suitable locations to provide for discretionary stops.
5. Full width shoulder seals may be appropriate adjacent to safety barriers and on the high side of superelevation.
6. A minimum 7.0 m seal should be provided on designated heavy vehicle routes (or where the AADT contains more than 15% heavy vehicles).

11. Adopting the capacity of 150 vehicles per day yields a theoretical potential for up to 25 rural residential lots on such an accessway with no safety or capacity issues. The 11m carriageway width is ample for the potential traffic from the planning proposal, with no need to use the access to George Campbell Drive.
12. The undersigned supports the additional lots for rural residential type use related to the airport (8 lots in total) with sole vehicular the access along the northern ROC to Eurunderree Lane. The total demand is some 68% lower than an acceptable load of up to 150 daily vehicle trips.
13. Finally it is understood the owners/proponents of the planning proposal may be prepared to relinquish the legal rights of carriageway to the south to George Campbell Drive. Though this deals with different public safety implications than the normal traffic ones I deal with, the removal of current traffic in the OLS will, in my opinion have a public benefit.

Please contact the undersigned should you require further information.

Yours faithfully,

M^cLaren Traffic Engineering



Craig M^cLaren

Director

BE Civil. Graduate Diploma (Transport Eng) MAITPM MITE [1985]

RMS Accredited Level 3 Road Safety Auditor

RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)

ANNEXURE A: AERIAL IMAGE OF SITE CONTEXT




I am registered Surveyor no. 86.

I have reviewed the legal access arrangements for Lot 63 DP618063.

I have examined all the relevant registered Deposited Plans and Registered Instruments dealing with the legal rights of carriageway for Lot 63 DP618063 to pass over Lot 2 DP851059. This access is to the north to Eurunderee Lane. I hereby certify that this right of carriageway is 11 metres in width.

Relevant plans are attached and highlighted.



DAVID ENGLAND

Registered Surveyor
28.8.15.

10 20 30 40 50 60 70 80 90 100 110 120 130 140
 SCALE of mm

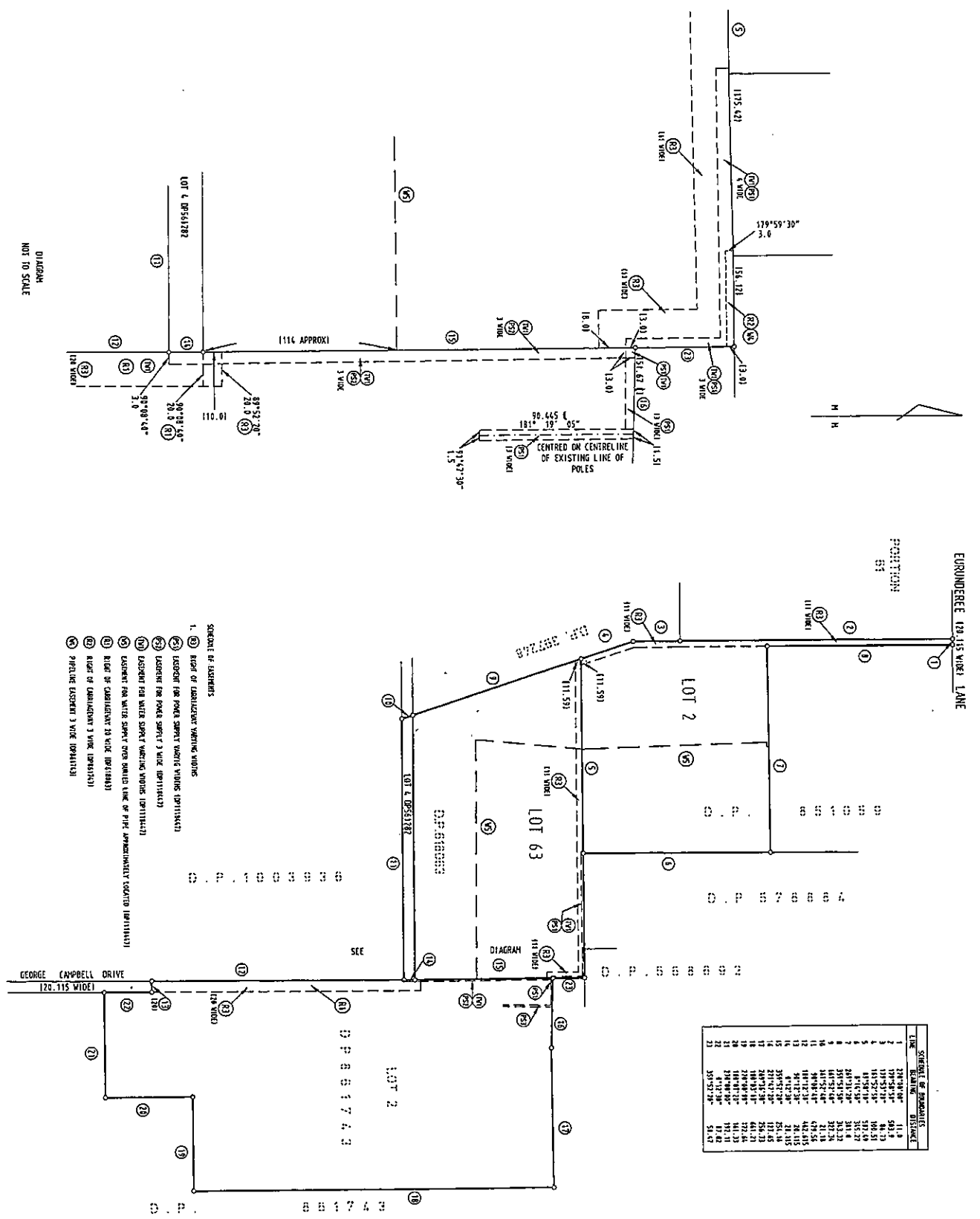
Surveyor: ROBERT JOHN BROOKS
 Date of Survey: 15th OCTOBER, 2007
 Surveyor's Ref: H555-2

PLAN OF RIGHT OF CARRIAGEWAY VARYING WIDTHS
 OVER LOT 2 DP931059, LOT 63 DP618063 AND LOT 2 DP961743

L.G.A.: MID-WESTERN REGIONAL COUNCIL
 Locality: ERUNDERE
 Subdivision No:
 Lengths are in meters. Reduction Ratio: 1:5000

Registered
 JUNE 01, 2006

DP1120705



- SCHEDULE OF EASEMENTS
1. RIGHT OF CARRIAGEWAY VARYING WIDTHS
 2. EASEMENT FOR POWER SUPPLY VARYING WIDTHS (DP1120705)
 3. EASEMENT FOR POWER SUPPLY 3 WIRE (DP1120705)
 4. EASEMENT FOR WATER SUPPLY VARYING WIDTHS (DP1120705)
 5. EASEMENT FOR WATER SUPPLY OVER SHARED LINE OF PIPE APPROXIMATELY LOCATED (DP1120705)
 6. RIGHT OF CARRIAGEWAY 3 WIRE (DP1120705)
 7. RIGHT OF CARRIAGEWAY 3 WIRE (DP1120705)
 8. DRINKING EASEMENT 3 WIRE (DP1120705)

DIAGRAM
 NOT TO SCALE

WARNING: GRASSING OR FLOODING WILL LEAD TO REFLECTION

Scale 1 m = 1 km

MA & ME Muller

200 Eurunderee Lane
Mudgee. NSW. 2850

24/08/2015

**GENERAL MANAGER
Mid-Western Regional Council**

Re: PLANNING PROPOSAL.

Rezoning and amendment to the original lot SZE – 55 George Campbell Drive
Mudgee – Lot 63 DP618063

Dear Sir,

If the proposal to rezone for residential is approved it will jeopardise most of our farming activities.

Part of our primary production is forty acres of vineyards which require regular sprays of fungicides, insecticides and herbicides, these sprays need to be applied when required and not be restricted to when weather conditions are right to protect a residential area.

There will be a similar problem with dust, noise and herbicide drift when preparing paddocks for pasture and grain production.

Also the ability to control foxes in the lambing season will be greatly affected.

If this rezoning application is approved intensive agriculture may no longer be sustainable in this area.

Thanking you.

Kind regards,

Michael Muller Maureen Muller

M. A. Muller M E Muller



Liz Densley

From: Robert Fairall <robert@dilusso.com.au>
Sent: Monday, 6 July 2015 10:12 PM
To: Council
Subject: Rezoning and Amendment to the original lot size - 55 George Campbell Drive
Mudgee - Lot 63 DP618063

Dear sir/Madam

I refer to the above-referenced project, which relates to property directly adjacent (to the south) of my property.

My property consists of vineyards, an olive grove, fig orchard and winery gardens. It is very economic – although smaller in size than the lot described as 'uneconomic' in the Planning Application.

I utilise standard farming techniques for these crops - i.e commonly used spraying programs in the season.

When selecting my property for purchase in 1999, an important factor in my choice was being surrounded by other farmland as a buffer against urban encroachment.

Although I am all in favour of developing our region's tourist capacity, my fear is that having neighbours so close (15 metres) will inevitably attract complaints of 'spray drift', regardless of care taken by me.

This will potentially impact on the fears could be allayed as this project goes through the planning process.

Kind regards

Robert Fairall

Di Lusso Estate

Tel: 02-6373 3125

Fax: 02-6373 3128

www.dilusso.com.au



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Dr Guy Roth
PO Box 802
Narrabri 2390
guyroth@roth.net.au
02 6792 5340 | 0417 223 179

Mr Brad Cam
General Manager
Mid-Western Regional Council
PO Box 156
Mudgee 2850

July 10, 2015

**RE: PLANNING PROPOSAL – REZONING AND AMENDMENT TO THE ORIGINAL LOT SIZE
– 55 GEORGE CAMPBELL DRIVE MUDGEE – LOT 63 DP618063**

Dear Sir,

I am writing re concerns about potential impacts of the proposed rezoning and development of 55 George Campbell Drive.

We operate a commercial orchard operation on the adjoining property, Lot 2 DP851059.

Potential impacts include: increase traffic (disturbance and safety risks), land use conflict impacting on the ability to operate an orchard 24/7 (including crop protection sprays, bird scarers, large numbers of staff in season, tractor operations). In addition it is not clear how noise from aircraft taxiing to hangars will be mitigated.

1. Land Use Conflict With Surrounding RU4 Zoned Land

There is considerable potential for the proposed development to be in conflict with these objectives – not only by removing land from RU4 zoning but also by the impact on the adjoining RU4 neighbouring properties. Please ensure that any change of zoning of Lot 63 DP618063 away from RU4 to an alternate, smaller lot size with aircraft facilities has no potential to cause land use conflict and threaten the viability of intensive plant agriculture on surrounding properties.

For example, there is potential for land use conflict between residential developments and the essential operations of our commercial orchard operation on the adjoining land. This includes:

- Crop protection program (including fungicide and insecticide sprays)
- Bird control using scare guns, sound recordings, etc
- Workforce during picking season – large number of seasonal workers are employed for picking and packing.
- Tractor operations
- Biosecurity
- Operations conducted at all hours (eg it is very important that picking starts around 5 am, before the heat of the day, some operations are conducted at night).

2. Buffer area

Please ensure that the *planning includes an adequate buffer zone and noise screening, created within the boundaries of Lot 63 DP618063 to minimise these impacts*. For example, this may involve caveats preventing residential buildings and hangars being constructed within 50 m of the boundary (many agriculture chemical labels require buffer distances from building by law).

A buffer zone and noise barrier is needed within the proposed development to overcome risks of:

Dr Guy Roth
PO Box 802
Narrabri 2390
guyroth@roth.net.au
02 6792 5340 | 0417 223 179

- The proposed residential developments complaining of the horticultural operations;
- Neighbouring properties, including ours, being impacted by aircraft noise.

3. Access

I request that any rezoning and/or subdivision be conditional on all access being via George Campbell Drive with the access easement over our property Lot 2 DP851059 being revoked or at a minimum restricted to a single property for an agricultural purposes.

Lot 63 DP618063, addressed at 55 George Campbell Drive currently has a right of carriageway access easement over our driveway in Lot 2 DP851059 to Eurunderee Lane. This was primarily for the purpose of access to the shared irrigation bore located on a separate parcel of land accessed from Henry Lawson Drive (Part 112/616484). The planning documents note that access for the development is available from Eurunderee Lane, presumably via this easement. I strongly oppose that.

This access easement is acceptable for the RU4 land use at Lot 63 DP618063. However, it would not be fair and reasonable for that easement to continue to apply if the land is rezoned and subdivision proceeds. Traffic if the easement was used by an increased number of lots and changed land use would detract from our enjoyment of the land and pose a safety hazard with agricultural machinery and farm use, particularly during the harvest period and safety for our children.

4. Shared Irrigation Bore

Attached to each of the lots, Lot 63 DP618063, Lot 2 DP861743 and Lot 2 DP851059 is a share in ownership of an irrigation bore and attached land (accessed from Henry Lawson Drive, Part 112/616484). Any change in land use or subdivision will require satisfactory resolution of this irrigation arrangement that ensures the ability to conduct irrigated agriculture on Lot 2 DP861743 and Lot 2 DP851059 without causing an increase in costs.

5. Boundary fencing

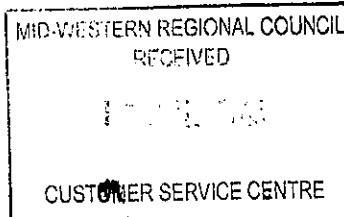
There is no need for fencing on an intensive horticultural property. Should the proposed rezoning and development result in changes to boundary fencing requirements (eg to an airport security standard or residential purpose) it is reasonable for this cost to be borne fully by owners of the land at Lot63 DP618063.

Yours sincerely,



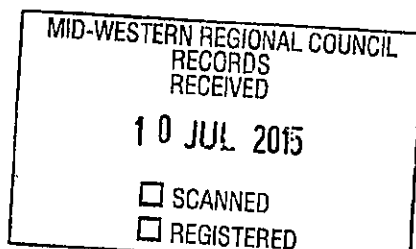
Dr Guy Roth

Mrs Ingrid Roth
Eurunderee Lane Mudgee | PO Box 802 Narrabri 2390 | ingridroth@roth.net.au
02 6792 5340 | 0428 195 485



Mr Brad Cam
General Manager
Mid-Western Regional Council
PO Box 156
Mudgee 2850

July 10, 2015



**RE: PLANNING PROPOSAL – REZONING AND AMENDMENT TO THE ORIGINAL LOT SIZE
– 55 GEORGE CAMPBELL DRIVE MUDGEE – LOT 63 DP618063**

Dear Sir,

This letter conveys to you concerns about potential impacts of the proposed rezoning and development of 55 George Campbell Drive to an aircraft residential development. Whilst not opposed to development, I am worried about how this development will impact on my family. Please take my genuine concerns into consideration.

Over recent years we invested heavily in a commercial orchard operation on the adjoining property, Lot 2 DP851059. It had been our intention to establish our family home in this rural area and further develop the horticultural business. If not carefully managed through planning controls, the proposed rezoning and subdivision could dramatically impact on both our business and our planned family home.

It is reasonable to require that any consideration of rezoning and subdivision in an RU4 zone will ensure that adequate provisions are made to protect the viability of intensive agriculture enterprises on the surrounding RU4 zoned land and the peaceful enjoyment of neighbouring properties. On careful review of the planning proposal it appears it does not explain how the impacts on neighbouring properties will be mitigated. Potential impacts include: increase traffic (disturbance and safety risks), land use conflict impacting on the ability to operate a 24/7 orchard (including crop protection sprays, bird scarers, large numbers of staff in season) and noise from aircraft taxiing to hangars.

Should Mid Western Regional Council approve the subdivision I therefore request it be conditional on:

1. Mitigating potential land use conflict and risks to the objectives of RU4 zoning.
2. Adequate buffer zone and noise screening being created within the boundaries of Lot 63 DP618063 to:
 - a. Protect the intensive horticulture enterprises operating on adjoining properties (consistent with the RU4 zoning).
 - b. Minimize noise impacts from aircraft/aircraft hangars on neighbours.
3. Access to subdivision lots to be solely from George Campbell Drive.
 - a. The access easement over our property Lot 2 DP851059 be revoked or at a minimum restricted to use by a single property only, for agricultural use.
4. Satisfactory resolution of issues relating to irrigation bore and attached land held jointly by owners of Lot 63 DP618063, Lot 2 DP861743 and Lot 2 DP851059.
5. Any costs for changes to boundary fencing requirements (eg to an airport security standard or residential purpose) to be borne by owners of the land at Lot 63 DP618063.

Should Mid-Western Regional Council be unable to apply these conditions to mitigate impact, I need to strongly oppose the development.

Following is some further detail on my concerns and requests for planning controls.

1. Land Use Conflict With Surrounding RU4 Zoned Land

Mid-Western Regional Council's planning documents describe objectives of the RU4 Primary Production Small Lots zone as follows:

- To enable sustainable primary industry and other compatible land uses.
- To encourage and promote diversity and employment opportunities in relation to primary industry enterprises, particularly those that require smaller lots or that are more intensive in nature.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To ensure that land is available for intensive plant agriculture.
- To encourage diversity and promote employment opportunities related to primary industry enterprises, particularly those that require smaller holdings or are more intensive in nature.

There is considerable potential for the proposed development to be in conflict with these objectives – not only by removing land from RU4 zoning but also by the impact on the adjoining RU4 neighbouring properties. Please ensure that any change of zoning of Lot 63 DP618063 away from RU4 to an alternate, smaller lot size with aircraft facilities has no potential to cause land use conflict and threaten the viability of intensive plant agriculture on surrounding properties.

For example, there is potential for land use conflict between residential developments and the essential operations of our commercial orchard operation on the adjoining land. This includes:

- Crop protection program (including fungicide and insecticide sprays)
- Bird control using scare guns, sound recordings, etc
- Workforce during picking season – large number of seasonal workers are employed for picking and packing.
- Operations conducted at all hours (eg it is very important that picking starts around 5 am, before the heat of the day, some operations are conducted at night).

2. Buffer area

Please ensure that the *planning includes an adequate buffer zone and noise screening, created within the boundaries of Lot 63 DP618063 to minimise these impacts*. For example, this may involve caveats preventing residential buildings and hangars being constructed within 50 m of the boundary.

A buffer zone and noise barrier is needed within the proposed development to overcome risks of:

- The proposed residential developments complaining of the horticultural operations;
- Neighbouring properties, including ours, being impacted by aircraft noise.

We have invested heavily in a commercial orcharding operation that is consistent with the objectives of the RU4 land use zoning of the locality and adjoining properties. As described above, there are potential conflicts when a commercial orchard finds itself adjoining a residential development. The viability of intensive horticulture depends on being able to conduct essential operations that may be considered a disturbance to residential neighbours (eg pest control programs, bird scarers, large numbers of staff operating at horticultural hours, possible future farm tourism activities).

We have planned to build our family home on the property (DA approved and commenced). We are worried about the noise impacts of aircraft taxiing to hangars adjacent to our land.

Mrs Ingrid Roth
Eurunderee Lane Mudgee | PO Box 802 Narrabri 2390 | ingridroth@roth.net.au
02 6792 5340 | 0428 195 485

3. Access

Any subdivision approval that would increase traffic over our land will impact unfairly on our property. I request that any rezoning and/or subdivision be **conditional on all access being via George Campbell Drive with the access easement over our property Lot 2 DP851059 being revoked or at a minimum restricted to a single property for an agricultural purpose.**

Lot 63 DP618063, addressed at 55 George Campbell Drive currently has a right of carriageway access easement over our driveway in Lot 2 DP851059 to Eurunderee Lane. This was primarily for the purpose of access to the shared irrigation bore located on a separate parcel of land accessed from Henry Lawson Drive (Part 112/616484). The planning documents note that access for the development is available from Eurunderee Lane, presumably via this easement. I strongly oppose that.

This access easement is acceptable for the RU4 land use at Lot 63 DP618063. However, it would not be fair and reasonable for that easement to continue to apply if the land is rezoned and subdivision proceeds. Traffic if the easement was used by an increased number of lots and changed land use would detract from our enjoyment of the land and pose a safety hazard with agricultural machinery and farm use, particularly during the harvest period and safety for our children.

4. Shared Irrigation Bore

Attached to each of the lots, Lot 63 DP618063, Lot 2 DP861743 and Lot 2 DP851059 is a share in ownership of an irrigation bore and attached land (accessed from Henry Lawson Drive, Part 112/616484). **Any change in land use or subdivision will require satisfactory resolution of this irrigation arrangement that ensures the ability to conduct irrigated agriculture on Lot 2 DP861743 and Lot 2 DP851059 without causing an increase in costs.**

5. Boundary fencing

There is no need for fencing on an intensive horticultural property. Should the proposed rezoning and development result in changes to boundary fencing requirements (eg to an airport security standard or residential purpose) it is reasonable for this cost to be borne fully by owners of the land at Lot63 DP618063.

Conclusion

Thank-you for your consideration of my concerns and for ensuring we will not be impacted unfairly by this rezoning and development application. As an owner of an impacted property I was very surprised to have learnt of the development only through reading the Mudgee Guardian.

If Mid-Western Regional Council cannot ensure planning controls to manage these impacts, the only fair option would be to prevent the rezoning, maintaining it as RU4.

Should Mid-Western Regional Council approve this development without conditions to mitigate these issues they risk the viability of the RU4 zoning on our adjoining property.

Kind Regards,



Ingrid Roth



2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting

WEDNESDAY 21 OCTOBER 2015

ATTACHMENT **6.3.5**

► Airport Master Plan - Final



DATE 10 August 2015

CONTACT BEN HARGREAVES

Mudgee Regional Airport | Master Plan 2015
For Mid-Western Regional Council

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APPENDIX A

MASTER PLAN FIGURES

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GLOSSARY OF TERMS & ABBREVIATIONS

ACN (Aircraft Classification Number)	A number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category.
Aerodrome	A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.
AHIA	Australian Helicopter Industry Association
AIP ERSA	Airservices Australia Aeronautical Information Package En-Route Supplement Australia
ANEF	Australian Noise Exposure Forecast
ARC (Aerodrome Reference Code)	A code used to specify the standards for individual aerodrome facilities which are suitable for use by aeroplanes within a range of performances and sizes. The code is composed of two elements: the first is a number (from 1 to 4) related to the aeroplane reference field length and the second is a letter (from A to F) related to the aeroplane wingspan and outer main gear wheel span.
AREC	Australian Rural Education Centre
ARP	Aerodrome Reference Point
AVGAS	Aviation Gasoline
AWIS	Automatic Weather Information Service
AWS	Automated Weather Station
BNN	Backup Navaid Network
CAGR	Compound Annual Growth Rate
CAR	Civil Aviation Regulations
CASA (Civil Aviation Safety Authority)	The Australian federal government department responsible for setting and maintaining safety standards for civil aviation. CASA is responsible for the codification of international standards and recommended practices into Australian legislation and for the issue of licences for aviation personnel including pilots, amongst other responsibilities.
CASR (Civil Aviation Safety Regulation)	CASRs establish the regulatory framework (<i>Regulations</i>) within which all service providers must operate.
Council	Mid-Western Regional Council
DA	Development Application
FBO	Fixed Base Operator
General Aviation (GA)	The sector of the aviation industry that does not include regular public transport (RPT) airlines and military aviation.
ICAO	International Civil Aviation Organisation

IFR/IMC (Instrument Flight Rules/ Instrument Meteorological Conditions)	Refers to rules under which flight involving navigation requiring reference to radio navigational aids or instruments is carried out. Weather conditions below a certain minima are referred to as instrument meteorological conditions (IMC). IFR flight requires pilots to be qualified in the use of instrument navigation and to use radio navigational aids provided at airports.
INM	Integrated Noise Model
IWI	Illuminated Wind Indicator
LEP	Local Environmental Plan
LGA	Local Government Area
LIRL	Low Intensity Runway Lighting
MOS	Manual of Standards
MTOW	Maximum Take-off Weight
NASAG	National Airports Safeguarding Advisory Group
NASF	National Airports Safeguarding Framework
Navaid	Commonly-used abbreviation for 'radio navigational aid'
NDB (Non Directional Beacon)	A simple and common type of radio navigational aid which allows pilots to track to or from its location.
Non-precision instrument approach	An instrument approach and landing that uses lateral guidance but does not use vertical guidance.
OLS	Obstacle Limitation Surfaces
PAL	Pilot Activated Lighting
PANS-OPS	Procedures for Air Navigation Systems – Aircraft Operations
PAPI	Precision Approach Path Indicator
Pavement Classification Number (PCN)	A number expressing the bearing strength of a pavement for unrestricted operations by aircraft with ACN value less than or equal to PCN.
PSI	Unit of pressure or stress (pounds per square inch)
RESA (Runway End Safety Area)	Area provided at the end of a runway strip, to protect the aeroplane in the event of undershooting or overrunning the runway.
RFDS	Royal Flying Doctor Service
RFS	Rural Fire Service
RNAV/GNSS Approach	Area Navigation/Global Navigation Satellite System Approach. A form of instrument approach procedure using signals from orbiting satellites to determine an aircraft's precise position at a point in time.
RPT (Regular Public Transport)	Air services operated by airlines that are scheduled to occur on a regular basis at fixed times or frequencies and on fixed routes.
RWS (Runway Strip)	A defined area including the runway and stopway, intended to reduce risk of damage to aircraft running off a runway and to protect aircraft flying over it during take-off or landing operations.
VOR	Very High Frequency Omni Range
WI	Wind Indicator

1.0 INTRODUCTION

REHBEIN Airport Consulting was commissioned by Mid-Western Regional Council (Council) to prepare this Master Plan for Mudgee Regional Airport. The Master Plan establishes a framework for the future development of the airport and addresses the existing airport activities as well as opportunities for growth in aviation and aviation-related activities.

The Master Plan sets out short, medium and long-term proposals for aeronautical and non-aeronautical development within the airport land and identifies opportunities for adjacent airport-related development consistent with the Mid-Western Local Environmental Plan (LEP) 2012.

1.1 PURPOSE

Airport master planning is undertaken to enable best-management practises and sound land-use development in addressing diverse aviation and community interests. An Airport Master Plan is the primary strategic tool available to airport owners and operators and communicates the operator's intentions with respect to development of the airport. Its purpose is to set out a long-term framework for the development of all facilities within the airport that protects future development against the effects of current decisions.

Consistent with these strategic considerations, the *Airports Act 1996* summarises the aims of an Airport Master Plan as follows:

- Establishing strategic direction for the efficient and economic development of the airport over the planning period;
- Providing for the development of additional uses of the airport site;
- Indicating to the public the intended uses of the airport site; and
- Reducing potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport.

Although the *Airport Act 1996* does not have statutory application to Mudgee Regional Airport, this does not reduce the relevance of these four key aims.

1.2 OBJECTIVES

Council has identified several further specific objectives in commissioning this Master Plan, including the desire to:

- Support the existing airport activities as well as future growth;
- Incorporation of the existing sub-division;
- Incorporation of land recently acquired by Council adjacent to the airport site; and
- Understand the possible opportunities for future aviation-related activities and facilitate their growth.

The following three primary development objectives have been identified:

- Provide a clear and coherent plan to facilitate future airport development, which meets the needs of all current and future airport users in a balanced and equitable fashion;
- Encourage the expansion of aviation facilities to enhance and improve the economic return from the existing airport asset; and
- Protect the airport and its operation from incompatible development and activities external to the airport.

1.3 METHODOLOGY

The principal steps in the preparation of this Master Plan were as follows:

- To gain an understanding of the planning context for this Master Plan the following was undertaken:
 - Stakeholder consultation was undertaken to solicit the views issues and concerns of key stakeholders (discussed further in **Section 2.5**); and
 - Existing information, including Council planning and economic development documents, was reviewed.
- A review of existing infrastructure, facilities and activities at the airport was undertaken;
- Based on consultation with the stakeholders and consideration of the local economy, economic and business development opportunities for the airport were considered and reviewed;
- Based on these identified opportunities and consideration of relevant market trends, forecasts of future aviation activity for the purpose of planning adequate infrastructure requirements were prepared;
- Aeronautical infrastructure development proposals were set including apron and taxiway development as well as supporting services. In parallel, proposals for non-aeronautical commercial development, including new hangar sites and aviation-related development precincts, and landside access were developed. This provided the overall development concept for the airport;
- An implementation plan was then developed including a staged development plan formulated to provide guidance on the implementation of the proposals as well as indicative capital cost estimates; and
- The potential wider planning impacts of various airport safeguarding requirements were then considered through the development of future Obstacle Limitation Surfaces (OLS) as well as lighting restrictions and wildlife hazards which will help define land use and specific development surrounding the airport.

1.4 MASTER PLAN STRUCTURE

This Mudgee Regional Airport Master Plan 2015 is structured as follows:

- **Section 2.0** sets out the planning context to this Master Plan;
- **Section 3.0** describes the existing situation with regards to infrastructure and activities at the airport;
- **Section 4.0** identifies the key economic and business development opportunities for the Mudgee Regional Airport which are likely to influence future activity levels and infrastructure requirements, along with associated forecasts of future aviation activity;
- **Section 5.0** describes the proposed development concept in terms of aeronautical and non-aeronautical infrastructure;
- **Section 6.0** outlines an expected implementation plan and staging along with indicative costs for short-term development;
- **Section 7.0** discusses the airport safeguarding requirements to ensure future operational capability of Mudgee Regional Airport is adequately protected; and
- Supporting Figures A through H illustrating relevant aspects of the Master Plan as referenced within the document are included at **Appendix A**.

2.0 PLANNING CONTEXT

2.1 REGIONAL CHARACTERISTICS

2.1.1 GEOGRAPHY

The Mid-Western Region local government area is located in the Central Tablelands of New South Wales approximately 260 km north west of Sydney by road (approximately 3½ hours driving time) and 212 km by air.

The Region has a total area of approximately 9,000 square kilometres. The administrative centre of the Mid-Western Region is Mudgee which is located on the Castlereagh Highway. The highway runs approximately north-south through the region and provides access to Lithgow and the Blue Mountains to the south and Gulgong, Dunedoo and Dubbo to the north and north west.

The region has a cool to warm climate with an average daily maximum temperature of 31°C in January and 14°C in July. The average daily minimum temperature varies from 16°C to 1°C respectively.

2.1.2 ECONOMY

The economy of the Mid-Western region is driven by four main sectors based around agriculture, mining, tourism and viticulture.

Tourism

Almost 500,000 people visit the area each year for the local wine, food, sporting and cultural events. Over 600 local businesses in the region are either directly or indirectly involved in the tourism industry or related to tourism¹. The Mudgee Region hosts more than 50 events annually that attract people to visit the area including the Mudgee Wine and Food Festival, the Rylstone Street Feast and the Henry Lawson Heritage Festival.

The Glen Willow Regional Sporting Complex has hosted a number of large sporting events including the Country Vs City Rugby League game and the Trans-Tasman AusTouch Football Series.

Mining

Mining is the fastest growing industry in the region and employs the largest number of people (approximately 14% in 2011). The Mudgee Region Economic and Business Profile¹ prepared by Council indicates that there are ongoing expansion plans for existing mines which will increase productivity and job opportunities in the region. In addition to this there are plans for the development of a further four mines in the wider area.

¹ Economic and Business Profile for the Mudgee Region, Mid-Western Regional Council

Agriculture

A wide range of agricultural products are produced on the Mudgee Region including crops, livestock and other livestock products such as wool. According to the Mudgee Region Economic and Business Profile document prepared by Council, approximately 38% of registered businesses in the region are part of the agricultural sector.

Viticulture

The Mudgee Region has a significant wine industry with around 2,300 hectares of vines. It has been one of the fastest growing premium wine producing regions in Australia, although in recent years grape production in the area has decreased to more sustainable levels as a result of a nationwide oversupply. There is now a focus on diversification, marketing and food and wine events such as the Pymont Uncorks Mudgee Festival to increase the profile of the region.

The wine industry also contributes to the tourism sector with over 40 cellar doors open to the public, providing visitors with an opportunity to sample the distinctive wines of the region, talk to winemakers and enjoy some complementary food.

2.1.3 POPULATION

The Mid-Western Region Local Government Area (LGA) had a population of almost 24,000 people in 2013². Between 2009 and 2013 there has been an annual average population growth rate of 1.5%.

Significant population growth is expected in the Mudgee Region as a result of the growth of the coal mining industry in the local area. It is expected that the new positions created will be filled by new residents to the area who have the relevant skills. It is anticipated that the total population of the Mudgee Region including new major projects will exceed 26,000 people by 2020³ and could be as high as 28,000.

2.2 ROLE AND HISTORY OF MUDGEE REGIONAL AIRPORT

Mudgee Regional Airport is owned and operated by Mid-Western Regional Council. The airport is located approximately 5 kilometres to the northeast of Mudgee on the north western side of Ulan Road and occupies an area of approximately 99 hectares. This includes the original airport land plus a further 4 hectares to the east of George Campbell Drive which Council has recently acquired with the intention of enabling some airport development. **Figure A** provides a location plan.

Brindabella Airlines operated Regular Passenger Transport (RPT) services between Sydney and Mudgee using a 19-seat Metroliner until the airline went into receivership in December 2013 when all operations ceased. Nonetheless, the airport is the primary aviation facility for the region, which encompasses an area in excess of 9,000 sq. km. Council remains committed to ensuring RPT

² Australian Bureau of Statistics (ABS)

³ Economic and Business Profile for the Mudgee Region, Mid-Western Regional Council

services at the airport are re-established and recently resolved to support a Sydney-Mudgee service by existing charter operator FlyPelican using 19-seat Jetstream 32 aircraft. FlyPelican services commenced on 1 June 2015.

A wide range of General Aviation (GA) aircraft also operate to and from the airport including private and commercial operators as well as the Royal Flying Doctor Service (RFDS) and the Rural Fire Services (RFS).

The airport operated under the Aerodrome Local Ownership Plan in partnership with the Commonwealth Government until the 1990s, when Council assumed full responsibility for management, operation and development. In 1998, a new passenger terminal was opened and Council is currently completing a \$2m project to upgrade the car parking, terminal extension, apron expansion and an upgrade of runway lighting.

Council has recently purchased 4 hectares of land adjacent to the airport, east of George Campbell Drive (the current main airport access road) with the aim of facilitating additional aviation-related subdivision development.

2.3 MUDGEE AIRPORT MASTER PLAN 2005

A Master Plan for Mudgee Regional Airport was prepared in 2005. The Master Plan focused on the building area precinct which accommodates the passenger terminal, general aviation facilities and potential development areas. The objectives of the Master Plan were to provide a clear and coherent plan to facilitate future airport development which meets the needs of all users; encourage the expansion of aviation facilities to enhance and improve economic return from the existing airport asset; and protect the airport and its operation from incompatible development and activities external to the airport.

The Master Plan forecast passenger movement growth of 3-3.5% per annum resulting in around 30-36% increase in total passenger numbers on 2005 figures by 2014. A background growth rate of 1.5% per annum was assumed for fixed wing aircraft movements and 3% per annum for helicopter movements. An additional 7,654 of training movements were included in the forecast resulting in a total of 23,254 movements by 2014.

The general principles adopted in the Master Plan included a proposed development of an extension to the northern GA areas, forming Stage 1. Stage 2 included the proposed development at the new southern GA area following decommissioning and removal of the non-directional beacon (NDB).

2.4 PLANNING INTEGRATION

2.4.1 MID-WESTERN REGIONAL LOCAL ENVIRONMENTAL PLAN (LEP) 2012

The current statutory planning instrument which determines land use policy for the airport and surrounding area is the Mid-Western Regional Local Environmental Plan (LEP) 2012, which makes local environmental planning provision for land in the Mid-Western region. The LEP aims to:

- Promote growth and provide for a range of living opportunities throughout the region;
- Encourage proper management, development and conservation of resources within the region;
- Provide a secure future for agriculture by protecting agricultural land;
- Foster a sustainable and vibrant economy that supports and celebrates the region's rural, natural and heritage attributes;
- Protect the settings of Mudgee, Gulgong, Kandos and Rylstone;
- Match residential development opportunities with the availability of urban and community services and infrastructure; and
- Promote development that minimises the impact of salinity on infrastructure, buildings and landscape.

The LEP sets out land use zones for the region. The LEP identifies the land on which the airport is located as 'SP2 – Infrastructure' which aims to provide for infrastructure and related uses, prevent development that is not compatible with or may detract from the provision of infrastructure. The land surrounding the airport is identified as 'RU4 – Primary Production Small Lots'. An area of land identified as 'R1 – General Residential' is located to the south of the airport.

2.4.2 MID-WESTERN REGIONAL COMPREHENSIVE LAND USE STRATEGY 2010

The Mid-Western Regional Comprehensive Land Use Strategy was prepared in 2010 and provides a basis for identifying options for the region to meet long term urban and rural growth needs. The Strategy informs the Mid-Western Regional LEP. A key principle of the Strategy is to manage and protect transport infrastructure, including air, to ensure long-term sustainable economic growth across the region. This will ensure that the role of airports and air services in the growth of the region are acknowledged and protect their current and future operations from inappropriate development having regard for height limitations, noise impacts and surrounding development.

The Strategy includes Local Area Strategies for urban areas including the Mudgee Town Structure Plan. The Mudgee Town Structure Plan identifies opportunities for additional land uses directly surrounding the airport particularly for aviation-related uses directly linked to the airport. The Town Structure Plan guides rezoning of land and in order for any opportunities identified around the airport to be realised, land would need to be rezoned under the LEP2012. The plan also identified an area for the Australian Rural Education Centre (AREC) directly adjacent to the airport to the south.

2.4.3 LOT 63 PLANNING PROPOSAL (DP18063)

A planning proposal (DP18063) has been submitted to Council for the development of Lot 63 (55 George Campbell Drive) which is 16.7 hectares in size and is located directly adjacent to the airport site to the north. The site is currently zoned as 'RU4 – Primary Production Small Lots' in the LEP. The proponent wishes to develop 6 rural residential lots with associated aircraft hangars directly adjacent to the airport with the potential for direct airside access to the taxiway and runway network

at the airport. Such a development could provide for residential lots with aircraft hangars suitable for individuals with their own aircraft to live in. The objective of the proposal is not to rezone the land in question but amend the applicable Lot Size map to 2 hectares to ensure this type of development is consistent with the LEP.

Council has also issued a development consent for a small strip of land (formerly a road reserve) along the northern boundary of the airport site on Lot 4 DP 561282 (owned in conjunction with Lot 63 - the site of the Planning Proposal). The consent is for the development and subdivision of 12 hangars with associated residential accommodation.

2.4.4 MID-WESTERN REGION ECONOMIC DEVELOPMENT STRATEGY – A 10 YEAR PLAN

The Mid-Western Regional Council's Economic Development Strategy has been prepared to outline the future economic direction for the region for the next 10 years. The strategy highlights Council's economic development mission which is to encourage a strong and diversified economy that delivers lifestyle benefits to the community through supporting business and investment activities that in turn generate opportunities for employment, income and sustainable economic growth. As part of the strategy, Council endeavours to support existing businesses who will be major contributors to net new job growth in the region.

The strategy highlights that a number of key drivers will influence economic development in the region including employment, education, workforce skills, business development, investment, infrastructure, tourism and marketing.

With direct relevance to this Master Plan, the Economic Development Strategy highlights the Council's desire to provide infrastructure that accommodates economic growth and meets the commercial, industrial and retail needs of the region as well as providing an attractive business environment which provides adequate local infrastructure to ensure competitiveness of the region's economic activity. To ensure this occurs, the Strategy indicates that Council will promote the development of airport infrastructure at Mudgee Airport as an opportunity for business expansion in the aviation related industry. This Master Plan will assist Council to achieve this aim.

2.5 STAKEHOLDER ENGAGEMENT

2.5.1 STAKEHOLDER MEETINGS

Stakeholder consultation was undertaken to solicit the views issues and concerns of key stakeholders and airport users including Council representatives, airport tenants and users, and local businesses. Consultation was undertaken during a site visit to Mudgee by REHBEIN Airport Consulting personnel in June 2014 including separate meetings with Council representatives and external stakeholders. Discussion was largely focussed on the future infrastructure requirements and expansion potential of Mudgee Regional Airport. The stakeholders consulted are indicated in **Table 1**.

2.5.2 FEEDBACK SUMMARY

Feedback obtained during consultation included a range of concerns and issues and provided a valuable background to Mudgee Regional Airport's existing situation and future aspirations. The key themes relevant to this study are as follows:

- There are a number of drivers for the growth of activities at the airport including the local mining industry and hosting of cultural events;
- There are currently no RPT services from Mudgee Regional Airport since the demise of Brindabella Airlines to support the mining industry and other key industries including transporting medical specialists to the area;
- Council continues to work to identify a new RPT service operator and the Master Plan must assume that such services will re-commence in the future;
- Notwithstanding the current absence of passenger services, there is inadequate capacity in the existing passenger terminal for a 19-seat aircraft turnaround;
- Mudgee Regional Airport benefits from a very scenic location as well as being situated close to town. There are opportunities to take advantage of these strengths through greater promotion of the airport throughout the general aviation community;
- Development at the airport should be encouraged, creating a climate of aviation enthusiasm, although it is essential to maintain a high-quality environment in keeping with the surroundings;
- Council could consider reviewing its aeronautical charging structures and/or rates to encourage the desired development and aviation activity;
- There is a place for both residential and commercial development, but these should be kept separate and with strict controls on residential uses;
- Pavement strengthening for Gulfstream and other private jet aircraft is needed as there are opportunities here; and
- A number of opportunities for the expansion of aviation and aviation-related activities at the airport were identified, revolving generally around the concept of a 'best-in-State' industrial park focussed on aviation services. These opportunities are addressed in greater detail in **Section 4.0**.

Table 1: Stakeholder Consultation

Organisation	Representative Name	Position
Mid-Western Regional Council	Warwick Bennett	General Manager
	Julie Robertson	Economic Development Officer
	Sally Mullinger	Works Manager
	Andrew Drummond	Plant & Facilities – Aerodrome Manager
	Bob Husband	Aerodrome Reporting Officer
	Gary Bruce	Manager Statutory Planning
	Brad Cam	Director of Operations
	Brett Exelby	Director of Finance & Administration
Mudgee Aero Club	Rob Duffy	Secretary & Treasurer
	Peter Huish	Member
Commercial Helicopters	Kate Rogers Mark Rogers	Business Owners
Oz Choppers		
Airborne Avionics		
Mudgee Region Tourism Inc	Virginia Craney	Interim Tourism Manager
Observair	Brad Welch	Chief Pilot
Airwest Fight Training	Craig Cooke	Business Owner
Moolarben Coal	Scott Fittler	Community Relations Coordinator
Hertz	Karen Hurst	Mudgee Manager
Private individual	Dave Roberts	Hangar Owner
Private individual	Noel Dawson	Hangar Owner

2.6 REGULATORY CONTEXT

2.6.1 AVIATION SAFETY

The Civil Aviation Safety Authority (CASA) is the statutory authority that conducts the safety regulation of civil air operations in Australia including the regulation of certified and registered aerodromes. The CASA Manual of Standards Part 139 Aerodromes (CASA MOS Part 139) is made pursuant to Civil Aviation Safety Regulations (CASR) Part 139. CASR Part 139 sets out the regulatory regime for aerodromes used by aeroplanes conducting air transport operations.

CASA MOS Part 139 sets out the standards and operating procedures for certified, registered aerodromes and other aerodromes used in air transport operations. As a Certified Aerodrome under CASR Part 139, the existing facilities and any proposed future facilities included within this Master Plan for Mudgee Regional Airport must comply with the standards set out in CASA MOS Part 139.

2.6.2 AVIATION SECURITY

The Aviation Transport Security Act 2004 establishes a regulatory framework to safeguard against unlawful interference with aviation. To achieve this purpose, the Act establishes minimum security requirements for civil aviation in Australia by imposing obligations on airport operators. Existing and future facilities must comply with the Aviation Transport Security Regulations 2005 made under the Aviation Transport Security Act 2004.

Mudgee Regional Airport is a Security Controlled aerodrome and the specific requirements for aviation security applicable at Mudgee are set out in the airport's Transport Security Program.

There is currently no requirement to implement screening of passengers and checked baggage unless Regular Public Transport or open charter services are operated by aircraft with a maximum weight of more than 20,000kg.

3.0 EXISTING SITUATION

This chapter provides a brief description of the main infrastructure components and activities at Mudgee Regional Airport. **Figure B** shows the existing airport infrastructure.

3.1 EXISTING AIRPORT INFRASTRUCTURE

3.1.1 RUNWAYS

Mudgee Airport has a two-runway system aligned in the 04/22 and 16/34 directions.

Runway 04/22

Runway 04/22 is the main runway at Mudgee Regional Airport is 30m wide and has a total sealed length of 1,739 metres.

The runway strip associated with Runway 04/22 is 90 metres wide with a graded surface and extends 60 metres beyond the runway ends. This runway strip width permits use for Code 3C instrument non-precision operations, subject to landing minima adjustments, in accordance with CASA MOS Part 139 requirements. Typical Code 3C aeroplanes operating in Australia include the Saab 340, Bombardier Q400, and Fokker 50.

The published pavement classification number (PCN) is 12/F/C/580(84PSI)/U. The runway strength is suitable to accommodate typical 30-50 seat aircraft such as the Saab 340, Dash 8-100, Dash 8-300 or Embraer EMB120.

Turning nodes are provided at each runway end. An intermediate turning node is located approximately one-third in from Runway 04 threshold.

Runway End Safety Areas (RESAs) are in accordance with previous Australian standards whereby the length of the RESA is measured from the end of the runway. The current standards require the RESA to be measured from the end of the runway strip. CASA permits existing RESAs to remain in accordance with the previous standard until the runway is lengthened, when the current standard must be complied with.

Runway 16/34

Runway 16/34 is an unlit, unsealed runway 1,075 metres long and 30 metres wide located within a 90 metre wide runway strip. The runway strip extends 60 metres beyond each runway end. The runway meets the requirements for a Code 2C non-precision instrument runway in accordance with CASA MOS Part 139 (although no instrument approaches are currently published to this runway). The runway has a grass surface and is not rated in terms of bearing strength.

3.1.2 TAXIWAYS

There are several taxiways currently at Mudgee. These are indicated on **Figure B**. The taxiway designations used are those indicated in the Aeronautical Information Package – En-route Supplement Australia (AIP-ERSA).

Taxiway A

The primary taxiway (Taxiway A) has a sealed surface and is located approximately 350 metres from the Runway 22 threshold. It provides access to Runway 04/22 from the main apron adjacent to the passenger terminal. The taxiway is 15 metres wide and equipped with edge lighting and is suitable for Code C aircraft with a wheelbase of less than 18 metres.

Taxiway B

Taxiway B provides access to hangars immediately north of the passenger terminal.

Taxiway C

This grass taxiway connects Taxiway D and the terminal apron with the Runway 34 threshold.

Taxiway D

Taxiway D is an unlit sealed taxiway of variable width up to 15 metres but normally accommodates Code A aircraft accessing the hangar area and refuelling facility to the south of the passenger terminal.

Taxiway E

Taxiway E is an unlit sealed taxiway running north from the main apron area and serves hangar development to the north of the passenger terminal. The taxiway is has been constructed 15 metres wide but presently is suitable for Code B aircraft only to ensure adequate clearances to adjacent hangars. Several sealed taxiway connectors to the aprons associated with the hangar development in this area.

Council is in the process of extending Taxiway E to connect to the Runway 22 threshold.

Other

The open area between to the east of the NDB is utilised as an informal grass taxiway providing access to hangar development in the southern corner of the airport site occupied by an avionics business associated with Commercial Helicopters.

3.1.3 AIRCRAFT PARKING AREAS

Main Apron

The main apron fronting the passenger terminal is a sealed apron of approximately 1,500 square metres. A single Metroliner aircraft parking position is marked, incorporating a secondary keyhole marking for parking in the opposing direction when required to ensure aircraft facing into the wind.

Itinerant Parking Apron

A separate sealed apron area for itinerant GA aircraft is located to the southwest of the main apron and Taxiway A. Most of the depth of this apron lies within the Code C taxiway strip associated with Taxiway A, thereby limiting its operational usefulness. (Council has therefore recently expanded this apron to increase the ability for aircraft to park on the sealed surface without infringing the Taxiway A strip clearance.)

Southern GA Apron Areas

Sealed apron areas associated with the fuel facility and hangar development exist to the south of the passenger terminal

Light Aircraft Parking and Tie-Down Area

A marked light aircraft tie-down area is located on grassed areas of the aerodrome to the south of the main GA hangar area. The area caters for small GA aircraft less than 2,000kg and has capacity for approximately 10 aircraft.

Northern GA Area

There are a number of sealed aircraft parking areas adjacent to hangar developments to the north of the passenger terminal. Taxiway E and Taxiway B provide access to this area.

3.1.4 VISUAL AND NAVAGATIONAL AIDS

Markers and markings

Standard white gable markers define the runway strips for both runways. Runway 04/22 is provided with runway centreline, runway end, threshold, fixed distance, touchdown zone markings in accordance with CASA MOS Part 139. Taxi guideline markings are provided at taxiway entrances and turning nodes.

Wind indicators

The primary wind indicator and associated signal area is illuminated and located to the north of the main apron.

Aerodrome Lighting

Runway 04/22 is equipped with low intensity pilot activated runway edge lighting. The lights are installed at 90m spacing to the previous standard. However, Council has recently upgraded the runway lighting system to meet the current maximum spacing requirement of 60m and installed a Precision Approach Path Indicator (PAPI) light system to provide visual slope guidance for aircraft on approach.

Runway 16/34 is not equipped with lighting.

The main taxiway is equipped with blue edge lighting and the main apron is equipped with apron floodlighting suitable for small aircraft (below Code 3C).

Non-Directional Beacon

The Mudgee NDB is located on the airport to the south of the apron areas. The NDB is owned and operated by Airservices Australia. Its operation is planned to continue as the NDB is on Airservices' Backup Navaid Network (BNN).

The Mudgee Very High Frequency Omni Range (VOR) navaid is located 2 kilometres west of the airport terminal, outside of the current airport land boundary.

Automatic Weather Information Service

A Bureau of Meteorology Automatic Weather Information Service (AWIS) is provided at Mudgee Airport. The automated weather station (AWS) is located adjacent to the IWI and signal area.

3.1.5 INSTRUMENT APPROACH PROCEDURES

Approaches to the aerodrome in the instrument meteorological condition (IMC) require the use of procedures based on the NDB navigation aid or on satellite-based technology. Currently the following procedures are published for the airport:

- NDB Runway 22 Arrival;
- VOR-A; and
- RNAV (GNSS) Runway 22 Arrival

Instrument approaches to Runway 04 are not possible due to the high terrain to the south of the airport. High terrain prohibits circling to the south-east of the airport, and right hand circuits are required for Runways 16 and 22.

3.1.6 FUELING FACILITIES

Mudgee Aerodrome's fuelling facility is located adjacent to the Mudgee Aero Club, to the south of the passenger terminal. The facility is operated by a contractor and has above ground AVGAS and Jet A-1 fuel storage tanks under cover. Both fuel types are available through a bowser dispensing system using keycard access and there is an airside Jet A-1 above-ground fuel hydrant point adjacent to the main apron for larger aircraft. Access for road tankers is via Gate 2 adjacent to the Mudgee Aero Club.

3.1.7 SURFACE ACCESS

Surface access to the passenger terminal and GA areas is from George Campbell Drive which is a sealed two-lane road off Ulan Road. Access to the passenger terminal, main car park and hangar development to the south is via a sealed two-way road. Access to the hangar development to the north of the passenger terminal is also via a sealed two-way road with a turning area at its northern extremity.

The main car park provides 41 parking spaces plus 1 disabled space. Within the car park a total of four spaces are reserved for the car rental companies, Thrifty and Hertz.

A car park is also located between George Campbell Drive and the northern hangar development.

3.1.8 HANGAR DEVELOPMENT

Hangar development is located north and south of the main apron and passenger terminal area which are occupied by a variety of activities including private hangars (one with residential accommodation), the Rural Fire Service (RFS), commercial aviation and aviation-related businesses and Mudgee Aero Club. All facilities are either leased from, or are sited on land leased from Council.

Northern hangar area

A number of hangar facilities have been developed to the north of the passenger terminal. These include:

- An open-fronted hangar owned by Council and currently used primarily to store airport equipment. An area is also occupied by Airwest Flight Training;
- Three other hangars occupied by private individuals;
- Two larger hangars owned and occupied by an aerial firefighting contractor (R & M Aircraft); and
- A private hangar facility with pilot accommodation owned by Observe Air.

Southern hangar area

South of the terminal, in addition to the aviation fuel storage facilities, is the Mudgee Aero Club building and three (3) hangars.

Commercial Helicopters

A private helicopter operator (Commercial Helicopters) occupies three hangars and a number of associated facilities on a freehold site located in the south east corner of the airport. These facilities are located outside the airport boundary, although airside access is provided under arrangement with Council. The same proprietors also operate another helicopter business and an avionics business (Airborne Avionics) from the same facilities. These three businesses make extensive use of the Mudgee Regional Airport facilities.

3.1.9 UTILITIES AND CIVIL INFRASTRUCTURE

Electricity

Electricity is supplied to the terminal precinct and southern hangar area via overhead supply. A pad mounted sub-station has recently been installed at the southern end of George Campbell Drive, adjacent to the Commercial Helicopters property.

Water

The passenger terminal and building area are supplied from George Campbell Drive and reticulated to the particular facilities. A header tank is located near the airport entry gate.

Sewer

A sewer system is connected to the hangar developments and has recently been connected to the town system via a gravity sewer running from the Southern Hangar Area to a pump station adjacent to southern boundary of the airport.

Sewer is not connected to the terminal building, cottage or aero club, which all operate on septic systems.

3.2 HISTORICAL AVIATION ACTIVITY

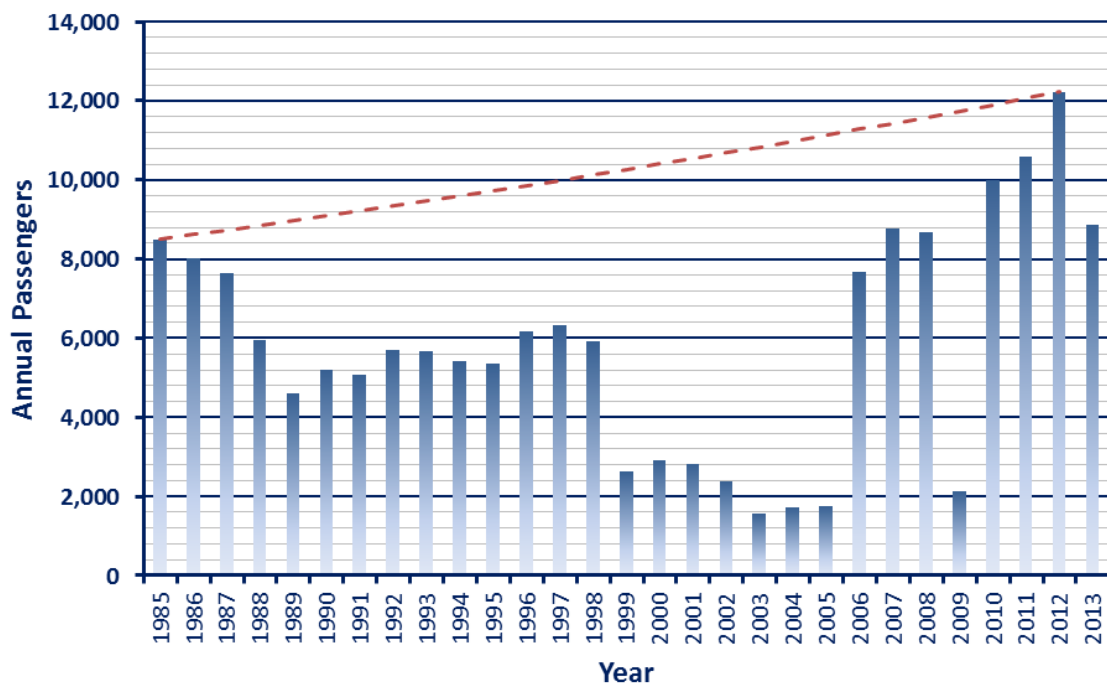
3.2.1 PASSENGER TRAFFIC

Figure 1 shows passenger numbers travelling on Regular Public Transport (RPT) services during the period 1985 to 2013. Overall passenger numbers have been extremely volatile over the period, varying from less than 2,000 to more than 12,000. It is likely that this variability is partly a result of the passenger demand being at a relatively low level where small schedule or aircraft type changes may make a big difference to the actual numbers of travelling passengers.

Overall, there was an annual average growth rate of 1.4% from 1985 to 2012, although the period 2006 to 2012 has an annual average growth rate of 6.9%. 2013 passenger numbers do not represent a full year of airline services, as a result of the grounding and subsequent liquidation of Brindabella Airlines in November and December of that year.

Although no RPT services are currently operated from the airport, Council anticipates a new service will be operating from late April 2015.

Figure 1: Historical Passenger Traffic 1985 – 2013



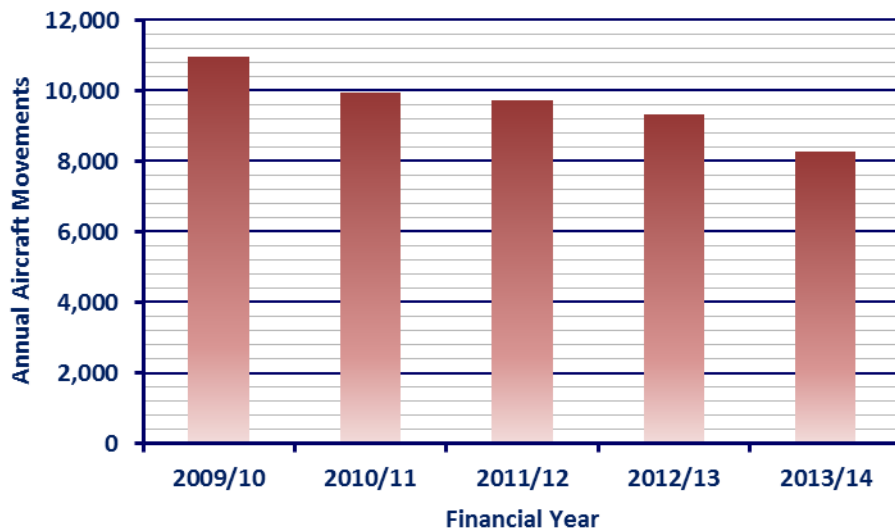
Source: BITRE

3.2.2 AIRCRAFT MOVEMENTS

Figure 2 displays total aircraft movements at Mudgee Regional Airport from 2009/10 to 2013/14. This shows there has been a declining trend in aircraft movements over the last five years. The annual average growth rate for this period is -6.8% for the total period, this includes 2013/14 when

RPT services ceased at the airport as a result of the liquidation of Brindabella Airlines in December 2013.

Figure 2: Historical Aircraft Movements 2009/10 to 2013/14



Source: Avdata

Figure 3 shows aircraft movements by activity for the full 12 months during 2012/13 when RPT services were still in operation. **Figure 4** shows the estimated proportion of movements by type of activity in 2014 (January to June data available only), based on aircraft movement data, following the cessation of RPT services in December 2013.

Figure 3: Aircraft Movements by Activity - 2012/13

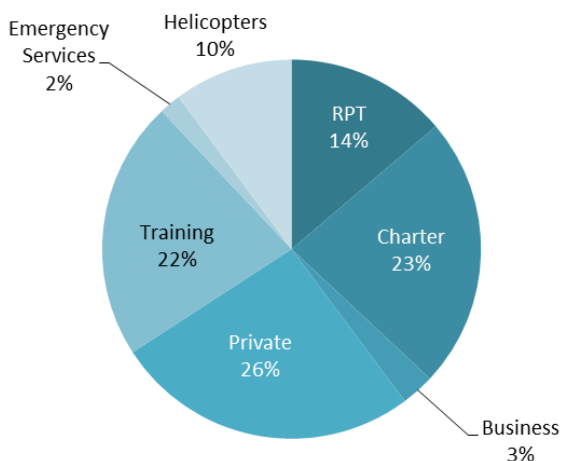
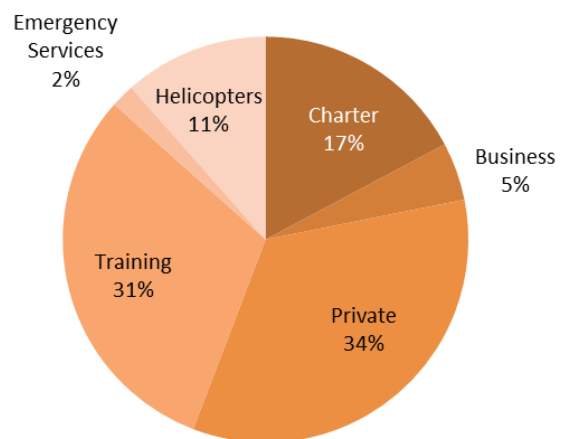


Figure 4: Aircraft Movements by Activity - January to June 2014



Private

In the first half of 2014, private operations are considered to account for approximately 34% of aircraft movements at the airport. This includes all recreational flying at the airport including all movements by aircraft based at the airport and movements by itinerant aircraft.

Training

It is estimated that training movements account for approximately 31% of all movements at the airport. This includes all based operations as well as itinerant training operations. This accounts for all training, stop and go and practice approaches recorded at the airport.

Charter

Charter operations account for approximately 17% of all movements at the airport. This includes all movements operated by aircraft that have been hired or are being used to carry passengers or goods.

Helicopter

Helicopter movements account for approximately 11% of all movements at the airport. This includes all movements by Commercial Helicopters who are based at the airport as well as all visiting helicopters.

Business

Business includes all movements that are related to business activities whether aviation-related or not. These account for approximately 5% of all movements.

Emergency

This category includes all movements undertaken by the Royal Flying Doctor Service and any other emergency service including the Police and RFS. This category accounts for approximately 2% of all movements at Mudgee Regional Airport.

RPT

Although not shown in **Figure 4**, prior to the cessation of RPT operations in December 2013, RPT movements accounted for approximately 14% of all movements at the airport. This included all operations by Brindabella Airlines, using the 19-seat Metroliner.

4.0 ECONOMIC AND BUSINESS DEVELOPMENT OPPORTUNITIES

To understand the possible opportunities for future aviation-related activities, feedback from the stakeholder consultation was combined with REHBEIN Airport Consulting's knowledge of key aviation industry trends and experience from a range of other regional airports, to understand existing and potential future economic and business opportunities for Mudgee Regional Airport.

Aviation and aviation-related opportunities were all considered with a view to facilitating the growth of the airport. The following paragraphs highlight the opportunities considered most feasible, although of course others may exist now or in the future. These opportunities are then considered in estimating potential future aviation activity at the airport as well as in the land use planning to ensure aviation-related opportunities can be accommodated.

4.1 AVIATION OPPORTUNITIES

4.1.1 PASSENGER SERVICES

Since the closure of Brindabella Airlines in December 2013, there are currently no Regular Public Transport (RPT) operators serving Mudgee Regional Airport. The provision of RPT services provides valuable air links that support the local economy, particularly the mining industry and the attraction of a new operator to the Mudgee – Sydney route is seen as a key opportunity for the airport which Council has been pursuing throughout 2014. FlyPelican is anticipated to commence services from late April/early May 2015, offering a double-daily weekday return schedule from Sydney and one Sunday afternoon return service.

Potential also exists for triangulated services with Dubbo or, more likely, destinations further west like Cobar which also do not have passenger services at present. Whether there is sufficient demand to support RPT services on 30 – 50-seat aircraft is a question which would require more detailed specialist investigation. However the relative proximity of Mudgee by road to Sydney, as well as to regional RPT services in Dubbo, might mean that alternative forms of passenger service to RPT may be required to satisfy local demand growth above that served by FlyPelican or a similar 19-seat RPT operator.

Opportunity exists for new charter operators to base themselves at Mudgee Regional Airport. Such an operator could provide services that support the local industries including the demands of the local mining activities and supplement RPT services. Demand for charter operations may also come from the local tourism industry including transporting visitors to and around the region for the local food and wine attractions as well as the various sporting and cultural events that take place throughout the year.

Commercial Helicopters is an existing charter operator at Mudgee Regional Airport and provides helicopter services including agricultural aerial spraying, mining support, fire-fighting, aerial surveys and scenic flights.

4.1.2 FLIGHT TRAINING

Flying training can be broadly separated into that which is provided to private individuals, or academy-style commercial airline pilot training centres. Whilst there are variations within this spectrum, different sectors of the flying training industry have varying requirements which can be generally classified according to these two categories.

Like many regional locations in Australia, Mudgee's location and airspace are conducive to *ab initio* pilot training.

Commercial Pilot Academy

Flight training for commercial airlines is gravitating towards an academy model, focussed around high-intensity flying operations combined with intensive study. Academies generally seek to operate in the 100-200 students per year range to maximise efficiencies in what is becoming an extremely cost-competitive market. These academies usually accommodate around 100-150 cadets on site at any time, and require an integrated campus incorporating accommodation, education, training and maintenance facilities occupying several thousand square metres. Such academies generate high-intensity flying operations with large volumes of touch-and-go circuits needing to be completed as efficiently as possible. Such academies also need easy access to international gateways for cadets, educational linkages to provide basic English skills, and airport facilities which are compatible with high-levels of training. Ideally, such airports will be dedicated to flight training or at least prioritise this activity over other aviation uses.

As such, commercial pilot training is largely confined to the major metropolitan general aviation airports, with Bankstown Airport in Sydney and Camden Airport being major providers. Whilst some regional airports within Australia are attracting large commercial flight training facilities to locate on their site, these facilities have specific requirements in terms of the area of land and facilities that they require. Mudgee's location and weather are potential attractants, a lack of ready access to controlled airspace could be seen as a disadvantage.

Despite the unprecedented expected demand for commercial pilots within the Asia-Pacific region over the next 20 years, it is unlikely that Bankstown Airport will reach capacity before about 2040. During this period it is possible that some smaller flying schools serving recreational and private pilots may be displaced and there is also uncertainty regarding the impacts the proposed Western Sydney Airport at Badgerys Creek may have on operations. However, it is considered likely that major commercial pilot training is likely to remain consolidated at Bankstown.

Private flight training

Whilst the opportunities for pilot training schools of various types to establish at Mudgee Regional Airport are not to be ignored, it is also important to be realistic and target appropriate possibilities. Rather than major airline flight training academies, it is considered more likely that the congestion and demand for intensive flying training at the metropolitan airports, will presents opportunities for regional aerodromes to serve the pilot training needs of individuals in a less congested

environment and where a more personal service can be offered. Mudgee would appear to be ideally placed for this with conducive meteorological conditions, established tourism infrastructure, convenient and economical access by road to the major population centres in greater Sydney and plenty of other attractions in the area. Potential therefore exists for Mudgee Regional Airport to attract additional private flight training for individuals at the recreational, private pilot and commercial pilot levels.

4.1.3 RECREATIONAL FLYING

Potential exists for Mudgee Regional Airport to attract additional recreational flying movements, for similar reasons to those described above. This activity may either originate from Mudgee or recreational pilots may utilise the airport as a destination. It is anticipated that the airport could attract recreational flying that cannot be accommodated in the Sydney area due to capacity issues or attract some pilots away from the busy Sydney airspace to the more relaxed airspace at Mudgee. Recreational pilots may also be attracted to Mudgee by the attractive surrounding landscape, proximity of the airport to the town and the numerous tourist attractions, particularly those related to food and wine.

4.1.4 TOURISM-RELATED AVIATION

There are a number of opportunities which can be considered together under the term 'tourism-related' aviation. These include itinerant aircraft visitation, fixed base operators, charter and pleasure flights and skydiving. These are considered to be opportunities for growth as a result of Mudgee's characteristics as a tourism destination, with the potential for relevant aviation businesses to provide services for visitors.

Itinerant Aircraft and Fixed Base Operators

Somewhat distinct from a charter operator, although potentially part of the same business operation, a fixed base operator (FBO) offer servicing for itinerant private, corporate and charter aircraft. Catering more to business aircraft operators and high-end private aviators, in combination with the associated tourism draws to generate the itinerant aircraft demand it is likely that the need for a FBO would develop over time. Given the proximity of the airport to a number of vineyards, the opportunity to jointly market day-trips and weekend visits by air to Mudgee's wineries, with luxury accommodation, private travel, personalised winery tasting tours and the ability to carry purchases home, would seem to be viable.

Charter and Pleasure Flights

There is likely to be potential for growth in this sector in combination with increased tourism visitation in general.

Skydiving

Skydiving is, anecdotally, an apparent growth sector within the leisure aviation industry. Mudgee's locational advantage suggest that it might be considered viable for a skydive operator to establish at the airport. As an initial step there are skydive companies which 'fly-in' to regional destinations in

order to serve sporadic demand. However, again it is considered to be tourism-related demand rather than local residents that would take advantage.

4.1.5 AIRCRAFT MAINTENANCE, REPAIR AND OVERHAUL

As the number of aircraft based on the airport increases, and as the amenities available to visiting pilots increase, opportunities for the expansion of existing aircraft maintenance services will increase. As this grows, the viability of subsidiary specialist services such as avionics, aircraft interiors (seats & upholstery) and aircraft painting will also grow.

Similarly to pilot training, Mudgee offers accessibility to the Sydney GA market and the associated opportunities for maintenance companies to attract business from elsewhere.

4.1.6 RESIDENTIAL AIRPARK DEVELOPMENT

The demand for hangar accommodation combined with residence is becoming increasingly popular in Australia and can, in general, be considered an important growth sector. There is already one example of this type of development at Mudgee.

A number of factors contribute to the success of an airpark development, including resident demographics, facilities and safety standards. An important element is appropriate development controls to ensure quality.

There are several successful airparks within Australia and these include the Whitsunday Aviation Village Estate (WAVE), which would be considered the prime example of a high-quality development in a tourism-oriented location. An airpark is also under development at Rylstone, near Mudgee, which is of a similar nature to WAVE. Any airpark development at Mudgee Regional Airport should therefore be considered in light of the offer available at Rylstone.

Airparks appeal to a certain demographic, which generally includes aviation enthusiasts, charter businesses and holiday-makers. Key motivations for choosing to live in an airpark include sharing a common interest with like-minded people; a ready availability of aviation infrastructure; and the high level of security and convenience provided.

According to a study of airparks in the USA, the estates generally attract people aged over 50 who are semi-retired professionals, with significant assets and moderate to high disposable income. They also have time available to fly and maintain their own aircraft. This selective demographic may also be attracted to the investment potential of airparks because there are few parks and property values within them are high, relative to similar property. No such studies are available in relation to Australian airparks, although there is no reason to suggest the findings would be different.

At a minimum, airparks must adhere to the relevant Civil Aviation Safety Authority (CASA) guidelines in relation to infrastructure, technical support and resident-use amenity. It should be noted however that none of the existing airpark developments are at airports which also serve airline operations and therefore the requirements in relation to segregation and control of airpark

users with respect to safety and security have never been fully tested in Australia. Generally, resident access to the runway, taxiway and terminal areas has to be monitored and this requires a security system that can be accessed via a key pad or swipe card together with a limited number of taxiway connections to the airfield proper.

Lot size differs and depends on the location of the airpark, but general lot size falls between 800m² and 2,500m². The price of lots also varies, depending on the location and the facilities offered on site and the surrounding areas.

For a variety of reasons, long-leasehold arrangements provide greater power to ensure users comply with safety, security and general behavioural requirements. However, to encourage the investment needed to achieve a quality development freehold tenure may be necessary.

There is limited land within the existing Mudgee Regional Airport boundary to achieve anything approaching a true airpark concept and therefore it is recommended that any response to this type of opportunity be restricted to the adjacent Airport Related Development Opportunity lands.

4.2 AVIATION-RELATED COMMERCIAL DEVELOPMENT OPPORTUNITIES

The following points describe the potential opportunities for the development of aviation-related facilities at the airport, which Council may facilitate through the provision of appropriate airside and landside subdivision infrastructure:

- The construction of a Rural Fire Service (RFS) museum at the airport is currently being considered by the RFS. This will provide an additional tourist attraction for the aviation and general community in the Mudgee area;
- Provision of aircraft maintenance and avionics at the airport through the opening of an aircraft maintenance provider;
- To encourage tourism to the area, aircraft maintenance services could be provided as a 'package' coupling it with an overnight stay in Mudgee providing the opportunity for visitors to sample the local food and wine attractions on offer;
- Private airport storage to support the potential increase in private flight training and recreational flying at the airport;
- Development of hangars which can be leased to aviation businesses, providing an income stream for Council;
- Development of hangars with residential accommodation. Similar to the hangar that already exists and offers pilot accommodation, further hangars may be developed that allow people to permanently reside at the airport with direct access to the aircraft and the runways. Alternatively, short-stay tourist accommodation could be developed.
- Development of hangars with mixed non-aviation uses such as function facilities. These could provide facilities for businesses in the area by providing meeting rooms and other function facilities as well as support such activities as airshows and fly-ins;

- The existing landing fees are currently considered a deterrant to recreational and training flights, a reduction in landing fees at Mudgee Regional Airport would support the potential growth of these activities; and
- Potential exists to promote the area and airport to the recreational flying community by hosting fly-ins that allow visitors to sample the tourist attractions in the region as well as utilising the airport facilities.

As businesses begin to locate at the airport, opportunities exist to exploit potential synergies between businesses and activities. For example, the establishment of a light aircraft maintenance business at the airport may attract other charter operators and private aviators to locate to the airport.

4.3 FUTURE AVIATION ACTIVITY FORECASTS

4.3.1 PASSENGER DEMAND

Airport infrastructure, particularly the passenger terminal and landside access facilities, need to be planned with sufficient capacity to accommodate future anticipated passenger levels. Passenger demand has therefore been considered to understand the future facilities required at the airport and to feed into the aircraft movement forecast.

Historical data presented in **Section 3.2.1** shows that passenger numbers at the airport have fluctuated considerably over the last 20 years. Based on the historical passenger data available it is estimated that there is a general baseline demand of approximately 10,000 – 12,000 passengers per annum at Mudgee.

The overall average compound annual growth rate (CAGR) for passenger numbers over the last 20 years is 1.4%. Taking into account the driving time to Sydney (and that from greater Sydney's main population centres to Mudgee) along with the competitive presence of Dubbo for regional air services, it is considered that this would represent a realistic base case for passenger growth even if local population growth exceeds expectations. As a high-growth scenario, an annual growth rate of 5% has been applied. This is consistent with the highest growth forecasts presently available for the Australian market, which is seen as maturing over the next 20 years.

The base scenario suggests annual passenger demand of between 13,000 and 16,000 passengers approximately by 2035, and the high-growth scenario results in a passenger traffic level of around 30,000 passengers by 2035.

In the absence of other significant, but currently unforeseen, external drivers in the local economy, passenger traffic in 2035 is expected to lie somewhere between the current situation (with no RPT services) and an annual throughput of 30,000 passengers.

4.3.2 FORECAST AIRCRAFT MOVEMENTS

Projections of annual aircraft movement numbers have been developed by segmenting aviation activity into its principal component sectors, each of which has differing drivers and prospects for growth at Mudgee Regional Airport. These sectors are:

- Passenger Transport;
- Charter;
- Business;
- Private;
- Training;
- Emergency Services; and
- Helicopters.

The potential for growth in aircraft movements at Mudgee is considerable, therefore a scenario-based approach has been used to forecast aircraft movements at the airport. The low-, medium- and high-growth scenarios for total aircraft movements are shown in **Figure 5**, with more than 60,000 movements in the high-growth scenario, more than 40,000 movements in the medium-growth scenario and 20,000 movements in the low-growth scenario by 2034.

The forecast aircraft movement growth in each market segment is discussed in the following paragraphs. **Figure 6** indicates how each segment is expected to contribute to the overall movement numbers in the medium-growth scenario, which is considered to represent a base case for airport facility planning purposes.

It should be emphasised that these forecasts have been developed for the purpose of ensuring that infrastructure planning makes adequate provision for the scale and nature of future airport facilities. They are not to be treated as predictions of actual growth, which will be dependent on a wide range of factors which include global, national and local economic conditions and the success of Council in promoting Mudgee Regional Airport as a place for aviation businesses to establish operations.

In particular, it should be noted that the medium- and high-growth scenarios assume that some or all, respectively, of the adjacent Airport Related Development Opportunity lands are developed by aviation businesses and contribute to the capacity requirements of the Mudgee Regional Airport movement area facilities. Whilst the movement numbers represented by the medium- and high-growth scenarios are certainly considered achievable through comparison with other successful and vibrant regional airports, they are contingent on Council realising development opportunities at and adjacent to the airport within the 20-year horizon of this Master Plan. Caution should therefore be exercised in using these forecasts for purposes beyond those for which they were developed. Even the low-growth scenario is considered unlikely to occur through latent demand alone – Council needs to work in parallel to generate the demand, through attraction of aviation and aviation-related businesses.

Figure 5: Forecast Aircraft Movements 2014 – 2034

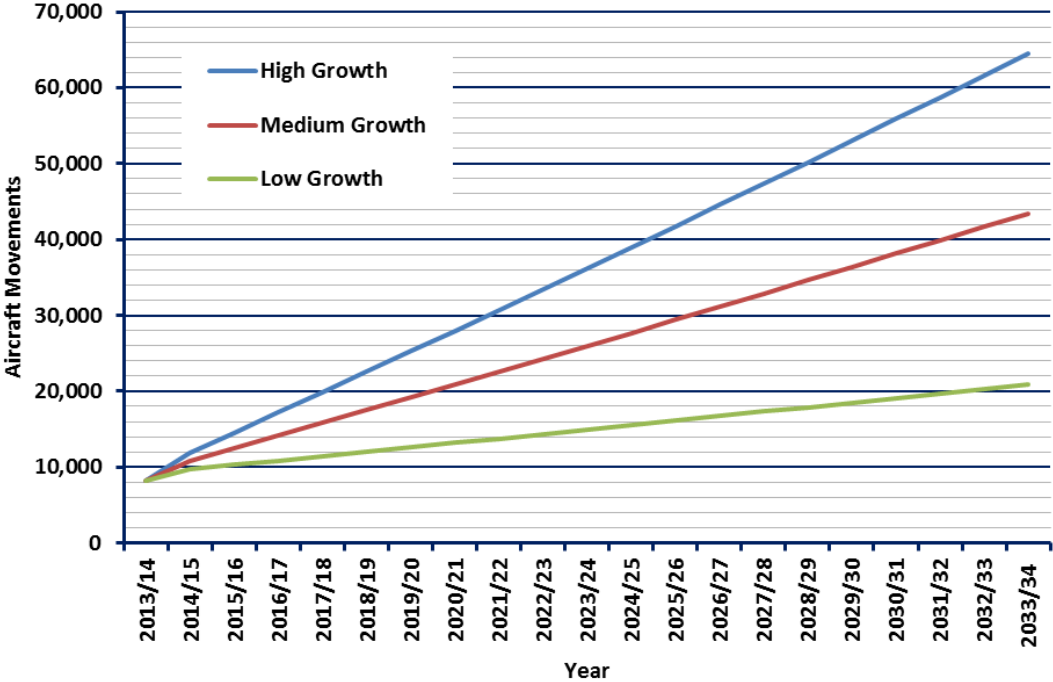
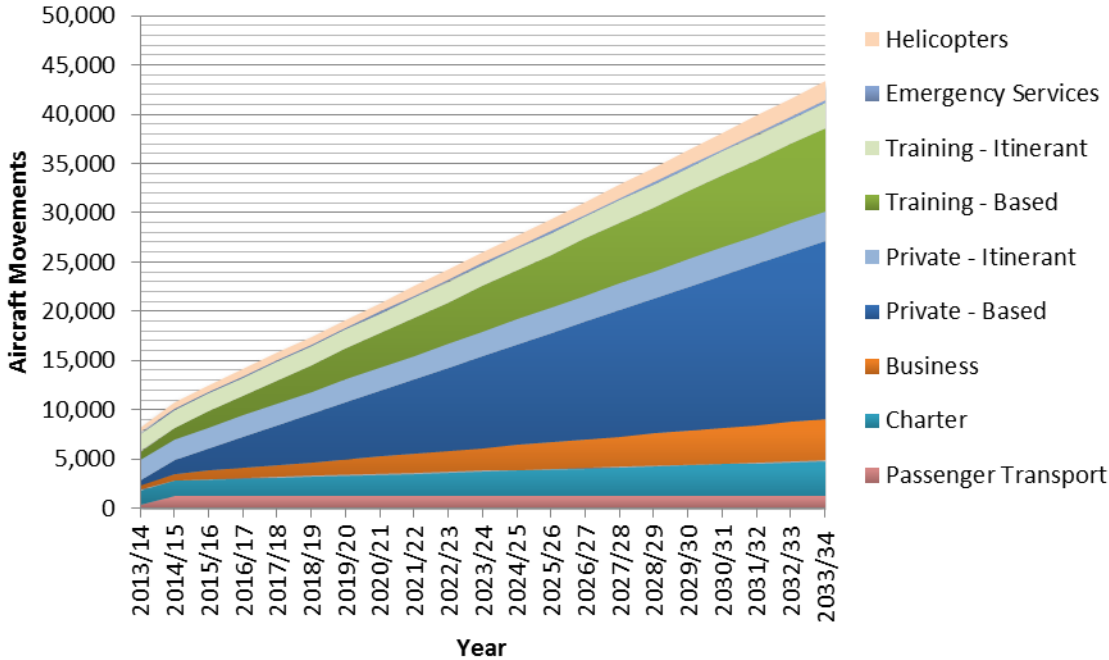


Figure 6: Forecast Aircraft Movements by Sector 2014 – 2034 (Medium-Growth)



Passenger Transport

All forecast scenarios assume that the estimated passenger demand set out in **Section 4.3.1** is met by FlyPelican, or other passenger transport services, on a double-daily weekday return service (single-daily return at weekends) that may operate direct to Sydney or be part of a triangulated service with other regional airports in the vicinity. This results in approximately 1,250 movements per annum.

Charter

The forecast assumes that Mudgee Regional Airport will attract new charter operators to be based there, meeting the demands of the local economy for aircraft hire or the carriage of passengers and goods, this demand may be related to mining, tourism, agriculture or some other sector.

The high-growth scenario assumes that future development at the airport is significant and up to three charter companies may base themselves at the airport, in addition to the current levels of charter operation. This level of activity could generate around 4,500 movements per annum by 2034.

The medium-growth scenario assumes that charter activity at the airport will be less significant with approximately two charter operators at the airport generating around 3,500 movements per annum by 2034.

The low-growth scenario assumes that one charter operator may be based at the airport generating around 2,500 movements per annum by 2034.

Business

As well as the ongoing use of the airport by non-aviation related businesses with their own aircraft, the forecast assumes that Mudgee Regional Airport will attract new aviation-related businesses to locate there, meeting the demands of the local aviation community for services such as aircraft maintenance and avionics.

The high-growth scenario assumes that future development at the airport is significant with considerable growth in all segments, therefore resulting in an increased demand for aviation-related services. This could attract a number of new businesses to be based at the airport and is estimated to result in approximately 4,800 movements per annum by 2034.

The medium-growth scenario assumes that the increase in business activity at the airport is less steep and could generate around 4,000 movements per annum by 2034. The low-growth scenario assumes around 3,000 movements per annum by 2034.

Private

For forecasting purposes, private aircraft movements have been divided into two further sub-categories: Mudgee-based, and itinerant.

Mudgee-Based

Based private movements include all those generated at the airport by the existing and potential future development including activities such as private aircraft storage and residential airpark developments.

The high-growth scenario assumes that Mudgee attracts a number of private aircraft owners to base their aircraft at the airport away from the busy Sydney area. It is assumed that there is considerable development both within the airport and outside the airport boundary, including the residential Airpark for which a Development Application (DA) has already been received as well as further extensive development of a similar type. More than 29,000 based private movements would be expected to be generated by this level of development by 2034 in the high-growth scenario.

The medium-growth scenario assumes a lesser extent of development outside of the existing airport boundary. More than 18,000 based private movements are forecast by 2034 in the medium-growth scenario.

The low-growth scenario assumes that future development is retained within the existing airport boundary. More than 4,000 based private movements are forecast by 2034 in the low-growth scenario.

Itinerant

Itinerant private movements include aircraft that are visiting the airport only. Although GA movements have been decreasing at many airports, these forecasts assume that Mudgee's popularity as a destination airport, where visitors can enjoy the scenic views and its food and wine offerings, increases. The forecast therefore assumes that private itinerant visitation movements will increase by approximately 3% per annum in the high-growth scenario resulting in almost 3,800 itinerant private movements by 2034.

The medium-growth scenario assumes that growth in this area is less significant with 2% growth per annum resulting in approximately 3,100 movements by 2034.

The low-growth scenario assumes that the attraction of Mudgee is only sufficient to produce a 1% growth per annum, which is still in excess of contemporary GA growth rates at many locations, resulting in approximately 2,500 movements by 2034.

Training

Training aircraft movements have also been divided into based and itinerant movements for forecasting purposes.

Mudgee-Based

Based training includes all recreational training movements generated by recreational flight training schools at the airport itself. It is considered that Mudgee Regional Airport has the potential to attract a significant number of trainee pilots with multiple flight training providers. The high-growth scenario assumes approximately 35 students per year learn to fly at one or more flight training schools resulting in approximately 15,000 movements per annum.

The Medium-growth scenario assumes approximately 20 students per year learn to fly at one or more recreational flight training schools resulting in approximately 8,500 movements per annum. The low-growth scenario assumes approximately 10 students learn to fly at one or more recreational flight training schools resulting in approximately 4,000 movements per annum.

Itinerant

Itinerant training movements include aircraft that are visiting the airport only for training purposes. Similar to private itinerant movements, this scenario assumes that Mudgee's popularity as a destination airport, where visitors can enjoy the scenic views and relatively quiet and relaxed airspace away from Sydney, increases. The forecast therefore assumes that these movements will increase by approximately 3% per annum in the high-growth scenario. Approximately 3,100 itinerant training movements are forecast in the high-growth scenario by 2034.

The medium-growth scenario assumes that growth in this area is less significant with 2% growth per annum resulting in approximately 2,500 movements by 2034.

The low-growth scenario assumes that the attraction of Mudgee is less with 1% growth per annum resulting in approximately 2,100 movements by 2034.

Helicopters

There has been a general increase in helicopter activity in recent years throughout Australia, particularly as a result of resource activity but also more generally across the sector including emergency services. Overall helicopter registrations have increased at 6.5% per annum between 2008 and 2013 according to the Australian Helicopter Industry Association (AHIA). Given the established presence of helicopter businesses at Mudgee Regional Airport, growth prospects in this sector can be expected to be good.

The high-growth scenario therefore assumes that helicopter activity at the airport will grow at a slightly higher rate to recent helicopter registrations of 8% per year on average. This would generate almost 2,650 helicopter movements per annum.

The medium-growth scenario assumes that demand for helicopter services at Mudgee Airport continues at the rate of recent national demand and uses a growth rate of 6.5% per annum, resulting in approximately 2,000 helicopter movements per annum.

The low-growth scenario assumes a lesser growth rate of 3% per annum which would generate just over 1,000 helicopter movements per annum.

Emergency Services

Population growth in the Mudgee area is likely to be the key driver behind emergency services movements at the airport, particularly for the RFDS. Therefore, the high growth scenario growth for this segment matches the population forecast growth of 3% to 2020/21 and 1.5% from 2021/22 to 2034. This results in almost 300 movements per annum by 2034.

The medium-growth scenario assumes that population growth is less and uses a growth rate of 2% to 2020/21 and 1% on to 2034, resulting in approximately 250 movements by 2034.

The low-growth scenario assumes a flat growth rate of 1% across all years to 2034, generating approximately 230 movements by 2034.

5.0 DEVELOPMENT CONCEPT

5.1 GENERAL PRINCIPLES

This section describes the overall development concept envisaged for Mudgee Regional Airport on the basis of its ultimate utilisation of available land. The concept presents what is considered to be the optimal strategic direction for the airport by identifying and determining the spatial allocation of land in a balanced manner.

Aeronautical infrastructure development is described in **Section 5.2** and non-aeronautical development in **Section 5.3**. Although each is described separately, they are inherently linked as it is the aviation-related commercial development which will largely influence the requirements for aeronautical infrastructure.

The development concept described in this section is based on an assessment of the likely ultimate aviation needs of Mudgee Regional Airport. Further discussion on logical staging of the development, in accordance with demand, is provided in **Section 6.1**.

5.2 AERONAUTICAL INFRASTRUCTURE

The proposed aeronautical development concept, covering airfield and terminal infrastructure requirements and development staging, has been prepared on the basis of satisfying a set of critical planning parameters. **Section 5.2.1** sets out the critical planning parameters upon which the aeronautical development proposals are based. This is followed by presentation of the proposals and development concepts for the runways, taxiways, aprons and passenger terminal.

Figure C, Figure D and **Figure E** set out the concepts described in this section in more detail.

5.2.1 DESIGN AIRCRAFT CHARACTERISTICS

CASA requires that aerodrome movement area infrastructure is designed to the standards applicable to the aircraft that the facilities are intended to serve. The relevant standards are set out in the CASA Manual of Standards Part 139 (MOS Part 139) and are based on an aerodrome reference code system established by the International Civil Aviation Organisation (ICAO), of which Australia is a signatory.

Aerodrome Reference Code

The dimensions, shape and layout of basic aerodrome facilities such as runways, taxiways and aprons are essentially determined by the performance capability and size of the aircraft that are intended to use them. The planning and design of these facilities therefore begins by identifying the most demanding or critical aircraft that will use them.

In Australia, like most countries, this is achieved by using the ICAO aerodrome reference code system. The reference code has two elements, a number and a letter, which are derived by grouping aircraft with similar performance capability and key physical dimensions. Thirteen aircraft

groupings, each with a unique code number and letter combination such as 1A, 2B, 3C and 4D have been identified.

The objective is to plan individual facilities for the critical aircraft likely to use them. Different facilities at the airport, such as those intended for RPT services and those intended solely for GA aircraft, are normally planned for their specific critical aircraft. On the other hand, common use facilities such as the primary runway and taxiway system will be planned for the most demanding aircraft envisaged to use the airport.

Pavement Strength

The strength of airfield pavements is classified using the ICAO Aircraft Classification Number/Pavement Classification Number (ACN/PCN) system. The ACN is calculated by the aircraft manufacturer for each aircraft, based on the damaging effect of the aircraft on different types of pavement. The ACN is dependent on both the maximum weight of the aircraft and the number, type and configuration of the landing gear. The ACN also includes a component related to the tyre pressure of the main gear, which can often become the critical parameter in relation to pavement strength.

Principal Aircraft Parameters

Table 2 summarises the principal relevant planning parameters that relate to aeronautical facilities for each of the key aircraft types that might conceivably use Mudgee Regional Airport in the future.

Table 2: Principal Design Aircraft Key Parameters

Aircraft Type	ICAO Aerodrome Reference Code	Wingspan (m)	MTOW (kg)	Typical Passenger Capacity (Pax)
Cessna 172	1A	10.9	1,160	N/A
Cessna 404	1A	14.1	3,810	N/A
Beech Super King Air 200	1B	16.6	5,670	8-10
Cessna 208 Caravan	1B	15.9	3,310	9 – 12
Cessna 441	1B	15.1	4,468	8 – 10
DHC6 Twin Otter	1B	19.8	5,670	19
Air Tractor AT-802A	1B	18.0	7,257	N/A
Pilatus PC-12	2B	16.2	4,740	N/A
Embraer EMB-110	2B	15.3	5,670	19
Cessna Citation I / II	2B	15.8	6,030	8
Bae Jetstream 32	2B	15.9	6,250	19
Beech 1900D	2B	16.6	7,530	19
Metro III	2B	17.4	6,580	19
Bombardier CL-600	3B	18.9	19,620	19
Dassault Falcon 900	3B	19.3	20,640	19

Aircraft Type	ICAO Aerodrome Reference Code	Wingspan (m)	MTOW (kg)	Typical Passenger Capacity (Pax)
Embraer E-145	3B	20.0	24,100	50
Dash 8-100, -200	2C	27.4	15,650	36
Dash 8-300	2C	27.4	18,645	50
Metro 23	3C	17.4	7,480	19
Saab 340	3C	21.4	13,155	34
Fokker F50	3C	29.0	20,820	55
ATR 72	3C	27.0	22,000	68
Dash 8- Q400	3C	28.4	29,260	74

Master Plan Design Aircraft

At the forecast passenger traffic levels, the largest aircraft size requirement envisaged during the next 20 years is for 19-36 seat aircraft types. These are encompassed by a 3C aerodrome reference code.

From a commercial GA perspective, the vast majority of opportunities are likely to be covered by aircraft in the 2B or 3B categories. However, there are sufficient possibilities which would require Code C accessible facilities to ensure that these are provided for within certain areas of the airport. These areas include the main apron, taxiway connection to the Runway 22 threshold, and selected development sites within the South East and South West Development Zones.

5.2.2 RUNWAYS AND RUNWAY STRIPS

No upgrade or extension of the runways is proposed and the Master Plan retains, generally, the existing runway and runway strip geometry and characteristics. These characteristics are adequate for the range of aviation and aviation-related opportunities described in **Section 4.0** in accordance with current CASA requirements.

Provision is made to safeguard a future increase in runway strip width for Runway 04/22 to 150m, through the addition of 30m flyover areas on each side of the existing 90m wide graded strip.

The areas required by the new RESA standards for Runway 04/22 are also indicated, although these are not a mandatory requirement at present. It is nonetheless recommended that Council considers acquiring the small areas of land required to implement the current RESA standards in the future, whenever it may be economical to do so, in order to minimise any risk that the length of runway would need to be reduced.

5.2.3 TAXIWAYS

Provision for a suitable taxiway system has been identified based on the ultimate development of the currently available land, whilst also facilitating potential connections to adjacent land which may

be used for airport-related opportunities. The future taxiway layout is indicated on **Figure C**, with further detail on **Figure D**.

The long-term objective for taxiway development is to establish a parallel taxiway arrangement wherever sufficient land exists. By ensuring that backtracking operations on runways are minimised, capacity of the runway system will be maximised allowing the greatest number of aircraft movements to occur as efficiently as possible.

In addition to the parallel taxiways, additional taxiways and taxilanes are proposed as required to serve to hangar development.

Development of the taxiway system, including the parallel taxiway components, can occur incrementally as demand grows and operational requirements dictate. As an initial stage, taxiways can be formalised on the natural surface for use when environmental conditions permit. As demand grows, taxiway links can be progressively sealed for all-weather use and strengthened for larger aircraft.

5.2.4 PASSENGER TERMINAL

The terminal in its current form would be adequate for charter or air taxi services by aircraft with less than 9 passenger seats. Council is planning a modest extension of the terminal building, which will be completed in 2015. It is considered this would be sufficient to remove the reported congestion associated with 19-seat aircraft turnarounds.

Given the prospects for re-establishing passenger services with greater than 19-seats at Mudgee, any requirement further for extension is considered unlikely within this Master Plan horizon. Nonetheless, an ultimate requirement for larger terminal facilities should not be ruled out. The characteristics of the airport site do not readily suggest any suitable alternative location for passenger terminal facilities, and the ultimate aeronautical development concept assumes that any aircraft of sufficient size to operate future regional airline services would be accommodated in the general vicinity of the existing terminal.

An expansion reserve for the passenger terminal building has therefore been identified to ensure that alternative uses do not preclude further augmentation or redevelopment of the terminal in its current location, should this ever be required. The reserve, indicated on **Figure E**, is adequate to enable a significant upgrade of the terminal, sufficient to handle larger charter operations or regular public transport services by up to 50-seat aircraft in comfort.

5.2.5 AIRCRAFT PARKING AREAS

Provision for apron parking is made in two main areas within the ultimate concept:

- Expansion of the itinerant aircraft stand-off apron and expansion to the north of the main apron. A long-term aircraft parking concept for this area is shown in **Figure E**; and
- Development of new apron parking in the south of the airport land adjacent to Commercial Helicopters.

All the proposed apron areas are accessible by Code C aircraft, but could be used for smaller aircraft.

5.2.6 OTHER AIRFIELD FACILITIES

Fuel Facility

The fuel facility is likely to remain adequate in the short to medium-term. The Master Plan proposed realignment of Taxiway D which will provide space for aircraft to taxi up to the fuel facility without infringing the taxiway strip.

NDB

Although users indicated that there is essentially no requirement to use the NDB in the presence of the VOR and satellite-based instrument procedures, Airservices (the owner of the NDB) requires it to remain to provide en-route backup navigation capability for the wider air traffic network.

The NDB currently restricts the development hangar sites within the South West Development Zone, and so any opportunity to relocate the NDB ought to be considered.

5.3 NON-AERONAUTICAL DEVELOPMENT

Airports with available land that is not required for future aeronautical infrastructure have the potential to generate diverse revenue streams and produce economic generators. Revenue raised through the use of this land can be used to pay for major investments and expenditure growth. The airport also has a wider economic benefit to the area. The airport and the businesses located there employ local people. Furthermore, airports also invest relatively large amounts to meet new requirements, maintain their infrastructure and expand capacity. These investments often comprise both local construction and equipment.

Council would like to continue to take advantage of the available land at the airport to develop aviation-related activities and businesses whilst not infringing on the aeronautical requirements of the airport.

In responding to the objectives of the Master Plan, as described in **Section 1.2**, the main features of the non-aeronautical development concept include provision for additional aircraft hangars. The term 'hangar' is a generic description encompassing those types of facilities requiring airside access and therefore by definition includes such things as aircraft maintenance facilities, flying training schools, charter and fixed-base operations which might address the aviation-related opportunities described in **Section 4.0**

5.3.1 KEY DEVELOPMENT CONSTRAINTS

There are three key constraints to development which it has been necessary to take explicit account of in the preparation of the development non-aeronautical concept set out below. These are:

- The Mudgee NDB is on Airservices Backup Navigation Network and will therefore continue to be in service for the foreseeable future. Airport development in the vicinity of the NDB will need to be compliant with NDB siting guidelines including building height limitations, until such time as the NDB is decommissioned or it can be relocated to an alternative location. The current location of the NDB means it prevents any development within a 60m radius of the antenna⁴. This limits the extent of subdivision development that is possible within the South East Development Zone. Development outside 60m may also need to be subjected to a technical assessment by Airservices;
- The protection of obstacle limitation surfaces applicable to a Code 3 instrument non-precision approach runway with 150m wide runway strip. This effectively limits further development to the north of the terminal; and
- The limited extent of land available within the existing airport land boundary outside the runway and runway strip areas.

5.3.2 PROPOSED DEVELOPMENT AREA

To accommodate the identified opportunities set out in **Section 4.0**, development has been identified based on their specific requirements, constraints, likelihood, timing, synergies with other activities at the airport and the available land.

- Terminal precinct;
- Northern development zone;
- South East development zone; and
- South West development zone.

The principal features of each precinct are discussed below.

Terminal Precinct

This precinct incorporates existing passenger terminal building and car park, along with future expansion reserve for both.

The expansion reserve for the passenger terminal building is adequate to enable a significant upgrade of the terminal, sufficient to handle larger charter operations or regular public transport services by up to 50-seat aircraft in comfort.

The car park expansion would accommodate an additional 40-50 spaces as described in **Section 5.3.3**.

⁴ CASA MOS Part 139 v1.12 November 2014 para 11.1.13.1 stipulates that a radius of 150m from the NDB antenna should be kept clear of buildings exceeding 2.5m in any dimension. However, this requirement is generally proven to be conservative based on development at other airports. Airservices siting criteria for NDB state that development proposals between 60m and 300m radius from the centre of the NDB antenna that exceed an elevation angle of 5° from ground level at the centre of the antenna require assessment. This effectively permits buildings up to 5.25m high at a 60m radius without assessment and larger buildings subject to assessment.

Northern Development Zone

The northern development zone incorporates the existing development to the north of the terminal in the northern hangar area. Practically, further development in this zone is precluded through a lack of available land and OLS constraints.

Subject to possible development in the adjacent airport related development opportunity lands, some development or redevelopment along the current eastern boundary might be possible.

South East Development Zone

This precinct is envisaged as representing the development of a 'best in state' aviation industrial subdivision. Incorporating the three existing hangars in the Southern Hangar Area expansion is planned to the south and east, to occupy the land recently purchased by Council and ultimately becoming contiguous with the Commercial Helicopters development and the proposed RFS facility.

The key development concept features are:

- Realignment of George Campbell Drive to facilitate taxiway access to new hangar development lots, with associated new airport access on to Ulan Road;
- Ten (10) lots 40m wide by 55m deep approximately suitable for typical commercial operations utilising Code B aeroplanes;
- A further 8-10 lots of similar dimensions for future development once the NDB is decommissioned or relocated;
- Two (2) 50m wide by 80m deep lots with the option of around 8,000 sq m of adjacent licensed apron area to be used for access and parking of up to Code C aircraft; and
- A premium corner site currently identified for a non-aviation related Rural Fire Service heritage museum and administration facility.

South West Development Zone

An area suitable for further subdivision has been identified in the south western area of the current airport site. This area would require a new access road to be provided to enable development, together with engineering services for commercial operators. It is therefore envisaged that subdivision of this zone would not occur until the industrial lots in the South East Development Zone were exhausted.

However, as a location for private aircraft storage, where access could be provided by unsealed road and utilities are not essential, this zone could be developed earlier.

The key development concept features of this zone are:

- Six (6) lots approximately 40m wide by 70m deep, suitable for typical commercial operations using Code B and smaller Code C aeroplanes, with Code B/C taxiway access directly to Runway 04/22;

- Twelve (12) lots approximately 28m wide by 35m deep, suitable for typical commercial operations using Code A aeroplanes;
- Approximately 1.4 hectares available for un-subdivided construction of private hangars for light aircraft storage. Depending on the configuration of this area and the type of hangar construction, space for approximately 25-30 typical light aircraft hangars (Cessna 172) be available; and
- New access road connection to Ulan Road south of Commercial Helicopters.

5.3.3 LANDSIDE ACCESS

External Access

A new external access is proposed on Ulan Road to serve the realigned George Campbell Drive which would form the main access to the Terminal Precinct, Northern and South East development areas.

The existing George Campbell Drive intersection with Ulan Road would remain, to serve the proposed RFS site and the two aviation sites to the west.

A further access road would be required to access the South West Development Area.

Internal Access

A future one-way access loop serving the terminal and looping around the car park is proposed to facilitate any expansion of the terminal.

Road reserve widths of 20m have been allowed which would provide for two trafficable lanes, footpath areas, service corridors, limited parking, and strip landscaping. A width of 15m would strictly suffice for this, however an additional width of road reserve allows for less stringent set-back requirements to be imposed on the leasable areas, enables supplementary roadside parking if required and will assist in maintaining an open and feel to the development appropriate to the surrounding rural environment.

Car Parking

The area immediately east of the terminal and existing car park should be reserved for expansion of car parking requirements for the terminal precinct and nearby development. There is room for approximately 46 additional spaces with the option for 6-10 more along the southern edge of the terminal access road.

Within the proposed subdivision areas, it is envisaged that the general principle would be to require adequate parking to be provided as part of individual lot developments, an indicative lot layout shown has been sized accordingly. Supplementary parking areas could however be provided in convenient locations.

5.3.4 ENGINEERING SERVICES

It is assumed that there is sufficient capacity in the existing supply systems (water, electricity, sewer and telecommunication) at the airport boundary to service the new development areas. It is recommended that the Council undertake an assessment of these services to confirm the adequacy of these engineering services. The South East Development Area would take supply from junctions at appropriate locations along the realigned George Campbell Drive.

It is recommended that a conceptual master grading design be undertaken for the proposed South East Development Area to prove the land use concept and determine the indicative extent of any required earthworks and drainage systems.

5.4 OTHER LAND USE OPPORTUNITIES

Other than the proposed development areas discussed above, there are only limited opportunities within the airport boundary to identify possible higher order land use potential. There are, however, a number of areas adjacent to the airport boundary which have been identified within the LEP as potential airport related development opportunities. These areas are shown on **Figure C** and bound the eastern, northern and western perimeter of the airport.

Such areas would be suitable for a range of airport-related activities, which may or may not require access to the airfield proper. However, the Master Plan makes provision for taxiway access points to each potential area, subject to the establishment of a suitable access agreement. In particular, it is felt that given the nature of the surrounding land uses, and the lack of available space within the airport land for residential airpark style development, rural residential development with airport access would appear to be an ideal use for these lands. This would allow what is effectively a property development activity to occur on private land, by developers experienced in such matters, without undue risk to Council.

5.5 TENURE & OWNERSHIP OF AIRPORT SITES

A common difficulty at regional airports is the complaint that lease arrangements make it difficult for small aviation-related businesses to finance developments which would expand the range of aviation activities on airport land. Users often advocate the subdivision and freehold sale of airport land, with Council potentially retaining ownership of the land required for runways, taxiways, aprons and the passenger terminal area. This arrangement, however, is predicated on having confidence that there will never be a need for major redevelopment or reconfiguration of facilities within the airport site. Given the dynamic nature of the industry and ever-changing development opportunities, it is widely acknowledged that it is essential to retain as much flexibility as possible with respect to future requirements. The lease of sites within the airport boundary is generally favourable on the basis that Council maintains long-term control of the land, even if the lease periods are relatively long.

The current arrangement at Mudgee Airport where leasehold sites are offered is standard practice for airports throughout Australia, and fulfils the flexibility imperative described above. On the other hand it is acknowledged that it may prove difficult to arrange development finance for lease terms shorter than 20, or in some case 30 years.

Council should consider carefully how the available land will be made available to developers, particularly in the South East Development Zone. Although Council has the option to sell freehold some or all of the individual sites, this approach is not recommended. Several sites held on freehold purchase basis may restrict future plans for the adjacent sites and could reduce the flexibility of the surrounding land. Through projects at other regional airports, REHBEIN Airport Consulting has also witnessed regional council's difficulties in developing airports based on past decisions to sell land on a freehold basis.

It is recommended instead that Council adopt an extended lease arrangement. The standard leases offered by the Federal Airports Corporation (FAC) were for 25 years with 40 year tenure available for special developments and a number of regional airports are now considering 20 years as a minimum lease period, sometimes with extension options. Shorter lease terms may be negotiated by mutual agreement.

In the event that the ability to offer freehold land is considered absolutely essential to attract businesses or residential aviators and that the vision for development of Mudgee Regional Airport cannot be fulfilled without recourse to a freehold tenure, the adjacent Airport Related Development Opportunity lands offer the ideal mechanism for this scenario. Development could occur on land held privately, or Council could acquire the land, develop it, and then offer the freehold to aviation businesses. In both cases, the flexibility of land use within the existing airport land boundary would not be eroded.

6.0 IMPLEMENTATION PLAN

6.1 DEVELOPMENT STAGING

For the purpose of this Master Plan, developments have been divided into three stages by expected timing, as follows:

- Short-term: Expected to be required within the next five years (ie before 2020). Planning and budgeting for these developments should occur now;
- Medium-term: Expected to be required some time between 5 and 20 years (ie between 2020 and 2035). The timing of these developments is subject to a number of factors which make it difficult to predict the exact timeframe. The need and expected timing of these should be reviewed further during the next 5-yearly Master Plan review process, when it is anticipated that some of these developments will move into the 'short-term' category; and
- Long-term (or ultimate): developments which to comply with sound planning practices should nevertheless continue to be safeguarded for implementation subject to demand, or for which there are existing constraints with unknown removal timeframes.

6.1.1 SHORT-TERM DEVELOPMENT

Short-term development anticipated before 2020 is indicated on **Figure E**. The key elements are as follows.

Airside works

- Expansion of the stand-off itinerant large aircraft parking apron (Council has completed this item during the Master Plan preparation period);
- Realignment and extension of Taxiway D as a sealed Code B taxiway to provide access to the first stage of the South East Development Zone;
- Extension of Taxiway E to Runway 04/22 as a sealed Code B taxiway;
- Formalisation of an extension to Taxiway A as a sealed Code B taxiway to provide access to the businesses in the south eastern corner of the airport;
- Provision of additional grassed light aircraft tie-down parking area south of Taxiway D; and
- Subject to development in the adjacent Airport Related Development Opportunity land to the north, provision of Code A taxiway access to this land linking the Runway 22 threshold and Runway 16/34.

Landside Works

- Realignment of George Campbell Drive and diversion of associated engineering services;
- Provision of internal subdivision access road for the first stage of the South East Development Zone; and

- Provision of services reticulation for the first ten (10) lots in the South East Development Zone.

6.1.2 MEDIUM-TERM DEVELOPMENT

Medium term development comprises the remainder of the development on **Figure C**, other than that which is noted as 'Future Development'. The key components are presented here in, very approximately, the order they are anticipated to be required at the time of preparation of this Master Plan.

- Further expansion of the stand-off itinerant parking apron and redevelopment of the main apron towards Runway 04/22;
- Construction of Code C taxiway access between the Runway 22 threshold and Taxiway A;
- Extension of sealed Code B taxiway access to serve an additional three (3) lots within the South East Development Zone;
- Upgrade of Taxiway A to Code C standards to serve Commercial Helicopters and adjacent commercial lots; and
- Development of taxiway access to the South West Development Area, along with a new road access passing to the south of Commercial Helicopters.

6.1.3 ULTIMATE DEVELOPMENT

The ultimate development concept is that reflected in **Figure C**. In addition to the medium-term development envisaged prior to 2035, the Master Plan provides for the following at some stage in the future:

- Expansion of the South East Development Zone subdivision to encompass the area vacated by the existing NDB;
- Parallel taxiways to both sides of Runway 16/34;
- Provision of sealed apron parking adjacent the airport boundary to the south of the Runway 34 threshold; and
- Taxiway access connections to adjacent Airport Related Development Opportunity land areas.

6.2 INDICATIVE COSTS

Indicative costs have been developed for the key elements envisaged in the short term development have been prepared. Given there is considerable uncertainty over the need for, and required timing of, any of the other developments within the development concept, costs for medium and long-term developments are not appropriate at this stage. The indicative costs for short-term development items are summarised in **Table 3**.

Table 3: Short-term Development Indicative Costs

Item	Qty	Rate	Cost
Airfield Works			
Itinerant Apron Extension (Code C)	3,300 m ²	\$150 / m ²	complete
Taxiway D Realignment & Extension (Code B)	4,500 m ²	\$140 / m ²	\$630,000
Taxiway E Extension (Code B)	1,800 m ²	\$140 / m ²	\$260,000
Taxiway A Extension (Code B)	3,400 m ²	\$140 / m ²	\$480,000
Code A Taxiway between Rwy 22 threshold & Rwy 16/34	3,600 m ²	\$120 / m ²	\$510,000
Landside Access			
George Campbell Drive Realignment	5,300 m ²	125 / m ²	\$1,100,000
New Intersection with Ulan Road	1 item	\$500,000	\$500,000
Internal Subdivision Access Road	1,100 m ²	\$100 / m ²	\$110,000
Utilities Reticulation			
George Campbell Drive:			
Stormwater Drainage	600 L.m	\$750 / L.m	\$450,000
Diversion – Water 150 dia upvc main	600 L.m	\$200 / L.m	\$120,000
Diversion – Electrical	600 L.m	\$825 / L.m	\$500,000
Diversion – Telecommunications	600 L.m	\$330 / L.m	\$200,000
Internal Subdivision:			
Stormwater Drainage	130 L.m	\$625 / L.m	\$90,000
Sewer 150dia uPVC Gravity Main	130 L.m	\$250 / L.m	\$40,000
Water 150dia uPVC main	130 L.m	\$200 / L.m	\$30,000
Electrical	130 L.m	\$825 / L.m	\$110,000
Telecommunications	130 L.m	\$330 / L.m	\$50,000

A range of assumptions and exclusions were made in order to produce the indicative development costs, there are as follows:

- Costs are based on assumptions made in the absence of detailed feature and level survey and/or geotechnical investigation;
- Airfield development costs includes allowances for earthworks, pavement, stormwater drainage and taxiway edge lighting;
- Costs included for the development of the subdivision do not include ground improvements or servicing within lots or the construction of hangars, it is anticipated that this will be carried out by the lessee/owners. Costs for engineering services (power, water,

telecommunications, sewer and stormwater drainage) to the lot boundary, taxiway access (where relevant) and landside access to the subdivided sites have been considered only;

- Engineering services for the new subdivided sites will be connected to the existing services at the airport site;
- Upgrades to the power, water and sewer connections to the airport site have not been considered;
- GST has not been included;
- An allowance of 15% for preliminaries and 30% for design contingency has been made; and
- No allowance for construction contingency has been made.

7.0 AIRPORT SAFEGUARDING

Adequate protection of the basic capability to undertake aircraft operations in accordance with prescribed safety standards and regulatory requirements, and in an efficient and economic manner, is imperative to the future realisation of aeronautical opportunities at Mudgee Regional Airport.

It is important to protect the airport from encroachment of incompatible surrounding land uses, to ensure continued operations whilst protecting the amenity of surrounding properties.

In order to adequately protect for the potential future aircraft operations at Mudgee Regional Airport envisaged by this Master Plan, safeguarding of a number of aspects will be required through appropriate planning and development restrictions and monitoring processes.

Council should give consideration as to how best to address and incorporate each of the issues discussed below into its planning policy.

7.1 NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK

The National Airports Safeguarding Framework (NASF) is a national land use planning framework that aims to:

- Improve community amenity by minimising aircraft noise-sensitive developments near airports including through the use of additional noise metrics and improved noise-disclosure mechanisms; and
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

The NASF was developed by the National Airports Safeguarding Advisory Group (NASAG), comprising of Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority (CASA), Airservices Australia and the Australian Local Government Association (ALGA).

The NASF was agreed to by Commonwealth, State and Territory Ministers at the Standing Council on Transport and Infrastructure meeting on 18 May 2012. The agreement represents a collective commitment from governments to ensure that an appropriate balance is maintained between the social, economic and environmental needs of the community and the effective use of airport sites. NASF applies to all airports in Australia.

The NASF currently consists of a set of seven principles and six guidelines, as follows:

- **Principle 1:** The safety, efficiency and operational integrity of airports should be protected by all governments, recognising their economic, defence and social significance
- **Principle 2:** Airports, governments and local communities should share responsibility to ensure that airport planning is integrated with local and regional planning
- **Principle 3:** Governments at all levels should align land use planning and building requirements in the vicinity of airports
- **Principle 4:** Land use planning processes should balance and protect both airport/aviation operations and community safety and amenity expectations
- **Principle 5:** Governments will protect operational airspace around airports in the interests of both aviation and community safety
- **Principle 6:** Strategic and statutory planning frameworks should address aircraft noise by applying a comprehensive suite of noise measures
- **Principle 7:** Airports should work with governments to provide comprehensive and understandable information to local communities on their operations concerning noise impacts and airspace requirements.
- **Guideline A:** *Measures for Managing Impacts of Aircraft Noise*
- **Guideline B:** *Managing the Risk of Building Generated Windshear and Turbulence at Airports*
- **Guideline C:** *Managing the Risk of Wildlife Strikes in the Vicinity of Airports*
- **Guideline D:** *Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation*
- **Guideline E:** *Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports*
- **Guideline F:** *Managing the Risk of Intrusions into the Protected Airspace of Airports.*

The full NASF principles and guidelines can be found on the Department of Infrastructure and Regional Development's website at: www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf

These safeguarding aspects are discussed in the following sub-sections with reference to Mudgee Regional Airport.

7.2 AIRCRAFT NOISE

7.2.1 AUSTRALIAN NOISE EXPOSURE FORECAST

Restrictions on airport operations as a result of annoyance caused by exposure to aircraft noise can significantly limit the ability of an airport to facilitate aviation related business and employment. The Australian Noise Exposure Forecast (ANEF) system is one metric used for conveying the levels of aircraft noise exposure in the vicinity of airports. It is the only system which currently has statutory meaning for land use planning, through Australian Standard AS2021-2015, *Acoustics: Aircraft Noise Intrusion – Building Siting and Construction*.

The ANEF is constructed using the Integrated Noise Model (INM) to generate contours of equal noise exposure level. It is normal to show contours of 20,25,30,35 and 40 ANEF units. It is based upon the:

- Intensity, duration, content and spectrum of the sound;
- Forecast aircraft types and movements on various flight paths; and
- Average daily distribution of aircraft take-offs and landing.

In accordance with the safeguarding principles and manner of endorsement for ANEFs⁵, aircraft noise forecasts should represent the future expected state of aircraft noise exposure in the vicinity of an airport. The ANEF can be prepared for a specific forecast year, or to represent the anticipated aircraft operations associated with the ultimate development of the airport.

Council does not currently have an endorsed ANEF. Australian Noise Exposure Concepts were included in the 2005 Master Plan. However, it is recommended that these be updated to reflect this Airport Master Plan and an ANEF then be subsequently endorsed for incorporation into the LEP.

7.2.2 N-ABOVE CONTOURS

The NASF Guideline A – *Measures for Managing the Impacts of Aircraft Noise* recognises that the 20 ANEF and 25 ANEF zones within which residential developments are restricted under AS2021, do not capture all high noise affected areas around an airport. AS2021 itself recognises that the ANEF contours are not necessarily an indicator of the full spread of noise impacts, particularly for residents newly exposed to aircraft noise.

N-above contours have been developed and are now being applied by strategic planners to complement the ANEF metric and provide an additional communication and planning tool. N-above contours indicate the number of aircraft noise events equal to or greater than a specified noise level expected to occur on an average day.

Where there is no major existing or approved development, there is scope to plan ahead to take account of potential noise disturbance and in particular to minimise the zoning of noise-exposed land for residential development.

For this reason, NASF Guideline A recommends that existing and future development need to be treated differently, with rezoning of greenfield to permit noise sensitive uses only undertaken subject to the following approach:

- There should be no new designations or zoning changes that would provide for noise sensitive developments within a 20 ANEF where that land was previously rural or for non-urban purposes. Zoning for noise-sensitive development should be avoided where ultimate capacity or long range noise modelling for the airport indicates either:
 - 20 or more daily events greater than 70 dB(A);
 - 50 or more daily events of greater than 65 dB(A); or

⁵ All ANEFs are endorsed for technical accuracy by Airservices Australia, to ensure that the modelling assumptions adopted in INM appropriately reflect the parameters associated with aircraft operations, that consultation with relevant stakeholders including local and state government agencies has been undertaken, and that the forecast movements do not exceed the capacity of the future proposed airport infrastructure (ie runways).

- 100 events or more daily events of greater than 60 dB(A).

7.3 BUILDING GENERATED WINDSHEAR AND TURBULENCE

Buildings of a certain size and dimensions, when sited near to runway ends, can sometimes generate windshear and turbulence effects which can pose a safety risk to aircraft. The effect depends on a number of factors and NASF Guideline B sets out:

- empirically determined criteria for windshear and turbulence;
- generic guidance on mitigating risks from proposed buildings;
- a methodology for assessment of proposed buildings;
- options, where required, for subsequent detailed modelling of wind effects; and
- options to mitigate wind effects of existing buildings where required.

The assessment envelopes for building generated windshear and turbulence associated with NASF Guideline B cover an area 1,200m or closer perpendicular to the runway centreline and extend 900m along the extended centreline of the runway prior to the runway threshold and 500m along the runway. Within these areas, NASF recommends that any proposed buildings be evaluated to confirm there will be no unacceptable impacts on the safety of aircraft operations.

7.4 WILDLIFE HAZARDS

Birds (and other wildlife) on or around airfields should be regarded as a potential hazard to aircraft safety. The majority of aircraft collisions with birds occur near the airfield during take-off, landing and associated phases. Birds may be ingested into aircraft jet engines or otherwise cause damage that may impact on the pilot's ability to manoeuvre the aircraft.

The prevention of bird strike requires careful consideration during master planning phase to identify potential land uses that may attract birds. Master planning considerations include the land use inside the boundaries of the airport and the surrounding land uses that should be avoided to reduce the risk of bird strike. It is essential that the Council planners incorporate this into future Local Environmental Plans to minimise the wildlife threat to future aircraft operations associated with land use.

Land use and the environment surrounding aerodromes can attract birds and bats. Waterways, agriculture, landfills and even golf courses often provide attractants that contribute to transit issues where birds and bats traverse the airfield while moving between nesting areas and feeding or foraging sites. Development near airfields that provides refuge, feeding or breeding opportunities for large numbers of birds or bats contributes to an increased risk of bird strike.

Figure H identifies land uses that have the potential to increase bird and bat strike potential and provides guidance on buffer zones within which certain activities around Mudgee Regional Airport should be controlled. This guidance is based on NASF Guideline C. Within these buffers it is recommended that some activities are excluded whilst others have control measures. Appropriate

land use development restrictions within these boundaries should be implemented by Council to adequately protect the safety of future aircraft operations.

Current land uses within the buffer zones should be reviewed, including agricultural land use, to identify any existing non-compatible land uses that increase bird strike risk. Consultation with land-owners and operators of non-compatible land uses may identify suitable management practices to reduce the bird presence. Existing infrastructure associated with incompatible land uses will not require relocation but management practices may require enhancement if bird and wildlife hazards from these and similar become an issue.

While consideration of land uses within and adjoining the airport is essential for decreasing bird strike risk, operational procedures and control measures are applied to reduce the existing threat of birds. Targeted maintenance and management activities are necessary to reduce habitat or food sources that attract birds.

7.5 LIGHTING DISTRACTION AND GLARE

NASF Guideline E *Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports* and Section 9.21 of CASA MOS Part 139 provide advice with regard to the design and provision of lighting systems for use at or in the vicinity of an aerodrome, with the intention of minimising the potential hazard to aircraft operations from the lighting. Anyone proposing to install a lighting system within the vicinity of the aerodrome should be made aware of the requirements by the airport operator.

CASA has the power, through regulation 94 of the Civil Aviation Regulations 1988 (CAR 1988), to require lights which may cause confusion, distraction or glare to pilots in the air, to be extinguished or modified. Ground lights may cause confusion or distraction as a result of their colour, position, pattern or intensity of light omission above the horizontal plane. The advice provided by CASA is applicable to lighting installations within a 6 kilometre radius of the airport. The lights within this radius fall into a category most likely to be subjected to the provisions of Regulation 94 of CAR 1988. Within the 6km radius, a primary area exists which is divided into four light control zones labelled A, B, C and D. These zones reflect the degree of interference ground lights can cause as a pilot approaches to land. **Figure G** shows the primary area and zones in relation to Mudgee Regional Airport within which limits on intensity of light emissions (at 3 degrees above the horizontal plane) should be maintained. The emission intensity limits are also shown on the plan, expressed in candela (the common candle emits light at an intensity of roughly one candela) and are as follows:

- Zone A: 0 candela (cd);
- Zone B: 50 cd;
- Zone C: 150 cd; and
- Zone D: 450 cd

7.6 AIRSPACE PROTECTION

7.6.1 OBSTACLE LIMITATION SURFACES

Obstacles on or in the vicinity of an aerodrome, whether natural features or man-made structures, may prevent its optimal utilisation by aircraft through:

- Reducing the runway distances available for take-off or landing;
- Reducing the authorised take-off and landing weights for some aircraft;
- Restricting certain types of aircraft; and/or
- Limiting the range of weather conditions in which aircraft can operate.

The shape and dimensions of the OLS for an airport are determined on a case by case basis and needs to be assessed by CASA to determine its operational impact. No structure located on an airport should be allowed to exceed the vertical limits of the OLS unless required to do so to serve its operational purpose.

The Master Plan does not propose any changes to either of the runways, therefore the existing OLS will remain relevant. An OLS plan based on meeting fully the relevant requirements of CASA MOS Part 139 can be found on **Figure F** and should be incorporated into the Mid-Western Regional LEP.

To enable future upgrades to the perimeter fencing at the north-eastern corner of the airport, which may be required to meet aviation security regulations or more general security requirements, Council must take account of the impacts on the obstacle limitation surfaces. In order to avoid reducing the available runway length, additional land will be required to allow the fence to remain below the OLS. It is recommended that Council take steps to identify the land required and seek to acquire it as the opportunity may arise.

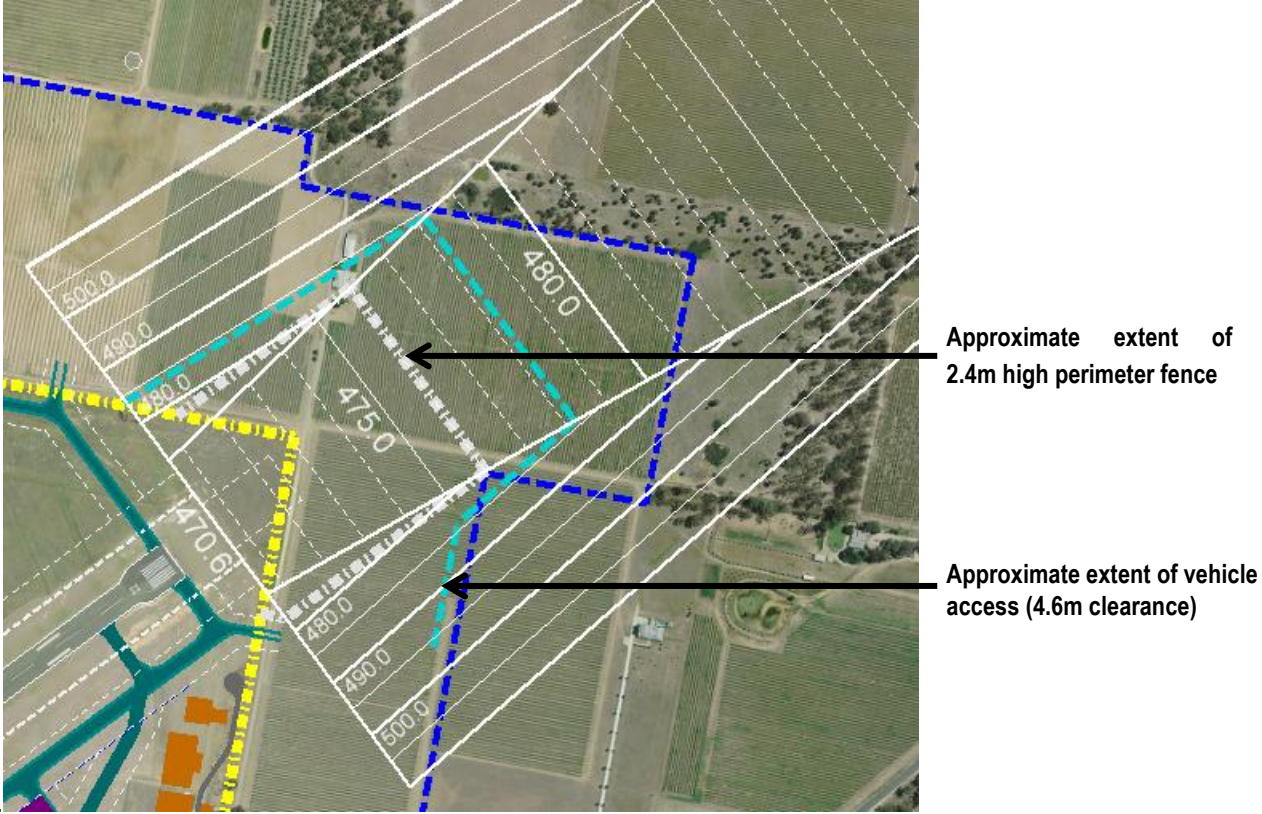
Similarly, the arrangements for access to the airport related opportunity land immediately north of the current airport boundary need to be considered in order to ensure adequate clearance to the OLS for transient vehicles in the vicinity of the runway end.

Figure 7 below indicates how the perimeter fence and vehicle access locations would be constrained by the OLS. The permissible geometry of both should be subject to a detailed assessment taking into account any changes to the proposed ground levels in the area prior to any physical works.

7.6.2 PANS-OPS SURFACES

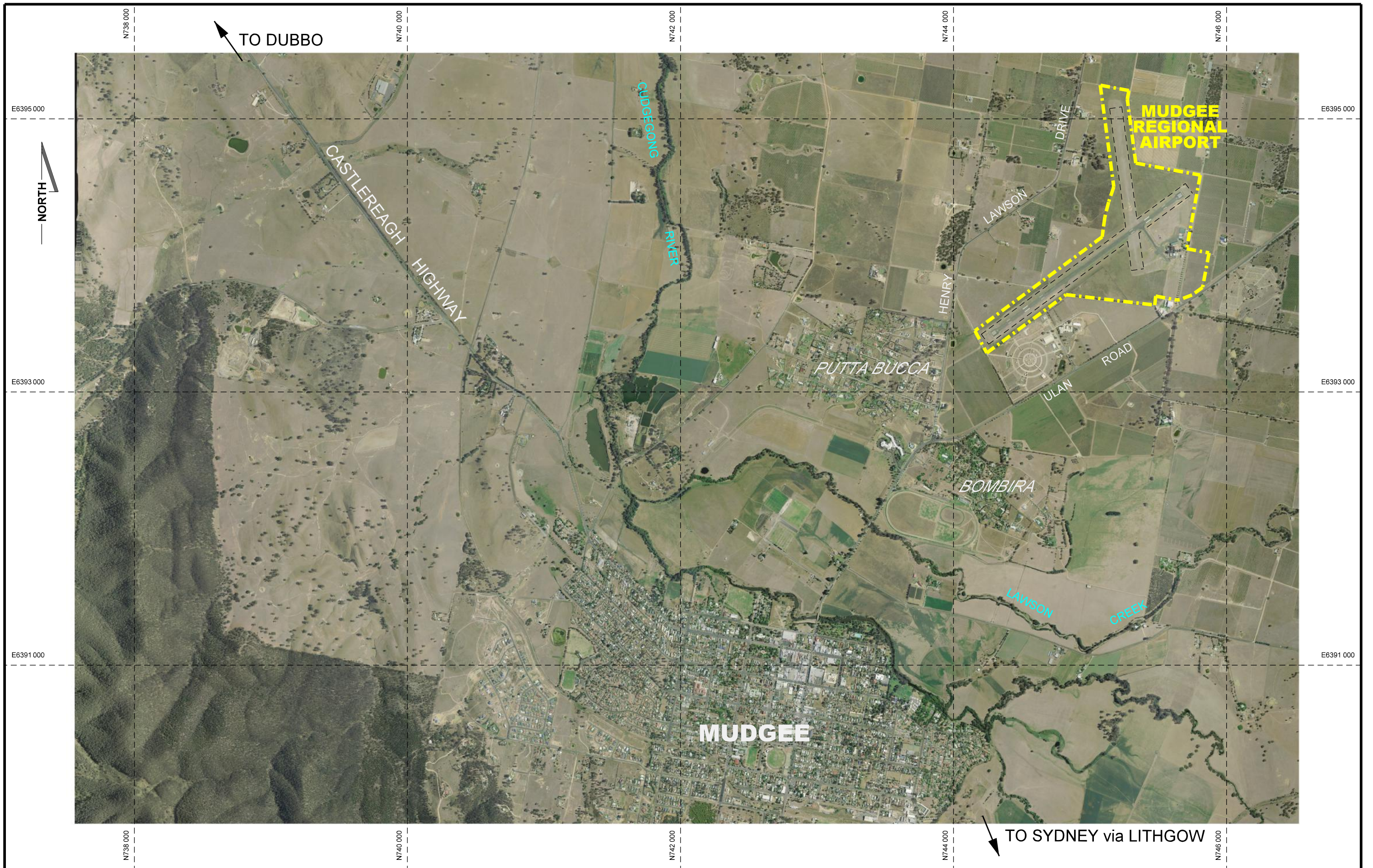
Council should be aware that as the airport operator, it has responsibility under the CASRs Part 139 and Part 173 to ensure the Procedures for Air Navigation Systems – Aircraft Operations (PANS-OPS) protection surfaces are monitored and maintained free from any intruding obstacles.

Figure 7: Indicative Constraints on Perimeter Fence and Vehicle Access Locations



APPENDIX A

MASTER PLAN FIGURES



Project: MUDGEE REGIONAL AIRPORT
MASTER PLAN 2015

Client: MID-WESTERN REGIONAL COUNCIL

Title: **LOCATION PLAN**

REHBEIN Airport Consulting

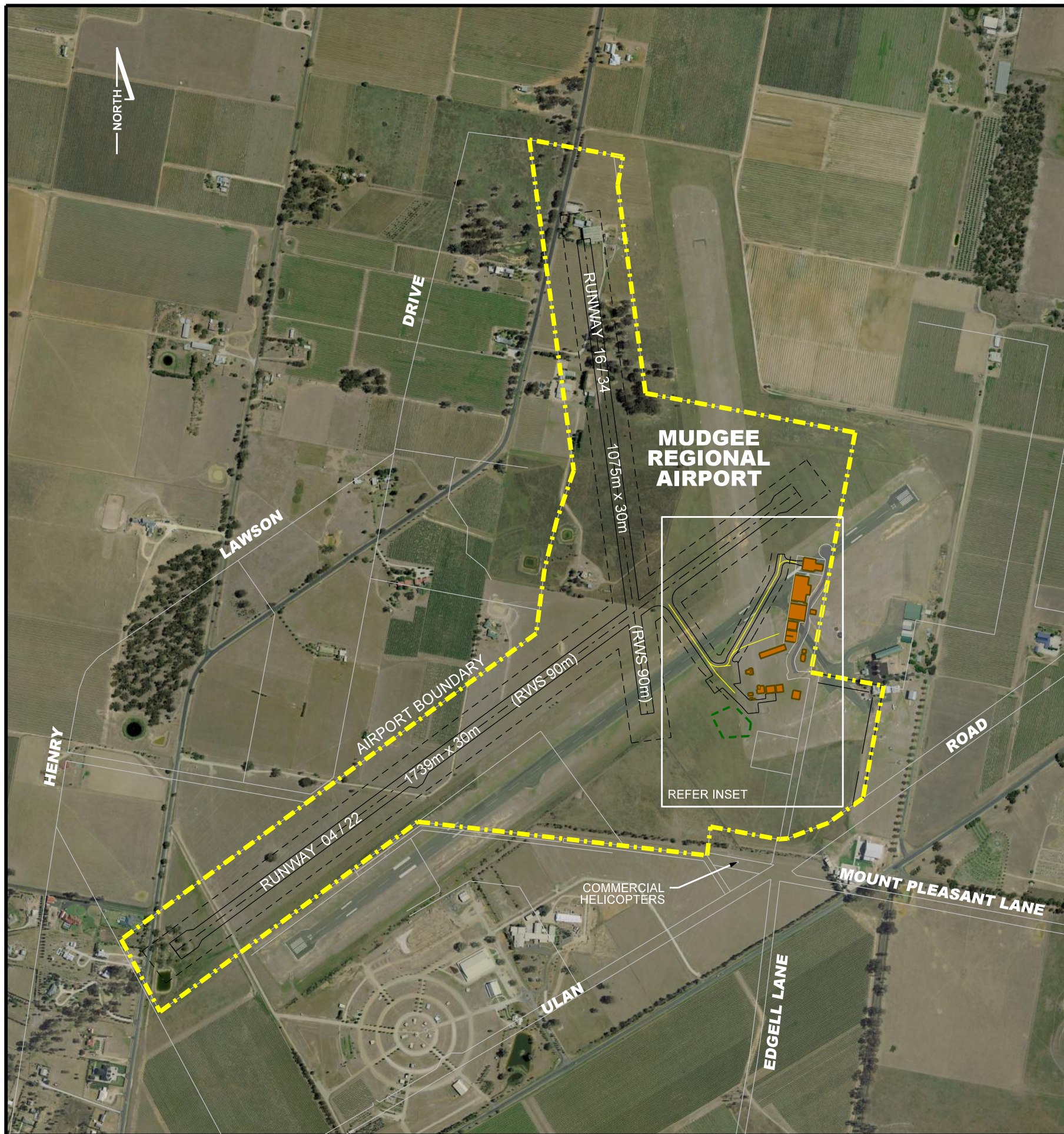
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Drawn: CMF **Checked:** JSL **Approved:** BJH

Figure No:		FIGURE A	Scale: 1:25000	A3 Sheet Size
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INSET
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Project: **MUDGEE REGIONAL AIRPORT
MASTER PLAN 2015**

Client: **MID-WESTERN REGIONAL COUNCIL**

Title: **EXISTING AIRPORT FACILITIES**

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Figure No: **FIGURE B**

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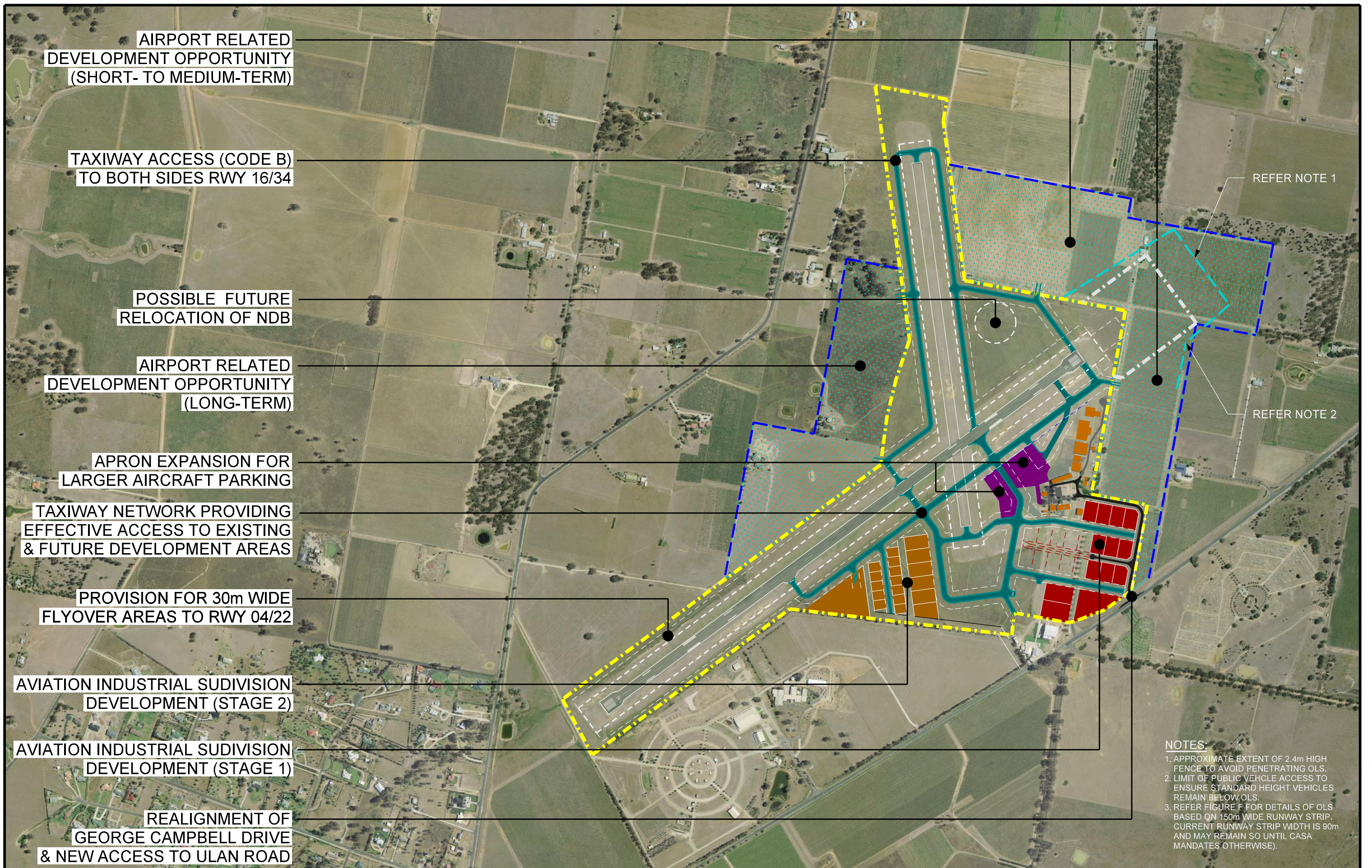
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Approved: BJH

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AIRPORT RELATED
DEVELOPMENT OPPORTUNITY
(SHORT- TO MEDIUM-TERM)

TAXIWAY ACCESS (CODE B)
TO BOTH SIDES RWY 16/34

POSSIBLE FUTURE
RELOCATION OF NDB

AIRPORT RELATED
DEVELOPMENT OPPORTUNITY
(LONG-TERM)

APRON EXPANSION FOR
LARGER AIRCRAFT PARKING

TAXIWAY NETWORK PROVIDING
EFFECTIVE ACCESS TO EXISTING
& FUTURE DEVELOPMENT AREAS

PROVISION FOR 30m WIDE
FLYOVER AREAS TO RWY 04/22

AVIATION INDUSTRIAL SUDIVISION
DEVELOPMENT (STAGE 2)

AVIATION INDUSTRIAL SUDIVISION
DEVELOPMENT (STAGE 1)

REALIGNMENT OF
GEORGE CAMPBELL DRIVE
& NEW ACCESS TO ULAN ROAD

REFER NOTE 1

REFER NOTE 2

NOTES:

1. APPROXIMATE EXTENT OF 2.4m HIGH FENCE TO AVOID PENETRATING OLS.
2. LIMIT OF PUBLIC VEHICLE ACCESS TO ENSURE STANDARD HEIGHT VEHICLES REMAIN BELOW OLS.
3. REFER FIGURE F FOR DETAILS OF OLS BASED ON 150m WIDE RUNWAY STRIP. CURRENT RUNWAY STRIP WIDTH IS 90m AND MAY REMAIN SO UNTIL CASA MANDATES OTHERWISE).

Project: MUDGEE REGIONAL AIRPORT
MASTER PLAN 2015

Client: MID-WESTERN REGIONAL COUNCIL

Title: **ULTIMATE DEVELOPMENT CONCEPT**

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Checked: BJH

Approved: BJH

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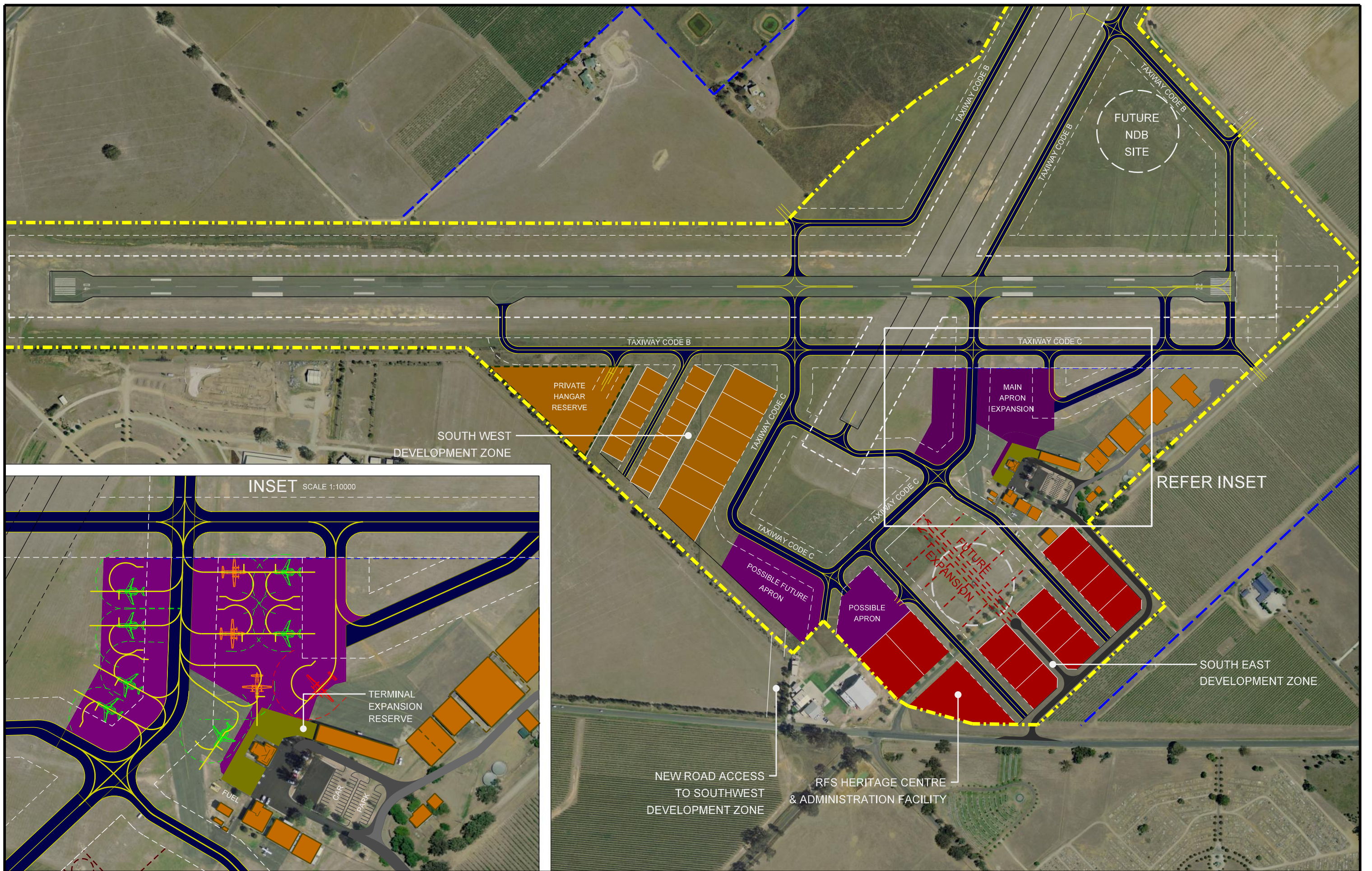
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FIGURE C

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Project: **MUDGEE REGIONAL AIRPORT MASTER PLAN 2015**

Client: **MID-WESTERN REGIONAL COUNCIL**

Title: **DEVELOPMENT AREA LAYOUT**

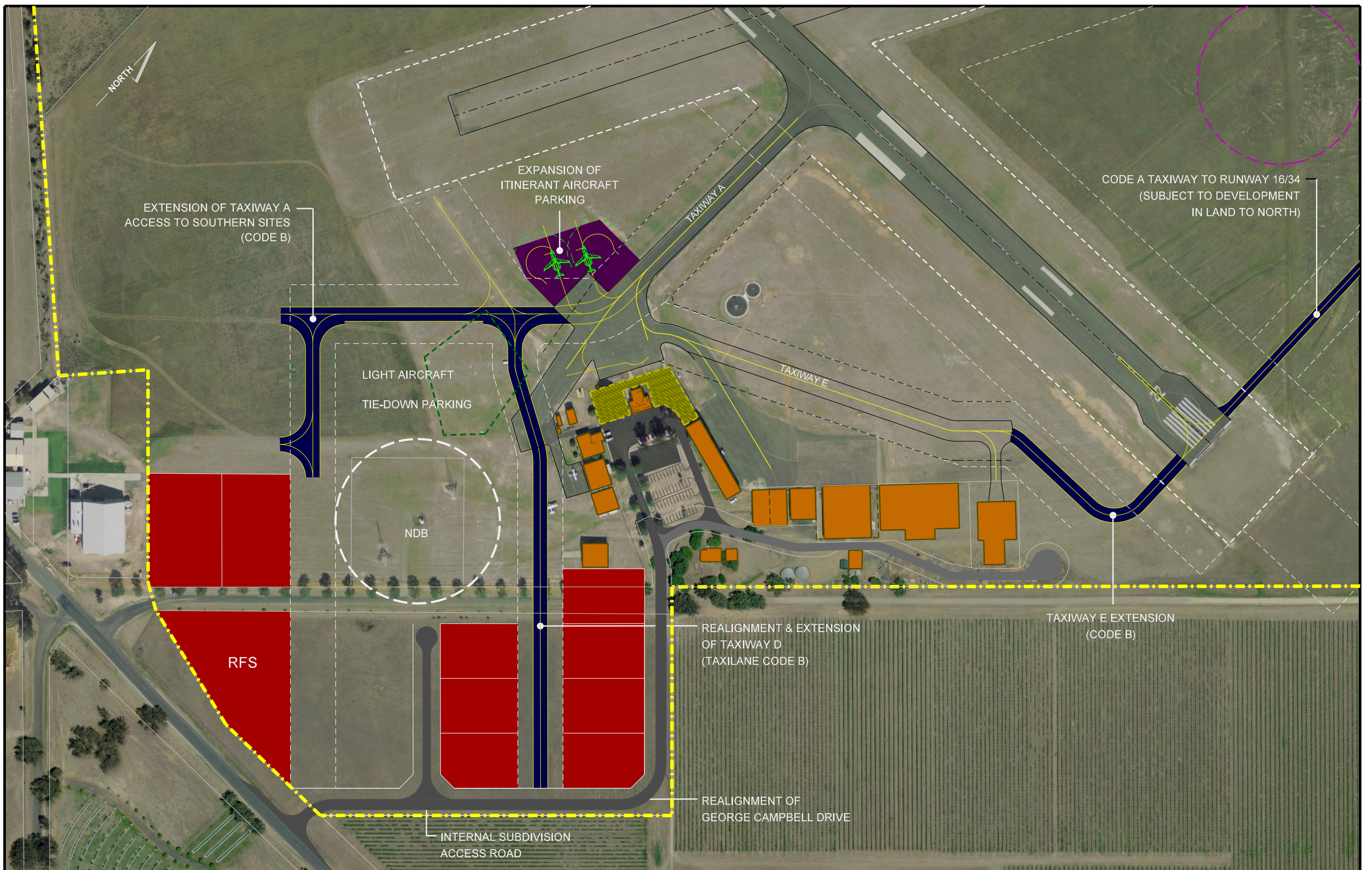
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Project: MUDGEE REGIONAL AIRPORT
MASTER PLAN 2015

Client: MID-WESTERN REGIONAL COUNCIL
Title: **SHORT-TERM DEVELOPMENT
(2015 - 2020)**

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RUNWAY CLASSIFICATION / CODE		
RUNWAY	APPROACH	TAKE OFF
04	CODE 3 INSTRUMENT NON-PRECISION	CODE 3
22	CODE 3 INSTRUMENT NON-PRECISION	CODE 3
16	CODE 2 NON-INSTRUMENT	CODE 2
34	CODE 2 NON-INSTRUMENT	CODE 2

NOTES: 1. ALL DIMENSIONS AND DISTANCES ARE IN METRES
 2. ELEVATIONS BASED ON AUSTRALIAN HEIGHT DATUM (AHD)
 3. HP DENOTES HORIZONTAL PLANE

APPROACH SURFACES										
RUNWAY	ELEVATION AT INNER EDGE	LENGTH OF INNER EDGE	DISTANCE FROM THRESHOLD	DIVERGENCE EACH SIDE	FIRST SECTION LENGTH	SLOPE	SECOND SECTION LENGTH	SLOPE	HORIZONTAL SECTION LENGTH	TOTAL LENGTH
04	459.0	150	60	15%	3000	3.33%	3600	2.5%	8400	15000
22	470.6	150	60	15%	3000	3.33%	3600	2.5%	8400	15000
16	470.9	80	60	10%	2500	4%				
34	465.7	80	60	10%	2500	4%				

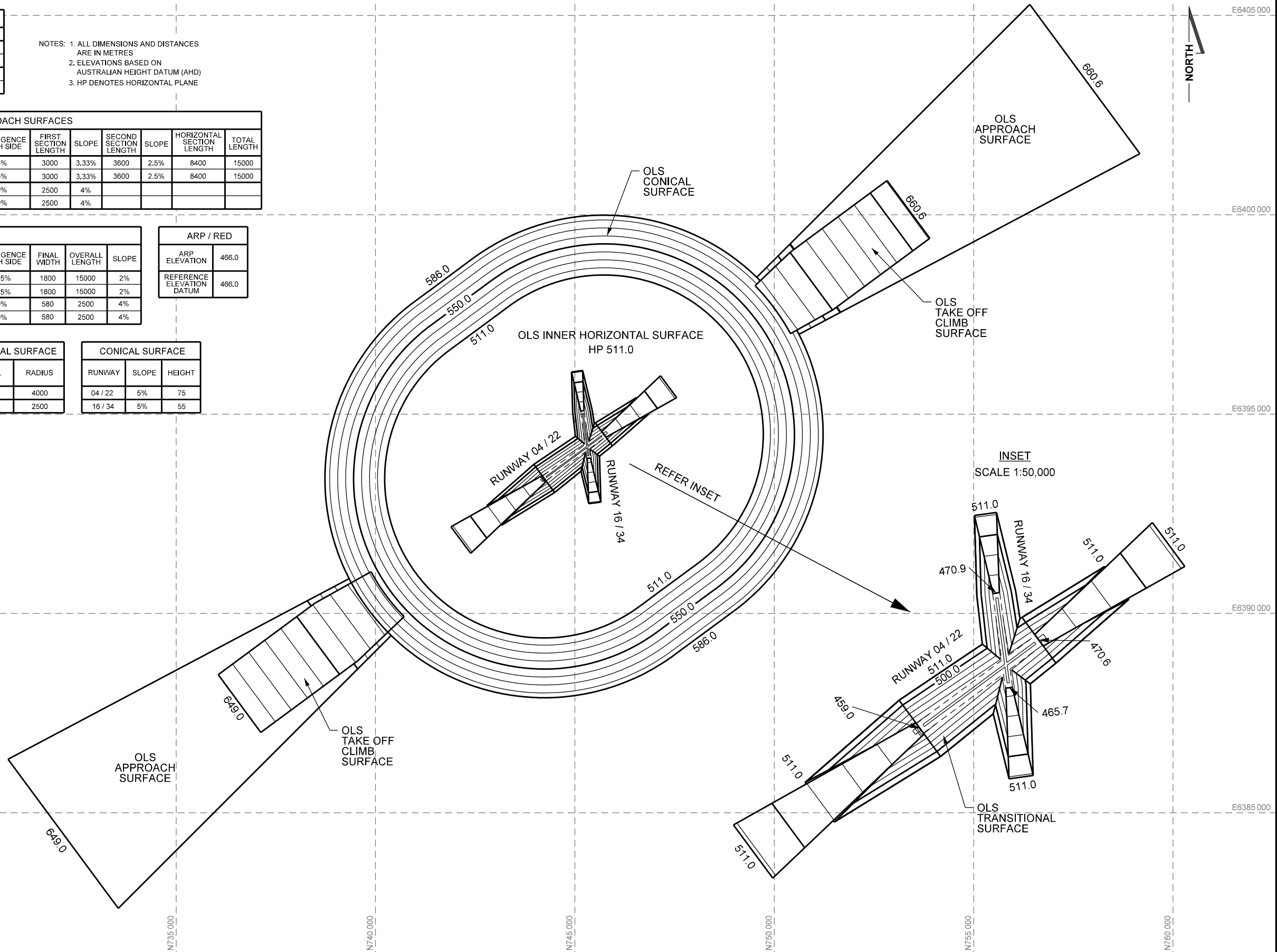
TAKE OFF SURFACES							
RUNWAY	ELEVATION AT INNER EDGE	LENGTH OF INNER EDGE	DISTANCE FROM THRESHOLD	DIVERGENCE EACH SIDE	FINAL WIDTH	OVERALL LENGTH	SLOPE
04	470.6	180	60	12.5%	1800	15000	2%
22	459.0	180	60	12.5%	1800	15000	2%
16	465.7	80	60	10%	580	2500	4%
34	470.9	80	60	10%	580	2500	4%

ARP / RED	
ARP ELEVATION	466.0
REFERENCE ELEVATION DATUM	466.0

TRANSITIONAL SURFACE	
RUNWAY	SLOPE
04 / 22	14.3%
16 / 34	20%

INNER HORIZONTAL SURFACE		
RUNWAY	ELEV.	RADIUS
04 / 22	511.0	4000
16 / 34	511.0	2500

CONICAL SURFACE		
RUNWAY	SLOPE	HEIGHT
04 / 22	5%	75
16 / 34	5%	55



Project: MUDGEE REGIONAL AIRPORT MASTER PLAN 2015

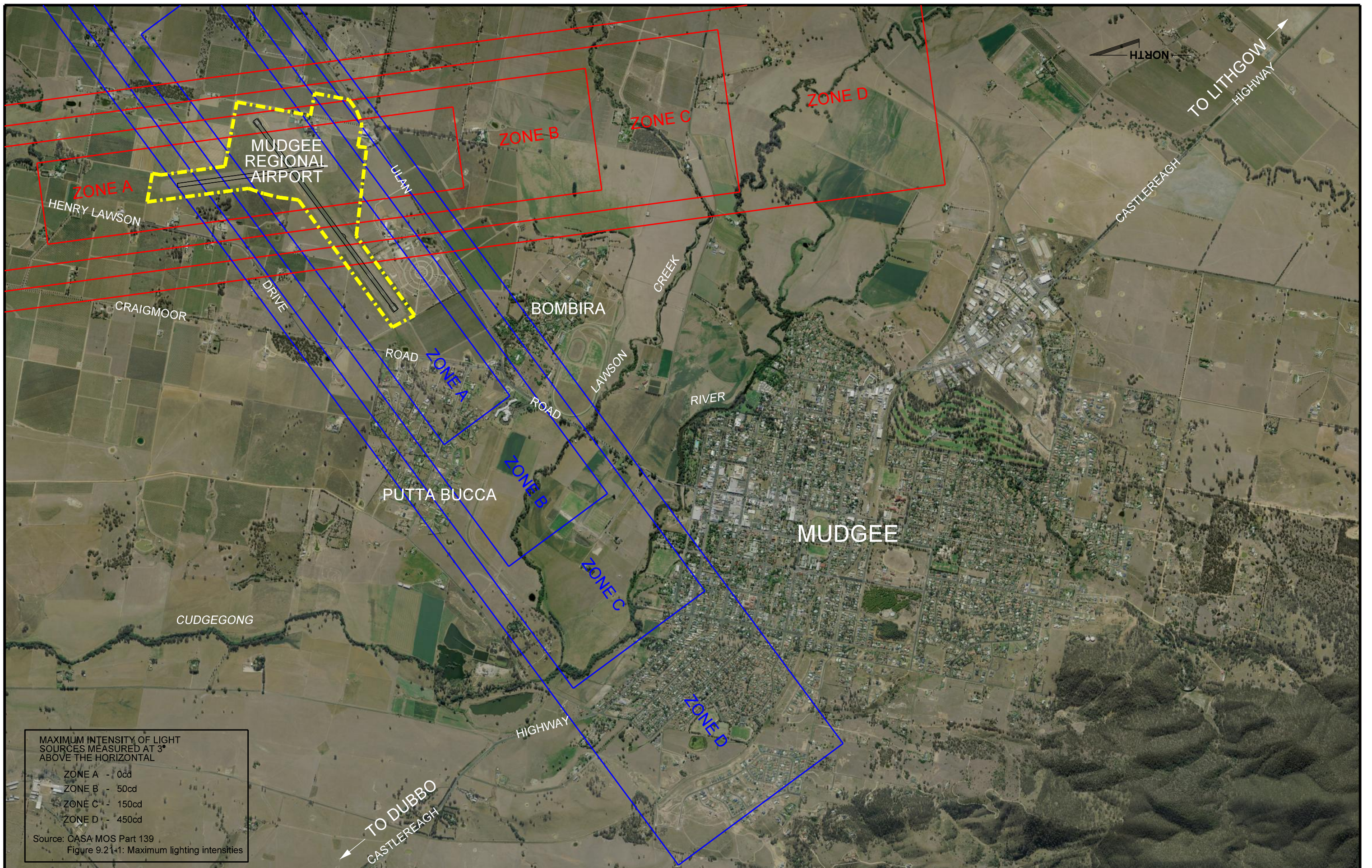
Client: MID-WESTERN REGIONAL COUNCIL
 Title: **OBSTACLE LIMITATION SURFACES**

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MAXIMUM INTENSITY OF LIGHT SOURCES MEASURED AT 3° ABOVE THE HORIZONTAL

- ZONE A - 0cd
- ZONE B - 50cd
- ZONE C - 150cd
- ZONE D - 450cd

Source: CASA MOS Part 139
Figure 9.21.1: Maximum lighting intensities

Project:
MUDGEE REGIONAL AIRPORT
MASTER PLAN 2015

Client:
MID-WESTERN REGIONAL COUNCIL

Title:
LIGHTING RESTRICTIONS

REHBEIN Airport Consulting

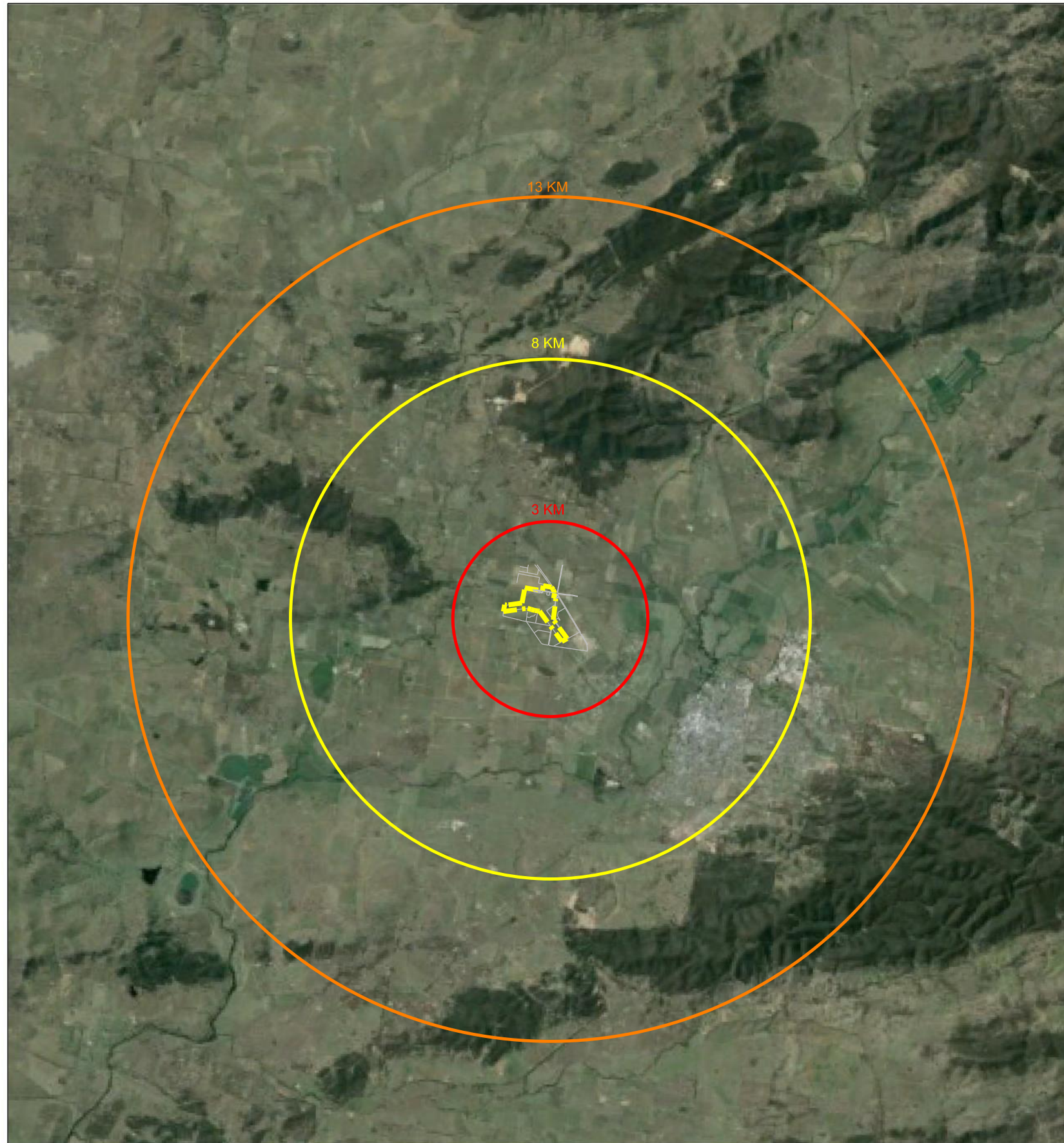
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FIGURE		
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PLANNING ASSESSMENT CRITERIA FOR BIRD AND BAT STRIKE POTENTIAL

LAND USE CATEGORY	DESCRIPTION
Group A	Putrescible waste disposal site
Group B	Sewerage treatment facilities
	Commercial fish processing
	Bird sanctuaries and fauna reserves
	Artificial water body (including water mgt structures such as detention basins or wetlands and dams or enclosed tanks)
	Aquaculture
	Turf farming
	Animal farming with potential to attract birds/bats
	Fruit farming
Group C	Food processing plants
	Race Tracks
	Fairgrounds
	Outdoor theatres
	Drive-in Restaurants
	Sports Grounds
	NB: Group classifications have been adopted from the Queensland State Planning Policy 1/02: Development in the Vicinity of Certain Airports and Aviation Facilities
	Artificial water bodies may include:
	a) Water management structures, such as detention basins and constructed wetlands
	b) Large agricultural dams and non-enclosed tanks.

PLANNING RECOMMENDATIONS TO LIMIT BIRD AND BAT STRIKE

LAND USE CATEGORY	RECOMMENDATION	DESIGN RESPONSE RECOMMENDATION
Group A	Should be avoided within 13 km of the runway	Recommend no development
Group B	Should be avoided within 3 km of the runway and where located between 3 km and 8 km of the runway, should include measures to discourage wildlife	Potential food/waste sources are covered/collected so that they are not accessible.
		For fruit, animal farming and turf production, wildlife deterrence measures are used (e.g. bird scarers or netting)
		Artificial water body Artificial water body design shall minimise habitat opportunities for birds (e.g. careful selection of landscaping, water body edge treatments, etc)
Group C	Where located within 15 km of the runway, should include measures to manage waste disposal	Potential food/waste sources are covered/ collected so that they are not accessible to wildlife
NB: There is no requirement to remove or change existing land uses within the above categories.		

Project: MUDGEER REGIONAL AIRPORT
MASTER PLAN 2015

Client: MID-WESTERN REGIONAL COUNCIL

Title: **WILDLIFE HAZARDS**



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Figure No:
FIGURE H

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Approved: BJH

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2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting

WEDNESDAY 21 OCTOBER 2015

ATTACHMENT **6.3.7**

► Monthly Budget Review, August 2015

*Good
Government*

MONTHLY BUDGET REVIEW

ATTACHMENT 1 – CAPITAL
PROGRAM UPDATE

OPERATIONAL PLAN/ DELIVERY
PROGRAM – 2015/16

AUGUST



MID-WESTERN REGIONAL COUNCIL
CORPORATE: FINANCE

 TOWARDS 2030



THIS DOCUMENT HAS BEEN PREPARED BY LEONIE JOHNSON, MANAGER FINANCE FOR MID-WESTERN REGIONAL COUNCIL.

ANY QUESTIONS IN RELATION TO THE CONTENT OF THIS DOCUMENT SHOULD BE DIRECTED TO:
LEONIE.JOHNSON@MIDWESTERN.NSW.GOV.AU OR (02) 6378 2850

DATE OF PUBLICATION:

\$'000	ORIGINAL ANNUAL BUDGET	APPROVED VARIATIONS	REVISED ANNUAL BUDGET	PROPOSED VARIATIONS	PROPOSED ANNUAL BUDGET	ACTUAL YTD	% PROPOSED ANNUAL BUDGET	COMMENT
Looking after our Community								
RURAL FIRE SERVICE - CUDGEGONG HERITAGE BUILDING	544	43	587	0	587	0	0%	This project is currently under review.
KANDOS POUND SHADE SAIL	3	0	3	0	3	0	0%	Initial project planning commenced
CCTV CAMERA INSTALLATION	25	0	25	0	25	0	0%	Quote obtained
COMM. TRANSPORT- VEHICLE PURCHASE	72	0	72	0	72	0	0%	One vehicle will be purchased next quarter in order to coincide with the annual registration anniversary of Council fleet.
AGED CARE UNITS - CAP - COOYAL/ANDERSON ST GULGONG	18	0	18	0	18	0	0%	Quotes are currently being sought for external painting and painting of laundry. Expected completion by March 2016.
AGED CARE UNITS - CAP -LOUEE ST UNITS	7	0	7	0	7	0	1%	Work is being scheduled to repair decking and re-fasten loose boards. Expected completion by December 2015.
LG HOUSING - CAP - WALTER STREET UNITS	12	0	12	0	12	0	0%	Capital works have been completed on this property recently and consideration is being given to the need for this budget in this financial year.
GPS CEMETERY SITES	24	18	42	0	42	0	0%	Quotes are currently being sought
GULGONG LAWN CEMETERY EXTENSION	38	0	38	0	38	0	0%	Quotes are currently being sought, works to commence in Sept.
PUBLIC TOILETS - CAPITAL UPGRADES	11	0	11	0	11	0	0%	Reactive works to be undertaken as required.
PUBLIC TOILETS - PERCY NOTT PARK	0	206	206	0	206	53	25%	Works scheduled for September & October
PUBLIC TOILETS - APEX PARK GULGONG	7	0	7	0	7	0	0%	Painting and light fittings to be checked. Work on pathway to be undertaken by December 2015.
PUBLIC TOILETS - BILLY DUNN PARK GULGONG	38	0	38	0	38	0	0%	Project scope is currently being reviewed

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LIBRARY BOOKS	70	0	70	0	70	49	70%	Library books are continuously purchased, in line with the Collection Management Strategy
KANDOS MUSEUM - CAPITAL	0	0	0	0	0	4	0%	As reported in July Budget Review, funds were required for work on power pole while Council was still the owner of the property.
STABLES COMPLEX - CAPITAL	13	0	13	0	13	0	0%	Improvements to amenities to be undertaken by December 2015.
CAPITAL UPGRADE - RYLSTONE HALL	50	0	50	0	50	0	0%	Condition report being undertaken on the Hall to establish scope of works covering wiring and essential services. This project to be completed by June 2016.
CAP UPGRD-CLANDULLA FACILITIES	5	0	5	0	5	0	0%	This budget is under review as there are currently no works that are required.
CAP UPGRD-COMMUNITY BLD-BUDGET ONLY	31	0	31	0	31	0	0%	Project scope is currently being reviewed
RURAL HALLS UPGRADE	25	0	25	0	25	0	0%	Project scope is currently being reviewed
KANDOS POOL TILING	250	0	250	0	250	0	0%	Tender documentation being finalised. Works will commence at end of pool season 2016
POOL CLEANER REPLACEMENT	14	0	14	0	14	14	106%	Pool cleaner received - completed
MUDGEES POOL LANE ROPES	12	0	12	0	12	13	104%	Lane ropes received - completed
MUDGEES SHOWGROUNDS - REDEVELOPMENT	34	31	65	0	65	0	0%	Program of works to be compiled and presented to next Showgrounds Committee meeting
GLENWILLOW SPORTS GROUND UPGRADES	42	0	42	0	42	0	0%	Lights upgraded, lighting works complete
GLEN WILLOW CARPARK	30	0	30	0	30	0	0%	Speed humps and lighting to be installed. Works to commence in October 2015
BILLY DUNN CARPARK	43	0	43	0	43	0	0%	This project is planned for February 2016
RYLSTONE SKATE PARK	125	0	125	0	125	0	0%	Designs being drafted.
VICTORIA PARK - GRANDSTAND REPAIRS	7	0	7	0	7	0	0%	Painting work and repair work on louvres to be undertaken by March 2016.

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VICTORIA PARK UPGRADES	40	0	40	0	40	10	25%	\$10,000 allocated to security cameras has been completed. Proposal to transfer \$30,000 for cricket wicket relocation to Glen Willow will be in the September Quarterly Budget Review.
PASSIVE PARKS - LANDSCAPING IMPROVEMENTS	5	0	5	0	5	0	0%	Percy Nott rest area gardens to be replanted, works to commence in September 2015
RED HILL RESERVE - TOURISM DEVELOPMENT INVESTIGATION	230	357	587	0	587	0	0%	Construction work has commenced. Completion currently due in December.
ROBERTSON PARK ROTUNDA	90	0	90	0	90	0	0%	Project scope is currently being reviewed
PLAYGROUND EQUIPMENT UPGRADE	73	0	73	0	73	0	0%	Budget removed in July Monthly Report, double up of already allocated budget to Gilbey & George parks.
SCULPTURES ACROSS THE REGION	30	0	30	0	30	0	0%	Plans progressing with both Rosby Sculptures in the Garden and the Rylstone Wood Symposium.
AVISFORD RESERVE - CAPITAL	37	0	37	0	37	0	0%	On hold until environmental assessment undertaken in September / October
LAWSON PARK - LIGHTING	50	0	50	0	50	0	0%	Purchase orders raised, works to commence in October 2015
NEW PARK - MELTON ROAD	0	20	20	0	20	8	38%	Sign to be ordered and landscaping to be finished.
PLAYGROUND SHADING PROGRAM	15	0	15	0	15	0	0%	Shade sail will be installed at Gilbey park. Installation scheduled for December
PATH BINS AND BAG DISPENSERS	10	0	10	0	10	0	0%	Purchase order raised, bins to arrive and be installed October
PLAYGROUND RUBBER SOFTFALL PROGRAM	60	0	60	0	60	0	0%	Quotes being sought
PLAYGROUND EQUIPMENT - GILBEY PARK	37	0	37	0	37	0	0%	Project awarded, works to be completed end of October 2015
PLAYGROUND EQUIPMENT - GEORGE CAMPBELL PARK	37	0	37	0	37	0	0%	Project awarded, works to be completed end of October 2015

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PLAYGROUND - BELLEVUE SALINITY RESERVE	200	0	200	0	200	0	0%	Quotes finalised 28 August, works to commence November 2015
ART GALLERY FACILITY	45	0	45	0	45	0	0%	Discussions continuing with the Cultural Development Committee over possible gallery sites
STREET SCAPE CAPITAL IMPROVEMENTS	13	0	13	0	13	0	0%	New street trees being planted in September
STREETSCAPE IMPROVEMENTS - BELLEVUE ESTATE	10	0	10	0	10	0	0%	Trees to be planted in September
STREETSCAPE - BIN REPLACEMENT PROGRAM	12	0	12	0	12	0	0%	Bin replacement program for CBD bins in all towns. Scope of works being finalised.
STREETSCAPE - TREE PLANTING RYLSTONE/KANDOS	5	0	5	0	5	0	0%	Trees to be planted in September
Total	2,547	674	3,221	0	3,221	150	5%	

Protecting our Natural Environment

RURAL WASTE DEPOT UPGRADES	8	8	16	0	16	9	55%	Provision of upgraded signage to rural waste transfer stations completed.
MUDGEES WASTE DEPOT UPGRADES	32	0	32	0	32	0	0%	Provide access to next area of landfill cell, reseal forecourt and drainage improvements. Cell access has commenced with new access road being constructed.
NEW RECYCLING PLANT	500	0	500	0	500	1	0%	Designs and quotes being obtained to upgrade items of plant, provide a new paper press and create a single stream processing plant.

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WTS - HOME RULE UPGRADE	30	0	30	0	30	0	0%	Scope of works being finalised. This budget is for asset upgrades like pavement, bins and fencing. Works will commence in September 2015
WTS - LUE UPGRADE	20	0	20	0	20	0	0%	Entry road repairs, repairs to failed concrete and pavement renewal to commence in September 2015
WASTE SITE REHAB - MUDGEES	50	0	50	0	50	0	0%	Project to de-silt and redesign stormwater dam to sediment basin as per EPA licence conditions. Further design works for next landfill cell are ongoing.
WASTE SITE REHAB - WINDEYER	0	0	0	0	0	1	0%	Completed in 2014/15
COMMUNITY RECYCLING CENTRE	69	0	69	0	69	0	0%	Grant funded project to build shed that houses problem waste types. Design and approval process commenced. Works to be completed by March 2016 due to delays with EPA approval requirements.
WASTE SITE REHAB - HOME RULE	50	0	50	0	50	0	0%	Budget to provide capping and vegetation layer to old trench area of the site. Staff are negotiating with the EPA to allow reuse of organic materials from the Mudgees Waste Depot that may result in some delays to this project. A start date will be known once EPA approvals are known.
CULVERT INSTALLATIONS	56	0	56	0	56	34	62%	Culverts are identified and replaced throughout the year.

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CAUSEWAY IMPROVEMENTS	60	0	60	0	60	0	0%	The causeway on Bruce road has been identified as the causeway improvement project for 2015/16. Currently Environmental assessments are being undertaken for these works prior to installation of the water main. Once completed the causeway works will be undertaken.
RIFLE RANGE ROAD CULVERT UPGRADE	115	0	115	0	115	0	0%	Consultant selected for detailed design. Design to be complete 30/09/15
DENISON ST DRAINAGE UPGRADE	150	0	150	0	150	0	0%	Scope of works being determined - minimal background info. 2008 Mudgee Local Creek flood study consultant approached.
HORATIO ST DETENTION BASIN	321	0	321	0	321	0	0%	Contracts executed. Contractor to commence with preliminary works.
ENV - PUTTA BUCCA WETLANDS CAPITAL	15	12	27	0	27	0	0%	Awaiting proposed works list from community group. Community notice board sign ordered and will be installed October
WATER NEW CONNECTIONS	135	0	135	0	135	21	16%	Water service connections associated with new development as required.
WATER AUGMENTATION - MUDGEE HEADWORKS	2,535	0	2,535	0	2,535	0	0%	Plant upgrade works required in association with Mudgee growth to be programmed associated with development progress.
WATER AUGMENTATION - WEST MUDGEE EXTENSION	470	12	482	485	967	0	0%	Extension of trunk water main to service Caerleon and surrounding future developments. Tender documentation currently being prepared. Works will be tendered in association with development commencement.
WATER AUGMENTATION - ULAN RD EXTENSION	1,600	0	1,600	0	1,600	0	0%	Extension of trunk water main to service future development. Design works will be undertaken this financial year, with construction to be programmed associated with development commencement.

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WATER TELEMETRY - BUDGET ONLY	20	0	20	0	20	0	0%	Replacement of analogue RTUs with digital RTUs for Mudgee water supply outstations. Quotations have been sought.
WATER MAINS - CAPITAL BUDGET ONLY	329	0	329	(149)	180	0	0%	Capital budget only. Proposed allocation to projects in September Quarterly Budget Review including water main renewals in Lynne St, Herbert St, Medley St, Mayne St and Rouse St Gulgong; and, service replacement in Church St associated with road works.
WATER MAINS - CHURCH ST	0	0	0	55	55	0	0%	Proposed budget transfer from capital budget only.
WATER MAINS - BRUCE ROAD	0	126	126	94	220	0	0%	New trunk main to increase level of service to existing South Mudgee customers and provide point of connection for new development. Design and environmental assessment currently underway. Awaiting Federal Government approval of environmental assessment of proposed construction works.
WATER MAINS - GULGONG WTP PROCESS MAIN	21	0	21	0	21	0	0%	Replacement of process watermain scheduled to commence September 2015.
WATER MAINS - SALEYARDS LANE MAIN EXTENSION	80	0	80	0	80	18	23%	Watermain extension 90% complete. Scheduled to be completed September 2015.
WATER PUMP STATION - CAPITAL BUDGET ONLY	66	0	66	0	66	0	0%	Capital budget only. Proposed allocation to projects in September QBR including Gulgong High Lift pump impellor upgrade.
WATER RESERVOIR - FLIRTATION HILL MUDGEE	99	0	99	0	99	0	0%	Replacement of roof hatch and installation of lifting davit has been constructed offsite. Installation scheduled for September 2015.
RAW WATER SYSTEMS RENEWALS	15	0	15	0	15	0	0%	System maintenance requirements currently under review with view to advise renewal priorities in September 2015.

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WATER TREATMENT PLANT - RENEWALS	85	0	85	0	85	0	0%	Mudgee WTP Clarifier structure remediation currently being investigated.
WATER METERS - BULK	115	0	115	0	115	3	3%	Replacement of water meters greater than 15 years old. Program has commenced.
SEWER NEW CONNECTIONS	47	0	47	0	47	0	1%	Installation of sewerage service connections associated with new development as required.
SLUDGE DEWATERING MOBILE UNIT	0	42	42	0	42	0	0%	Dewatering unit was commissioned in June 2015. Staff training completed in September 2015. Contract practically complete.
SEWER AUGMENTATION - RYLSTONE & KANDOS	515	0	515	0	515	0	0%	Land matters associated with Rylstone Kandos Sewerage Augmentation. Awaiting response from proposed STP site land owner.
SEWER AUGMENTATION - MUDGEE	0	24	24	0	24	(4)	-15%	Defects liability period for STP construction completed in September 2015 with exception of aerator structures which require rebuild. Remaining budget reserved for contract administration activities.
SEWER TELEMETRY	20	0	20	0	20	0	0%	Replacement of analogue RTUs with digital RTUs for Mudgee sewerage outstations. Quotations have been sought.
SEWER MAINS - CAPITAL BUDGET ONLY	6	0	6	(6)	0	0	0%	Capital budget only. Proposed allocation to Macquarie Drive project as per below.
SEWER MAINS RELINING	330	0	330	0	330	0	0%	Sewer main relining works for 2015/16 completed in August 2015. Currently reviewing CCTV data prior to contract completion.
SEWER MAINS - BELLEVUE TO RIFLE RANGE ROAD	47	0	47	0	47	0	0%	Budget associated with developer contributed assets. Remaining invoice to be paid on completion of works.

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SEWER MAINS - RISING MAIN CAERLEON	808	13	821	0	821	0	0%	Sewerage rising main to service Caerleon development. Tender documentation currently being prepared. Works will be tendered in association with development commencement.
SEWER MAINS - BOMBIRA RISING MAIN	35	0	35	0	35	0	0%	Renewal of rising main bridge crossing at Holyoake Bridge. Quotations currently being sought.
SEWER MAINS - SALEYARDS LANE EXTENSION	160	0	160	0	160	28	18%	Extension of sewerage services to Saleyards Lane. Sewer main construction approximately 80% complete. Scheduled for completion in September 2015.
SEWER MAINS - MACQUARIE DRIVE	0	0	0	12	12	0	0%	Proposed budget for gravity main extension.
SEWER PUMP STATION - CAPITAL BUDGET ONLY	69	0	69	0	69	0	0%	Capital budget only. Proposed allocation to the following projects in September QBR: Putta Bucca SPS well conditioner and Gulgong Hospital SPS infiltration rectification works. Gulgong STP effluent pump station pump currently undergoing refurbishment.
SEWER PUMP STATION - FLOW METERING	93	0	93	0	93	0	0%	Installation of flow meters and flow monitoring devices for pump stations and reticulation systems to identify infiltration sources. Quotations being sought.
SEWER PUMP STATION - CAERLEON	304	15	319	0	319	0	0%	Sewage pumping station to service Caerleon development. Tender documentation currently being prepared. Works will be tendered in association with development commencement.
DECOMMISSION MUDGEE STP PUTTA BUCCA	183	47	230	0	230	26	11%	Demolition works complete. Consultant currently undertaking assessment to advise works required to decrease ongoing potential contamination management requirements.

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SEWER TREATMENT WORKS - RENEWALS	45	0	45	0	45	0	0%	Plant maintenance requirements currently under review with view to advise renewal priorities in September 2015.
Total	9,708	298	10,007	491	10,497	139	1%	

Building a Strong Local Economy

CUDGEGONG WATERS AMENITIES	140	0	140	0	140	0	0%	Project scope is currently being reviewed
RYLSTONE CARAVAN PARK - CAPITAL	15	0	15	0	15	0	0%	Toilet partitions and lighting to be replaced in the male and female toilets along with other works including ceiling painting. Scheduled for completion by June 2016.
SALEYARDS - POST AND RAIL REPLACEMENT	10	0	10	0	10	0	3%	Ongoing replacement of aging posts and this will continue throughout the year.
SALEYARDS - PARKING AREA ROAD WORKS	0	0	0	0	0	1	0%	Completed 2014/15.
PROPERTY - KANDOS SURPLUS LAND BLOCKS	5	0	5	0	5	0	6%	45 Dunn St a transfer to Kids & Carers Support Group Kandos/Rylstone - settlement took place 4/9/2015 - Matter complete. 1535 Bylong Valley Way - settlement took place 31/7/2015 - proceeds of \$22,000 received - Matter complete.
PROPERTY - EX SALEYARDS STAGE I	0	20	20	0	20	30	149%	Budget allocated to make land ready for sale, however sale will be dependent on an improvement in the market for residential land. A budget variation will be proposed in the September Quarterly Budget Review.
COMMERCIAL PROP - PRESCHOOL FACILITY	162	26	188	0	188	40	21%	Building nearing completion. All internal works now finished. Landscaping and carpark still to be completed. Building

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								scheduled for handover first week in November.
KANDOS POOL COTTAGE CAPITAL	11	0	11	0	11	0	0%	Project scope is currently being reviewed
Total	343	46	389	0	389	72	18%	

Connecting our Region

URBAN RESEALS - HENBURY AVE KANDOS SEG 20	9	0	9	0	9	0	0%	Final seal planned for February 2016
URBAN RESEALS - CHURCH ST MUDGEES SEG 70,80,90	55	0	55	0	55	0	0%	Final seal planned for February 2016
URBAN RESEALS - FITZGERALD ST RYLSTONE SEG 10	12	0	12	0	12	0	0%	Final seal planned for February 2016
URBAN RESEALS - HERBERT STREET	9	0	9	0	9	0	0%	Reseal Planned for February 2016
URBAN RESEALS - DANGAR ST KANDOS SEG 10	16	0	16	0	16	0	0%	Reseal Planned for February 2016
URBAN RESEALS - PERRY ST MUDGEES SEG 60	32	0	32	0	32	0	0%	Reseal Planned for February 2016
URBAN RESEALS - COURT ST MUDGEES SEG 50	17	0	17	0	17	0	0%	Reseal Planned for February 2016
URBAN RESEALS - LAHY CT MUDGEES SEG 10	14	0	14	0	14	0	0%	Reseal Planned for February 2016
URBAN RESEALS - TIP ROAD GULGONG SEG 10	11	0	11	0	11	0	0%	Reseal Planned for February 2016
URBAN RESEALS - GEORGE ST MUDGEES SEG 40	18	0	18	0	18	0	0%	Reseal Planned for February 2016
URBAN RESEALS - DENISON ST MUDGEES SEG 200	6	0	6	0	6	0	0%	Reseal Planned for February 2016
URBAN RESEALS - JULIA CT MUDGEES SEG 10	11	0	11	0	11	0	0%	Reseal Planned for February 2016
URBAN RESEALS - REDBANK ROAD SEG 10, 20, 40	26	0	26	0	26	0	0%	Reseal Planned for February 2016

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URBAN RESEALS - MEDLEY ST GULGONG SEG 10	8	0	8	0	8	0	0%	Reseal Planned for February 2016
URBAN RESEALS - LYNNE ST GULGONG SEG 30,40,50	18	0	18	0	18	0	0%	Reseal Planned for February 2016
URBAN RESEALS - BRAEBURN PL MUDGEE SEG 10	4	0	4	0	4	0	0%	Reseal Planned for February 2016
URBAN RESEALS - MARKET STREET	15	0	15	0	15	0	0%	Reseal Planned for February 2016
URBAN RESEALS - GRATHLYN ST MUDGEE SEG 10	4	0	4	0	4	0	0%	Reseal Planned for February 2016
URBAN RESEALS - HAVILAH TERRACE MUDGEE SEG 10, 20	10	0	10	0	10	3	31%	Kerb and gutter repairs have been carried out in preparation for the reseal Planned for February 2016
URBAN RESEALS - WANDOONA CT MUDGEE SEG 10	8	0	8	0	8	0	0%	Reseal Planned for February 2016
URBAN RESEALS - DAVIDSON ST GULGONG SEG 20	3	0	3	0	3	0	0%	Reseal Planned for February 2016
URBAN RESEALS - BASKERVILLE DR MUDGEE SEG 10	12	0	12	0	12	0	0%	Reseal Planned for February 2016
URBAN RESEALS - DEWHURST DR MUDGEE SEG 10, 20	41	0	41	0	41	0	0%	Reseal Planned for February 2016
RESEAL - HENRY BAYLEY DRIVE SEG 40	5	0	5	0	5	0	0%	Reseal Planned for February 2016
RESEAL - LEWIS STREET SEG 90	17	0	17	0	17	0	0%	Reseal Planned for February 2016
URBAN RESEALS - DENISON STREET	65	0	65	0	65	0	0%	Currently discussing scope of works with residents, prep work will be carried out prior to reseal in February 2016.
URBAN ROADS KERB & GUTTER CAPITAL	23	0	23	0	23	12	50%	Kerb and gutter projects have commenced, Inglis street works are completed. The remaining works will be undertaken throughout the year.

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FAIRY DALE LANE UPGRADE	2,877	301	3,178	0	3,178	365	11%	Works are progressing on Saleyards Lane, the stormwater is almost complete and the pavement works are in progress. The power pole relocations have been completed. Services for the sub division (water, sewer and conduits for power and telecommunications) are in progress, however this has caused some disruption to the pavement works. The buildings have been removed from Fairydale Lane and now soil testing will be undertaken to determine the extent of remediation required.
REHAB - KELLET DR MUDGEE	80	0	80	0	80	0	0%	This project will be undertaken as part of the heavy patching program planned for January 2016.
REHAB - CHURCH ST SEG 100	115	0	115	0	115	0	0%	Works are planned for January / February 2016.
REHAB - DANGAR ST KANDOS	62	0	62	0	62	0	0%	Drainage improvement and kerb and gutter works planned for October 2015.
REHAB - JACQUES/DANGAR ST KANDOS	2	22	23	0	23	0	0%	These works will be undertaken between October and November 2015
REHAB - JACQUES/RODGERS ST KANDOS	2	18	19	0	19	0	0%	These works will be undertaken between October and November 2015
REHAB - FIRST ST MUDGEE SEG 10	0	22	22	0	22	0	0%	Revote proposed to undertake the repairs to the pavement where water is ponding. These works are planned in November 2015.
REHAB - FITZGERALD ST RYLSTONE SEG 10	0	26	26	0	26	0	0%	Drainage works will commence in September in response to residents' concerns about the steep table drain.
REHAB - CUDGEGONG RD EVANS CROSSING	0	0	0	0	0	61	0%	The culvert installation and road reconstruction is complete. Modifications to the stream channel, removal of the temporary detour road and site clean-up are underway.

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RESHEETING - URBAN ROADS	14	0	14	0	14	7	50%	These works will progress throughout the year.
LEWIS & MORTIMER STREET INTERSECTION	186	0	186	0	186	0	0%	The design works and consultation will commence in September with works being undertaken in December 2015 / January 2016 during the school holidays.
SEALING MAINTAINED LANES IN GULGONG CBD	45	0	45	0	45	0	0%	Preparation works will be undertaken prior to sealing in February 2016.
FAIRYDALE LANE LAND MATTERS CAPITAL	0	114	114	0	114	0	0%	Buildings now demolished
URBAN ROADS LAND MATTERS CAPITAL	21	7	28	0	28	0	0%	Industrial Avenue - progression of 2005 matter -purchase of closed road by adjoining owner - updated valuation received.
RURAL RESEAL - MAGPIE LN SEG 30, 40, 10, 20	132	0	132	0	132	13	10%	The preparation works are completed. Reseal planned for October / November 2015.
RURAL RESEAL - SPRING FLAT RD SEG 10	50	0	50	0	50	0	0%	Preparation works will be undertaken prior to reseal in October / November 2015.
RURAL RESEAL - NARRANGO RD SEG 30	30	0	30	0	30	0	0%	Preparation works will be undertaken prior to reseal in October / November 2015.
RURAL RESEAL - TIP ROAD MUDGEES SEG 10	13	0	13	0	13	0	0%	Preparation works will be undertaken prior to reseal in October / November 2015.
RURAL RESEAL - YARRABIN RD SEG 140	40	0	40	0	40	2	6%	Preparation works will be undertaken prior to reseal in October / November 2015.
RURAL RESEAL - YARRABIN RD SEG 20, 30, 40	102	0	102	0	102	1	1%	Preparation works will be undertaken prior to reseal in October / November 2015.
RURAL RESEAL - WINDEYER RD SEG 140, 150	82	0	82	0	82	0	0%	Preparation works will be undertaken prior to reseal in October / November 2015.
RURAL RESEAL - BLACK SPRINGS RD SEG 30, 40, 50	86	0	86	0	86	19	22%	Preparation works will be undertaken prior to reseal in October / November 2015.
RURAL RESEAL - BOCOBLE RD SEG 10, 20	118	0	118	0	118	0	0%	Preparation works currently in progress prior to reseal in October / November 2015.
RURAL RESEAL - LUE ROAD SEG 350	59	0	59	0	59	0	0%	Heavypatching program is planned for early 2016.

\$'000	ORIGINAL ANNUAL BUDGET	APPROVED VARIATIONS	REVISED ANNUAL BUDGET	PROPOSED VARIATIONS	PROPOSED ANNUAL BUDGET	ACTUAL YTD	% PROPOSED ANNUAL BUDGET	COMMENT
HEAVY PATCHING BUDGET	104	0	104	0	104	2	2%	The heavy patching program is planned for early 2016.
RURAL REHAB - LUE ROAD SEG 80 -90	62	0	62	0	62	4	6%	The final seal will be undertaken in November 2015.
RURAL REHAB - NARRANGO RD SEG 20	300	0	300	0	300	0	0%	The REF for this project is being developed and construction is planned for October 2015.
RURAL REHAB - LUE RD PART SEG 190, 180	524	0	524	0	524	0	0%	The project is currently being scoped for environmental assessments to be carried out. Construction works are planned to commence in December 2015 with completion in March 2016.
FUTURE YRS REFS - BUDGET ONLY	5	0	5	0	5	0	0%	REF's completed as required.
RURAL SEALED ROAD LAND MATTERS	15	5	20	0	20	2	8%	Henry Lawson Drive at Home Rule Bridge matter (2004-2005) - Road closure Application now lodged with Crown
RURAL SEALED REGIONAL ROAD REPAIR PROGRAM	800	0	800	0	800	9	1%	The repair project this year is for the replacement of McDonalds Creek Bridge. A tender is currently in progress for the replacement of four bridges this year which closes in September. Following evaluation a recommendation will be put to Council in October 2015.
REHAB COPE ROAD UPGRADE BUDGET ONLY	2,844	0	2,844	0	2,844	0	0%	Budget Only Item. Budgets need to be allocated to 2015/16 projects.
BLACKSPOT LUE ROAD SHOULDER WIDENING	1,147	0	1,147	0	1,147	7	1%	The REFs are being developed for these projects. The first of the 4 Blackspot funded projects, which is Milroy, will commence in September 2015.
REHAB COPE ROAD UPGRADE - MILESTONE 1	0	0	0	0	0	1	0%	Practically completed in 2014/15. Linemarking outstanding.

\$'000	ORIGINAL ANNUAL BUDGET	APPROVED VARIATIONS	REVISED ANNUAL BUDGET	PROPOSED VARIATIONS	PROPOSED ANNUAL BUDGET	ACTUAL YTD	% PROPOSED ANNUAL BUDGET	COMMENT
REHAB COPE ROAD UPGRADE - MILESTONE 2	0	0	0	0	0	3	0%	Construction is progressing towards Ulan in accordance with the program. The next 1km section of rehabilitation and widening will be sealed in September.
REHAB COPE ROAD UPGRADE - MILESTONE 3	0	0	0	0	0	211	0%	Works in milestone 3 are on program to be completed in Christmas 2015.
REG RESEAL - HILL END RD/CASTLEREAGH HWY INTERSECTION	100	0	100	0	100	0	0%	Drainage improvements will be carried out as part of this project. These will commence in September with the heavy patching works planned for October 2015 in conjunction with the state roads heavy patching program.
REG RESEAL - BYLONG VALLEY WAY SEG 2225 TO 2260	351	0	351	0	351	25	7%	Reseal will be undertaken in October / November 2015.
RURAL SEALED REGIONAL ROAD LAND MATTERS CAPITAL	17	0	17	0	17	0	0%	Submission received for road realignment formalisation on Cope Road at Jos Davis Bridge (that occurred in 1960's) received in July 2015 - investigations to occur and then report to Council in October 2015.
WIDEN AND SEAL MT VINCENT ROAD HILL	100	0	100	0	100	4	4%	The scope of works is being confirmed.
RESHEETING - BUDGET ONLY	1,443	0	1,443	0	1,443	255	18%	Works have commence and will continue throughout the year in conjunction with the grading program.
MURRAGAMBA RD - REALIGNMENT	0	291	291	0	291	81	28%	The Murragamba Road project has been completed and the final claim has been submitted.
UNSEALED ROADS LAND MATTERS CAPITAL	5	0	5	0	5	0	0%	Quarry Road - preliminary investigations continuing.
SEAL EXTENSION - WOLLAR ROAD	10,270	0	10,270	0	10,270	1	0%	The tender for the design is currently in progress. Following evaluation a recommendation will be put to Council in October 2015.

\$'000	ORIGINAL ANNUAL BUDGET	APPROVED VARIATIONS	REVISED ANNUAL BUDGET	PROPOSED VARIATIONS	PROPOSED ANNUAL BUDGET	ACTUAL YTD	% PROPOSED ANNUAL BUDGET	COMMENT
GREEN GULLY BRIDGE	652	0	652	0	652	9	1%	Survey and the geotechnical investigation have been completed. A tender is currently in progress for the replacement of four bridges this year which closes in September. Following evaluation a recommendation will be put to Council in October.
BUTTER FACTORY BRIDGE	630	0	630	0	630	10	2%	Survey and the geotechnical investigation have been completed. A tender is currently in progress for the replacement of four bridges this year which closes in September. Following evaluation a recommendation will be put to Council in October.
CORICUDGY ROAD BRIDGE - REPAIR	53	0	53	0	53	0	0%	A design was completed in 2014/15. Bridge repairs are planned for December 2015.
STONEY CREEK BRIDGE	820	0	820	0	820	0	0%	A tender is currently in progress for the replacement of four bridges this year which closes in September. Following evaluation a recommendation will be put to Council in October.
ULAN ROAD STRATEGY	792	0	792	0	792	15	2%	This budget is for the maintenance works and will be undertaken throughout the year.
ULAN ROAD STRATEGY - CAPITAL BUDGET ONLY	4,558	0	4,558	0	4,558	0	0%	This budget will be distributed between the 2015/16 Ulan Road projects.
ULAN ROAD - MIDBLOCK 19.999 TO 22.215	0	0	0	0	0	2	0%	Works completed in 2014/15
ULAN ROAD - WOLLAR RD INTERSECTION	0	0	0	0	0	8	0%	The buckaroo intersection was completed in 2014/15. The pavement repairs and asphalt will be undertaken this year. The works to Mt Pleasant / George Campbell are in progress and are planned to be sealed in September
ULAN ROAD - MT PLEASANT LN TO BUCKAROO LN	0	0	0	0	0	96	0%	Intersection upgrade works are nearing completion, completion programmed for October 2015.

\$'000	ORIGINAL ANNUAL BUDGET	APPROVED VARIATIONS	REVISED ANNUAL BUDGET	PROPOSED VARIATIONS	PROPOSED ANNUAL BUDGET	ACTUAL YTD	% PROPOSED ANNUAL BUDGET	COMMENT
ULAN ROAD - WATTLEGROVE LN TO MIDBLOCK 19.999	0	0	0	0	0	3	0%	Design is completed following relocation of the culverts.
ULAN ROAD - WYALDRA LN TO QUARRY ENTRANCE 27.783	0	0	0	0	0	24	0%	Survey works completed in preparation for construction works to commence late 2015/16.
ULAN ROAD - WINCHESTER CRES TO MIDBLOCK 31.106	0	0	0	0	0	242	0%	Works are focused in the section from the overtaking lane to north of Winchester Cres. Earthworks for the widening and pavement reconstruction is well advance in the first km from Winchester Crescent with completion expected in late October.
FOOTWAYS - CAPITAL BUDGET ONLY	120	0	120	0	120	10	8%	This year's footpath project will be determined using the PAMP.
PEDESTRIAN - GLEN WILLOW WALKWAY	50	0	50	0	50	48	97%	Majority of works completed
GULGONG WALKWAY	80	0	80	0	80	0	0%	It is the intention that the footpath be constructed along Herbert Street, however there are environmental and technical constructability challenges in this location.
PEDESTRIAN - RYLSTONE PEDESTRIAN BRIDGE	0	142	142	0	142	0	0%	Project validity subject to sourcing additional funding
ROBERTSON PARK PATHWAY	10	0	10	0	10	0	0%	Works commenced 31 August 2015
AIRPORT - APPROACH LIGHTS	0	49	49	0	49	0	0%	Completed and waiting for CASA approval
AIRPORT - TERMINAL EXTENSION	220	74	294	0	294	0	0%	Building works commenced and expected to be completed in October 2015.
AIRPORT - CAPITAL UPGRADES	0	99	99	0	99	4	4%	Connection of sewer to terminal building to be completed in October 2015.
AIRPORT - REALIGN AIRPORT ENTRY	0	17	17	0	17	13	81%	Completed
Total	30,653	1,184	31,837	0	31,837	1,571	5%	

Good Government

\$'000	ORIGINAL ANNUAL BUDGET	APPROVED VARIATIONS	REVISED ANNUAL BUDGET	PROPOSED VARIATIONS	PROPOSED ANNUAL BUDGET	ACTUAL YTD	% PROPOSED ANNUAL BUDGET	COMMENT
CORPORATE BUILDINGS UPGRADE BUDGET ONLY	12	0	12	0	12	0	0%	Project scope is currently being reviewed
OLD POLICE STATION UPGRADE	10	0	10	0	10	1	6%	Project scope is currently being reviewed
TELEPHONE SYSTEM - VOIP	118	0	118	0	118	0	0%	Planning and requirements sent to Telstra
IT CORPORATE SOFTWARE	230	0	230	0	230	0	0%	Fibre link project underway with under boring works
SERVER RECONFIGURATION	32	0	32	0	32	0	0%	Technical requirements being identified
ASSET MANAGEMENT SYSTEM UPGRADES	0	24	24	0	24	0	0%	Additional modules and support for the AMS to be determined in second quarter to assist in remote data collection
PLANT PURCHASES	3,692	0	3,692	0	3,692	138	4%	Specification and tenders to be released in October and plant purchases below the tender threshold to be quoted throughout the year.
MUDGE DEPOT CAPITAL WORKS	191	0	191	0	191	0	0%	Project scope is currently being reviewed
RYLSTONE DEPOT CAPITAL WORKS	67	0	67	0	67	0	0%	Plans being drawn up for this work that includes new amenities block attached to the existing lunch room. Work to commence in October with a completion date expected by February 2016.
Total	4,352	24	4,375	0	4,375	139	3%	

Total Capital Works Program

47,603 2,226 49,829 491 50,319 2,070 4%



2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting

WEDNESDAY 21 OCTOBER 2015

ATTACHMENT **6.3.9**

► Financial Assistance applications

Rylstone Women's Bowling Club

President: Valerie Mulholland
Treasurer: Anne Milton
Secretary: Pat Prince
Email: rylstone@gmail.com
91 Mudgee St
Rylstone. NSW 2849

Mr Brad Cam
General Manager
Mid-Western Regional Council
Market Street
Mudgee NSW 2850

12 August 2015

Dear Sir,

RE: Application for Monetary Assistance to attend State Finals October 2015

The Rylstone Women's Bowling Club, which has been in existence for five years, has recently qualified to compete in the State Finals in the Women's Open Fours Playoffs to be held from 24-31 October 2015 at Tuncurry Bowling Club. To reach this level the girls had to win at District and Regional level beating clubs from Mudgee, Gulgong, Dunedoo, Dubbo, Orange, Bathurst and Trangie.

The Rylstone team will consist of four players, a reserve player and a team manager. The team will travel by car and share motel accommodation. We have estimated the fuel cost for two cars and three night's accommodation to be approximately \$1000. The Club being new does not have sufficient funds to subsidise costs to this amount however we will be fund-raising between now and the event.

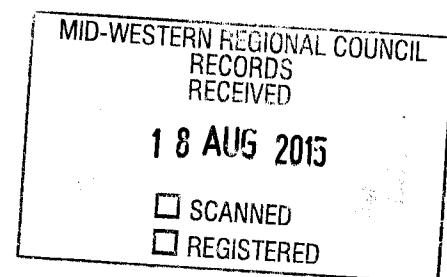
We humbly request financial assistance of \$1000.00 and/or any donation that you may see fit to put towards these costs for our sporting team.

We seek your assistance in any way possible and look forward to your response.

Yours Sincerely,



Ms Pat Prince
(Hon Sec)



APPLICATION FORM 2016 - CATEGORY 1 FUNDING

Name of Organisation Applying for Funding: Concierge Enterprises

Council Area: Mudgee

Primary Contact Details: _____

Title: Mr Name: Howard Smith
e.g. Mr/Mrs/Ms

Postal Address: PO Box 1020

Suburb: Menai Central State: NSW Post code: 2234

Phone: 02 9532 1982 FAX: 02 9532 1982

Email: howard.smith@thebusinessconcierge.com.au

Secondary Contact Person Details:

Title: Mrs Name: Kim Smith
e.g. Mr/Mrs/Ms

Phone: 02 9532 1982 FAX: 02 9532 1982

Email: kim.smith@thebusinessconcierge.com.au

If your application for funding is successful you will be required to:

- make an appropriate level of acknowledgement of the funding source for the project;
- complete an evaluation form at the end of the project.

Has your organisation received CDSE funding from clubs before? Yes No

If yes, in what year, for what purpose and how much?

From 2011 to 2015 we received \$15,000.00 funding each year from West's Leagues Club. In 2015 this was used to take our Survivor Life Skills program into 20 Primary and Secondary schools in the Campbelltown area speaking to 2628 students. In 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015 Tradies provided \$10000.00 funding each year for Schools in the Sutherland Shire Council area. In 2015 we provided the program to 30 Schools in the Sutherland Shire speaking to 3621 students.

In 2013, 2014, 2015 Canterbury Leagues provided \$10000.00 for their Council area and were able to present to 21 Schools presenting to 2673 students.

In 2014, 2015 we were provided \$5000.00 from Club Mudgee and Mid Western Regional Council. This allowed us to run the program at 4 Schools in the area presenting to 655 Students.

Has your organisation submitted a report / progress form to the CDSE Local Committee convenor and/or club for previous funding? Yes No N/A

Note: Organisations that have not submitted their report / progress forms should not be considered for further funding.

Signature of Chairperson/Management Representative

Full Name: _____

Date: _____

IMPORTANT INFORMATION

LOCAL COMMITTEE INDEX: Information on where and how to apply to each Local Committee (based on local government area) is also available on the ClubsNSW website (www.clubsnsw.com.au) by following the 'Local Committee Index' Link. If your area has a local committee, please contact the local committee convenor or council before applying. Also read the latest CDSE guidelines, available from www.clubsnsw.com.au

REMINDERS:

- Applications should be sent to local committees or individual clubs, where appropriate. Applications sent to ClubsNSW will be returned.
- There is no application form for Category 2 funding. Applicants should liaise directly with individual CDSE clubs in their local area – a listing is provided on the ClubsNSW website.
- Please do not attach lengthy covering letters or appendices to your application.

FURTHER INFORMATION: Please call ClubsNSW on 02 9268 3000 or email cdse@clubsnsw.com.au for further information.

1. Please provide a short outline of your project (what you are going to do or provide, e.g. details of your event, service, product etc).

We provide courses to High schools and Primary schools in order to teach students Finance Literacy and other Life Skills. Over the last 13 years we have provided this program to High Schools and Primary schools across NSW.

2. Briefly summarise what your organisation does (e.g. what is the purpose of your organisation, what special groups are you involved with etc)?

We spend a day at each High School or Primary School running different Finance and Life Skills programs for Stage 3 Primary students, and Years 10-12 students at High Schools.

3. What local need does your project address?

We teach students essential life skills, and instil in them the knowledge needed in order to make informed and educated decisions regarding everything from finance to employment.

Our program covers information that is essential for all Australians, regardless of age, gender, race or socio-economic status. However, none of what we present is taught within the schooling system.

4. Who will be the main beneficiary/target group/client group for the project? Please be specific (e.g. men, women, children with learning difficulties).

Children in Primary School aged 11-12 and Teenagers aged from 15 - 18.

5. From the list below, which category best describes your project? Please tick ONE (1) BOX ONLY.

- A1 - Family Support/Emergency or Low Cost Accommodation
- A2 - Child Protection/Child Care
- A3 - Counselling Services
- A4 - Aged, Disability or Youth Services
- A5 - Victims of Natural Disasters
- A6 - Volunteer Emergency Services
- B1 - Neighbourhood Centre/Youth Drop in Activities
- B2 - Community Transport Services
- B3 - Community Education Programs
- B4 - Tenants Services
- B5 - Statewide or Regional Services Developing Social Policies & Providing Advocacy for Local Communities
- C1 - Early Childhood Health/Child and Family Services
- C2 - Community Nursing/Therapy/Mental Health Services
- C3 - Drug & Alcohol/Palliative Care/Women's Health/Aboriginal Health/Dental Services
- C4 - Home and Community Care & Disability Services
- C5 - Health Promotion Initiatives
- D1 - Employment Placement/Advocacy Services
- D2 - Group Training Companies
- D3 - Community Enterprises
- D4 - Local Job Creation Scheme

6. How will you manage and deliver this project? (How will you ensure it achieves its aims?)

We have been running this program for 13 years and have been recognised by the Department of Education Performance in Schools group. This group has also awarded us the Frater Award for 6 consecutive years, for what we are achieving in schools with our programs.

We currently deal with over 460 schools in NSW, attend numerous School Careers Advisors regional meetings, and deal with Principals, teachers and students on a daily basis. Therefore, we have a vast network of contacts, and a keen understanding of exactly where our program fits in. After presenting our program for over 13 years, we also have the innate ability to inspire and excite our target audience.

7. How will you monitor and evaluate this project?

As we are working in schools, it is a request by the Department of Education that we have every school complete a Feedback form completed by the students and teachers involved.

When working with Club Mudgee we dealt closely with Maureen reporting to her on all aspects of the program and supplying a Report on completion.

8. Has your application been supported by any other community organisations or do you intend to work in partnership with any other organisation on this project? (Please provide contact name and telephone number of the supporting organisation/s):

We were associated with the Salvation Army but due to Budgeting changes after 11 years this has now stopped.

9. What is the proposed commencement date and completion date for the project?

February 2016 to December 2016.

10. Is the expenditure on community development and support to be applied outside New South Wales? If so, how will it be applied? (For more information please refer to the CDSE Guidelines.)

No

11. Is this program, project or service already assisted by an existing local, State, or Commonwealth Government funding program? If so, please give details (how much, which program):

No

12. Have you applied, or do you intend to apply, to any other registered club or any other funding body for this project (including CDSE applications in other areas)?

Yes

No

If yes, please identify:

West's Campbelltown for the Schools in their Council Area, Gynea Tradies for Schools in the Sutherland Shire, Canterbury Bulldogs for Schools in the Canterbury Area.

13. Will ALL the CDSE funding you have requested be spent within the Local Government Area in which you are applying?

Yes

No

If no, approximately what percentage will be spent outside the local area?

FINANCIAL INFORMATION

14. What is the total amount of CDSE funding you are seeking for this application?

\$5000.00

15. Will your project still be viable if you receive CDSE funding less than the requested amount?

Yes

No

16. Please outline below the project budget for your proposal, including funding from this source (Community Development & Support Expenditure) and any other funding sources.

Budget Item	CDSE	Other funding sources
Salaries (specify position)		
Fees (specify – eg, sessional staff, tutors etc)		
Administration		
Program costs (including telephone, stationery, postage, audit, promotion)		
• Capital equipment		
• Rent		
• Other (please specify) All money will be used directly to each school in order for us to run the Survivor Life Skills program at the school. It will pay for the workbooks and supplies including speakers for the day.	\$5000.00	
Total funds		

17. Please attach a copy of your last annual report including financial statements. Have you attached the report? Yes No

18. Please state your ABN/GST status:

ABN: 82 109 635 243

GST Status: Registered 1st August 2004

19. Please provide your organisation's banking details

Account Name: Concierge Enterprises PTY LTD

BSB No: 032-112

Account No: 151475

ADDITIONAL INFORMATION:

20. Is your organisation a non-profit organisation? Yes No

21. Is your organisation incorporated? Yes No

If yes, please indicate which form of incorporation below:

- A company limited by guarantee
- A co-operative
- An incorporated association

- **An unincorporated association**
 - **Other – please detail below:**
-

GULGONG SHOW SOCIETY INC.

ABN 510 313 677 14

PO Box 294, GULGONG NSW 2852

Phone: 02 6374 2689

Email: info@gulgongshow.org.au
Website: www.gulgongshow.org.au

MID-WESTERN REGIONAL COUNCIL
RECEIVED
16 JUL 2015
CUSTOMER SERVICE CENTRE

Date 11/7/15

Office use only.

Dear To Whom it May Concern

Invoice #2016-065

In the past Mid West Regional Council

Address PO Box 156 Mudgee

Phone 63782850, has generously provided the Gulgong Show Society with sponsorship in the form of **CASH/VOUCHER/ GIFT/PRODUCE** to the value of \$3000.00 DONATION

We are forwarding this request to you in anticipation of you again wishing to support the Gulgong Show Society.

Our Society runs a very successful show each year. (Our next show being the **20th February 2016**). The generous support of sponsors such as M.W.R.C goes a long way to making our show the success it has been for many years.

Confirmation of your support would be appreciated by **1st September 2015**, a Tax invoice will then be forwarded to you, along with a copy of our show schedule.

Acceptance	YES	NO		
Sponsorship	CASH	VOUCHER	GIFT	PRODUCE

Signature.....Date.....

Regards,

Executives & Committee of Gulgong Show Society.

Direct Contact

Judy Eady, Phone 63742458

Show Book Co-ordinator Jean Monaghan Email: jeanmonaghan2@bigpond.com

MID-WESTERN REGIONAL COUNCIL
RECORDS
RECEIVED
16 JUL 2015
 SCANNED
 REGISTERED

GULGONG HIGH SCHOOL



P.O. Box 504
Belmore Street
Gulgong NSW 2852



Telephone: 63741201

Fax: 6374 2360

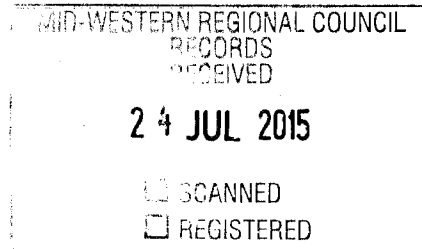
E-mail: gulgong-h.school@det.nsw.edu.au

Rel. Principal: Mr Richard Finter

Rel. Deputy Principal: Mr Winston Hughes

21 July 2015

Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850



Dear Sir/Madam

Gulgong High School is conducting its annual Presentation Day on Friday 11th December, 2015.

Your generous support in the past has been most appreciated. We would be pleased if you would consider making a donation towards our Presentation Day this year. All donations go directly toward scholarships and rewards for students in recognition of their efforts academically, toward school spirit and for their involvement in the larger Gulgong community.

Your generosity will be recognised in the Presentation Day Program, the Gulgong Gossip and the school Newsletter.

All donations over \$20.00 will be acknowledged by receipt.

If you are personally available, or have a representative who would like to attend on the day to present a specific award, please complete the appropriate details on the section below.

In order to finalise our program for the ceremony we would appreciate your response by remittance of the details below by Friday 6th November, 2015.

Yours sincerely

Margaretta Field and Clair Hulbert
Presentation Day Coordinators

Mid-Western Regional Council

Donation: \$ _____

Able to attend and present an award on the day: YES NO

Name of person attending: _____

Award or scholarship to be presented: _____



ANGLICAN DIOCESE OF BATHURST PARISH OF RYLSTONE-KANDOS

Priest
Secretary
Treasurer

Rev'd Leigh Williams
Margaret Squire
Mary Wainwright

PO Box 2
RYLSTONE NSW 2849
Telephone 02 63791049
wollemi@anglican@bigpond.com

Mr Brad Cam
The General Manager
Mid Western Regional Council

25th June 2015

Dear Mr Cam

MID-WESTERN REGIONAL COUNCIL
RECORDS
RECEIVED

29 JUN 2015

SCANNED
 REGISTERED

Re: Hill Top Arts Exhibition and the opportunity to become the Major Sponsor

Hill Top Arts Exhibition has become an annual event in Rylstone and is run by our Parish but in conjunction with Street Feast. We see it as an additional opportunity to both attract visitors to our region, as well as provide an opportunity for a variety of artworks, both local and not so local, to be seen here.

We have been very grateful for Council's support in the past and are hopeful that Council would again consider supporting us. Council's contribution is always acknowledged by us in any way we can, including posters inside the exhibition.

We see the Hill Top Arts Exhibition as a "win-win" situation. It is also great for artists, as they are able to view other's efforts and have the possibility of selling their works. This important event is the primary fund raiser for our church's Community services program in the Rylstone-Kandos regional area.

Thank you for your consideration of our request. Should Council be again willing to support us, I understand Council has our bank account details on file, or we can provide them, or, in the alternative, a cheque donation should be made payable to Rylstone-Kandos Anglican Parish and be addressed to Hill Top Arts Committee c/- PO Box 2, Rylstone NSW 2849.

Hilltop Arts will have an opening night on Friday 6th November and will be open for public exhibition over the weekend of 7-8 November. We would welcome your attendance at any time but particularly the opening night. Please advise us if you are able to attend.

Yours sincerely,

Joy Martin

Hill Top Arts Committee

On behalf of Rev'd Leigh Gardiner

cc Councillor Peter Shelley

To whom it may concern,

My name is Amy Ravenscroft and I am writing on behalf of the P & F at St Matthews Central School in regards to a proposal for a school fundraising event to be held at Mudgee Pool.

Our proposed date of first option is Friday 27th November, 2015. Last year we had such a successful turn out, our school is hoping to make this another great event in order to raise funds to further our schools resources. The following points are an indication of the schools queries in regards to the event:

- School BBQ- if possible is there school able to have their own personal BBQ in order to raise specific funds for the school?
- Is there any possibility the pool hire fee could be perhaps donated or reduced to cut costs and ensure our event is more profitable?
- Is there any chance of having more life guards on duty during the event and if so at what cost would this be in order to ensure the safety of the school children?
- Is there a time limit of pool use and if so how long?
- Is there a one off fee for entry into the pool or do children/ families pay regular fee?

Thank you on behalf of the P & F for taking this proposal into consideration and I look forward to hearing the outcome.

Yours sincerely,

Amy Ravenscroft

M- 0403145132

E- amy.ravenscroft@hotmail.com



Gulgong Chamber of Commerce Inc

PO Box 400
Gulgong NSW 2852

All correspondence to Secretary
Susan Mathews - info@gulgongmotel.com.au phone 02 6374 2259

05 September 2015

Mid-Western Regional Council
PO Box 156
Mudgee NSW 2850
Attn: Brad Cam

Dear Brad,

My name is Bill Murphy; I have recently been elected President for Gulgong Chamber Of Commerce.

The Gulgong Chamber would like to request funding to the amount of \$12,000 for the following improvements for our members & the Gulgong business community.

We plan to update the Chamber's website to bring it up to date, as it is very old & difficult to navigate.

We are planning a membership drive. This will be done by explaining to those who are not current members that the new Executive Committee is focused on assisting & supporting BUSINESS in Gulgong.

We are in the process of planning a Shop Local campaign.

This new Executive Committee will be very focused on the Businesses in Gulgong as well as our relationship to this region. This will be of great benefit to The Mid-Western Regional Council area.

Thank you for your consideration in this matter. Please contact me if you have any questions on this or any other matter regarding Gulgong Chamber Of Commerce. You can contact me on my mobile phone 0414 452 791 as well as via email cooksgap@hotmail.com.

Regards,
Bill Murphy
President
Gulgong Chamber of Commerce
Email: cooksgap@hotmail.com



DEAF BASKETBALL
AUSTRALIA

www.deaf.basketball.net.au
ABN 42 186 036 585

Mid-Western Regional Council
86 Market Street
MUDGEE, NSW 2850

Dear Sir/Madam

**Personal Sponsorship Request
2015 National Deaf Basketball Team**

My name is Jordan Woolmer and I am a 23 year old basketball player with profound deafness in both ears.

I have been a resident of Mudgee for the past 7 years. I have qualified as a member of the Goannas – the Australian Men's National Deaf Basketball Team, joining other talented deaf basketball players from all around Australia. This is a fantastic opportunity for me to represent my country by playing the sport that I love.

The team operates under the control and management of Deaf Basketball Australia (DBA), and the players belong to their respective state associations. E.g. Deaf Basketball New South Wales, Deaf Basketball Victoria, etc.

This year (2015), the Goannas participated in the World Deaf Basketball Championships in July at Taipei and placed ninth which represents Australia's best ever result at this event. Our goal is now to represent Australia at the Asia-Pacific Deaf Games in October (also at Taipei) and bring home a gold medal. Australia posted wins over Japan and Chinese-Taipei at the World Deaf Basketball Championships and these two countries represent our biggest challenge at the Asia Pacific Deaf Games.

I came before the Council on Open Day in 2013 to ask for assistance in raising funds to represent Australia at the 2013 Deaflympics in Bulgaria to which the councillors made several donations which I am incredibly grateful for. Unfortunately, there is still no Australian or State Government or sports association funding available for Deaf Basketball and all players are responsible for our own costs to achieve our goal to represent Australia.

We need to raise at least \$5,000 each, so that we can cover travel, accommodation and nomination fees to attend this tournament. The combination of full time work at Nortons Business Advisors, part time study at Charles Sturt University and my basketball training has meant it has been difficult to find time to raise the require funds. In additional to this, each member of the team has just paid \$5,000 for World Deaf Basketball Championships in July and the cost of these two tournaments in such a short space of time has left a significant financial burden on myself and my family and friends who have assisted me over the past six months.

Therefore to assist me achieve these goals and represent Australia, I am seeking sponsorship from local government to contribute towards these costs. I write this letter to enquire whether the Mid-Western Regional Council is able to assist in this way.

I look forward to your response and I am happy to meet with you to discuss any of the above.

Please contact me at the address below or call me on my mobile: 0458 050 292.

Yours Sincerely

Jordan Woolmer
1/28 Denison Street, MUDGEE, NSW 2850

The Goannas

Over the past three years, we have significantly improved our international standing by successfully competing in two overseas competitions:

- At the 2012 Asia Pacific Deaf Games in Seoul, South Korea, they achieved the Bronze Medal. *This was the first international medal that has ever been won by an Australian Men's Deaf Basketball team.* In a very close competition, they only lost by one point to the eventual gold medal winners, Chinese Taipei and again by one point to the silver medallists, Japan.
- At the 2013 Deaflympics in Sofia, Bulgaria, the Goannas came up against some very strong teams in USA, Slovenia and Russia and were defeated, but not embarrassed by these experienced and professional outfits. This clearly showed that there is plenty of room for improvement for the Goannas to be able to match the world's best. The Goannas did have a win against Kenya at this competition.
- At the 2015 World Deaf Basketball Championships in Taiwan, the Goannas achieved wins against Poland, Japan and Chinese Taipei, a one-point loss to Greece and a loss to USA. The Goannas achieved a creditable 9th placing, the Goannas best ever result at a Worlds.



RYLSTONE-KANDOS SHOW SOCIETY INC.

President:

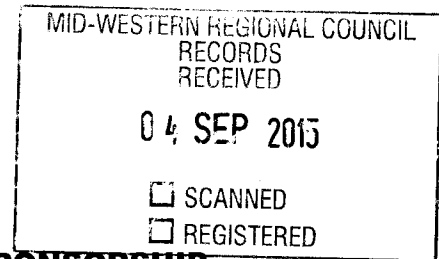
Cameron Clarke
Phone: 63791437
0428791437
Email: cameronclarke86@hotmail.com

Secretary:

Nancy Keck
PO Box 11
Rylstone NSW 2849
Phone: 6379 1250 (Office)
6379 7722 (Home) 0427980136
Email: rylkanss@bigpond.com

1ST September, 2015

Brad Cam
General Manager, Mid-Western Reg. Council
Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850



Dear Brad

RYLSTONE-KANDOS SHOW SPONSORSHIP **SATURDAY 27th February 2016**

On behalf of the President, Cameron Clarke, and the Committee of the Rylstone-Kandos Show Society I would like to ask for your continuing support of the Rylstone-Kandos Show. The Show is the largest community event of the year in Rylstone and Kandos, a day enjoyed by everyone of every age. Without the generous support of our sponsors the Show would struggle to continue and our reinvestment in the Showground facilities would not be possible. I once again invite you to choose from one of the enclosed Sponsorship Packages so that you may contribute to the presentation of the 2016 Show.

It is important that the replies are in by 30 November 2015 as we also want to make sure sponsors are given the appropriate recognition in the Schedule, which we have to get to the printers well before Christmas. Please don't hesitate to call us and discuss which section of the Show you would like your sponsorship to support and what sort of advertisement you would like in the Schedule.

Thank you again for your support and we look forward to seeing you at the 2016 Show.

Kind regards

Alison Oldfield

Sponsorship for 2016 show

Name: _____

Sponsorship Packages

- Diamond \$5000+
- Platinum \$2000
- Gold \$1000
- Silver \$500
- Bronze \$300
- Blue \$200
- Red \$150
- White \$100
- Green \$50
- Yellow \$25

Advertising in show Schedule:

- use last year's ad
- Use new ad
- I will email new ad as a jpeg

Mail to:

PO Box 11
Rylstone 2849

Donation: _____

Membership: _____

Total: _____

Bank Details:

BSB:032657 ACC:105735

Please include your surname as reference

Tax invoice Yes/ NO

If you would like to see your sponsorship directed to a specific area please let me know:

Email Address: _____

RYLSTONE-KANDOS SHOW SOCIETY INC.

2016 SPONSORSHIP PACKAGES

Yearly Package Rates

(Any denominations outside those mentioned are also accepted)

- ◆ **DIAMOND SPONSOR: \$5,000.00 (or more)**
 - Naming rights to the Show (eg: 2016 Rylstone-Kandos Show presented by ...)
 - Advertising on the Show Day Events Flyer
 - 6 tickets to the 2016 Rylstone-Kandos Show
 - Invitations to the 2016 Sponsor Dinner
 - 1 full-page advertisement (inside front cover) in the 2016 Show Schedule
 - Free Trade Space at the 2016 Show
 - Banners or other signage displayed around Showground and on the Pavilion stage
 - PA announcements on the day of the Show

- ◆ **PLATINUM SPONSOR: \$2,000.00**
 - 4 tickets to the 2016 Rylstone-Kandos Show
 - Invitations to the 2016 Sponsor Dinner
 - 1 full page advertisement in the 2016 Show Schedule
 - 75% discount on Trade Space at the 2016 Show
 - Banners or other signage displayed around Showground
 - PA announcements on the day of the Show

- ◆ **GOLD SPONSOR: \$1,000.00**
 - 2 tickets to the 2016 Rylstone-Kandos Show
 - Invitations to the 2016 Sponsor Dinner
 - ½ page advertisement in the 2016 Show Schedule
 - 50% discount on Trade Space at the 2016 Show
 - Banners or other signage displayed around Showground
 - PA announcements on the day of the Show

- ◆ **SILVER SPONSOR: \$500.00**
 - 2 tickets to the 2016 Rylstone-Kandos Show
 - Invitations to the 2016 Sponsor Dinner
 - ¼ page in the 2016 Show Schedule
 - 25% discount on Trade Space at the 2016 Show
 - Banners or other signage displayed around Showground
 - PA announcements on the day of the Show

- ◆ **BRONZE SPONSOR: \$300.00**
 - 2 tickets to the 2016 Rylstone-Kandos Show
 - Recognition in the Show Schedule
 - Certificate of Appreciation

BLUE SPONSOR: \$200.00

RED SPONSOR: \$150.00

WHITE SPONSOR: \$100.00

GREEN SPONSOR: \$50.00

YELLOW SPONSOR: \$25

(NB: Amounts of less than \$25.00 are also gratefully accepted by the Show Society)



Mudgee Show 2016

Dear Valued Sponsor,

I would like to take this opportunity to thank you for past sponsorship. As you know we rely heavily on your generosity and good faith to “make the show happen”. The Show is a reflection of our community as a whole – a place where we can create and celebrate life in Mudgee from agricultural, business, cultural and social point of view. We have so much to be proud of and by supporting us, I know The Show will be a fantastic community event for all to enjoy. Planning is well under way for the 2016 Show and we are always open to any suggestions for ways we can improve it.

The packages outlined below are a great opportunity to ensure your business name is well recognised within the community. The schedule will be printed and distributed closer to Show time. The schedule will also be available on our

web page www.mudgeeshow.org.au

Your support for this event is greatly appreciated as the Mudgee Show Society is a non profit organisation and relies on sponsorship support to continue. If you could reply at within the next four weeks either by mail, (0412815827) or email: secretary@mudgeeshow.org.au. This will then allow us to set the layout and publication of the Show Schedule underway. Please attach your business logo to your reply.

SPONSORSHIP OPPORTUNITIES

The following sponsorship opportunities / packages and benefits are a guide to what sponsors can expect for their investment in The 2016 Mudgee Show.

The Mudgee Show Society Committee welcomes your feedback on sponsorship benefits and happy to work with you to ensure that your company meets it's marketing and promotional objectives.

* \$5,000	10 Family Passes	full page in schedule
* \$1,000	5 Family Passes	1/2 page in schedule
* \$500	3 Family Passes	1/4 page in schedule
* \$200	2 Family Passes	1/8 page in schedule
* \$100	1 Family Pass	1/16 page in schedule
* \$50	1 Single pass	a mention in the schedule

We will personally contact you soon to discuss.

Yours sincerely

Wendy Harmer

President
Mudgee Show Society
Phone: 0412815827



Copyright © 2015 Mudgee Show Society, All rights reserved.

You are receiving this email because you have been one of our valued sponsors for the Mudgee Annual Show.

Our mailing address is:

Mudgee Show Society
PO Box 199
Mudgee, Nsw 2850
Australia

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#)

MailChimp



MUDGEE HIGH SCHOOL

LOCKED BAG 2004, MUDGEE NSW 2850

PH: (02) 6372 1533 FAX: (02) 6372 6321

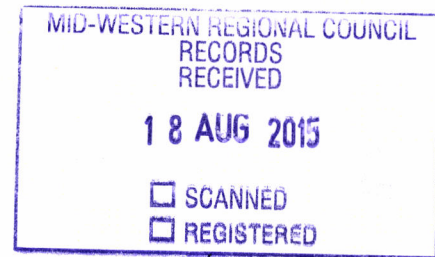
ABN: 25 074 408 459



SRR SAFE
RESPECTFUL
RESPONSIBLE

12 August 2015

Mr B Cam
General Manager
Mid-Western Regional Council
PO Box 156
Mudgee NSW 2850



Dear Mr Cam

In 2014 Mid-Western Regional Council contributed \$100.00 towards the school's end of year prize giving. This money was used to make up the Dux Award, which is presented at the end of year Presentation Ceremony. We are extremely grateful for the support received from Mid-Western Regional Council.

Mudgee High School would greatly appreciate your financial assistance again in 2015. Mudgee High has a strong ethic to acknowledge student success and this is only done with the support from the wider community.

Should you have any questions regarding this request please do not hesitate to contact me on the above number.

Regards

Clarissa Mort

Clarissa Mort
Presentation Assembly Coordinator



18th September 2015

Attn: Mr Brad Cam
General Manager
Mid-Western Regional Council
86 Market Street
Mudgee NSW 2850



HUGH BATEMAN'S PINK TRACTOR TREK
FOR BREAST CANCER CARE 9th OCTOBER 2015

Dear Mr. Cam,

Re: The Pink Tractor Trek

On the 9th October, local Real estate agent and auctioneer, Hugh Bateman will embark on a 2600 km trip around NSW including Sydney, on a pink tractor to help raise funds and awareness for the McGrath Foundation.

The aim is to raise \$250,000 for breast cancer care nurses in Australia.

Hugh through business, has noticed the growing number of women who are contracting breast cancer. This year alone it is expected that some 15000 new cases of breast cancer will be diagnosed. There will be approximately 150 men also diagnosed.

Approximately 3040 women and 25 men will die in Australia this year alone from the disease.

There are 105 McGrath breast care nurses in Australia and we need to increase that number to provide both physical and psychological care for patients undergoing treatment.

It costs \$380,000 to train and employ a Breast Care Nurse over a 3 year period.

Hugh will commence his journey in Mudgee, travelling to Dubbo, Orange, Griffith, Wollongong, several suburbs of Sydney (including Pyrmont), Long Jetty, Shoal Bay, Port Macquarie, Coffs Harbour and Muswellbrook.

As Hugh will be travelling through these areas and gaining exposure on Channel Nine's Today Show on Saturday 17th October as he crosses the harbour bridge, Hugh is seeking your sponsorship for the Tractor trek and is offering both sides of the tractor cabin to Mid-Western Regional Council.

As Hugh will be leaving on the 9th October your immediate response would be appreciated so that sign writing can be arranged.

You can see further details on www.pinktractortrek.com.au or on the facebook site:
www.facebook.com/hughbatemanspinktractortrek

Kind regards,



Jessica Lawrie
The Property Shop

**TWIN TOWN PLAYERS INC.
P.O.BOX 191, RYLSTONE. N.S.W. 2849**

The General Manager,
Mid Western Regional Council
P.O.Box 156

MUDGEES NSW 2850

17 JUL 2015
Mudgee NSW

Dear Sir

I am writing in regard to Twin Town Players' hiring of the Rylstone Memorial Hall on 16th, 23rd and 24th October. I seek to confirm that the theatre group will be granted twelve days free access to the hall for rehearsal purposes, and also that as a community group we are exempt from paying a bond.

I would also request that the group could gain free access to the hall for set construction, when other clients are not using the hall, for the purpose of set construction, such times to be discussed with and approved by staff at the Rylstone office.

Yours faithfully



DEEARNE MORGAN

PRESIDENT, TWIN TOWN PLAYERS INC.

17/6/2015

* Previous agreements between TTP & MWRC, allowed for 12 Free rehearsal per production, and waiving of Bond as a Donation to TTP. (loan as bond is always returned)



MID-WESTERN REGIONAL COUNCIL
 RECEIVED-RYLSTONE OFFICE
 16 SEP 2015
 SCANNED
 REGISTERED

Mid-Western Regional Council
 PO BOX 156, MUDGEE NSW 2850
 86 Market Street MUDGEE
 109 Herbert Street GULGONG
 77 Louee Street RYLSTONE
 Ph: 1300 765 002 or (02) 6378 2850
 Fax: (02) 6378 2815
 email: council@midwestern.nsw.gov.au
 www.midwestern.nsw.gov.au

Application for Hire

Council facilities (excluding Showgrounds)

Hire details

I wish to make application to hire the: *(Tick facility/s you wish to book)*

<p>MUDGEE</p> <p><input type="checkbox"/> Stables – Meeting Room</p> <p><input type="checkbox"/> Stables – Gallery Room</p> <p><input type="checkbox"/> Town Hall Theatre <small>Select ONE of the following</small> <input type="checkbox"/> Green Room only <input type="checkbox"/> Auditorium only <input type="checkbox"/> Both the above</p>	<p>GULGONG</p> <p><input type="checkbox"/> Gulgong Memorial Hall</p>	<p>RYLSTONE</p> <p><input checked="" type="checkbox"/> Rylstone Hall</p> <p><input type="checkbox"/> Rylstone Amenities Hall</p>	<p>KANDOS</p> <p><input type="checkbox"/> Kandos Hall</p> <p><input type="checkbox"/> The Loft</p>
--	--	--	--

Date/s required FROM 17, 24 Sept 1, 8, 15 Oct NO. DAYS
DATE DATE

FROM 6:00 pm TO 8 pm
TIME TIME

Authorisation Performance Dates 12, 19th, 20th March - all day

I have read and agree to abide by the terms and conditions set out in the Terms and Conditions for Hire of Council Facilities.

Signed [Signature] Name of signatory DEE MORGAN Title of signatory PRESIDENT
PLEASE PRINT PLEASE PRINT

on behalf of TWIN TOWN PLAYERS.
ORGANISATION

Contact name DEE

Contact number BUS 02 63578 733 MOB 0419 129 024 OTHER

Postal address

Email address twintownplayers@yahoo.com

OFFICE USE ONLY

REGULAR HIRER (as listed in the fees and charges) OTHER (casual hirer, business hire, community hire etc)

Bond Amount \$ Receipt No.

Hire fee Amount \$ 330.00 Receipt No. 342734. paid (17/15)

* If regular hirer, email request for invoice to debtors@midwestern.nsw.gov.au

Booking entered into Evanced: DATE 16/9/15 CASHIER

A refund of bond money can be applied for once the Facility Condition Report has been completed by the hirer and Council is satisfied that the area has been left in a satisfactory condition.



Fri 31/07/2015 9:08 AM

Morley, Phillip <Phillip.Morley@det.nsw.edu.au>

Kandos PS

To: Council

Hi..

We have an initiative called Live Life Well. It is a program based on healthy living and environmental sustainability.

A major component of the program is recycling. Would the council be able to help us by providing 2 yellow and 2 blue recycling bins for our playground. This would be a fantastic benefit for our program and would help us cement the recycling message throughout the student body.

Kind Regards

Phillip (Tod) Morley

Principal

Kandos Public School

Ph: 02 6379 4201

Fax: 02 6379 4807

M: 0427 726 416

Email: phillip.morley@det.nsw.edu.au

23-37 Dangar Street

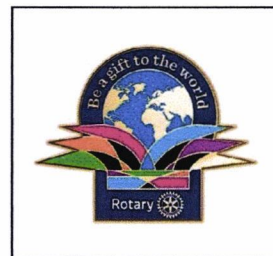
KANDOS NSW 2848

This message is intended for the addressee named and may contain
privileged information or confidential information or both. If you
are not the intended recipient please delete it and notify the sender.

This e-mail has been scanned for viruses by MCI's Internet Managed Scanning Services - powered by MessageLabs. For further information visit <http://www.mci.com> or contact Information Technology Business Unit - Mid-Western Regional Council



Rotary Club of Rylstone – Kandos Inc.
Club No.17991 District 9670
Founded 9th February 1949



President
Klaus Keck

Secretary:
Graham Jose

Mr Brad Cam,
General Manager,
MidWestern Regional Council,
Market St,
Mudgee 2850
NSW

Please send all correspondence
to:
The Secretary
PO Box 22
Rylstone NSW 2849



Dear Brad,

re: 2015 Rotary Christmas Carols Event & Venue

The annual Xmas Carols is a Rylstone-Kandos Rotary Club and Combined Churches event and is generally held in the area adjacent to KRR at the eastern end of the Kandos Community hall.

Again, this year, we are planning to hold the event in the same location and would like to utilise the Community hall, as well as, and in addition to, the usual area used for the Carols event; I write therefor on behalf of Rotary and the local Combined Churches to ask Council for use of the hall on 19th December 2015 and for 50-75 hall chairs to be made available on that day.

We also ask that Council give favourable consideration to waiving the normal hall fees in the same manner that Council has waived hire and deposit fees for the Rylstone Showground for the Christmas Carnival; otherwise we would need to use part of the funds donated to us by Council to operate these events to hire the venue!

This would also be a great help to the organisers inasmuch it will enable such funds to be directed to providing Christmas decorations, carol books, safe electronic "candles" and other support to those members of our communities that come along to the event.

We are seeking Council support for a successful community event and look forward to your favourable response.

For, and on behalf of, the Combined Churches and Rylstone-Kandos Rotary club.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'Graham Jose', written in a cursive style.

Graham Jose
Secretary
14 August 2015





14 August 2015

The Manager
Midwestern Council
Market St
Mudgee NSW 2850

Dear Sir/Madam

Food Premises Inspection fee
Registration No: FD00108

The Mudgee High School Canteen has been charged a Food Premises Inspection fee \$185.00 - Tax Invoice No.150-2015, which was paid on 16/7/15 – receipt No 342659.

The Canteen is run by the Mudgee High School Parents and Citizens Association and is registered as a non-profit organisation. Profits from the canteen are donated to the school to benefit the students and provide quality education for residents of the Midwestern community. This inspection fee has previously been refunded by council so the proceeds could be utilised for another worthwhile purpose.

In view of this, we are asking for your consideration to approve a refund of the inspection fee.

Yours faithfully

Lisa Hauville

Lisa Hauville
Assistant Treasurer
Mudgee High School P&C

MUDGEE CIVILIAN
RIFLE AND SMALL BORE CLUB INC.

CAPTAIN:

Leila Cole

SECRETARY:

Leigh Milton

TREASURER:

Stuart Swanson

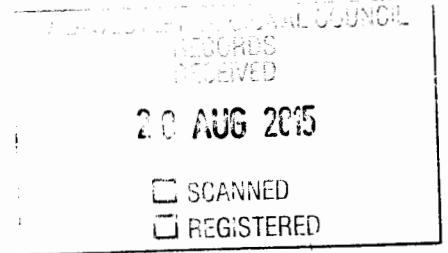
P.O.Box 206 Mudgee 2850

18-08-2015

To

Mid-Western Regional Council

P.O.Box 156 Mudgee 2850



Dear Sir

Please find enclosed cheque \$1469.84 in payment for our rates this year.

The Club would like council to reimburse the Club that amount again this year, and we will take this opportunity to thank council for last years reimbursement.

Regards

L. J. Milton

-----Leigh Milton. hon.secretary.

Please return to records
for scanning

RATES

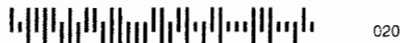
RATES & CHARGES NOTICE 01/07/2015 TO 30/06/2016

ABN 96 149 391 332
TAX INVOICE

Notice is given that the below mentioned rates & charges have been made and levied on the land described hereunder by virtue of S546 of the Local Government Act 1993.



(02) 6378 2850 1300 765 002
(02) 6378 2815
council@midwestern.nsw.gov.au
www.midwestern.nsw.gov.au



Mudgee Civilian Rifle &
Small Bore Club
C/- Mr LJ Milton
PO Box 206
MUDGEE NSW 2850

Property Number
8456

Property Location and Description

Mudgee Rifle Range, 39 Rifle Range Road, MUDGEE NSW 2850
Lot 204 DP 756894, Lot 68 DP 735127 and 3 more

Valuation Base Date 01/07/2013 Interest Rate 8.5% p.a.

Issue Date 17/07/2015 Due Date 31/08/2015

Particulars of Rates and Charges

Particulars of Rates and Charges	Rate in \$	Rateable Value	Amount
Residential Rural	0.651930 C IN S	173000	1127.84
Water Access Charge - 20mm Service	\$144.00 PER SERVICE	1	144.00
* General Waste Disposal Charge	\$198.00 PER SERVICE	1	198.00
* GST			18.00



First Instalment	Second Instalment	Third Instalment	Fourth Instalment	Please deduct any payments since	TOTAL AMOUNT DUE
\$367.64 31/08/2015	\$367.40 30/11/2015	\$367.40 28/02/2016	\$367.40 31/05/2016	13/07/2015	\$1,469.84

BPAY VIEW
View your bills online
New notices sent directly to your secured online banking environment.

Billers Code: 8698
Registration Number: 2182 7280 7734 2

\$ ~~1469.84~~
20 AUG 2015
R/N: 345175

4051343-Run1-ASA001-004731

Property No.: 8456

Instalment Amount Due: \$367.64

RATES

- Mudgee Administrative Services Centre**
86 Market Street, Mudgee: 8.00am – 4.30pm
- Gulgong Service Centre**
109 Herbert Street, Gulgong: 8.00am – 1.00pm & 1.45pm – 4.30pm
- Rylstone Service Centre**
77 Louee Street, Rylstone: 8.00am – 1.00pm & 2.00pm – 4.30pm



Visit www.midwestern.nsw.gov.au and follow the links to pay using Visa or MasterCard.



Call 1300 133 369 anytime to make payments using Visa or MasterCard.



Contact your bank or financial institution to make this payment from your cheque, savings, debit, credit card or transaction account.

More info: www.bpay.com.au Registered to BPAY Pty Ltd, ABN 69 079 137 518

Billers Code 8698
Customer Ref: 2182 7280 7734 2

Send your payment to **PO Box 156, Mudgee NSW 2850.**



Contact Council for an application form.



Payment can be



Present this notice intact to make your payment by cash or cheque at any Australia Post Office.

*71 158 2182728077342 21

Customer Ref:





The Henry Lawson Society of N.S.W. Inc.

The *Henry Lawson* Centre

A Memorial for the study of literary works and the history of associated characters, places and times of Australia's National Poet.

147 Mayne St
Gulgong, NSW
Postal Address:
P.O. Box 235
Gulgong, NSW 2852
Phone: (02) 6374 2049
Fax: (02) 6374 2400

Email: henrylawsongulgong@yahoo.com.au
Web: www.henrylawsongulgong.org.au



24.7.2015

Contact: Kevin Robson,
Treasurer
Home Ph: 02 6374 1944

The General Manager
Mid Western Regional Council
P.O. Box 156
Mudgee 2850

— Rates Reimbursement to Community Groups —


Dear Sir,

In relation to Council's management plan, in regard to Property Rates Reimbursement, I am enclosing a copy of our receipt for payment of rates for 2015/16.

As in previous years, the money reimbursed to our organisation would be used to pay for some of the advertising and entry pamphlets for our Henry Lawson Literary Awards, which are finalised each June Long Weekend, and for which we receive entries from every state in Australia, and has a cash flow of about \$9,000 to stage the event, with about \$4700 of this being sponsorship. I may mention that the event usually only makes a small profit of about \$500, so as you can see there is a lot of voluntary work for the event, and Councils contribution through rate reimbursement is gratefully received.

As this money is used for the literary awards, Mid-Western Shire Council is named as a sponsor on our advertising posters, programs and entry forms for the Annual Literary Awards.

Thanking You,


Kevin Robson

Mid-Western Regional Council

ABN: 96 149 391 332

PO BOX 156
MUDGEES NSW 2850
1300 765 002

O 30/06/2016

19 391 332
IVOICE

mentioned rates & charges have
and described hereunder by
ment Act 1993.



PO BOX 156, MUDGEES NSW 2850

PH: (02) 6378 2850 1300 765 002
FAX: (02) 6378 2815
EMAIL: council@midwestern.nsw.gov.au
www.midwestern.nsw.gov.au
WEBSITE:

020
ty of NSW Inc

Property Number
4699

Valuation Base Date 01/07/2013 Interest Rate 8.5% p.a.

Issue Date 17/07/2015 Due Date 31/08/2015

Official Receipt

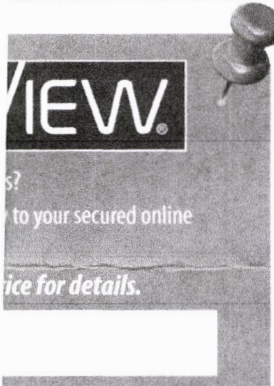
23/07/2015 Receipt No: **343116**

To: Henry Lawson Society of NSW
Inc
PO Box 235
GULGONG NSW 2852

Applic	Reference	Amount
Rates		
Property No 4699		\$156.03
RatBusMuds due 31/08/15		
Property No 4699		\$103.06
SewBusAccs due 31/08/15		
Property No 4699		\$36.03
WatAccs20 due 31/08/15		
Property No 4699		\$52.83
WatBusiness due 31/08/15		
Property No 4699		\$49.53
WstGeneral due 31/08/15		
Property No 4699		\$397.20
Property No 4699		\$397.20
Property No 4699		\$397.20
To Rates: 147 Mayne Street GULGONG NSW 2852		
Transaction Total:		\$1,589.08

	Rate in \$	Rateable Value	Amount
MINIMUM		24300	623.88
\$412.00 PER SERVICE		1	412.00
\$144.00 PER SERVICE		1	144.00
\$211.20 PER SERVICE		1	211.20
\$198.00 PER SERVICE		1	198.00
			37.20

Third Instalment	Fourth Instalment	Please deduct any payments since	TOTAL AMOUNT DUE
\$397.20 28/02/2016	\$397.20 31/05/2016	13/07/2015	\$1,589.08



Amounts Tendered

Cash	\$0.00
Cheque	\$1,589.08
Cr Card	\$0.00
Db Card	\$0.00
Money Order	\$0.00
Agency	\$0.00
Total	\$1,589.08
Rounding	\$0.00
Change	\$0.00
Nett	\$1,589.08

Printed 23/07/2015 11:03:07AM

www.midwestern.nsw.gov.au

Send your payment to **PO Box 156, Mudgee NSW 2850.**

Contact Council for an application form.

MAIL

Payment can be made by cheque or money order.

DIRECT DEBIT



Visit www.midwestern.nsw.gov.au and follow the links to pay using Visa or MasterCard.



Call 1300 133 369 anytime to make payments using Visa or MasterCard.



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Billers Code 8698
Customer Ref: 2182 7280 6069 4



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*71 158 2182728060694 21

Customer Ref:
2182 7280 6069 4



12th August 2015

Relay for Life

c/ Christina Caughey

Family Day Care

Mudgee NSW 2850

Brad Cam

General Manager

Mid Western Regional Council

Market Street

Mudgee NSW 2850

Dear Brad,

MUDGEY RELAY FOR LIFE 2016

The next Mudgee Relay for Life is planned for the weekend of 30th April / May 1st 2016.

In the past the Mid Western Regional Council has been an avid supporter of Relay; generously donating financial sponsorship and council facilities to make the event happen.

We hope that we can again ask for your enthusiastic support for this wonderful community event.

Please do not hesitate to contact me if you have any questions or require any further details.

Thank you.

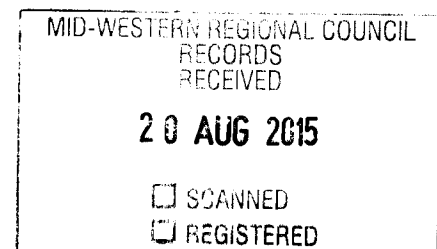
Sincerely,



Christina Caughey

Chairman

Mudgee Relay for Life 2016





MUDGE & DISTRICTS RELAY FOR LIFE

Masquerade Ball
HELP US UNMASK CANCER

MUDGE & DISTRICTS RELAY FOR LIFE

Masquerade Ball

HELP US UNMASK CANCER

AT CLUB MUDGE | SATURDAY NOVEMBER 7TH 2015 | FROM 6PM TO 11PM
MUSIC BY DJ BASSO | BUFFET DINNER | \$60 SINGLE \$100 DOUBLE | DRESS: EVENING

TICKETS AVAILABLE FROM THE FAMILY DAY CARE OFFICE,
OLD POLICE STATION 82-84 MARKET ST MUDGE.



Mudgee District U3A Inc.
P.O. 469
MUDGEE NSW 2850

APPLICATION FOR
FINANCIAL ASSISTANCE
2016 THE STABLES

MID-WESTERN REGIONAL COUNCIL
RECORDS
RECEIVED
- 3 JUL 2015
 SCANNED
 REGISTERED

Name of organization

MUDGEE DISTRICT UNIVERSITY OF THE THIRD AGE (U3A)

Address

P.O.Box 469
MUDGEE 2850

Contact Person

Janet Duffy
Program Coordinator, Mudgee District U3A
P.O. Box 469
MUDGEE

Email: janetduffy787@gmail.com

Insurance Details

Coverage provided through the U3A NSW Network
(attached Certificate of Currency)

Bank Account

NATIONAL AUSTRALIA BANK
Church Street
MUDGEE

Purpose of Funding

to continue to provide suitable and accessible accommodation for a variety of courses at the Stables Community and Cultural Centre.

Amount of Funding

We are seeking **in kind support** for the following:

1. Tuesday morning 9 – 1pm.**40 weeks in line with NSW school terms.**

The in kind support would be valued at \$50 per week.

2. Thursday all day 9 – 4pm.**40 weeks in line with NSW school terms.**

The in kind support would be valued at \$80 per week.

Benefits to the Community

Mudgee District U3A provides affordable learning opportunities for older people, using the skills and abilities of the members themselves. All presenters are volunteers.

The emphasis on learning for the love of it allows members to value making things and improving their skills as well as their physical well-being.

The courses run by Mudgee District U3A are determined through the interests of the members themselves, allowing a sense of self determination and responsibility in our older people who make up 26% of the local population.

MID-WESTERN REGIONAL COUNCIL
RECORDS
RECEIVED

- 3 JUL 2015

SCANNED
 REGISTERED

The use of the Stables Community and Cultural Centre in 2015 allowed us to offer courses for greater numbers of members and we would anticipate the program for 2016 would be able to be staged around this wonderful venue giving access to new courses such as printmaking.

This venue, which is central to Mudgee's central business district allows members easy access and parking.

Relationship to the Towards 2030 Community Plan

The following goals of the plan relate directly to the outcomes delivered by Mudgee District U3A:

Support networks, program and facilities which promote health and wellbeing and encourage healthy lifestyles

Provide infrastructure and services to cater for the current and future needs of our community

Support arts and cultural development across the Region

Provide equitable access to a range of places and spaces for all in the community.

In addition, the Mudgee District U3A relies on the generosity of members as volunteer organisers, administrators and presenters. We note that the Community Plan seeks to increase the level of volunteerism in our community.

Mudgee District U3A thanks the Mid-Western Regional Council for their invaluable support in 2015 in providing in kind support for the use of the Stables Meeting Room. Our members really appreciated the comfort, accessibility and the ease of parking at this venue. More than 165 members (being almost 50% of our membership) accessed the Stables Meeting Room in courses in 2015.

We look forward to working productively with the Council on the health and well-being of Mudgee's older population in 2016.

Yours faithfully



Marianne Matthews
Secretary

July 3 2015



Community Underwriting

24 April 2015

Certificate of Currency – General Liability (Page 1 of 2)

NAMED INSURED:

U3A Network- NSW In

Batemans Bay U3A	Manning Valley U3A
Bathurst U3A	Moree U3A Inc
Brunswick Valley U3A	Myal U3A
Bunbury U3A	Namol U3A
Central Illawarra U3A	Orange U3A
Cessnock City U3A	Parkes College for seniors
Clarence River U3A	Port Stephens 3rd Age Learning
Coffs Harbour U3A	Shellharbour City U3A
U3A Alliance SA	Shoalhaven Third Age Learning
Corowa/Rutherglen U3A	Snowy Mountains U3A
Cowra U3A	Tamar Valley U3A
Dorrigo Plateau U3A	Tamworth Regional U3A
Dubbo Chapter U3A	Tuggerah Lakes U3A
Oberon U3A	U3A Ballina / Byron
Eastlakes U3A	U3A Armadale WA
Forbes College for Seniors	U3A Bermagui
Forster/Tuncurry	U3A Cairns
Geraldton WA	U3A Central Coast
Gloucester District U3A	U3A Charles Sturt Inc
Grafton U3A	U3A Port Adelaide
Griffith U3A	U3A Cootamundra
U3A Singleton	U3A Deniliquin
Newcastle U3A	U3A Gawler SA
Independent Scholars Association of Australia	U3A Goulburn-Mulwaree
Inverell U3A	U3A Hawkesbury
Kempsey Macleay Valley U3A	U3A Macarthur
Kiama U3A	U3A Mackay
Lake Macquarie U3A	U3A Manjimup
Liverpool U3A for Seniors	U3A Milton Ulladulla
Mandurah U3A	U3A Sapphire Coast
U3A Nambucca Valley Association	U3A Strathalbyn
U3A Port Sorell	U3A Tweed Coast
U3A Nepean Blue Mountains Inc	U3A (UWA) Inc



Community Underwriting

Certificate of Currency – General Liability (Page 2 of 2)

NAMED INSURED (Continued):

U3A Network NSW
U3A Noarlunga SA
U3A Northern Rivers (Lismore)
U3A North Illawarra
U3A Port Macquarie-Hastings
U3A Port Macquarie-Watonga
U3A Maitland
U3A Wynyard Tasmania
U3A South Lakes

U3A Wollongong
Warrumbungle U3A
Yorke Peninsula U3A
U3A Meander Valley TAS
U3A Norfolk Island
U3A Southern Highlands
Mt Gambier U3A Inc
U3A Hobart Tas
U3A Mudgee

INTERESTED PARTY: Nil Advised

POLICY NUMBER: COM010142

EXPIRY OF INSURANCE: 30 June 2015

LIMITS OF LIABILITY: \$20,000,000 any one Occurrence and in the aggregate for any one Period of Insurance in respect of Products Liability

SUBLIMIT: \$100,000 Property in Physical and Legal Control

ISSUED BY: Community Underwriting on behalf of Calliden Insurance Limited (ABN 47 004 125 268) (AFSL No. 234438)

Paula Cruden
General Manager

Kate Cormie kcormie@barnardos.org.au

I have attached a booking sheet for the Kandos hall for the weekly playgroup, this playgroup was formally run by The Benevolent Society and supported by Barnardos but as The Benevolent Society are no longer able to run this playgroup Barnardos has now taken it over.

Many thanks

Kate Cormie

Acting Program Manager - Mudgee Programs

T (02) 6372 1422

F (02) 6372 1633

E kcormie@barnardos.org.au

119 Church Street, Mudgee NSW 2850

Barnardos Australia acknowledges the Traditional Custodians of the land on which we live and work. We pay our respect to Past, Present and Future Elders.

Painters@mudgee 2016



Midwestern Council.

Merilyn Burch-Carney
Boonyumba Studio
159 Cupress Dr.
Yarrowonga 2850
63741790
10 07 2015

During the first week in May 1-7 next year 2016 artists will be gathering once again in Mudgee for their annual plein Air paint out. These artists gather in Mudgee from all over Australia and even perhaps New Zealand to paint the beautiful scenery around the district staying in Mudgee travelling out to paint each day. At the end of the week there will be a chance to see and buy some amazing works depicting our beautiful piece of Australia.

It would be greatly appreciated if the council would sponsor the exhibition by waiving the fee for the hire of the stables on May 6th-7th 2016 where the exhibition will take place.

Yours sincerely
Merilyn Burch-Carney

GULGONG HISTORICAL SOCIETY INC.

A.B.N. 49 998 243 803

73 Herbert Street, Gulgong NSW 2852

P O Box 78, Gulgong NSW 2852

Phone (02) 6374 1513

~~Fax (02) 6374 1513~~

Web: www.gulgongmuseum.com

Email mail@gulgongmuseum.com

The General Manager
Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850

MID-WESTERN REGIONAL COUNCIL
RECORDS
RECEIVED

28 JUL 2015

SCANNED
 REGISTERED

Property Number 19886

Lot 5 Sec 6 DP 758482. Lot 6B Sec DP 758482 and 9 more

Dear Mr Cam

I am writing on behalf of Gulgong Historical Society Inc. (trading as Gulgong Pioneer Museum) seeking your consideration of our request for a reduction in our general rates for 2015-2016.

Should this reduction be granted, it would be most appreciated if you were able to make this ongoing reduction for the next 4 years.

We are a registered charitable organization, holding Deductible Gift Recipient status through Office of Communities, Gaming and Racing. Ours is an incorporated association through NSW Office of Fair Trading.

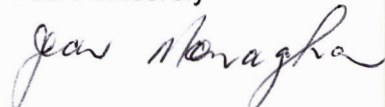
Gulgong Pioneer Museum is an organization owned and operated by volunteers in our community, solely for the benefit of Gulgong and the surrounding area of Mid-Western Regional Council.

We are open seven days per week and provide a much visited tourist attraction, thereby bringing people and money into the area for the benefit of all.

As you can appreciate it is costly to maintain our buildings, cover operating costs and insurances etc., therefore to receive from Council the rate rebate generally given to charitable organizations, would assist in easing our burden.

Thanking you in anticipation of a favourable reply.

Yours sincerely



Jean Monaghan
Secretary

24th July 2015

**RATES & CHARGES NOTICE
01/07/2015 TO 30/06/2016**

ABN 96 149 391 332
TAX INVOICE

Notice is given that the below mentioned rates & charges have been made and levied on the land described hereunder by virtue of S546 of the Local Government Act 1993.



 020
Gulgong Historical Society Inc
PO Box 78
GULGONG NSW 2852

PO BOX 156, MUDGEES NSW 2850
PH: (02) 6378 2850 | 1300 765 002
FAX: (02) 6378 2815
EMAIL: council@midwestern.nsw.gov.au
WEBSITE: www.midwestern.nsw.gov.au

Property Number
19886

Property Location and Description

Gulgong Pioneers Museum, 59-73 Herbert Street, GULGONG NSW 2852
Lot 5 Sec 6 DP 758482, Lot 6B Sec 6 DP 758482 and 9 more

Valuation Base Date **01/07/2013** Interest Rate **8.5% p.a.**

Issue Date **17/07/2015** Due Date **31/08/2015**

Particulars of Rates and Charges

Particulars of Rates and Charges	Rate in \$	Rateable Value	Amount
Business	0.949494 C IN \$	135000	1281.82
Sewer Access Non Res Charge	\$412.00 PER SERVICE	1	412.00
Water Access Charge - 20mm Service	\$144.00 PER SERVICE	2	288.00
* Business Waste Management Charge	\$211.20 PER SERVICE	1	211.20
* General Waste Disposal Charge	\$198.00 PER SERVICE	1	198.00
* GST			37.20

First Instalment	Second Instalment	Third Instalment	Fourth Instalment	Please deduct any payments since	TOTAL AMOUNT DUE
\$597.92 31/08/2015	\$597.70 30/11/2015	\$597.70 28/02/2016	\$597.70 31/05/2016	13/07/2015	\$2,391.02

BPAY VIEW

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Have your notices sent directly to your secured online banking environment.

Sign up for BPAY View today – see reverse of this notice for details.

Biller Code: 8698
Registration Number: 2182 7281 4517 2

Payments to be deducted by Direct Debit
Direct Debit Facility Payments - Council will with your authority automatically request your Bank to direct debit your nominated account with the instalment amount due on 31/08/2015.
No action is required on your part.

4051343-Run2-ASA001-001313

PAYMENT OPTIONS

- IN PERSON**
Mudgee Administrative Services Centre
86 Market Street, Mudgee: 8.00am – 4.30pm
Gulgong Service Centre
109 Herbert Street, Gulgong: 8.00am – 1.00pm & 1.45pm – 4.30pm
Rylstone Service Centre
77 Loue Street, Rylstone: 8.00am – 1.00pm & 2.00pm – 4.30pm
- MAIL**
Send your payment to **PO Box 156, Mudgee NSW 2850.**
Payment can be made by cheque or money order.
- DIRECT DEBIT**
Contact Council for an application form.

Property No.: 19886

Instalment Amount Due: \$597.92

RATES

Visit www.midwestern.nsw.gov.au and follow the links to pay using Visa or MasterCard.

PAY BY WEB

Call 1300 133 369 anytime to make payments using Visa or MasterCard.

PAY BY PHONE

Customer Ref: 2182 7281 4517 2

TELEPHONE & INTERNET BANKING-BPAY

Contact your bank or financial institution to make this payment from your cheque, savings, debit, credit card or transaction account.
More info: www.bpay.com.au Registered to BPAY Pty Ltd, ABN 69 079 137 518

**Biller Code 8698
Customer Ref: 2182 7281 4517 2**

POSTBILLPAY

Present this notice intact to make your payment by cash or cheque at any Australia Post Office.
*71 158 2182728145172 75

Attn: General Manager
Mid-Western Regional Council
Market Street
Mudgee NSW 2850

Dear Brad

Lifeskills Plus is currently working on the establishment of our sensory garden at our new centre (10/13 Oporto Road, Mudgee) for our clients with disabilities (and in time for our opening in September) and need to remove portion of a concrete slab to move forward with this.

This would be approximately 6 tonne (1 load) of concrete.

This is the last of the concrete that will need to be disposed of and I would like to request council's support with the disposal of this concrete by:

- Allowing us to put the concrete at the MWRC concrete dump at MDL; OR
- Waiving fees for disposal at the MWRC waste disposal.

Hoping for your favourable consideration to our request.

Yours faithfully

Carolyn Peek
CEO



EMPOWER TO ACHIEVE

Lifeskills Plus Inc.

10/13 Oporto Road, Mudgee

Ph 0263726440

Fax 0263726516

www.lifeskillsplus.com.au

GULGONG PISTOL CLUB INCORPORATED

C/- NRMA BUILDING

CNR MAYNE & HERBERT STS

GULGONG 2852

PH: 0263741004

FAX: 0263741716

EMAIL: landmjones@jonesgulgong.com.au

31st August 2015

The General Manager
Mid-Western Regional Council
PO Box 156
Mudgee 2850

Dear Sir/Madam

RE: RATES REIMBURSEMENT

Gulgong Pistol Club would like to request the reimbursement of rates paid for the financial year 2015 - 2016. I have attached a copy of the 2015-2016 year rates payment receipt which was paid in full on the 6th August 2015.

Rate reimbursements previously have proven to be a huge benefit to our small sporting organisation which is run entirely by volunteers. We are non profit and self funded by our members. Our members work tirelessly to improve our facilities and promote our sport in our region

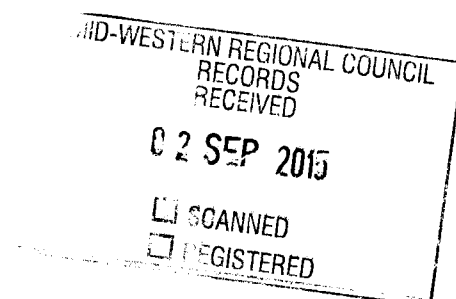
Gulgong Pistol Club fully acknowledges the past contributions that the Council has made and wishes to thank Council. Without this sort of help from our local council it would be a great deal harder to improve our facilities, to attract new members, and promote our sport in the Region.

We ask that you consider our request for Rates Reimbursement, and we look forward to a favourable reply,

Yours faithfully



Marnie Jones
Secretary/Treasurer
Gulgong Pistol Club Incorporated



RATES

RATES & CHARGES NOTICE 01/07/2015 TO 30/06/2016

ABN 96 149 391 332
TAX INVOICE

Notice is given that the below mentioned rates & charges have been made and levied on the land described hereunder by virtue of S546 of the Local Government Act 1993.



020

Gulgong Pistol Club
Marnie Jones
C/- Westpac Building
109 Mayne Street
GULGONG NSW 2852

PO BOX 156 MUDGEE NSW 2850
(02) 6378 2850 1300 765 002
(02) 6378 2815
council@midwestern.nsw.gov.au
www.midwestern.nsw.gov.au

Property Number
4207

Property Location and Description

2550 Castlereagh Highway, GULGONG NSW 2852
Lot 494 DP 755433

Valuation Base Date **01/07/2013** Interest Rate **8.5% p.a.**

Issue Date **17/07/2015** Due Date **31/08/2015**

Particulars of Rates and Charges

Particulars of Rates and Charges	Rate in \$	Rateable Value	Amount
Residential Rural	MINIMUM	15000	623.88
* General Waste Disposal Charge	\$198.00 PER SERVICE	1	198.00
* GST			18.00

First Instalment	Second Instalment	Third Instalment	Fourth Instalment	Please deduct any payments since	TOTAL AMOUNT DUE
\$205.68 31/08/2015	\$205.40 30/11/2015	\$205.40 28/02/2016	\$205.40 31/05/2016	13/07/2015	\$821.88



Apply	Reference	Amount
Rates		
Property No 4207		\$198.00
Rates due 31/08/15		\$435.88
Property No 4207		\$435.88
Property No 4207		\$205.40
Property No 4207		\$205.40
Property No 4207		\$205.40
To Rates: 2550 Castlereagh Highway GULGONG NSW 2852		\$821.88
Transaction Total:		\$821.88
Amounts Tended:		
Cash		\$0.00
Cheque		\$821.88
Ct Card		\$0.00
DB Card		\$0.00
Money Order		\$0.00
Agency		\$0.00
Total		\$821.88
Rounding		\$0.00
Change		\$0.00
Nett		\$821.88

To: Gulgong Pistol Club
Marnie Jones
C/- Westpac Building
109 Mayne Street
GULGONG NSW 2852

6/08/2015 Receipt No: **344229**

Official Receipt

Mid-Western Regional Council
ABN: 96 149 391 332
PO BOX 156
MUDGEE NSW 2850
1300 765 002

Rylstone Service Centre
77 Louee Street, Rylstone: 8.00am – 1.00pm & 2.00pm – 4.30pm



Call 1300 133 369 anytime to make payments using Visa or MasterCard.

Billers Code 8698
Customer Ref: 2182 7280 1918 7



Send your payment to **PO Box 156, Mudgee NSW 2850.**



Contact Council for an application form.



Payment can be made by cheque or money order.

Customer Ref: 2182 7280 1918 7



Present this notice intact to make your payment by cash or cheque at any Australia Post Office.

*71 158 2182728019187 11



The Mayor and Councillors,
Mid-Western Regional Council
Mudgee NSW

Re: Re-enactment of 1915 'Kookaburra' march along Castlereagh Highway

Dear Mayor Kennedy and Councillors,

I am writing to provide relevant details as a supplement to my formal address to your Council and staff on the evening of September 16th requesting Mid-Western Regional Council's support in the passage of the re-enactment of the 'Kookaburra' snowballing WW1 recruiting march through your region in early November this year. This is a Centenary of ANZAC project.

A century ago patriotic Australian men and women from communities all along the Castlereagh Highway region ... including Birrawa, Gulgong, Mudgee, Lue, Rylstone, Kandos, Ilford, Running Stream and Capertee ... responded to their nation's call for military service. They started at Tooraweenah and marched from town to town adding recruits as they went. Many families in your Council's region will be able to trace their heritage back to those brave individuals. Their initiative and service are being honoured by a re-enactment of their journey which, a hundred years later, will focus on encouraging Australians to commit to community service: to enrich the lives of their fellow citizens through participation in all manner of modern emergency and civil service organisations. This is about re-invigorating the quintessential Australian volunteer spirit.

In the absence of organisational sponsorship, this project is being initiated, organised and funded by volunteers ... generally retired ex-service men and women and the descendants of those early pioneers. Our oldest participant is a 92 year old World War Two veteran while our youngest will include Scouts and cadets from local schools. Most of the adult marchers and support team are pensioners. They are not in a position to finance expensive accommodation, meals, transport or other related services along the route. Thus, they will essentially be proceeding on foot and camping in shearing sheds, community halls and show grounds. Of course, such arrangements also replicate the march events of 1915.

Accordingly, our re-enactment marchers of 2015 are hoping that the communities through which they pass will show the same hospitality and generosity that their forebears did when the original marchers passed through a century ago. Your Council and local media records of the time will show that the original marchers were accommodated, fed and even provide some gifts of 'uniform' by the people of each town and locality through which they progressed. For example, the original 'Kookaburras' slept on the floor of the Capertee school.

It will come as no surprise that, today, schools all along the 'Kookaburra' route are most enthusiastic about the re-enactment marches. The principals, staff and parents see this as a once-in-a-lifetime opportunity to bring history to life. Indeed, from an Australian military history perspective, the passage of the snowballing marches through most rural communities was the most significant martial event in their experience. It would be a great

pity to let it pass without capturing its heritage significance and using it as a stimulus to the current generations of citizens for their more vigorous participation in community life.

Therefore, I humbly request your Council's active support of this project. We respectfully ask for the Council's waiver of all fees and charges associated with the marchers' use of the Mudgee show ground as an overnight camp location on the evening of Thursday, 5th November along with any fees which may be related to any memorial service that the RSL may arrange in the Park that same afternoon.

Indeed, it would be most appreciated if your Council could assist in any other way you deem appropriate in relation to other costs or resources associated with the progress of the march through the Council's Region ... as, for example, the provision of a bus to transport marchers along otherwise 'unwalkable' sections of road, a mobile toilet to support the participants on remote tracks and the financial assistance of community groups (like the Gulgong Show society, Rylstone caravan park and Ilford Community Hall committee which are providing accommodation on the other nights that the 'Kookaburras' are in geography of the Mid-Western Regional Council.

I have attached background information on the history of all nine snowballing marches which occurred in this State a century ago and their re-enactment this year. As you would have anticipated, all re-enactment routes will converge at Sydney's cenotaph on Armistice Day, November 11th this year. I have also provided particular details of the 'Kookaburra' march route which my old army colleagues have asked me to co-ordinate.

I expect that, once details of the march route and events are crystalised later this month, we will be in a position to begin a vigorous media campaign to inform not only Mid-Western Council residents but also those across the State. I'm confident that Sydney media will pick up on this story. This project holds exciting opportunities for reuniting city families with their rural relatives and heritage. There are also positive tourist implications.

Thank you for your interest in this Centenary of ANZAC project and your encouragement and support of the volunteers committed to making it a success.

Yours Sincerely,

Major Bill Duncan (retd) OAM
'Kookaburra' re-enactment march co-ordinator

"Glenwarrie"
17 Parkcrest Place, Kenthurst , NSW 2156
Phone 02 9654 0525
Mobile 0488 999 177

100 YEARS OF ANZAC : Re-enactment of the 1915 Recruiting Marches

Honouring the Tooraweenah 'Kookaburras' along the Castlereagh Highway in 2015

1 Background

This is a once-in-a-lifetime opportunity for rural communities along the Castlereagh Hwy from Tooraweenah, to Dunedoo, Mudgee, Portland and Meadow Flat to *re-invigorate* their volunteer spirit, *celebrate* their heritage and *reconnect* with descendants of local families.

October / November 1915 is a time worth remembering. It was a period when our nation knew the taste of triumph and tragedy. World War One was in its second year and , despite some early successes, Australia began to feel the sorrow and burden of heavy losses. Need for more men was pressing yet the stalemate on the Western Front and the tragedy of Gallipoli depressed enthusiasm for further enlistment. Against this sombre backdrop, patriotically minded folk from rural towns across the country, particularly in NSW, came together to organise recruiting marches that snowballed from town to town. They were popularly known as the 'Coo-ee marches' after the group who marched down the Newell and Mitchell routes from Gilgandra.

Nine such initiatives in this State included one which basically followed the route of the Castlereagh Highway from Tooraweenah to Portland , Bathurst then to Sydney. They described themselves as the 'Kookaburras'. These men marched through settlements from Yarragrin to Mendooran, Cobbora, Dunedoo, Birrawa, Gulgong, Mudgee, Rylstone , Kandos, Ilford, Capertee, Culllen Bullen, Portland, Meadow Flat to Bathurst gathering numbers as they progressed. Successive rural communities welcomed, fed and accommodated them, then provided gifts of clothing and equipment to ease their journey. They entrained in Bathurst for Sydney and thence to army training depots on the city's fringe. Most joined units that later became part of what is now the Royal New South Wales Regiment . These men went on to provide brave and proud service to their country. Re-enactment marches along a similar route in late October / early November 2015 will honour their sacrifice. They will come together with other route marchers in Sydney on Armistice Day .

However, there is much more to these events than remembering the past . They are also about appreciating the present and building for the future. It's about *resurrecting* the quintessential *Australian volunteer spirit*.

2 Overview

While the snowballing marches of 1915 focussed on recruiting members to the Australian Defence Force, the re-enactment events of 2015 will focus on recruiting modern Australians to community service. They are about building and strengthening communities through profiling their volunteer service organisations and community groups. Accordingly, when the marchers enter each community along the route there will be a kaleidoscope of uniforms : from RFS and SES to Scouts, Guides and schools to RSL clubs, CWA groups and town bands to Red Cross, St John's Ambulance and service clubs. Shire councils, cultural associations and sports clubs will also play a role. Apart from contributing marchers to the route through their respective areas, many organisations will want to establish displays and activities to build their profile at stops along the way and host events like civic ceremonies, entertainment, meals, laundry, transport and accommodation.

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To enhance the family-heritage experience, many will be welcoming 'home' city relatives who will travel back to their ancestor's birth places to *re-establish family connections*. This will open up *tourist opportunities*.

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100 YEARS OF ANZAC : Re-enactment of the 1915 Recruiting Marches

Honouring the Tooraweenah 'Kookaburras' along the Castlereagh Highway in 2015

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The re-enactments of the 1915 snowballing marches from 30 October to 11 November this year will be local community initiatives since it is those communities which have the strongest historical and social connection with their heritage. This will involve the co-operation of rural Councils and community organisations all along the respective routes. It is *their* heritage and they are its trustees. Local citizens look to them for leadership.

Like all other re-enactment routes, that from Tooraweenah will need an overall march co-ordinating committee which will, in turn, be supported by daily leg organising sub-committees from communities along the way to arrange events in individual towns, villages etc. The overall march will require a march 'captain', 'sergeant', 'quartermaster', storemen, cooks, drivers, medics, musicians, etc. 'Kookaburra' marchers have already registered from places as diverse as Mendooran, Gulgong, Great Kepple Island, Sydney and the Nth Coast. Some support organisations may choose to loan vehicles, accommodation stores, communications and other necessities. Some will help with expenses. Shire councils, tourist bodies and similar organisations will have key roles including co-ordinating the safety of march routes and events with local Police and RMS.

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Astute civic leaders and vibrant community organisations all along the 'Kookaburras' march route will see the many advantages for their local communities in embracing this centennial march re-enactment. Further, there are wonderful local and regional *media opportunities* associated with this initiative. Some metropolitan media may also be prepared to promote this rural area project. *Honour* the past, *celebrate* the present and *secure* the future. Contact Bill Duncan now to discuss the opportunities for your participation.

100 Years of ANZAC : Re-enactments of 1915 NSW Recruiting Marches

Rural communities on the nine 'snowballing' march routes will honour their heritage

A Background

In the months ahead, rural communities across the State will commemorate the enlistment of their forebears in what have become known as the 'snowballing' recruiting marches. Collectively, they are often called 'the cooee marches' after the first such event instigated by a patriotic Gilgandra citizen, Bill Hitchen. There were nine such initiatives, each of which adopted an Australian descriptor to distinguish their volunteers : the 'Coo-ees' from Gilgandra; the 'Kookaburras' from Tooraweenah; the 'Boomerangs' from Parkes / Forbes; the 'Kangaroos' from Wagga Wagga; the 'Men from Snowy River' from Delegate; the 'Waratahs' from Nowra; the 'Kurrajongs' from Inverell; the 'Wallabies' from Walgett and the 'North Coast Boomerangs' from Grafton. These inspirational enlistment drives responded to the need for more men following the tragic losses at Gallipoli and on the Western Front.

Each route started with just a few men but their numbers snowballed as they marched from district to district and town to town signing up more recruits as they went. They finally entered army training camps in their hundreds. Members of every community along each route came out to greet them, provide hospitality and cheer them on their way. There were town ceremonies and social events plus gifts of food, clothing and equipment. Sadly, many of those brave volunteers never returned home but they are fondly remembered in communities across the State. Indeed, children in almost every classroom in many rural schools can trace their family heritage back to great grand parents or uncles and aunts who enlisted. Australians will not forget their sacrifice and courageous example.

Consequently, local communities along those original march routes are planning to commemorate their WW1 heritage by re-living those initiatives of late 1915 / early 1916. There will be numerous ANZAC Day -type services (especially up to and including Armistice Day) as well as re-creation of those events of a century ago. In particular, there will be substantial march re-enactments along six of the original routes ... those from the West and South.

B Overview of march re-enactment plans

The re-enactment marches will essentially be local community -driven events since it is those communities which have the strongest connection with their residents' heritage. Thus, there will be a volunteer overall march co-ordinating committee on each route supported by sub-committees on each 'leg'. Those sub -committees will usually comprise community leaders in each population centre along the way. According, local shire councillors, RSL and service club office bearers, school principals or senior history teachers, representatives of heritage and tourist groups, members of show societies, CWA's, sports clubs , youth and church groups and other citizens' organisations, plus officers of emergency service groups are likely organisers. Many are, or will become, official committees of their respective local government bodies.

While there is no overarching re-enactment marches sponsorship body, some planning and organisational assistance is being provided by retired army personnel at their own expense. In particular, Cooee Marches 2015 Incorporated has been established by Colonel Kim Templeton (ret) to provide a suggested template for the guidance of all local march organising committees and has PPL insurance for all marches except the Wagga Wagga 'Kangaroos' (who are separately incorporated and insured.) Kim Templeton may be contacted at info@cooeeemarch.org.au while there is also a helpful website www.cooeeemarch.org.au

Broadly, there will be events at two levels : actual route marches by a small core of re-enactors (between a dozen and fifty fit enthusiasts on each route) who will literally march as a formed body for two or more weeks (with the assistance of support vehicles and personnel) and then a series of commemorative events in each population centre where several hundred or even thousand citizens could participate just as they do at ANZAC Day and Australia Day activities.

The core team of route marchers will replicate the appearance and experiences of the original army recruits (including overnight bivouacs in bush camps, shearing sheds and showgrounds). It is anticipated that, as they come into each town, residents (especially school and community groups) will greet and escort them to central locations where they will be formally welcomed at civic ceremonies before marching to their overnight accommodation. There they may be hosted at community barbecues or bush dances or similar events. Effectively, they will be 'adopted' by those successive communities for the period of their stay.

100 Years of ANZAC : Re-enactments of 1915 NSW Recruiting Marches

Many community committees are planning to encourage descendants of the original 1915 marchers to return to the towns of their family heritage and renew connections. These events also provide an opportunity for local service clubs and other organisations to promote their activities through displays and related events. While the marches of 1915 focussed on recruitment to military service, those of 2105 will be focussed on re-invigorating volunteering for community service. Therefore, these events will provide a wonderful opportunity for membership drives by local emergency and civil service organisations along the march routes.

C The march routes

The 'Kookaburras' leave from Tooraweenah on Saturday, Oct 31 marching via Wallumbarruawang, Yarragrinn, Mendooran, Cobbora, Dunedoo, Birrwa, Gulgong, Mudgee, Iue, Rylstone, Kandos, Ilford, Clandulla, Running Stream, Capertee, Cullen Bullen, Portland, Sunny Corner to Bathurst then train to Sydney on Armistice Day.

The 'Coo-ees' leave Gilgandra on Oct 17th marching via Balladoran, Mogriguy, Dubbo, Wongarbone, Geurie, Wellington, Mumbil, Molong, Orange, Milthorpe, Blayney, Bathurst, Yelholme, Lithgow, Mt Victoria, Blackheath, Katoomba, Lawson, Springwood, Penrith, Parramatta, Ashfield into Sydney on Armistice Day .

The 'Boomerangs' leave Parkes on Oct 31st marching via Forbes, Eugowra, Gooloogong, Canowindra, Billimari , Cowra, Woodstock, Lyndhurst, Carcoar, Blayney, Newbridge to Bathurst then train to Sydney for a commemorative service on Armistice Day, November 11th.

The 'Kangaroos' leave Wagga on Sep 5th marching over several weeks via Harefield, Junee, Illabo, Bethungra, Cootamundra, Wallendbeen, Harden, Galong, Binalong, Goondah, Bowning, Yass, Manton, Gunning, Breadalbane, Goulburn, Towrang, Marulan, Tallong, Wingello, Bundanoon, Sutton Forest, Moss Vale, Mittagong, Yanderra, Picton Camden and Campbelltown. They will also be in Sydney on Nov 11th

The 'Men from Snowy River' leave Delegate on Sunday, Nov 1st marching via Cragie, Mila, Bombala, Bibbenluke, Holts Flat, Nimmitabel, Rock Flat, Cooma, Billililingra, Bredbo, Colinton, Michaelago, Williamside, Royalla, Queanbeyan, Carwoola, Bungendore, Mt Fairy, Tarago, Inveralochy, Tirrannaville, Goulburn, Towrang, Marulan, Tallong, Wingello, Bundanoon, Sutton Forest, Moss Vale, Mittagong, Yanderra, Picton, Camden, Campbelltown, then train to Sydney on Armistice day

The 'Waratahs' leave Nowra on Sunday November 29th marching via Meroo Meadow, Berry, Toolijooa, Gerringong, Kiama, Jamberoo, Albion Park, Dapto, Unanderra, Port Kembla, Wooloongong, Bulli, Scarborough, Stanwell Park, Helensberg, Heathcote, and then Sutherland .

Meanwhile, changed traffic conditions along the original march routes from towns in the North (whereby the quiet country tracks of 1915 have since become dangerous highways and express ways) and other factors will see the initiatives of the Grafton 'North Coast Boomerangs', Inverell 'Kurrajongs' and Walgett 'Wallabies' commemorated by different community events within key towns but not on road routes.

D Getting involved

The snowballing marches of 1915 were the result of local community initiatives in individual towns and localities all along their respective routes. So are the re-enactment marches of today. They will be a consequence of local community leaders from RSL and service clubs (like Lions and Rotary), schools and local government, sports and special interest groups , churches and youth organisations, CWAs and show societies plus many others getting together to *honour their heritage* , *celebrate* the present and *secure* the future.

These civic-minded leaders are forming into committees (often under the auspices of local government) just as they do for arranging other civic events (like Australia Day, spring festivals, agricultural shows, ANZAC Day , or Christmas celebrations). They are then co-operating with similar committees in neighbouring towns to co-ordinate the flow of the marches through their respective communities.

Information on the generic 'Cooee Marches 2015 Inc' web site provides templates for organisational arrangements as well as overall timetables for each march as arranged with NSW RMS and Police.

Quote: 20 people
camping @ Rylstone C'Park

The Mayor and Councillors,
Mid-Western Regional Council
Mudgee NSW

Re: Re-enactment of 1915 'Kookaburra' march along Castlereagh Highway

Dear Mayor Kennedy and Councillors,

I am writing to provide relevant details as a supplement to my formal address to your Council and staff on the evening of September 16th requesting Mid-Western Regional Council's support in the passage of the re-enactment of the 'Kookaburra' snowballing WW1 recruiting march through your region in early November this year. This is a Centenary of ANZAC project.

A century ago patriotic Australian men and women from communities all along the Castlereagh Highway region ... including Birrawa, Gulgong, Mudgee, Lue, Rylstone, Kandos, Ilford, Running Stream and Capertee ... responded to their nation's call for military service. They started at Tooraweenah and marched from town to town adding recruits as they went. Many families in your Council's region will be able to trace their heritage back to those brave individuals. Their initiative and service are being honoured by a re-enactment of their journey which, a hundred years later, will focus on encouraging Australians to commit to community service: to enrich the lives of their fellow citizens through participation in all manner of modern emergency and civil service organisations. This is about re-invigorating the quintessential Australian volunteer spirit.

In the absence of organisational sponsorship, this project is being initiated, organised and funded by volunteers ... generally retired ex-service men and women and the descendants of those early pioneers. Our oldest participant is a 92 year old World War Two veteran while our youngest will include Scouts and cadets from local schools. Most of the adult marchers and support team are pensioners. They are not in a position to finance expensive accommodation, meals, transport or other related services along the route. Thus, they will essentially be proceeding on foot and camping in shearing sheds, community halls and show grounds. Of course, such arrangements also replicate the march events of 1915.

Accordingly, our re-enactment marchers of 2015 are hoping that the communities through which they pass will show the same hospitality and generosity that their forebears did when the original marchers passed through a century ago. Your Council and local media records of the time will show that the original marchers were accommodated, fed and even provide some gifts of 'uniform' by the people of each town and locality through which they progressed. For example, the original 'Kookaburras' slept on the floor of the Capertee school.

It will come as no surprise that, today, schools all along the 'Kookaburra' route are most enthusiastic about the re-enactment marches. The principals, staff and parents see this as a once-in-a-lifetime opportunity to bring history to life. Indeed, from an Australian military history perspective, the passage of the snowballing marches through most rural communities was the most significant martial event in their experience. It would be a great

pity to let it pass without capturing its heritage significance and using it as a stimulus to the current generations of citizens for their more vigorous participation in community life.

Therefore, I humbly request your Council's active support of this project. We respectfully ask for the Council's waiver of all fees and charges associated with the marchers' use of the Mudgee show ground as an overnight camp location on the evening of Thursday, 5th November along with any fees which may be related to any memorial service that the RSL may arrange in the Park that same afternoon.

Indeed, it would be most appreciated if your Council could assist in any other way you deem appropriate in relation to other costs or resources associated with the progress of the march through the Council's Region ... as, for example, the provision of a bus to transport marchers along otherwise 'unwalkable' sections of road, a mobile toilet to support the participants on remote tracks and the financial assistance of community groups (like the Gulgong Show society, Rylstone caravan park and Ilford Community Hall committee which are providing accommodation on the other nights that the 'Kookaburras' are in geography of the Mid-Western Regional Council.

I have attached background information on the history of all nine snowballing marches which occurred in this State a century ago and their re-enactment this year. As you would have anticipated, all re-enactment routes will converge at Sydney's cenotaph on Armistice Day, November 11th this year. I have also provided particular details of the 'Kookaburra' march route which my old army colleagues have asked me to co-ordinate.

I expect that, once details of the march route and events are crystalised later this month, we will be in a position to begin a vigorous media campaign to inform not only Mid-Western Council residents but also those across the State. I'm confident that Sydney media will pick up on this story. This project holds exciting opportunities for reuniting city families with their rural relatives and heritage. There are also positive tourist implications.

Thank you for your interest in this Centenary of ANZAC project and your encouragement and support of the volunteers committed to making it a success.

Yours Sincerely,

Major Bill Duncan (retd) OAM
'Kookaburra' re-enactment march co-ordinator

"Glenwarrie"
17 Parkcrest Place, Kenthurst , NSW 2156
Phone 02 9654 0525
Mobile 0488 999 177

100 YEARS OF ANZAC : Re-enactment of the 1915 Recruiting Marches

Honouring the Tooraweenah 'Kookaburras' along the Castlereagh Highway in 2015

1 Background

This is a once-in-a-lifetime opportunity for rural communities along the Castlereagh Hwy from Tooraweenah, to Dunedoo, Mudgee, Portland and Meadow Flat to *re-invigorate* their volunteer spirit, *celebrate* their heritage and *reconnect* with descendants of local families.

October / November 1915 is a time worth remembering. It was a period when our nation knew the taste of triumph and tragedy. World War One was in its second year and , despite some early successes, Australia began to feel the sorrow and burden of heavy losses. Need for more men was pressing yet the stalemate on the Western Front and the tragedy of Gallipoli depressed enthusiasm for further enlistment. Against this sombre backdrop, patriotically minded folk from rural towns across the country, particularly in NSW, came together to organise recruiting marches that snowballed from town to town. They were popularly known as the 'Coo-ee marches' after the group who marched down the Newell and Mitchell routes from Gilgandra.

Nine such initiatives in this State included one which basically followed the route of the Castlereagh Highway from Tooraweenah to Portland , Bathurst then to Sydney. They described themselves as the 'Kookaburras'. These men marched through settlements from Yarragrin to Mendooran, Cobbora, Dunedoo, Birrawa, Gulgong, Mudgee, Rylstone , Kandos, Ilford, Capertee, Cullen Bullen, Portland, Meadow Flat to Bathurst gathering numbers as they progressed. Successive rural communities welcomed, fed and accommodated them, then provided gifts of clothing and equipment to ease their journey. They entrained in Bathurst for Sydney and thence to army training depots on the city's fringe. Most joined units that later became part of what is now the Royal New South Wales Regiment . These men went on to provide brave and proud service to their country. Re-enactment marches along a similar route in late October / early November 2015 will honour their sacrifice. They will come together with other route marchers in Sydney on Armistice Day .

However, there is much more to these events than remembering the past . They are also about appreciating the present and building for the future. It's about *resurrecting* the quintessential *Australian volunteer spirit*.

2 Overview

While the snowballing marches of 1915 focussed on recruiting members to the Australian Defence Force, the re-enactment events of 2015 will focus on recruiting modern Australians to community service. They are about building and strengthening communities through profiling their volunteer service organisations and community groups. Accordingly, when the marchers enter each community along the route there will be a kaleidoscope of uniforms : from RFS and SES to Scouts, Guides and schools to RSL clubs, CWA groups and town bands to Red Cross, St John's Ambulance and service clubs. Shire councils, cultural associations and sports clubs will also play a role. Apart from contributing marchers to the route through their respective areas, many organisations will want to establish displays and activities to build their profile at stops along the way and host events like civic ceremonies, entertainment, meals, laundry, transport and accommodation.

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Consequently, local communities along those original march routes are planning to commemorate their WW1 heritage by re-living those initiatives of late 1915 / early 1916. There will be numerous ANZAC Day -type services (especially up to and including Armistice Day) as well as re-creation of those events of a century ago. In particular, there will be substantial march re-enactments along six of the original routes ... those from the West and South.

B Overview of march re-enactment plans

The re-enactment marches will essentially be local community -driven events since it is those communities which have the strongest connection with their residents' heritage. Thus, there will be a volunteer overall march co-ordinating committee on each route supported by sub-committees on each 'leg'. Those sub -committees will usually comprise community leaders in each population centre along the way. According, local shire councillors, RSL and service club office bearers, school principals or senior history teachers, representatives of heritage and tourist groups, members of show societies, CWA's, sports clubs , youth and church groups and other citizens' organisations, plus officers of emergency service groups are likely organisers. Many are, or will become, official committees of their respective local government bodies.

While there is no overarching re-enactment marches sponsorship body, some planning and organisational assistance is being provided by retired army personnel at their own expense. In particular, Cooee Marches 2015 Incorporated has been established by Colonel Kim Templeton (ret) to provide a suggested template for the guidance of all local march organising committees and has PPL insurance for all marches except the Wagga Wagga 'Kangaroos' (who are separately incorporated and insured.) Kim Templeton may be contacted at info@cooeeemarch.org.au while there is also a helpful website www.cooeeemarch.org.au

Broadly, there will be events at two levels : actual route marches by a small core of re-enactors (between a dozen and fifty fit enthusiasts on each route) who will literally march as a formed body for two or more weeks (with the assistance of support vehicles and personnel) and then a series of commemorative events in each population centre where several hundred or even thousand citizens could participate just as they do at ANZAC Day and Australia Day activities.

The core team of route marchers will replicate the appearance and experiences of the original army recruits (including overnight bivouacs in bush camps, shearing sheds and showgrounds). It is anticipated that, as they come into each town, residents (especially school and community groups) will greet and escort them to central locations where they will be formally welcomed at civic ceremonies before marching to their overnight accommodation. There they may be hosted at community barbecues or bush dances or similar events. Effectively, they will be 'adopted' by those successive communities for the period of their stay.

100 Years of ANZAC : Re-enactments of 1915 NSW Recruiting Marches

Many community committees are planning to encourage descendants of the original 1915 marchers to return to the towns of their family heritage and renew connections. These events also provide an opportunity for local service clubs and other organisations to promote their activities through displays and related events. While the marches of 1915 focussed on recruitment to military service, those of 2015 will be focussed on re-invigorating volunteering for community service. Therefore, these events will provide a wonderful opportunity for membership drives by local emergency and civil service organisations along the march routes.

C The march routes

The 'Kookaburras' leave from Tooraweenah on Saturday, Oct 31 marching via Wallumbarruawang, Yarragrinn, Mendooran, Cobbara, Dunedoo, Birrwa, Gulgong, Mudgee, Iue, Rylstone, Kandos, Ilford, Clandulla, Running Stream, Capertee, Cullen Bullen, Portland, Sunny Corner to Bathurst then train to Sydney on Armistice Day.

The 'Coo-ees' leave Gilgandra on Oct 17th marching via Balladoran, Mogriguy, Dubbo, Wongarbron, Geurie, Wellington, Mumbil, Molong, Orange, Milthorpe, Blayney, Bathurst, Yelholme, Lithgow, Mt Victoria, Blackheath, Katoomba, Lawson, Springwood, Penrith, Parramatta, Ashfield into Sydney on Armistice Day .

The 'Boomerangs' leave Parkes on Oct 31st marching via Forbes, Eugowra, Gooloogong, Canowindra, Billimari , Cowra, Woodstock, Lyndhurst, Carcoar, Blayney, Newbridge to Bathurst then train to Sydney for a commemorative service on Armistice Day, November 11th.

The 'Kangaroos' leave Wagga on Sep 5th marching over several weeks via Harefield, Junee, Illabo, Bethungra, Cootamundra, Wallendbeen, Harden, Galong, Binalong, Goondah, Bowning, Yass, Manton, Gunning, Breadalbane, Goulburn, Towrang, Marulan, Tallong, Wingello, Bundanoon, Sutton Forest, Moss Vale, Mittagong, Yanderra, Picton Camden and Campbelltown. They will also be in Sydney on Nov 11th

The 'Men from Snowy River' leave Delegate on Sunday, Nov 1st marching via Cragie, Mila, Bombala, Bibbenluke, Holts Flat, Nimmitabel, Rock Flat, Cooma, Billililingra, Bredbo, Colinton, Michaelago, Williamside, Royalla, Queanbeyan, Carwoola, Bungendore, Mt Fairy, Tarago, Inveralochy, Tirrannaville, Goulburn, Towrang, Marulan, Tallong, Wingello, Bundanoon, Sutton Forest, Moss Vale, Mittagong, Yanderra, Picton, Camden, Campbelltown, then train to Sydney on Armistice day

The 'Waratahs' leave Nowra on Sunday November 29th marching via Meroo Meadow, Berry, Toolijooa, Gerringong, Kiama, Jamberoo, Albion Park, Dapto, Unanderra, Port Kembla, Wooloongong, Bulli, Scarborough, Stanwell Park, Helensberg, Heathcote, and then Sutherland .

Meanwhile, changed traffic conditions along the original march routes from towns in the North (whereby the quiet country tracks of 1915 have since become dangerous highways and express ways) and other factors will see the initiatives of the Grafton 'North Coast Boomerangs', Inverell 'Kurrajongs' and Walgett 'Wallabies' commemorated by different community events within key towns but not on road routes.

D Getting involved

The snowballing marches of 1915 were the result of local community initiatives in individual towns and localities all along their respective routes. So are the re-enactment marches of today. They will be a consequence of local community leaders from RSL and service clubs (like Lions and Rotary), schools and local government, sports and special interest groups , churches and youth organisations, CWAs and show societies plus many others getting together to *honour* their *heritage* , *celebrate* the present and *secure* the future.

These civic-minded leaders are forming into committees (often under the auspices of local government) just as they do for arranging other civic events (like Australia Day, spring festivals, agricultural shows, ANZAC Day , or Christmas celebrations). They are then co-operating with similar committees in neighbouring towns to co-ordinate the flow of the marches through their respective communities.

Information on the generic 'Cooee Marches 2015 Inc' web site provides templates for organisational arrangements as well as overall timetables for each march as arranged with NSW RMS and Police.



Rotary Club of Mudgee and Rotary Club Mudgee Sunrise

17/9/2015

Request to Midwestern Regional Council re Town Hall Theatre.

To whom it may concern:

Rotary Clubs throughout the world in association with the Bill and Melinda Gates Foundation have for many years supported a massive program to eliminate polio by vaccination programs. The successful conclusion of this effort with complete elimination of polio is very close at hand.

Rotary Clubs throughout Australia have been offered a screening of the new Tom Hanks movie "Bridge of Spies" as a pre-release movie on 21st October. Any profit we make will be matched \$2 for every \$1 raised by the Gates Foundation.

The Rotary Clubs of Mudgee and Mudgee Sunrise wish to engage in this fundraising event and we would request that Council assist us by offering the use of the Town Hall Theatre at no cost. Because every dollar we raise will add an extra two dollars to our fundraising efforts, this generous contribution from Council will help considerably the cause of eliminating polio from the face of the earth.

Thank you for your consideration of this matter. We will of course acknowledge your generosity in our publicity.

A handwritten signature in black ink, appearing to read "Maurice J Webb".

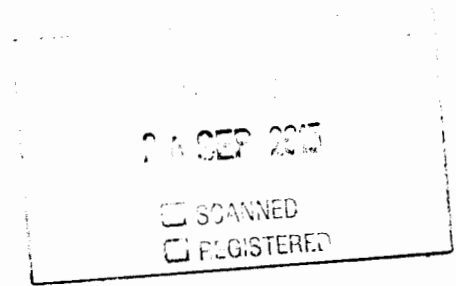
Maurice J Webb.

On behalf of Mudgee Rotary Clubs.

mobile 0439092741

valmaurice@aol.com





65 Davies Rd, Kandos
NSW 2848
President John Medcalf
Phone 0429 794 318

Mr Brad Cam
General Manager
Mid Western Regional Council
Mudgee NSW

RATE RELIEF KRM SHED

Dear Brad

I write re our recent payment of our rate for water & sewerage access and business & general waste disposal. These totalled \$965.20.

These rates were fully paid on the 27th July 2015 for property number 15095

We only operate 2 mornings a week therefore put very limited strain upon ther above resources.

We are a not for profit organisation that is very very much part of our local community. The local community recognises our contribution and very much identifies with the shed as the place to go, to get advise and assistance.

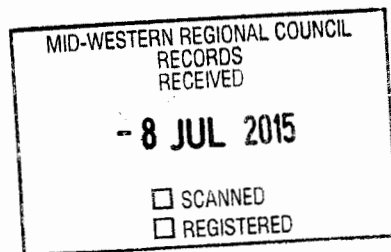
Council has in past years seen fit to reimburse our rate charges. We would ask that once again council give consideration to providing relief for this considerable financial burden for our Shed.

Yours Sincerely

John Medcalf President

*Sponsored By, Dept of Veterans Affairs, Mid Western Regional Council, Rylstone Home Hardware,
Kandos Hotel, Tracksgroup, Community Building Partnership, Rylstone Kandos Rotary Club, Centennial Coal,
Kandos Community Services Club, Cockatoo Coal, Foundation for Regional and Rural Renewal.*

2 July 2015



Mr Brad Cam
Mid-Western Regional Council
PO Box 156
MUDGEE NSW 2850

ENVIRONMENTAL
HEALTH AUSTRALIA
(NEW SOUTH WALES)
INCORPORATED
ABN 26 611 902 891

**SPONSORSHIP OPPORTUNITIES
ENVIRONMENTAL HEALTH AUSTRALIA'S
40TH NATIONAL CONFERENCE**

PO Box 2222
Fortitude Valley BC
QLD 4006
Phone 02 9181 3320
Fax 07 3252 9084
Email: nsw@eh.org.au
Web: www.ehansw.org.au

20-23 October 2015 – Menzies hotel – Sydney CBD, NSW

Dear Mr Cam

Environmental Health Australia (EHA) is the premier environmental health professional organisation in Australia which advocates environmental health issues and represents the professional interests of all environmental health practitioners. EHA supports and capacity builds our industry in preventative health, regulation and education of all environmental health matters. Our members are professionals who primarily work within Local Government, however they also work in State and Federal Government as well as private industry and academia.

Environmental Health Australia (New South Wales) Incorporated is proud to be hosting the 40th annual national conference in Sydney. This year's theme is "Strength in Unity". Environmental Health Australia provides many training courses that I am sure your Environmental Health Officers have attended as well as peer support and research into the environmental health field.

On behalf of the Conference Committee of Environmental Health Australia, we would like to invite Mid-Western Regional Council to participate and support our educational conference by way of one of many sponsorship opportunities available at our 40th annual conference. A sponsorship prospectus has been included for your perusal. There are sponsorship opportunities exclusive to Council's which come in two tiers.

Tier one sponsorship opportunity is \$2200 and includes:

- Two full conference registrations (excludes tours and conference dinner)
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page in printed material (registration brochure and on-site program)
- Acknowledgment as a Conference sponsor in the newsletter


Our Environment, Our Health, Our Future www.eh.org.au

Tier two sponsorship opportunity is \$4400 and includes:

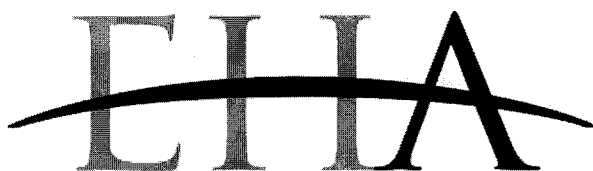
- Four full conference registrations including the conference dinner
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page in printed material (registration brochure and on-site program)
- Acknowledgement as a Conference sponsor in newsletter

If you are interested in being involved, we would be delighted to discuss the many attractive and affordable opportunities. Please contact our event coordinator, Adam Druce on (03) 9018 9332 or via email; adam@conferencemanagement.com.au to discuss the best approach to your organisation and the planned theme of the conference.

Yours sincerely



Stuart Nunn
Acting President



**ENVIRONMENTAL
HEALTH
AUSTRALIA**

*PO Box 2222
Fortitude Valley BC
Qld 4006
Ph: 61 2 9181 3320
Fax: 61 7 3252 9084
Email: nsw@eh.org.au*

SPONSORSHIP OPPORTUNITIES

EHA 40th NATIONAL CONFERENCE
“Environmental Health – Strength in Unity”

20 – 23 October 2015

The Menzies Sydney
14 Carrington Street, Sydney NSW 2000

Bookings by Friday 31 July 2015 - Registration Form attached
The benefits to your organisation are outlined in sponsorship levels below.

*** PLEASE NOTE: ALL SPONSORSHIP VALUES ARE INCLUSIVE OF GST**

PLATINUM SPONSOR - \$16,500*

- Four (4) full National/State Conference registrations (includes 4 Conference Dinner tickets)
- Opportunity to sponsor Primary Keynote Session
- Logo and sponsor level on website
- Opportunity to promote your Organisation on Conference Satchel
- Opportunity to promote your Organisation on Conference Proceedings
- Acknowledgement of your Organisation throughout the Conference
- Acknowledgement as a Conference Sponsor and Logo in Conference Program
- Opportunity to deliver a promotional / technical address to delegates
- Banner displayed in Conference auditorium
- Acknowledgement as a Conference sponsor in Newsletter
- Inclusion of three (3) promotional inserts in Conference satchels
- Direct interaction with Conference delegates
- Logo on Welcome Banner

GOLD SPONSOR - \$9,900*

- Four (4) full National/State Conference registrations (includes 4 Conference Dinner tickets)
- Logo and sponsor level on website
- Opportunity to sponsor a Session
- Opportunity to promote your Organisation on Conference Satchel
- Opportunity to promote your Organisation on Conference Proceedings
- Acknowledgement of your Organisation throughout the Conference
- Acknowledgement as a Conference Sponsor and Logo in Conference Program
- Opportunity to deliver a promotional / technical address to delegates
- Banner displayed in Conference auditorium
- Acknowledgement as a Conference sponsor in Newsletter
- Inclusion of three (3) promotional inserts in Conference satchels
- Direct interaction with Conference delegates
- Logo on Welcome Banner

SILVER SPONSOR - \$5,500*

- Three (3) full National/State Conference registrations (includes 3 Conference Dinner tickets)
- Logo and sponsor level on website
- Opportunity to promote your Organisation on Conference Proceedings
- Acknowledgement of your Organisation throughout the Conference
- Acknowledgement as a Conference Sponsor and Logo in Conference Program
- Opportunity to deliver a promotional / technical address to delegates
- Banner displayed in Conference auditorium
- Acknowledgement as a Conference sponsor in Newsletter
- Inclusion of two (2) promotional inserts in Conference satchels
- Direct interaction with Conference delegates
- Logo on Welcome Banner

BRONZE SPONSOR - \$3,300*

- Two (2) full National/State Conference registrations (includes 2 Conference Dinner tickets)
- Logo and sponsor level on website
- Educational Tour Host
- Opportunity to promote your Organisation on Conference Proceedings
- Acknowledgement of your Organisation throughout the Conference
- Banner displayed in Conference auditorium
- Acknowledgement as a Conference sponsor in Newsletter
- Inclusion of two (2) promotional inserts in Conference satchels
- Direct interaction with Conference delegates
- Logo on Welcome Banner

CONFERENCE DINNER SPONSOR (EXCLUSIVE) - \$5,500*

- Six (6) complimentary dinner tickets
- Reserved table in priority location
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page (registration brochure and on-site program)
- Logo on dinner menu
- Banners (2) to be placed in dinner room
- Acknowledgement as a Conference sponsor in Newsletter
- One (1) promotional (max A4 size) item in the conference satchel
- Logo on Welcome Banner

SPEAKER SPONSOR (2 - excluding KEYNOTE) – \$3,300 *

- Your company representative has a maximum 5 minute allocated time to present your product or service to the audience (a copy of the talk to be provided to the committee in advance for authorisation, Sponsor and Speaker compatibility essential)
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page in printed material (registration brochure and on-site program)
- Your company banners (2) on the stage during the morning of keynote address.
- Two (2) promotional (max A4 size) items in the conference satchel
- Logo on Welcome Banner

SESSION SPONSOR - \$2,200*

Local Governments /Universities only- Not to conflict with Keynote/ Speaker Sponsor

- One (1) Day National Conference registrations for that day.
- Your representative has a maximum 5 minute allocated time to present to the audience (a copy of the talk to be provided to the committee in advance.)
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page in printed material (registration brochure and on-site program)
- Your organisation banners (2) on the stage during the session.
- Acknowledgement as a Conference sponsor in Newsletter
- Two (2) promotional (max A4 size) items in the conference satchel
- Logo on Welcome Banner

LOCAL GOVERNMENT SPONSOR

TIER 1 \$2,200

- Two (2) full Conference Registrations (excludes tours and conference dinner)
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page in printed material (registration brochure and on-site program)
- Acknowledgement as a Conference sponsor in Newsletter

TIER 2 \$4,400

- Four (4) full Conference Registrations including the conference dinner
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page in printed material (registration brochure and on-site program)
- Acknowledgement as a Conference sponsor in Newsletter

REFRESHMENT SPONSOR (3) - \$2,200*

- Sponsor the catering for one day
- One (1) Day National/State conference registration for that day
- Banners (2) (supplied by sponsor) positioned in the catering area
- Verbal acknowledgement of sponsorship before each catering break
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page in printed material (registration brochure and on-site program) for the day sponsored
- Logo on Welcome Banner

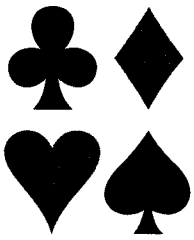
LANYARD SPONSOR (Exclusive) - \$1,100*

- Logo on lanyard given to each delegate
- Logo and sponsor level on website
- Logo and sponsor level on sponsor page in printed material (registration brochure and on-site program)
- One (1) promotional (max A4 size) item in the conference satchel
- Logo on Welcome Banner

INFORMATION IN SATCHELS - \$440*

- Inclusion of two (2) promotional inserts in Conference satchels

**Please register by Friday 31 July 2015
(Registration Form attached)**



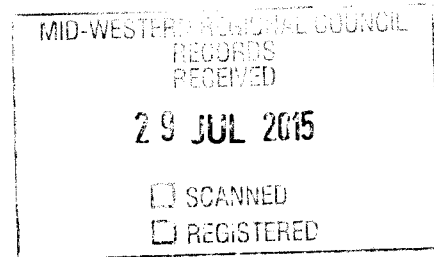
Mudgee Bridge Club Inc

P.O. Box 536

Mudgee NSW 2850

28 July 2015

Mr B Cam
General Manager
Mid Western Regional Council
Market Street
MUDGEES NSW 2850



Dear Mr Cam

Re: KITCHEN/HALL BUILDING AT MUDGEES SHOWGROUND

Thank you for meeting with Mudgee Bridge Club committee members on Friday last. We are looking forward to entering into a contractual arrangement with MWRC for the Kitchen/Hall building at Mudgee Showground and appreciate the high standard of work Council has carried out to date to refurbish this building.

We note that it is not intended to install air-conditioning or heating. However, due to the age and health status of many of our members, we feel it necessary to have some form of cooling and heating available.

Attached is a quotation from Peter Witheriff Refrigeration Air Conditioning & Electrical for the supply and installation of three (3) new Air Conditioning Systems for this building at a total cost of \$13,200 including GST. Mudgee Bridge Club would like to go ahead with this installation and hereby apply to Mid Western Regional Council for a contribution of five thousand dollars (\$5,000).

We hope Council will look favourably at this request for assistance and look forward to hearing from you.

Yours sincerely

J M Box
Vice President

Encl



**PETER WITHERIFF REFRIGERATION
AIR CONDITIONING & ELECTRICAL**



Installation, repair & service for refrigeration, air conditioning,
fridges, freezers, coolrooms domestic and commercial

PHONE: 0408 721 887 FAX: 02 63727388 EMAIL: plb43@bigpond.net.au
ABN: 86277395722 LIC No: 182054C AU No: AU28266

Mid Western Regional Council
Mudgee NSW 2850
Re: Showground Building

27th July 2015

Dear Paul

RE: SPLIT SYSTEM AIR-CONDITIONING

Thankyou for the opportunity to submit our price for the supply and installation of suitable air conditioning systems for the old Kitchen building at the showground. From the thermal calculations I have carried out, I find there is a heating and cooling load most suitably served by the following proposal:

To supply and install three (3) new Air Conditioning Systems for the building.

The Air Conditioning Systems

To supply and install 3 Mitsubishi Electric Reverse Cycle Inverter Split Systems Model MSZ-GE80VAD, requiring single phase power supply, with 8.2kw Cooling and 9.0kw Heating, these systems are designed to air condition the main hall area

Warranty

Mitsubishi Electric Air Conditioners are guaranteed by the manufacturer for 5 years on parts and labour.

Controls

The control system consists of a wireless remote controller with many functions including reverse cycle, direction control, air flow control, and timer system.

Outdoor Unit

The outdoor units will be placed on the western side where discussed.

Electrical Supply

The system will have its own electrical supply from the meter box, and will be wired directly to the outdoor unit and is factored into the installation cost.

The Price

The quoted price includes the supply, installation and commissioning of three (3) Mitsubishi Electric, Reverse Cycle, Inverter Split System Air Conditioners (as previously described) including pipe, ducting, drainage, interconnecting electrical ect.

**Price: \$12000.00
Plus GST: \$1200.00**

Total Price \$13200.00 Inc GST installed.

Note: This quote is only valid for 30 days

This quote will be carried out as per scope of works described above.
Any additions or alterations to the scope of works will be charged accordingly.

Payment

A Tax Invoice will be forwarded on completion requiring payment within seven (7) days, with interest payable on default.

If specified below, payment for equipment and materials supplied in extended jobs may be required prior to completion.

Your signature below confirms your acceptance of this quotation and authorises us to commence ordering items for the installation.

Directors Signature: Date:.....

Customers Signature: Date:

Please sign and re-fax quote to the above fax number.

If you have any further enquires concerning any aspect of this quote, please do not hesitate to contact me.

Yours faithfully

Peter Witheriff

The Mudgee Dressage Group
PO Box 1120
MUDGEE NSW 2850

2 September 2015

Brad Cam
General Manager
Mid Western Regional Council
86 Market Street
MUDGEE NSW 2850

Dear Brad

On behalf of the Mudgee Dressage Group (MDG), a not for profit organisation, I would like to apply to the Mid Western Regional Council for financial assistance to replace the arena surrounds of the Group's sand dressage arena located at the Mudgee Showgrounds. Recently the arena has been fully renovated at a cost to the MDG, with some financial assistance from the Department of Sport and Recreation.

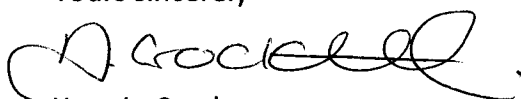
During these renovations it became apparent that the wooden surrounds would also have to be replaced as they were broken and dangerous. New surrounds have been sourced from Bennett's Sawmills at Kandos. Two hundred and twenty sleepers at \$5.00 each have been purchased for a total cost of \$1,100. The Dressage group is asking the MWRC for a 'dollar for dollar' grant of \$550.

Background information:

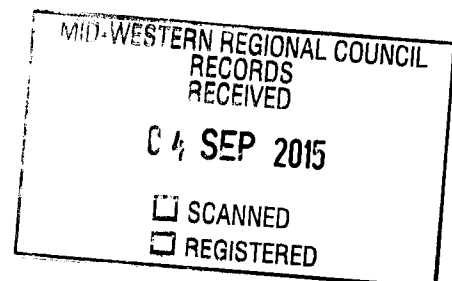
Dressage is the art of training the riding horse, and the club's focus is to improve the riders' ability and the training of their horses. The MDG organises monthly competitions and organises instructors. Most of the members of the Group (70%) live in the MWRC district, with other members coming into Mudgee for the activities. Our members include juniors, people with disabilities, and also people from other equestrian organisations including Working Equitation and the Pony Club. Some of our members go on to compete successfully at shows and at international standard competitions run by Equestrian Australia, the national body. The MDG dressage judges also provide their expertise on a voluntary basis to various Pony Clubs, One Day Events and the Coonabarabran Expo.

This application meets the Community Plan Outcome 1, meeting the diverse needs of the community, strengthening the relationships between the range of community groups, encouraging physical activity and providing volunteers. I understand that the MDG has not previously sought financial assistance from the MWRC, and I look forward to your favourable response.

Yours sincerely



Yasmin Crockett
Secretary
Ph: 0448 726 304



THE WOMENS SHED

6 HENRY LAWSON DRIVE

MUDGEE, NSW 2850

0487049224

— Donna Hend

E-Mail: hend412@gmail.com

requesting Funding
for The Womens
Shed .

MID-WESTERN REGIONAL COUNCIL
RECORDS
RECEIVED

28 JUL 2015

SCANNED
 REGISTERED

[Insert Date]

25/7/15

MID-WESTERN REGIONAL COUNCIL
RECEIVED

27 JUL 2015

CUSTOMER SERVICE CENTRE

A community based womans shed will be established in Mudgee NSW for woman of all ages to develop skills for women by other women ,providing support and counsellingand generally giving women somewhere where they can come if they need to talk with other women that they build a close connection with within the shed.

The womens shed will utilize volunteers to provide groups that women want ,like craft groups,art groups,car maintainance and fitness /wellness groups.These will be associated with at least 2 fulltime and 2 part time workers.

The major obstacles for women in country towns are some what isolated ,especially those who are new to town.Once there partners go to work and children go to school ;unless they have a job and majority don't because they have spent the last few years rearing there families.There isolation comes from the fact that they have little skills and they feel that they can't contribute to the household.This is where the womens shed would be beneficial in promoting the well being back into womens lives.

GOALS:

Our goals are to provide support with relevant information and skillsfrom the community support.

CLIENTELE:

There are two different clientele groups for this project:The first being the women of Mudgee and surrounds.

The second being women who can bring skills to the shed and professional community workers that could volunteer a few moments to lend vital information.Both these clientele groups are important and essential components of this project.

AVAILABLE RESOURCES:

A small building for the project provided by a provider to which a small rental outlay will need to be outlaid.

A few chairs and tables.

NEEDED RESOURCES:

PERSONAL:Two fulltime staff @ 100% salary and two partime workers @ 50% salary.

NEEDED EQUIPMENT:

Hotwater urn and mugs.

Printer for preparing information and educational material.

More chairs and tables ,shelving etc.

A white board for relaying community information to one another.

A fridge and BBQ.

NEEDED SUPPLIES:

Paper pencils and duplicating supplies.



P.O BOX 80 • Kandos, NSW 2848
Phone: 0423364750 • E-Mail: krlacentre@gmail.com
Facebook: [facebook.com/KandosRylstoneLA](https://www.facebook.com/KandosRylstoneLA)

Date: 16 September 2015

Brad Cam & Alison Cameron
General Manager & Financial Officer
Mid Western Regional Council
PO Box 156
Mudgee NSW 2850

Dear : Mr Cam & Ms Cameron,

As President of Kandos Rylstone Little Athletics Centre I am writing to you to request a reduction for the ground-keeping fees for the participants for the next two years while we get the club up and running again, as it has not been functioning for several years. We have had an amazing amount of interest and support, and currently have 63 registrations. We are hoping once our season starts there will be even more interest.

We are using the Kandos Sportsground on Monday's commencing 12th October 2015 until Monday 21st March 2016 with a break between Monday 21st December and Monday 18th January over the Christmas holiday period.

We are extremely excited to bring Little Athletics back to Kandos, Rylstone and the surrounding areas to offer local children other sporting alternatives.

Kind Regards,

Sherie Eade
President
Kandos Rylstone Little Athletics Centre



01/07/15

Letter requesting funds for a pool hoist for Mudgee PCYC

Current situation:

A pool chair (which is attached to the pool) is in place at the Mudgee PCYC which enables people to be able to sit on the chair and be lowered into the pool if they are unable to negotiate the stairs. This pool chair is only able to be used by people who are able to complete standing transfers.

However this is not a viable option for the wheelchair users of Mudgee who are unable to stand and therefore need a hoist for transfers.

A hoist has been trialed at the pool to transfer a person from their wheelchair to the pool chair; however there is not enough room for the hoists legs to be manoeuvred to safely lower the person on to the pool chair.

The 2014 Disability Inclusion Act promotes '...the independent and social and economic inclusion of people with a disability' and that they '...have a right to participate in and contribute to social and economic life and should be supported to develop and enhance their skills and experience.'

It is the broader community's responsibility, including local government, to '...create a more inclusive community in which mainstream services and community facilities are accessible to people with a disability to help them achieve their full potential' (Disability Inclusion Act 2014).

Recommendation:

An Oxford Dipper pool hoist is recommended.

This hoist will enable all of Mudgee's wheelchair users to access the heated pool.

This is due to this particular hoist having a sling which is attached to its arm that is lowered into the pool. This means that the sling can be placed underneath the person in their wheelchair, moved over to the hoist in their wheelchair and the sling attached to the arm of the hoist, lifted out of their wheelchair and lowered into the pool.

The Dipper has a weight capacity of 140kg, with 3 floor fixing options to ensure that it is suitable for any location.

Builder installation is needed.

Reasoning:

The majority of wheelchair users are elderly or a person with a disability and it is these less mobile community members who would most benefit from accessing a heated pool.

The benefits of being able to exercise and mobilise in heated water include:

Physical: Pain relief and relaxation due to thermal energy transfer; increased oxygen delivery; increased muscle blood flow; decreased joint compression with movement. This can all lead to maintained or increased range of motion of joints, improved muscle strength and endurance and respiratory function.

Social: Hydrotherapy can foster a level of independence and control that some people with disabilities don't have on land; increase participation in community activities and can boost morale and self image.

Please find attached quote for Oxford Dipper Pool Hoist and Full Back sling.

If you have any questions, please do not hesitate to contact me.



Sallie Weatherall
Physiotherapist Western Region
Ageing, Disability and Home Care
PO Box 355, Coonabarabran NSW 2357
Ph: (02)6849 1008
Fax: (02)6849 1019
Email: sallie.weatherall@facs.nsw.gov.au



Bathing Hoists



Redefining patient handling

Your complete range of bathing hoists

Combined, the Oxford Dipper, Mermaid and Ranger are one of the most functional and versatile bathing systems, allowing patients to bathe in safety and complete comfort.

The compatibility of these three products is unique and provides the key solution to keeping patient transfers to a minimum.

These products are ideally suited to the following environments:

- **Dipper:** Pool and quayside
- **Ranger:** A bath and pool transit system
- **Mermaid:** Bath only



Dipper and Ranger transporter system



Dipper with spreader bar and sling arrangement

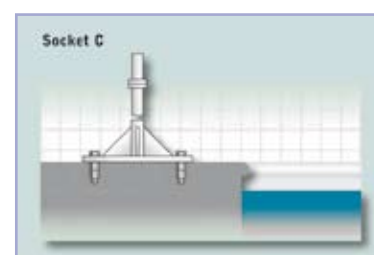
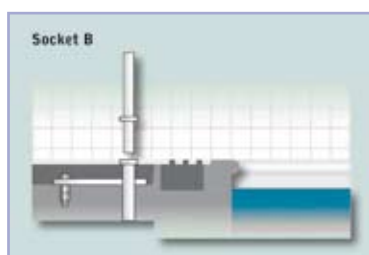
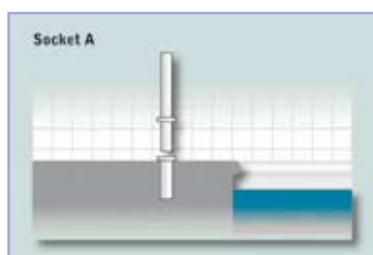
Dipper

The Dipper is for use at swimming pools, therapy pools and quayside locations with a specification that is highly functional and easy to use. Its design assures full integration with the pool or quayside environment.

The market leading Dipper is a proven, reliable and safe method of gaining access to the water and has a weight capacity of 140kg (22st).

The Dipper hoist can be used either with a spreader bar and sling arrangement or the Ranger transporter chair.

Dipper floor fixing options



For maximum flexibility when installing, the Dipper is available with 3 floor fixing options. This ensures the Dipper is suitable for use in any location.



Mermaid (Electric) with safety arms and commode seat

Mermaid

The Mermaid hoist is a fixed bath-side hoist that enables patients to safely transfer in and out of the bath. The Mermaid is available in both electric and manual versions and can be fixed either to the side or end of the bath. The Mermaid can also be used with either a fixed seat option or the Ranger transporter system.

Mermaid features & options

- Electric or manual options
- Wooden and concrete floor fixings are supplied as standard
- Optional side or end fit configuration, safety arms, commode seat and electric retro-fit
- Fixed seat or Ranger transporter system
- Emergency stop/emergency raise (electric option)
- Detachable battery pack (electric option)
- Hand control (electric option)



Mermaid (Manual) with fixed seat option



Ranger transporter

Ranger

The Ranger transporter system provides easy access to bath-side or pool-side locations. The Ranger transporter can also be used as a toileting aid and comes with several options.

Standard Features:

- Commode seat
- Safety arms
- Adjustable footrest

Options:

- MD footrest (fabric)
- Bed pan commode
- Shower seat

Specification	Mermaid
Safe Working Load	125 kg (19.6 st)
Maximum Height to Base of Seat	740 mm
Minimum Height to Base of Seat	140 mm
Maximum Seat Travel	485 mm
Maximum Seat Width	450 mm
Maximum Width Between Arms	395 mm
Maximum Seat Depth	410 mm
Centre of Seat to Centre of Mast	430 mm
Maximum Seat Turning Radius	850 mm
Maximum Seat Turning Radius (with end fitting arm option)	865 mm
Minimum Clearance from Mast (to allow for seat rotation)	1000 mm
Total Weight - Mermaid Manual	29 kg
Total Weight - Mermaid Electric	37 kg

Specification	Ranger Seat
Maximum Height to Base of Seat	740 mm
Minimum Height to Base of Seat	740 mm
Maximum Seat Travel	485 mm
Maximum Seat Width	360 mm
Maximum Width Between Arms	430 mm
Maximum Seat Depth	410 mm
Centre of Seat to Centre of Mast	430 mm
Maximum Seat Turning Radius	840 mm
Maximum Seat Turning Radius (with end fitting arm option)	890 mm
Minimum Clearance from Mast (to allow for seat rotation)	1000 mm
Total Weight - Ranger Chair	13.3 kg

Specification	Dipper
Safe Working Load	140 kg (22 st)
Boom Length	1498 mm
Height (socket A & B, boom lowered)	1422 mm
Height (socket A & B, boom full elevation)	2108 mm
Base of Seat Above Floor Level (socket A & B)	889 mm
Base of Seat Below Floor Level (socket A & B)	914 mm
Height (socket C, boom lowered)	1572 mm
Height (socket C, boom full elevation)	2258 mm
Base of Seat Above Floor Level (socket C)	1039 mm
Base of Seat Below Floor Level (socket C)	764 mm
Weight - Mast Assembly	15.4 kg
Weight - Boom Assembly	10.4 kg
Weight - Chair Support Tube	3.6 kg
Weight - Ranger Seat	4.5 kg
Weight - Ranger Chassis	8.7 kg
Weight - Spreader Bar Assembly	1.7 kg

Specification	Ranger Transporter
Maximum Width	610 mm
Maximum Depth	560 mm
Maximum Height	610 mm
Seat Height	510 mm
Seat to Footrest	430 mm - 480 mm

Specifications may vary due to manufacturing tolerances

Electrical Specifications

Battery 1 X 12 volt rechargeable sealed lead acid type
 Battery capacity 3.2 Ampere hours
 Charger rated input 230Vac 50/60Hz
 Charger rated output 27.4/29.0 VDC@0.8A

Warranty

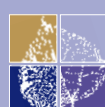
The Oxford bathing range comes with a 12 month warranty as standard. Please refer to your user manual for further information.



Electrical Shock Protection

Charger - class II
 Lift - internal power source

Degree of shock protection
 Charger - Type B
 Lift - Type B
 Intended operating environment : >+5° <+40°
 Outside this environment functionality and safety may be compromised



Joerns Healthcare Limited
 High Street, Wollaston, Stourbridge, West Midlands DY8 4PS England
 (T) +44 (0)1384 446622 (F) +44 (0)1384 446601
 www.joerns.co.uk • email: info@joerns.co.uk

Reference No: **C20211**

ATTN: SALLIE WEATHERALL
FROM: ADAHC - COONA
E: sallie.weatherall@facsnsw.gov.au

RE: POOL DIPPER HOIST AND LIFT/PCYC-MUDGEES

5 June 2015

Dear Sallie,

Thank you for your recent product enquiry. We have pleasure in submitting this proposal to supply the following equipment;

QTY: 1

DIPPER POOL HOIST

- Hydraulic operation
- full 360° swivel
- bath transport chair
- mounting socket

\$15980.00



QTY: 1

OXFORD FULL BACK SLING

Small	\$249.60
Medium	\$267.20
Large	\$278.40

- > **FREE DELIVERY**
- > **GST NOT APPLICABLE**
- > **ANY FURTHER IP OR DETAILS WILL BE SUPPLIED UPON RECEIPT OF ORDER**
- > **PLEASE QUOTE REFERENCE NUMBER WHEN ORDERING**

If you have any further enquiries please phone the office on (02) 6862 1300 or 1800 675 434.

Kind regards,

Craig John

GENERAL MANAGER



1800 675 434

Showroom: 8 Royal Street PARKES NSW 2870

Phone: 02 6862 1300 **Fax:** 02 6862 6312

Email: sales@regencyparkes.com.au

www.regencyparkes.com.au



Gulgong Arts Council
PO Box 422 Gulgong NSW 2852
artscouncilgulgong@hotmail.com.au

29 June, 2015

Mid-Western Regional Council
86 Market Street
MUDGEES NSW 2850

Dear Sir/Madam

**Re: 'Unearthed' Art Competition & Exhibition 2015
Memorial Hall, Gulgong Rental Reimbursement**

I am writing to you to request the reimbursement of bond money held (\$320) and the rental of one week (\$550) of the Memorial Hall in Gulgong. The Arts Council of Gulgong used the Hall during the period 2nd June to 8th June, 2015 (Henry Lawson Festival weekend) to hold Unearthed Art Competition & Exhibition.

Gulgong Arts Council is a non-for-profit organisation and annually co-ordinates this community event in Gulgong, promoting the arts in our region. Our aim is to encourage the youth in our area to participate and we invite Preschools, Primary Schools and High Schools from the region to be involved. This year, children and students from Mudgee, Gulgong, Ulan, Wellington, Hargraves and Coolah entered the Competition. The artworks presented were of a very high standard and we received many entries from children, students, regional artists and interstate artists.

After taking around 300 entries, we have received positive feedback from the schools, saying how much the children enjoyed participating.

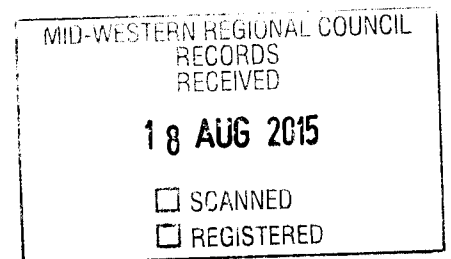
Would you please consider our request for reimbursement.

Regards and thanks

Susan Bridgford
President/Secretary
GULGONG ARTS COUNCIL

The Rylstone District
Trainers Group
7 Dabee Street
RYLSTONE 2849
17th August 2015

Mid-Western Regional Council
P O Box 156
Mudgee NSW 2850



Dear Mr Cam,

We would like to apply to Council for financial assistance for payment of our 2015/16 Rates for the Rylstone Race Course.

We would like to thank you for your consideration.

Yours Faithfully

A handwritten signature in cursive script that reads "Robert Howe".

Robert Howe

RATES

RATES & CHARGES NOTICE 01/07/2015 TO 30/06/2016

ABN 96 149 391 332
TAX INVOICE

Notice is given that the below mentioned rates & charges have been made and levied on the land described hereunder by virtue of S546 of the Local Government Act 1993.



020
Rylstone District Trainers Group
7 Dabee Street
RYLSTONE NSW 2849

PO BOX 156, MUDGEES NSW 2850

PH: (02) 6378 2850 | 1300 765 002
FAX: (02) 6378 2815
EMAIL: council@midwestern.nsw.gov.au
WEBSITE: www.midwestern.nsw.gov.au

Property Number
14591

Property Location and Description

Rylstone Racecourse, 215 Coxs Creek Road, RYLSTONE NSW 2849
Lot 165 DP 42885, Lot 166 DP 42885

Valuation Base Date **01/07/2013** Interest Rate **8.5% p.a.**

Issue Date **17/07/2015** Due Date **31/08/2015**

Particulars of Rates and Charges

Particulars of Rates and Charges	Rate in \$	Rateable Value	Amount
Arrears outstanding			4.40
Residential Rural	MINIMUM	82000	623.88
* General Waste Disposal Charge	\$198.00 PER SERVICE	1	198.00
* GST			18.00



First Instalment	Second Instalment	Third Instalment	Fourth Instalment	Please deduct any payments since	TOTAL AMOUNT DUE \$826.28
\$210.08 31/08/2015	\$205.40 30/11/2015	\$205.40 28/02/2016	\$205.40 31/05/2016	13/07/2015	

BPAY VIEW

Would you like to go paper less?
Have your notices sent directly to your secured online banking environment.

Sign up for BPAY View today – see reverse of this notice for details.

Billers Code: 8698
Registration Number: 2182 7281 2675 0

Any arrears are due immediately and are subject to daily interest charges in accordance with Section 566 of the Local Government Act, 1993.

4051343-Run1-ASA001-002387

PAYMENT OPTIONS

Property No.: 14591

Instalment Amount Due: \$210.08

RATES

Mudgee Administrative Services Centre
86 Market Street, Mudgee: 8.00am – 4.30pm

Gulgong Service Centre
109 Herbert Street, Gulgong: 8.00am – 1.00pm & 1.45pm – 4.30pm

Rylstone Service Centre
77 Louee Street, Rylstone: 8.00am – 1.00pm & 2.00pm – 4.30pm

MAIL
Send your payment to **PO Box 156, Mudgee NSW 2850.**

DIRECT DEBIT
Contact Council for an application form.

PAY BY WEB
Visit www.midwestern.nsw.gov.au and follow the links to pay using Visa or MasterCard.



PAY BY PHONE
Call 1300 133 369 anytime to make payments using Visa or MasterCard.

TELEPHONE & INTERNET BANKING-BPAY
Contact your bank or financial institution to make this payment from your cheque, savings, debit, credit card or transaction account.
More info: www.bpay.com.au Registered to BPAY Pty Ltd, ABN 69 079 137 518

Billers Code 8698
Customer Ref: 2182 7281 2675 0

POSTBILLPAY
Present this notice intact to make your payment by cash or cheque at any Australia Post Office.

*71 158 2182728126750 32

Customer Ref: 2182 7281 2675 0





2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting

WEDNESDAY 21 OCTOBER 2015

ATTACHMENT **6.3.16**

► Street naming – Subdivision off Ulan Road



ATTACHMENT 1

PO Box 143
Bathurst NSW 2795
T: 02 6332 8214
F: 02 6332 8217
E: gnb@lpi.nsw.gov.au
www.gnb.nsw.gov.au

Your Reference: CA-R0790141
Our Reference:
Contact Officer: Rhet Humphrys
Telephone No: 02 6332 8363
Email: rhet.humphrys@lpi.nsw.gov.au

The General Manager
Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850

ATTENTION: Carolyn Atkins

Dear Carolyn

**ROADS ACT 1993, ROADS (GENERAL) REGULATION 2008
SECTION 162 – NAMING OF PUBLIC ROADS**

I refer to your letter dated 2nd October 2015, which proposed the following public road names:

BUTLER CIRCLE, PAGE CIRCUIT, JOSEPH PLACE, EDWARDS CLOSE

On behalf of the Geographical Names Board (GNB), Surveyor General (SG) and Registrar General (RG), the names have been reviewed under the GNB NSW Addressing User Manual and there is no objection to their use.

Kind Regards,

Rhet Humphrys
Statutory Officer
Geographical Names Board of NSW
2 October 2015



PO Box 143
Bathurst NSW 2795
T: 02 6332 8214
F: 02 6332 8217
E: gnb@lpi.nsw.gov.au
www.gnb.nsw.gov.au

Your Reference: CA:R0790141 R0790041

Our Reference:

Contact Officer: Rhet Humphrys

Telephone No: 02 6332 8363

Email: rhet.humphrys@lpi.nsw.gov.au

The General Manager
Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850

ATTENTION: Carolyn Atkins

Dear Carolyn

**ROADS ACT 1993, ROADS (GENERAL) REGULATION 2008
SECTION 162 – NAMING OF PUBLIC ROADS**

I refer to your letter of 26th May 2015, which proposed the following public road names for pre-approval:

**MARSH, QUINN, WEBSTER, ENDEAVOUR, RESOLUTION, KAMILAROI,
MELALEUCA**

On behalf of the Geographical Names Board (GNB), Surveyor General (SG) and Registrar General (RG), the names have been reviewed under the GNB NSW Addressing User Manual and there is no objection to their use, provided they do not specifically refer to any living person.

Kind Regards,

Rhet Humphrys
Geographical Names Board Secretariat
18 June 2015



PO Box 143
Bathurst NSW 2795
T: 02 6332 8214
F: 02 6332 8217
E: gnb@lpi.nsw.gov.au
www.gnb.nsw.gov.au

Your Reference: CA-R0790141 R0790041
Our Reference:
Contact Officer: Rhet Humphrys
Telephone No: 02 6332 8363
Email: rhet.humphrys@lpi.nsw.gov.au

The General Manager
Mid-Western Regional Council
PO Box 156
MUDGEE NSW 2850

ATTENTION: Carolyn Atkins

Dear Carolyn

**ROADS ACT 1993, ROADS (GENERAL) REGULATION 2008
SECTION 162 – NAMING OF PUBLIC ROADS**

I refer to your letter of 16th February 2015, which proposed the following public road name for pre-approval:

CROAKE

On behalf of the Geographical Names Board (GNB), Surveyor General (SG) and Registrar General (RG), the name has been reviewed under the GNB NSW Addressing User Manual and there is no objection to its use.

Kind Regards,

Rhet Humphrys
Geographical Names Board Secretariat
26 May 2015



PO Box 143
Bathurst NSW 2795
T: 02 6332 8214
F: 02 6332 8217
E: gnb@lpi.nsw.gov.au
www.gnb.nsw.gov.au

Your Reference: CA:R0790141 R0790041
Our Reference:
Contact Officer: Rhet Humphrys
Telephone No: 02 6332 8363
Email: rhet.humphrys@lpi.nsw.gov.au

The General Manager
Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850

ATTENTION: Carolyn Atkins

Dear Carolyn

**ROADS ACT 1993, ROADS (GENERAL) REGULATION 2008
SECTION 162 – NAMING OF PUBLIC ROADS**

I refer to your letter of 28th November 2014, which proposed the following public road names:

**LUCAS, CANT, SINGH, OAKDEN, CANDOS, KEARINS, WALSH, WURTH,
GOODLET, BUGG**

On behalf of the Geographical Names Board (GNB), Surveyor General (SG) and Registrar General (RG), the name has been reviewed under the GNB NSW Road Naming Policy and I would raise the following objections:

CANDOS - objection is raised under *Principle - 4 Uniqueness, Duplication*. There is already a **KANDOS TIP ROAD** located in Kandos.

WALSH - objection is raised under *Principle - 4 Uniqueness, Duplication*. There is already a **WALSH ROAD** located in Budgee Budgee.

Should you wish to proceed with adoption of the names to which objection has been raised, then Council should write to the **Secretary of the Geographical Names Board, Land and Property Information, PO Box 143, Bathurst NSW 2795** setting out reasons why the names are valid. The matter will then be put to the Board who may choose to overturn the objections.

Kind Regards,

Rhet Humphrys
Geographical Names Board Secretariat
3rd February 2015



PO Box 143
Bathurst NSW 2795
T: 02 6332 8214
F: 02 6332 8217
E: gnb@lpi.nsw.gov.au
www.gnb.nsw.gov.au

Your Reference: CA: R0790141 R0790041
Our Reference:
Contact Officer: Rhet Humphrys
Telephone No: 02 6332 8363
Email: rhet.humphrys@lpi.nsw.gov.au

The General Manager
Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850

ATTENTION: Carolyn Atkins

Dear Carolyn

**ROADS ACT 1993, ROADS (GENERAL) REGULATION 2008
SECTION 162 – NAMING OF PUBLIC ROADS**

I refer to your letter of 1st April 2014, which proposed to reserve the following public road name:

BUCHOLTZ

On behalf of the Geographical Names Board (GNB), Surveyor General (SG) and Registrar General (RG), the name has been reviewed under the GNB NSW Road Naming Policy and there is no objection to its use.

Kind Regards,

Rhet Humphrys
Geographical Names Board Secretariat

2nd April 2014



Land & Property Information

Panorama Avenue BATHURST
P O Box 143
BATHURST NSW 2795
Tel: (02) 6332 8440
Fax: (02) 6332 8415
Email: bob.davis@lpma.nsw.gov.au
www.lpma.nsw.gov.au

The General Manager
Mid Western Regional Council
P O Box 156
MUDGEE NSW 2850

Attention: Carolyn Atkins

9th August 2012

Your Ref: CA: R0790141
Our Ref: T02/0175 2012 - 116

Dear Madam,

ROADS ACT 1993, ROADS (GENERAL) REGULATION 2008 SECTION 162 – NAMING OF PUBLIC ROADS

I refer to your letter of 1st August 2012 which proposed the following public road names:

CHAPMAN STREET, MICHAEL CHAPMAN STREET

On behalf of the Geographical Names Board (GNB), Surveyor General (SG) and Registrar General (RG), the names have been reviewed under the GNB Guidelines for the Naming of Roads and there is no objection to their use **providing they do not refer specifically to any living persons.**

Yours Faithfully

Bob Davis, Team Leader DCDB Update
For Division Manager Information Sourcing





**Land & Property
Information**

Panorama Avenue BATHURST
P O Box 143
BATHURST NSW 2795
Tel: (02) 6332 8440
Fax: (02) 6332 8415
Email: bob.davis@lpma.nsw.gov.au
www.lpma.nsw.gov.au

The General Manager
Mid Western Regional Council
P O Box 156
MUDGEES NSW 2850

Attention: Carolyn Atkins

3rd August 2012

Your Ref: CA: R0790141
Our Ref: T02/0175 2012 - 111



Dear Madam,

**ROADS ACT 1993, ROADS (GENERAL) REGULATION 2008
SECTION 162 – NAMING OF PUBLIC ROADS**

I refer to your letter of 27th July 2012 which proposed the following public road names:

HARVEY, NELTHORPE

On behalf of the Geographical Names Board (GNB), Surveyor General (SG) and Registrar General (RG), the names have been reviewed under the GNB Guidelines for the Naming of Roads and there is no objection to their use, provided they do not refer specifically to any living persons.

Yours Faithfully

Bob Davis, Team Leader DCDB Update
For Division Manager Information Sourcing

9 August 2015

Cox Street
MUDGEE NSW 2850

Mid Western Council
Market Street
MUDGEE NSW 2850

Dear Sir/Madam

I wish to nominate the name BUTLER to be considered for the 12 new Roads on Ulan Road Mudgee.

Butler Road
Being after Robert (Bob) Ormond Butler 50 years to Mudgee Race Club – Life Member
Also Wall of Reflexions

Also Bob's dad Hubert Lionel Butler (known as Lionel) – travelled the Ulan Road for 55 years to Cassilis with his famous Mail run.

As you can see by the photo below, he was well before his time with this truck he designed to help give people a ride on his mail run to Cassilis

1948 Dodge Commercial 3-4 ton (10 Passenger)



1948 Dodge
COMMERCIAL 3-4 ton
10 PASSENGER

Bob's Dad Lionel Butler
Designed this truck before
he travelled from Mudgee to

Thank You:

Deirdre Butler



26 Aug 2015

CA:R0790141

Re phone call from Carolyn Atkinson

Hi Carolyn,

Robert Ormonde (Bob) Butler was born in Mudgee. 14/4/1937 – 9/8/2011
Worked at Gunnagawah Spring Flat until he was married. Then went on to manage a property at Eurundere for two years and then went to the Mudgee Regional Abattoirs where he was Foreman for many years.
He was at the local Abattoir for 34 years until he retired

He married a Mudgee girl from the Gulgamree Limestone area – Deirdre Rayner Born: 27 Dec 1943
He had four sons – Mark, Craig, Rodney and Dean

Bob was on the Committee and helper of The Mudgee Junior League for many years, whilst his own sons played footy
He continued on taking his grandson Ethan to training and was always there to watch him play
He loved his grandkids Zoe and Ethan and was always there to help, and take them to school each day

Hubert Lionel Butler: Born 19 Nov 1893 – in North Sydney - Married in Mudgee 15 Aug 1925
Died 10 Dec 1969 - Mudgee (76 years)
Grazier at "Spinecop" Turill via Mudgee
Married Ivy Elsie Capon from Buckaroo, Mudgee –Born 1897 – Died 4 June 1941 (44 years)
Had seven children Sheila, Frank, Dawn, Fay, Paula, Robert, Maureen.
The Capon Family had the Buckaroo Post Office
Her Father William Capon was Headmaster at Turill School

Remarried – Elizabeth Jane Barr. 25 Jan 1951. She was a receptionist for Dr Bray at Cassilis - died 20 May 1981

Carolyn

Sorry, (Please amend)

P.S. The older daughter who is nearly 90 said he would have done the mail run for **sixty years**, on trying to figure out with a bit more information, finding out when he was married and etc., I think it more appropriate to change that to **many, many years**, as I am not sure of how long it could have been. Still a long time but I think maybe 30 to 35 years.

Regards
Deirdre Butler

MID-WESTERN REGIONAL COUNCIL
RECORDS
RECEIVED

27 AUG 2015

SCANNED
 REGISTERED

Ian and Cate Simpson
"Lawson Farm"

BUCKAROO
NSW 2850



Diane Sawyers
Manager Revenue and Property
MWRC

17th August 2015

Naming of new streets in a subdivision off Ulan Road

Dear Diane,

We are writing to you in response to the above request with the following submission for Road 2:

- **Rick Turner Way** (or similar)

Richard Wallace Turner AM, also known as Rick, has been involved in the Mudgee wine industry since 1970 when he first planted grapes at "Tallara", off the Ulan Road. Later he established the successful wine label Frog Rock Wines that operated for many years on the property neighbouring this development. He is now retired however he still owns vineyards next door to this development (at the end of Road 2). Rick has played a significant role in promoting Mudgee wine to the world for four decades.

In 2004 Rick was awarded a Member of the Order of Australia with the following citation: *For service to the community as a Board Member and fundraiser for the Smith Family and the Pain Management and Research Centre.*

Rick served as the Chief Executive Officer and Senior Partner of Ernst & Young. He had a career of over 30 years with Ernst & Young until retirement. He served as the President and Director of The Smith Family and he was a Director of Pain Management Research Institute at the Royal North Shore Hospital. Rick was a director of numerous companies including Capital Finance, Crown Melbourne, James Fielding Group, Bank of Western Australia, Publishing and Broadcasting Limited, HBOS at Australia, Hotel Capital Partners, Mirvac Funds Management and Consolidated Media Holdings.

We feel that Rick's enormous contribution to Mudgee and the broader Australian community is worthy of a street being named in his honour.

Please call me on 0404 831 465 with any questions.

Kind regards,

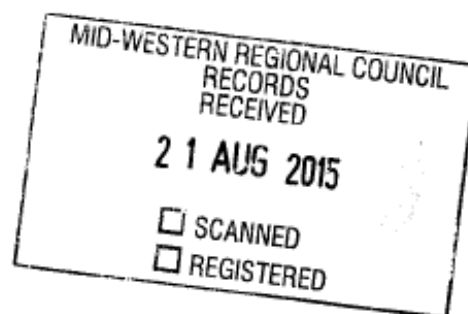
Two handwritten signatures in black ink. The first signature is on the left and the second is on the right.

Ian and Cate Simpson

Ramona Page
PO Box
Mudgee NSW 2850

21 August 2015

Mr Brad Cam
General Manager
Mid-Western Regional Council
PO Box 156
Mudgee NSW 2850



RE: ROAD NAME SUGGESTION FOR NEW SUB-DIVISION

Dear Brad

I would like to propose that the name **PAGE** be used for a street or avenue in one of the new subdivisions currently under construction. Either the Fairview Estate sub-division or the Ulan Road sub-division.

The Page family has resided in the Mudgee district for over 5 generations and I feel it would be fitting to recognise the history of the town by using a family name that has been in the area for so many generations. The Page family have always been active members of the Mudgee Community through membership of various organisations and committees throughout each generation.

I do hope that you are able to consider this as a name for one of the new streets.

Many thanks.

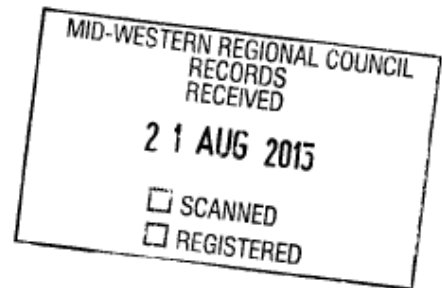
Yours Sincerely


Ramona Page

67 Mulgoa Way
MUDGEE NSW 2850

August 20, 2015

The General Manager,
Mid-Western Regional Council
PO Box 156
MUDGEE NSW 2850

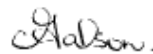


Dear Sir,

Re: SUBMISSION FOR STREET NAME FOR THE NAME OF HARVEY

In response to Mid-Western Regional Council's advertisement in the Mudgee Guardian July 31, 2015 requesting submissions for proposed street names, enclosed is a submission for the name of HARVEY for Council's consideration.

Yours faithfully,



(P & C Falson)

SUBMISSION FOR STREET NAMING

For the name of: **HARVEY**

In response to Mid-Western Regional Council's request for submissions for street names, (Mudgee Guardian Friday, July 31, 2015) I wish to submit the name **HARVEY** for Council's consideration.

Six generations of the Harvey family have lived in the Mudgee community continuously since 1896. There are currently three generations still remaining in Mudgee.

Senior-Sergeant James Harvey transferred to Mudgee from Cowra in 1896 in his employment as a Police Officer, together with his wife Rose and six children. Two more children were born following their move to Mudgee.

James Harvey was born in Essex, London in 1848. At the age of 18 he joined the Metropolitan Police in London. He arrived in Sydney in 1873 after serving in the Police Force in the United Kingdom and Hong Kong. In 1874 he joined the New South Wales Police.

He subsequently served in Bathurst, Bourke and Orange. In 1891 he was appointed to the full charge of the Cowra district for five years prior to coming to Mudgee in 1896 where he continued in duty until 1907. He passed away in Mudgee the following year at the age of 60 and was interred at Mudgee General Cemetery with his late wife, Rose who had predeceased him 3 years earlier.

He was described in newspaper reports as *"not only a good citizen and a highly reputable member of society but a model policeman. Whilst Sergeant Harvey has brought many criminals to justice.....they always spoke of him as a very fair and just officer"*.

"During his connection with the force he passed through stirring times, and was identified with the running to earth of a number of notable criminals, notably bushrangers....."

"He was also actively involved in the community and familiarly known in Friendly Society circles as the 'Father of Forestry in the West' he having been instrumental in founding a number of branches of the Order. He was a Past Master of the Masonic Lodge in Mudgee."

I refer you to the attached copies of original newspaper clippings.

His wife, **Rose** was also actively involved in charitable work in Mudgee. On her passing in 1905 at 51 years of age, a newspaper report said of her, *"she would be missed by those around her, among whom in the hour of need she had oft proved a friend indeed, her gentle and charitable nature being exerted whenever occasion arose to smooth the paths and allay the trials of her fellow beings. She was a diligent worker for St. John's Church of England and also worked actively in the interests of the Mudgee Hospital."*

On the passing of both of her parents within three years of each other, their eldest child, **Sarah Rose**, known as **Rose**, who had married **Walter Nelthorpe** in Mudgee in 1898 took over the care of her younger siblings, the youngest of whom was only six years of age at the time of Senior-Sergeant Harvey's passing, and raised them to adulthood. Rose and Walter also raised two children of their own.

From the time her father, Senior-Sergeant James Harvey, transferred to Mudgee in 1896, Rose, who was 18 at the time, lived her entire life in Mudgee until she passed away in 1974 in her 96th year.

Rose Nelthorpe (nee Harvey) was a remarkable woman who devoted her entire adult life to not only her family, but to tirelessly working for charity and the community of Mudgee up to her early 90s.

"Rose was awarded the Highest civilian award presented to a civilian by the Returned Sailors, Soldiers and Airmen's Imperial League of Australia when she was 81 years of age. She was presented with the Certificate of Merit and Merit Brooch with Gold Bar. This is the civilian equivalent of the V.C. in the League. She gave continuous service to the League's Women's Auxiliary since its formation and was a member of the Red Cross Society also since its inception during World War I. She sold poppies, did canteen work during the war years, took part in street stalls and collections, and sewed thousands of garments for soldiers.

She received the Red Cross Long Service Medal; R.S.L. Auxiliaries Long Service Medal and Merit Brooch; United Hospitals Auxiliary Medal; and the Queen's Coronation Medal". (see attached copy of original newspaper clipping)

Rose Nelthorpe (nee Harvey) was elected Patron of the Women's R.S.L. Auxiliary when she was 80. In the newspaper clipping reporting the election as Patron, it stated, *"Mrs Nelthorpe has been a very active member of the of the Auxiliary since it was formed in 1935 and has occupied the position of vice-president for many years. At the great age of 80 years this wonderful lady never fails to turn up at every function held by the Auxiliary and lend a hand for the worthy cause".*

She was also a member of the Country Women's Association and Torchbearer's for Legacy.

In addition, she was a dedicated worker for St. John's Church of England and helped to organise the annual flower show, and also did voluntary work at the Mudgee District School.

Rose Nelthorpe (nee Harvey) was an original member of the Mudgee Hospital Women's Auxiliary and was a dedicated and tireless worker. She held the positions of President and Secretary of the Mudgee Hospital Women's Auxiliary at various times for many years. A newspaper article stated that no more remarkable record of charitable endeavour can be cited than that credited to Rose Nelthorpe who had been prominently associated with hospital work for over 50 years. More often than not her services had been made possible only by great personal sacrifice, but she had never faltered, and counted it a privilege to be able to do something for the sick and suffering.

Two of Senior-Sergeant's grandsons, both residents of Mudgee at the time, volunteered for service and served in the R.A.A.F. in the Second World War.

Apart from the years spent in the Air Force and serving in New Guinea during World War II, Senior-Sergeant Harvey's grandson, **Joseph Harvey**, lived his entire life in Mudgee. He served in the Royal Australian Air Force during World War II from October, 1941 to December, 1945. He was an Aircraft Engineer in the RAAF during the War years, attaining the rank of Leading Aircraftman.

After the War, Joe returned to his former employment at Kelletts Department Store in Mudgee, where he was a well-known and respected employee for 46 years until his retirement.

In the years following his return from active service, Joe was one of the founding members of the Mudgee Soldiers Club and devoted many hours to voluntary work for the Club. For many years he spent endless hours arranging the annual Soldiers Club picnic day for the families of ex-servicemen.

He was always willing to lend a helping hand when he saw that assistance was needed.

He also received a certificate and medal from The United Grand Lodge of NSW in recognition of his valuable service to Freemasonry for the period of 50 years.

It is on his behalf that I make this submission, as in recent years before his passing at the age of 93 in November, 2014, he had wished for the unstinting good works and contributions to the Mudgee community in past times by his Grandparents and his Aunt and Uncle to be recognised with a street naming.

Whilst there is a preference for a street to be named in the name of **HARVEY** in the Ulan Road subdivision, we would be delighted for the **HARVEY** name to be honoured by a street naming in any of the three subdivisions as detailed in the Council advertisement.

With the sincere hope that favourable consideration might be given to this submission.

The Late Sergeant Harvey.

His Funeral—Tributes to His Memory.

The mortal remains of the late ex-Senior-sergeant James Harvey were laid to rest in the Church of England portion of the Mudgee cemetery on Thursday last in the presence of a large number of mourners and sympathizing friends. The deceased, who was a Past Master of the Masonic Lodge and a prominent member of the Ancient Order of Foresters, was accorded a Masonic and Foresters' burial. The funeral was largely attended. The cortege, which moved off from the deceased's late residence in Perry-street shortly after 3 o'clock, was of an imposing nature, both mounted and foot police and members of the Masonic and Foresters' Lodges marching in front of the hearse. The principal business places in Market-street closed their doors as a mark of respect as the sad procession passed along. The religious portion of the service at the graveside was conducted by the Ven. Archdeacon Dunstan, who read the beautiful Church of England service for the dead, after which Worshipful Master Bro. W. L. Atkinson recited the impressive Masonic service, the responses being given by Worshipful Master Bro. D. H. Spring. The Foresters' service was then read by Bro. A. R. Gairnie, P.C.R., after which the proceedings, which were of a most impressive character throughout, were brought to a close. Senior-constable J. J. McNamee, Mr. E. Dowell, and Mr. J. W. Baker acted as pall-bearers.

The 'Orange Advocate' pays the following tribute to the memory of the departed:—'We are very sorry to have to record the death of Sergeant Harvey, of Mudgee, that sad event happening at Mudgee after an illness of considerable duration. Sergeant Harvey retired from the police force last year, and remained in Mudgee afterwards. A year after his arrival here he founded the local Lodge of Foresters—Court Little John, Ancient Order of Foresters,—which has been one of the most flourishing and progressive institutions of the town of Orange. The foundation of the lodge took place on December 23rd, 1876, and it has never looked back. It is saying no more than the truth that the founder of the lodge was loved for his long connection with it, and his memory will be treasured in the Order and the lodge. While stationed in Orange Sergeant Harvey proved to be something more than an efficient police officer. He was an effective one and a terror to the evil-doer. Never officious, he aimed at big game and secured them, while needless harassment was beneath his notice. He was one of the best police officers and best fellows Orange has known, and the greatest regret was manifested when it was discovered that he was to be removed. Sergeant Harvey visited Orange on more than one occasion after his removal, but on his last visit he appeared to lack something of the vigor that had distinguished him previously. Despite that it was never anticipated he would never be seen in Orange

again. The cause of death was a tumor in the stomach. He had remained staunch to his old love, Court Little John, and was a member to the time of his death. Feeling that nothing but the greatest respect was due to the memory of the founder of the lodge, Mr. S. Lamrock, Secretary of Court Little John, telegraphed to the Mudgee lodge requesting that the remains be accorded a Foresters' funeral.'

The Ven. Archdeacon Dunstan made feeling reference yesterday in St. John's Church to the death of the late ex-Senior-sergeant Harvey. He said that during the week that had just closed there had disappeared from his family and the community a familiar figure they would see no more in the flesh—he had run his course and gone to give an account of his stewardship. That the deceased gentleman had many good qualities some would deny. He was imbued with a high sense of justice—was too honorable to take an unfair advantage of his fellow-men. In the execution of his duty he was fearless and resolute, but never cruel and relentless. He was a capable officer of the department he had served so long and so well. He did not lightly regard the obligations of citizenship. He had few, if any, enemies. His friends were legion. They would cherish the hope that he had gone to the fellowship of accepted brethren.

In the Estate of Rose Harvey, late of

THURSDAY, MAY 7, 1908.

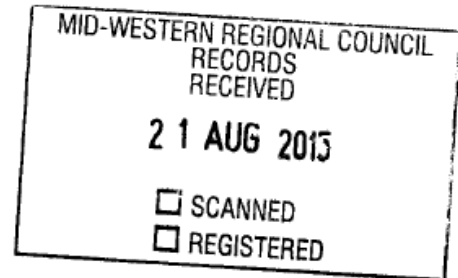
Death of ex-Sergeant Harvey.

Genuine regret was widespread when the news was passed along of the death of ex-Senior-sergeant James Harvey, who breathed his last at his residence, in Perry-street, on Wednesday morning. Deceased had been in failing health for some time past. A couple of months ago he took a trip to Tasmania in the hope that the change would have a beneficial effect. For a while he appeared to be the better for the change, but it was again soon evident that he was the victim of a dread internal ailment. A couple of weeks ago he entered the hospital for the purpose of undergoing an operation, but he was found to be too weak to stand the ordeal. Last Sunday, at his own request, he was carried to his home, there to die, and the end came at a quarter to 8 o'clock yesterday morning. Deceased, who was 60 years of age, was a native of Essex, England. As a young man he joined the London metropolitan police force. In 1875 he decided to try his fortune in this country, and shortly after his arrival in Sydney he joined the police force of this State. He was first stationed at Bathurst, but in 1876 was transferred to Orange. A year later he was removed to Bourke, and re-transferred to Orange in 1879, when he was promoted to the rank of senior-constable. In 1882 he was raised to the rank of sergeant, and in 1889 he was stationed at Cowra, where he remained till 1894, when he was sent along to Mudgee, two years after which he was promoted to the rank of senior-sergeant. He continued duty till 1907, when he retired on pension, but unfortunately he was not destined to long enjoy his relaxation from service. During his connection with the force he passed through stirring times, and was identified with the running to earth of a number of notable criminals, notably bushrangers and the Dora Dora blacks. A man though astute in the carrying out of his duties he was always of kindly heart, and it afforded him greater pleasure during his police career to save a fellow-being from a criminal career than to secure his conviction. He is familiarly known in Friendly Society circles as the 'Father of Forestry in the West,' he having been instrumental in the founding of a number of branches of the Order, notably those at Orange and Cowra. His wife pre-deceased him by a little over three years, so that by his death there has been orphaned of both parents a family of five daughters and three sons, the youngest child being but six years of age. His funeral took place this afternoon, the cortege being headed by members of the Masonic Lodge, of which Order he was a Past Master, the Ancient Order of Foresters, and the local police, who marched in uniform as a last token of respect for a former comrade, who was beloved by them all. The remains were conveyed to the C.E. portion of the general cemetery for interment. Much sympathy is expressed for the bereaved family.

67 Mulgoa Way
MUDGEES NSW 2850

August 20, 2015

The General Manager,
Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850



Dear Sir,

Re: SUBMISSION FOR STREET NAME FOR THE NAME OF NELTHORPE

In response to Mid-Western Regional Council's advertisement in the Mudgee Guardian July 31, 2015 requesting submissions for proposed street names, enclosed is a submission for the name of NELTHORPE for Council's consideration.

Yours faithfully,

E. Talson

The General Manager

Mid-Western Regional Council

PO Box 156

MUDGEE NSW 2850

SUBMISSION FOR STREET NAMING

For the name of: **NELTHORPE**

In response to Mid-Western Regional Council's request for submissions for street names (Mudgee Guardian Friday, July 31, 2015), I wish to submit the name of **NELTHORPE** for Council's consideration.

James Nelthorpe, a native of Great Cresingham, near Wotton, England, together with his wife **Jane** of St. Hillier, Jersey, Channel Islands, landed in Sydney in 1857 and settled in the Mudgee district in 1859 where they lived for the rest of their lives.

James Nelthorpe followed mining pursuits for a time after his arrival in Mudgee, but later on commenced a tailoring business, **Messrs. Sherry & Nelthorpe**, in Church Street, Mudgee which, in conjunction with his business partner, Mr Walter Sherry, J.P., he conducted for over 40 years.

An original newspaper clipping of James Nelthorpe's Obituary in the Mudgee Guardian, June 29, 1903 stated: *"...he did a large amount of highly useful work. He had been a member of the directorate of the Mudgee Building and Investment Society since its inception, and at the time of his decease occupied a seat on the board. In the Masonic Order the deceased held many positions of confidence, and was one of the founding members of the old Lodge Edinburgh, a member of the Grand Lodge, and was always a leader in the movement for the amalgamation of the two local lodges".*

"So far as memory serves, Mr Nelthorpe never took a seat on the hospital committee, but he was always a staunch friend of the institution and a generous contributor. In the old days he was secretary of the Fire Brigade Board,....".

For many years Mr. Nelthorpe was secretary of the Parochial Council of St. John's, and was ever a warm supporter of the church. The local Lodge of the Protestant Alliance will lose one of its staunchest supporters, for Mr. Nelthorpe had been its secretary for many years, and his keen judgment had been a power of strength to the financial management."

Three of James and Jane Nelthorpe's children lived in Mudgee for their entire lives; their son, **Walter** and two daughters, **Amy** and **Minnie Nelthorpe**.

Their son, **Walter Nelthorpe**, born in Mudgee, married the eldest child of **Senior-Sergeant James Harvey, Sarah Rose Harvey**, known as **Rose**.

Walter and Rose Nelthorpe were highly esteemed members of the Mudgee community. When Rose's parents died within three years of each other, Rose and Walter took on the care of her younger siblings, the youngest of whom was only six years old when their parents passed. Walter and Rose raised her siblings to adulthood, as well as raising their own son and daughter.

Walter began his working life with the pioneer tailoring firm of Sherry and Nelthorpe where he remained for many years.

Walter was always prominent in the public life of Mudgee. His father, James Nelthorpe was Secretary of the Protestant Alliance Benefit Lodge when it was first established, and when James Nelthorpe died in 1903, Walter Nelthorpe became the Secretary and retained the position for forty years, until he relinquished the position due to ill health.

Walter held the position of Secretary of the Mudgee District Hospital for 26 years, rendering fine service and was also a Director of the Mudgee Pharmacy Board for a number of years.

He was an alderman of the Mudgee Council for a period.

He heard the call to arms in the first world war, and served his country with distinction.

When he returned to Mudgee on his final leave before being sent overseas for active service in May 1916, Sapper W. J. Nelthorpe, was farewelled by the Mayor and citizens of Mudgee at the Town Hall.

After a lengthy term of active service in France with the A.I.F. during World War I, Corporal W. J. Nelthorpe returned to resume his life in Mudgee with his wife and family.

Despite his health being compromised as a result of being gassed in the battlefields in France, he continued to serve the community of Mudgee until the final few years of his life when ill-health overtook him.

An article in the Mudgee Guardian on his passing in February, 1948 at the age of 73, states:

"...it was, perhaps, as a Friendly Society man, that he was best known. He had a long and meritorious service as secretary of the Protestant Alliance Society, and was one of the prime movers in the once-powerful U.F.S.A., which functioned with conspicuous success for many years. When the campaign for a F.S. Pharmacy was inaugurated, he was well in the forefront, and being appointed to the directorate, he retained his position to the end.

In Masonic circles, too, he was a well-known figure, holding high office in the Order.

Always a staunch fighter for the under dog, he performed many acts of charity in his usual unostentatious way, and earned the deepest regard of everyone in the community. It can be said with perfect truth that Walter Nelthorpe's memory will be held in reverence for many a long year to come."

Walter's wife, **Rose Nelthorpe (nee Harvey)** was a remarkable woman who devoted her entire adult life to not only her family, but to tirelessly working for charity and the community of Mudgee up to her early 90s.

Rose "was awarded the Highest civilian award presented to a civilian by the Returned Sailors, Soldiers and Airmen's Imperial League of Australia when she was 81 years of age. She was presented with the Certificate of Merit and Merit Brooch with Gold Bar. This is the civilian equivalent of the V.C. in the League. She gave continuous service to the League's Women's Auxiliary since its formation and was a member of the Red Cross Society also since its inception during World War I. She sold poppies, did canteen work during the war years, took part in street stalls and collections, and sewed thousands of garments for soldiers.

She received the Red Cross Long Service Medal; R.S.L. Auxiliaries Long Service Medal and Merit Brooch; United Hospitals Auxiliary Medal; and the Queen's Coronation Medal."

Rose Nelthorpe was elected Patron of the Women's R.S.L. Auxiliary when she was 80. In the newspaper clipping reporting her election as Patron, it stated, "*Mrs Nelthorpe has been a very active member of the of the Auxiliary since it was formed in 1935 and has occupied the position of vice-president for many years. At the great age of 80 years this wonderful lady never fails to turn up at every function held by the Auxiliary and lend a hand for the worthy cause"*.

She was also a member of the Country Women's Association and Torchbearer's for Legacy.

In addition, she was a dedicated worker for St. John's Church of England and helped to organise the annual flower show and worked on stalls.

Rose was also actively involved in helping out at the schools when needed. At an Empire Day celebration she was among a group of ladies who made up 1150 packets of lollies and buns for distribution to the children at the Mudgee District School.

Rose Nelthorpe was an original member of the Mudgee Hospital Women's Auxiliary and was a dedicated and tireless worker. She held the positions of President and Secretary of the Mudgee Hospital Women's Auxiliary at various times for many years.

A newspaper article stated that no more remarkable record of charitable endeavour can be cited than that credited to Rose Nelthorpe who had been prominently associated with hospital work for over 50 years. More often than not her services had been made possible only by great personal sacrifice, but she had never faltered, and counted it a privilege to be able to do something for the sick and suffering.

Amy Nelthorpe, daughter of James and Jane Nelthorpe, was born in Mudgee where she lived for her entire life. A clipping from the Mudgee Guardian on her passing in September, 1939 at the age of 72, says: *"For many years she was prominently associated with the business life of the town. A kindly, gracious soul, she delighted in the performance of good deeds. Without any show of ostentation, she gave her help to every cause that needed assistance, and no-one, perhaps, will ever know the extent of her charity. Hospital work made a special appeal to her, and she was ever ready to do something for suffering humanity."*

The youngest of James and Jane Nelthorpe's children, **Minnie Nelthorpe**, also spent her entire life in Mudgee. On her passing at the age of 70 in June, 1948 it was written in the Mudgee Guardian: *"...although of a quiet disposition, she made a wide circle of devoted friends. A gentle, kindly soul, she had a soft spot in her heart for those in distress and performed many acts of kindness unknown to the general public."*

The Nelthorpe name was synonymous with service to the community of Mudgee from 1859 when James and Jane Nelthorpe settled in Mudgee, until May, 1991 when their granddaughter, Dorothy Nelthorpe passed away.

Dorothy Nelthorpe was the daughter of Walter and Rose Nelthorpe and she spent the whole of her life in Mudgee. Her passing in May, 1991 marked the end of the era of the Nelthorpe name in Mudgee.

Relatives of Rose Nelthorpe (nee Harvey) continue to reside in Mudgee.

It had in recent years, before he passed in November, 2014, been the wish of Joe Harvey, the nephew of Walter and Rose Nelthorpe, that his Uncle and Aunt's unstinting service to community and country be recognised by having a street named in honour of the Nelthorpe family name.

This submission for the name of **NELTHORPE** is made on his behalf and in the sincere hope that it will receive favourable consideration

Whilst the preference is for a street to be named in the name of **NELTHORPE** in the Ulan Road subdivision, we would be delighted for the **NELTHORPE** name to be honoured by a street naming in any of the three subdivisions as detailed in the Council advertisement in the Mudgee Guardian.

MRS. ROSE NELLTHORPE (nee HARVEY)



MRS. ROSE MELLTHORP, WITH MEDALS UP.—

Highest civilian award presented to a civilian by the Returned Sailors, Soldiers and Airmen's Imperial League of Australia was received by 81-year-old Mrs. Rose Mellthorp, of Mudgee, last week.

Mrs. Mellthorp was presented with the Certificate of Merit and Merit Brooch with Gold Bar. This is the civilian equivalent of the V.C. in the League. Mrs. Mellthorp has given continuous service to the League's Women's Auxiliary since its formation and was a member of the Red Cross Society also since its inception during World War I. She has sold poppies, done canteen work during the war years, taken part in street stalls and collections, sewed thousands of garments for soldiers.

When the picture was taken last Friday she was wearing (L. to R.): The Red Cross Long Service Medal; R.S.L. Auxiliaries' Long Service Medal and Merit Brooch; United Hospitals Auxiliary Medal; and the Queen's Coronation Medal.

Foundation Members



*Mrs. Mary Reynolds
Mrs. Rose Nelthorpe. Mrs. Lennie Payne.*

From: elsie_atkins@
To: Council
Cc:
Subject: Road naming for new subdivisions at Mudgee

Sent: Fri 21/08/2015

Dear Sir,

I would like to submit the name of Joseph Atkins for one of the new roads in Mudgee.

Joseph Atkins was born in England and moved to the Buckaroo area with his parents when he was six years old. The family bought a small property there and Joe worked there and on properties as far afield as Tom Boy at Hargraves over the years. He even worked on the Sandy Hollow Railway Line.

His wife and baby daughter lived with him in a tent along the line as it was built. When the line was completed, Joe moved his family back to the Mudgee area where another two children were born, one of which is my husband Colin.

Joe joined the Army during World War 2 and served in New Guinea for the final three years of the war.

Joe passed away in the early 1990's.

Kind regards

Elsie Atkins



From: [Redacted]
To: Council
Cc:
Subject: Road naming for new subdivisions in Mudgee

Sent: Fri 21/08/2015

Dear Sir,

I would like to submit a name for the new subdivisions in Mudgee. I would like to put forward the name of my father Aubrey Edwards. Aub Edwards was born 2/7/22 on a property at Yarrabin. He grew up and worked on the family property before it was resumed for Burrendong Dam. He bought a property Kelubah at Cooyal and then moved back to Yarrabin purchasing Worlds End with his stepson. He grew super fine wool with one bale bringing the highest price in Australia in the 1970's. Aub passed away in May 1972 leaving an extended family all through the Mudgee and Hargraves area.

Kind regards

Merle Pilley



Aub & Violet Edwards



Tue 8/09/2015 1:16 PM

Maureen Hundy-Julius <[redacted]>

Suggested Name For New Road

To Council

Dear Sir/Madam

I wish to nominate The Name of " VALDOR CROAKE" or 'CROAKE" to be considered for the naming of one of the new roads, streets, avenues etc that are currently being investigated in Mudgee.

The Croake family which, originated from Ireland and settled in the Pyramul district of Mudgee in 1846 were one of the pioneering families in the growing of superfine wool in our Mudgee region and this tradition still continues today with the 5th generation of superfine wools growers.

My Great Grandfather Noel Croake who produced and sold his wool under the brand of "NC Pyramul" gained notoriety for his superior wool and then my Grandfather & Grandmother Valdor and Elizabeth Croake who sold under the brand of "Four Winds Pyramul" took their superfine wool to another level – winning Three Ermenegildo Zegna Wool awards for Superfine Merino Fleeces finer than 18.5 microns in 1992, 1995 & 1999. This competition is open to Australian & New Zealand woolgrowers and is the ultimate award for superfine wool growers. They won the 1995 award with what still remains the highest score of 99.8. out of a possible 100 points. Darryl & Irene Croake my Uncle and my deceased brother Ivan Croake have also won this award in other years.

In addition to these accomplishments my Grandfather Valdor who passed away in 2011 once held the record for the highest price per kilo for wool sold at the Sydney wool sales when he achieved a price of 101,000 cents per kg for his 14.6 micron type 1PP wool in 1994.

My Grandfather and Grandmother Valdor & Elizabeth Croake also have a sample of their award winning fleece of wool on display at the Power House Museum in Sydney as it marks a milestone in the evolution of the Australian Merino due to the Soft Rolling Skin breeding system that Valdor and Betty used at their stud.

The Croake family has also always contributed to the local community with Noel Dec'd, Valdor Dec'd, Austin Dec'd, and Ivan Dec'd all holding various positions of President, Secretary and Treasurer of the Pyramul P&C Association, Sports Association, Cricket and Tennis clubs over the years and Austin also was on the board of The Pastures Protection for many years.

In addition to this Valdor served as an active member of the Pyramul Bush Fire Brigade for 60 years. Valdor was also a skilled, expert blade shearer and regularly demonstrated this dying art and local shows, field days and wool days having blade shorn at many of the top sheep studs in New South Wales including "Raby", & "Haddon Rig".

Another of the "Croakes"- Russell owned and ran the Riverside Caravan Park in Mudgee for many years and both he and his son Gregory were long time member of the Mudgee Fire Brigade.

I feel the name CROAKE deserves recognition for their role in the Mudgee District community over the years, especially for their contribution to the Superfine Wool Industry. Their achievements have been noted in Newspapers, Radio and Television over many years which has brought the township of Mudgee to the attention of an Australian and worldwide audience .

Valdor and Elizabeth's fleece from their win is still on display at the Italian headquarters of the Zegna Corporation Gruppo Ermenegildo showrooms at Trivero where international buyers assemble annually to view the new seasons cloths. It is a reminder to all who visit that Mudgee is at the epicentre of superfine wool growing.

Trusting you will give my request the consideration I feel it deserves.

Yours faithfully

Hayley Julius

126 Mitre Street
Bathurst NSW 2795
Email: haylevjulius@
Phone: 0421 727 754

5th February 2015

Dear Sir/Madam

Re: Proposal For Street Naming Of CROAKE

I wish to nominate The Name of "CROAKE" to be considered for the naming of one of the new streets, avenues etc that are currently being investigated in Mudgee.

The Croake family which, originated from Ireland and settled in the Pyramul district of Mudgee in 1846 were one of the pioneering families in the growing of superfine wool in our Mudgee region and this tradition still continues today with the 5th generation of superfine wools growers.

My Great Grandfather Noel Croake who produced and sold his wool under the brand of "NC Pyramul" gained notoriety for his superior wool and then my Grandfather & Grandmother Valdor and Elizabeth Croake who sold under the brand of "Four Winds Pyramul" took their superfine wool to another level – winning Three Ermenegildo Zegna Wool awards for Superfine Merino Fleeces finer than 18.5 microns in 1992, 1995& 1999. This competition is open to Australian & New Zealand woolgrowers and is the ultimate award for superfine wool growers. They won the 1995 award with what still remains the highest score of 99.8. out of a possible 100 points. Darryl & Irene Croake my Uncle and my deceased brother Ivan Croake have also won this award in other years.

In addition to these accomplishments my Grandfather Valdor who passed away in 2011 once held the record for the highest price per kilo for wool sold at the Sydney wool sales when he achieved a price of 101,000 cents per kg for his 14.6 micron type 1PP wool in 1994.

My Grandfather and Grandmother Valdor & Elizabeth Croake also have a sample of their award winning fleece of wool on display at the Power House Museum in Sydney as it marks a milestone in the evolution of the Australian Merino due to the Soft Rolling Skin breeding system that Valdor and Betty used at their stud.

The Croake family has also always contributed to the local community with Noel Dec'd, Valdor Dec'd, Austin Dec'd, and Ivan Dec'd all holding various positions of President, Secretary and Treasurer of the Pyramul P& C Association, Sports Association, Cricket and Tennis clubs over the years and Austin also was on the board of The Pastures Protection for many years.

In addition to this Valdor served as an active member of the Pyramul Bush Fire Brigade for 60years. Valdor was also a skilled, expert blade shearer and regularly demonstrated this dying art and local shows, field days and wool days having blade shorn at many of the top sheep studs in New South Wales including "Raby", & "Haddon Rig".

Another of the "Croakes"- Russell owed and ran the Riverside Caravan Park in Mudgee for many years and both he and his son Gregory were long time member of the Mudgee Fire Brigade.

I feel the name CROAKE deserves recognition for their role in the Mudgee District community over the years, especially for their contribution to the Superfine Wool Industry. Their achievements have been noted in Newspapers, Radio and Television over many years which has brought the township of Mudgee to the attention of an Australian and worldwide audience – Valdor and Elizabeth's fleece from their win is still on display at the Italian headquarters of the Zegna Corporation Gruppo Ermenegildo showrooms at Trivero where international buyers assemble annually to view the new seasons cloths .It is a reminder to all who visit that Mudgee is at the epicentre of superfine wool growing.

Trusting you will give my request the consideration I feel it deserves.

Yours faithfully

Hayley Julius

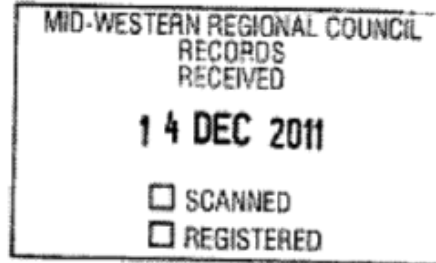
COUNCIL MEETING 1 FEB 2012

Ern Webster – Captain of the Mudgee Fire Brigade for 42 years, being awarded the Queens Fire Service Medal for distinguished service on 28/11/1969. Died November 1987. Ern Webster would not be approved due to two names. Webster approved by the GNB in their 18/6/15 & 17/8/15 letter.

From the Pre-Approved Names List

Forster
2428.

11th December, 2011



Mr. Max Walsh
Deputy Mayor
Mid Western Council
P.O.Box 156
MUDGEE 2850

Dear Max,

Last September I travelled home to Mudgee for family reasons, and I was amazed at the development and growth of the area since I was last there in 2008. Travelling around the new housing developments, it was obvious to an "old local" that a lot of streets have been named after local identities.

Max, the purpose of this letter is to inquire if it would be possible for a street to be named after our father, Ern Webster, who was Captain of the local Fire Brigade for 42 years, was awarded the Queen's Fire Service Medal for distinguished service on the 28th November 1969. After dad passed away in November 1987, I did correspond with Liz Etherington when she was on Council as to the possibility that a street may be named after our dad, I was under the impression that consideration would be given when a new development was being considered, unfortunately, I never heard that this would take place.

Having a street named after our dad, who was so well respected and admired by the people of Mudgee, would mean a great deal to my brothers, John and Rob and my sister, Helen.

I look forward to your reply, and I would be very happy to supply any further information you may require to complete this request.

Yours sincerely

Marie Black (nee Webster)

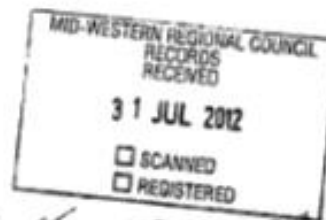
COUNCIL MEETING 15 AUG 2012

Chapman – Michael Chapman was born in Mudgee in 1934 and passed away in 2004. He was a RFS Captain for the Cudgegong & Ilford Brigades, a Councillor and Shire President of Rylstone Shire Council, Creator and Chairman of the Property Rights Association of landowners affected by Windamere Dam. Mr Chapman volunteered building community buildings in developing countries like Tonga, Samoa and in the Kimberly, he helped with the renovations of Gulgong's Presbytery and Heritage Convent. He also volunteered for 2 years with the Ryder Cheshire Foundation in East Timor in 2002/03 which ultimately led to his death of dengue fever.
Approved by GNB in the letter dated 9/8/12.

From the Pre-Approved Names List

NANCY CHAPMAN
LWIR PIAMBONA RD
MUDGEE
25-7-12.

MR Warwick Bonnett
Gen. Manager
Mid Western Council (Regional)
Beas 161 Bonnett



I would like to submit the name of Michael Chapman as a person who has earned the honour of having his name included on a plaque in his memory at one of the Regions sites.

Mike Chapman, born and raised in Mudgee 1934 - 2004, died as a result of dengue fever after two years (2002-03) voluntary work for Ryder Cheshire Foundation in East Timor.

1990s Extensive renovations, inside and out, of Gulgong's Presbytery and Heritage Convent.
Also creator and chairman of the Parish Council to ease the work of the elderly priest.

1980s Voluntary community building in developing countries e.g. Tonga, W. Samoa, Kimberly

1971-74 Creator and Chairman of the Property Rights Ass'n of landowners affected by Windamere Dam

1963-70 Councillor on Rylstone Shire Council

1969-70 Rylstone Shire President

1960s Bushfire Captain Cudgegong / Ilford Brigade



This is the tip of the iceberg! Regards Nancy Chapman

COUNCIL MEETING 16/4/14

Bucholtz – To honour the Bucholtz family and their long association with Mudgee and Eurunderee. Frederick J Buchholz (Australized to Bucholtz) established the winery of Fredericksberg in 1859 which was further developed by his son Frederick Anthony Bucholtz to become the largest vineyards in the southern hemisphere at their peak. The Fredericksberg winery successfully exhibited wines in Paris, Calcutta, London, Sydney and Melbourne. Table grapes from Fredericksberg were sent to England for the Colonial and Indian Exhibition and were reputed to have been served the Queen Victoria. The winery was sold and became known as Westcourt Winery. The family moved to Willow Tree at Wilbetree. Henry Lawson based his stories Buckholt's Gate and Roll Up at Talbragar on events surrounding the family while they still lived at Eurunderee and Frederick J Buchholz was chairman of the Committee instrumental in the establishment of the Eurunderee School. Frederick A Bucholtz was one of the first Mudgee Volunteers to serve, as a Lance Corporal, with the First Australian Light Horse in the Transvaal (Boer War). He later attended the Coronation of King Edward VII in 1902. The family has been in Australia for 8 generations (161 years). Approved by the GNB in their letter dated 2/4/14.

From the Pre-Approved Names List

From: Graeme Bucholtz [mailto:grame@bucholtz.com.au]
To: Council
Cc:
Subject: Naming a Street, road, bridge, park, sub-division? in honour of our Ancestors

 Message  Bucholtz family visit to Eurunderee School.pages (156 KB)

The General Manager

Mudgee Council

Dear Sir/ Madam,

Following a most enjoyable Family reunion at the old Eurunderee School on the weekend and a phone discussion with Carolyn Atkins, Properties office,

I would like to make application to the Mudgee Council to have street, road, bridge, park, sub-division, lake...

or some other local "land mark" named in honour of our ancestors.

Our family has a long association with the Mudgee District, many of the local families;

and in particular the Eurunderee and Pipe Clay creek area.

Frederick Buchholz was the Chairman of the Committee instrumental in the establishment of the School at Eurunderee.

The vineyards and winery "Fredericksberg" established by Frederick J Buchholz in 1859 and further developed by his eldest son

Frederick Anthony Bucholtz (an "Australized" spelling of the surname), were the first established in the Mudgee district and at their peak

boasted the largest vineyards in the Southern Hemisphere.

Frederick Buchholz had a close association with the Roth family's "Rothview" winery which later became "Craigmoor" Winery.

The Bucholtz "Fredericksberg" winery successfully exhibited wines at International exhibitions in Paris, Calcutta, London, Sydney and Melbourne.

Table grapes from Fredericksberg were sent by steam ship to England for the Colonial and Indian Exhibition and are reputed to have been served the table of Queen Victoria.

Fredericksberg Winery was later sold and became known as "Westcourt" Winery.

The family then moved to "Willow Tree" at Wilbetree.

Henry Lawson based his stories "Buckholt's Gate" and "Roll Up At Talbragar" on events surrounding the family at Eurunderee.

Frederick A Bucholtz' brother Lance Corporal James Bucholtz was one of the first Mudgee Volunteers who served with the First Australian Light Horse in the Transvaal.

He was later chosen to attend the Coronation of King Edward VII at Westminster Abbey in 1902.

There are a number of items of interest relating to the Family's history in the Mudgee Museum and the Gulgong Museum.

Local Historian, the late Norman McVicker was a regular contributor to the Mudgee Guardian with his regular Wallaby Track series.

I have attached a more detailed account of the family's Mudgee history.

I have access to some very extensive documentation relating to the Bucholtz family history both in Australia and in Isernhagen, Germany.

I have been inspired in my research by my eighty seven year old Aunt Lavina; who has spent some forty years researching what has become a most fascinating Family History.

Our family has been in Australia now for one hundred and sixty one years... (Eight generations!).

All due to the adventurous spirit of Heinrich Johann Frederick Buchholz... "Fred" to his friends here in the Eurunderee valley.

In anticipation of your reply and further discussions,

Yours Sincerely,

Graeme Bucholtz

Faulconbridge NSW 2776

BUCHOLTZ FAMILY REUNION VISIT TO EURUNDEREE SCHOOL

On the weekend 22nd and 23rd March, some twenty four members of the Bucholtz family, spanning four generations gathered in Mudgee.

The Bucholtz family have been in Australia for eight generations. Matriarch of the family, Mrs Lavina McKinney has spent some forty years researching the family's history. She was very much supported and encouraged by local historian Norman McVicker who was a regular contributor to the Mudgee Guardian's "Wallaby Track".

Lavina also inspired her nephew Graeme Bucholtz and his wife Suzanne, to twice travel to Hanover, Germany to further investigate the family's history; and discover a number of farms and Hanoverian Horse breeding stables and grand traditional Oak beamed homes of the family as far back as 1635.

On Sunday they were welcomed by the committee to the old Eurunderee Provisional School which has held a long association with the Bucholtz family.

In 1875, Louisa Lawson set about the task of trying to establish a Provisional school at Eurunderee.

In 1876, Heinrich Johann Frederick Buchholz (who became known as "Fred") was the chairman of a meeting held to partition the Government of the Colony of NSW for the establishment of the bark School. Three of his five sons and three of his four daughters were among the first students to be enrolled at the Eurunderee school and shared school days with Henry Lawson. In 1877, again under the chairmanship of Frederick, the committee obtained a timber slab school constructed by Henry Lawson's father Peter Lawson.

Henry Lawson was later to publish "Buckholt's Gate" and "Roll Up At Talbragar", stories set amongst the vineyards along the Pipe Clay Creek at Eurunderee.

Mr Buchholz was born in Isernhagen (Germany). He was a physician, a fine horseman, trained Lippenzaner (dancing) horses and served as an Aide deComp to the King of Austria in Vienna before sailing to America 1848 to join the Californian gold rush and grow tobacco in Virginia.

In 1853 he sailed via Honolulu on board an open ship, the "William Darcy Brown", carrying only eight passengers to Sydney. He made his way to Mudgee and was involved in searching for gold and farming. He purchased land at Eurunderee for vine growing in 1859. He became a British subject in the same year. He married Maree Feronika Huth in 1858 and together they had nine children. Feronika's sister, Lavina, married John Gottlieb Wurth in 1864. Her other sister, Louisa, married John Muller on Christmas Day 1867.

The Bucholtz family had very strong relationships with the Huth, Muller, Wurth, Millett, Roth, Kurtz, Tierney and Rheinberger families. These old pioneers were very much involved in the establishment and development of the Mudgee Wine industry.

Frederick established the "Fredericksberg" winery and vineyard which later became the "Westcourt" Winery.

Born at Puccabucca, by age 16, his son Frederick Anthony Bucholtz was working at Fredericksberg with his father. He went on to develop the vineyard and successfully exhibit prize winning wines at International Exhibitions in, Paris (1878, 1881), London(1886), Calcutta(1883,1884) Sydney(1879) and Melbourne(1880,1881). The farm also produced jams and fruit. Wines, apples and "the finest examples of Australian table grapes ever landed" were transported to England by steam ship, packed in cork charcoal for the Colonial and Indian Exhibition in 1886.

Frederick Anthony's brother, Lance Corporal James Bucholtz, in 1899 left home to serve with the 1st Australian Light Horse in South Africa during the Boer War. He survived a shocking massacre which claimed the lives of most of his platoon in 1900. He is mentioned in Banjo Patterson's War Correspondences and was later to attend the Coronation of King Edward VII at Westminster Abbey in 1902.

Frederick's sons Frederick, Ferdinand and Roland Bucholtz served with the Australian Light Horse and AIF in WW1. Roland is believed to have also served during WW2. Frederick's grandson Mervyn Bucholtz (Lavina's brother) served with the AIF during WW2.

Lavina's father, Norman Bucholtz married Mudgee girl, Clara Betts of Tilecotte Farm, and moved to Lithgow in 1918.

Following very a enjoyable visit to the Eurunderee School, hosted by the Committee, the family were warmly welcomed by Mr Malcolm Roth, an ex-student of the Eurunderee School, to the Westcourt (formerly Fredericksberg) Winery. Mr Roth took time to explain current vigneron, winemaking procedures and the fascinating history associated with the Westcourt Winery.

This year's reunion in Mudgee was a great opportunity to renew the Bucholtz family's association with the other pioneering families of the Mudgee district and will be the first of many in the years to come!

Graeme Bucholtz

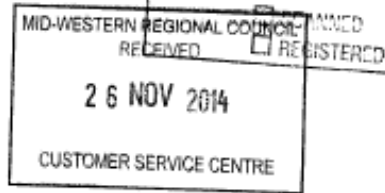
Transcript of article to be sent to the Mudgee Guardian re the Reunion

COUNCIL MEETING 18/2/15

Wurth (Mudgee) – The Wurth family arrived in Mudgee in the 1850s and were involved in the early wine industry and gold mining (in 1867). They were also involved with the railways, the Post Office, the Education Department and the Henry Lawson family. Approved by the GNB in their letter dated 3/2/15.

From the Pre-Approved Names List

26. 11. 2014



PAUL WURTH
: SPRING VIEW LANE
MUDGEE MUDGEE
N.S.W.
2850

MOB PH N° 0488370044
PATRICIA_9634@OUTLOOK.COM

DERR MUDGEE COUNCIL,

I WOULD LIKE TO MAKE A
SUGGESTION FOR A NEW STREET NAME OF
- WURTH -

THE WURTHS ARRIVED IN MUDGEE IN 1850'S
(FRED AND ELIZABETH WURTH)

THE WURTH FAMILY HAS BEEN INVOLVED
WITH THE WINE INDUSTRY (ONE OF THE
FIRST COMMERCIAL WINERY) - ALSO THE DISCOVERY
OF GOLD AT "GOLDEN GULLY STRIKE" IN 1867.

ALSO THEY WERE INVOLVED WITH THE RAILWAYS,
THE POST OFFICE, THE EDUCATION DEPT AND

THE HENRY LAWSON FAMILY. MY FAMILY WOULD
APPRECIATE YOUR CONSIDERATION IN NAMING A STREET
AFTER THEM.

YOURS SINCERELY

PAUL WURTH

VINTAGE TIME

The Eurunderee vineyards are presently in the throes of this season's vintage. Gottlieb Wurth had a big cellar under Weinsburg, the Wurth family home. John Tierney (Brian James) son of John Tierney, the first school teacher at Eurunderee Provisional School has written... "No one made better or more honest wine than old Gottlieb Wurth especially his Realino, Hermitage and Verdello. On the heavier side, his Port and Muscat were in a class by themselves. No wonder Gottlieb himself was fond of wine - good stuff, full bodied, that captured the sunshine of bygone summers in its clear amber and ruby red." The old winemaking traditions were carried on by vigneron through the years - and today those working in the industry, especially in Eurunderee, must often feel those pioneer winemakers are looking over their shoulders as they go about their work.

WURTH FAMILY

Researching family histories can be both frustrating and rewarding. The Foundation, since its inception has been keen to establish not only the links between the pioneer Eurunderee families but also their association with the Eurunderee School. The early families who kept diaries or notebooks have been relatively easy. Apart from a few published anecdotes the Wurth family story has been very obscure. Gradually we are establishing their links with Eurunderee. Gottlieb Frederick Wurth on his naturalisation papers, shows he and his family arrived in Australia in 1855, and soon afterwards came to Eurunderee to farm the land. It was in 1853, his sons, John and George, found gold in Golden Gully. His first wife Elizabeth having died, Gottlieb Frederick married a widow, Johanna Barbara Bosler, in May, 1870. He died a month later on 28th June, 1870. The cause of death was exhaustion from overwork (shown on his death certificate).

FAMILY LINKS

The joy of discovery comes when least expected. The frustrations of wrongly spelt or changed names melts away when you flip over a page or a document and something you least expect almost jumps out of the page. In researching the Wurth family links with Eurunderee I came across a Marriage Certificate which joined two pioneer families together. On the 19th May, 1908 at St. Mary's Church, Mudgee, Peter Wurth, son of John Wurth, Farmer, married Katie Tierney, daughter of John Tierney, school teacher. (First school teacher at Eurunderee School). Next step, for another day, is to go back to Elizabeth Tierney's diary and see what she wrote about the wedding.

RETURN OF LANDHOLDERS

The Return of Landholders, 1884, quoted above made interesting reading. The statistics provided a social study of the Eurunderee community. The largest landholder was W H Lowe with 1,440 acres, 20 horses, 83 cattle, 8 sheep and no pigs. Lowe was followed by Jonathon Bones with 1,000 acres, 13 horses, 87 cattle, no sheep and 7 pigs. The smallest acreages, each of 40 acres, were held by George Wurth and William Leonard. John Tierney, with a better than average holding of 180 acres had 1 horse and 2 cattle, indicating (as proved later in the diaries of his wife Elizabeth) that "Hill View" was being developed for agriculture and horticulture rather than for raising stock. Henry O'Brien, with 260 acres, 8 horses and 4 cattle was as expected the occupier of the Lawson property.

PIONEER NAMES

The Eurunderee section of the 1884 Returns is made up of most of the familiar pioneer family names like Bucholtz, Wurth, Franca, Roth, Rheinberger, as well as those mentioned above. Less familiar names were William Mason, Francis Conn and Adam Reith, probably Adam Roth as previous research has shown. It is interesting to note, however, that Adam Roth is also shown as holding 85 acres, 4 horses, 6 cattle and 3 pigs under the Pipeclay Section. Frederick Bucholtz is also shown with 249 acres, (with horses, cattle and pigs). The Kurtz family figure predominantly with Frederick, Andreas, William, Joseph and Andrew all shown as landholders with various acreages. Ellen Duggan, Sarah Gossage, Maria Taylor and Mrs J Rheinberger were representatives of the female landholders in Pipeclay.

COUNCIL MEETING 18/2/15

Goodlet (Mudgee) – The father of a Mudgee resident of over 30 years, Mr Goodlet (Snr) was employed as part of a Government Jobs scheme and came to Mudgee to help build the Weir in Lawson Park in the 1920s. His memories of the area led to his son moving to the area himself. Approved by the GNB in their letter dated 3/2/15.

From the Pre-Approved Names List

Bellevue Road,
Mudgee NSW 2850.
26/9/2014.



General Manager,
Mid-Western Regional Council,
PO Box 156,
Mudgee NSW 2850.

Nomination for Street Name – Mudgee.

I wish to propose my family name of "GOODLET" for use as a street name in the Mudgee area.

To support my nomination I would like to provide the following information:-

My wife and I have lived in Mudgee now for over 30 years. We raised our family of three here and our 2 sons have also made their life here in the Mudgee area. One son is employed in a managerial position with Western Health at the Mudgee Hospital and the other son has his own engineering business.

I worked with Australia Post serving the Mudgee community for about 25 years. 12 of those years I served as Postal Manager for Mudgee from 1994 – 2006 when I retired and have remained living in Mudgee. My wife served the community by working at Pioneer House for approximately 19 years. Over the years we have served on the committees and supported several junior and senior sporting clubs.

My wife and I have continued to serve the Mudgee community by assisting several charities such as Meals on Wheels, door knocks for Red Cross and others, and have supported our local church.

History.

My father worked on the construction of the Mudgee Weir. Although not a Mudgee resident he was one of the workers employed under the work creation programme by the then Government to construct the weir. He and my mother were brought to Mudgee and were accommodated in the Sydney hotel. According to my mother, my eldest sister who was only a toddler at that time was one of the first to walk over the completed weir. My sister is now 89 years old.

I forward this for your consideration and thank you for your time and interest.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Eric K. Goodlet". The signature is written over a horizontal dotted line.

Eric K. Goodlet.

