



2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting 18 NOVEMBER 2015

ATTACHMENT **6.2.2**

► 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

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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).

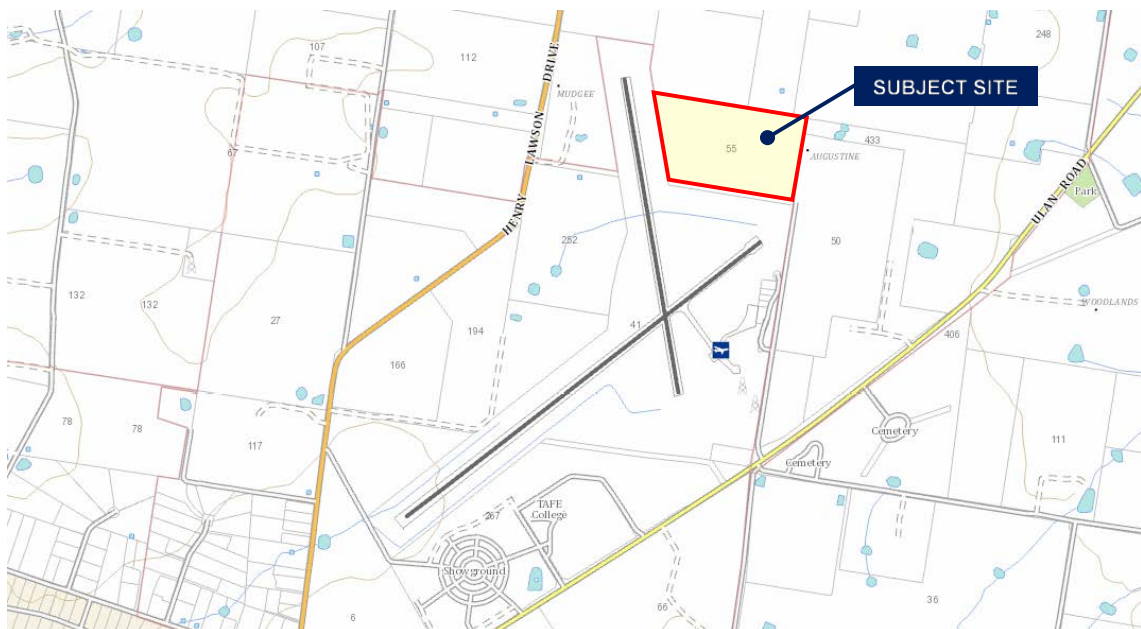


Figure 1: Context and Location of Subject Site

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

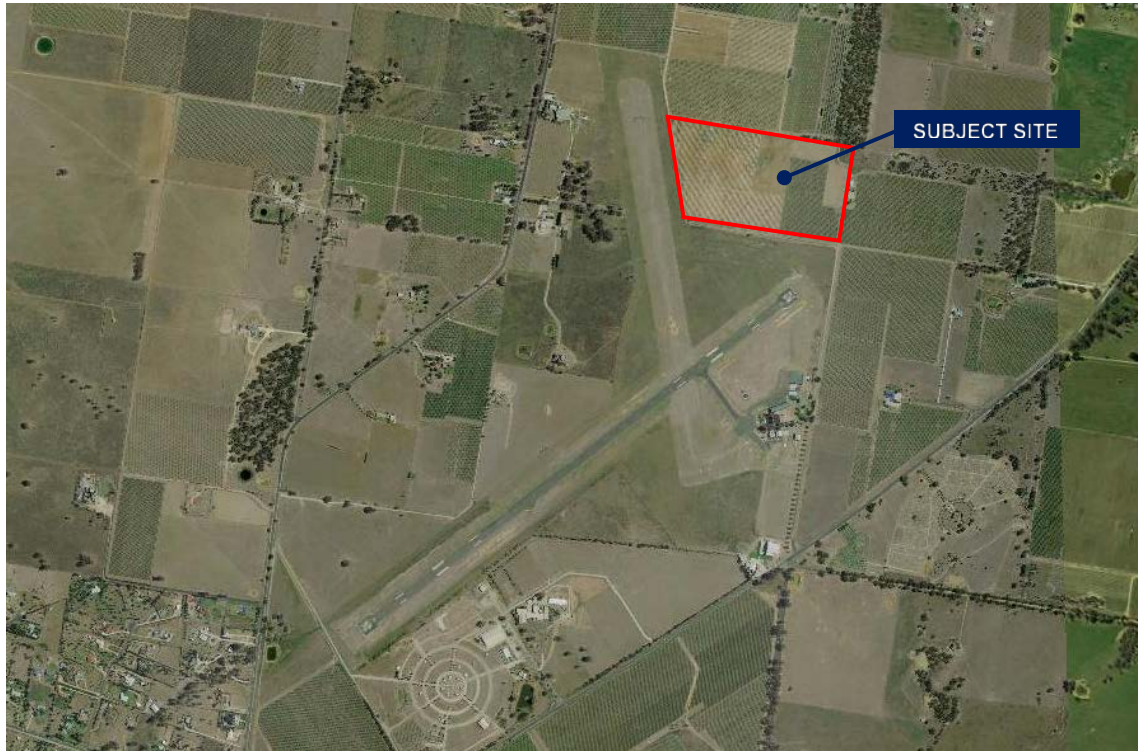


Figure 2: Aerial View of Subject Site and Surrounding Development
(Source: Land and Property Information, SIX Maps (as adapted by GLN Planning))

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>

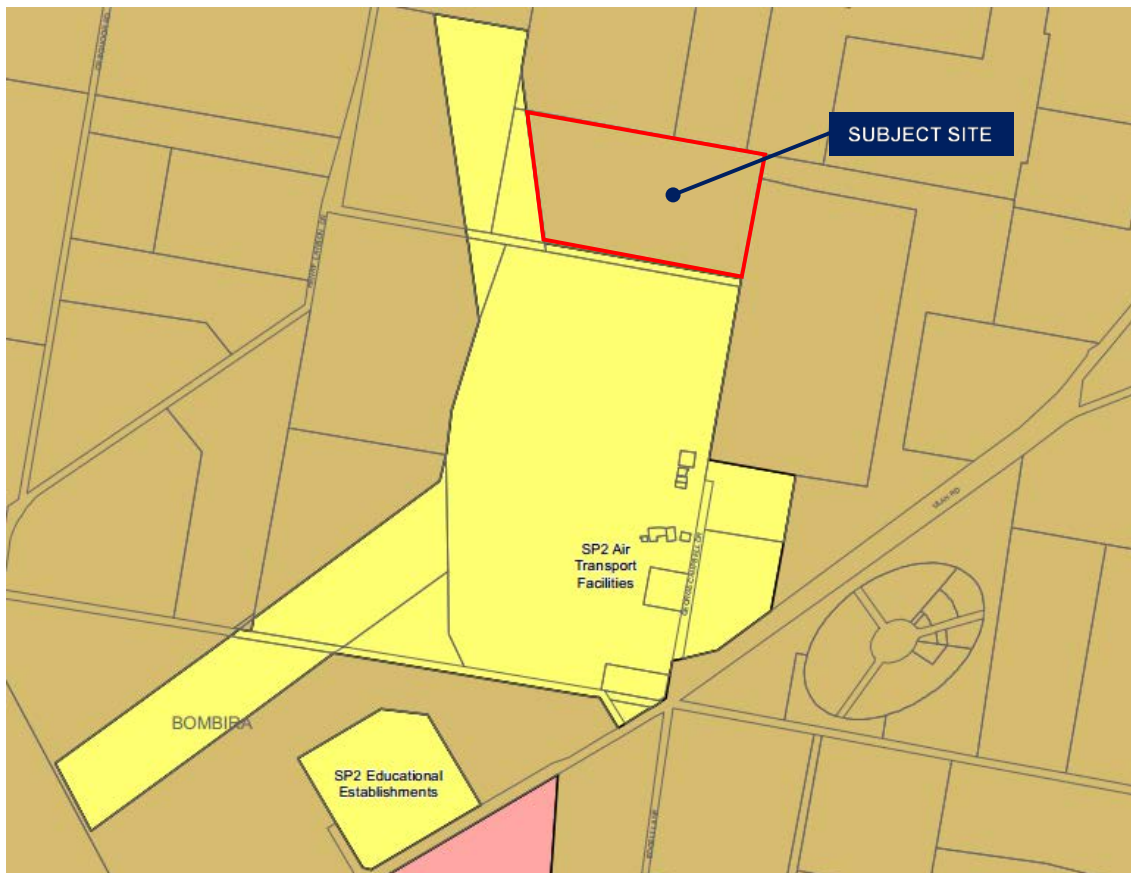


Figure 3: Subject Site and Land Zoning

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

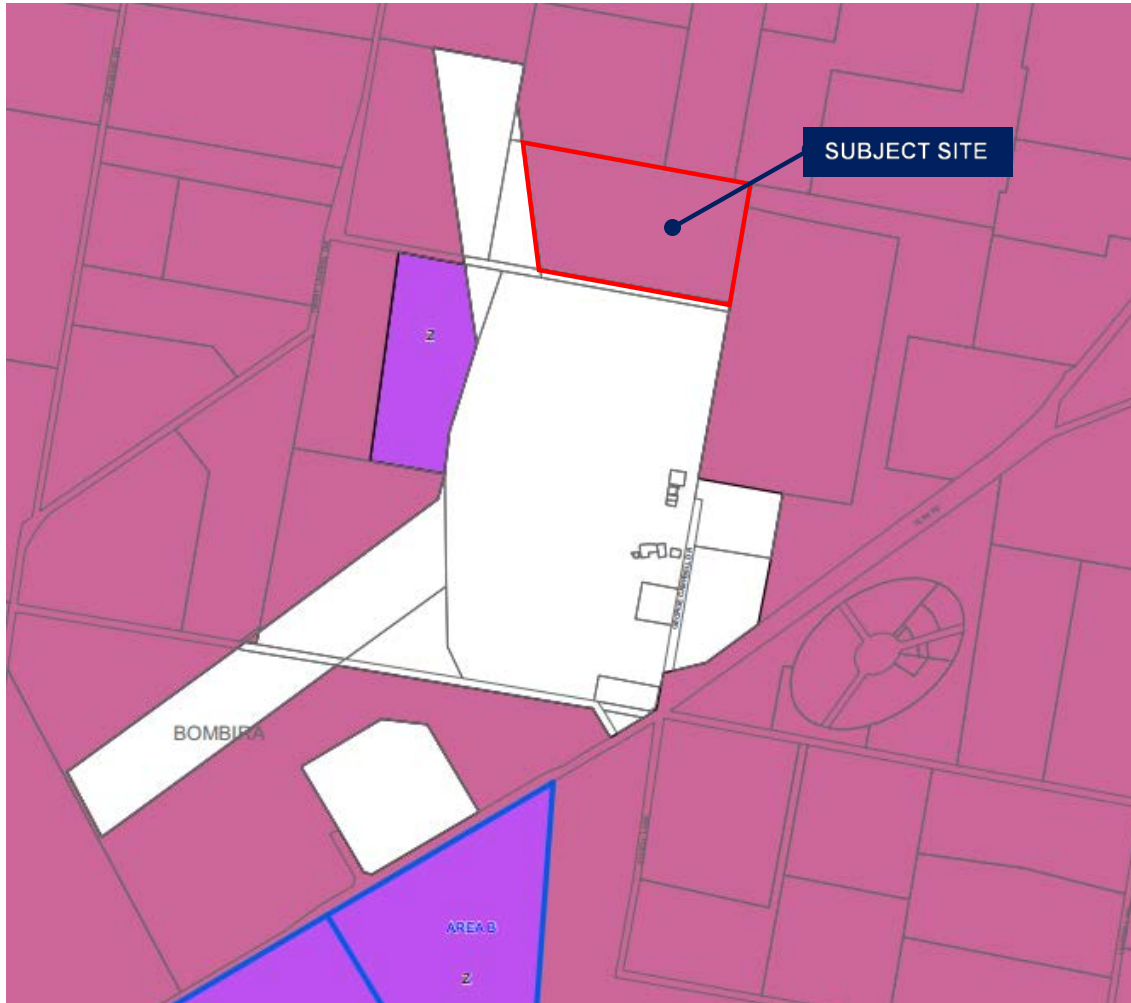


Figure 4: Subject Site and Minimum Lot Size – Shows 2ha lot size on opposite side of runway.
(Source: Extract from MWR LEP 2012, Lot Size Map (as amended by GLN Planning))

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".

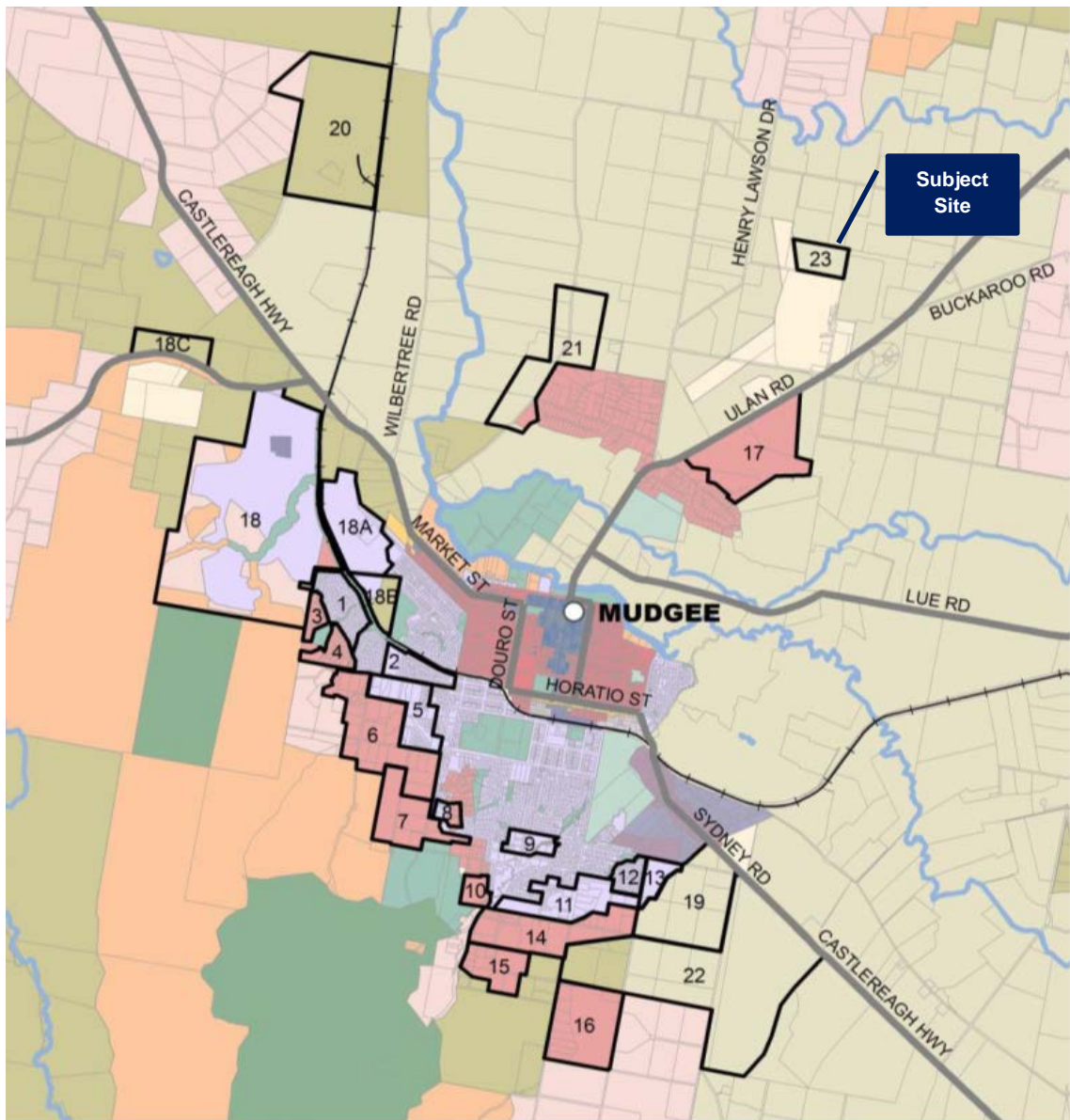


Figure 5: Extract from the Draft Mudgee and Gulgong Urban Release Strategy

(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.

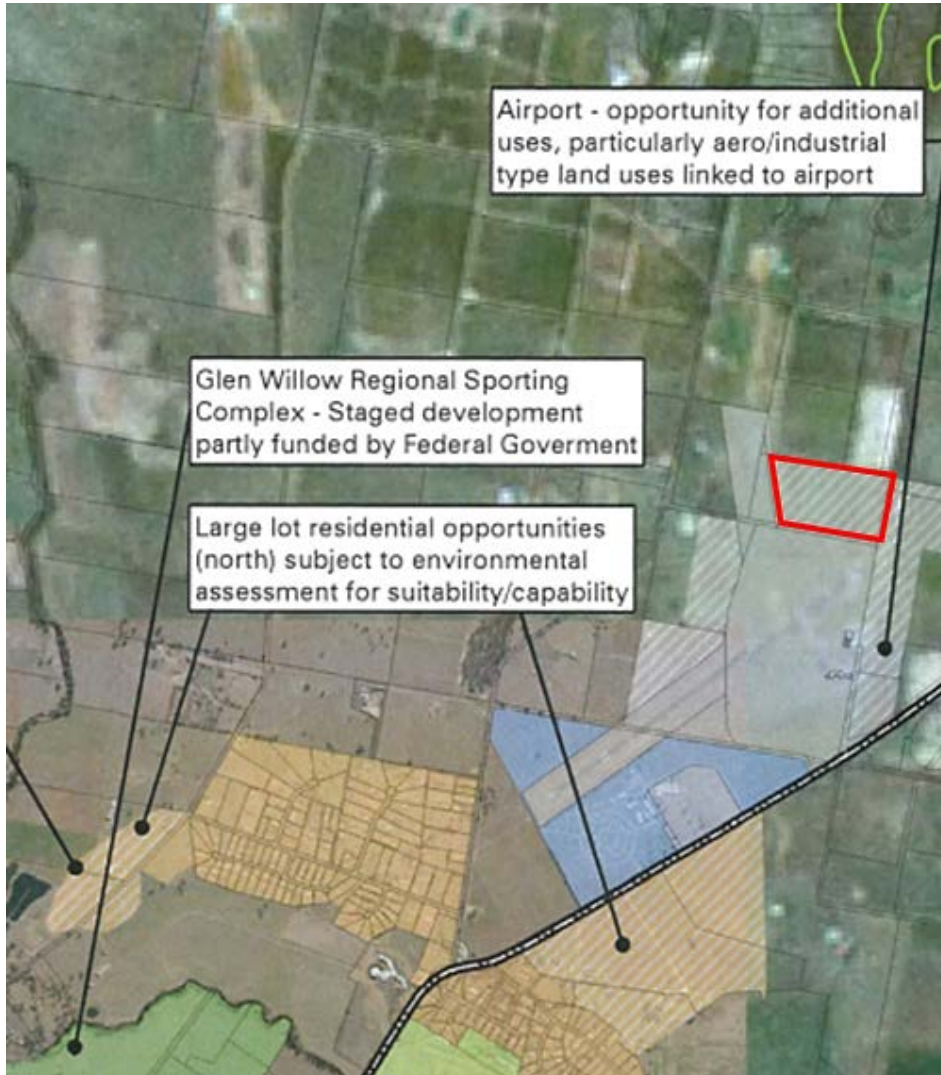


Figure 6: Extract from Mudgee Town Structure Plan and Subject Site (outlined red)

(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
------	------------------------------	----------------------------

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.

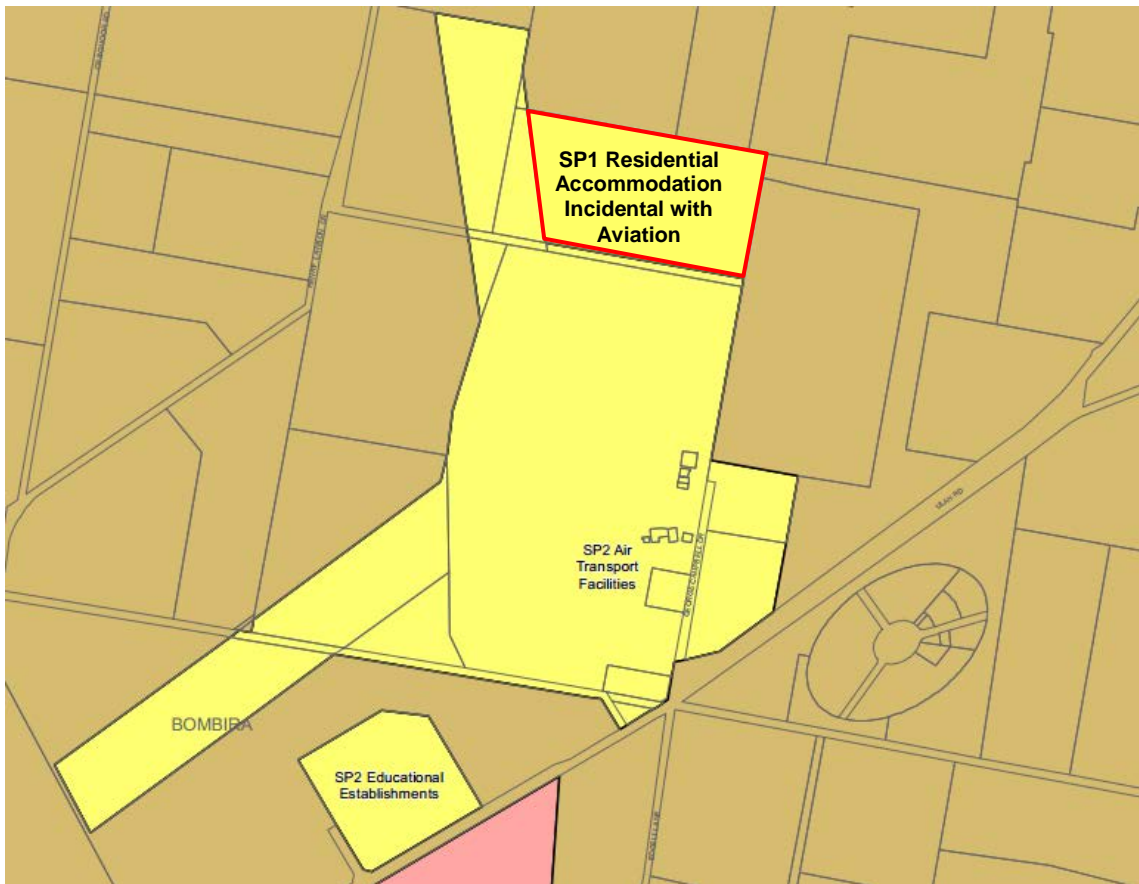
It is therefore requested that the Council resolve to forward this PP to the DPE for LEP Gateway Determination in accordance with the EP&A Act.

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

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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 Eurunderee 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 Eurunderee 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.

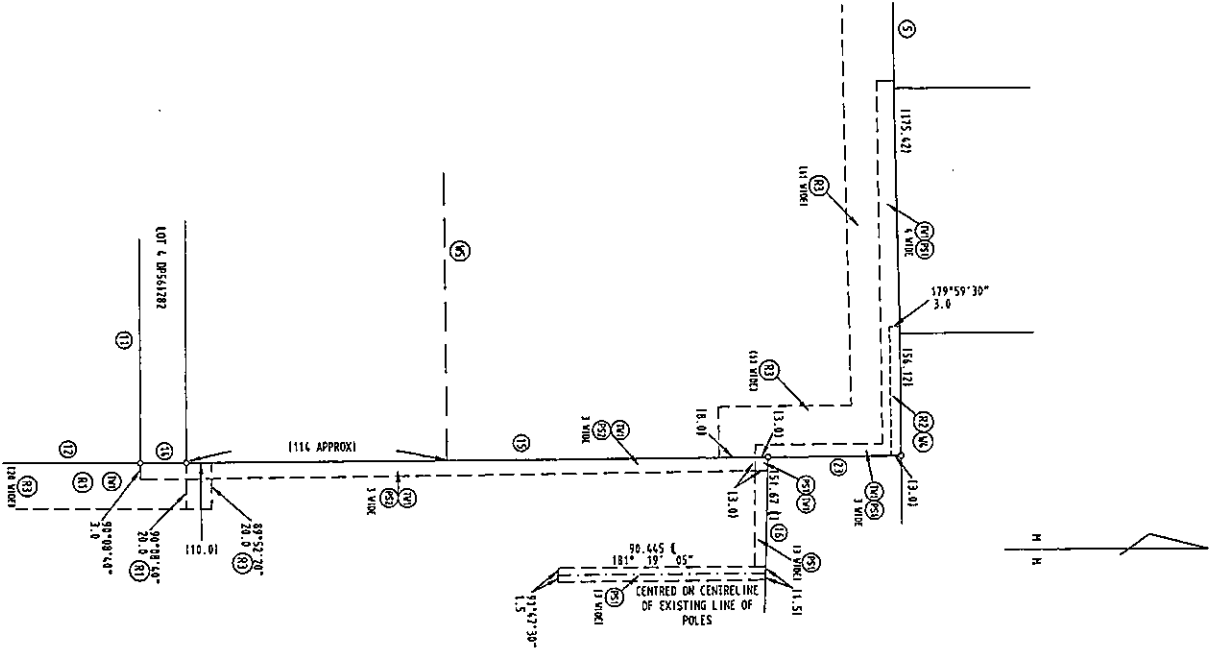


DAVID ENGLAND

Registered Surveyor
28.8.15.

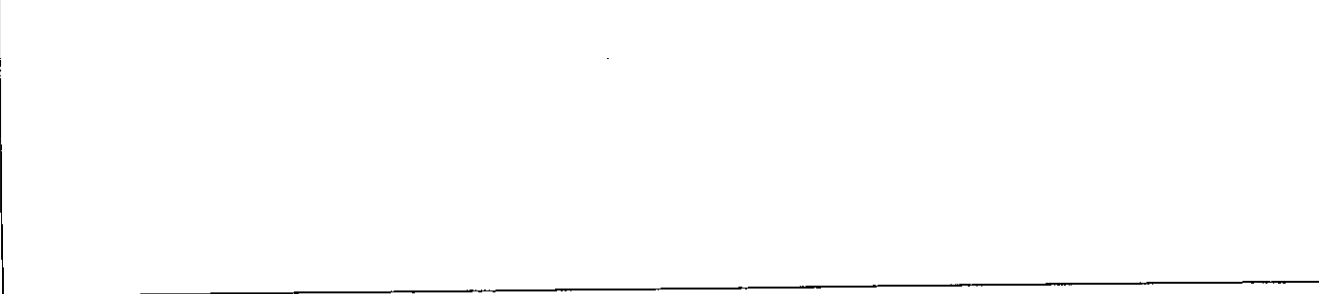
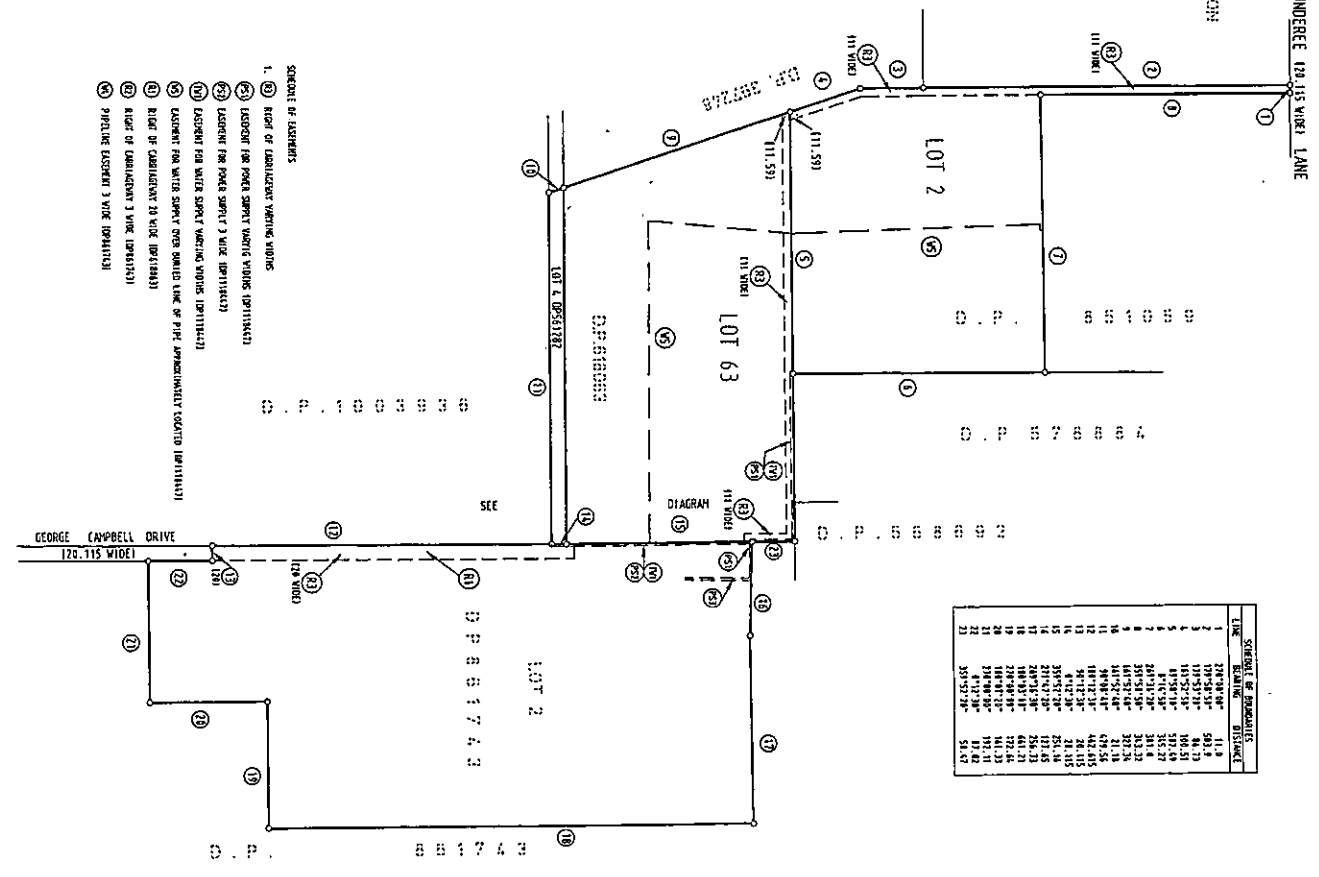
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 - 29. () BEARING FOR POLE/CLAMP MARKING
 - 30. () BEARING FOR POLE/CLAMP MARKING

LINE	BEARING	DISTANCE
1	270°00'00"	11.8
2	179°59'30"	583.4
3	107°52'30"	88.73
4	01°58'15"	377.60
5	176°58'15"	315.27
6	269°12'30"	311.8
7	164°52'45"	202.28
8	161°52'30"	21.18
9	161°52'30"	462.15
10	161°52'30"	28.115
11	161°52'30"	28.115
12	161°52'30"	28.115
13	161°52'30"	28.115
14	161°52'30"	28.115
15	161°52'30"	28.115
16	161°52'30"	28.115
17	161°52'30"	28.115
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26	161°52'30"	28.115
27	161°52'30"	28.115
28	161°52'30"	28.115
29	161°52'30"	28.115
30	161°52'30"	28.115



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 DP961059, LOT 63 DP9618063 AND LOT 2 DP961782

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

Registered
 21st JAN 2008

DP1120705

WARNING: GRASSING OR FLOODING WILL LEAD TO REFLECTION

Scale 1:1:1 METRES

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



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

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

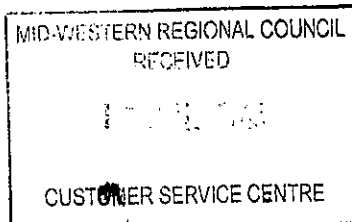
There is no need for fencing on an intensive horticultural property. Should the proposed rezoning and development result in changes to boundary fencing requirements (eg to an airport security standard or residential purpose) it is reasonable for this cost to be borne fully by owners of the land at Lot63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

Yours sincerely,



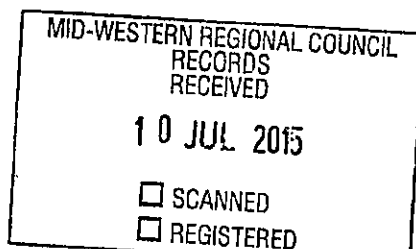
Dr Guy Roth

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

Guy & Ingrid Roth
0417 223 179
guyroth@roth.net.au

The Mayor and Councillors
Mid-Western Regional Council
PO Box 156
MUDGEES NSW 2850
27 October 2015

RE: Planning Proposal for Small lot aviation/residential subdivision associated with Airport on Lot 63 DP 618063, George Campbell Drive

Dear Cr Kennedy and Councillors,

We were relieved council at its meeting on 21 October did not proceed with this subdivision but alarmed it was not determined and refused. We now write again to **seek council to act in the best interests of the Eurunderee and Mudgee communities by refusing this subdivision which is not consistent with the *Mid-Western Regional Local Environmental Plan 2012***.

While there may be scope for aviation / residential development to have some benefit for the region, this proposal is not strategic, timely or in an appropriate location to benefit the community. It is likely to cause considerable conflict and nuisance to neighbouring properties.

Further to the concerns about land use conflict between residential and agricultural activities, and the access issues that we raised in our earlier submission (attached), this correspondence provides further detail on our concerns regarding:

1. **Access** (specifically the planning amendment to create access via a right of way over our property)
2. The **rural vista of Eurunderee**
3. **Strategic consideration** of aircraft- residential development (as opposed to this unstrategic proposal).

The current owners of Lot 63 DP678063 aim to increase the value of their property through this rezoning, at considerable disadvantage to the owners of neighbouring properties and the horticultural activities on those properties. It is notable that all neighboring properties have objected to the development. It is clearly not to the benefit of the Eurunderee community nor is there a benefit to the broader Mudgee community.

1. Access

As the owners of Lot 2 DP851059 (108 Eurunderee Lane) we will be considerably disadvantaged if council were to rezone the adjacent Lot 63 DP618063 without revoking the right of way over our property.

Due to a prior subdivision undertaken by the current owners of Lot 63 DP618063, this lot has been landlocked. Access is solely via rights of way that were approved for a RU4 zoned property, not for a future subdivision. We believe that intensifying access over our property by a smaller lot zoning violates our property rights.

The council papers for 21 October indicated that the rezoning proposal had been amended to have the access to the proposed small lot aviation/ residential development being over a right of carriageway over our property rather than from George Campbell Drive. We strongly oppose this proposal.

Whilst changing the proposed access from George Campbell Drive to Eurunderee Lane may overcome conflict with the airport, it causes a significant conflict and nuisance to our farm.

Considerable safety risks, nuisance, noise and dust will result from residential / airport traffic travelling over our property. Consistent with the RU4 zoning, we operate a commercial cherry orchard on this property. Our driveway is an agricultural route utilised by farm machinery (spray rigs, tractors with mechanical pruners, etc), trucks and other vehicles. To date the right of way from the subject lot and the Augustine vineyard has been used only for agricultural use, including access to the irrigation bore on the other side of Eurunderee Lane.

Our cherry harvest period is intensive and time critical. It would be unjust to compromise this, our primary source of income from the farm, by a rezoning that results in conflict over the use of our driveway on our property. Such an increase in residential traffic and addition of airport traffic on the driveway over our property is forecast to be extremely problematic and a safety risk. According to Council's report to your October 21 meeting, *"McLaren found that the 11m wide access way could readily accommodate the increased volume of traffic assessed to be up to 36 vehicles per day. The construction of the access consistent with the AUSROADS "Guide to Road Design" could accommodate up to 150 additional vehicle trips more than three times the demand generated by the development."*

This report makes no consideration of the current traffic on the property and the different type of traffic trips. During the harvest, we estimate the number of trips per day already to be:

- **80 - 160** trips by picking staff (40 staff employed in 2013, expected to increase to 80 as trees mature).
- **20** trips of vehicles transporting cherries to the hydrocooler (must occur without delay).
- **10** trips of the farm contractor and ourselves.
- **5** trips by the Augustine property owner to access the irrigation bore.
- **Additional trips** for the subject property.

These figures clearly demonstrate that during the crucial harvest season (November / December) the driveway may see more than 195 trips per day, excluding any access to the subject property. Rezoning that creates a substantial increase in unpredictable residential / airport traffic to an already busy agricultural driveway within a privately owned property is unsafe and would not be a reasonable decision. Any threat to the conduct of harvest traffic and agricultural machinery would threaten the income from this orchard and ability to sustain a land use consistent with the RU4 zone of our and surrounding properties.

Furthermore, the proposed additional 36 vehicles per day will create an unacceptable level of traffic noise right in the area where we had hoped to build a family home and farm office.

We were further alarmed to note in the papers to the October 21 Council meeting of *"ongoing discussion with the proponent as to whether or not this development"* [11 aircraft hangars / accommodation adjacent to the airport also owned by the proponents] *"will proceed and how it may be integrated with the additional rezoning"*. That property has no right of way over our land and any 'integration' of the development cannot be accessed over our land. Therefore an alternate route from George Campbell Drive is necessary for the already approved aircraft hangar/ accommodation development.

We have been advised that this conflict over changed use of the right of carriageway is best overcome by council refusing to rezone the property. We understand that the proponent has already indicated to council that he will invoke a legal right to use the right of carriageway for all subdivided properties once he is able. He is only able to do so IF council makes the unwise decision to rezone the property. **Council's opportunity to prevent a major land use conflict, safety hazard and legal dispute over the right of carriageway is now – by not rezoning the property. Council is fully within its rights, and in fact obliged, to make its own zoning decisions, consistent with the Local Environment Plan, minimising land use conflicts and for the benefit of the local community.**

2. The rural vista of Eurunderee

We purchased this property with the intent to build our farm business and family home – planning to return to the Eurunderee region where generations of our Roth family have lived and worked to make the region what it is today. We valued the horticultural and viticultural landscape and had been confident that the LEP intended to protect this by the RU4 zoning.

The rural landscape of the Eurunderee region is a crucial part of Mudgee's character and tourism appeal and of its heritage. With the current economic returns of winegrapes and horticulture, it would be easy for this valuable region to convert to a rural residential landscape if council is not proactive in protecting the strategic importance of the area.

A rezoning of the subject lot would directly conflict with the objects of the RU4 zone as described in the *Mid-Western Regional Local Environmental Plan 2012*. It would threaten the viability of the intensive plant industries and create a domino effect. In particular we draw attention to the underlined sections in the RU4 objectives defined in the LEP:

- *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.*

It is a crucial time for the Mid-Western Regional Council to consider the strategic importance of maintaining the viticultural and horticultural vista of this very special area.

It is devastating for us to see the Eurunderee landscape and our family's farm compromised, simply to gain an increase in sale value for the Sydney based property developers seeking this rezoning.

3. Strategic consideration

Residential aircraft developments may be appropriate for Mudgee. However, this needs strategic consideration of the numbers of lots for which there may be demand and the most appropriate location.

It would be wise to monitor progress of the council's own airport developments and the demand for the (as yet uncommenced) 11 aircraft hangars/ accommodation development already approved for the same developers. Should demand for aircraft residential development exceed supply then it would be appropriate to review this with all landowners adjacent to the runway. There are a number of properties adjacent to the runway that would not need to rely on a right of way over a RU4 zoned property for the sole access (eg directly from Henry Lawson Drive).

It is extremely odd that the Airport Masterplan includes this parcel of land, and not others adjacent to the airport for potential aviation related development. It would appear that the Airport Masterplan has been guided by the developers' proposal rather than a thorough strategic need, impact and opportunity assessment.

The council cannot justify deviating from its LEP solely to benefit the owners of the subject lot and at a disadvantage to neighbouring properties.

Other considerations

It is notable that the developers previously owned both our property and the Augustine vineyard. They profited from the subdivision and sale of these blocks before attempting to proceed to devalue them by this subdivision and put at risk the agricultural enterprises carried out. The proposed rezoning is clearly for personal gain, not for the benefit of the local community.

At no point have the developers discussed the development with us or the potential impact it may have on us. This is despite the regular discussions and meetings with Mr Ware regarding orchard management and the shared irrigation pump.

If the property were to be rezoned we understand there is then very limited scope to invoke conditions on the use of the access over our land to mitigate the nuisance and safety hazards. If this is the case, it would be council's rezoning rather than the subsequent development that would be the cause of the conflict and safety risks.

Right to farm

Council would be well aware of the current 'right to farm' debate occurring nationally as a result of conflict between residential developments in established farming areas. The Blackmore Wagyu versus the Murrindindi Shire Council has been a high profile example of the broader conflict over farming and residential neighbours that is being pursued by the State Farming Associations. We have advised NSW Farmers of our concerns regarding this proposed development.

There is likelihood that in the future the orchard will require a fruit packing facility (currently fruit is sent to Orange for packing which is marginal economically and means the employment is lost from the Mudgee region). Fruit packing facilities are permissible with consent in an RU4 zoning and was a key consideration in the orchard development. This facility should not be compromised due to a poor planning decision that results in residential developments on adjoining land being unwilling to tolerate the horticultural reality of 'out of business hours' work.

Should council make the unjustifiable decision to rezone Lot 63 DP 618063 without revoking the right of way over our property and ensuring adequate buffer zones to protect our horticultural enterprise we will fight every subsequent development application, including legal proceedings against council and the developers if required to protect our farming enterprise.

Thank-you for considering our family's concerns and for making the best decision for the Mudgee and Eurunderee communities. We look forward to your response.

Kind regards,

The image shows two handwritten signatures in black ink. The signature on the left is 'Guy Roth' and the signature on the right is 'Ingrid Roth'. Both are written in a cursive, flowing style.

Guy & Ingrid Roth

Attached: Submissions dated 10 July 2015

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.

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

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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

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 Lot63 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). I am worried about the noise impacts of aircraft taxiing to hangars adjacent to our land.

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

MR JOHN COLE AND MR ROB WARE

ADVICE ON THE NEED FOR WRITTEN
AGREEMENT FROM ADJOINING OWNER
AS PART OF PLANNING PROPOSAL
PROCESS

MEMORANDUM OF ADVICE

Michael Staunton
Barrister-At-Law
Martin Place Chambers
32nd Floor 52 Martin Place
SYDNEY NSW 2000

Attention:
John Cole/ Rob Ware

MR JOHN COLE AND MR ROB WARE

ADVICE ON THE NEED FOR WRITTEN AGREEMENT FROM ADJOINING OWNER AS PART OF
PLANNING PROPOSAL PROCESS

MEMORANDUM OF ADVICE

1. I am briefed to advise in relation to land owned by my client, being Lot 63 DP 618063 George Campbell Drive, Mudgee (**Lot 63**) and the need for them to obtain an agreement from the owner of adjoining land, being Lot 2 DP 851059 (Lot 2) as part of a planning proposal process.
2. The planning proposal is for a 'small lot aviation/ residential subdivision associated with airport' (**Planning Proposal**). The Planning Proposal involves, in summary, changes to the *Mid - Western Regional Council Local Environmental Plan 2012 (LEP)* so as to facilitate the subdivision of Lot 63 into 8 x 2 hectare minimum lots for 6 additional dwellings incidental with aviation.
3. As part of its consideration of the Planning Proposal, Council has proposed to resolve that (among other things):

The proponent provide evidence on an agreement for the intensification of use of access over Lot 2 DP 851059 in favour of Lot 63 DP 618063 prior to the proposal proceeding.

4. My clients currently enjoy approval for 2 dwellings and an intensive agricultural use on Lot 63, which utilises the existing right of way over Lot 2. This right of way is 11m wide and of gravel construction providing Council approved all weather access to Lot 63.
5. The right of way was created by my clients prior to the sale of Lot 2 to a previous owner. The right of way was created by way of a s 88B Instrument registered 18 January 2008. A copy of this s 88B Instrument is **attached** to this memorandum of advice.
6. Pursuant to s 181A of the *Conveyancing Act 1919 (Conveyancing Act)* any instrument executed or made after 1 January 1931 and purporting to create a right of way, the expression 'right of way' has the same meaning as that contained in Part 1 of Schedule 8 of the *Conveyancing Act*¹. The right of way benefiting Lot 63 and

¹ Section 181A of the *Conveyancing Act* provides:

(1) In an instrument executed or made after 1 January 1931 (the commencement of the Conveyancing (Amendment) Act 1930) and purporting to create a right-of-way the expressions "right of carriage way" and

Burdening Lot 2 therefore has the standard form of wording for a right of way as contained in Schedule 8 of the Conveyancing Act, which is as follows:

*Full and free right for every person who is at any time entitled to an estate or interest in possession in the land herein indicated as the dominant tenement or any part thereof with which the right shall be capable of enjoyment, and every person authorised by that person, to go, pass and repass at all times and **for all purposes** with or without animals or vehicles or both to and from the said dominant tenement or any such part thereof. (My emphasis)*

7. As is clear from the above, the rights created by the right of way are broad. The right of way allows:
- (a) full and free right for every person entitled to an estate or interest in possession of Lot 63 (ie. the dominant tenement);
 - (b) and every person authorised by the every person with an estate or interest in possession of Lot 63;
 - (c) to go, pass and repass at all times;
 - (d) for all purposes;
 - (e) with or without animals or vehicles
 - (f) to and from Lot 63.
8. The words 'for all purposes', which are self evidently very broad, are of particular relevance to the current matter.
9. This is because, if the terms of the right of way benefiting Lot 63 and burdening Lot 2 are of sufficient breadth, there could be no possible basis for the Council requiring that the agreement of Lot 2 be obtained for 'the intensification of use of access over Lot 2': because the rights which already exist benefiting Lot 63 and burdening Lot 2 already allow for the 'intensification of use' referred to by Council. It is my opinion that the existing rights created by the right of way benefitting Lot 63 are clearly broad enough to so as to make any requirement otiose.
10. As stressed above, the terms of the right of way allow access to Lot 63 over Lot 2 'for all purposes'. The leading case with respect to the discussion of these words is the High Court case of *Westfield Management Limited v Perpetual Trustee Company*

"right of footway" have the same effect as if there had been inserted in lieu thereof respectively the words contained in Part 1 or Part 2 of Schedule 8.

Limited [2007] HCA 45; (2007) 233 CLR 528. Of more assistance for present purposes is the later Supreme Court case of *Richard Frank Horton Berryman and Anor v Robert Sonnenschein and Anor* [2008] NSWSC 213 where the Court, discussed the meaning of the standard for of right of way contained in the Conveyancing Act, including the words 'for all purposes', by references to the *Westfields* case. The Court stated, at [19]:

[19] *Dealing at commencement with the terms of the grant the following may be seen:*

i. The expression right of carriageway contains the following phrases:

a) "Full and free right"

*As the plaintiff contends these are **words of widest import.***

b) "... to go, pass and repass at all times..."

*The words "at all times" are **not words of limitation.***

*The words "to go, pass and repass" admit of some limitation of right. As the plaintiffs contend one cannot stand a vehicle generally nor park it on the way. **But one can come and go and can do so in forward or reverse direction and as often as one likes.** If one wants to enter onto the way in reverse and use it to turn around so as to go, pass or repass then one is entitled. If one meets a vehicle on it, then one is entitled to stop and reverse if one cannot pass or alternatively use it or part of it for backing into a space where passing can then occur.*

c) "... for all purposes..."

*I accept as correct the proposition that **the purposes, extensive as they may be, must confer what the law regards a benefit on the dominant tenement, by making it a better and more convenient property; this is more than a personal advantage to the owner for the time being.** Westfield [21].*

*The phrase "all purposes" contemplates that **planning prohibitions can alter with time. The right conferred is not limited to the purpose of use at the time of the grant.** Timpar [37][38][39][49][51]. As the plaintiff has observed, where the grant is for all purposes, the way must not be used so as to unreasonably interfere with the lawful use of the land by others. *Jelbert v Davis* [1968] 1 WLR 589 per Lord Denning at 595. See *Timpar* [39].*

I accept as correct the proposition that that what is an unreasonable interference must always depend upon the express terms of the grant

*The **broader the right of access to the dominant tenement granted by the easement, the greater the burden upon the proprietary rights in the servient tenement.** Westfields [29].*

*The term "**for all purposes**" encompasses all ends sought to be achieved by those utilising the easement in accordance with its terms. Westfields [30].*

d) "both to and from the said dominant tenement or any such part thereof."

The ambit is arguably as wide as one could draft it. It is permissible to use the way to access not only the dominant tenement but also any such part of it. (My emphasis)

11. The above passage clearly demonstrates that the right of way benefitting Lot 63 and burdening Lot 2 is very broad, allowing Lot 63:
 - (a) 'full and free right' of Lot 63, which are words of the widest import;
 - (b) 'to go, pass and repass at all times', which are not words of limitation;
 - (c) 'for all purposes', where the rights of access for 'all purposes':
 - (i) are extensive and confer on Lot 63 a benefit by making it a more convenient property, which is more than simply a personal benefit to the current owner for the time being;
 - (ii) contemplates that planning law/ prohibitions can alter with time and that the right conferred upon Lot 63 is not limited to the purpose of use at the time of the grant;
 - (iii) are very broad, resulting in a corresponding greater burden upon Lot 2;
 - (iv) encompass all ends sought to be achieved by Lot 63 in accordance with its terms;
 - (d) 'both to and from the said dominant tenement or any such part thereof', the ambit of which words are arguably as wide as one could draft.

12. Accordingly, for the reasons expressed above, it is my opinion that Lot 63 already benefits from very broad existing rights of access over Lot 2 by virtue of the existing right of way burdening Lot 2. The change from intensive agricultural of dwelling use to dwelling use associated with the airport (assuming development consent is ultimately granted for any such uses) would clearly be within the scope of the power granted and covered by the existing easement.

13. Therefore, to the extent that the Council can properly require my clients to obtain an access agreement from Lot 2 prior to the Planning Proposal proceeding (and as referred to above I do not believe it can) the breadth of the rights under the existing right of way are sufficient to encompass any possible 'access arrangement' which the Council might require.

14. Therefore, having regard to the existing rights of access over Lot 2 registered on title, there can be no proper basis in my view for the Council not proceeding with the Planning Proposal based upon the absence of an 'access agreement' with the owner of Lot 2.
15. As a final observation, it is also of relevance to record my view that in addition to there being no reason for the Council refusing to proceed with the Planning Proposal based on the absence of an 'access agreement' from Lot 2, on the facts as I understand them there would not be any basis for owner's consent from Lot 2 for future development applications lodged with respect to Lot 63. Lot 2 can of course lodge an objection to a development application/s, but that is a different issue.
16. The present right of way is a gravel road. The Council has as recently as 2013 assessed and approved the same access road as an acceptable all weather access for 2 dwellings. I have been briefed with a copy of the Report of McLaren Traffic Engineering assessing the gravel construction of the access way as acceptable for the proposal. Thus no works would be proposed on the access road.
17. The leading authority is the High Court case of *North Sydney Council v Ligon 302 Pty Limited* (1996) 185 CLR 470. This case provides in summary that a development application need not include in the application all the land of which is necessarily involved in the subject of the application. Therefore, merely because access to land which is the subject of a development application is proposed via a right of way on adjoining land does not mean that an agreement from the adjoining owner is required for the lodgement and approval of the development application. The focus is the land to which the development application relates, which in the present matter would be Lot 63.
18. Lastly, it is settled law that the rights of a dominant tenement (ie Lot 63) pursuant to a right of way extend to allowing entry onto the servient tenement (ie. Lot 2) to carry out necessary repairs and maintenance work in a reasonable manner (see *Hare v van Brugge* [2013] NSWCA 74 at [28] to [30]).
19. I so advise.

6 November 2015



Michael Staunton

Martin Place Chambers




2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting 18 NOVEMBER 2015

ATTACHMENT **6.2.12**

► Policy Delegation Updates

	POLICY	ADOPTED 6/8/2014 Minute No. 308/14
	Financial Assistance	REV: 3 FILE No. A0140201

OBJECTIVE

To provide financial assistance to organisations, groups and individuals that offer a significant contribution to community outcomes and goals as provided in the Towards 2030 Community Plan. Financial assistance should be provided in a consistent, equitable and transparent manner.

SCOPE

This policy applies to all requests received by Council, for financial assistance via donations, grants, subsidies or in-kind support. The policy is created to facilitate Council's functions subject to Section 356 of the *Local Government Act 1993*.

LEGISLATIVE REQUIREMENTS

Legislation governing the provision of financial assistance by Councils is outlined in Section 356 and Section 377 of the *Local Government Act 1993*.

RELATED POLICIES & PLANS

- Sponsorship Acknowledgement Policy
- Conflict of Interest Policy
- Towards 2030 Community Plan

POLICY

- 1) Council will set aside funds each year within the Operational Plan for:
 - a) a general Financial Assistance Program, open to all community groups, organisations and individuals;
 - b) an Events Assistance Program, open to all major events within the Region;
 - c) a Local Heritage Fund, available for Heritage listed buildings within the Region; and
 - d) an Environmental Projects Program, available to environmental based projects with the Region.
- 2) Under this policy, recipients may include not-for-profit individuals and organisations as well as those who act for private gain. The approval and reporting process is determined by the status of the recipient.
- 3) Applications will be considered on their merits, taking into account this policy, the guidelines established for each program the circumstances of each case, the availability of funds in Council's budget, and the relevant provisions of the *Local Government Act 1993*, as amended.
- 4) Council will monitor all major Grant funded projects to ensure the benefit to the community is realised and worthwhile. These projects will be defined as a Major Grant by resolution of Council.

Financial Assistance

- 5) Requests for assistance with payment for insurance coverage, will not be considered.
- 6) The ~~Director Finance & Administration~~Chief Financial Officer will be responsible for the completion of Council's annual report schedule in relation to Financial Assistance programmes. All applications for funding are to be in the prescribed form as determined by the requirements of each financial assistance program. The minimum requirements for any request or application for financial assistance must include:
 - a) name of organisation or person seeking funding
 - b) address
 - c) contact person (including telephone, fax and email)
 - d) purpose of funding
 - e) amount of funding required
 - f) benefits to the community arising from the funding
 - g) a declaration attesting the information provided
 - h) acknowledgement of the requirement to report to Council on the outcomes of the funding
 - i) acknowledgement of Council's contribution in accordance with its Sponsorship Acknowledgement Policy
 - j) ABN/ACN (as necessary)
- 7) Council will be provided with a report for consideration at the second meeting in each month that includes all requests for financial assistance received during the period.
- 8) The report to Council is to include a statement relating to how the request aligns with or relates to the Towards 2030 Community Plan
- 9) Council will assess all future applications for funding against established criteria and the relationship with the Towards 2030 Community Plan.
- 10) Applicants should be aware that copies of applications for financial assistance may be included in a report to Council which will be published in the Council Business Paper and will be publicly available as well as being published on Council's website.

In-kind assistance may be provided without a resolution from Council, when required at very short notice, in order for an event to continue without impact. In this situation, Council will be advised of the value of any in-kind contribution provided to organisations, groups or individuals within the next Financial Assistance Report immediately following the event.

DEFINITIONS

1. Community Grant

A community grant is a financial award given to a community organisation to develop a project or assist in the provision of a service or activity. A grant is given with conditions about its administration and with requirements regarding reporting the acquittal of the grant.

2. Donation

A donation is a one-off monetary contribution made by Council without consideration or conditions other than the donation must be used in accordance with Council's objectives and have a demonstrated benefit to the community.

3. Subsidy

Financial Assistance

A subsidy is a financial contribution provided to offset the operating costs of a community organisation over a period of time. Subsidies are provided to organisations to enable Council to fulfil its community service obligations such as aged care providers, disability service providers, sporting organisations, etc.

4. In-kind Support

An in-kind contribution (gift in kind) is the provision of assistance in lieu of providing a monetary contribution to support the programmes or daily operations of a community organisation. Such contributions include products, supplies and equipment, the use of corporate services or facilities and professional services or expertise. The monetary value of in-kind contributions are calculated as the actual costs of the products, services and/or salaries/wages plus statutory on-costs.

5. Financial assistance

For the purposes of this policy '**financial assistance**' is defined as:

Payments given to individuals or organisations which are not commensurate with a reciprocal benefit received by Council.

It should be noted the following examples are not considered financial assistance and are therefore outside this policy:

- a) Payments made in exchange for the provision of a service which Council may otherwise provide itself.
- b) Statutory contributions such as SES, Rural Fire Service and NSW Fire Brigades;

Under this policy, a recipient who acts for private gain is any recipient other than a not-for-profit organisation.

ADOPTED	
COUNCIL MEETING MIN NO	215/15
DATE:	10 NOVEMBER, 2015

REFERENCE	3
REVIEW DATE	AUGUST 2016
FILE NUMBER	A0100021

Objective

ATTACHMENT 2

To provide a framework for Councillors, staff, delegates and advisers to:

- Ensure all communication with the media is consistent, balanced, well-informed, timely, professional and appropriate.
- Clearly indicate Council's authorised spokespersons; limiting the possibility of miscommunication by ensuring comments to the media relating to Council are made only through those authorised spokespersons.
- Improve communication with customers and enhance Council's public image.
- Govern the use of Social Media by Council staff for the purposes of communication, promotion or general business on behalf of Council.

Introduction

Mid-Western Regional Council recognises that a well-run, competent, ethical and reputable organisation is the best way to promote a favourable image and that any public relations program is only as good as the organisation behind it.

Council will take advantage of interest from the media to further its reputation and inform the public about Council's activities. Council will also proactively distribute information to the media to communicate information about Council's activities and decisions. In dealing with the media, Councillors and Council officers must be careful to communicate accurate information.

Council welcomes enquiries from the media. All media representatives are to be treated in the same manner as any other customer of Council. That is, Council will attend to media requests promptly and with courtesy, honesty and respect. Council believes that a good relationship based on trust, familiarity and confidence is important between Council and the media.

Policy

Social Media

Any reference in this policy to 'media' is also applicable to all forms of 'social media'. Social media includes the use of online tools for communication, promotion and conversation. Blogs, microblogs (eg: Twitter), social networks (eg: Facebook), podcasts and online video (eg: YouTube) are all types of social media.

A social media strategy is to be developed to provide a framework for the use of social media and provide clear objectives for the use of social media and community engagement. Mid-Western Regional Council website will be the main hub for Council's online presence and social media sites should link back to the main website.

Official/professional use

Mid-Western Regional Council staff members are required to seek the permission of a Director or the General Manager before establishing a social media site for a project or event. This should also be discussed with the Corporate Communications Officer to ensure appropriateness and relevance.

Personal use

Staff using social media in a personal capacity must not list Council email addresses in their contact details. When using social media for private purposes, staff must ensure it is clear that they are speaking only on behalf of themselves.

Dealing with media enquiries

1. The Mayor, General Manager, Director Operations, — Director Development , Director Community, ~~Director Corporate~~, Manager Corporate and Economic Development and Corporate Communications Officer are Council's official spokespersons on all matters. Only the General Manager or his nominee may nominate other staff to act as spokespeople for the Council.
2. Council's Corporate Communications Officer is responsible for co-ordinating media liaison and has been delegated authority to respond to media enquiries on behalf of Council.
3. No staff member, other than Council's authorised spokesperson listed in paragraph 1 above are to handle an enquiry from the media without prior approval from the General Manager.
4. Information given to the media requires the approval of the General Manager.
5. The Corporate Communications Officer is responsible for issuing media releases about Council's activities, decisions and plans subject to the General Manager's approval.
6. All staff are required to pass on important information to the Corporate Communications Officer which could be used as the basis for a media release or internal communication. The Corporate Communications Officer in consultation with other staff members will decide if the information warrants a media release and/or photo or other treatment.
7. Information that Council officers wish to communicate to the media is to be distributed by the Corporate Communications Officer only.

Councillors and the media

1. In their role as elected representatives, Councillors are free to talk to the media and utilise social media at any time on any issue of interest.
2. Every Councillor has a right to express a private opinion on any issue, whether or not that opinion reflects Council's official position but Councillors must carefully identify the role in which they speak.
3. Whenever Councillors publicly express their own opinions they must make it clear they are speaking for themselves, and not for Council, unless they are supporting a Council position.
4. When Councillors speak on behalf of Council they must express and support Council's entire policy on the issue at hand.
5. Any Councillor who feels unable to speak enthusiastically in support of a Council policy while formally representing Council faces a dilemma and must treat it in a similar fashion to a conflict of interest issue.
6. The Corporate Communications Officer will make him or herself available for consultation with the Mayor and Councillors if and when required.

Speaking to the media

1. Councillors and Council staff are encouraged to co-operate at all times with media outlets subject to the guidelines provided in this policy and to be proactive, as opposed to reactive, in their use of the media.
2. All media enquiries to staff should be directed to the Council's Corporate Communications Officer who will then contact the relevant Director or the General Manager.
3. Council staff must not speak to the media or use social media to communicate about matters related to Council unless authorised to do so by the General Manager, a Director, the Manager Corporate and Economic Development or the Corporate Communications Officer.
4. Council employees and Councillors may not provide any comment or information to the media or use social media with the intention of contesting or undermining Council policy or casting Council, Councillors or Council staff in a negative light.
5. Council employees may speak to the media, use social media or write Letters to the Editor as private individuals with the following restrictions:
 - a) They do not comment on Council business or policy;
 - b) They are not identified as Council employees;
 - c) Their comments are not perceived as representing official Council position or policy.
6. In the event of an industrial dispute (or an incident likely to lead to an industrial dispute), statements on behalf of Council employees should be issued via the relevant union.
7. Councillors and Council staff should not provide information off the record. Everything said to any media representative and anything communicated by social media may appear in a news story.
8. Contractors, volunteers or service providers employed by Council must refer all media enquiries relating to Council to the Corporate Communications Officer.

Media releases

1. Under no circumstances should a media release be issued quoting a Councillor or member of staff without that person's approval.
2. Media releases that are likely to generate enquiries from residents/ratepayers should be sent to all Customer Service staff.
3. Written media releases must be distributed to Councillors at least 2 hours prior to being released to the media.

Responding to criticism

Criticism about media content or the use of social media should be forwarded to the Corporate Communications Officer. Formal complaints about media content on behalf of Council staff should only be made by the General Manager in consultation with the Corporate Communications Officer.

Crisis and issues communication

In the event of an emergency in the Council area, the following procedures will apply:

1. Corporate Communications Officer must be notified immediately of details of the incident.
2. Details of the incident must not be discussed with any media representatives by any staff unless approved in advance by the General Manager.
3. Requests by media to film, photograph or interview Council staff or Council assets involved in the emergency situation must be referred to the General Manager or the Corporate Communications Officer for approval.

Community newsletter

While editorial coverage in independent media plays an important role, such reporting will always be limited due to limits on space, distribution quality and competition of news. Final decisions about stories published or broadcast by independent media are made by those media outlets, not Council. As such, Council needs a regularly published and widely distributed newsletter to communicate effectively to residents.

This communication is primarily undertaken via Council's newsletter and official news publication, the *Mid-Western Regional Council Community News*, a full-colour tabloid-size free newsletter published and distributed as directed by Council.

The core objectives of the production of a community newsletter are for Council to:

- Engage effectively with local residents, keep them informed and obtain their views with ongoing consultation
- Provide a framework for Council advertising to assure widest possible distribution
- Promote a range of services and activities for the benefit of the Council and the Mid-Western Region community

Community News will inform the public about policies, services, activities, events and other matters in an attractive, balanced, objective and accessible format. Specific editorial goals are:

1. To raise the profile of and seek feedback on key issues of Council, promote the Council's services and encourage greater involvement by residents in local democracy.
2. To inform the public about the work of Council, its policies, services, activities and events in an attractive, balanced and accessible format.
3. To explain how rate payers' money is spent by reporting on achievements and measuring them against the goals of the Delivery Program and Operational Plan.
4. To improve consultation and encourage participation in the democratic process by seeking the views of local residents on Council services, plans, proposals and priorities.
5. To provide a civic vehicle through which other non-profit community service agencies and government bodies can distribute information to the Mid-Western community.

Editorial direction for *Community News* will be determined by the Corporate Communications Officer in liaison with the General Manager. Elected Councillors will exercise oversight of the content of the newsletter as part of the General Manager's performance review meeting or at more regular meetings if Council becomes concerned that the direction of *Community News* is not neutral and not meeting the goals of this policy.

Community News and other newsletters will not be used to promote the achievements or plans of a Councillor or group of Councillors or as a political platform by any Councillor or member of staff.

Community News will be produced in-house by Council staff. The Corporate Communications Officer and General Manager have final say on content.

Sample template styles and shortcuts (delete if not needed)

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	POLICY	ADOPTED C/M 25/6/2014 Minute No. 265/14
	Categorisation of Land As Farmland For Rating Purposes	FILE No. A0340007, A0340049

OBJECTIVE

- a) To provide clear guidelines and procedures in relation to the assessment of rateable land parcels for the categorisation as Farmland for rating purposes and to ensure that all farmland assessments are determined using consistent measures.
- b) To ensure that the guidelines and procedures are implemented efficiently and effectively.
- c) To provide staff with authority to assess rateable land parcels for the categorisation as Farmland for rating purposes.
- d) To afford efficient assessment of farmland rating entitlement for land which is readily to be accepted as farmland and to make transparent the criteria for assessment.
- e) Where a parcel of land is not initially accepted as qualifying for farmland rating further assessment criteria and methods are identified.

POLICY**A. GUIDELINES FOR ASSESSMENT OF RATEABLE LAND PARCELS FOR CATEGORISATION AS FARMLAND FOR RATING PURPOSES:-**

In relation to the determination of rateable land parcels for categorisation as farmland for rating purposes, Chapter 15, Part 3 and Part 3A of the Local Government Act, 1993, as amended, must apply.

For land to be categorised as farmland in terms of Section 515(1) of the Local Government Act, 1993, as amended, it must be:

Land is to be categorised as "farmland" if it is a parcel of rateable land valued as one assessment and its dominant use is for farming (that is, the business or industry of grazing, animal feedlots, dairying, pig-farming, poultry farming, viticulture, orcharding, bee-keeping, horticulture, vegetable growing, the growing of crops of any kind, forestry or aquaculture within the meaning of the [Fisheries Management Act 1994](#), or any combination of those businesses or industries) which:

- (a) has a significant and substantial commercial purpose or character, and*
- (b) is engaged in for the purpose of profit on a continuous or repetitive basis (whether or not a profit is actually made).*

It is recommended by the Office of Local Government that councils have an internal set of guidelines as to what factors will be used in determining categorisation as

farmland for rating purposes. This Policy has been produced in response to such recommendation.

Many parcels of land will readily be identifiable as farming land and will qualify for categorisation as farmland. The criteria for assessment of those lands is identified by:-

1. Land use;
2. Assessed land capacity; and
3. Area

Additional information indicating productivity by income derived from the parcel may allow other parcels to qualify for inclusion in the category of farmland.

For other properties which have not qualified there is a process identified for additional information to be supplied which may establish farmland categorisation with the opportunity for a review.

Where an applicant chooses to appeal to the Land and Environment Court against the categorisation, Council will obtain an independent review of the application.

For certainty in considering applications Council has adopted and grouped the Land Capability Classification Scheme published by Department Lands, Soil Conservation Service dated 1986 as identified on the map which is available upon request at Council's office in Market Street Mudgee.

Guidelines specific to the Mid-Western Regional Council in relation to the determination of rateable land parcels for categorisation as farmland for rating purposes, are as follows:-

1. An assessment is deemed to comply with the definition of farmland in terms of Section 515(1) of the Local Government Act, 1993, as amended, and subsequently may be declared farmland category if the dominant use is for farming and:-
 - a) The area is equal to or greater than 55 Ha where the assessment is designated to be within Land Capability Classification Group 1 to 3 - Extensive; or
 - b) The area is equal to or greater than 5 Ha where the assessment is designated to be within Land Capability Classification Group 1 to 3 – Intensive; or
 - c) The area is equal to or greater than 120 Ha where the assessment is designated to be within Land Capability Classification Group 4 & above; or
2. Where an assessment does not meet the area requirements in 1 above, it may still be deemed to comply with the definition of farmland where the land owner establishes that the assessment produces an annual Gross Margin performance level (before depreciation, loan payment and tax) equal to or greater than \$26,754.19, being 34.33% of the November 2013 National average annual wage ("the assessed Gross Margin performance level"), (source of National average annual wage – ABS

6302.0 Average Weekly Earnings, Key Figures/Trend Estimates/ Private & public sectors/Full-time adult total earnings, annualised).

B. PROCEDURES FOR ASSESSMENT OF RATEABLE LAND PARCELS FOR CATEGORISATION AS FARMLAND FOR RATING PURPOSES:-

Relevant sections of Chapter 15, Part 3 and Part 3A of the Local Government Act, 1993, as amended, must apply with qualifications in relation to procedures specific to Mid-Western Regional Council as follows:-

1. Assessment of dominant land use being for farming as defined.
2. Assessment of Rateable Land Parcels for Categorisation as Farmland for Rating Purposes:-

Refer to *Guidelines For Assessment of Rateable Land Parcels For Categorisation as Farmland For Rating Purposes:-*

- a. If an assessment's area is equal to or greater than the specified minimum area within its designated land capability classification group, then categorisation as Farmland for rating purposes may be declared.
 - b. If an assessment's area is less than the specified minimum area within its designated land capability classification group, then categorisation as farmland for rating purposes may not to be declared.
3. The rateable person (or the agent or lessee) in the situation at 2(b) above, is to be notified of the declaration in accordance with Local Government Act, 1993, as amended, and is to be forwarded a *Request For Further Information In Support For Change Of Category Of Land To Farmland For Rating Purposes*, which may be completed at the discretion of the owner, (or the agent or lessee) and returned to Council for further assessment ("Application for Declaration as Farmland").
 4. Assessment of Properties For Categorisation as Farmland For Rating Purposes upon Application for Declaration as Farmland:-

Upon return to Council of the completed Application for Declaration as Farmland refer to *Guidelines For Assessment of Properties For Categorisation as Farmland For Rating Purposes* to determine eligibility:-

- a) If an assessment's calculated Gross Margin performance level per annum is equal to or greater than the assessed Gross Margin performance level at A(2), then categorisation as Farmland for rating purposes may be recommended for approval.
- b) If an assessment's calculated Gross Margin performance level per annum is less than the assessed Gross Margin performance level at A(2), then categorisation as Farmland for rating purposes is not to be recommended for approval.

5. If clarification of information supplied to Council is required, then the rateable person (or the agent or lessee) is to be requested to supply additional information or may attend Council's Office for this purpose.
6. The *Recommendation Report For Change Of Category Of Land To Farmland For Rating Purposes* is to be approved by ~~Director Finance & Administration~~Chief Financial Officer after assessment at 4(a) or (b) above.
7. The rateable person (or the agent or lessee) may seek a review of the declaration recommended at 2(b) above at any time. Such a review will be made by an independent person with expertise in the relevant provisions of the Local Government Act, 1993, as amended, to be nominated by the General Manager.
8. If an appeal to the Land and Environment Court is lodged by the rateable person (or the agent or lessee), a review must be made by an independent person with expertise in the relevant provisions of the Local Government Act, 1993, as amended, to be nominated by the General Manager to ensure that any declaration and/or subsequent assessment were correct. If this is confirmed, Council will proceed to Court.

C. METHODOLOGY UNDERLYING THE GUIDELINES AND PROCEDURES FOR ASSESSMENT OF RATEABLE LAND PARCELS FOR CATEGORISATION AS FARMLAND FOR RATING PURPOSES:-

1. Determination of ...dominant use, ...business or industry, ...a significant and substantial commercial purpose or character and ...purpose of profit on a continuous or repetitive basis where **limited** information is available:-

The Gross Margin performance level required is \$26,754.19, being 34.33% of the November 13 National average annual wage of \$77,932.40 (source of National average annual wage – ABS 6302.0 Average Weekly Earnings, Key Figures/Trend Estimates/ Private & public sectors/Full-time adult total earnings, annualised).

- a) Gross Margin performance level is defined as gross income less variable costs (not including fixed or overhead costs ie. Depreciation, loan payments and tax).
- b) Rateable land parcels grouped by land capability as determined by Department Lands, Soil Conservation Service dated 1986. Three Land Capability Classification Groups have been determined by Council, being:-

Land Capability Classification Group 1 to 3 – Extensive
Land Capability Classification Group 1 to 3 – Intensive
Land Capability Classification Group 4 and above

Maps identifying the Land Capability Classification Groups have been produced.

Where a rateable land parcel is situated within different Land Capability Classification Groups, it will be determined to be within the particular Land Capability Classification Group where it exceeds 50% of its total land area.

- c) Land Capability Classification Groups average carrying capacity in relation to Dry Sheep Equivalents (source NSW Department Primary Industries publication *Using DSE's and Carrying Capacities To Compare Beef Enterprises*, 15/6/2004 and reviewed 8/4/2005), have been determined by Council, being:-

Land Capability Classification Group 1 to 3 – Extensive – 12 DSE/Ha

Land Capability Classification Group 1 to 3 – Intensive – 12 DSE/Ha

Land Capability Classification Group 4 and above – 5 DSE/Ha

- d) Gross margin per DSE (source NSW – Department of Primary Industries <http://www.dpi.nsw.gov.au/agriculture/farm-business/budgets>) and Land Capability Classification Groups minimum areas determined by minimum area of land required to produce the Gross Margin performance level of \$26,754.19, as determined by Council, as per table below:-

Gross Margin Tables

Average Annual Wage	\$77,932.40
% required	34.33%
Target GM	\$26,754.19

Land Classifications 1 to 3

A - Extensive Enterprises	DSE/Ha	12
	Gross Profit Target	\$26,754
Farming Activity	Gross Margin	* Ha required to achieve target GM (ha)
	\$ / dse / Annum	
Cows producing weaners	\$18.89	93.7
Yearling Production	\$26.81	95.8
Growing out steers 160-340kg	\$32.29	67.2
Growing out steers 240-420kg	\$31.00	92.6
Growing out steers 240-460kg	\$34.94	90.4
Merino Ewes – 18 micron	\$26.69	46.5
Merino Ewes – 20 micron	\$22.01	56.2
Merino Wethers – 18 micron	\$23.70	63.4
Merino Wethers – 20 micron	\$20.15	80.7
1 st cross lambs	\$27.42	60.1
2 nd cross lambs	\$27.01	68.9
Wheat-Short Fallow	\$34.93	59.8
Wheat-Short Fallow (after conola)	\$50.78	41.2
Wheat-Short Fallow (after lupins)	\$61.01	34.3
Barley-Short Fallow (malt)	\$29.64	70.5
Barley-Short Fallow (feed)	\$19.46	107.4
Canola-Short Fallow	\$45.56	45.9
Faba Beans-Short Fallow	\$13.27	157.5
Field Peas-Short Fallow	\$26.46	79.0
Linseed-Short Fallow	\$74.91	27.9
Lupins-Short Fallow	\$32.21	64.7
Spray Irrigated Lucerne	\$106.47	17.9
Oats-Grazing/Grain	\$22.98	90.9
Wheat-Grazing/Grain	\$62.29	33.6
Oats - Short Fallow	\$16.42	127.3
Triticale-Short Fallow	\$17.33	120.6

B – Intensive Enterprises	DSE/Ha	12
	Gross Profit Target	\$26,754
Farming Activity	Gross Margin	* Ha required to achieve target GM (ha)
	\$ / dse	
Grapes	\$250	8.4
Olives – Tables	\$252	8.3
Olives - Oil	\$576	3.6
Orchard - Nectarines	\$997	2.1
Orchard - Cherries	\$1,485.67	1.1
Orchard - Apples	\$554	3.8

Categorisation of Land as Farmland For Rating Purposes Policy

Orchard - Peaches	\$1,561	1.3
Orchard - Plum	\$1,530	1.4

Land Classifications 4 and above

	DSE/Ha	5
	Gross Profit Target	\$26,754
Farming Activity	Gross Margin	* Ha required to achieve target GM (ha)
	\$ / dse / Annum	
Cows producing weaners	\$22.30	224.9
Yearling Production	\$21.82	229.9
Growing out steers 160-340kg	\$31.08	161.4
Growing out steers 240-420kg	\$22.58	222.1
Growing out steers 240-460kg	\$23.12	217.0
Merino Ewes – 19 micron	\$44.96	111.6
Merino Ewes – 21 micron	\$37.16	135.0
Merino Wethers – 19 micron	\$32.94	152.3
Merino Wethers – 21 micron	\$25.89	193.7
1 st cross lambs	\$34.76	144.3
2 nd cross lambs	\$30.35	165.3
Wheat-Short Fallow	\$34.93	143.6
Wheat-Short Fallow (after conola)	\$50.78	98.8
Wheat-Short Fallow (after lupins)	\$61.01	82.2
Barley-Short Fallow (malt)	\$29.64	169.2
Barley-Short Fallow (feed)	\$19.46	257.8
Canola-Short Fallow	\$45.56	110.1
Faba Beans-Short Fallow	\$13.27	378.0
Field Peas-Short Fallow	\$26.46	189.6
Linseed-Short Fallow	\$74.91	67.0
Lupins-Short Fallow	\$32.29	155.3
Spray Irrigated Lucerne	\$117.06	42.8
Oats-Grazing/Grain	\$22.98	218.3
Wheat-Grazing/Grain	\$62.29	80.5
Oats - Short Fallow	\$16.42	305.5
Triticale-Short Fallow	\$17.33	289.4
Grapes	\$250.00	20.1
Olives – Tables	\$252.00	19.9
Olives - Oil	\$576.00	8.7
Orchard - Nectarines	\$997.00	5.0
Orchard - Cherries	\$1,913.15	2.6
Orchard - Apples	\$554.00	9.1
Orchard - Peaches	\$1,561.00	3.2
Orchard - Plum	\$1,530.00	3.3

Note – If an enterprise is not listed in the above tables, Council will determine the Gross Margin per DSE using current credible industry data.

Categorisation of Land as Farmland For Rating Purposes Policy

e) Land Capability Classification Groups minimum areas are determined by dividing the gross profit target (\$26,754.19) by the product of the accepted average carrying capacity in relation to Dry Sheep Equivalents and the Gross margin per DSE. The adopted minimum areas required to produce the Gross Margin performance level of \$26,754.19, are:-

Land Capability Classification Group 1 to 3 – Extensive – 55 Ha
Land Capability Classification Group 1 to 3 – Intensive – 5 Ha
Land Capability Classification Group 4 and above – 120 Ha

2. Determination of ...dominant use, ...business or industry, ...a significant and substantial commercial purpose or character and ...purpose of profit on a continuous or repetitive basis where **significant** information is available:-


- a) The Gross Margin performance level of \$26,754.19 at A(2) above, must be met or exceeded.
- i. The Gross Margin performance level of a parcel of rateable land valued as one assessment will be determined from the information collected from the *Request For Further Information In Support For Change Of Category Of Land To Farmland For Rating Purposes*, and performing the following calculation:-

Multiply the actual stock numbers and/or area under crop by the actual DSE for the parcel of rateable land valued as one assessment multiplied by the Gross margin per DSE at C(1)(d); or

- ii. Regardless of all other criteria, document that the actual gross margin achieved exceeds the required Gross Margin performance level of \$26,754.19.

VARIATION

Council reserves the right to vary the terms and conditions of this policy, subject to a report to Council.

	POLICY	ADOPTED C/M 15/4/2015 Minute No. 93/15
	Credit	REV: April 2017 FILE No. A0140326

OBJECTIVE

Each act of supply of goods and or services to an external individual, organisation or other party will give rise to a debt.

The objective of this policy is to set out Council's principles in relation to the provision of credit facilities for external parties. The primary objectives of this policy aim to ensure that:

- The provision of credit will be based upon equitable and consistent treatment of all prospective commercial debtors;
- That parties who incur sundry debts do so in full expectation of meeting the repayment terms prescribed; and
- That all accounts receivable are managed in such a way as to not jeopardise the funding or effective cash flow of Council's operations.

RELEVANT LEGISLATION

- Local Government Act 1993
- Local Government (General) Regulation 2005
- Privacy and Personal Information Protection Act 1998

RELATED POLICIES

- Debt Recovery Policy
- Hardship Provision Policy

POLICY

Accounts Receivable – Sundry Debtors

Sundry debtor credit accounts will not be routinely established for the following services:

- Private Works
- Facilities Hire
- Cemetery Fees

The provision of these services requires payment in advance except in limited circumstances where prior approval has been obtained from the ~~Director, Corporate~~ Chief Financial Officer.

Prior to credit being given and a service provided, an application for such credit must be submitted on the prescribed form. The *Application for Credit* form details the terms and conditions of credit with Council. If the applicant is a corporation (as defined in the Corporations Act 2001), the Council may require from all the directors of the applicant company personal guarantees in support of an application for such credit. The *Deed of Personal Guarantee and Indemnity* form details the terms and conditions of the personal guarantee.

Once submitted, the forms will be reviewed and assessed by the Manager Revenue & Property. The review and assessment of the application may include:

1. An evaluation of the applicant's previous payment history with Council; and
2. The Council making enquiries as to the credit and financial status of the applicant. The applicant is required to provide its consent for the Council to use the information disclosed

CREDIT POLICY

in the submitted forms to make such enquiries. The information may be disclosed, but not limited to:

- a. a credit reporting agency;
- b. a debt collector; or
- c. a legal services provider.

Credit will be refused where an evaluation of an application is deemed to be unsatisfactory.

The service unit manager/supervisor requesting the creation of the sundry debtor and who provides the service, is responsible for ensuring that Council is legally entitled to collect the debt when the invoice is raised.

Where a sundry debtor does not make payment within the timeframe contained in the General Debtors and Other Debt Collection Considerations of Council's Debt Recovery Policy, the ~~Director, Corporate~~Chief Financial Officer is authorised to suspend the debtor's credit with Council. The service unit manager/supervisor is to be advised immediately and must ensure that no further services are provided to the debtor until further notification.

Services may be provided, and credit extended, where debtors with suspended accounts repay the amount outstanding in full and subject to a further analysis of the credit that may be provided.

From time to time there will be instances where Council has to undertake immediate works that will require an *Application for Credit* form to be completed retrospectively. Where applicable an *Application for Credit* form will still be required to enable all sundry debtors to be treated consistently in accordance with this policy.

Procedures in relation to the recovery of overdue sundry debtor accounts are prescribed in the General Debtors and Other Debt Collection Considerations of Council's Debt Recovery Policy.

~~Director, Corporate~~Chief Financial Officer is authorised to deal with all matters that may vary from the provisions of this Policy.

PRIVACY

The Council is committed to protecting privacy. The personal information that Council is collecting is personal information for the purposes of the *Privacy and Personal Information Protection Act 1998*. The intended recipients of the personal information are Officers within Council.

The Council keeps this personal information to change and update records and for assessing Applications for Commercial Credit, managing accounts and, if necessary collecting debts. This information may be disclosed, whether or not an account is overdue, to the Council's risk insurers, debt collectors and its legal representatives.

Application may be made for access or amendment to information held by Council. A request can also be made that Council suppress personal information from a public register. Council will consider any such application in accordance with the Act. Enquiries concerning Privacy issues can be addressed to the General Manager, PO Box 156, Mudgee NSW 2850.

VARIATION

Council reserves the right to vary the terms and conditions of this policy, subject to a report to Council.

	POLICY	ADOPTED C/M 3/9/2014 Minute No. 398/14
	Debt Recovery	REV: September 2016 FILE No. A0340005

OBJECTIVE:

The objective of this policy is to provide a framework for the efficient and effective collection of outstanding debts; and fulfil statutory requirements in relation to the recovery of rates, charges, fees and other debts.

Council has a responsibility to ensure monies owed to it are recovered in a timely, effective and efficient manner to finance its operations and ensure effective cash flow management. Whilst carrying out this responsibility, Council will:

- Treat all people fairly and consistently under this policy; and
- Treat all matters under this policy confidentially; and
- Treat people with respect and sensitivity in considering their circumstances.

RELEVANT LEGISLATION

- Local Government Act 1993 NSW
- Local Government (General) Regulation 2005 NSW

RELATED POLICIES and PLANS

- Hardship Provision – Rates and Charges
- Pensioner Concessions
- Credit Policy
- Privacy Management Plan

RATES and CHARGES**Due Dates**

Chapter 15 Part 7 of the Local Government Act 1993 sets out the requirements for payment of rates and charges.

Annual rates and charges may be paid in a single instalment or by quarterly instalments. If a payment is made in a single instalment, the instalment is payable by 31 August. If payment is made by quarterly instalments, the instalments are payable by 31 August, 30 November, 28 February and 31 May.

Council is to issue a quarterly reminder notice for the payment of an instalment at least 30 days before the due date of the instalment.

DEBT RECOVERY POLICY

Overdue Amounts

Overdue accounts, where the ratepayer/s has not made a suitable arrangement for the payment of the debt or has defaulted on an initial arrangement, are to be forwarded to Council's nominated Debt Recovery Provider (DRP) for the recovery process in the following circumstances:

- (i) Rate accounts that show arrears as at 1 July of any year be forwarded to the DPR in July;
- (ii) Rate accounts that show the first rate instalment as unpaid be forwarded to the DPR in September;
- (iii) Rate accounts that show the second rate instalment as unpaid be forwarded to the DPR in December;
- (iv) Rate accounts that show the third rate instalment as unpaid be forwarded to the DPR in March;
- (v) Rate accounts that show the fourth rate instalment as unpaid be forwarded to the DPR in June;

with the exception of those outstanding debts generated by the Farmland Category during exceptional circumstances such as drought or flood. The ratepayer is to contact Council in the first instance, with a view to putting in place a suitable arrangement for payment. The General Manager is to determine the special circumstances.

Suitable Arrangements

A ratepayer may make a suitable arrangement for the payment of their rates and charges, including those accounts already with the DRP.

A suitable arrangement for payment will clear the total outstanding debt;

- a) before the subsequent rate instalment is due; and where this cannot be achieved;
- b) by the end of the current financial year provided that all subsequent rate instalments that may become due in that time frame are paid or are incorporated into the total repayment amount; and where this cannot be achieved;
- c) in up to 1 (one) year provided that subsequent rate instalments that may become due in that time frame are paid or are incorporated into the total repayment amount.

Such arrangements may be approved by the DRP and/or Revenue Staff. In the majority of cases, a ratepayer will be required to negotiate a suitable arrangement directly with the DRP. The DPR will record and monitor arrangements for compliance.

The General Manager is to approve arrangements for payment where the proposed payment arrangement will not clear the debt as at c), above, including proposed arrangements for Farmland category during periods declared exceptional circumstances.

In accordance with Section 568 Local Government Act 1993, money paid in respect of rates or charges levied on land is to be applied towards payment of those rates or charges in the order in which they became due.

DEBT RECOVERY POLICY

Debt Collection

All debt recovery costs and fees associated with any course of action are to be borne by the owner of the debt and will subsequently remain a charge on the property until paid. The debt recovery costs and fees are to be charged in accordance with Council's Annual Fees and Charges.

The following procedure is to be employed by Council's DRP:

Supplementary Contact Procedures:

To supplement the procedures employed before and at Steps 1 to 6 below, Council's DRP may be instructed by the Manager Revenue & Property to use other multiple communication channels to remind, contact and negotiate payment arrangements with ratepayers and customers. Options include, but are not limited to, telephone calls, email, SMS, Facebook and on-line chat.

Step 1 - First letter of demand sent to ratepayer by DRP

Recovery proceedings shall not be commenced until after the expiration of 14 days after the debt becomes due. A first letter of demand is to be forwarded to the debtor notifying that unless the account is paid, in full, within 14 days of the date of the letter or a suitable arrangement made, legal action will commence for the outstanding amount.

Step 2 - Second letter of demand (Pre-Legal) sent to the ratepayer by DRP

Where the debt value is less than \$500, a second demand letter (Pre-legal) will be sent to the debtor where a response or payment has not been received as a result of the first letter of demand.

OR

Step 2 – Notice to the Occupier is Issued

Where a response to Step 1 is not received, a notice under Section 569 of the Local Government Act 1993 may be issued.

Step 3 - Statement of Liquidated Claim issued

Where a response to Step 1 is not received and the debt is over \$500, a Statement of Liquidated Claim is to be issued through the Local Court at Mudgee by the DRP.

Step 4 - Judgment

Where a response to the Statement of Liquidated Claim is not received, default judgment is to be entered by the DRP.

Step 5 - Warrant issued

On the entry of judgment and the failing of the debtor to enter into a payment arrangement, a warrant is to be issued by the Court against the debtor to recover personal property.

OR

Step 5 - Garnishee issued

Where subsequent details are known and an arrangement is not maintained, a garnishee is to be attached to the debtors wage in recovery of the debt. A summons process is initiated with the court.

OR

Step 5 - Oral Examination Summons Issued

Oral examination summons action is taken when there is insufficient knowledge to effectively use a garnishee or warrant. This summons requires the debtor to attend court and be questioned as to the debtor's current financial situation and ability to meet Council's claim.

Council's Revenue staff will determine whether a notice to the occupier, warrant, garnishee or oral examination summons will be issued or commenced, based on the individual circumstances of the debtor.

OR

Step 5 - Bankruptcy and Winding Up Proceedings

Bankruptcy and winding-up proceedings, authorised only by the General Manager, will commence if the debt is in excess of \$5,000 and previous action has secured judgement.

Step 6 – Sale of Land for Unpaid Rates and Charges

Where steps 1 to 5 have been unsuccessful, the General Manager is to commence a sale of land for unpaid rates and charges, in accordance with Chapter 17, Part 2 Division 5, Section 713 of the Local Government Act 1993.

WATER USAGE CHARGES

Due Dates

Water meters are read four times a year and accounts are sent to the property owners after each meter reading. The due date for payment is 21 days from the date of the Water Consumption Charge Notice.

Overdue Amounts

Water usage accounts are considered overdue immediately following the due date.

Suitable Arrangements

A ratepayer may make a suitable arrangement for the payment of their water usage charges, including those accounts already with the DRP.

A suitable arrangement for payment will clear the total outstanding debt:

- a) by the end of the month in which the next meter reading is scheduled; and where this cannot be achieved;
- b) by the end of the month in which the subsequent meter reading is scheduled, provided that all subsequent water usage accounts that may become due in that time frame are paid or are incorporated into the total repayment amount.

Such arrangement may be approved by the DRP and/or Revenue and Customer Service staff. In the majority of case, a ratepayer will be required to negotiate a suitable arrangement directly with the DRP. The DRP will record and monitor arrangements for compliance.

The General Manager is to approve arrangements for payment where the proposed payment arrangement will not clear the debt at b), above.

In accordance with Section 568 Local Government Act 1993, money paid in respect of charges levied on land is to be applied towards payment of those charges in the order in which they became due.

Debt Collection

All debt recovery costs and fees associated with any course of action are to be borne by the owner of the debt and will subsequently remain a charge on the property until paid. The debt recovery costs and fees are to be charged in accordance with Council's Annual Fees and Charges.

The following procedure is to be employed by Council and Council's DRP.

Supplementary Contact Procedures:

To supplement the procedures employed before and at Steps 1 to 6 below, Council's DRP may be instructed by the Manager Revenue & Property to use other multiple communication channels to

DEBT RECOVERY POLICY

remind, contact and negotiate payment arrangements with ratepayers and customers. Options include, but are not limited to, telephone calls, email, SMS, Facebook and on-line chat.

Step 1 – Overdue water reminder notice issued

At the expiration of 7 days after the due date of the Water Consumption Charge Notice, if an account remains unpaid and no satisfactory payment arrangement has been made, an overdue water reminder notice is issued by the DRP on Council letterhead.

Step 2 – Water restriction notice issued

At the expiration of 7 days after the due date of the overdue water reminder notice, if an account in excess of \$100 remains unpaid or no satisfactory payment arrangement has been made, a water restriction notice is issued by the DRP on DRP letterhead. The due date for payment is 14 days from the date of the water restriction notice.

Step 3 – Notice of intention to restrict

At the expiration of 7 days after the due date of the water restriction notice, if no payment or satisfactory payment arrangement has been made, a notice of intention to restrict water supply is issued by Council on Council letterhead. A restriction action notice penalty, as per Council's Fees and Charges, applies to the issue of this notice.

Step 4 – Water restriction

On, or as soon as practicable after the nominated date appearing on the notice of intention to restrict, if no payment or a satisfactory arrangement has been made, the restriction device is to be fitted to the water meter connected to the property.

Step 5 – Water disconnected

At the expiration of 14 days after the restriction device has been fitted to the water meter, if an account remains unpaid or no satisfactory payment arrangement has been made, a notice of intention to disconnect, authorised only by the General Manager, may be issued. The disconnection of the water meter connected to the property will occur on, or soon after a nominated date. A restriction/disconnection notice penalty, as per Council's Annual Fees and Charges, applies to the issue of this notice. A service disconnection/reconnection fee, as per Council's Annual Fees and Charges also applies.

Step 6 – Referral to the DRP

If after water restrictions or disconnection have been put in place and the debt remains outstanding, the recovery of the debt may be forwarded back to Council's DRP for legal proceedings. In such instances, the debt collection procedures in Steps 2 to 5 as listed in the Rates and Charges section of this Policy are to apply.

SUNDRY DEBTORS

This encompasses all amounts owing to Council excluding rates and charges, water usage accounts and government grants.

Due Dates

Council issues debtor accounts for numerous services. These services include, but are not limited to, trade waste services, private works, staff uniforms, airport usage and property rentals.

Accounts are generally issued on a weekly, fortnightly or monthly basis. The trading term is 30 days from date of invoice, available to credit-approved applicants only. Services such as private works, facilities hire and cemetery fees require payment in advance, in accordance with individual service policies; refer to Credit Policy.

Overdue Amounts

Sundry debtor accounts are considered overdue immediately following the due date.

DEBT RECOVERY POLICY

Council reserves the right to deny access to Council facilities or suspend services or suspend credit terms to customers with overdue amounts; refer to Credit Policy.

Suitable Arrangements

A debtor may make a suitable arrangement for the payment of their sundry debtor account, including those accounts already with the DRP.

A suitable arrangement for payment will clear the total debt;

- a) within 60 days of making the arrangement.

The General Manager is to approve arrangements for payment where the proposed payment arrangement will not clear the debt at a), above.

In accordance with Section 568 Local Government Act 1993, money paid in respect of sundry debtor amounts is to be applied towards payment of those amounts in the order in which they became due.

Debt Collection

The procedure for the collection of debts due to Council will follow those procedures outlined in Steps 1 to 5 of the Rates section of this Policy.

Supplementary Contact Procedures:

To supplement the procedures employed before and at Steps 1 to 5 of the Rates and Charges section of this Policy, Council's DRP may be instructed by the Manager Revenue & Property to use other multiple communication channels to remind, contact and negotiate payment arrangements with ratepayers and customers. Options include, but are not limited to, telephone calls, email, SMS, Facebook and on-line chat.

FURTHER CONSIDERATIONS FOR THE COLLECTION OF RATES & CHARGES, WATER USAGE AND SUNDRY DEBTOR DEBTS

Where a matter proceeds to a pre-trial consultation or a hearing, Council's Solicitor is to be instructed to act on Council's behalf.

Interest is applied to all outstanding rates and water usage charges and sundry debtor fees and charges, where deemed, whether a suitable agreement is in place or not. The interest rate is determined by Council as part of adopting the Delivery Programme and Operational Plan. Interest commences to accrue on unpaid rates and charges and water usage charges and sundry debtor fees and charges, where deemed, as soon as practical after the due date.

Interest is applied to sundry debtors, where deemed, in accordance with the legislation under which the fee or charge is raised.

The General Manager has delegated authority to write-off rates and charges, fees, charges and other debts, in accordance with Section 131 of the Local Government (General) Regulation 2005, up to and including an amount resolved by Council. This amount is currently set at \$2,500.

The Manager Revenue & Property and Assistant Manager Revenue & Property have delegated authority to write off interest that has accrued on rates and charges, charges, fees and other debts up to \$10 where the ratepayer/s was unable to pay the rates and charges when they became due and payable for reasons beyond their control; (refer Sections 567(a) & (b) LGA).

The General Manager is to be advised by the Manager Revenue & Property or the Director Corporate Chief Financial Officer of any staff member or Councillor whose overdue account has been referred to Council's DRP.

DEBT RECOVERY POLICY

Council's Revenue Staff be required to act as authorised officers in relation to the recovery of rates and charges where that nominated person is required to represent Council at Court.

VARIATION

Council reserves the right to vary the terms and conditions of this policy, subject to a report to Council.

	POLICY	ADOPTED C/M 17/6/15 Minute No. /15
	Public Interest Disclosure Internal Reporting	REVIEW: Sept 17 FILE No. A0100021

OBJECTIVE

The purpose of this policy is:

- To encourage and facilitate the reporting of disclosures by establishing an internal reporting system for the reporting of disclosures of corrupt conduct, maladministration or serious and substantial waste of public money by Council, its staff and Councillors;
- To compliment normal communication channels between supervisors and staff. Staff are encouraged to continue to raise appropriate matters at any time with their supervisors, but as an alternative have the option of making a protected disclosure in accordance with this policy;
- To provide protection from reprisals under the Public Interest Disclosures Act 1994 (the PID Act) for staff or Councillors wishing to make disclosures;
- To properly investigate matters raised in disclosures;
- To provide confidentiality of the identity of the person making the disclosure.

POLICY

1. ORGANISATIONAL COMMITMENT

Mid-Western Regional Council is committed to the highest standards of ethical and accountable conduct, to the principles of integrity, impartiality, responsiveness and honesty and to the aims and objectives of the PID Act.

Council recognises the value and importance of contributions of staff to enhance administrative and management practices and strongly supports disclosures being made by staff or Councillors which disclose corrupt conduct, maladministration or serious and substantial waste of public money.

Council will not tolerate corrupt conduct, maladministration or serious and substantial waste of public money and will take all reasonable steps to provide protection to staff members who make such disclosures from any detrimental action in reprisal for the making of the disclosure.

Council is committed to:

- continuing to create a climate of trust, where staff are comfortable and confident about reporting wrongdoing
- encouraging staff to come forward if they have witnessed what they consider to be wrongdoing within the council
- keeping the identity of the staff member disclosing wrongdoing confidential, wherever possible and appropriate
- protecting staff who make disclosures from any adverse action motivated by their report
- dealing with reports thoroughly and impartially and if some form of wrongdoing has been found, taking appropriate action to rectify it
- keeping staff who make reports informed of their progress and the outcome

Public Interest Disclosure Internal Reporting

- encouraging staff to report wrongdoing within the Council, but respecting any decision to disclose wrongdoing outside the Council – provided that disclosure outside the Council is made in accordance with the provisions of the PID Act
- ensuring managers and supervisors at all levels in the Council understand the benefits of reporting wrongdoing, are familiar with this policy, and aware of the needs of those who report wrongdoing
- providing adequate resources, both financial and human, to:
 - encourage reports of wrongdoing
 - protect and support those who make them
 - provide training for key personnel
 - investigate allegations
 - properly manage any workplace issues that the allegations identify or create
 - correct any problem that is identified
- keeping the policy under review to ensure it is still relevant and effective.

2. ROLES AND RESPONSIBILITIES OF STAFF

This policy will apply to:

- both council staff and Councillors
- permanent employees, whether full-time or part-time
- temporary or casual employees
- consultants
- individual contractors working for the Council.

The persons or positions to whom internal disclosures can be made in accordance with this policy are:-

- the General Manager; and
- the Mayor (if the disclosure concerns or involves the General Manager or Councillor roles); and
- the Disclosure Co-ordinator, who is also Governance Coordinator .

This Internal Reporting System places roles & responsibilities upon people at all levels within the Council as follows:

Employees

Employees are encouraged to report known or suspected incidences of corrupt conduct, maladministration, serious and substantial waste of public money and government information contravention in accordance with this Policy.

General Manager

The General Manager is responsible for ensuring that action is taken as a result of investigations into an internal disclosure and if necessary report any wrongdoing to external agencies.

The Mayor

The Mayor is responsible for ensuring that action is taken as a result of investigations into an internal disclosure about the General Manager or another Councillor and if necessary report any wrongdoing to external agencies.

Disclosure Co-ordinator

The position of Disclosure Co-ordinator has a key position in the internal reporting system and acts as an arranger and facilitator for disclosure investigations. The Disclosure Co-ordinator at MWRC is also Governance Coordinator.

3. WHAT SHOULD BE REPORTED?

You should report any wrongdoing you see within Mid-Western Regional Council. Reports about the four categories of serious wrongdoing – corrupt conduct, maladministration, serious and substantial waste of public money, and government information contravention – will be dealt with under the PID Act as protected disclosures and according to this policy.

a.) Corrupt conduct

Corrupt conduct is the dishonest or partial exercise of official functions by a public official.

For example, this could include:

- the improper use of knowledge, power or position for personal gain or the advantage of others
- acting dishonestly or unfairly, or breaching public trust
- a member of the public influencing or trying to influence a public official to use their position in a way that is dishonest, biased or breaches public trust.

For more information about corrupt conduct, see the NSW Ombudsman's guideline on what can be reported.

b.) Maladministration

Maladministration is conduct that involves action or inaction of a serious nature that is contrary to law, unreasonable, unjust, oppressive or improperly discriminatory or based wholly or partly on improper motives.

For example, this could include:

- making a decision and/or taking action that is unlawful
- refusing to grant someone a licence for reasons that are not related to the merits of their application.

For more information about maladministration, see the NSW Ombudsman's guideline on what can be reported.

c.) Serious and substantial waste in local government

Serious and substantial waste is the uneconomical, inefficient or ineffective use of resources that could result in the loss or wastage of local government money. This includes all revenue, loans and other money collected, received or held by, for or on account of the Council.

For example, this could include:

- poor project management practices leading to projects running over time
- having poor or no processes in place for a system involving large amounts of public funds.

For more information about serious and substantial waste, see the NSW Ombudsman's guideline on what can be reported.

Public Interest Disclosure Internal Reporting

d.) Government information contravention

A government information contravention is a failure to properly fulfil functions under the *Government Information (Public Access) Act 2009* (GIPA Act).

For example, this could include:

- destroying, concealing or altering records to prevent them from being released
- knowingly making decisions that are contrary to the legislation
- directing another person to make a decision that is contrary to the legislation.

For more information about government information contravention, see the NSW Ombudsman's guideline on what can be reported.

e.) Other wrongdoing

Although reports about the previous four categories of conduct can attract the specific protections of the PID Act, you should report all activities or incidents that you believe are wrong.

For example, these could include:

- harassment or unlawful discrimination
- reprisal action against a person who has reported wrongdoing
- practices that endanger the health or safety of staff or the public.

These types of issues should be reported to a supervisor, in accordance with Council's Code of Conduct and Human Resources policies.

Even if these reports are not dealt with as protected disclosures, Council will consider each matter and make every attempt to protect the staff member making the report from any form of reprisal.

4. WHEN WILL A REPORT BE PROTECTED?

Mid-Western Regional Council will support any staff who report wrongdoing. For a report to be considered a protected disclosure, it has to meet all of the requirements under the PID Act. These requirements are:

- The person making the disclosure must honestly believe on reasonable grounds that the information shows, or tends to show wrongdoing.
- The report has to be made to one or more of the following:
 - a position nominated in this policy – see section 9 (b), (c) & (d) below
 - the General Manager
 - one of the investigating authorities nominated in the PID Act – see section 9 below

Reports by staff and Councillors will not be considered to be protected disclosures if they:

- mostly question the merits of government policy, including the policy of the governing body of the Council.
- are made with the sole or substantial motive of avoiding dismissal or other disciplinary action.

5. HOW TO MAKE A REPORT

You can report wrongdoing in writing or verbally. However, you are encouraged to make a report in writing as this can help to avoid any confusion or misinterpretation.

If a report is made verbally, the person receiving the report must make a comprehensive record of the disclosure and ask the person making the disclosure to sign this record. The person making the report should keep a copy of this record.

Public Interest Disclosure Internal Reporting

If you are concerned about being seen making a report, ask to meet in a discreet location, away from the workplace.

6. CAN A REPORT BE ANONYMUS?

There will be some situations where you may not want to identify yourself when you make a report. Although these reports will still be dealt with, it is best if you identify yourself. This allows Council to provide you with any necessary protection and support, as well as feedback about the outcome of any investigation into the allegations.

It is important to realise that an anonymous disclosure may not prevent you from being identified. If we do not know who made the report, it is very difficult for us to prevent any reprisal action.

7. MAINTAINING CONFIDENTIALITY

Mid-Western Regional Council realises many staff will want their report to remain confidential. This can help to prevent any action being taken against you for reporting wrongdoing.

Council is committed to keeping your identity, and the fact you have reported wrongdoing, confidential. However there may be situations where this may not be possible or appropriate. We will discuss with you whether it is possible to keep your report confidential.

If confidentiality cannot be maintained, Council will develop a plan to support and protect you from risks of reprisal. You will be involved in developing this plan. You will also be told if your report will be dealt with under the Council's Code of Conduct, as this may mean certain information will have to be tabled at a council meeting.

If you report wrongdoing, you should only discuss your report with those dealing with it. This will include a Disclosure Coordinator and the General Manager. If you discuss your report more broadly, you may affect the outcome of any investigation.

8. WHO CAN RECEIVE A REPORT IN MID-WESTERN REGIONAL COUNCIL?

You are encouraged to report general wrongdoing to your supervisor. However the PID Act requires that – for a report to be a protected disclosure – it must be made to a public official in accordance with Council's disclosure procedures. For Mid-Western Regional Council this means this policy and any supporting procedures.

Any supervisor who receives a report that they believe may be a protected disclosure must refer the staff member making the report to one of the positions listed below.

If you are a staff member and your report involves a Councillor, you should make it to the General Manager or the Mayor. If you are a Councillor and your report is about another Councillor, you should make it to the General Manager or the Mayor.

The following positions are the only staff within the Mid-Western Regional Council who can receive a protected disclosure.

a.) General Manager

You can report wrongdoing directly to the General Manager. The General Manager is responsible for:

- receiving and assessing any report received by a staff member.
- deciding if a report is a protected disclosure
- determining what needs to be done next, including referring it to other authorities
- deciding what needs to be done to correct the problem that has been identified.

Public Interest Disclosure Internal Reporting

The General Manager must make sure there are systems in place in Council to support and protect staff who report wrongdoing.

He is also responsible for referring actual or suspected corrupt conduct to the Independent Commission Against Corruption.

b.) Mayor

If you are making a report about the General Manager, you should make your report to the Mayor.

The Mayor is responsible for:

- receiving and assessing any report received by a staff member regarding the General Manager
- deciding if a report is a protected disclosure
- determining what needs to be done next, including referring it to other authorities
- deciding what needs to be done to correct the problem that has been identified.

The Mayor must make sure there are systems in place in Council to support and protect staff who report wrongdoing.

If the report is about the General Manager, the Mayor is also responsible for referring actual or suspected corrupt conduct to the Independent Commission Against Corruption.

c.) Disclosure Co-ordinator

The position of Disclosure Co-ordinator has a central role in dealing with reports made by staff. They receive them, assess them and refer them to the people within Mid-Western Regional Council who can deal with them appropriately.

d.) Disclosures Officers

Disclosures officers work with the Disclosures Co-ordinator and are responsible for receiving, forwarding and/or dealing with reports made in accordance with this policy.

In Mid-Western Regional Council, disclosures officers are:

- Director Operations
- Director Development ~~and Community~~
- ~~Director Finance and Administration~~ Director Community

9. WHO CAN RECEIVE A REPORT OUTSIDE MID-WESTERN REGIONAL COUNCIL?

Staff are encouraged to report wrongdoing within Mid-Western Regional Council but internal reporting is not your only option. If you follow the guidance below, your report can still be a protected disclosure.

You can choose to make your report to an investigating authority. You can do this first, or at any stage after your initial report to Council. If your report is about the General Manager or the Mayor, you should consider making it to an investigating authority.

You can also choose to make a report to a Member of Parliament or a journalist, but only in limited circumstances which are outlined below.

Public Interest Disclosure Internal Reporting

a.) Investigating Authorities

The PID Act lists a number of investigating authorities in NSW that staff can report wrongdoing to and the categories of wrongdoing each authority can deal with.

In relation to Council, these authorities are:

- the Independent Commission Against Corruption (ICAC) — for corrupt conduct
- the Ombudsman — for maladministration
- the Police Integrity Commission (PIC) — for police misconduct
- the Division of Local Government, Department of Premier and Cabinet — for serious and substantial waste in local government (reports about serious and substantial waste in State government agencies should be made to the Auditor General)
- the ICAC Inspector — for disclosures about the ICAC or its staff
- the Information Commissioner — for disclosures about a government information contravention.

You should contact the relevant authority for advice about how to make a disclosure to them. Contact details for each investigating authority are provided at the end of this policy.

You should be aware that it is very likely the investigating authority will discuss the case with Council. Mid-Western Regional Council will make every effort to assist and cooperate with the investigating authority to ensure the matter is dealt with appropriately and there is a satisfactory outcome. Council will also provide appropriate support and assistance to staff who report wrongdoing to an investigating authority.

b.) Members of Parliament or journalists

To have the protections of the PID Act, staff reporting wrongdoing to a Member of Parliament (MP) or a journalist must have already made substantially the same report to one of the following:

- the General Manager
- a person nominated in this policy
- an investigating authority in accordance with the PID Act.

Also, Mid-Western Regional Council or an investigating authority that received the report must have either:

- decided not to investigate the matter
- decided to investigate the matter, but not completed the investigation within six months of the original report
- investigated the matter but not recommended any action as a result
- not told the person who made the report, within six months of the report being made, whether the matter will be investigated.

Most importantly – to be protected under the PID Act – if you report wrongdoing to an MP or a journalist you will need to be able to prove that you have reasonable grounds for believing that the disclosure is substantially true and that it is in fact substantially true.

If you report wrongdoing to a person or an organisation that is not listed above, you will not be protected under the PID Act. This may mean you will be in breach of legal obligations or Council's Code of Conduct – by, for example, disclosing confidential information.

For more information about reporting wrongdoing outside Mid-Western Regional Council contact a Disclosure Coordinator or the NSW Ombudsman's Public Interest Disclosures Unit. Their contact details are provided at the end of this policy.

10. FEEDBACK TO STAFF WHO REPORT WRONGDOING

Staff who report wrongdoing will be told what is happening in response to their report.

When you make a report, you will be given:

- an acknowledgement that your disclosure has been received
- the timeframe for when you will receive further updates
- the name and contact details of the people who can tell you what is happening.

This information will be given to you within two working days from the date you make your report.

After a decision is made about how your report will be dealt with, you will be given:

- information about the action that will be taken in response to your report
- likely timeframes for any investigation
- information about the resources available within Council to handle any concerns you may have
- information about external agencies and services you can access for support.

This information will be given to you within 10 working days from the date you make your report.

During any investigation, you will be given:

- information on the ongoing nature of the investigation
- information about the progress of the investigation and reasons for any delay
- advice if your identity needs to be disclosed for the purposes of investigating the matter, and an opportunity to talk about this.

At the end of any investigation, you will be given:

- enough information to show that adequate and appropriate action was taken and/or is proposed to be taken in response to your disclosure and any problem that was identified
- advice about whether you will be involved as a witness in any further matters, such as disciplinary or criminal proceedings.

11. PROTECTION AGAINST REPRISALS

The PID Act provides protection for people reporting wrongdoing by imposing penalties on anyone who takes detrimental action substantially in reprisal for them making the protected disclosure.

Mid-Western Regional Council will not tolerate any reprisal action against staff who report wrongdoing. The criminal penalties that can be imposed include imprisonment or fines. Detrimental action is also misconduct that justifies disciplinary action. People who take detrimental action against someone who has made a disclosure can also be required to pay damages for any loss suffered by that person.

Detrimental action means action causing, comprising or involving any of the following:

- injury, damage or loss
- intimidation or harassment
- discrimination, disadvantage or adverse treatment in relation to employment
- dismissal from, or prejudice in, employment
- disciplinary proceedings.

a.) Responding to reprisals

Mid-Western Regional Council will act to protect staff who report wrongdoing from reprisals.

Public Interest Disclosure Internal Reporting

When a report is received, Council will ensure that a thorough risk assessment is conducted. This will identify any risks to the member of staff who reported the wrongdoing, as well as strategies to deal with those risks.

If you believe that detrimental action has been or is being taken against you or someone else who has reported wrongdoing in reprisal for making a report, you should tell your supervisor, your Director or the General Manager immediately.

All supervisors must report any suspicions they have that reprisal action against a staff member is occurring, or any reports that are made to them, to the appropriate Director or the General Manager.

If the General Manager (or the Mayor) becomes aware of reprisal action against a person who has made a disclosure, they will:

- ensure a senior and experienced member of staff, who has not been involved in dealing with the initial disclosure, will investigate the suspected reprisal
- give the results of that investigation to the General Manager for a decision or
- give the results of that investigation to the Mayor for a decision if the allegation of reprisal action is about the General Manager
- if it has been established that reprisal action is occurring against someone who has made a disclosure, take all steps possible to stop that activity and protect the member of staff who made the disclosure
- take appropriate disciplinary or criminal action against anyone proven to have taken or threatened any action in reprisal for making a disclosure.
- If you report reprisal action, you will be kept informed of the progress of any investigation and the outcome.

The General Manager may issue specific directions to help protect against reprisals. If the allegation of reprisal action is about the General Manager, the Mayor may issue similar directions.

These may include:

- issuing warnings to those alleged to have taken reprisal action against the member of staff who made the disclosure
- relocating the member of staff who made the disclosure or the subject officer within the current workplace
- transferring the member of staff who made the disclosure or the staff member who is the subject of the allegation to another position for which they are qualified
- granting the member of staff who made the disclosure or the subject officer leave of absence during the investigation of the disclosure.

These directions will only be taken if the member of staff who made the disclosure agrees to it.

The General Manager will make it clear to other staff that this action was taken in consultation with the staff member and with management support – and it is not a punishment.

If you have reported wrongdoing and feel that any reprisal action is not being dealt with effectively, contact the Ombudsman or the ICAC – depending on the type of wrongdoing you reported. Contact details for all these investigating authorities are included at the end of this policy.

b.) Protection against legal action.

If you make a disclosure in accordance with the PID Act, you will not be subject to any liability and no action, claim or demand can be taken against you for making the disclosure. You will not have breached any confidentiality or secrecy obligations and you will have the defence of absolute privilege in defamation.

Public Interest Disclosure Internal Reporting

12. SUPPORT FOR THOSE REPORTING WRONGDOING

Mid-Western Regional Council will make sure that staff who have reported wrongdoing, regardless of whether they have made a protected disclosure, are provided with access to any professional support they may need as a result of the reporting process – such as stress management, counselling services, legal or career advice.

Council has staff who will support those who report wrongdoing. They are responsible for initiating and coordinating support, particularly to those who are suffering any form of reprisal. At Mid-Western Regional Council the Human Resources staff will provide that support.

All supervisors must notify the General Manager or the appropriate Group Manager if they believe a staff member is suffering any detrimental action as a result of disclosing wrongdoing.

13. SANCTIONS FOR MAKING FALSE OR MISLEADING DISCLOSURES

It is important that all staff are aware that it is a criminal offence under the PID Act to wilfully make a false or misleading statement when reporting wrongdoing.

14. SUPPORT FOR THE SUBJECT OF A REPORT

Mid-Western Regional Council is committed to ensuring staff who are the subject of a report of wrongdoing are treated fairly and reasonably. If you are the subject of a report, you will be:

- treated fairly and impartially
- told your rights and obligations under our policies and procedures
- kept informed during any investigation
- given the opportunity to respond to any allegation made against you
- told the result of any investigation.

15. MORE INFORMATION

More information about protected disclosures can be obtained from a Mid-Western Regional Council Disclosure Co-ordinator or the NSW Ombudsman's website at www.ombo.nsw.gov.au

16. RESOURCES

The contact details for external investigating authorities that staff can make a protected disclosure to or seek advice from are listed below:

For disclosures about corrupt conduct:

Independent Commission Against Corruption (ICAC)

Phone: 02 8281 5999

Toll free: 1800 463 909

Tel. typewriter (TTY): 02 8281 5773

Facsimile: 02 9264 5364

Email: icac@icac.nsw.gov.au

Web: www.icac.nsw.gov.au

Address: Level 21, 133 Castlereagh Street, Sydney NSW 2000

For disclosures about maladministration:

NSW Ombudsman

Phone: 02 9286 1000

Toll free (outside Sydney metro): 1800 451 524

Tel. typewriter (TTY): 133 677

Facsimile: 02 9283 2911

Email: nswombo@ombo.nsw.gov.au

Web: www.ombo.nsw.gov.au

Address: Level 24, 580 George Street, Sydney NSW 2000

Public Interest Disclosure Internal Reporting

For disclosures about serious and substantial waste in local government agencies:

Division of Local Government in the
Department of Premier and Cabinet
Phone: 02 4428 4100
Tel. typewriter (TTY): 02 4428 4209
Facsimile: 02 4428 4199
Email: [dlg\(~dlg.nsw.gov.au\)](mailto:dlg(~dlg.nsw.gov.au))
Web: www.dlg.nsw.gov.au
Address: 5 O'Keefe Avenue, Nowra, NSW 2541

For disclosures about police misconduct:

Police Integrity Commission (PIC)
Phone: 02 9321 6700
Toll free: 1800 657 079
Facsimile: 02 9321 6799
Email: [contactus\(~pic.nsw.gov.au\)](mailto:contactus(~pic.nsw.gov.au))
Web: www.pic.nsw.gov.au
Address: Level 3, 111 Elizabeth Street,
Sydney NSW 2000

For disclosures about breaches of the GIPA Act:

Information Commissioner
Toll free: 1800 463 626
Facsimile: 02 8114 3756
Email: [ipinfo\(~ipc.nsw.gov.au\)](mailto:ipinfo(~ipc.nsw.gov.au))
Web: www.ipc.nsw.gov.au
Address: Level 11, 1 Castlereagh Street,
Sydney NSW 2000



2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting

18 NOVEMBER 2015

ATTACHMENT **6.2.16**

► Annual Report 2014-15



ANNUAL REPORT 2014/15
Mid-Western Regional Council



MID-WESTERN REGIONAL COUNCIL

Address 86 Market St, Mudgee, NSW 2850
Email council@midwestern.nsw.gov.au
Telephone 02 6378 2850
Fax 02 6378 2815
Mayor Councillor Des Kennedy
General Manager Brad Cam



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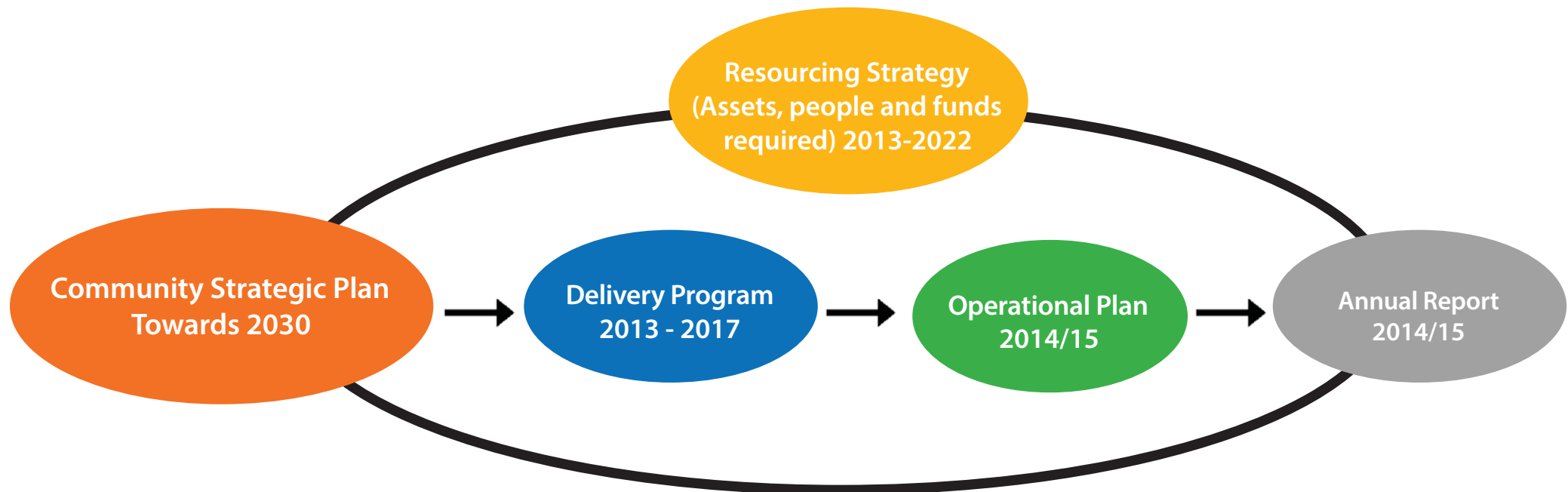


INTRODUCTION

READING THIS REPORT

The Annual Report evaluates Council's performance for the last financial year by assessing the achievement of projects outlined in the Delivery Program 2013-2017. The Delivery Program details the principal activities Council will undertake to achieve the goals established in the Community Plan. The Operational Plan sets out annual project and activity budgets.

The Annual Report contains general information about Council and the Mid-Western Region, a detailed evaluation of progress made on the Operation Plan and Delivery Program, audited financial reports and a range of other information required to be disclosed to meet statutory obligations.



Key	2014/15 Works Complete/Achieved	Partially Achieved	Not Complete/Not Achieved
	✓	—	✗

MESSAGE FROM THE GENERAL MANAGER

The 2014/15 year has been another very busy and productive one for Council. This year we adopted the 2015/16 Operational Plan which reflects our priorities in our Community Plan, Resourcing Strategy and Long Term Financial Plan.

These plans provide direction for staff and are focused on 5 key themes:

- Looking after our community
- Protecting our natural environment
- Building a strong local economy
- Connecting our region
- Good government

The Community Plan sets the framework for Council's work 'Towards 2030'. Strong growth and local development continue to be key factors for decision making and planning at Council.

The 2014/15 Annual Report demonstrates Council's strong financial performance. We've responsibly planned for the future through investment and prudent financial management, delivering debt-free budgets and a substantial capital works program.

Council continues to work closely with State and Federal Governments, government agencies, local business groups and organisations to anticipate the growth needs of the community and ensure community expectations are realised.

Major upgrades to Ulan Road continue as Cope Road upgrades are nearing completion. Council has also started design works on a major Rylstone/Kandos Sewer Augmentation. Work continues to maintain and upgrade public halls, parks and reserves across the region.

The Pedestrian Access and Mobility Plan has investigated the immediate and long term priorities for our footpath and walkway network which will be addressed in coming years.

Recent investment in asset management will ensure benefits from Council's strong capital expenditure program are maximised.

Local Government reform has ensured this Council continues to be accountable for our own sustainability, and we have plans in place to be Fit For The Future in the long term.

BRAD CAM
GENERAL MANAGER





MESSAGE FROM THE MAYOR

I am consistently proud of the progress and projects of Council. This Annual Report is a summary of the efforts and achievements made in the last financial year.

I thank fellow Councillors for their leadership and representation, Council staff for their hard work and commitment, and every member of the community who has provided feedback and participated in consultation opportunities.

It is only with this collaborative process that Council can ensure the best possible outcomes are delivered and community priorities are recognised.

We continue to be successful in securing millions of dollars of grant funding, easing the burden on ratepayers and allowing us to complete major infrastructure projects. This grant funding is integral to the future growth of the region and encouragement of ongoing investment.

We've completed street upgrades, undertaken major road improvements, hosted bigger and better events, cultivated more engagement with businesses and maintained beautiful community facilities.

Some of the projects I'm most proud of include the Flavours of Mudgee street festival, construction of an early childhood centre, major upgrades to Ulan and Cope Roads, development of the Mudgee Airport and the return of commercial flights to the Region.

In the next twelve months, major roads projects will continue. A \$15 million upgrade to Wollar Road will commence, three timber bridges on key transport routes will be replaced and the upgrade of Fairydale and Saleyards Lanes will be completed.

The best possible outcome for each resident is always

front of mind for Council. We work hard to make sure there are opportunities for residents to have a say and it's very rewarding when residents take up these opportunities and get involved in the decision making process at Council.

I encourage you to continue to play an active role in Council operations and help us continue to make our region a wonderful place to live, work, invest and visit.

DES KENNEDY
MAYOR



YOUR COUNCIL

Mid-Western Regional Council is represented by nine Councillors including a Mayor elected annually from within.

Councillors are elected to a four year term, with the most recent elections occurring in September 2012. That election saw 42 candidates nominated to serve the Mid-Western Region, with Councillors Paul Cavalier, Des Kennedy, Esme Martens, Peter Shelley, Percy Thompson, Max Walker, John Webb, John Weatherley, and Lucy White elected.

Council elected Clr Kennedy as Mayor, and Clr Cavalier as Deputy Mayor for the period September 2014 through to September 2015.

The next round of Local Government elections is due in 2016.



MAYOR
Councillor Des Kennedy

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Councillor Peter Shelley

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Councillor John Weatherley

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DEPUTY MAYOR
Councillor Paul Cavalier

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Councillor Percy Thompson

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Councillor John Webb

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Councillor Esme Martens

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Councillor Max Walker

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Councillor Lucy White

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CIVIC LEADERSHIP

THE ROLE OF COUNCIL

The Mid-Western Regional Council exists as a body politic under the NSW Local Government Act 1993. It consists of nine Councillors with the Mayor elected annually from within. Together, the Councillors as 'Council', form the governing body of the Mid-Western Regional Council.

The role of Council is to make policies on the Region's direction, funding, expenditure, investment, strategic development and growth.

The elected Council considers issues facing the Region to ensure ratepayers' money is allocated to priority areas and spent in the most effective way. This means balancing the needs of the community against the needs of individuals, and carefully considering the long and short term implications of decisions.

Day to day operations are delegated to the General Manager. Corporate performance is monitored by regular reports to Council, and this Annual Report.

COUNCIL DECISIONS

Council is recognised as a single entity and Councillors only have the authority to make decisions as a group, when they are acting as Council, that is, in Council meetings.

Council meetings are held at the Chambers of the Mudgee Administration Centre on the third Wednesday of every month except for January (no meeting). Occasionally Council holds extraordinary meetings. These are Council meetings held outside the normal meeting cycle, most often to consider matters of an urgent nature.

Meetings are open to the public, and residents and businesses are actively encouraged to attend and participate in the decision making process. Prior to the commencement of the formal Council meeting, Open Day is held. Open Day is an opportunity for members of the public to address Council on any issue of relevance to the Council.

Council also has advisory committees comprised of Councillors, members of the public and staff of the Council. These committees, focused on specific narrow areas of expertise, make recommendations for consideration by the Council.

CODE OF CONDUCT

Councillors and staff are bound by a Code of Conduct, which sets the standards for ethical behaviour and decision making.

The Code states Councillor and staff roles and responsibilities and outlines steps to be followed when making and investigating allegations of breaches of the Code.

During 2014/15, there were two Code of Conduct complaints made against Councillors.

Code of Conduct matters are dealt with via the following means:

- Referred to a Conduct reviewer
- Referred to the various legislative authorities where required (Office of Local Government, Independent Commission Against Corruption)
- Resolved in accordance with Council's Procedures for the Administration of the Code of Conduct

HAVING YOUR SAY

There are many ways for residents to have a say on the governing of the Mid-Western Region.

- Vote for Councillors every four years through the Local Government election for Mid-Western Regional Council
- Arrange to speak at Open Day
- Write to or telephone elected members of the Council
- Get social and connect with Council on social media, including Facebook, Twitter and Instagram
- Make a submission on Council's four year Delivery Plan including the one year Operational Plan when on exhibition year, or the ten year Community Strategic Plan when reviewed every four years
- Make submissions on other major projects of notified consents that are consulted or advertised throughout the year

Mid-Western Regional Council is committed to engaging its residents, stakeholders and staff in the development of policies and plans and the delivery of services for the community. Council's Community Engagement Policy recognises that community information sharing, consultation and participation are vital for effective decision making.

COUNCILLORS' FEES AND EXPENSES

The Local Government Remuneration Tribunal is constituted under Sections 239 and 241 of the Local Government Act 1993 and is responsible for categorising Councils, County Councils and Mayoral Offices to determine the amounts of fees to be paid to Councillors, members of County Councils and Mayors in each category.

The Mayor and Councillors receive an annual fee established by Council and set within the approved range by the Local Government Remuneration Tribunal.

The Mayor and Councillors also receive reimbursement of expenses relating to their roles as detailed in the approved Councillor Expenses Policy. Information relating to these expenses in 2014/15 can be found in Statutory Information on page 55.

The Mayor's Fee for 2014/15 was \$22,870 plus a Councillor Fee of \$10,480.

The Councillor's Fee for 2014/15 was \$10,480 for each Councillor.

COUNCILLOR ATTENDANCE AT MEETINGS AND WORKSHOPS

17 Ordinary Council Meetings were held between 1 July 2014 and 30 June 2015.

Two Extraordinary Council Meetings were held during the same period. The statutory meeting, including election of the Mayor, was held on 3 September 2014.

ELECTED MEMBER	ORDINARY MEETINGS ATTENDED		EXTRAORDINARY MEETINGS ATTENDED	
	NUMBER	%	NUMBER	%
Clr Des Kennedy - Mayor	17/17	100	2/2	100
Clr Paul Cavalier - Deputy Mayor	16/17	94	2/2	100
Clr Esme Martens	17/17	100	2/2	100
Clr Peter Shelley	16/17	94	2/2	100
Clr Percy Thompson	17/17	100	2/2	100
Clr Max Walker	15/17	88	2/2	100
Clr John Weatherley	17/17	100	2/2	100
Clr John Webb	14/17	82	1/2	50
Clr Lucy White	13/17	76	2/2	100

DELEGATING DECISION MAKING

As provided for in the Local Government Act, the Council can delegate some of its decision making authority to the General Manager, allowing a more efficient operation in several areas such as enforcement of Council regulations and finalising or negotiating various matters within parameters set by Council.

COMMUNITY STRATEGIC PLAN

The Towards 2030 Community Plan sets out the community vision for the future - where we are, where we want to be, how we will get there and how we know that we are there. The plan represents an opportunity for Mid-Western Regional Council and the community to strategically create and foster sustainable communities that reflect local values and aspirations. It allows the community to define and reconcile the economic, social, cultural and environmental priorities for the Region.

The Towards 2030 Community Plan was developed following an extensive consultation process that more than 3,000 residents participated in using varying forms. The key strategies and priorities identified are outlined below.

Theme 1:

Looking After Our Community

- 1.1 A safe and healthy community
- 1.2 Vibrant towns and villages
- 1.3 Effective and efficient delivery of infrastructure
- 1.4 Meet the diverse needs of the community and create a sense of belonging

Theme 2:

Protecting Our Natural Environment

- 2.1 Protect and enhance our natural environment
- 2.2 Provide total water cycle management
- 2.3 Live in a clean and environmentally sustainable way

Theme 3:

Building A Strong Local Economy

- 3.1 A prosperous and diversified economy
- 3.2 An attractive business and economic environment
- 3.3 High quality sustainable development
- 3.4 A range of rewarding and fulfilling career opportunities to attract and retain residents

Theme 4:

Connecting Our Region

- 4.1 High quality road network that is safe and efficient
- 4.2 Efficient connection of the region to major towns and cities

Theme 5:

Good Government

- 5.1 Strong civic leadership
- 5.2 Good communications and engagement
- 5.3 An effective and efficient organisation





ABOUT THE MID-WESTERN REGION

More than 24,000 people call the Mid-Western Region home.

One of regional NSW's fastest growing areas, the Region is the gateway to the Central West and Far West regions of the State. Just over 3 hours' drive from Sydney and Newcastle, it is easily accessible and centrally located to other major regional centres.

Gulgong, Kandos, Mudgee and Rylstone townships are alive with visitors and families. The Region has open spaces, parks and sporting facilities for activities and a large number of events held each year. Local markets celebrate culture by way of local produce and artisan creativity.

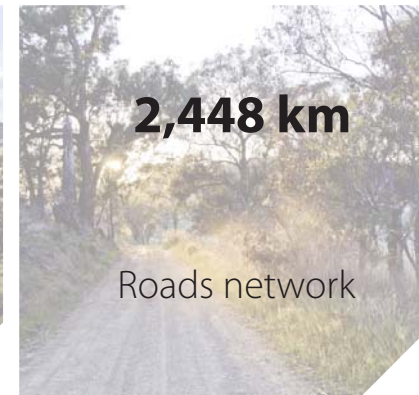
A key feature of the Region's economy is its diversity. Business and investment is driven by four major industry sectors – agriculture, viticulture, tourism and mining.

Each of these industries continues to provide job opportunities. The quality and diversity of the local labour force provides the Region with a competitive edge.

Whilst the current labour force provides access to a wide range of skills and education levels, the future growth expected in the Region will continue to increase the demand for new skills and qualifications.

Skilled workers such as engineers, builders, tradespeople, childcare and health professionals are likely to be in highest demand in the next three to five years.

Visitors to the Region experience a real country community with heart, soul and spirit. Locals love the place they call home and are happy to share the surroundings with almost 500,000 visitors each year.



Fast Facts

Major Towns and Centres
Mudgee, Gulgong, Kandos and Rylstone

Major Industries
Agriculture, Mining, Tourism, Viticulture

Competitive Advantages

- Diverse and growing economic base
- Centrally located to Sydney and Newcastle and major regional centres in NSW
- Transport links - daily coach services
- Skilled workforce
- Strong business services sector
- Great lifestyle benefits
- Thriving tourism, arts and cultural sectors
- Adequate water supply



PROGRESS ON THE OPERATIONAL PLAN AND DELIVERY PROGRAM

We manage

\$840 m

of property and infrastructure

We raised

\$26 m

of rates and annual charges

We invested

\$27 m

into new and renewed assets

We achieved

\$16 m

of capital grants and contributions

We donated

\$147,000

to our community as grants and in-kind support

We spent

\$22 m

on roads, bridges and footpaths

MANAGING THE MONEY

Mid-Western Regional Council receives money in the form of rates on residential, business, mining and farmland properties; interest on investments; government grants and subsidies; contributions from major industry; annual charges for services like water, sewer and waste; and user charges and fees.

Major cash outflows include construction of new assets and renewal of existing infrastructure; labour; materials and contractor payments; insurances; and contributions to local and regional bodies.

The following information provides a brief summary of Council's 2014/15 financial statements in a format that is readily understood by the community, customers, employees and other stakeholders.

INCOME

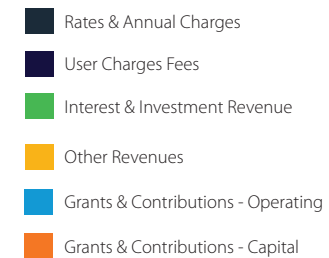
This year, Council's primary source of income was from Rates and Annual Charges of \$26 million or 33.7% of total income (2013/14: \$23.8 million or 38.5%).

Council generates a significant portion of revenue from fees and charges associated with provision of services and facilities such as swimming pools; contract works; planning and building regulation; water consumption; and waste management. This amounted to \$18.2 million or 24% in 2014/15 (2013/14: \$14.7 million or 24%).

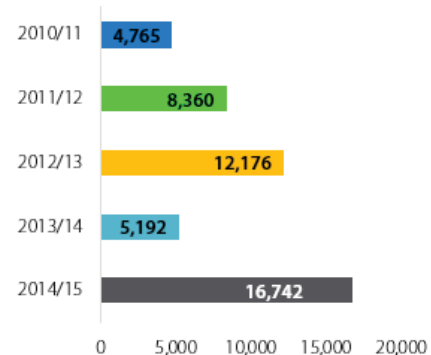
Grants and contributions from Government and Industry continue to be an important funding source for provision of services to, and maintenance and construction of infrastructure for the community. Council received a total of \$28.7 million or 37% in grants and contributions in 2014/15 (2013/14: \$19 million or 31%).

This demonstrates Council's day-to-day costs are greater than the total revenue stream, which impacts Council's ability to undertake capital works.

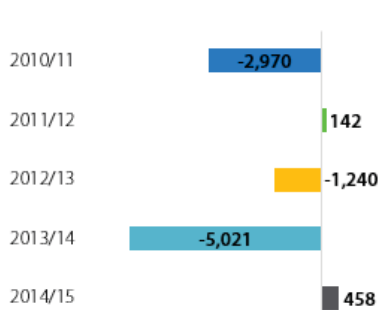
2014/15 Total Income \$77m



Operating Result (\$'000s)



Operating Result before Capital (\$'000s)



EXPENDITURE

Council continues to invest as much money as possible into the renewal of existing infrastructure to ensure it is in a satisfactory and serviceable condition.

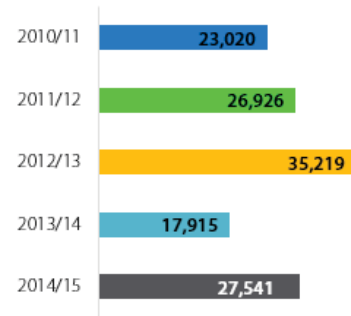
Council also continues to invest in new infrastructure to meet the demands of a growing community. Council delivered \$27 million of capital expenditure this year (2013/14: \$17.9 million).

2014/15 Total Expenditure \$60m

- Employee Costs
- Borrowing Costs
- Materials & Contracts
- Depreciation & Amortisation
- Other Expenses
- Loss on Disposal of Assets



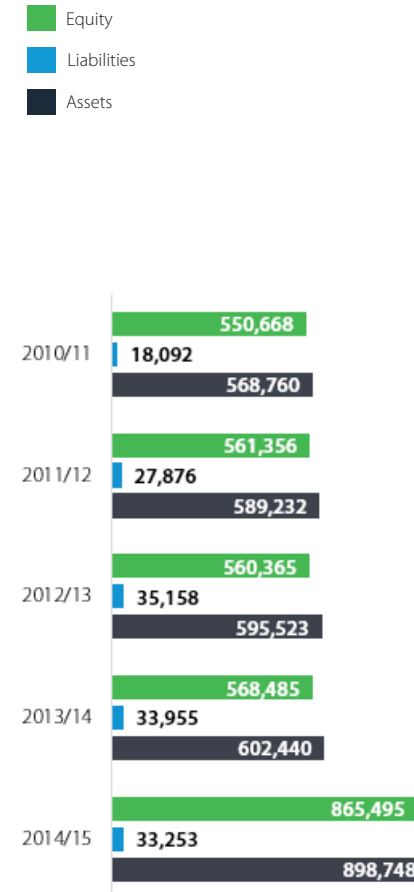
Capital Expenditure (\$'000s)



NET WORTH

The following graph compares Council's net accumulated financial worth as at 30 June 2015 to the previous four years.

Net Worth (\$'000s)



ASSET MANAGEMENT

Council owns and maintains over half a billion dollars' worth of infrastructure including roads, parks, buildings, swimming pools, sports grounds, stormwater drainage, water and sewer networks, footpaths, buildings, and waste management facilities. These assets, which are used by the community every day, deteriorate over time, and require ongoing maintenance and renewal or replacement to keep them in a satisfactory condition.

Deteriorating infrastructure is a major issue for the majority of councils across Australia. Economic and legislative constraints such as rate pegging, service cost shifting from other levels of government plus increasing costs for materials and utilities further restricts Council's ability to meet existing or emerging community priorities with respect to asset management.

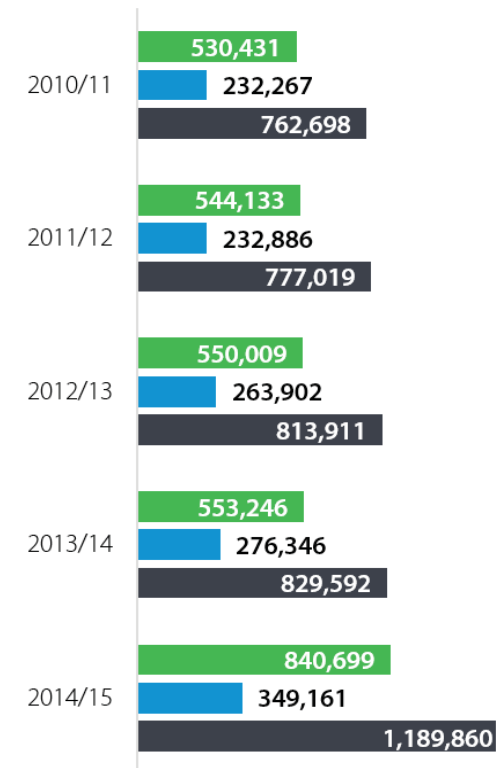
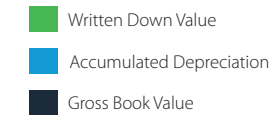
As the local population grows, so does the demand for services and the use and impact on assets. Unfortunately, the pool of money available to Council to maintain these assets simply does not keep pace with increased costs. The result is a funding gap, which contributes to a backlog of works and deteriorating assets.

The age of Council's assets and the increasing demand levels, means Council must continue to invest as much as possible in renewal programs to ensure assets meet community needs. Failure to renew assets at key points across their useful life will result in a higher backlog into the future. The money spent today on renewing assets will greatly reduce the cost to completely replace assets in years to come.

Council's current asset data requires continual improvement. Council is committed to improving asset knowledge so that data accurately records the asset inventory, how assets are performing and when assets are not able to provide the required service levels. Council also seeks to improve efficiency in operating, maintaining, renewing and replacing existing assets to optimise life cycle costs.

It is important to consider trade-offs between service levels and costs to ensure that the community receives the best return from infrastructure. This may include identifying assets surplus to needs for disposal in order to make savings in future operations and maintenance costs.

Infrastructure, Property, Plant & Equipment (\$'000s)



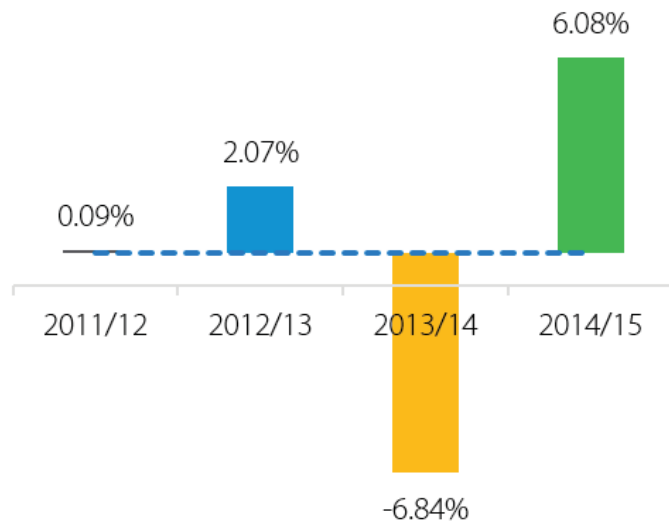
PERFORMANCE MEASURES - FIT FOR THE FUTURE

SUSTAINABILITY

Operating performance ratio

This ratio measures operating expenditure against operating revenue. It is important to distinguish that this ratio is focusing on operating performance and hence capital grants and contributions, fair value adjustments and reversal of revaluation decrements are excluded.

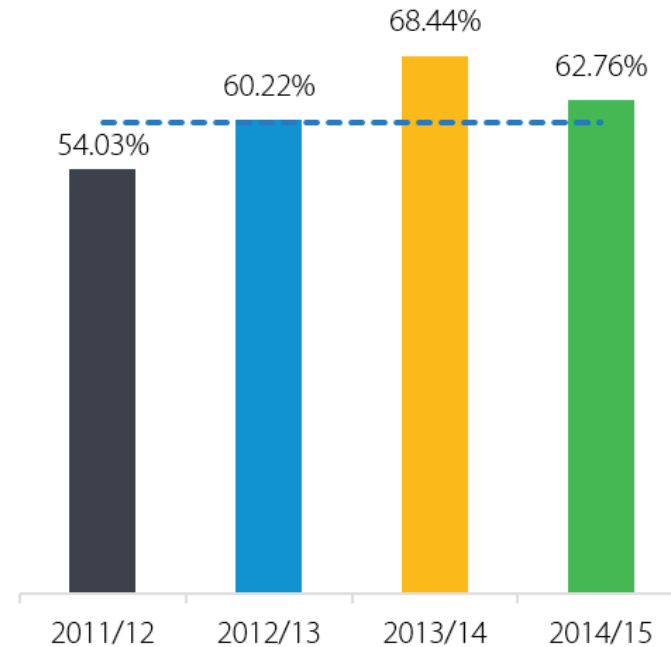
The benchmark operating performance ratio is greater than 0%.



Own source operating revenue

This ratio measures fiscal flexibility. It is the degree of reliance on external funding sources such as operating grants and contributions. Council's financial flexibility is improved by a higher level of own source revenue.

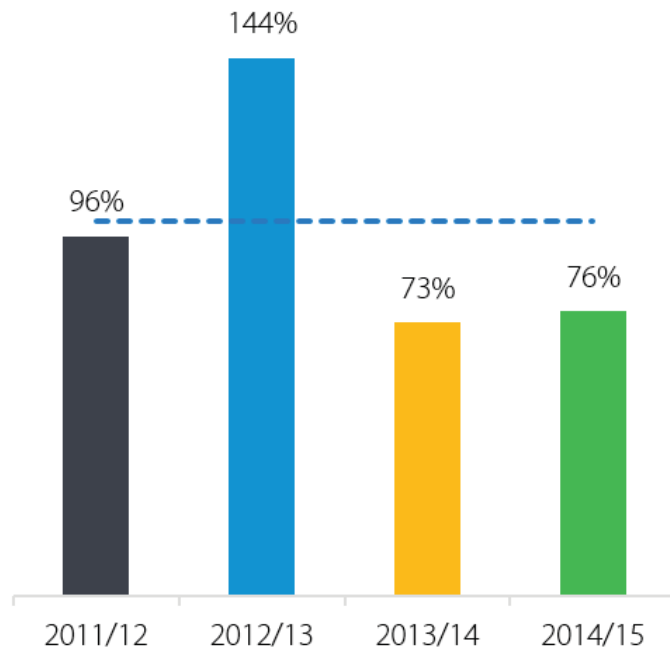
The benchmark own source operating revenue percentage is equal to or greater than 60%.



Buildings and infrastructure asset renewal ratio

This ratio assesses the rate at which assets are being renewed against the rate at which they are depreciating.

The benchmark buildings and infrastructure asset renewal ratio is 100%.

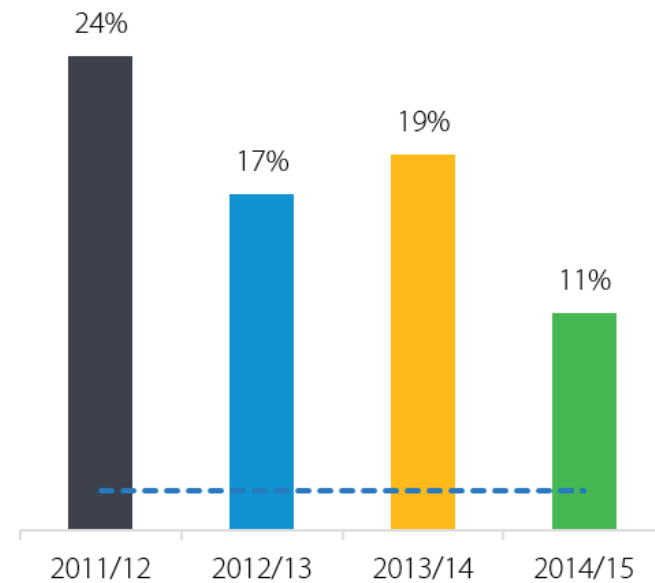


EFFECTIVE INFRASTRUCTURE AND SERVICE MANAGEMENT

Infrastructure backlog ratio

This ratio shows the backlog proportion against the total value of Council's infrastructure.

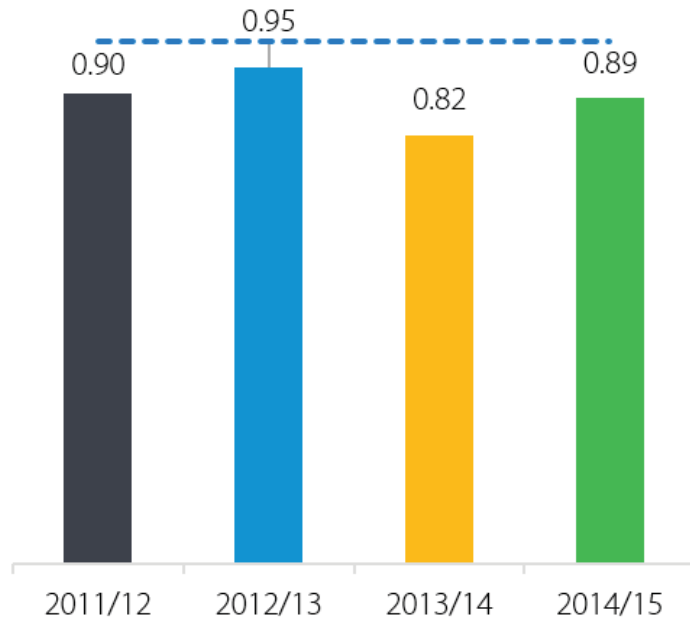
A benchmark of 2% was indicated as part of the Fit for the Future self-assessment tool, however there remains significant contention across the local government industry concerning both the benchmark being too low and the use of written-down value in the calculation itself.



Asset maintenance ratio

This ratio compares actual versus required annual asset maintenance. A ratio above 1.0 indicates that Council is investing enough funds within the year to stop the infrastructure backlog from growing.

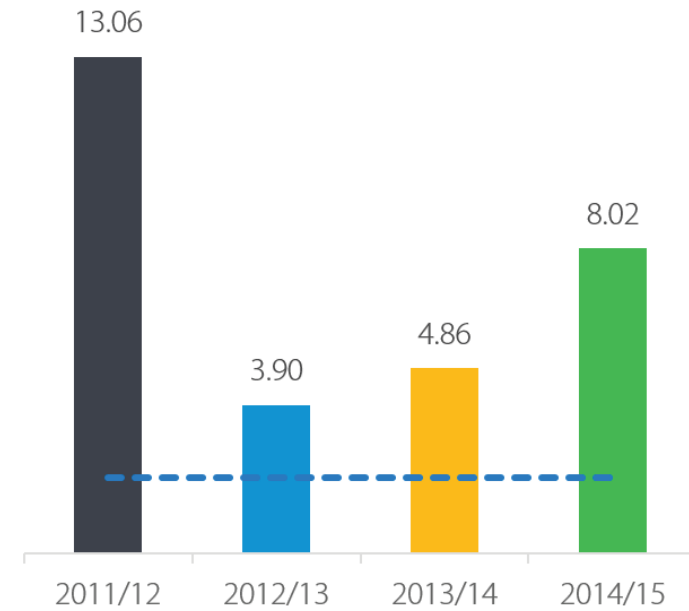
The benchmark asset maintenance ratio is equal to or greater than 1.0.



Debt service cover ratio

This ratio measures the availability of operating cash to service debt including interest, principal and lease payments. This measure replaces the debt service ratio.

The benchmark debt service cover ratio is greater than 2.0.



PROGRESS AGAINST DELIVERY PROGRAM TARGETS

Theme	No. of actions	100% complete	%
1. Looking after our community	67	65	97%
2. Protecting our natural environment	47	40	85%
3. Building a strong local economy	23	20	87%
4. Connecting our region	21	17	81%
5. Good Government	30	29	97%
Total	188	171	91%



LOOKING AFTER OUR COMMUNITY

Looking after our community

Goal 1.1: A safe and healthy community

Strategy 1.1.1: Maintain the provision of high quality, accessible community services that meet the needs of our community

Provide comprehensive community support programs that embrace social justice and access and equity	Continue to support the Transport Working Group	The Transport Working Group meetings continue to be auspiced by the Mudgee Community Transport Service and are held on a quarterly basis.	✓
	Provide Meals on Wheels Services	Council-auspiced Mudgee Meals on Wheels continues to provide meals to frail, elderly and disabled residents with the assistance of a strong volunteer base. For the year ended 30 June 2015, the service provided a total of 5,644 hot and frozen meals to its clientele. This equates to approximately 110 meals each week.	✓
	Provide Respite Care support services	Hours provided to respite clients continues to substantially exceed funding body requirements; over 4,000 hours were provided for the year ended 30 June 2015. Further hours of respite were provided under a sibling support program. The respite provided is by volunteers personally matched to clients and their individual needs.	✓
	Provide Home Modification and Maintenance service	The Home Modification and Maintenance Service undertook an array of works including bathroom renovations, installation of grab rails and slip resistant treatments to assist 30 frail, aged and disabled residents remain in their own homes. The jobs were undertaken within the Mid-Western Region and Warrumbungle Shire.	✓
	Provide Community Transport service	The Community Transport service continues to provide transport to the elderly, those at a transport disadvantage and the disabled and their carers residing within the region. The transport provided assists residents with health needs and everyday chores and also addresses issues of social isolation and risk of early institutionalisation. On average, the service provided 193 trips per week for clients.	✓
	Provide Youth Services	Youth Council funds are allocated for expenditure on Youth Services such as events during Youth Week. Youth Council delivered blog workshops, skate events, film workshops and film screenings. Funds also contributed to the provision of social and recreational programs and activities for young people aged 9-18 years in Kandos.	✓

	Provide Family Day Care services	Family Day Care averaged 79 places for the financial year ended 30 June 2015 with educators operating in Mudgee, Wellington, Gulgong, Kandos and Narromine. There is a current waiting list and more educators are required to place these children.	✓
Provide customer focused library and information services	Investigate options for better delivery of library services	For the year ended 30 June 2015, library visits across all branches increased by 4.4% on the previous financial year.	✓
	Continue to run Mobile Library Service within the Region	The Mobile Library Service continues to be a vital component of Council's Library service, providing outreach and promotion to small schools, nursing homes, and housebound and aged customers within the wider community.	✓
	Continue to run Children and Youth library programs including pre-school Bookworms and school holiday reading program	All library branches hosted a range of well-attended Bookworms and Born to Read programs during school terms. Mudgee Library initiated a new program called Toddler Time which has been very well attended and received by the community. All branches also held numerous children's craft programs and storytelling activities during school holidays, with the Summer Reading Program over the Christmas/New Year break very popular with all age groups.	✓
	Update and renew library collections	Library collections continue to be renewed in line with the Library Collection Development Strategy.	✓
	Maintain a Library Collection Policy	Council's Library Collection Development Strategy was renewed in June 2014. It is subject to periodic review.	✓
	Introduce a new reading programme for 2-3 year olds	A new reading programme for 2-3 year olds was introduced in July 2014.	✓
Strategy 1.1.2: Work with key partners and the community to lobby for effective health services in our Region			
Ensure commitment to construction of Gulgong MPS	Work cooperatively with Western NSW Local Health District to facilitate the development of an MPS	Gulgong MPS project was completed in March 2014 and is open to the public.	✓
Explore funding opportunities for improved health services; Work in partnership with Western Local Area Health Network to promote health projects	Lobby government and industry for funding including potential upgrade of Mudgee Hospital	Council continues to work closely with the Local Western Area Health Network and local MPs to address local health priorities, this includes demonstrating the need for a major redevelopment of the Mudgee Hospital. A \$60 million redevelopment of the Mudgee Hospital was announced in March 2015.	✓

	Liaise with Western NSW Local Health District and work with local Medical Services Organisations through Interagency meetings	Council continues to auspice meetings, including Interagency in both Mudgee and Kandos to engage with local health, medical and social service organisations. It also auspices the Transport Working Party on a quarterly basis, and attends Home and Community Care forums.	✓
	Continue to provide accommodation for doctors in the Region	Council continues to maintain a property in Rylstone for the Rylstone doctors and has provided rental assistance in Gulgong to support doctors living in the area and providing medical services.	✓

Strategy 1.1.3: Support networks, programs and facilities which promote health and wellbeing and encourage healthy lifestyles

Provide financial assistance in accordance with Council's Financial Assistance Policy	Continue financial assistance including for local and regional bodies in accordance with Financial Assistance Policy	The budget for the Financial Assistance program in 2014/15 was \$157,000. Council approved over \$147,000 of financial assistance grants to local and regional bodies throughout the year.	✓
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Strategy 1.1.4: Work with key partners and the community to reduce crime, anti social behaviour and improve community safety

Support and implement programs which aim to reduce anti-social behaviour.	Continue to liaise with Police	17 vandalism incidents were recorded in 2014/15 compared with 26 in 2013/14.	✓
	Participate in the Liquor Accord	All Liquor Accord meetings were attended by Council Staff as required.	✓
	Maintain Alcohol Free Zones in Town Centres	All alcohol free zones have been renewed until 2018.	✓

Maintain clean and attractive streets and public spaces where people feel safe	Maintain presence of street cleaners in all town centres	Street cleaning was undertaken throughout the year in accordance with the street cleaning schedule.	✓
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Effective animal control regulation	Utilise website to actively re-home animals	Councils web page contains a photo of impounded animals inviting the public to re-home them. Mudgee also has an active Friends of Mudgee Pound who utilise Facebook to promote and assist with re-homing of animals from the pound. During 2014/15 year 266 animals were successfully re-homed.	✓
	Conduct media campaign to encourage registration of dogs	Council conducted a media campaign informing the community of their dog registration obligations.	✓
	Provision of off-leash dog areas	Council provides off leash dog areas in Gulgong, Mudgee and Rylstone.	✓

Goal 1.2: Vibrant towns and villages

Strategy 1.2.1: Respect and enhance the historic character of our Region and heritage value of our towns

Review of Development Control Plan	Commence the 12 month review of the DCP	Annual Review was completed in December 2014.	✓
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Heritage advisory services and Heritage conservation	Provide opportunities for Heritage funding through Local Assistance Program	Annual heritage grants allocated.	✓
Support and assist preservation of important historical sites in the Region	Continue to support the Kandos Museum through covering insurance and rate costs	The Kandos Museum has been supported through the provision of financial assistance covering insurance, rates and operational costs.	✓
	Maintain historical sites within the Region, for example Red Hill Reserve	Design work for the Red Hill project has been completed in conjunction with the Red Hill Committee.	✓
Strategy 1.2.2: Manage growth pressure driven by the increase in mining operations in the Region			
Monitor employment and population growth	Work with State Government to provide updated population estimates based on building statistics and employment growth	Through the Urban Release Strategy Council used the Department of Planning population projections and applied local sensitivity analysis to accommodate the impacts associated with mining in the Region. These figures provide a more accurate estimate of projected population. This issue has also been raised through the Regional Land Use Plan and the Department of Planning have indicated that they are open to further refinement of the methodology used in population projections at a state wide level.	✓
Meet regularly with mining companies	Quarterly meeting with mine managers	Council is represented on each of the mine's Community Consultative Committees. Quarterly meetings are held with representatives of local mines.	✓
	Support the preparation of Central West Regional Land Use Plan	Planning staff have participated in the Technical Working Group for the Regional Land Use Plan currently being prepared by the Department of Planning and Environment. The Draft Plan is due to be considered by Cabinet in October 2015.	✓
Strategy 1.2.3: Make available diverse, sustainable, adaptable and affordable housing options through effective land use planning			
Ongoing monitoring of land release and development	Continue to review and release land for development as required	With the adoption of the Urban Release Strategy Council adopted a quarterly Land Monitoring Report on the building approvals, subdivision approvals, construction and subdivision certificates.	✓
	Complete the Urban Release Strategy	The Urban Release Strategy was adopted by Council in December 2014 and endorsed by the Department of Planning and Environment in February 2015.	✓
Regular updating of the Comprehensive Land Use Strategy	Complete review of Mudgee Town Structure Plan	Council resolved in May 2015 to amend the Comprehensive Land Use Strategy to reflect the 2ha MLS as part of the Town Structure Plan. This has been forwarded to the Department of Planning and Environment for consideration.	✓

Promote Affordable Housing options within the Region	Provide funding to lease emergency housing for women and children leaving family violence	Council partners with Barnardos and Housing Plus to provide short term crisis accommodation to homeless families, women and children escaping domestic violence and young people who do not have somewhere safe to stay. Through this partnership Council provide the funds for rental, Barnardos provide the case management and Housing Plus manages the rental properties.	✓
Strategy 1.2.4: Maintain and promote the aesthetic appeal of the towns and villages within the Region			
Maintain and beautify civic open space and street access areas within towns and villages in the Region	Work in partnership with the Public Art Advisory Panel and local groups to apply for grants, buy, and erect sculptures across the Region	Program has been completed for the year including the purchase of two new sculptures for Lawson Park and planning for the Wood Sculpture Symposium to be held in Rylstone in October 2015.	✓
Goal 1.3: Vibrant towns and villages			
Strategy 1.3.1: Provide infrastructure and services to cater for the current and future needs of our community			
Review asset management plans and underpin with financial strategy	Review, update and develop asset management plans for each major category of infrastructure	Asset management plans for all categories except water/sewer have been completed and presented to Council.	—
Manage and maintain sportsgrounds, parks, reserves and playgrounds across the Region	Review and update Parks Management Plans	Plans are currently being reviewed and will be completed in the 2015-16 year.	—
	Undertake review of public toilet facilities	This action will be undertaken in 2015/16.	✗
	Upgrades of public toilets as per the Capital Works Program 2014/15	2014/15 capital program completed successfully.	✓
	Upgrade play equipment at Redbank Park, Mudgee Apex Park, Mudgee Pearls Park, Gulgong Victoria Park, Mudgee New Park - Melton Road area	Playgrounds were installed with play structures and swings which have increased use by families.	✓
	Upgrade the sporting facilities at Victoria Park Mudgee including lighting, resurfacing of cycle track and new cricket pitches	Lighting and resurfacing of cycle track completed, providing a better facility for sporting clubs. New cricket pitch location to be confirmed.	✓
	Install lighting and commence restoration of stone fence in Lawson Park	Lighting installed and completed, no further works being undertaken on wall after survey showed little or no movement.	✓
	Fencing Number 2 Field at Glen Willow	Installation of fencing around field 2 has been completed.	✓
Manage and maintain cemeteries throughout the Region	Continue maintenance and operation of cemeteries including rural cemeteries	Council continues to provide funeral services and general maintenance for 3 urban cemeteries and 8 rural cemeteries across the Region.	✓
Manage, plan and maintain buildings and other assets across the Region	Review data and update set Management Plans for buildings	Data is continually reviewed to maintain buildings most appropriately.	✓

	Review data and update Asset Management Plans for Plant & Airport	Assets management plans for Plant and Airport have been completed.	✓
	Upgrade of Community Buildings including as per the capital works program 2014/15	Community Buildings upgraded as per the capital works program 2014/15.	✓
	Complete construction of new pre-school facility	2014/15 works completed as planned.	✓
Showground upgrades at Gulgong and Rylstone	Update kiosk and other capital works at Rylstone Showground	All capital works at Rylstone Showground have been completed.	✓
	Upgrade electricity supply to Mudgee Showground	Additional power requirements for the new pavilion's commercial kitchen have been installed.	✓
	Sponsor upgrades at the Gulgong Showground	Upgrades at the Gulgong Showground have been completed, with a total value of \$192,600.	✓
Maintain and operate swimming pool centres across the Region	Continue to provide high quality swimming pool facilities at Mudgee, Gulgong and Kandos	Council owns 3 pools across the Region, 2 are owner operated and 1 leased. Council continues to manage these pools in alignment with the pool safety guidelines throughout the pool season.	✓

Goal 1.4: Meet the diverse needs of the community and create a sense of belonging
Strategy 1.4.1: Support programs which strengthen the relationships between the range of community groups

Continue youth representation through the Youth Council	Provide secretarial support for Youth Council	The Youth Council has been provided with secretarial support by the Community Development Officer.	✓
Provide meaningful employment to members of the disabled community	Maintain policies that support employment for people with disabilities at MWRC	The EEO Management Plan supports the provision of employment opportunities for people with disabilities. The services at Ironed Out and Recycling have provided ongoing support and employment during the year.	✓
	Continue Program at Mudgee Recycling	Council's Australian Disability Enterprise (ADE) provided meaningful employment to 36 supported employees throughout the year. The ADE successfully passed the annual audit.	✓
Work with lead agencies to ensure adequate provision of a range of services	Continue to attend inter-agency meetings	Council representatives attended all eleven Mudgee and all six Kandos Rylstone Interagency meetings convened during the financial year ended 30 June 2015.	✓
Promote volunteering through the community	Continue to run community services programs that encourage volunteering including Respite Care, Community Transport, and Meals on Wheels	Volunteering for Council's ageing and disability services is promoted through Community News, Council's website, social and general media. Council has actively involved Rotary volunteers to facilitate the operation of the Mudgee Town Hall Cinema. Youth are also encouraged to volunteer through participation in Youth Council.	✓

Strategy 1.4.2: Support arts cultural development across the region

Arts and Cultural events promotion	Support initiatives for events in the region by providing organisational and management assistance	Council continues to support the development and attraction of major events in the Region. Major events held include the NSW Country Rugby Championships, the NSW Tier 1 and 2 Rugby League Championships, NSW Libraries Conference and the Flavours of Mudgee Festival. Council also provides support for local event proponents, maintaining an events assistance manual and providing financial support through the Events Assistance Program.	✓
	Promote the use Council Facilities for significant events	Council continues to promote the use of Council owned facilities for major events. Major events held at Council owned facilities include NSW Country Rugby Championships, NSW Tier 1 and 2 Rugby League Championships and Flavours of Mudgee festival.	✓
Provision of meeting and exhibition space	Make existing community buildings available and reasonable cost & promote use and availability through the website	All facilities were in operation and available for hire.	✓
	Promote the use of Exhibition Space provided at the new Regional Library	Council continues to encourage and host public exhibitions at the library.	✓
Coordinate and facilitate cultural and arts projects throughout the Region	Continue to liaise with Cultural Development Committee, Public Art Advisory Panel, Orana Arts and local arts/cultural groups to develop cultural/artistic projects within the Region	Council continues to support the Cultural Development Committee and its sub-committee, the Public Art Advisory Panel, in formulating a Public Art Plan and addressing culture and public art opportunities across the Region. Orana Arts is represented within the Public Art Advisory Panel meetings and Council also regularly consults with other arts/cultural groups in the Region, such as Mudgee Arts regarding local events.	✓
			✓

Strategy 1.4.3: Provide equitable access to a range of places and spaces for all in the community

Public facilities to be accessible	On-going monitoring of existing buildings	Buildings adequately maintained throughout this period.	✓
Coordinate the provision of local community centres and halls for community use	Provide access to community facilities	All facilities were in operation and available for hire.	✓
Corporate and Community Buildings upgrades	Implement recommendations and actions of Buildings Strategic Plan	Implemented recommendations and actions of the Buildings Strategic Plan. Draft Building Asset Management Plan presented to Council.	✓

PROTECTING OUR NATURAL ENVIRONMENT

Protecting our natural environment

Goal 2.1: Protect and enhance our natural environment

Strategy 2.1.1: Maintain the provision of high quality, accessible community services that meet the needs of our community

Include biodiversity and heritage as key components in the development application process	Implement Comprehensive Development Control Plan (DCP) through the development assessment process in relation to environment protection	Review of comprehensive DCP completed in December 2014.	✓
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Manage environmental and cultural factors impacted by physical works on Council lands	Continue to prepare for Council works	REF's were undertaken for the Roads Program.	✓
	Work with local Aboriginal Groups	Council has continued to liaise through the Aboriginal Reference Group in 2014/15.	✓

Strategy 2.1.2: Minimise the impact of mining and other development on the environment both natural and built

Work with the community and government agencies to identify and address the issues and mitigate impacts associated with mining	Represent Council on Community Consultative Committees	Councillors are represented on Community Consultative Committees for local mines.	✓
	Address issues as part of Environmental Assessment	Council is represented on each of the Mine's Community Consultative Committees. Quarterly meetings are held with representatives of local mines. Council has continually worked with the Department of Planning Infrastructure to ensure that the local concerns are recognised in the assessment of State Significant Development.	✓

Drive the development of studies and strategies aimed at addressing the longer term impacts of mining	Participate in the mining and resource development taskforce	Attended meetings of the mining and resource development taskforce.	✓
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Work with the Department of Planning in the approval process to ensure community concerns are addressed in consents	Address issues as part of Environmental Assessment	Council is represented on each of the Mine's Community Consultative Committees. Quarterly meetings are held with representatives of local mines. Council has continually worked with the Department of Planning and Infrastructure to ensure that local concerns are recognised in the assessment of State Significant Development.	✓
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Strategy 2.1.3: Raise community awareness of environmental and biodiversity issues

Deliver projects which work towards protecting biodiversity and regeneration of native environment	Implement a roadside vegetation management plan	Additional funding used to undertake more detailed investigation of vegetation at specific sites.	✓
	Pursue grant funding for environmental projects	The Central West LLS was successful in securing funding of \$450,000 over two years for Contaminated Land of which Council is a partner. Council was also successful in Green Army Funding in 2014.	✓
Support National Tree Day	Facilitate National Tree Day	Rather than a planting day this year a new initiative which involved a tree give away was launched. The program was a huge success with over 500 trees provided to the community.	✓
Work with schools to promote environmental awareness amongst students	Participate in Green Day	Council was again the major sponsor of Green Day in September 2014. Over 500 school children from across the region participated in this annual initiative run by Watershed Landcare.	✓

Strategy 2.1.4: Control invasive plant and animal species

Effective weeds management	Continue to manage noxious weeds	Property inspections of residential and Council owned lands occurred throughout the year in accordance with WAP and Council set targets. Inspection numbers were up on previous year.	✓
	Provide education through the web site	Councils website is used to promote effective weeds control and provides information to residents on Councils enforcement processes.	✓
	Undertake weed control on roadsides and Council land	Council roadside spraying program was completed in accordance with Council targets and the WAP.	✓
	Continue to host the Serrated Tussock State Weeds Management program	Council hosted the Serrated Tussock Weeds Management program throughout the year. This project is completed as of 30 June 2015.	✓
Collaborate with agencies to manage feral animals	Use the website to raise awareness of the impact of domestic pets on rural land managers	Council's web page publishes information and articles which stress the need to ensure dogs do not roam.	✓

Goal 2.2: Provide total water cycle management

Strategy 2.2.1: Identify and implement innovative water conservation and sustainable water usage management practices

Encourage reduced water consumption through Best Practice Pricing	Continue to implement water pricing with reliance on user charges	Council adopted a Water and Sewer pricing structure that complies with the requirements of NSW Office of Water Best Practice Guidelines. Water tariffs are structured such that a minimum of 75% of residential water revenue is generated via water consumption charges, with the balance from access charges. Water consumption is seasonal, and consumption for the 2014/15 year was slightly lower than anticipated.	✓
Implement water conservation and reuse programs	Investigate options for water conservation	Water conservation information is published on quarterly water bills. Metered standpipes have been purchased for Council maintenance purposes to reduce unaccounted for water. Average annual potable water consumption across the LGA decreased from 267KL/connection/year in 2013/14 to 252KL/connection/year in 2014/15.	✓
Work to secure water for agriculture and urban use	Continue to work with State Government to secure domestic water supply	Council continues undertaking dialogue with the State Government to ensure that subsidies are secured for the Rylstone/Kandos sewer scheme.	✓
Promote an active role and participate in the review of the Murray Darling Basin Plan	Continue to make representations	Council is represented at the Murray Darling Association by Clr Lucy White and Mr Russell Holden.	✓
Identify and plan future maintenance, renewals and upgrades for Council's stormwater assets	Complete drainage works for the detention basin between Horatio Street and Winter Street	Tender process completed and successful tenderer selected at June 2015 Council meeting. Physical works to commence in 2015/16.	✓
	Identify and continue urban stormwater improvement program	Draft Rylstone & Kandos Flood Risk Management Plan study completed.	✓
	Identify and undertake culvert replacement & causeway improvement program	Culvert replacement works are completed for the many sites identified for the year. There were no causeways elected for replacement in 2014/15 with the allocated budget being used to replace the old timber bridge in 2015/16.	✓
Achieve NSW Government Best Practice Management of Water Supply and Sewerage	Implement an integrated Water Cycle Management Strategy	IWCM Evaluation Study completed and provided to NSW Office of Water (DPI Water) in April 2014 for concurrence. No response received to date. NSW Office of Water changed IWCM guideline and requirements in June 2014. Consultancy contract has been adjusted for preparation of IWCM Issues Paper and Strategy in accordance with NSW DPI Water July 2014 requirements.	—

	Implement a Drinking Water Management System	Drinking Water Management System implemented in 2014/15. Drinking Water Management Policy to be prepared for Council adoption in 2015/16.	✓
	Review Strategic Business Plans for Sewage and Water Supply Services	NSW Department of Primary Industries - Water (formally NSW Office of Water) reviewed Best Practice Management Guidelines in 2014/15. To achieve NSW Government Best Practice Management of Water Supply and Sewerage, Council is initially required to prepare an Integrated Water Cycle Management Strategy which will include elements of the previous Strategic Business Plan requirements. The Strategic Business Plan will be reviewed every four years following adoption of an IWCM Strategy. A Strategic Business Plan, is therefore not required in 2014/15.	✗
Identify and plan future maintenance, renewals and upgrades for Council's water supply infrastructure	West Mudgee water distribution extension	Detailed design and tender documentation currently being prepared to enable call for tenders for construction work in association with commencement of Caerleon subdivision works. Tender documentation scheduled to be completed early in 2015/16 financial year. 2014/15 works completed as planned.	✓
	Identify and undertake mains replacement & improvement program	2014/15 mains replacement program completed to budget availability.	✓
Strategy 2.2.3: Protect and improve catchments across the Region by supporting Catchment Management Authorities			
Support the Central West Catchment Management and Hunter Central Rivers CMA Catchment Action Plan implementation	Represent Council on Central West and Hunter CMAs	Council continues to support and participate in LLS and associated programs and partnerships.	✓
Continue riparian rehabilitation program along waterways	Continue riverbed regeneration	Completed as part of the Green Army Project in both Mudgee and Rylstone.	✓
	Continue to manage Putta Bucca Wetlands Project	Management of Putta Bucca Wetlands continued throughout the year with assistance from local volunteer groups. Works included mowing, garden maintenance, tree planting and infrastructure upgrades. A Plan of Management is being drafted and under review.	✓
Provide education to the community of the importance of waterways	Participate in National Water Week activities	Successful carp muster held at Putta Bucca Wetland.	✓
Identify and plan future maintenance, renewals and upgrades for Council's sewerage treatment infrastructure	West Mudgee sewer pump station construction	Detailed design and tender documentation is currently being prepared to enable call for tenders for construction work in association with commencement of Caerleon subdivision works. Tender documentation scheduled to be completed early in 2015/16 financial year. 2014/15 works completed as planned.	✓

	Decommissioning Mudgee Sewer Treatment Plant (Putta Bucca)	Physical removal of above ground structures commenced in 2014/15 and is complete. Consultant engaged to investigate options to reduce long term management and monitoring burden of the decommissioned treatment plant site.	✓
	Identify and undertake mains replacement & improvement program	2014/15 budgeted mains renewal program completed, 2226m of sewerage gravity mains were relined in 2014/15. The main relining program has had a significant impact on decreasing reactive maintenance and raw sewage overflows.	✓
Improve and develop treatment options to ensure quality of waste water meets EPA standards	Sewerage treatment plans for Charbon	Community health concerns associated with existing septic system capacities have diminished as a result of Charbon's declining permanent population. Focus has shifted from the provision of a centralised sewerage system to a Council inspection program for existing septic systems to ensure privately owned septic systems are appropriately monitored and maintained.	✗
	Continue to improve outgoing water quality at all sewerage treatment plants across the Region	Council continues to improve discharge quality at all treatment plants through chemical dosing and process changes. Achieved 100% compliance with discharge requirements at Rylstone STP for 2014/15 reporting year which is a significant improvement on previous years. Both Kandos and Mudgee STP discharge quality improved from previous reporting years.	✓
Achieve NSW Government Best Practice Management of Water Supply and Sewerage	Develop and implement Liquid Trade Waste Policy and Pricing	A policy has been drafted for adoption by Council in 2015/16 financial year.	—
Goal 2.3: Live in a clean and environmentally sustainable way			
Promote a philosophy of Reduce, Reuse, Recycle	Ongoing education through website	Council's website and also Community News are used to keep residents informed regarding the opportunities to recycle and also programs like Household Chemical Collection.	✓
Provide a domestic recycling and waste services for all residents through kerbside collection and rural waste transfer stations	Kerbside and local recycling facilities	Kerb-side collection and rural recycling services were provided throughout the year.	✓

Promote home composting initiatives for green waste	Develop an education program through Community News	Council has commenced a project of community engagement to determine if the community would like a kerb-side organics service. This service would replace the need for home composting. Community News is actively used for waste education and to inform the community on waste related matters.	✓
Strategy 2.3.2: Work regionally and collaboratively to implement strategies that will enhance environmental outcomes in regards to waste management and minimisation			
Participate in regional procurement contracts for waste services that provided added value.	Regional scrap steel, green waste processing, used motor oil, house hold chemical collection, e-waste	Council is participating in the regional scrap steel, green waste, used motor oil and house chemical collection contracts through NetWaste. In regards to e-waste staff have set up a trial system that includes Mid-Western, Bathurst and Cowra Council's.	✓
Participate in regional investigations for collaborative solutions to problem wastes types.	Participate in NetWaste steering committee for strategic direction of the group	NetWaste Steering Committee meetings attended throughout the year. From this group, participation in the regional organics collection tender was formed.	✓
Apply for available grants under the NSW Government 'Waste Less Recycle More' package	Apply for grants to upgrade or introduce services to the Mid-Western Community that reduces landfill tonnes and Co2 emissions	Grant funding was received through Waste Less Recycle More for construction of a Community Recycling Centre to handle some problem waste types. Further grants will be applied for next year should Council participate in the kerb-side organics project.	✓
Strategy 2.3.3: Support programs that create environmental awareness			
Build community awareness through environmental education	Investigate better use of Council's website for environmental awareness	This allocation will be undertaken in 2015/16.	✗
	Facilitate and promote community garden programs	This initiative requires the support of the community. There has been an initial investigation into the project.	—
Strategy 2.3.4: Consider technologies in Council's facilities, infrastructure and service delivery to reduce ecological footprint			
Implement alternative energy and sustainable technologies in physical works and service delivery	Nil Planned for 2014/15	Nil undertaken for 2014/15.	

BUILDING A STRONG LOCAL ECONOMY

Building a strong local economy

Goal 3.1: A prosperous and diversified economy

Strategy 3.1.1: Support the attraction and retention of a diverse range of businesses and industries

Business expos targeting businesses that complement key local industries	Presence at 2-3 conferences or events where the Region can be marketed	Council has participated in a number of conferences/ events to promote the Region including NSW Libraries Conference, Sydney Royal Easter Show and the RDA Orana Regional Relocation Initiative. Council continues to host the Flavours of Mudgee festival, which is the largest marketing event in the Region for the local wine industry.	✓
Work with business and industry groups to facilitate business development workshops for existing businesses in the region	Support the business chambers by attendance at meeting as required	Council representatives participated in meetings as required.	✓
	Investigate Programmes to support new business development and local entrepreneurial activities	Council continues to support visits to the Region by the Small Biz Bus and provide support for initiatives conducted by local chambers of commerce and business groups.	✓
Establish a process of capturing and monitoring relevant economic data to identify opportunities, trends and needs of local businesses	Produce annual update to Economic and Business Profile booklet	The booklet is updated on an annual basis.	✓
Develop and strengthen partnerships with major employers in the region	Conduct two Think Tank forums to encourage business leaders to participate in local economic development	This action will be undertaken in 2015/16.	✗
Work with the community to identify economic development opportunities	Be aware of new business investors coming to the Region and work with them to promote benefits	Respond to and follow up enquiries relating to new business investment in the Region and the expansion of local business activities. Conducted a forum for local businesses to learn how to present a business capability statement for new major projects in the Region.	✓
Work with Mudgee Regional (MRTI) to identify target markets and promote the region	Develop parameters for target markets in terms of how tourism will be developed in the Region	MRTI has a contract with Council to undertake tourism marketing on behalf of the Region.	✓
Develop existing events in the region and attract new event proponents to hold major events and festivals in the region	Identify opportunities to submit bids for new events and conferences and support event proponents holding or wishing to hold events in the Region	Council continues to support organisations hosting events or conferences in the Region. This has included NRMA, Country Rugby League, National Chevrolet Association, Football NSW, NSW Country Rugby. Council continues to provide an Events Assistance Program to support local event proponents in developing major events in the Region.	✓

Strategy 3.1.2: Encourage the development of a skilled and flexible workforce to satisfy local industry and business requirements

Work with business and industry groups to identify the main skills shortage areas	Conduct two think tank forums to encourage business leaders to participate in local economic development and provide feedback on skills issues	This action will be undertaken in 2015/16.	X
Encourage workers to move to the region for employment opportunities where skills shortages exist	Presence at 2-3 conferences or events where the Region can be marketed	Council has participated in a number of conferences/ events to promote the Region including NSW Libraries Conference, Sydney Royal Easter Show and the RDA Orana Regional Relocation Initiative. Council continues to host the Flavours of Mudgee festival, which is the largest marketing event in the Region for the local wine industry.	✓

Goal 3.2: An attractive business and economic development

Strategy 3.2.1: Promote the region as a great place to live, work, invest and visit

Provide brand leadership, market the Region's competitive advantages and targeted marketing of investment opportunities	Presence at 2-3 conferences or events where the Region can be marketed	Council has participated in a number of conferences/ events to promote the Region including NSW Libraries Conference, Sydney Royal Easter Show and the RDA Orana Regional Relocation Initiative. Council continues to host the Flavours of Mudgee festival, which is the largest marketing event in the Region for the local wine industry.	✓
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Strategy 3.2.2: Provide leadership on economic development initiatives and identify resources and infrastructure required to drive investment and economic growth in the region

Promote the development of infrastructure at the Mudgee Airport as an opportunity for business expansion in the aviation industry	Review airport development strategy and promotional opportunities in the future	Update of Airport Master Plan 2015 completed. Continue to work with existing and new businesses regarding opportunities to relocate to Mudgee Airport.	✓
Facilitate the production of a study on investment opportunities in the local property market	Provide information package regarding development opportunities in property market	Property data and trends for the region are collected and included in Economic Profile Booklet.	✓
Lobby State and Federal Government on infrastructure needs of local businesses including transport and communications linkages	Continue to lobby government agencies and departments on the provision of infrastructure to meet community needs	Property data and trends for the Region are collected and included in the Economic Profile Booklet.	✓

Strategy 3.2.3: Support the expansion of essential services (education, health) to match business and industry development in the region

Lobby State and Federal Government for expanded health and education services	Continue to lobby government agencies and departments on the provision of infrastructure to meet community needs	Respond to and follow up enquiries relating to new business investment in the Region and the expansion of local business activities. Conducted a forum for local businesses to learn how to present a business capability statement for new major projects in the Region.	✓
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Work with local service providers to maintain an acceptable level of service delivery	Participate in regional planning working group	Council continues to work with the Department of Planning with the focus on delivery of regional land use plans.	✓
	Work towards highlighting the deficiencies in education needs across the Region in particular Pre-School and High School	Prepared business case to support need for Early Childhood Education and Intervention services for the Region. Secured \$1.0 million grant from Restart NSW Cobbora Transition Fund to develop new centre. Continue working with NSW Department of Education on demand for additional high school places and future infrastructure requirements.	✓

Strategy 3.2.4: Develop tools that simplify development processes and encourage high quality commercial and residential development

Develop a step by step guide to assist potential investors to work through the regulatory framework	Develop a guide to assist potential investors and developers to work through regulatory framework	This action will be undertaken in 2015/16.	✗
Review plans and controls with economic impacts	Continue to update and review guides, as required, to keep up with changes in legislation and the economy	Produce annual update to economic data to assist investors and developers understand local economy.	✓

Goal 3.3: A range of rewarding and fulfilling career opportunities to attract and retain residents

Strategy 3.3.1: Support projects that create new jobs in the Region and help to build a diverse and multi-skilled workforce

Work with lead agencies for employment to identify trends and discuss issues impacting employment	Continue to work with employment agencies to identify trends and develop strategies to assist employment opportunities across the Region	Continue to monitor workforce trends and identify regional projects which will lead to new job creation.	✓
Encourage local business to explore traineeships and apprenticeships	Continue to work with local businesses to promote traineeship and apprenticeship positions, including educating businesses on available government support	We continue to work with schools and businesses promoting careers, industry Apprenticeships and Traineeships.	✓

Strategy 3.3.2: Build strong linkages with institutions providing education, training and employment pathways in the Region





Work with lead agencies for education in the region and understand their roles and responsibilities in economic development	Continue to work with education providers on the provision of services to meet community needs	Council continues to work with all education stakeholders in the region to provide adequate education services. A major project has been the development of a new early childhood centre to expand the availability of preschool services in the Region.	✓
Pursue opportunities to develop a university outreach campus with offerings aligned to local industries	Continue to monitor and identify new opportunities as work to date has exhausted all avenues	Continue to support Western TAFE initiatives.	✓

CONNECTING OUR REGION

Connecting our region

Goal 4.1: High quality road network that is safe and efficient

Strategy 4.1.1: Provide traffic management solutions that promote safer local roads and minimise traffic congestion

<p>Work with the RMS to improve road safety</p>	<p>Continue to liaise with the RMS on road safety matters</p>	<p>Regular meetings continue to be held with RMS representatives. Council staff have worked closely with RMS staff on several road traffic and safety projects including the Bylong Valley Way widening works, MR633 (Goolma Road) curve widening works both funded by BLACKSPOT, traffic blisters in Gulgong and the development of the Pedestrian Access and Mobility Plan. Council are still engaged to maintain the state highways and main roads under the RMCC and as part of this contract monthly meetings are held to look at solutions for traffic, congestion and safety issues on the state highways. Projects developed between RMS and Council include the completion of the Springfield widening project, Sydney Road asphalt works, heavy patching and reseal programs and smaller projects involving signage and drainage improvement.</p>	
<p>Regulate effective and appropriate user activities on the road network</p>	<p>Contribute to and support load limit variations and B-Double restrictions on various local roads as necessary</p>	<p>Council continue to review applications for B-double routes on local roads and make recommendations to support or reject these applications to our Local Traffic Committee. Council also review and comment on applications for oversize and overmass loads to travel on Council's roads via the NHVR.</p>	
	<p>Review speed limits and traffic management</p>	<p>Traffic management applications are reviewed by Council and feedback provided where necessary. Speed limit requests are forwarded to RMS for review and decisions. RMS is the regulatory authority for speed zoning.</p>	
<p>Participate in relevant regional transport committees and working parties</p>	<p>Facilitate the Local Traffic Committee</p>	<p>Regular monthly Local Traffic Committee meetings have been held in the reporting period.</p>	

Strategy 4.1.2: Provide a roads network that balances asset conditions with available resources and community needs

Annually review the Roads Asset Management Plan	Undertake Review Asset Management Plans	The asset management plan was reviewed in 2014-15. However as Council were undertaking the fair value assessment on road and associated infrastructure, it was determined that the fair value findings were to be incorporated within the AMP. The AMP will be presented to Council for adoption in early 2015/16.	—
	Undertake a review of Roads Strategic Plan	The asset management plan was reviewed in 2014-15. However as Council were undertaking the fair value assessment on road and associated infrastructure, it was determined that the fair value findings were to be incorporated within the AMP. The AMP will be presented to Council for adoption in early 2015/16.	—
Implement the works program in accordance with the Roads Asset Management Plan	Complete Operational and Capital Expenditure Program for Roads and Bridges including Capital Works Refer Capital Works Section 3	The 2014/15 capital works program has been completed and the 2015/16 capital works program has been developed.	✓
	Manage State Roads in consultation with RMS	Council continues to have a strong relationship with RMS. Council have implemented the RMCC (Routine Maintenance Council Contract) throughout the year for the maintenance works on State Highway and RMS Main Roads in the LGA. Council have also delivered significant project works for RMS including the reseals and heavy patching program, Springfield widening project and drainage and signage projects. Council and RMS attended monthly meetings and Council attended and participated in the PEG (Peer Exchange Group) meetings.	✓
	Continue ongoing maintenance of regional road network	The adopted capital works program was completed on the regional road network with additional projects being carried out with project savings. Works this year on the regional network include reseals and drainage works on Hill End Road, reseals on Wollar Road and Gollan Road and shoulder grading and heavy patching on the Bylong Valley Way. Linemarking was refreshed along the full length of Hill End Road. Works continued on the Cope Road Upgrade project in 2014/15. General maintenance was also undertaken throughout the year.	✓
	Continue reseals, rehabilitation, grading, re-sheeting of Councils local road network consistent with Roads Strategic Plan	97% of capital projects were completed in 2014/15.	✓

	Continue to undertake upgrades of Ulan Road in accordance with the Ulan Road Strategy	Works have progressed throughout the year on the Ulan Road upgrade. Projects are on schedule and will continue into 2015/16 financial year.	✓
Pursue additional funding for upgrading of roads infrastructure	Lobby for funding for roads	Successfully applied for additional road funding through Resources for Regions program.	✓
	Ensure that major developers pay for the impact additional development will have on road network	Funding committed through Ulan Road Strategy and Resources for Regions program.	✓
Strategy 4.1.3: Provide a roads network that balances asset conditions with available resources and community needs			
Implement the Pathways Strategic Plan	Undertake Kandos to Clandulla Pedestrian link and repair and reseal path from Rylstone to Kandos	The reseal on the Rylstone to Kandos path was deferred as the new sewer main to service the Rylstone Sewage Treatment Plant upgrade will be located on the same alignment as the existing footpath. The footpath will be repaired and resealed following installation of the pipework. The Kandos to Clandulla link is currently on hold awaiting ARTC approvals.	✗
	Provide walkways in Gulgong	The footpath and shared use pathway construction projects for Gulgong have been completed.	✓
	Continue Cudgegong River pedestrian walk way to Glen Willow/Putta Bucca	The construction of the Putta Bucca and Glen Willow shared pathways projects have been completed for 2014/15.	✓
	Construct pedestrian bridge at Bylong Bridge, Rylstone	The tender for the design and construction of the pedestrian bridge has been executed. However the tendered costs exceeded the current budget. The project validity is being reviewed and ongoing investigations are occurring 2015/16.	—
Goal 4.2: Efficient connection of the region to major towns and cities			
Strategy 4.2.1: Develop a regional transport network that grows with the needs of business and industry			
Support the continuation of commercial passenger services at Mudgee Airport	Work with service provider to maintain passenger services to end from Sydney	Worked with Fly Pelican to commence RPT services in June.	✓
	Continue maintenance and operation of Mudgee Airport	CASA and OLS reports completed with airport meeting all operational, safety and security requirements.	✓
Lobby for improved highway linkages along the Great Western Highway and Bells Line	Continue to lobby for improved access to Western NSW from Sydney	Participate in CENTROC transport infrastructure planning and General Manager meetings with Ministers.	✓
Strategy 4.2.2: Create a communication network that services the needs of our residents and businesses			
Pursue improved broadband and mobile coverage with Government and major service providers	Continue to lobby for improved internet speeds and mobile coverage throughout the Region	Continue to meet with representatives of NBN in relation to rollout and timing.	✓

GOOD GOVERNMENT

Good Government

Goal 5.1: Strong civic leadership

Strategy 5.1.1: Provide clear strategic direction through the Community Plan, Delivery Program and Operational Plans

Ensure actions of the Operational Plan and Delivery Program are completed on time, on budget and meets success criteria	Successful delivery of 2014/15 Operational Plan	91% of projects/actuals of Operational Plan completed.	✓
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Strategy 5.1.2: Provide accountable and transparent decision making for the community

Conduct Open Days twice per month	Continue to hold "Open Day" prior to Council Meetings	Council has continued to offer Open Days prior to Council meetings. 76 people attended Open Days during the year.	✓
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Strategy 5.1.3: Provide accountable and transparent decision making for the community

Continue to lobby State and Federal Government on all matters that are of interest to the Mid-Western Region	Work with the Mayor to access Local Members and Ministers on relevant issues	Regular meetings held with local members and access provided to various ministers for specific issues (including transport, regional development, tourism, local government reform).	✓
	Strengthen relationships with local State and Federal members	Regular meetings held with local members and access provided to various ministers for specific issues (including transport, regional development, tourism, local government reform).	✓
	Engage with Regional Directors of State Government	Regular meetings held with local members and access provided to various ministers for specific issues (including transport, regional development, tourism, local government reform).	✓

Goal 5.2: Good communications and engagement

Strategy 5.2.1: Improve communications between Council and the community and create awareness of Council's roles and responsibilities

Publish monthly editions of Community News	Monthly distribution of Community News	Community News was published on a monthly basis.	✓
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Provide an up to date and functional web interface	Continue to update website	Council continues to utilise all available communication channels to raise awareness and engage the community in Council's activities. This includes updates to website, utilisation of social media, traditional media outreach and community surveys.	✓
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Regularly report to the community in a variety of interesting ways	Make full use of all media avenues including social media, radio and television	The next customer service survey is scheduled for Feb 2016.	✓
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Operate and maintain a community works request system that provides timely and accurate information and responses	Maintain Works Request System	Works requests responded to within 14 days have been reduced from 380 to 60. Identified need for further training and integration with ELO.	✓
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Ensure the community has clear information about who to contact in Council	Provide a customer focused website	The next customer service survey is scheduled for Feb 2016.	✓
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Educate the community on Council's roles and responsibilities	Provide access to Council's corporate planning documents both through the website and Administration Centres	The next customer service survey is scheduled for Feb 2016.	✓
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Strategy 5.2.2: Encourage community access and participation in Council decision making

Seek feedback on policy development and local issues	Continue to utilise and conduct community engagement activities including surveys and face to face workshops	Council provides ongoing opportunities for community engagement and feedback through survey monkey, workshops and facebook. Surveys include investigation into air services between Mudgee and Sydney, pARTicipate arts program, community centre usage, rates, public access mobility plan and major events feedback (Flavours of Mudgee, Healthy Communities Festival). Examples of workshops held include the rates reference group, update of the airport master plan, stallholder sessions for Flavours of Mudgee, pARTicipate arts program.	✓
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Provide opportunities and make it easy for the community to participate in and influence decision making	Encourage attendance at Council meetings	Council continues to provide open day prior to Council meetings.	✓
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Goal 5.3: An effective and efficient organisation

Strategy 5.3.1: Pursue excellence in service delivery

Benchmark Council's service delivery against relevant organisations	Provide Planning and Building Statistics to Department of Planning	Reports completed and submitted to Department of Planning as required.	✓
	Local Government Reporting	A report on comparative information on NSW Councils was presented to Council at its meeting on 18 March 2015.	✓

Conduct bi-annual community surveys 2014 & 2016	Conduct annual satisfaction survey	Preparation for 2016 survey is underway. Currently reviewing suppliers that provide a customer service benchmarking system to select a suitable option.	✓
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Reflect on service provision and review work regularly	Conduct quarterly all of Council Staff Updates across all work sites	Quarterly staff update meetings held.	✓
	Work with Staff towards ongoing productivity improvements	Councils Fit for Future improvement proposal identifies initiatives to increase service delivery and productivity up to 2020.	✓

Provide a responsive customer service function	Reply to all correspondence within 14 days	96.6% of correspondence was replied to within 14 days.	✓
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Strategy 5.3.2: Promote Council as a great place to work for talented people

Attract, retain and develop a skilled workforce	Implement a meaningful Training Program	Internal and external training undertaken across Departments that incorporated, leadership, professional and regulatory training.	✓
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	Promote our core values of Respect, Integrity and Recognition	Council's core values of respect, integrity and recognition are promoted throughout Council from recruitment; commencement of employment; induction; staff updates and the GM's update. The values are also promoted and measured during the employment performance process. The March 2015 EOS results were positive.	✓
	Continue to monitor and manage the performance of all employees to meet expectations	Annual Performance Appraisals completed by November 2014.	✓
Provide a safe, healthy and non-discriminatory working environment	Continue promotion of the Work Health and Safety Act and ensure the highest level of workplace safety	Council continues to promote work health and safety. In the Employee Opinion Survey undertaken in March 2015 employees scored "Providing a safe work environment" as the highest rated item, with "Providing for the health and wellbeing of employees" a close second. Workplace injuries and claims have reduced.	✓
	Provide a positive working environment	Employee Opinion Survey completed in March 2015. The results were positive with a Weighted Performance Index of 66.9%.	✓
Conduct annual Employee Opinion Surveys	Employee Opinion Survey 2014	Employee Opinion Survey completed in March 2015 with a response rate of 76%.	✓
Strategy 5.3.3: Prudently manage risks associated with all Council activities			
Monitor and review Council's policies and strategies	Provide up to date Policy Register	Council has a rolling program to review its policies and all policies have a review date. A register is maintained to track policy review compliance.	✓
Enhance the information systems that support delivery of Council activities	Redesign website to incorporate responsive design for mobile devices	New website has been launched with training underway.	✓
Provide long term financial sustainability through sound financial management	Update and Implement Long Term Financial Plan through Integrated Planning and Reporting process	The Long Term Financial Plan is currently being updated in line with the Operational Plan 2015/16. A delay due to staff vacancies, and competing statutory requirements means that the finalised Long Term Financial Plan is anticipated to be presented to Council for adoption before December 2015.	✗
Ensure strategic and asset management plans are underpinned by sound financial strategies	Maintain an up to date asset management system	The asset management system and data is being updated, with new procedures to manage and capture information being developed.	✓
Comply with relevant accounting standards, taxation legislation and other financial reporting obligations	Continue to achieve a high standard of financial management	Council received an unqualified audit report for the 2013/14 financial statements in October 2014. No material issues were identified in Management Letters. All of Councils taxation and other financial reporting obligations have been met on time to 30 June 2015.	✓

STATUTORY INFORMATION

ANNUAL CHARGES

STORMWATER MANAGEMENT

Council has not levied an annual charge for stormwater management services during the year.

COASTAL PROTECTION SERVICES

Council has not levied an annual charge for coastal protection services during the year.

COMPANION ANIMALS

Council undertakes companion animal management functions and activities, in accordance with the Companion Animals Act 1998 and the associated Regulations.

EXPENDITURE

During 2014/15, Council spent \$176,000 on companion animal management activities. Council employs one full time Ranger to enforce the provisions of the Companion Animal legislation. This Ranger also attends to after-hours stock impounding. As part of running an animal pound facility, Council utilises additional staff resources to ensure 7 day a week animal care and coverage.

The Office of Local Government provided \$12,500 of revenue to Council in 2014/15 for Animal Management Services. A further \$20,000 was received from stock impounding fees, animal release fees, fines, animal sales and other related revenue, helping to partially offset the total cost of companion animal management to the Mid-Western Region community.

REGISTRATION AND REHOMING

Council strongly encourages residents to have their dogs and cats micro-chipped. Micro-chipping is quick, painless, and easy. It is the easiest way a pet can be returned home, so it should be top priority for every pet owner. Council has a micro-chipping service, and charged \$30 for the service in 2014/15.

In addition, Council works with the local branch of the RSPCA regarding foster care and advertising of impounded animals. The Mid-Western Regional Council website always has a current listing of animals in the pound that are lost or looking for a new home. Across 2014/15, Council compiled Pound Data Collection Returns for the Office of Local Government. 405 animals were seized. Fortunately, 334 of those animals were able to be returned to their owners or Council successfully re-homed them. A total of 72 animals were required to be euthanased as they were either unsuitable or unable to be rehomed. 134 companion animals were registered through Council.

DOG ATTACKS AND DANGEROUS DOGS

Data relating to dog attacks is required to be lodged by Council with the Office of Local Government. During the 2014/15 period, there have been 31 separate dog attack incidents in the Mid-Western Region, with a number of animal (primarily stock) and human victims.

Actions taken following dog attacks can include infringement notices, animal seizure, police action, and euthanasia of the attacking dogs.

OTHER COMPANION ANIMAL ACTIVITIES

Council has three off-leash areas for companion dogs, located at Glen Willow Sports Complex in Mudgee, Peoples Park in Gulgong, and the Rylstone Showground.

COMMITTEES OF COUNCIL AND DELEGATIONS TO EXTERNAL BODIES

A range of committees conduct functions on behalf of Council. There are a number of different committee types including advisory committees, management committees, and appointments to external committees.

ADVISORY COMMITTEES

Advisory committees help Council stay connected with the views of our local citizens. Comprising of local community members and Council representatives, these committees provide advice and feedback to Council on key issues.

For 2014/15 there were 19 Advisory Committees and Reference Groups operating within the Mid-Western Region. Further information on these committees, including minutes and terms of reference, can be found on our website.

MUDGEES SHOWGROUND MANAGEMENT COMMITTEE

Councillor Representative: Clr Webb

The Mudgee Showground Management Committee assists Council to manage the showground facility.

GULGONG MEMORIAL HALL COMMITTEE

Councillor Representatives: Clr Thompson

The Gulgong Memorial Hall Committee assists Council with the management and promotion of the Gulgong Memorial Hall.

RED HILL RESERVE WORKING PARTY

Councillor Representative: Clr Cavalier

The Red Hill Reserve Working Party provides advice to Council on the development of a precinct master plan, and management of the site.

MID-WESTERN REGIONAL PEAK SPORTS COUNCIL

Councillor Representative: Clr Weatherley

The Peak Sports Council coordinates the activities of the three Sports Sub Committees for Mudgee, Gulgong, and Rylstone.

MUDGEES SPORTS COUNCIL SUB COMMITTEE

Councillor Representative: Clr Weatherley

The Mudgee Sports Council Sub Committee assists Council to manage active recreational facilities in Mudgee.

GULGONG SPORTS COUNCIL SUB COMMITTEE

Councillor Representative: Clr Thompson

The Gulgong Sports Council Sub Committee assists Council to manage active recreational facilities in Gulgong.

RYLSTONE SPORTS COUNCIL SUB COMMITTEE

Councillor Representative: Clr Shelley

The Rylstone Sports Council Sub Committee assists Council to manage active recreational facilities in Rylstone/Kandos.

HERITAGE COMMITTEE

Councillor Representative: Clr White

The Heritage Committee advises Council about the preservation and enhancement of items and places within the Mid-Western Region that are of heritage significance.

MUDGEES AND GULGONG ACCESS COMMITTEE

Councillor Representative: Clr Thompson, Alternate Clr Webb

The Mudgee & Gulgong Access Committee provide advice to Council on matters relating to accessibility in the Mudgee and Gulgong areas.

RYLSTONE AND KANDOS ACCESS COMMITTEE

Councillor Representative: Clr Martens

The Rylstone & Kandos Access Committee provide advice to Council on matters relating to accessibility in the Rylstone and Kandos areas.

CULTURAL DEVELOPMENT COMMITTEE

Councillor Representative: Clr White

The Cultural Development Committee provides advice to Council on the implementation of recommendations from the Cultural Plan

AUSTRALIA DAY SELECTION COMMITTEE

Councillor Representative: Clr Kennedy, Clr Cavalier, Clr Weatherley, Clr Walker

The Australia Day Selection Committee selects the recipients of Council's annual Australia Day Awards

MUDGEES REGIONAL SALEYARDS COMMITTEE

Councillor Representative: Clr Weatherley, Clr Webb

The Mudgee Regional Saleyards Committee provides advice to Council on the operation of and improvements to the Saleyards complex.

MID-WESTERN REGIONAL YOUTH COUNCIL

Councillor Representative: Clr Kennedy, Clr Cavalier

The Mid-Western Regional Youth Council provides consultation with and advocacy for youth.

COMMUNITY SAFETY COMMITTEE

Councillor Representative: Clr Kennedy, Clr Cavalier

The Community Safety Committee provides advice to Council on the need for a Community Crime Prevention Plan

NOXIOUS WEEDS CONTROL ADVISORY COMMITTEE

Councillor Representative: Clr Webb

The Noxious Weeds Control Advisory Committee provides advice to Council on weed control in the local government area.

KANDOS CENTENNIAL WORKING PARTY

Councillor Representative: Clr Martens

The Kandos Centennial Working Party was established to provide input into the celebration of the centenary of Kandos in 2014. This Committee was formally wound up in February 2015.

INTEGRATED WATER CYCLE MANAGEMENT PROJECT REFERENCE GROUP

Councillor Representative: Clr Cavalier, Clr Weatherley

The Integrated Water Cycle Management (IWCM) Project Reference Group provides advice to Council on IWCM issues, including required levels of service and assessment of the social, environmental and economic impacts that would result from any adopted IWCM strategy

PUBLIC ART ADVISORY PANEL

Councillor Representative: Clr Kennedy, Clr White

The Public Art Advisory Panel provides advice to Council on the commissioning, selection, maintenance, protection and deaccessioning of public art works and programmes.

EXTERNAL BODIES

In 2014/15, Council did not delegate any of its functions to external bodies such as County Councils.

However Council has appointed delegates to a number of external organisations and committees. These are:

- Bushfire Management Committee
- Rural Fire Service District Liaison Committee
- Mudgee Region Tourism Inc
- Ulan Coal Mine Community Consultative Committee
- Wilpinjong Community Consultative Committee
- Charbon Community Consultative Committee
- Moolarben Community Consultative Committee
- Inglenook Exploration Community Consultative Committee
- Bells Line Expressway Group
- Macquarie Valley Weeds Advisory Committee
- Joint Regional Planning Panel
- Botobolar Community Committee
- Goolma Amenities Committee
- Murray Darling Association



PARTNERSHIPS, COOPERATIVES AND JOINT VENTURES

CENTRAL WEST NSW COUNCILS (CENTROC)

Council became a full member of Central NSW Councils (Centroc) on 27th November 2014, at its AGM.

Centroc is a voluntary regional collaboration of councils in Central NSW. It exists to advocate for and improve operational efficiencies of its member councils - Bathurst, Blayney, Boorowa, Cabonne, Cowra, Forbes, Lachlan, Lithgow, Mid Western Regional Council, Oberon, Orange, Parkes, Upper Lachlan, Weddin, Young and Central Tablelands Water.

Centroc represents over 243,000 people covering an area of more than 72,500sq kms. Key areas of Centroc advocacy include improving transport infrastructure such as the Bells Line of Expressway, expanding telecommunications, increasing regional health workforce, ensuring water security and stimulating regional development.

HUNTER COUNCILS LIMITED

Council is an associate member of Hunter Councils Limited along with the other full member Councils of Hunter Councils, being Cessnock, Dungog, Gloucester, Great Lakes, Lake Macquarie, Maitland, Muswellbrook, Newcastle, Port Stephens, Singleton and Upper Hunter. The activities of the organisation are not controlled by any one council.

Hunter Councils Limited was established to improve the quality and efficiency of local government across the Hunter Region. The organisation has several business units providing specialist services to member and non member councils including Regional Procurement, Local Government Training Institute, Hunter Records Storage, Screen Hunter Central Coast, Environment Division and Local Government Legal.

Hunter Councils Limited was established in January 2003 after receiving Minister's consent, pursuant to section 358(1)(a) of the Local Government Act 1993. Council became an associate member of Hunter Councils Limited in 2011.

STATECOVER MUTUAL LIMITED

Council is a member of StateCover Mutual Limited and holds a partly paid share in the entity. StateCover is a company providing workers compensation insurance cover to the NSW Local government Industry, and specifically, Council.

Council has a contingent liability to contribute further equity in the event of the erosion of the Company's capital base as a result of the company's past performance and or claims experience or as a result of any increased prudential requirements from Australian Prudential Regulation Authority. These future equity contributions would be required to maintain the company's minimum level of Net Assets in accordance with its licence requirements.

MUDGE REIGON TOURISM INC.

Mudgee Region Tourism Inc (MRTI) is a not-for-profit independent incorporated tourism body funded by Council and its members. The region encompasses the towns of Mudgee, Gulgong, Rylstone and Kandos (and small villages in between).

Council and MRTI hold a three year contract, from 1 July 2013 to 30 June 2016 whereby Council will contribute a set monthly rate, increased by CPI. Members of MRTI also provide financial support through membership payments. Losses of the entity would be borne by the entity or its members, with no set agreement in place for Council to fund losses.

The current intention is to continue to support MRTI with monthly contributions to promote tourism within the LGA.

FLYPELICAN

FlyPelican is a regional airline and aircraft charter company based in Newcastle on the east coast of Australia operating a fleet of 19 seat British Aerospace Jetstream 32 aircraft.

Council has a contract in place to provide initial support to FlyPelican to re-establish an airline service between Mudgee and Sydney. This contract agreement includes initial start up support of \$195,000; monthly support payments of \$15,000 per month for the first 12 months of operation; provision of ground handling staff; marketing and advertising (in-house) and waiver of landing fees for 12 months.

Any losses of the company would be borne by FlyPelican and there is no agreement in place for Council to provide additional support or cover any amount of loss from providing the airline service from Mudgee. There is an ongoing risk that the company may be unsuccessful or the service may be discontinued for financial reasons, but if this occurs contributions to the service from Council will be withdrawn. Council intends to continue to support FlyPelican through the terms of the contract only, which expires in June 2017.

Further information on financial support provided to Mudgee Region Tourism Inc and FlyPelican is provided under Note 19 of the 2014/15 Financial Statements.



CONTRACTS AWARDED

In accordance with the Local Government Act 1993 and our own Procurement Policy, Council calls for tenders for the supply of various goods and services where the estimated spend under that contract exceeds \$150,000. The requirement to tender excludes the purchase or sale of land; purchases at public auction; contracts for employees of Council; purchase of goods and services under State Government or Commonwealth procurement contracts; emergency contracts; or where because of extenuating circumstances, remoteness of locality or the unavailability of competitive or reliable tenderers, Council decides by resolution (which states the reasons for the decision) that a satisfactory result would not be achieved by inviting tenders.

The following contracts were awarded during 2014/15:

CONTRACTOR	CONTRACT AWARDED	NATURE OF GOODS & SERVICES	CONTRACT AMOUNT (EX GST) \$
Advanced Airport Lighting Pty Ltd	November 2014	Renew airport lighting and install PAPI lights	737,580
Degremont Pty Ltd	November 2014	Water main cleaning - Gulgong	300,000
Telstra	October 2014	Fixed Voice and Mobile Phone Agreement	450,000
Iveco Trucks	October 2014	Iveco side loading garbage compactor	335,050
Lynch Building	January 2015	Design and construct Mudgee Childcare Centre	842,744
Statecover	July 2014	Workers Compensation insurance	530,410
Statewide	July 2014	Property, Public Liability and Vehicle Insurance	684,719
VCV Sydney	February 2015	Volvo truck with Palfinger hook lift	198,500
Garwood Australia Ltd	August 2014	Rear loading garbage compactor	158,385
A1 Earthworx Civil and Mining	December 2014	Construction of the Horatio St detention basin	262,108
Ingal Civil	March 2015	Supply only of Road Safety Barriers	Estimated over \$150k
Various - Panel	January 2015	Provision of Hardware and Building Supplies	Estimated over 150k

FINANCIAL ASSISTANCE

Council has a program of financial assistance, as set out in the Financial Assistance and Event Management Policies, for organisations, groups and individuals that meet the goals and strategies as set out in Councils Community Plan 2030. In doing so, Council seeks to support a wide range of community and cultural services; an increase in community spirit and cohesion; effective, inclusive and equitable services within the community; and projects with a high level of community support and ownership.

Council regularly gives donations to local schools for award nights; village subsidies to progress associations for maintenance of local facilities; rates refunds to charitable and sporting organisations; sports people representing the region at a state, national or international event; tourism events; town Christmas parties; and Seniors Week activities.

During the 2014/15 financial year, Council provided total grants of financial assistance of \$147,293 to local and regional organisations, and individuals. Material donations and contributions (over \$5,000 inclusive of GST if any) provided during the year were:

RECIPIENT	AMOUNT	PURPOSE
Mudgee Chamber of Commerce	\$10,000.00	Business development and support
Lifeskills	\$25,000.000	Support of stage 1 of the construction project at Oporto Rd
Kandos Rylstone Community Radio Inc (Community Capers)	\$10,000.00	Kandos Rylstone Community Capers publication
Gulgong Chamber of Commerce Inc	\$10,000.00	Business development
Christmas Party Mudgee - Rotary	\$9,300.00	Local event assistance

CONDITION OF PUBLIC WORKS

Council is the custodian of a substantial portfolio of community infrastructure, property, plant and equipment with a fair value of \$1.182 billion. Council manages infrastructure assets with a fair value of \$811 million (written down value \$488 million) on behalf of the Mid-Western Region community. It is Council's role to ensure the right level of assets are maintained in a satisfactory condition, in a long-term sustainable manner.

A detailed report is set out in Special Schedule No. 7 - Condition of Public Works in the 2014/15 Financial Reports.

LEGAL PROCEEDINGS

Council expended \$327,058 on legal costs during 2014/15.

Of that amount, \$113,648 related to the cost of obtaining legal advice or opinion in relation to various matters and not in relation to legal proceedings taken by or against the Council.

In addition, Council expended \$140,308 during the period in recovering outstanding rates and charges. These costs are debited as a charge against individual rate assessments. Council recovered \$138,090 of such costs during the period.

Council also recovered \$57,500 relevant to the MAC Group Appeal in 2013/14.

Summarised below are details of legal proceedings in which the Council was involved, together with the results of those proceedings and the nature and amount of legal costs incurred:

PROCEEDINGS	TYPE	STATUS	COST
MAC Group v MWRC 12/1119064 Land & Environment Court	Class 1 Appeal against refusal of DA0217/2012 for a 400 bed temporary works accommodation facility at Cope Road Gulgong	Appeal was upheld in 29/4/2014 in the Land and Environment Court. Costs were not awarded. However, \$57,500 was recovered to reimburse Council for expert advice costs on behalf of MAC Group.	\$1,514
Peabody Pastoral Holdings P/L v MWRC 12/31293-31295 NSW Land & Environment Court	Class 3 Appeal against Declaration of Rating Category (Sec 526 LG Act)	Matters did not proceed to hearing. Council gave its consent to orders upholding Peabody's appeal on 27 May 2013. On 5 June 2013, a Cost Hearing was held, the result being that the Land & Environment Court awarded costs against Council. Certificate of determination of costs was provided to Council on 23 June 2015. Final costs have been accounted for ¹	\$71,588
MWRC v Peabody Pastoral Holdings P/L 2013/195874 filed 27/6/2013 Supreme Court of NSW, Court of Appeal	Notice of Intention to Appeal against whole decision of Cost Hearing.	On 19 September 2013, the Supreme Court of NSW, Court of Appeal declined Council's application for leave to appeal the decision of the NSW Land & Environment Court in relation to Peabody Pastoral Holdings P/L v MWRC. Costs were awarded to the applicant ¹	See above ²

¹ Subsequent to 30 June 2015, but prior to the completion of this Annual Report, a further notice of amended costs was received from the Supreme Court with an adjusting amount payable of \$2,422.

² Action for the class 3 Appeal and the Appeal against decision have merged due to negotiations wholly surrounding the matter of combined costs. Total legal costs on Peabody Pastoral Holdings Pty Ltd are \$71,588 for the financial year ended 30 June 2015.

MAYORAL AND COUNCILLOR FEES AND EXPENSES

COUNCILLOR FEES PAID AND EXPENSES PAID OR REIMBURSED AS AT 30 JUNE 2015											
	GENERAL OPERATIONS	CR CAVALIER	CR KENNEDY	CR MARTENS	CR SHELLEY	CR THOMPSON	CR WALKER	CR WEATHERLEY	CR WEBB	CR WHITE	TOTAL \$'S
Councillor Fees	-	10,480	10,480	10,480	10,480	10,480	10,480	10,480	10,480	10,480	94,320.00
Mayoral Fees	-	-	22,870	-	-	-	-	-	-	-	22,870.00
Council Meeting Expenses (accommodation, travel and meals)	6,891.18	1,526.40	742.41	4,253.56	2,207.04	3,627.80	-	-	2,157.72	-	21,406.11
Councillor Representational/Lobbying Expenses (accommodation, travel and meals)	-	-	687.75	-	-	-	-	-	-	128.64	816.39
Provision of Vehicle	8,268.66	-	304.17	-	-	-	-	-	-	-	8,572.83
Memberships and Subscriptions	66,600.61	-	-	-	-	-	-	-	-	-	66,600.61
Miscellaneous Expenses (meals, sundries, stationery) but not associated with conferences, seminars and training	432.91	7.84	-	-	7.85	-	1,332.41	-	696.93	7.84	2,485.78
Provision of office equipment such as laptop, computers mobile telephones, landline telephones and facsimile machines installed in Councillor homes (equipment and line rental costs and internet access costs but not including all costs)	2,872.96	4,569.06	706.13	764.24	3,182.31	3,625.67	1,715.31	679.77	2,587.56	690.66	21,393.67
Attendance of Councillors at conferences and seminars	165.91	1,074.73	-	-	-	-	-	-	-	1,377.97	2,618.61
Training and provision of skill development for Councillors	8,365	-	-	-	-	-	-	-	-	-	8,365.00
Total \$'s	93,597.23	17,658.03	35,790.46	15,497.80	15,877.20	17,733.47	13,527.72	11,159.77	15,922.21	12,685.11	249,449.00

No expenses were incurred for provision of care for a child of, or an immediate family member of, a Councillor to allow the Councillor to undertake his or her civic functions.

OVERSEAS AND INTERSTATE VISITS

Council is required to disclose details of any interstate visits undertaken by elected members in relation to Council business, along with details of any overseas visits undertaken by any Council officers including Councillors and staff.

On occasion, the General Manager and Mayor are required to travel to Canberra for meetings with Commonwealth departments and ministers. No other interstate visits were undertaken by elected members.

There were no overseas visits undertaken by any Council officers in 2014/15.

PRIVATE WORKS

Council undertook private works in 2014/15 to the value of \$172,000, resulting in a profit of \$13,000. This represents a profit margin of 7.5%. No subsidies were provided, and all work was intended to be carried out on a for profit basis in accordance with Council's Private Works Policy.

RATES AND CHARGES WRITTEN OFF

During 2014/15, \$12,591 of Rates and Annual Charges were written-off as a result of postponement of rates and charges.

Council also wrote off a further \$726,284 as Pensioner Rate Rebates in accordance with Council's Pensioner Concession Policy.

SENIOR STAFF

Council started the 2014/15 year with four Senior Staff positions in its organisation structure. Those positions were:

- General Manager
- Director Development & Community Services
- Director Finance & Administration
- Director Mid-Western Operations

There was a new structure in place by December 2014 which included five Senior Staff positions:

- General Manager
- Director Community
- Director Corporate
- Director Development
- Director Operations

The remuneration package for the General Manager totalled \$255,597, and included:

Salary component - \$208,713
Bonuses - NIL
Superannuation component - \$19,435
Non-cash benefits - \$ 15,096
Fringe Benefits Tax on non-cash benefits - \$12,353

The combined remuneration packages for all Directors for 2014/15 totalled \$606,556, and included:

Salary component - \$515,556
Bonuses - NIL
Superannuation component - \$52,624
Non-cash benefits - \$ 17,744
Fringe Benefits Tax on non-cash benefits - \$20,632

PLANNING AGREEMENTS

COMPANY	EFFECTIVE	PURPOSE	AMOUNT	DUE DATE	PAID
Wilpinjong Coal	March 2006	Lump Sum - Coal Shipment	\$450,000	Payable prior to the first shipment of coal from the land	Yes
		Annual Contribution - Community Infrastructure	\$800,000	40,000 per annum for 20 years, with the first instalment due on the anniversary of the first loading and dispatch of coal.	8 of 20
		Annual Contribution - Road Maintenance	\$30,000 per annum	\$30,000 per annum for the life of the mining operation, with the first instalment due on the anniversary of the first loading and dispatch of coal.	8 of life
		Annual Contribution - Bus Routes	\$60,000	\$20,000 per annum for three years	Yes
Moolarben Coal Stage 1	February 2008	Lump Sum - Open Cut Coal	\$1,000,000	Payable in three equal annual instalments, with the first payment due within 7 days of first loading and dispatch of coal produced from the open cut operation.	Yes
		Lump Sum - Underground Coal	\$300,000	Payable in three equal annual instalments, with the first payment due within 7 days of first loading and dispatch of coal produced from the underground operation.	No
		Lump Sum - Road Maintenance	\$1,000,000	Payable in three equal annual instalments, with the first payment due within 7 days of the commencement of construction.	Yes

COMPANY	EFFECTIVE	PURPOSE	AMOUNT	DUE DATE	PAID
		Annual Contribution - Road Maintenance	\$1,250,000	\$62,500 per annum for 20 years, with the first instalment due on the anniversary of the first loading and dispatch of coal.	6 of 20
		Annual Contribution - Community Infrastructure	\$1,000,000	\$100,000 per annum for 10 years, with the first instalment due on the anniversary of the first loading and dispatch of coal.	6 of 10
Xstrata	March 2011	Lump Sum - Community Infrastructure	\$3,475,000	\$2 million to be paid within 30 days of date of agreement. Balance of \$1.475 million to be paid within a year of the date of the first contribution.	Yes
		Annual Contribution - Road Maintenance Cope Road	\$1,050,000	\$50,000 per annum for 21 years, with the first instalment due within 30 days of date of agreement. Subsequent annual payments due on anniversary date of first contribution.	5 of 21
Charbon Coal	September 2010	Annual Contribution - Road Maintenance	\$0.05 per tonne per kilometre	Due by 31 July each year for coal hauled in previous year	4 of life
		Annual Contribution - Road Maintenance	\$0.77 per tonne	\$75,000 paid as bond. To be charged with calculated contribution on an annual basis until \$75,000 exhausted. A further \$75,000 shall then be paid to Council, with annual charges payable whilst mining continues.	Yes
		Lump Sum - Carwell Creek Bridge Upgrade	\$210,000	\$210,000 due within 30 days of commencement of construction works by Council	Yes
		Annual Contribution - Community Facilities	\$0.01 per Run of Mine tonnes per annum	Due by 31 July each year for coal hauled in previous year	4 of life

COMPANY	EFFECTIVE	PURPOSE	AMOUNT	DUE DATE	PAID
		Lump Sum - Community Facilities	\$50,000	\$50,000 payable within one month of receipt of project approval for a community project in Rylstone, Kandos, Charbon and/or Clandulla	Yes
Wilpinjong Coal	January 2011	Lump Sum - Ulan-Wollar Road	\$50,000	Non cash contribution of \$50,000 of gravel to be used for upgrading of the Ulan-Wollar Road	Yes
		Lump Sum - Ulan-Wollar Road Upgrade	\$600,000	\$600,000 payable by instalments within 14 days of invoices as issued by Council at each stage of the primary road works	Yes
		Annual Contribution - Community Infrastructure	\$600 per annum per permanent employee contractor in excess of 100 for 20 year consent period	\$235,774 paid in 2014/15	3 of 20
Caerleon	September 2013	Fairydale Lane Contribution	\$500,000	Lump sum payment on connection of Fairydale Lane to the spine road, based on \$500 per lot of registered plans for the subdivision. Thereafter a per lot contribution upon registration.	No
		DSP Charges (water)	\$7,837 per ET water	On delivery of relevant infrastructure, per a project schedule	No
		DSP Charges (sewer)	\$3,558 per ET sewer	On delivery of relevant infrastructure, per a project schedule	No
		Community Open Space Network	Land for parks, recreation, stormwater and sewer	As stages are released	No

COMPANY	EFFECTIVE	PURPOSE	AMOUNT	DUE DATE	PAID
Cobbora	November 2013	Construction Personnel Contribution	\$250 per employee per annum	Minimum \$100,000 per annum, payable for construction phase	No
		Operational Personnel Contribution	\$150 per employee per annum, plus \$400 per employee living in the LGA per annum	Minimum \$60,000 per annum, payable for operational phase	No
		Rehabilitation Personnel Contribution	\$250 employee per annum	Payable for rehabilitation phase	No
		Road contributions - Laheys Creek Road	Contribution to works	Payable on approval of the Portion Works Plan by the Developer	No



EQUAL EMPLOYMENT OPPORTUNITY

Mid-Western Regional Council (MWRC) aims to provide an environment where employees and others in the workplace are treated fairly and with respect, and are free from unlawful discrimination, harassment, vilification and bullying.

The Council aims to ensure that when employment decisions are made, they are based on merit, not on irrelevant attributes or characteristics that an individual may possess. The Council also aims to create a work environment which promotes good working relationships.

In order to achieve our objective, Mid-Western Regional Council will:

- Develop and implement an Equal Employment Opportunity (EEO) Management Plan;
- Incorporate Council's core values of respect, integrity and recognition and the principles of diversity, equality and merit into all relevant policies and procedures;
- Base all selection decisions on merit and the individual's ability to meet the requirements of the position;
- Provide training and development that is consistent with the principles of equity and that supports Council's EEO objectives;
- Provide a workplace free from bullying, harassment and discrimination;
- Promote EEO and workplace diversity throughout Council to ensure that every employee is aware of and understands Council's policies on EEO related matters;
- Provide those who work at Council with the Anti-Discrimination and Equal Employment Opportunity Policy and the Workplace Bullying Policy which provides guidance on what is acceptable behaviour and establishes what may constitute discrimination, vilification, harassment and bullying at work; and
- Provide effective mechanisms to resolve complaints.

During 2014/2015 Council completed a number of communication and awareness raising initiatives including:

- Providing all new staff with the Anti-Discrimination and Equal Employment Opportunity Policy and the Workplace Bullying Policy and provided training on these policies during the Induction Program
- Training on the Anti-Discrimination and Equal Employment Opportunity and Workplace Bullying was carried out for selected work groups
- Code of Conduct training was undertaken for target positions
- Workplace Support Skills training was undertaken for target positions
- Leadership training addressing Anti-Discrimination, EEO and grievance handling was undertaken for Managers and Supervisors
- Reviewed and updated Council's Recruitment and Selection Procedure
- Continued to offer assistance with flexible working arrangements for employees with family and carer's responsibilities whilst ensuring we continue to meet our operational, customer and employee requirements
- Developed a new Wage Assessment Tool for supported workers employed in Council's disability services. The tool is fair to employees, whilst meeting the needs of the disability services.



FINANCIAL STATEMENTS

A copy of Council's audited financial statements is available at <http://www.midwestern.nsw.gov.au/council/Reports--Statements/> Hard copies of financial statements are available from Council upon request.



STATE OF THE ENVIRONMENT REPORT

A Regional State of Environment report has been prepared in partnership with the Central West Catchment Management Authority through the Central West Local Government Reference Group, which comprises the 16 Local Government Areas within the Central West Catchment area.

This report covers the entire catchment, not just individual Councils. The report contains information about environmental issues across the catchment, ranging from water quality, air quality, noise pollution to bio-diversity.



2014-2015 STATE OF THE ENVIRONMENT – SNAPSHOT

A State of the Environment (SoE) Report is an important management tool which aims to provide the community and Local Council with information on the condition of the environment in the local area to assist in decision-making.

Since 2007, the Councils of the Greater Central West Region of NSW (see map) have joined to produce Regional SoE Reports as part of Council reporting requirements.

Recent changes to NSW legislation mean that Councils are no longer required to produce SoE Reports each year, but only once every four years, in the year of the Council election (which will next be in 2016). However, the participating Councils have decided to continue reporting on an annual basis so that they can provide a detailed Regional SoE report in 2016 that covers trends in the intervening years.

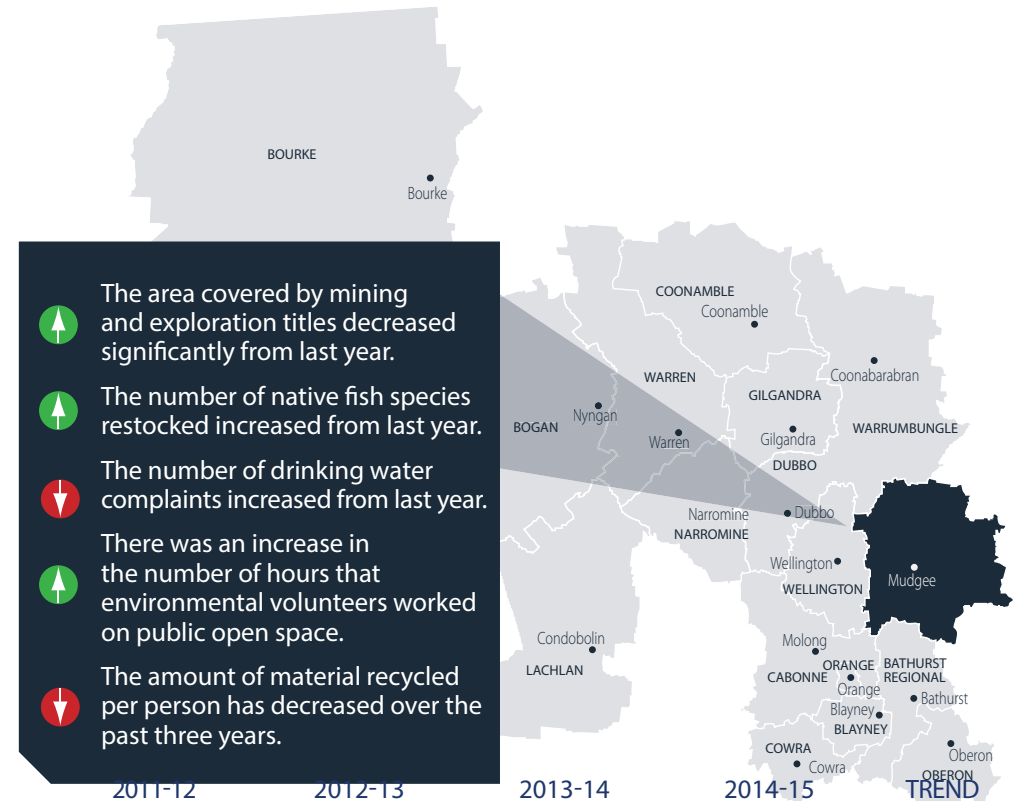
This is a brief snapshot of data for the Mid-Western Local Government Area in 2014-15 across a range of environmental indicators as shown in the tables below. The tables provide an understanding of trends by comparing this year's data with an average of previous years. The Council snapshot report should be read in conjunction with the 2014-15 Regional SoE snapshot report.

LAND

ISSUE	INDICATOR	2011-12	2012-13	2013-14	2014-15	TREND
Contamination	Contaminated land sites - Contaminated Land Register	1	1	1	1	
	Contaminated land sites - potentially contaminated sites	47	29	29	29	
	Contaminated sites rehabilitated	1	2	0	0	↔
Erosion	Erosion affected land rehabilitated (ha)	1	0	1	0	↑
Land use planning and management	Number of development consents and building approvals	649	456	431	376	↓
	Landuse conflict complaints	7	10	12	28	↓
	Loss of primary agricultural land through rezoning (ha)		612	19	0	↑
Minerals & petroleum	Number of mining and exploration titles		158	166	160	↓
	Area covered by mining and petroleum exploration titles (ha)		974,000	1,010,000	739,000	↑
						↑
						↑

Note: the trend is based on comparing the average of the previous three years of reporting with 2014-15

2014-15 HIGHLIGHTS



BIODIVERSITY

ISSUE	INDICATOR	2011-12	2012-13	2013-14	2014-15	TREND
Habitat Loss	Total area protected under voluntary conservation agreements and property agreements (ha)	1,277	1,349	1,381	1,381	
	Total area protected in Wildlife Refuges (ha)	7,652	7,652	7,652	5,689	
	Proportion of Council reserves that is bushland/remnant vegetation	4.6%	4.6%	8.3%	8.6%	
	Habitat areas revegetated (ha)	10	10	1	5	
	Roadside vegetation management plan	1	1	1	1	
Threatened Species	Threatened species actions implemented (e.g. PAS, recovery plans)	2	0	0	3	
	Fish restocking activities: native species	25,911	92,213	87,155	146,000	
Noxious weeds and feral animals	Invasive species (listed noxious or WONS) under active management	21	24	27	27	
	Number of declared noxious weeds	112	112	118	132	
	Fish restocking activities: non-native species	20,000	41,000	39,000	41,000	

WATER AND WATERWAYS

ISSUE	INDICATOR	2011-12	2012-13	2013-14	2014-15	TREND
Surface & Ground Water Quality	Average salinity levels in selected streams (EC)	468	515	536	587	
	<i>E.coli</i> remote from wastewater treatment plants		0	0	2	
Riparian	Riparian vegetation recovery actions	4	3	2	3	
	Riparian vegetation recovery area (ha)	8	6	2	7	
Industrial/ Agricultural Pollution	Load Based Licencing volume (kg)	69,352	78,467	79,379	15,144	
	Exceedances of license discharge consent recorded	3	11	3	0	
	Erosion & Sediment Control complaints received by Council	1	3	3	1	
Stormwater Pollution	Number of gross pollutant traps installed	4	4	4	4	
	Total catchment area of GPTs (ha)	118	118	118	118	
	Water pollution complaints		2	0	0	
Dam Levels	Average dam levels	51.6%	58.0%	52.9%	46.5%	
Water extraction	Number of Water Supply Work Approvals from surface water sources			325	325	
	Volume of surface water permissible for extraction under licences (GL)			36	38	
	Number of Water Supply Work Approvals from groundwater resources	6,383	3,247	2,239	2,346	
	Volume of groundwater permissible for extraction under licences (GL)		33	31	33	

ISSUE	INDICATOR	2011-12	2012-13	2013-14	2014-15	TREND
Council water consumption	Area of irrigated council managed parks, sportsgrounds, public open space (ha)	69	69	70	70	↓
	Water used by council for irrigation (including treated and untreated) (ML)	51	215	109	138	↓
Town water consumption	Annual metered supply (ML)	1,493	1,828	2,023	1,945	↓
	Annual consumption (Total from WTP) (ML)	2,023	2,362	2,505	2,384	↓
	Average annual household mains potable water usage (kL/household)	169.6	202.7	221.0	200.2	↓
	Level of water restrictions implemented	0.0	0.0	0.0	0.0	→
	Number of water conservation programs	0.0	0.0	0.0	1	↑
Town Water Quality	Number of instances drinking water guidelines not met	29	112	74	138	↓
	Number of drinking water complaints	18	32	61	100	↓

TOWARDS SUSTAINABILITY

ISSUE	INDICATOR	2011-12	2012-13	2013-14	2014-15	TREND
Waste Generation	Total waste entombed at primary landfill (tonnes)	17,054	26,394	22,811	26,711	↓
	Total waste entombed at other landfills (exc recyclables) (tonnes)	0	0	0	0	→
	Average total waste generated per person (tonnes)	0.74	1	1.85	1.11	↑
	Average cost of waste service per residential household	\$332	\$343	\$349	\$289	↑
Hazardous/Liquid Waste	Farm chemical drums collected through DrumMaster collections	3,057	1,599	1,164	52	↓
	Household Hazardous Wastes collected (kg)	2,079	2,471	4,216	3,935	↑
Reduce	Garden organics collected (diverted from landfill) (tonnes)	2,068	2,122	3,388	2,603	↑
	E-Waste collected (diverted from landfill) (tonnes)	6	6	0	0	↓
Recycle	Amount of material recycled (tonnes)	3,661	4,288	4,014	2,886	↓
	Amount of material recycled per person (kg)	159	183	168	120	↓
Littering and illegal dumping	Number of illegal waste disposal complaints to Council	3	6	14	32	↓
Engineering, Infrastructure and Civil Works	New road construction (km)	0.5	0	1	1	↓
	Road upgrades (km)	30	32	51	74	↓
Risk Management	Increase in area covered by flood management plans / flood mapping		0	0	0	→
	Hazard reduction burns	0	14	9	6	↑

ISSUE	INDICATOR	2011-12	2012-13	2013-14	2014-15	TREND
Climate Change Mitigation	Office paper used by Council (reams)	2,136	2,282	1,984	2,023	↑
	Council sustainability initiatives	0	1	0	1	↑
	Council mitigation initiatives	2	0	0	0	↓
Council Greenhouse Gas Emissions	Annual electricity consumption for Council controlled facilities (MWh)	3,814	4,083	5,248	6,136	↓
	Annual natural gas consumption for Council controlled facilities (Gj)			0	0	→
	Annual bottled gas consumption for Council controlled facilities (L)	5,665	15,563	10,752	10,752	↓
	Total fuel consumption (KL)	990	1,516	1,020	1,132	↑
	Council total operational greenhouse gas emissions (tCO ² -e/year)		24,099	21,594	22,132	↑
Community Greenhouse Gas Emissions	Small scale renewable energy uptake (kW)	502	993	1,022	995	↑
	Number of solar water heaters and heat pumps installed	81	65	41	31	↓

PEOPLE AND COMMUNITIES

ISSUE	INDICATOR	2011-12	2012-13	2013-14	2014-15	TREND
Active community involvement	Environmental volunteers working on public open space (hrs)	110	400	150	420	↑
	Number of environmental community engagement programs		4		5	↑
	Number of growers markets/local food retailers specialising in local food operating within LGA		3	2	3	↑
Indigenous Heritage	Number of Indigenous sites on AHIMS register			3,613	4,162	↑
	Inclusion in DCPs and rural strategies	1.0	1.0	1.0	1.0	→
	Extent of liaison with Indigenous communities (self-assessed from 0 = none to 3 = high)	2	3	2	2	↓
	Development on listed Indigenous sites	3	3	0	6	↓
	Actions to protect Indigenous heritage (including management plans)		2	4	0	↓
Non-Indigenous Heritage	NSW Heritage Inventory items	13	13	13	13	→
	Locally listed heritage items	526	526	526	526	→
	Actions to protect non-Indigenous heritage (including management plans)	3	1	0	1	↓
	Heritage buildings on statutory heritage lists demolished/degraded in past year	0	0	0	1	↓
	Heritage buildings on statutory heritage lists renovated/improved in past year	1	3	4	9	↑

CASE STUDY: ENVIRONMENT GRANTS PROGRAM

Mid-Western Regional Council has been running an Environmental Grants Program throughout 2014 and 2015. The program seeks to support community initiated projects by groups, clubs and schools that improve the local environment and inspire environmentally sustainable behaviour within the Mid-Western LGA.

Two groups to benefit from these grants have, over the last year, put their money to good use and achieved excellent outcomes.

Mudgee's monthly Farmers Markets attracts large crowds keen to immerse themselves in the local food and culture. Mudgee Fine Foods, which organise these Markets, instigated the 'Kids Gardening Puts Food on the Table' project engaging children attending the Markets with hands-on activities while educating them about 'where your food comes from'.

Children were able to build and take home their own worm farms in Styrofoam boxes. The children found the class very engaging, learning first-hand about recycling food scraps and care for the soil in their gardens. On another weekend, a self-wicking garden bed was built on the grounds of the Farmers Markets. An old, corrugated iron water tank was sourced and volunteers helped with construction and guiding the children to fill it with soil and plant it out with herbs and vegetables. Children also planted a pot of mixed herbs each to take home.

The Eurunderee Provisional School Inc. manages the site of the Eurunderee School Complex, a five acre Crown Land reserve.

Henry Lawson was one of the first students to attend the old bark school at the site. Henry's fame brings visitors to the site in increasing numbers and the surrounding remnant Grassy Box Woodland is vulnerable to degradation.

The group's intentions are to maintain and improve a species-rich woodland within the grounds, thus enhancing educational, environmental and heritage values.

The funds they received were used to carry out:

- a plant survey and research sites of original gardens and bush plantings as well as recent plantings
- removal of non-endemic plants and replanting more appropriate species
- a rabbit and weed control program
- development of a concept management plan to act as a guide for further sustainable activity on the site



Part of the new Fine Foods garden - Mid-Western LGA



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



2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting 18 NOVEMBER 2015

ATTACHMENT **6.2.20**

► Final street naming – Nolan Lane



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
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 27th May 2015, which proposed the following public road names:

**FERGUSON LANE, HILL VIEW LANE OR HILLVIEW LANE, GREEN GABLES
LANE, KELLY LANE, NOLAN LANE, WARNER LANE, SANDY LANE, SMITH
LANE, SANDYROSE LANE, INTERMEZZO LANE**

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 I would raise the following objections:

SANDY LANE – objection is raised under *Principle 6.7.4 Uniqueness, Duplication* of the NSW Addressing User Manual. There is a **SANDY LANE** located in the Merotherie.

SMITH LANE - objection is raised under *Principle 6.7.4 Uniqueness, Duplication* of the NSW Addressing User Manual. There is a **SMITH STREET** located in Mudgee.

SANDYROSE LANE - objection is raised under *Principle 6.7.4 Uniqueness, Duplication* of the NSW Addressing User Manual. There is a **SANDYGROVE LANE** located in Gulgong.

Should you wish to proceed with adoption of the name 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 name is valid. The matter will then be put to the Board who may choose to overturn the objection.

Kind Regards,

Rhet Humphrys
Statutory Officer
Geographical Names Board of NSW
14 August 2015

From: Mr Fudley [REDACTED]
To: Council
Cc:
Subject: Submission for lane name between Inglis and Nicholson st

Sent: Fri 3/04/2015

To the General Manger,
Mid Western Regional Council.

My submission for the lane to be named "Ferguson Lane"

The reason behind this is,

The late Maurice Ferguson was my great uncle and lived many years in Mudgee,
169 Horatio st to be exact.

He was born in Rylstone 1900 and passed away in Mudgee 1993.

He was a quiet man who had a colourful history in this area.

His passion was horses and racing them.

As a young man he was a rabbitier, we have a few photos of him on horse and cart
with hundreds of rabbit skins ready for delivery.

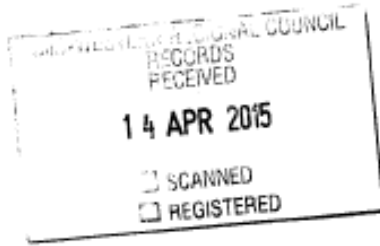
In his later years he worked at Kelletts as a delivery man.

Knowing the Streets and Lanes in the town was an important part of his job.

It would be a nice honour and a proud moment for his family name "Ferguson" to be
sign posted in the town he loved and lived in for so many years.

Thank you for considering my submission.

Rebecca Heywood.



GENERAL MANAGER

S. M. SWEENEY
INGLIS ST
MUDGEE
2850

MID WESTERN REGIONAL COUNCIL

11-4-15

P.O BOX 156
MUDGEE 2850

Dear Sir,

Re - Dual Occupancy Street Number Allocation.

Request for proposed Street Name for the unnamed lane between Inglis & Nicholson bordered by Railway Line, Douro and Cox Streets.

I write to request that consideration be given to the following St Names, as we have referred to these names to try and identify the block, since the process of identifying the Front Block (NO 85 Inglis) as to the New Block of Land.

The name which I continually refer to is "Hill View Lane"

or "Green Gables Lane" which I used as a reference to turn into the lane, as an old House in Cox St has that name.

I thank you for the opportunity to have some input to the naming of the lane which I'm going to live in

Yours Sincerely,
Shirley M. Sweeney.

MR & MRS WAKEFIELD
NICHOLSON ST
MUDGEE
NSW 2850

SIR / MADAM

REF. TO YOUR LETTER DATED 22/4/2015

CA: R0790141

OUR SUGGESTION FOR THE NAMING OF THE SAID
BACK LANE WOULD BE

"KELLY LANE"

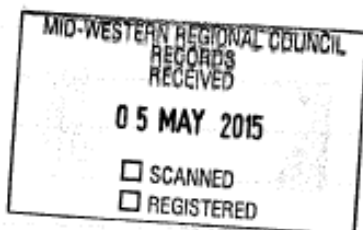
REASON BEING THE NAME KELLY HAS BEEN LINKED
TO THIS STREET FOR APP. 50 YEARS
NAMELY ANNE KELLY - DARREL BAKER

IN SUGGESTING THE NAME "KELLY" I AM IN
NO WAY REFERRING TO THE BUSHRANGER
"NEO KELLY"

THANK YOU FOR GIVING ME THE OPPORTUNITY
FOR OUR INPUT

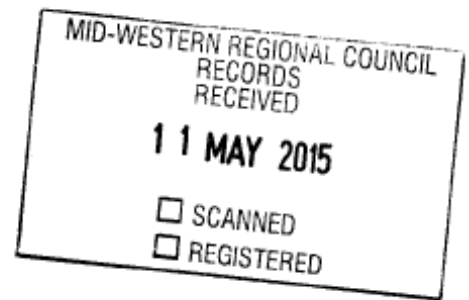
SIGNED MS. WAKEFIELD,
Dimitri Wakefield

DIMITRI WAKEFIELD
Dimitri Wakefield



***Please note that this submission is ineligible as Ms Kelly is still living.

Norman Rd,
Mudgee. nsw>
5.05.201



General Manager,
Mudgee Regional Council

Re: Naming the lane between Inglis and Nicholson Streets

Section 162 of the roads Act 1993, regarding the lane at the rear of our properties

26 and 28 Nicholson Street Mudgee.

We would like to nominate the name "Kelly Lane".

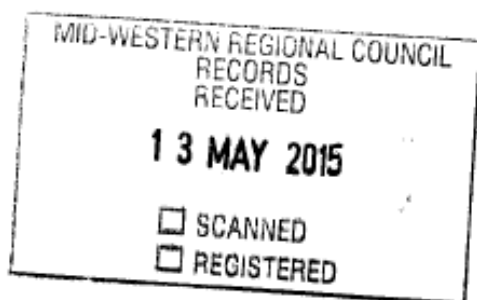
This is a old Mudgee historical Family Name as Ada Kelly lived in Mudgee all her married life. This lady had 11 children of her own and cared for many other family members in her life . The house that she raised her eleven children plus is still just standing in Cox St (no one lives in it now) .

There is quite a number of this family descendants living around the area .

We would like you to consider this name Please .

Regards

Mr. & Mrs. Baker .



**Church Street
MUDGEE NSW 2850**

13th May 2015

Dear Sir/Madam

RE: SUBMISSION FOR THE NAMING OF THE UNNAMED LANE AT REAR OF NICHOLSON AND INGLIS STREET

I would like to make the following submission regarding the unnamed lane, currently being sort by Council, to the rear of Nicholson and Inglis Streets running in a westerly direction from Douro Street.

The name suggested is: Kelly Lane

The naming refers historically to the Kelly family and to this area in particular where this Lane is located. This naming would preserve a historical reference to the original descendants of that family living in that area for many many years.

Yours faithfully

Michelle Skinner



Aaron Nolan
Lahy Court
Mudgee NSW 2850

To The General Manager at Mid Western Regional Council

RE- Proposal Lane naming between Inglis and Nicholson Street Mudgee.

I am writing this letter in regards to naming the lane between Inglis and Nicholson Street. Requesting the name to be Nolan Lane, in memory and honour to Arthur Bernard Nolan and recognition to Mavis Veronica Nolan two long serving members of the Mudgee Community.

Arthur Bernard Nolan born in Paddington, Sydney on the 19th JAN 1923. He lived through the great depression with his mother. 29th Oct 1940 he enlisted at Adelaide River in the Northern Territory to serve in WWII, he becomes soldier NX135995. He fought in New Guinea, New Britain and was in Darwin when the Japanese bombed. He obtained the rank private and was discharged on 10/11/1945 after 1840 days of service. After his discharged he moves to Campbell Creek, Mudgee Shire to run Kirwin's farm which is owned by his family.

Arthur then meets Mavis Hundy which they marry in 1951 and have 5 children. While at Campbell Creek Arthur volunteered on the RFS and fought many fires. They decided to move in 1966 into 92 Douro Street, Mudgee the big white house next to the lane on Douro Street. Mavis still lives there today celebrating the 49th anniversary at this home unfortunately Arthur passed in 1997.

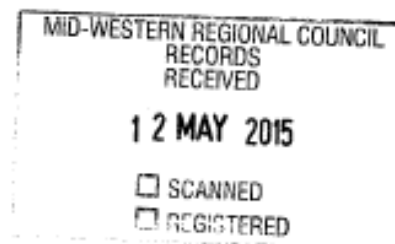
Both were well known in the Mudgee community. Arthur worked for the Mudgee council for 21 Years, was a soldier member at the club, volunteered as Santa many times and also served in the military in WWII. Mavis served in various roles in Mudgee 20 years at Hannaford Cox solicitors, 16 Years with Home care and 11 years at the golf course where she met Gough Whitlam.

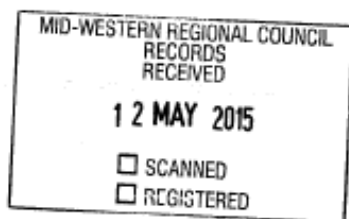
As there grandchild this would be a great tribute and honour to my grandparents, if this lane was to be named Nolan Lane. Not only that but they have been active community members and have left a historical mark in the Mudgee community.

Please contact me on 0431 689 883 if you have any questions.

Kind Regards,

Aaron Nolan





Douro St
Mudgee 2850

To The general manager
Mid Western Regional Council

Re proposal lane naming between Inglis
& Nicholson Street requesting the name to be
Nolan Lane

I grew up in Windeyer, Arthur grew up at Paddington
he served in the 2nd world war he enlisted
at the age of seventeen, he served in the bombing
of Darwin, New Britain, Papua New Guinea
after the war he moved to Campbells Creek
to help his aunts & uncle on the farm. Arthur & I was
married, & lived on at Campbells for 15 years in
that time he was a bush fire volunteer fighter & helped
with many Bush Fires. We moved to Mudgee
in 1966 to live at the same place we are today
49 years ago. After Arthur came to Mudgee he
worked on the Shire for 21 yrs he was a member
of the Soldiers Club & during his time was Santa Claus for the club
& Shire at Christmas time for the children. He passed away
in 1997.

I served in various roles in Mudgee 20 yrs at Harrowford & Box
Solicitors 11 yrs Cook at Golf Club where I met Gough Whitlam
16 yrs at HomeCare. In that time I received the Priman award
From the Late Neville Wran I am now 86 yrs old I have five
children 15 grandchildren 12 great grand children
It would be a great tribute & honour to Arthur family to
called Nolan Lane

Kind Regards
! Mavis Nolan

The General Manager
Mid Western Regional Council
PO Box 156
Mudgee NSW 2850

RE: Naming of Unnamed Lane between Inglis and Nicholson Streets Mudgee

Att: Brad Cam

Dear Sir,

We respond to your notice given 12 April 2015 pursuant to 162 of the Roads Act 1993 of Council's intention to name the unnamed lane between Inglis and Nicholson Streets Mudgee NSW.

We propose the unnamed lane be named 'Nolan Lane' after the late Bernard Arthur Nolan.

Bernard Arthur Nolan or Arthur Nolan as he was known was born 19 January 1923. Son of Horace and Elizabeth Nolan, he grew up around Paddington in Sydney during the depression.

Most of Arthur's life was spent serving his country, his community and his family. Being the honourable man he was, Arthur enlisted in the Australia Army when Australia was at war. He was not required to list as he was only 17 years of age at the time, but he felt strongly about fighting for freedom and his country so he gave a date of birth of 30 June 1921 to get into the Army. On 29 October 1940 enlisted at Adelaide Creek (NT) and became Soldier NX135995. (1)



Arthur Nolan when first joined the Army

Anthony Kossieris
PO Box
Keiraville NSW 2500

Arthur served in Darwin, New Guinea and New Britain through our World War Two for 1,840 days until he was discharged from service on 10 November 1945. Arthur had many roles during his time at war including being a gunner and was present in active service during the time of the Bombing of Darwin on 19 February 1942. ⁽¹⁾

Arthur's mother, Elizabeth Nolan was from the Kirwin Family, the Kirwin's resided on a farm at Campbell's Creek, Windeyer just out of Mudgee. Timothy Kirwin, Arthur's Uncle had fought in the First World War 1914 – 1920 as Soldier 7771. ⁽¹⁾

After the war Arthur moved to Campbell's Creek to run the Kirwin's farm where met Mavis Hundy, they married in 1951 and started a family that grew to 5 children. In April 1966 Arthur and Mavis Nolan and their family purchased and moved into 92 Douro Street Mudgee. This property boundary's the Unnamed Lane the subject of this submission.

Arthur was a valued and well respected member of the local community. He worked for the Mudgee Shire Council for 21 years. He was a volunteer bush fire fighter and helped fight many bush fires. He was a member of the Mudgee Soldiers Club and played the role of Santa Clause for many, many years. He retired from work in 1988.



Arthur returned to Darwin in February 1992 for the 50 year anniversary of the Darwin Bombing. He attended many an Anzac Day service and this tradition has been passed down through his children and grandchildren who still march in the Anzac day celebrations with his medals today. He was actively involved in returned soldier service through his role as member at the Soldiers Club.



Arthur and Mavis at the 50 Year Anniversary of the Darwin Bombing

Arthur passed away in Mudgee on 14 July 1997. He is buried at Mudgee Lawn Cemetery and he is dearly missed.

Together Arthur and Mavis have 5 Children, 15 Grand Children and 12 Great Grand Children. Mavis Nolan currently aged 86 still resides at 92 Douro Street Mudgee and has lived there now for 49 years. She worked for 20 years at Hanniford and Cox Solicitors, 11 years at Mudgee Golf Club where she met Goff Whitlam, and 16 years at Home Care where she received the Premiers Award for her service.



Arthur and Mavis Nolan

Statutory Compliance - Geographical Names Board of New South Wales – Guidelines for the naming of roads

The Geographical Names Board provides guidelines for the naming of roads. Applying the applicable guidelines to this submission:

1.1 Name duplication within a local government area should be avoided. The name Nolan is currently not in use as a road name in the Council area. (2)

2.1 Preferred sources for road names include

- Aboriginal names
- local history
- early explorers, pioneers, settlers and other eminent persons
- war/casualty lists
- thematic names such as flora, fauna or ships

Arthur Nolan served in World War II, and was an involved member of the local community also contributing to its history, which would satisfy the requirement 2.1.

2.2 Names should be appropriate to the Physical, historical or cultural character of the area concerned. Arthur Nolan and now his family have owned the Property 92 Douro St Mudgee that boundary's the Unnamed Lane for 49 years.

3.1 Names of Living persons should not be used. Arthur passed away 14 July 1997.

3.2 Names which are characterised as follows are to be avoided:

- Offensive or Likely to give offence
- Incongruous – out of place
- commercial or company

Nolan does not impact any of these points.

4.1 – 4.4 Communication. The proposed name Nolan is easy to read, spell and pronounce. It is not unduly long. This proposal is to use the surname Nolan, 4.3 provides that the use of given names should be generally avoided.

5.1 – 6.5 Deal with spelling and form, all of which Nolan would satisfy.

The road type. – Lane, is appropriate as the description in the guideline being:

“A narrow way between walls, buildings etc. a narrow country or city roadway.”

The proposed name Nolan Lane generally satisfies the requirements of the Councils Road Naming Policy and the Guidelines for naming of roads.

As a proud member of the Nolan Family we would be honoured if the council would consider the Unnamed Lane to be named Nolan Lane.

If the Council does not resolve to name the Unnamed Lane 'Nolan lane', we request the Council to place *Nolan* on the Pre-Approved Road Names List.

Yours Sincerely,

Anthony Kossieris

Grandson of Bernard Arthur Nolan.

Bibliography

National Archives of Australia Online Database ⁽¹⁾

Mid-Western Council, *Road Naming Policy*, July 2013 ⁽²⁾

Geographical Names Board of New South Wales, *Guidelines for the naming of roads*, March 2013

Department of Veterans' Affairs, *Australia Under Attack*, 2007, Commonwealth of Australia

Windeyer Parents and Citizens Association, *Windeyer Tent Town Village*, 1989, PMP Digital



Australian Government



NATIONAL ARCHIVES OF AUSTRALIA

Our story, our history

AA: B883, NX135995

AUSTRALIAN MILITARY FORCES
ATTESTATION FORM.
FOR SPECIAL FORCES TRAINED FOR SERVICE IN AUSTRALIA OR ABROAD.

AA Form A28
(Revised 2/12/68)

Army No. NX135995
Surname NOLAN Other Name Arthur Bernard
Unit Adelaide River
Enlisted for service at NT (Date) 17/4/92 (Place)

A. Questions to be put to persons called out or presenting themselves for voluntary enlistment.

1. What is your name?	1. Name <u>NOLAN</u>
2. Where were you born?	2. Date of birth <u>30 Jun 1923</u>
3. Are you a natural born or a naturalized citizen of Australia? If not naturalized, where and to be produced?	3. In what State or Territory of Australia you were born <u>Sydney NSW</u>
4. What is your age (complete at enlistment)?	4. Age <u>21</u>
5. What is your height in centimeters?	5. Date of birth <u>30 Jun 1923</u>
6. Are you married, single or widowed?	6. Place of birth <u>Lakewood Single</u>
7. Were details of previous military service given?	7. Service <u>None</u>
8. Do you possess other qualifications?	8. Other military service <u>None</u>
9. What is your actual next of kin? (Order of preference: mother, father, wife, child, brother, sister, grandparent, grandchild, nephew, niece, uncle, aunt, cousin, partner, friend, next of kin.)	9. No. <u>199302 PG</u> <u>19 DIB</u>
10. What is your permanent address?	10. Name <u>Mr E.A. Nolan</u>
11. What is your telephone communication? (Where applicable)	11. Address <u>78 Sutherland St. Pyralongton N.S.W.</u>
12. Have you ever been recruited by a drill master?	12. Relationship <u>Mother</u>
13. Have you ever been recruited by a drill master?	13. <u>As above</u>
14. Have you ever been recruited by a drill master?	14. <u>R.C.</u>
15. Have you ever been recruited by a drill master?	15. <u></u>
16. Have you ever been recruited by a drill master?	16. <u></u>
17. Have you ever been recruited by a drill master?	17. <u></u>
18. Have you ever been recruited by a drill master?	18. <u></u>
19. Have you ever been recruited by a drill master?	19. <u></u>
20. Have you ever been recruited by a drill master?	20. <u></u>

I, Arthur Bernard Nolan do solemnly declare that the above answers made by me to the above questions are true and that I am willing to serve in the Australian Military Forces within or beyond the limits of the Commonwealth of Australia.

Signature of Applicant Arthur Bernard Nolan (Date) 17/4/92
Signature of Attesting Officer A. Nolan (Date) 17/4/92

B. MEDICAL EXAMINATION
I certify the above named person to be fit for Class 1 Temporary
Signature of Medical Officer Dr. [illegible]

C. OATH OF ENLISTMENT
I, Arthur Bernard Nolan do solemnly swear that I will well and truly serve His Majesty King, the King, in the Military Forces of the Commonwealth of Australia until the expiration of the period fixed by me and I will observe the Statute in that behalf made, and I will maintain the Majesty's laws and give His Majesty's power to be kept and executed, and that I will in all matters pertaining to me behave lawfully and honestly according to law.

So help Me God
Signature of Person Enlisted Arthur Bernard Nolan
Signature of Attesting Officer A. Nolan
Date 17/4/92

NOLAN ARTHUR BERNARD : Service Number - NX135995 : Date of birth - 30 Jun 1923 : Place of birth - SYDNEY NSW : Place of enlistment - ADELAIDE RIVER NT : Next of Kin - NOLAN E - Page 1 of 11

PROCEEDINGS FOR DISCHARGE. A.A.F. A. 132 (AMENDED July, 1945)

PART A—Completed by Unit:

Discharge Authority: 500 4/2000
Reason for Discharge: 100 2/2000
Date in which discharge award awarded, date in which there has been a reversal:

Unit: 8 P.C. Army No. 4413578 Rank 2nd
Other Names: BARBARA BERNARD Surname NOLAN

PART B—Personal details—Completed by Unit:

1. Home address: 70 ADELAIDE ST. RABBIT CEN. N.S.W.
Date commenced: 1.10.23 Date of birth: 30.6.23
State whether: English Under 18 yrs. 18 yrs. to 18 yrs. 6 mos.
2. Present Description of Soldier: Age 22 Height 5.9 Hair Dark Complexion Fair Marks/Stains None
3. Operational Service: (a) Discharge from: 1.10.45 to: 1.10.45 in: 8 P.C. (b) N.P. (North of New Guinea) or Terms of Service: None

PART C—Completed by Enl. and Rec.:

4. Non-effective Service: Nil

PART D—Completed by Svc. R.:

5. Details for Certificate of Discharge No. 2440 67
Unit for discharge purposes: 8 P.C.
Served on continuous Full Time War Service in the UK from 1.10.43 to 1.10.45
for a Total Effective Period of 24 months including Active Service in Australia 0 days and Active Service Overseas 0 days
Declarations and Awards during that Service:
War Badge Yes Entered 1.10.45 and Discharge confirmed vide Schedule No. 3001 to take effect on 1.10.45
Discharge from the 8 P.C. and discharge confirmed vide Schedule No. 3001 to take effect on 1.10.45
Date 1.10.45 Discharge by W. H. [Signature] Enl. and Rec.
A.A.F. A. 132 written to: Enl. and Rec. Entered Discharge Certificate Yes A.A.F. A. 131 obtained by: Enl. and Rec.

OLAN ARTHUR BERNARD : Service Number - NX135995 : Date of birth - 30 Jun 1923 : Place of birth - SYDNEY NSW : Place of enlistment - ADELAIDE RIVER NT : Next of Kin - OLAN E - Page 2 of 11

DETERMINATION OF DEMOBILIZATION PRIORITY

ARMY NO. NX13578 RANK 2nd UNIT 8 P.C.
SURNAME NOLAN
OTHER NAMES BARBARA BERNARD
Date of Commencement of Full Time War Service: 1.10.43 Age at commencement of Full Time War Service: 19 years

A. ASSESSMENT OF NORMAL PRIORITY.

	Points
1. Length of Service in war (1-4) (5-6) (7-8) (9-10) (11-12) (13-14) (15-16) (17-18) (19-20) (21-22) (23-24) (25-26) (27-28) (29-30) (31-32) (33-34) (35-36) (37-38) (39-40) (41-42) (43-44) (45-46) (47-48) (49-50) (51-52) (53-54) (55-56) (57-58) (59-60) (61-62) (63-64) (65-66) (67-68) (69-70) (71-72) (73-74) (75-76) (77-78) (79-80) (81-82) (83-84) (85-86) (87-88) (89-90) (91-92) (93-94) (95-96) (97-98) (99-100)	<u>180</u>
2. Age at enlistment in years (1-2) (3-4) (5-6) (7-8) (9-10) (11-12) (13-14) (15-16) (17-18) (19-20) (21-22) (23-24) (25-26) (27-28) (29-30) (31-32) (33-34) (35-36) (37-38) (39-40) (41-42) (43-44) (45-46) (47-48) (49-50) (51-52) (53-54) (55-56) (57-58) (59-60) (61-62) (63-64) (65-66) (67-68) (69-70) (71-72) (73-74) (75-76) (77-78) (79-80) (81-82) (83-84) (85-86) (87-88) (89-90) (91-92) (93-94) (95-96) (97-98) (99-100)	<u>20</u>
3. Dependence (Under 18 yrs. 1-2) (18 yrs. to 18 yrs. 6 mos. 3-4) (19 yrs. to 19 yrs. 6 mos. 5-6) (20 yrs. to 20 yrs. 6 mos. 7-8) (21 yrs. to 21 yrs. 6 mos. 9-10) (22 yrs. to 22 yrs. 6 mos. 11-12) (23 yrs. to 23 yrs. 6 mos. 13-14) (24 yrs. to 24 yrs. 6 mos. 15-16) (25 yrs. to 25 yrs. 6 mos. 17-18) (26 yrs. to 26 yrs. 6 mos. 19-20) (27 yrs. to 27 yrs. 6 mos. 21-22) (28 yrs. to 28 yrs. 6 mos. 23-24) (29 yrs. to 29 yrs. 6 mos. 25-26) (30 yrs. to 30 yrs. 6 mos. 27-28) (31 yrs. to 31 yrs. 6 mos. 29-30) (32 yrs. to 32 yrs. 6 mos. 31-32) (33 yrs. to 33 yrs. 6 mos. 33-34) (34 yrs. to 34 yrs. 6 mos. 35-36) (35 yrs. to 35 yrs. 6 mos. 37-38) (36 yrs. to 36 yrs. 6 mos. 39-40) (37 yrs. to 37 yrs. 6 mos. 41-42) (38 yrs. to 38 yrs. 6 mos. 43-44) (39 yrs. to 39 yrs. 6 mos. 45-46) (40 yrs. to 40 yrs. 6 mos. 47-48) (41 yrs. to 41 yrs. 6 mos. 49-50) (42 yrs. to 42 yrs. 6 mos. 51-52) (43 yrs. to 43 yrs. 6 mos. 53-54) (44 yrs. to 44 yrs. 6 mos. 55-56) (45 yrs. to 45 yrs. 6 mos. 57-58) (46 yrs. to 46 yrs. 6 mos. 59-60) (47 yrs. to 47 yrs. 6 mos. 61-62) (48 yrs. to 48 yrs. 6 mos. 63-64) (49 yrs. to 49 yrs. 6 mos. 65-66) (50 yrs. to 50 yrs. 6 mos. 67-68) (51 yrs. to 51 yrs. 6 mos. 69-70) (52 yrs. to 52 yrs. 6 mos. 71-72) (53 yrs. to 53 yrs. 6 mos. 73-74) (54 yrs. to 54 yrs. 6 mos. 75-76) (55 yrs. to 55 yrs. 6 mos. 77-78) (56 yrs. to 56 yrs. 6 mos. 79-80) (57 yrs. to 57 yrs. 6 mos. 81-82) (58 yrs. to 58 yrs. 6 mos. 83-84) (59 yrs. to 59 yrs. 6 mos. 85-86) (60 yrs. to 60 yrs. 6 mos. 87-88) (61 yrs. to 61 yrs. 6 mos. 89-90) (62 yrs. to 62 yrs. 6 mos. 91-92) (63 yrs. to 63 yrs. 6 mos. 93-94) (64 yrs. to 64 yrs. 6 mos. 95-96) (65 yrs. to 65 yrs. 6 mos. 97-98) (66 yrs. to 66 yrs. 6 mos. 99-100)	<u>10</u>
4. Dependency Status (Dependent only—1-3) (Not dependent—4-5) (6-7) (8-9) (10-11) (12-13) (14-15) (16-17) (18-19) (20-21) (22-23) (24-25) (26-27) (28-29) (30-31) (32-33) (34-35) (36-37) (38-39) (40-41) (42-43) (44-45) (46-47) (48-49) (50-51) (52-53) (54-55) (56-57) (58-59) (60-61) (62-63) (64-65) (66-67) (68-69) (70-71) (72-73) (74-75) (76-77) (78-79) (80-81) (82-83) (84-85) (86-87) (88-89) (90-91) (92-93) (94-95) (96-97) (98-99) (100-101)	<u>30</u>
5. Married (1-2) (3-4) (5-6) (7-8) (9-10) (11-12) (13-14) (15-16) (17-18) (19-20) (21-22) (23-24) (25-26) (27-28) (29-30) (31-32) (33-34) (35-36) (37-38) (39-40) (41-42) (43-44) (45-46) (47-48) (49-50) (51-52) (53-54) (55-56) (57-58) (59-60) (61-62) (63-64) (65-66) (67-68) (69-70) (71-72) (73-74) (75-76) (77-78) (79-80) (81-82) (83-84) (85-86) (87-88) (89-90) (91-92) (93-94) (95-96) (97-98) (99-100)	<u>10</u>
6. Period of overseas service (1-2) (3-4) (5-6) (7-8) (9-10) (11-12) (13-14) (15-16) (17-18) (19-20) (21-22) (23-24) (25-26) (27-28) (29-30) (31-32) (33-34) (35-36) (37-38) (39-40) (41-42) (43-44) (45-46) (47-48) (49-50) (51-52) (53-54) (55-56) (57-58) (59-60) (61-62) (63-64) (65-66) (67-68) (69-70) (71-72) (73-74) (75-76) (77-78) (79-80) (81-82) (83-84) (85-86) (87-88) (89-90) (91-92) (93-94) (95-96) (97-98) (99-100)	<u>10</u>
7. 1 years discharge in the State of (1-2) (3-4) (5-6) (7-8) (9-10) (11-12) (13-14) (15-16) (17-18) (19-20) (21-22) (23-24) (25-26) (27-28) (29-30) (31-32) (33-34) (35-36) (37-38) (39-40) (41-42) (43-44) (45-46) (47-48) (49-50) (51-52) (53-54) (55-56) (57-58) (59-60) (61-62) (63-64) (65-66) (67-68) (69-70) (71-72) (73-74) (75-76) (77-78) (79-80) (81-82) (83-84) (85-86) (87-88) (89-90) (91-92) (93-94) (95-96) (97-98) (99-100)	<u>0</u>
8. 1 years to 1 year 6 months (1-2) (3-4) (5-6) (7-8) (9-10) (11-12) (13-14) (15-16) (17-18) (19-20) (21-22) (23-24) (25-26) (27-28) (29-30) (31-32) (33-34) (35-36) (37-38) (39-40) (41-42) (43-44) (45-46) (47-48) (49-50) (51-52) (53-54) (55-56) (57-58) (59-60) (61-62) (63-64) (65-66) (67-68) (69-70) (71-72) (73-74) (75-76) (77-78) (79-80) (81-82) (83-84) (85-86) (87-88) (89-90) (91-92) (93-94) (95-96) (97-98) (99-100)	<u>0</u>

C. SECTION OF COMMANDING OFFICER OR REPRESENTATIVE OF SERVICE OR FORMATION HQ:

Signature of Commanding Officer or Representative of Service: [Signature] Date: 1.10.45

D. ALLOTMENT OF SPECIAL PRIORITY.

Reason and Authority: None Date: 1.10.45

INSTRUCTIONS.

LENGTH OF SERVICE—Priority of service indicated from the date of commencement of full-time service to the date notified to L.A.S. A.S. AT ENLISTMENT—Priority of service of date of commencement of full-time war service.

DEPENDENCY STATUS—Priority of service is awarded only to persons in whose behalf an allowance is being paid by the Army for one or more dependents.

WAR SERVICE—Priority for Service members for discharge on account of overseas war service will not be interrupted if such discharge has not been approved, and in circumstances that may be entered in their personal records.

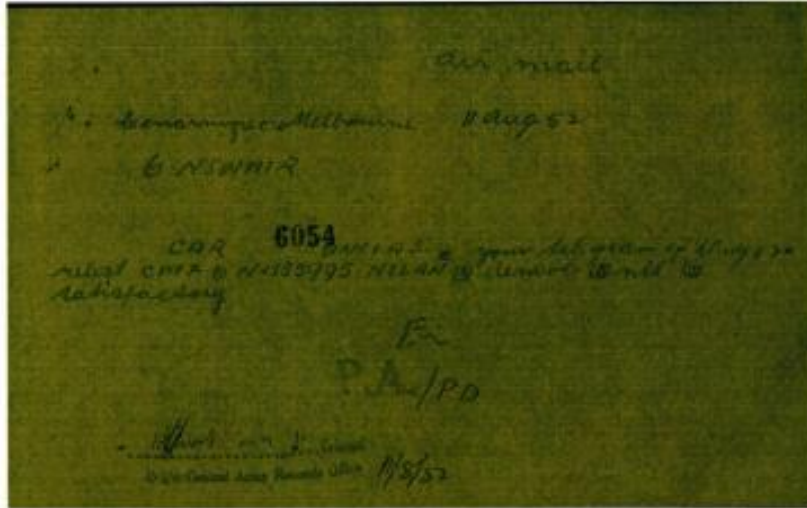
MARKS—REASONS FOR RETENTION—To be inserted on appropriate (a) Member of Permanent Military Force, (b) Service throughout Period, period—Military, (c) Service awarded—Political and (d) Other.

*Date of when reported

OLAN ARTHUR BERNARD : Service Number - NX135995 : Date of birth - 30 Jun 1923 : Place of birth - SYDNEY NSW : Place of enlistment - ADELAIDE RIVER NT : Next of Kin - OLAN E - Page 3 of 11

Our story, our history

AA: B883, NX135995



OLAN ARTHUR BERNARD : Service Number - NX135995 : Date of birth - 30 Jun 1923 :
Place of birth - SYDNEY NSW : Place of enlistment - ADELAIDE RIVER NT : Next of Kin -
OLAN E - Page 4 of 11

CHECKED	DATE	INITIALS
D. 1	1/1/40	KL
Mo. 2	1/1/40	KL
Mo. 3	1/1/40	KL
# 103	1/1/40	KL
B 103 Copy	1/1/40	KL
Index Card	1/1/40	KL

A.A. Form Mob. 1
(Revised July, 1940)

AUSTRALIAN MILITARY FORCES.

MOBILIZATION ATTESTATION FORM

To be filled in for all Persons at the Place of Assembly when called out under Parts III. or IV. of the Defence Act, or when voluntarily enlisted.

Army No. N 99302

Surname NOLAN (BLOCK CAPITALS) Christian Name ARTHUR BERNARD

Unit DARWIN INFANTRY BATTALION

Enlisted for war service at R.A.S. SHAWROOD (Place)
N.S.W. (State) 25th Oct, 1940 (Date)

A

*Questions to be put to persons called out or presenting themselves for voluntary enlistment.**

1. What is your name? ... { 1. Surname NOLAN
(BLOCK LETTERS)
Other names ARTHUR BERNARD
2. Where were you born? 19/1/23
vide pro-forma for attestation { 2. In or near the town of SYDNEY
in the state or country of N.S.W.
3. Are you a British Subject? ... { 3. YES
4. What is your age and date of birth? ... { 4. Age 18 yrs Actual 30th June, 1923 (11)
Date of Birth 30th June, 1923
5. What is your trade or occupation? ... { 5. LABOURER
6. Are you married, single or widower? ... { 6. SINGLE
7. Have you previously served in any Armed Force either in peace or war? If so, when and in what arm? ... { 7. YES. IN R.A. 1938-1940. PADDINGTON
8. Who is your actual next of kin? (Order of relationship: wife, eldest son, eldest daughter, father, mother, eldest brother, eldest sister, eldest half-brother, eldest half-sister) ... { 8. Name ELIZABETH ANNE NOLAN
Address 78 SUTHERLAND STREET, PADDINGTON, SYDNEY, N.S.W.
Relationship MOTHER
9. What is your permanent address? ... { 9. 78 SUTHERLAND STREET, PADDINGTON, SYDNEY, N.S.W.
10. What is your religious denomination? (This question need not be answered if the man has a conscientious objection to doing so) ... { 10. ROMAN CATHOLIC

I, Arthur Bernard Nolan do solemnly declare that the above answers made by me to the above questions are true.

Witnessed by Robert Leitch Staff Corps A. Nolan
(Signature of Attesting or Witnessing Officer) (Signature)

* The person will be covered that should be given false answers to any of these questions he will be liable to heavy penalties under the Defence Act.

NOLAN ARTHUR BERNARD : Service Number - NX135995 : Date of birth - 30 Jun 1923 :
Place of birth - SYDNEY NSW : Place of enlistment - ADELAIDE RIVER NT : Next of Kin -
NOLAN E - Page 5 of 11

B
MEDICAL EXAMINATION

I have made full and careful examination of the above-named person in accordance with the instructions contained in the Standing Orders for Australian Army Medical Services. In my opinion he is—^a

1. Fit for Class I.
2. ~~Fit for Class II.~~
3. ~~Temporarily unfit for Class II.~~
4. Temporarily unfit for Class II.
5. ~~Unfit for military service.~~

Place Paddington Date 25. 10. 40
Signature of Enrolling Medical Officer [Signature]

^a Classification which are inadmissible to be marked out. ^b Dates for which to be used.

C
[OATH OF ENLISTMENT]

For persons voluntarily enlisted or called upon under Part III. or Part IV. of the Defence Act to serve in the Citizen Forces in time of war. Not compulsory for serving members of the Forces or those allotted to the Citizen Forces under Part XII. of the Act, but unless in any case an objection is raised, the oath should be administered to them as part of the ceremony of attestation.

I, Arthur Bernard Nolan swear that I will well and truly serve our Sovereign Lord, the King, in the Military Forces of the Commonwealth of Australia until the cessation of the present time of war or until sooner lawfully discharged, dismissed, or removed, and that I will resist His Majesty's enemies and cause His Majesty's peace to be kept and maintained, and that I will in all matters appertaining to my service faithfully discharge my duty according to law.

So Help Me God!

Signature of Person Enlisted A. Nolan
Subscribed at Paddington in the State of N.S.W.
this 28 day of October 1940
Before me—
Signature of Attesting Officer [Signature]

I Person who object to take an oath may make an affirmation in accordance with the Third Schedule of the Defence Act. In such case the above form will be worded accordingly and initialed by the Attesting Officer.

2307—20 3
Victorian Railway Printing Works, North Melbourne

**NOLAN ARTHUR BERNARD : Service Number - NX135995 : Date of birth - 30 Jun 1923 :
Place of birth - SYDNEY NSW : Place of enlistment - ADELAIDE RIVER NT : Next of Kin -
NOLAN E - Page 6 of 11**

Our story, our history

AA: B883, NX135995

NAME NOLAN, A.B. No. 135995
 Address 291 Lyndale Street Adelaide

1	<input checked="" type="checkbox"/> 1939/45 STAR	
2	<input checked="" type="checkbox"/> AFRICA STAR	Recorder <u>[Signature]</u>
3	<input checked="" type="checkbox"/> with 1st Clasp	Checker <u>[Signature]</u>
4	<input checked="" type="checkbox"/> with 8th Clasp	AWARDS WITHHELD
5	<input checked="" type="checkbox"/> ATLANTIC STAR	Serials:
6	<input checked="" type="checkbox"/> A.C. EUROPE STAR	REASON: <u>Campbell's Creek</u>
7	<input checked="" type="checkbox"/> ITALY STAR	<u>Wandeyen</u>
8	<input checked="" type="checkbox"/> FRANCE & G. STAR	<u>NSW</u>
9	<input checked="" type="checkbox"/> PACIFIC STAR	AUTHORITY:
10	<input checked="" type="checkbox"/> BURMA STAR	<u>ASM 8/11/50</u>
11	<input checked="" type="checkbox"/> DEFENCE MEDAL	<u>VA-11 59</u>
12	<input checked="" type="checkbox"/> WAR MEDAL	Packer
13	<input checked="" type="checkbox"/> A.S.M.	Despatcher
14		

TO WHOM DESPATCHED Per 16-9-50

Reg'd Parcel No. _____ DATE _____
 Prepared by _____
 Checked _____ RECEIPT _____
 Serials _____ Forwarded as Sig. _____
 Awards Sent _____ DATE ASM Per 11-11-51

ATQ Press-3445-5/15-7/50

OLAN ARTHUR BERNARD : Service Number - NX135995 : Date of birth - 30 Jun 1923 :
 ace of birth - SYDNEY NSW : Place of enlistment - ADELAIDE RIVER NT : Next of Kin -
 OLAN E - Page 11 of 11

Inglis St
Mudgee 2850

28th April 2015-04-28

The General Manager
Mid-Western Regional Council
PO Box 156
Mudgee 2850



Dear Sir

In response to the request for submissions for the naming of the lane located between Inglis and Nicholson Streets (CA: R07904141) I would like to recommend that the lane be named, in some way, after Sandra (Sandy) Smith, resident of Inglis St for over 30 years.

The property 79 Inglis St, was owned by Sandra (Sandy) Smith from the end of 1982 until her untimely death in February 2014.

During that time Sandy and I have continually used the lane mentioned above to gain access to or to leave our property. This has become increasingly the case since the growth of the new estates along Bellevue Rd and the resultant increased traffic flow. The placement of speed humps on Inglis St has slowed most vehicles, but there are those vehicles that still fly over the hill. As our driveway is just below the crest, we can not see the approaching traffic from the west. Thus, in the interest of safety, we have used to lane to reach Court St before joining the traffic in Inglis St.

While usage of the section of the lane between Court and Cox Streets may have caused us to consider it "our" lane, this is not the only reason for wishing it to be named after Sandy.

Many streets in Mudgee have been named in honour of notable citizens and as Sandy has received awards from MWRC in recognition of her contribution to the community (the Arts Award in 1987 and admission to the Wall of Reflections on Australia Day this year), I believe that Sandy Smith is a worthy candidate to have a street/lane named after her.

As there is already a Smith Street in Mudgee, the lane could be named Sandy Lane (although it is more rocky and muddy rather than sandy). Alternatively, in recognition of her career in music teaching, it could be named 'Intermezzo', a term meaning a short musical composition between main musical works, appropriate for a lane between two main roads.

Please give consideration to this request.

Yours faithfully

Heather Rushton

Mudgee Guardian

AND GULGONG ADVERTISER

OBITUARY: Sandy's gone travelling

Feb. 6, 2014, 6:07 p.m.



Sandy Smith in Antarctica on Christmas Day 2011.

A fine photographer, dedicated teacher and active community volunteer, Sandy Smith died this week after a short and sudden illness.

Born in Sydney in 1951, Sandy Smith was the second of John and May Smith's four children.

Her love of music was ignited at Canterbury Girls High School, and she achieved the state's sixth highest mark for music in the HSC.

Sandy's studies at Sydney University were interrupted when a car hit her while she was riding her brother's motorbike to lectures, leaving her with one leg shorter than the other.

She completed her degree and a Diploma in Teaching, and left the city to teach music in Parkes for six years, serving as an inspiring teacher who opened the world of music for her students.

"Sandy was many things to me; teacher, saviour at a time when I was in need and fantastic friend," wrote former student Jill Brooke.

She became the arts consultant for the Western Region for three years, travelling from her Bathurst base to schools from Lithgow to Broken Hill.

Sandy moved to Mudgee in 1983 and taught music at Mudgee High School until the early 1990s.

As well as developing the musical skills of her many students, she built up and conducted the Mudgee High School concert band and was musical director for the school's musical productions, joining forces with Heather Rushton in a formidable team that would last until Sandy's death.

Sandy began teaching part-time to concentrate on her many interests such as stained glass work, which led her into TAFE, a return to full-time teaching and the role of head teacher in the Access area of TAFE.

An avid traveller, Sandy gained a place on a Rotary group exchange to Egypt in 1998, a defining experience that led her to join Rotary.

Sandy and Heather travelled to all seven continents and more than 100 countries, including Siberia in the middle of winter; Jordan, Syria and Iran at the beginning of the Iraq war, Uzbekistan, Turkmenistan, Kyrgyzstan and Kazakhstan a week after 9/11; both the Arctic north and Antarctica, and most recently Ethiopia.

In 2000, she spent a year teaching English in Japan, where her interest in photography developed into a passion.

"Despite her many travels, or probably because of them, she loved her home, Mudgee and the community that she lived in," Heather said.

Sandy eased out of her TAFE position, allowing her to take on casual teaching, co-ordinating work placements for TAFE and weekend photography for the Mudgee Guardian, a role that gave her a great deal of satisfaction.

Sandy had a strong passion for the arts and was the recipient of the second Mudgee Shire Arts Award.

She joined the Mudgee Dramatic Society and Mudgee Musical Society, and was a founding member of the Mudgee Performing Arts Society (MPAS) when the earlier groups merged.

She was musical director for many MPAS musicals and occasionally an actor, and worked tirelessly to maintain the organisation and bring its productions to the stage, as secretary, program producer and photographer.

Sandy also conducted the choir of the Orana Opera Trust, was a member of the choral group Eclectic, and was a founding member of the Cudgegong Camera Club and was the 2013 president.

She contributed to the community as a presenter of U3A courses and as a member of the Rotary Club of Mudgee Sunrise, which presented her with the Paul Harris Fellowship, given to Rotarians who embody the organisation's goals.

A celebration of Sandy's life will be held at the Town Hall Theatre on Market St, Mudgee, at 11am Tuesday February 11, followed by a private burial.

No flowers (by request) donations to Medecin Sans Frontiers.

83 Inglis St
Mudgee 2850

30thth April 2015

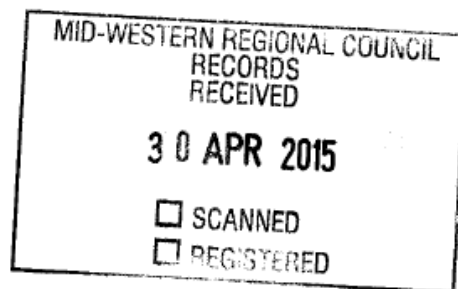
The General Manager
Mid-Western Regional Council
PO Box 156
Mudgee 2850

Dear Sir

In response to the request for submissions for the naming of the lane located between Inglis and Nicholson Streets (CA: R07904141) we would like to support the submission made by Heather Rushton that the lane behind our property be named, in some way, after Sandra (Sandy) Smith, our neighbour .

Dennis Gawthorne
Dennis Gawthorne
Inglis

Nona Hancock
Nona Hancock
Inglis



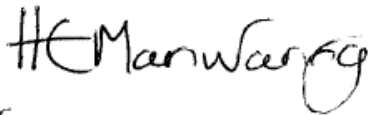
Inglis St
Mudgee 2850

30thth April 2015

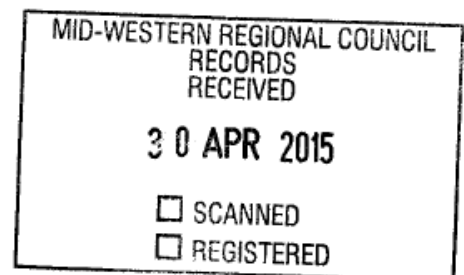
The General Manager
Mid-Western Regional Council
PO Box 156
Mudgee 2850

Dear Sir

In response to the request for submissions for the naming of the lane located between Inglis and Nicholson Streets (CA: R07904141) we would like to support the submission made by Heather Rushton that the lane behind our property be named, in some way, after Sandra (Sandy) Smith, our neighbour and good friend.



For
Neil and Holly Manwaring
Inglis St



Inglis St
Mudgee 2850

30thth April 2015

The General Manager
Mid-Western Regional Council
PO Box 156
Mudgee 2850

Dear Sir

In response to the request for submissions for the naming of the lane located between Inglis and Nicholson Streets (CA: R07904141) I would like to support the submission made by Heather Rushton that the lane behind Inglis St be named, in some way, after Sandra (Sandy) Smith, my niece and neighbour.

Thelma Frost

Thelma Frost
Inglis St

Inglis St
Mudgee 2850

30thth April 2015

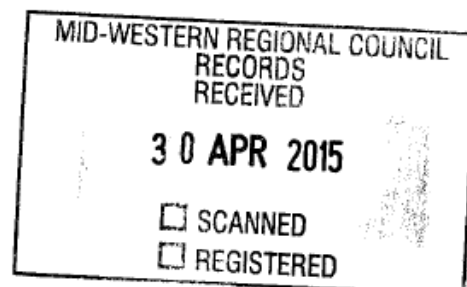
The General Manager
Mid-Western Regional Council
PO Box 156
Mudgee 2850

Dear Sir

In response to the request for submissions for the naming of the lane located between Inglis and Nicholson Streets (CA: R07904141) we would like to support the submission made by Heather Rushton that the lane behind our property be named, in some way, after Sandra (Sandy) Smith, our neighbour, colleague and good friend.

Pam and Errol Grieve
Inglis St

Pam & ERROL GRIEVE



From: Sharon and Brett Rochester
To: Council
Cc:
Subject: Att: General Manager Mid-Western Regional Council

Sent: Thu 14/05/2015 12:08

12/05/2015

To: The General Manager
Mid- Western Regional Council

Re: Naming of unnamed lane between Inglis and Nicholson Streets

Hi, my name is Sharon Rochester and I am writing this submission on behalf of my parents Lindsay and Betty Warner. I would like to request if you could consider naming this lane way, Warner's Lane. My grandfather (Dad's father) Frank Warner and his wife Dorothy were the caretakers of the Mudgee show ground when Dad was little, with his siblings Jill, Geoff and Graeme.

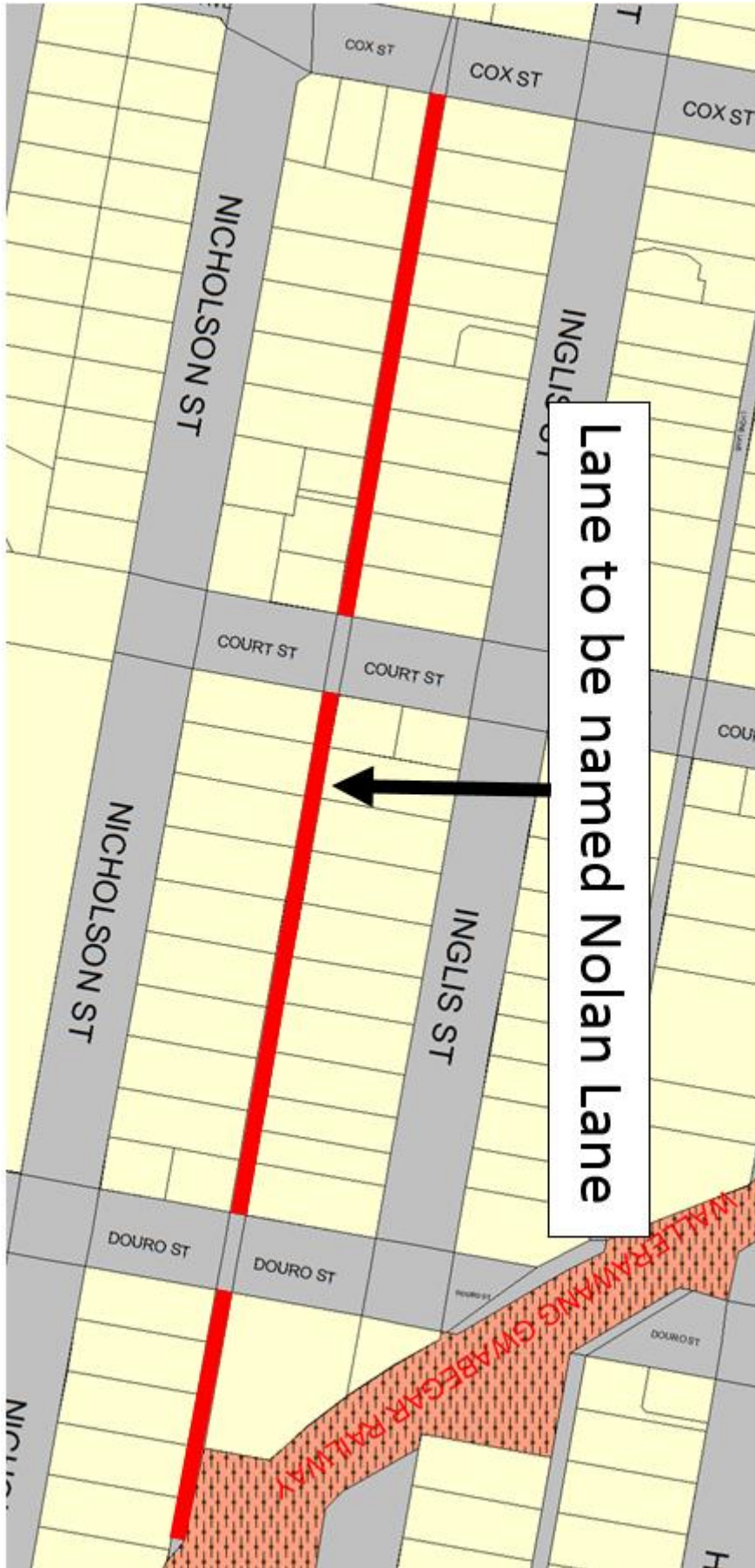
Frank then bought a house, just over the railway in Inglis St, where later my uncle Graeme acquired this property and lived there for a number of years. Graeme also worked at both the Shell and Mobil depots while living at Inglis St.

My Mum and Dad bought the house in Nicholson St and had lived there for almost 30 years, until he passed away June 2012. Dad was also well known for his craft of leather work, plaiting and saddle making of which he was self-taught.

My family has had a broad association with this area, and I feel this would be a fitting tribute to them all, I do hope you and the council members will give this some consideration and look forward to hearing from you soon.

Regards

Sharon Rochester
Denison Street
Mudgee 2850 NSW
Ph. (02)
Mob 04





2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting 18 NOVEMBER 2015

ATTACHMENT **6.2.28**

► Pedestrian Access and Mobility Plan



*Connecting
our region*

DRAFT PEDESTRIAN ACCESS AND MOBILITY PLAN

PREPARED FOR GULGONG,
KANDOS, MUDGEES AND RYLSTONE

2 SEPTEMBER 2015

MID-WESTERN REGIONAL COUNCIL
OPERATIONS: WORKS

 TOWARDS 2030



THIS DOCUMENT HAS BEEN PREPARED BY CARRIE HOOPER, WORKS ENGINEER FOR MID-WESTERN REGIONAL COUNCIL.

ANY QUESTIONS IN RELATION TO THE CONTENT OF THIS DOCUMENT SHOULD BE DIRECTED TO:
CARRIE.HOOPER@MIDWESTERN.NSW.GOV.AU OR (02) 6378 2850

DATE OF PUBLICATION: 2 SEPTEMBER 2015

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1. Executive Summary

One of the targets set by the NSW Government to “make NSW number one” is to increase the walking and cycling to help ease transport congestion and build a healthier, more active community. Walking and cycling are viewed as a vital component of the NSW transportation network, allowing a cost effective, non-discriminatory mode of transport for all users, including those with mobility impairments and those who do not have access to a car.

This Pedestrian Access and Mobility Plan (PAMP) has been developed as part of Mid-Western Regional Council’s (Council’s) commitment to safe, convenient and connected pedestrian infrastructure that will encourage people to use active transport. This project has been funded on a 50:50 basis with Roads and Maritime Services (RMS).

The PAMP provides a framework for developing pedestrian routes and infrastructure to cater for the needs of all pedestrians; including older persons, people with mobility or visual impairments, young children, tourists, cyclists and recreational pedestrians. There is an emphasis on the development of commuter pathways as well as acknowledging the importance of recreational cycling for a healthy community.

WHAT IS A PAMP?

PAMPs are developed through partnerships between state and local governments to coordinate investment in pedestrian infrastructure on key pedestrian routes. A PAMP forms a comprehensive strategic and action plan to develop pedestrian policies and build pedestrian facilities.

The aim of the PAMP is to address the aims of the NSW Government by improving pedestrian safety, mobility and access to local shops, schools, community facilities, recreational areas and neighbourhoods. The PAMP needs to be read in combination with the Mudgee Bike Plan to address the complete active transport requirements of our region.

HOW WILL THE PAMP BENEFIT THE COMMUNITY?

The PAMP aims to provide active transportation, environmental and social benefits to the community, such as:

- More appropriate pedestrian facilities, particularly in busy areas
- Safe and convenient crossing opportunities on major roads
- Reduced injuries to pedestrians
- Promotion of walking for pleasure and health
- Links with other transport facilities (e.g. bus routes)
- Improved access for mobility impaired users, visually impaired users, and older persons
- Infrastructure suitable for wheelchairs, walking aids, mobility scooters, guide dogs, prams and bicycles

WHAT AREAS ARE INCLUDED IN THE PAMP?

The PAMP study area focuses on the four towns within our region: Gulgong, Kandos, Mudgee and Rylstone. The PAMP identifies pedestrian networks within each of these areas and categorises routes as primary, secondary or tertiary routes. It outlines walking patterns, investigates accident clusters, notes existing and proposed pedestrian facilities, notes pedestrian accessibility and mobility issues, within areas of higher pedestrian concentration. The PAMP also considers areas in which future development is planned.

HOW ARE PAMP PROJECTS IDENTIFIED

PAMP projects have been identified in two key areas: by members of the public through a survey consultation period undertaken from 8th September 2014 to 17 October 2014; and through field audits undertaken by a Council staff member during December 2014. Appendix D includes all projects identified in this PAMP.

WHAT WILL PROJECTS IN THE PAMP COST?

Project costings were based on recent pathway infrastructure costs and the total cost of all 177 projects included in this PAMP is \$6.37M, not including the cost of a roundabout at the corner of Horatio Street and Douro Street in Mudgee. Projects have been prioritised using best-practice RMS prioritisation scoring system to allow Council to choose the highest priority projects for annual capital works program and grant applications.

2. Introduction

The prime objective of Council in the management of the pathways network is to provide and plan for infrastructure that allows safe, convenient and comfortable pedestrian and cycle movements to and within the region. The achievement of this objective is constrained by the available funding received through general rate revenue and supplemented by Federal and/or State Government grants. Council will seek to negotiate planning agreements for major developments in accordance with s93F of the Environmental Planning and Assessment Act 1979.

This plan seeks to allocate the limited funds in an equitable and responsible manner to ensure protection of the asset base already constructed and maintain the network to defined standards. The plan recognises the importance of continuing the pathway extension program, however it also confirms the importance of performing maintenance activities on the existing pathway network.

Increasing active transport within the Mid-Western Regional Council (Council) area will not only reduce the environmental impact of transportation, but provide significant benefits to the population in terms of improved fitness and cost savings.

This Pedestrian Access and Mobility Plan (PAMP) outlines proposed Council spending for pathways for the next 20 years. The role of the PAMP is to identify deficiencies in the network, particularly those relating to our most vulnerable pathway users: the mobility impaired, the elderly and school children. Gaps in the network will be identified, along with areas for network expansion, taking into account local strategic planning. In addition, pathways reaching the end of their design life have been identified and included in capital works.

2.1 Background

Council has a role to promote and encourage forms of transport that provide an alternative to motor vehicles, recognising the environmental, health and economic benefits associated with active transportation. Many sections of the community rely on pedestrian infrastructure as a means of commuting, exercise or leisure.

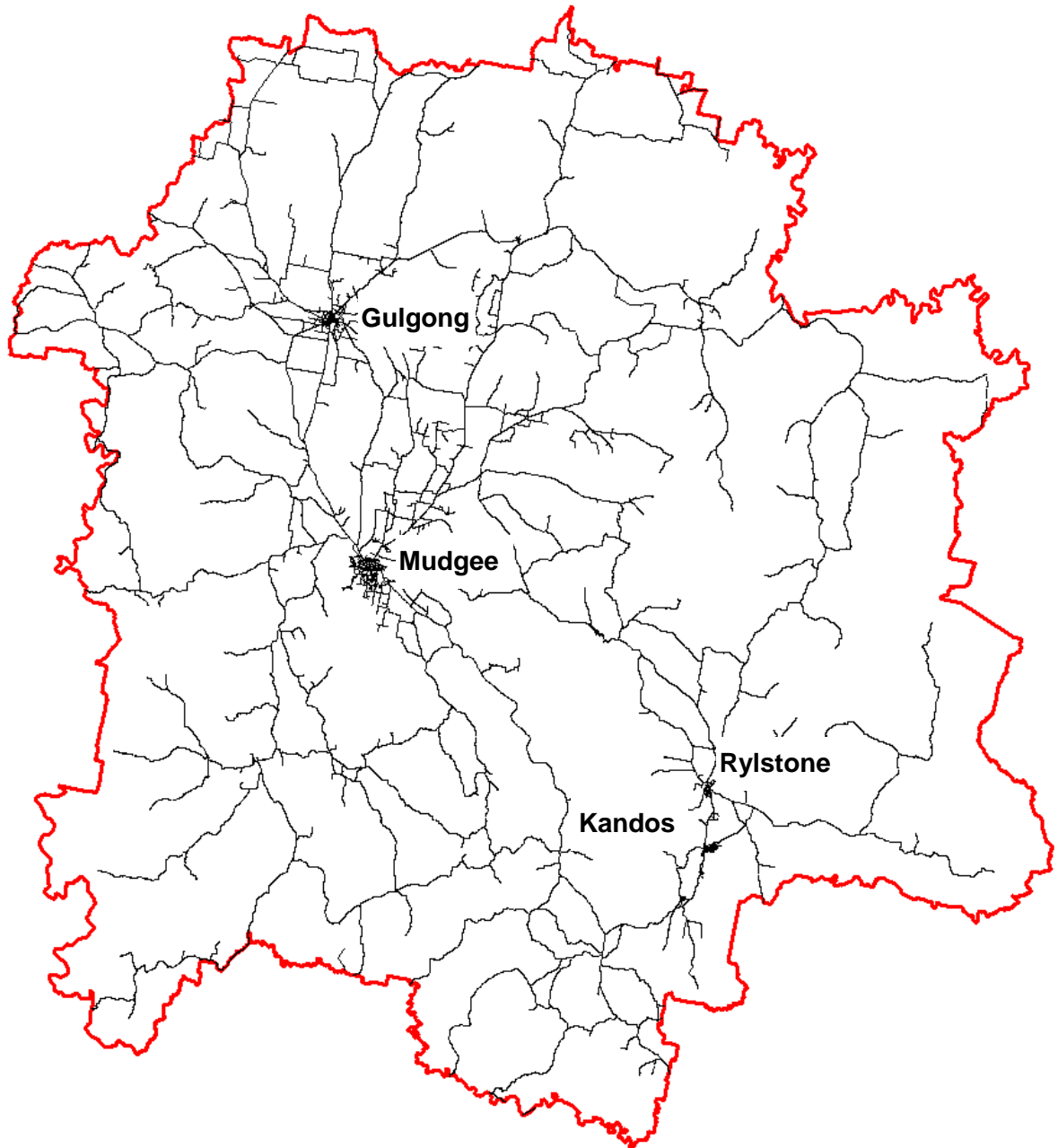
Council has an annual pathways budget of approximately \$200k for active transport which includes all related pedestrian and cyclist infrastructure across the region: footpaths, shared paths, pedestrian bridges, ramps, refuges and related infrastructure. In addition, developer conditions of consent provide mechanisms for the creation of new pathways in new developments.

The aim of this PAMP is to identify and prioritise projects within our region to guide Council spending over the next ten years – it includes both network expansion and rehabilitation of aged network. In addition, Council applies for funding from RMS and other government agencies on a 50:50 basis. Having this PAMP will enable Council to easily choose the highest priority projects for grant applications as well as being able to display sound methodology to funding bodies supporting our applications.

2.2 Study Area

Council services an area of approximately 9,000km², approximately 150km north-east of Sydney. This PAMP will include all four major townships within the Council LGA: Gulgong, Kandos, Mudgee and Rylstone, and many villages. Refer to Figure 2-1.

FIGURE 2-1: PAMP STUDY AREA



Across the four townships there are over 73km of pathway, consisting of both footpath and shared path (pathway for pedestrians and cyclists). Table 2-1 shows the distribution of footpath and shared paths within the region. 67% of this pathway is within Mudgee.

TABLE 2-1: EXTENT OF PATHWAY NETWORK (m)

TOWN	FOOTPATH	SHARED PATH	TOTAL
Clandulla	73		73
Gulgong	8,201	730	8,931
Kandos	4,010	5,526	9,536
Mudgee	41,603	7,230	48,833
Rylstone	2,562	3,410	5,972
Total	56,449	16,896	73,345

Existing pathways are predominantly concrete (86%). Other pathway materials used in the region are gravel, brick pavers, spray seal and stag concrete. See Table 2-2.

TABLE 2-2: PATHWAY MATERIAL (m)

MATERIAL	FOOTPATH	SHARED PATH	TOTAL
Concrete	54,937	7,373	62,310
Gravel	370	3,451	3,821
Paving	236		236
Seal	34	6,072	6,106
Stag concrete	872		872
Total	56,449	16,896	73,345

2.3 Methodology of PAMP

The PAMP was undertaken in accordance with RMS PAMP Guidelines (Roads and Traffic Authority, 2002). It encompasses the following stages:

1. Formation of a PAMP team
2. Establishment of PAMP objectives and study area
3. Desk-top study to look at existing infrastructure, relevant documentation and RMS crash data
4. Public consultation using surveys to establish where people want to go and what issues they have with the network. Surveys included a public survey for all pathway users, along with targeted surveys for medical facilities, schools and nursing homes to target vulnerable pathway users.
5. On-site pathway audits
6. Combining projects identified during public consultation with those identified during the pathway audits to establish a list of PAMP projects
7. Cost and prioritise projects, and develop project maps
8. Complete the draft PAMP report
9. Put the draft PAMP report onto public consultation for a minimum of 28 days
10. Finalise PAMP report
11. Implementation

2.4 PAMP Team

A PAMP team was formed comprising relevant Council staff from the Operations and Development Departments, along with Council staff representatives from the two access committees: Mudgee and Gulgong Access Committee and the Kandos and Rylstone Access Committee. Relevant RMS staff were included on the PAMP team, along with one community representative from Mudgee, Gulgong and Kandos-Rylstone.

2.5 Study Objectives

Six study objectives are proposed and approved by the PAMP team:

- Establish a strategy for walking and cycling on existing and future pathways within the centres of Mudgee, Gulgong, Kandos and Rylstone
- Identify the needs of all types of pedestrians and cyclists, including people with a disability, seniors, children, commuters, fitness and tourists
- Prioritise pedestrian movements in areas of high concentrations
- Improve the pathway network through the provision of on-road and off-road facilities that fill gaps in the network, address safety concerns, cater for high demand areas and raise community awareness and participation.
- Reduce pathway severance, particularly between existing infrastructure and new pathways created on town fringes, and create safe and convenient crossing opportunities at major roads
- Propose prioritised measures with associated costs that can be realistically be implemented over a ten year period and can drive Council spending

It is important to note that the PAMP covers footpaths and shared paths only. Cyclists are considered in the development of the shared path network and associated infrastructure. However, on-road and rural cycling will not be considered as part of this plan.

2.6 Structure of Report

The PAMP report is structured as follows:

- **Executive summary**
- **Introduction** – sets the background, the study area, methodology of the PAMP, the PAMP team and objectives
- **Desk-top study** – outlines the characteristics of the local government area (LGA), includes a literature review of Council strategies, plans and policies, NSW Government plans and other relevant documentation, provides an analysis of RMS crash data, and notes opportunities/constraints and design standards
- **Public consultation** – outlines the community surveys undertaken and their findings
- **Audits** – outlines the extent of field surveys undertaken and findings
- **PAMP projects** – outlines PAMP projects, including costs and prioritisation

- **Funding sources and implementation** – includes information on funding for capital works, renewal projects and developer funded pathways
- **Supporting a culture of walking and cycling** – outlines Council’s intent to run a behavioural campaign when launching the PAMP and provides details of existing and planned walking and cycling route information
- **Monitoring program**
- **Recommendation for future studies**

3. Desktop Study

3.1 Characteristics of Local Government Area

3.1.1 Population and Land Use

Australian Bureau of Statistics 2011 Census data was used to compare the general statistics of the Mid-Western Regional Council region to the rest of Australia. Table 3-1 shows that within our region we have a lower percentage of younger adults (20-44 years) and a higher percentage of older adults (55-84 years) compared to Australian averages. The largest difference is in the 25-34 years age bracket. This age distribution is common of smaller towns where young adults leave town after completing school for education and work. A higher percentage of elderly citizens adds weight to requirements of pathways infrastructure suitable for the mobility impaired.

TABLE 3-1: AGE DISTRIBUTION

AGE RANGE	MWRC	AUSTRALIA
0-4 years	7%	7%
5-14 years	14%	13%
15-19 years	7%	7%
20-24 years	5%	7%
25-34 years	10%	14%
35-44 years	13%	14%
45-54 years	14%	14%
55-64 years	13%	12%
65-74 years	10%	8%
75-84 years	6%	5%
85 years and over	2%	2%

2011 Journey to work information was also compared to national averages as shown in Table 3-2. The information indicates that the overall percentage of people driving to work in our region is similar to the Australian average. Our percentage of people walking to work is similar, but slightly higher than the national average.

TABLE 3-2: TRAVEL METHOD DISTRIBUTION

TRAVEL METHOD	MWRC	AUSTRALIA
One method:		
Train	0%	4%
Bus	0%	3%
Ferry	0%	0%
Tram (includes light rail)	0%	0%
Taxi	0%	0%
Car, as driver	61%	60%
Car, as passenger	7%	5%
Truck	2%	1%
Motorbike/scooter	1%	1%
Bicycle	0%	1%
Other	1%	1%
Walked only	5%	4%
Two methods	1%	3%
Three methods	0%	0%
Worked at home	8%	4%
Did not go to work	12%	10%
Method of travel to work not stated	2%	1%

3.1.2 Road Hierarchy

The region has approximately 900km of sealed roads and 1250km of unsealed roads. These roads are state roads, regional roads and local roads that form the following roads hierarchy:

- Arterial Roads
- Sub-Arterial Roads
- CBD Roads
- Collector Roads
- Local Urban Roads
- Major Local Road
- Minor Local Road

Generally speaking, the road hierarchy reflects the traffic volume which may be anticipated on the route, the travel speed and the types of pedestrian crossing facilities that are appropriate for each road classification.

3.1.3 Public Transport

Mudgee is serviced by four public bus routes:

- 560 – Mudgee east loop
- 561 – Mudgee west loop
- 562 – Mudgee south loop
- 563 – Mudgee north loop

These buses operate on weekdays only with two mid-morning services and two afternoon services.

On weekdays and at weekends Countrylink operate long-distance buses between Coonabarabran/Baradine/Gulgong and Lithgow railway station that stop at Gulgong, Mudgee and Ilford, with some services also stopping at Lue, Rylstone, Kandos, Charbon and Clandulla.

A flight service operates between Mudgee and Sydney. Flights depart Mudgee at 8.40am and 6.25pm, Monday to Friday with an additional flight at 1.30pm on Sunday. Flights from Sydney to Mudgee depart at 6.55am and 5.10pm, Monday to Friday and 12.20pm on Sunday.

Taxi transport is available locally, with community transport available operated by Council for longer distances.

3.1.4 Future Pedestrian Needs

Mudgee has recently undergone rapid expansion as a result of the opening of new mines within the region. New subdivisions are primarily located to the south around Lions Drive / Kellet Drive / Broadhead Road, Robertson Street, Melton Road; and in the west around Bellevue Road, Bellevue Estate, Mountainview Estate, and Henry Bayly Drive. There is a new minimum lot size subdivision located off Short Street.

Kandos and Rylstone have been recently affected by the closure of the Cement Works and winding down of operations at Charbon Coal. These towns are currently in decline, however, attracting new business to the area and opening of a new mine at Bylong may see this reverse in coming years.

3.2 Literature Review

3.2.1 Council Pathways Strategies and Plans

Mudgee Bike Plan 2008 - 2028

It is important that the PAMP be read in conjunction with the Mudgee Bike Plan 2008. Active transport infrastructure within our region incorporates footpaths for pedestrians, shared use paths for all users, and on-road cycle paths for cyclists only. Also included is related infrastructure such as signage, seating, end of trip cycle facilities, bubblers, etc. In addition, in accordance with state law, children under 12 years and older riders who are accompanying and supervising them may ride bikes on the footpaths.

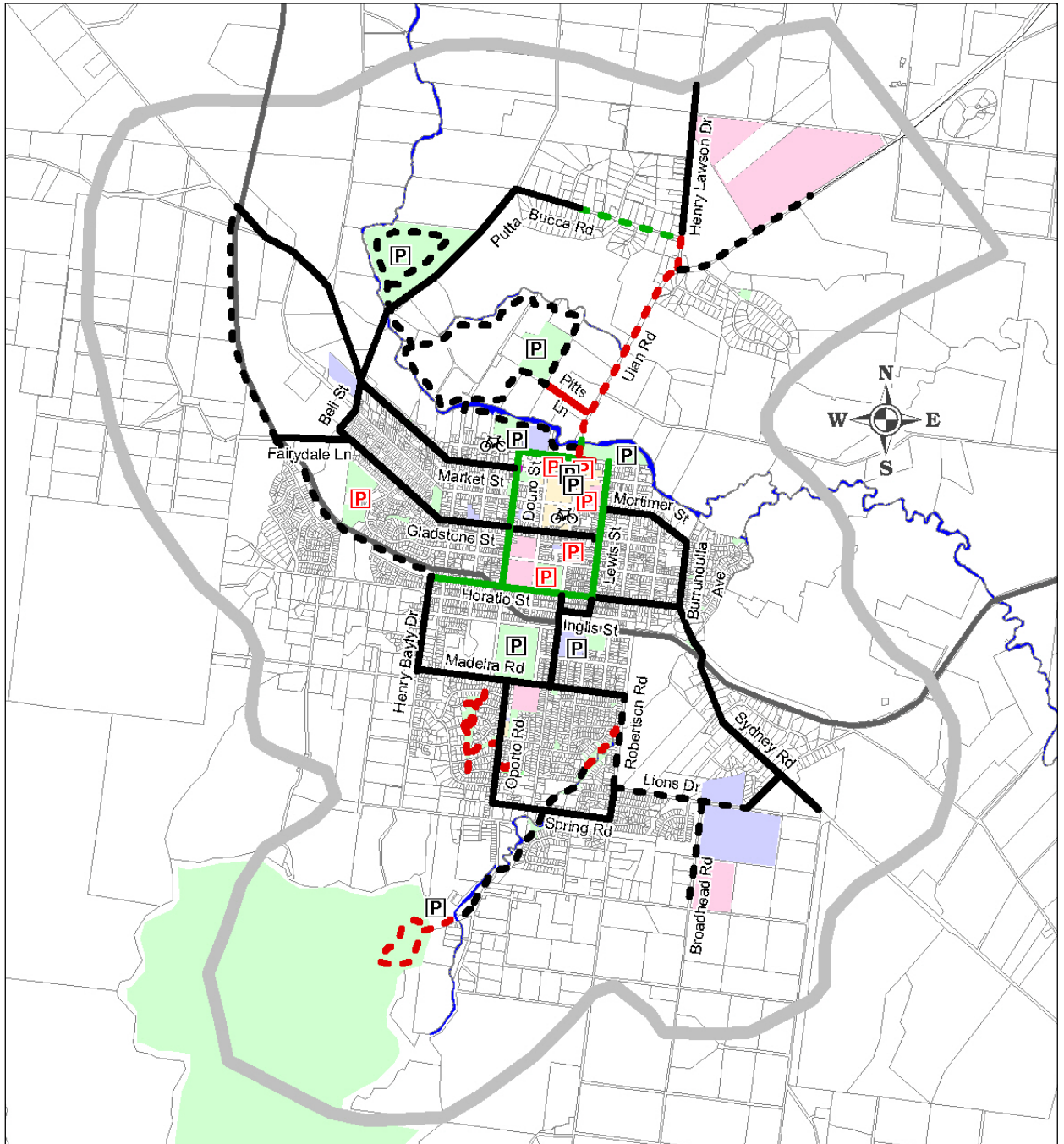
The Mudgee Bike Plan reviews the benefits of cycling, and includes an action plan based on Council investigation, community feedback and consideration of local, national and international best practice. Approximately 50 projects were identified in the bike plan which were prioritised based primarily on safety considerations. The plan also highlighted end of trip facilities for cyclists including the location of existing and proposed bike racks. Additional bike racks have been proposed for Glen Willow as part of this study.

The Mudgee Bike Plan identified the Bellevue Cycle Path that provides a safe link for families and other users between Bellevue and Mountain View estates and Douro Street, now partially complete. This pathway will be extended to Fairydale Lane in the short term and will later be extended towards Hill End Road as part of the new Caerleon Estate. In association with the Mudgee Bike Plan, Council assisted with the development of the Cycle Mudgee Region brochure that provides details of 20 rides within the Council area and has funded the regular bulk printing of this cycling guide.

The Mudgee Bike Plan was a 20-year document finalised in 2008 and projects identified in the Mudgee Bike Plan have been incorporated into the 2010 Pathways Strategic Plan. While still current, Council plans to update this document to include Gulgong, Kandos, Rylstone and Villages within two years.

The proposed Mudgee bicycle network is shown in Figure 3.1. The proposed changes to this network (associated with the PAMP) are that the shared use path would continue around Putta Bucca Rd to Market St (not on-road) and that the pathways on Robertson Road, Lions Drive and Broadhead Road have been constructed as footpaths rather than shared use paths. Shared use paths were previously proposed for Robertson / Lions / Broadhead roads as at the time the Mudgee Bike Plan was prepared a school development and large seniors development were proposed for the area – these developments did not go ahead.

FIGURE 3.1 – PROPOSED BICYCLE NETWORK (FROM MUDGEES BIKE PLAN 2008)



Legend:

- | | | | |
|--|-------------------------------|--|------------------------------------------|
| | Existing on-road route | | Existing off-road route/trail |
| | Proposed on-road route | | Proposed off-road route/trail |
| | Possible future on-road route | | Possible future off-road route/trail |
| | Possible future 1km catchment | | Railway |
| | Bicycle parking | | Bicycle speciality store |
| | Parklands | | Hospitals / institutions / caravan parks |
| | Educational facilities | | Shopping / business |

2010 Pathways Strategic Plan

The 2010 Pathways Strategic Plan is Council's current driving force for capital expenditure on pathways. It outlines the strengths and weaknesses of the current network and provides a five year pathway installation plan.

While still current, the Pathways Strategic Plan will be updated at the completion of the PAMP and proposed Regional Bike Plan. It is recommended that the strategic plan incorporate pathways requiring replacement at the end of their useful life, as well as identifying new works.

3.2.2 Council Planning Strategies and Plans

Mid-Western Regional Council Local Environmental Plan (LEP) 2012

The LEP provides the statutory framework for planning within the local government area.

Regional Draft Comprehensive Land Use Strategy 2010

The Comprehensive Land-Use Strategy was prepared by a team of planning specialists from Parsons Brinckerhoff and Hassall & Associates in conjunction with members of the public, Council and the NSW Department of Planning. This strategy identifies options to meet long term urban and rural growth needs and informs the LEP.

It is anticipated that within the next 25 years, Mudgee will meet the majority of population and housing growth needs for the region. In Mudgee (see Figure 3-2), there are limited large lots available to the north, with sufficient lots available to meet demand in the south. For residential land, infill development and the expansion of residential areas to the south-west into Caerleon and to the south towards Spring Flat are anticipated to be sufficient to meet housing demand for the next 25 years.

More moderate growth is anticipated in Gulgong and Rylstone. In Gulgong, both infill development and growth on the town fringes is anticipated (see Figure 3-3). In Rylstone, growth is expected mainly to the north-west and south-east (see Figure 3-4). Minor growth is expected in Kandos (see Figure 3-5).

FIGURE 3-2: MUDGEE LEP 2012 LAND ZONING

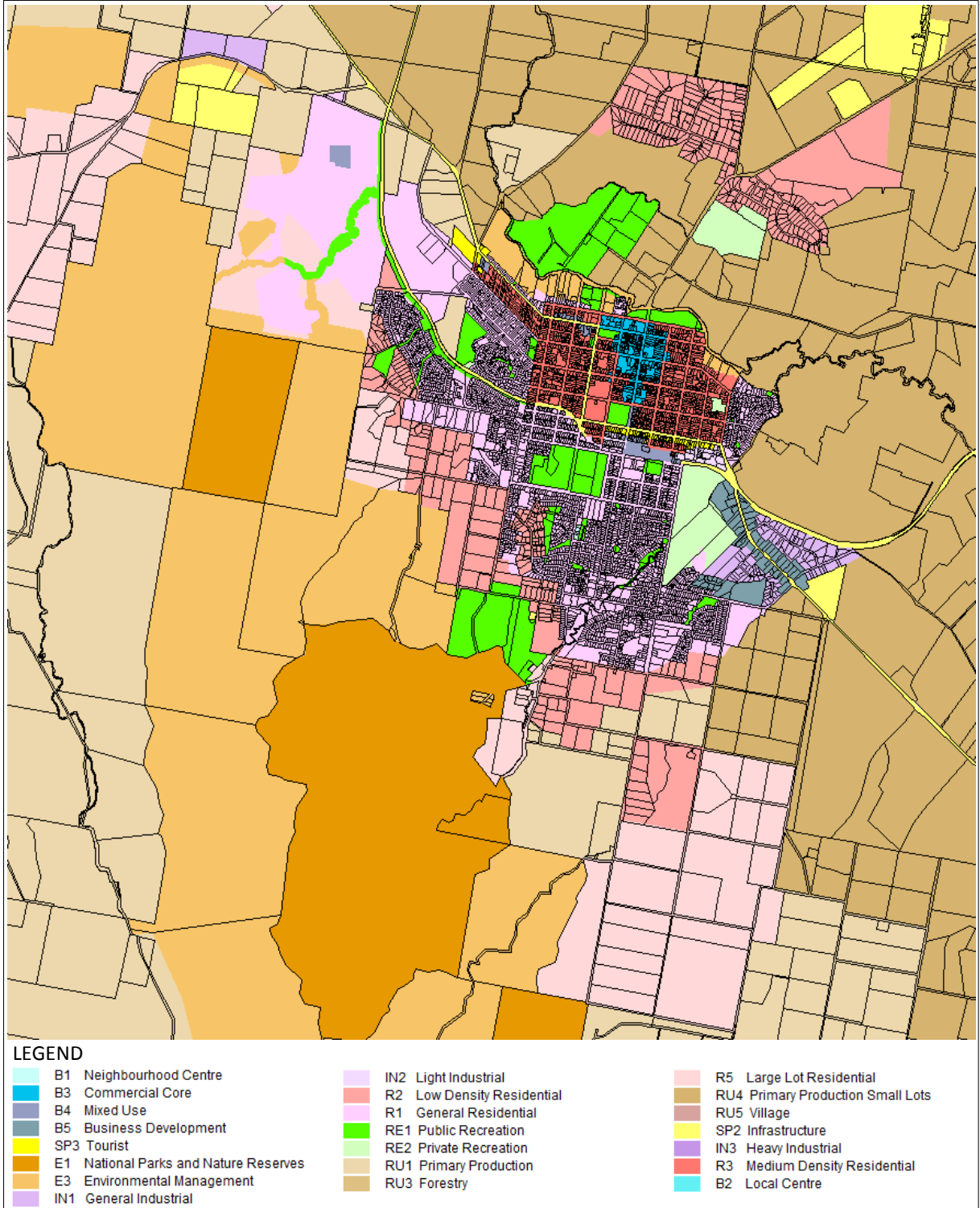


FIGURE 3-3: GULGONG LEP 2012 LAND ZONING

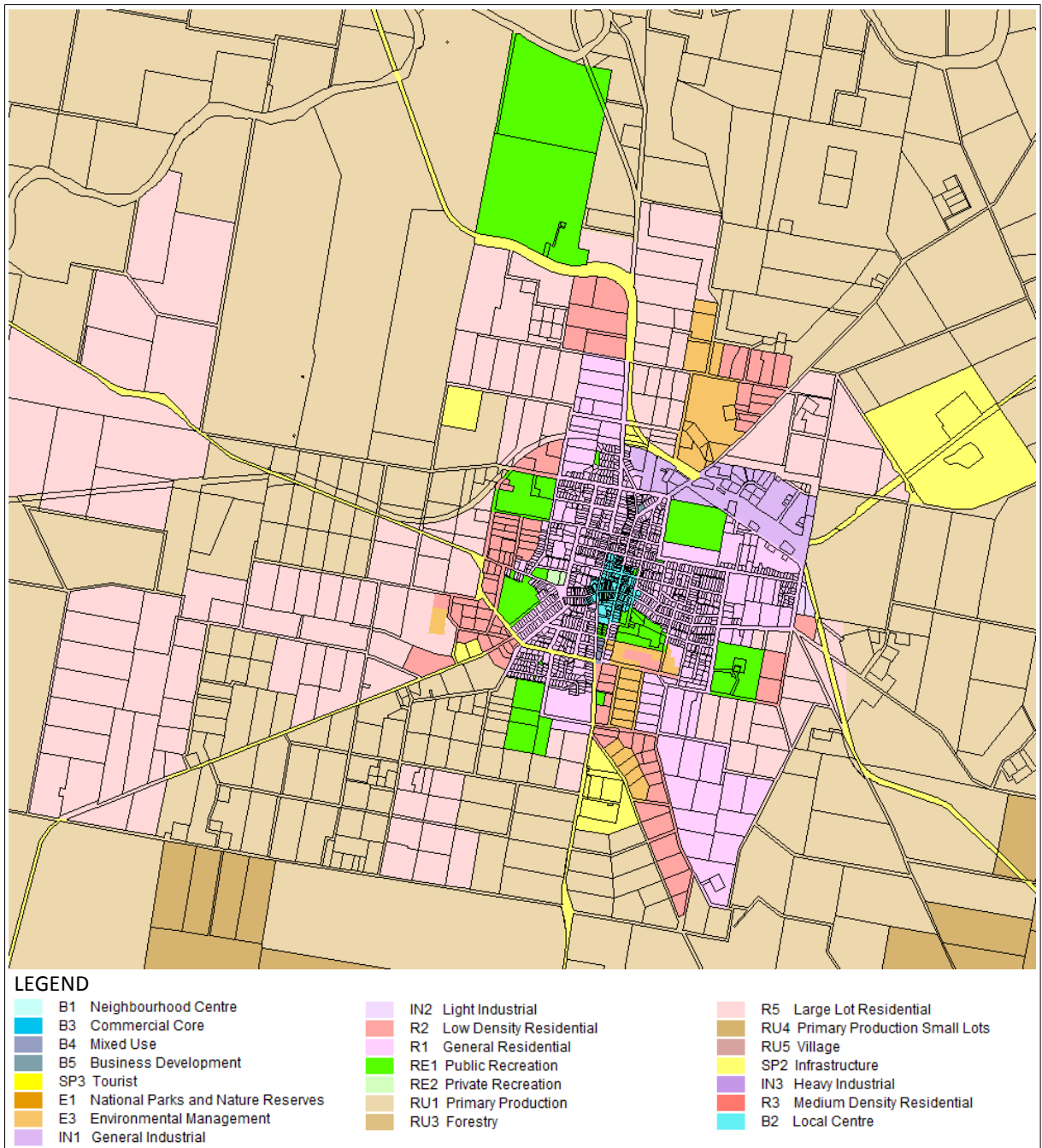


FIGURE 3-4: RYLSTONE LEP 2012 LAND ZONING

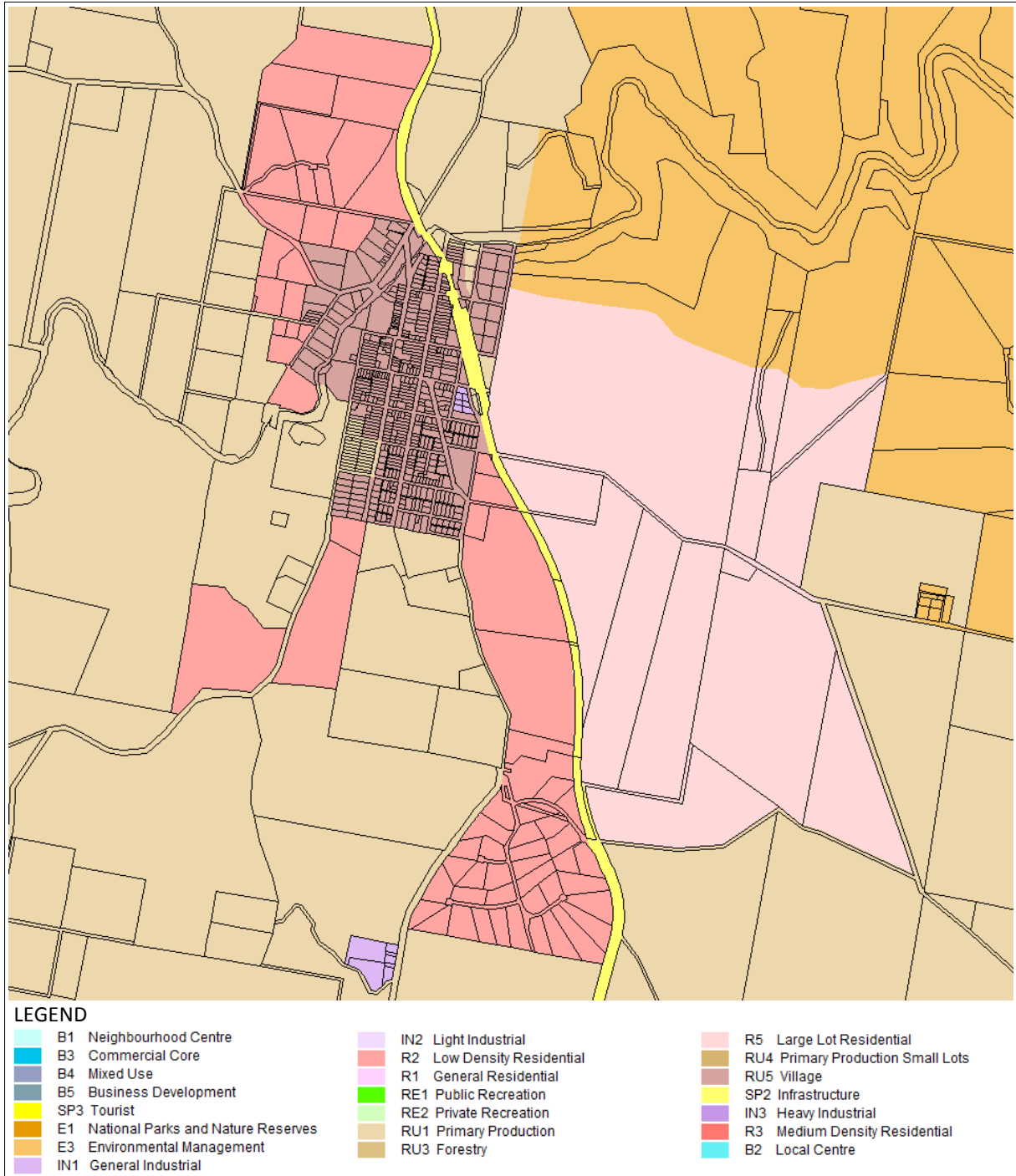
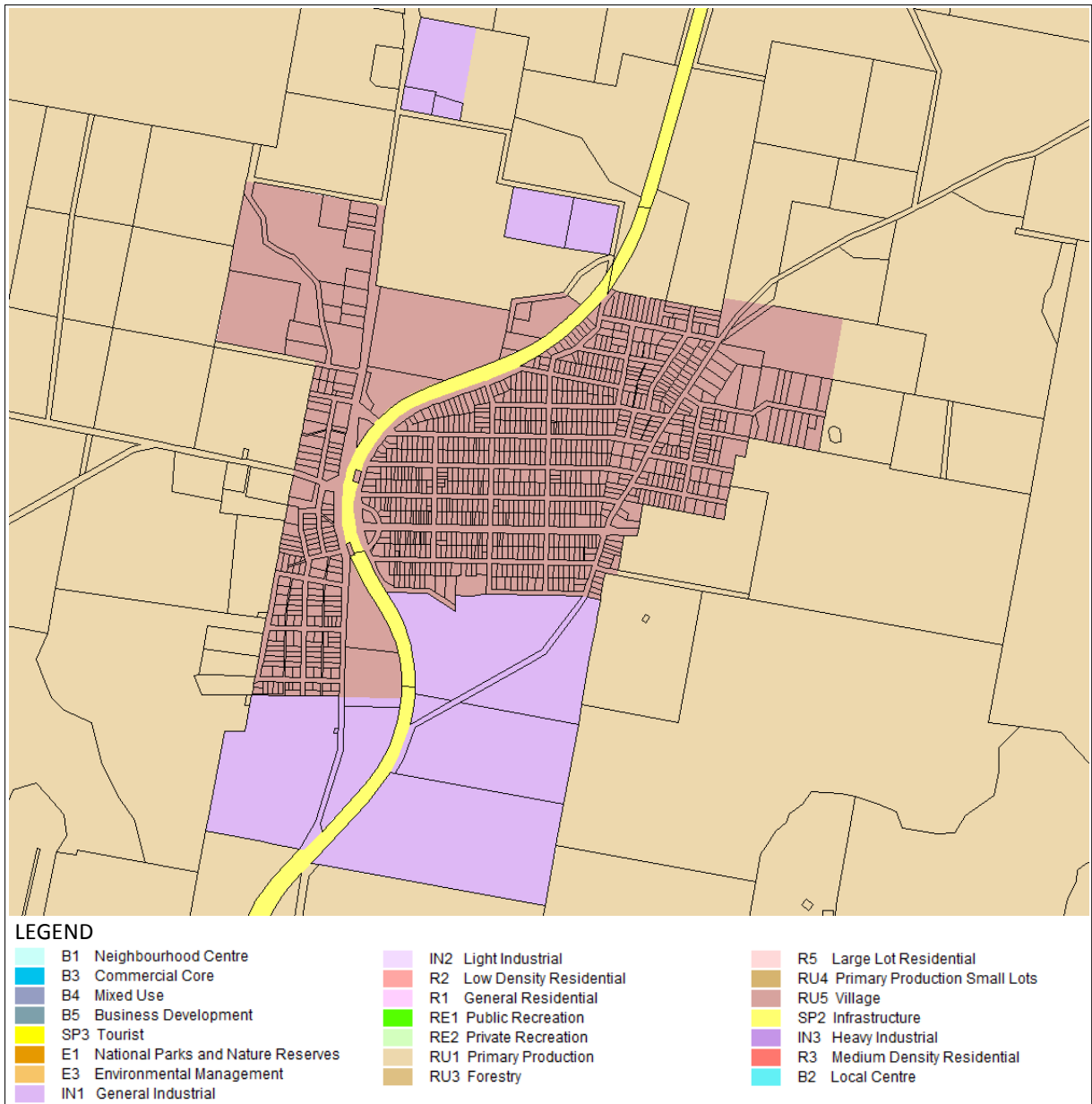


FIGURE 3-5: RYLSTONE LEP 2012 LAND ZONING



Development Control Plan (DCP) 2013

The DCP provides detailed guidelines and development standards to support the LEP. The guidelines encourage innovation in design and development, expedite development approvals by providing clear direction of Council's intent and criteria and provides certainty of development outcomes for developers and the community.

For new developments, the DCP notes the following pathway requirements for new subdivisions, based on land use, the road hierarchy and number of dwellings (see Table 3-3).

TABLE 3-3: PATHWAY REQUIREMENTS IN DCP

ROAD TYPE	FOOTPATH
Minor Road- Cul-de-sac serves ≤10 dwellings	No
Residential Road – serves 31-120 dwellings	1 x 1.2m
Major Residential Road (collector road) - serves >120 dwellings	1 x 1.2m
Sub-arterial Road –Bus Route and/or cycle lane (on one side only)	2.5m
Commercial & Industrial subdivision roads	1 x 1.2m

In the DCP:

- Cycle ways and alternative pedestrian networks are encouraged within new subdivisions. Where the site is included in a cycleway plan or pedestrian strategy, the design of the development will need to address this. In other cases, all new residential subdivisions are required to plan and provide combined pedestrian/cycle ways, which will provide direct, convenient and safe access to major facilities e.g. schools, playing fields, playgrounds, shops, bus stops, etc.
- Ends of cul-de-sacs may be required to include pedestrian pathways (or share ways) preferably in conjunction with stormwater drainage to provide access to adjacent streets or parks. The minimum width of pathway and/or drainage overland flow outlets is 10 metres.
- The developer will be required to pay council a contribution for the installation of cycle ways and footpaths prior to the release of a subdivision certificate.

3.2.3 Other Supporting Council Plans, Studies and Policies

The following Council documents were reviewed to assist in the planning and preparation of this PAMP.

Draft Roads Asset Management Plan 2014

The Roads Asset Management Plan (RAMP) outlines all roads related Council assets including sealed roads, unsealed roads, pathways, bridges, causeways, kerb and gutter and carparks. This information was useful for determining the extent of the pathways network, and associated roads hierarchy, as well as establishing approximate annual capital expenditure for pathways. A revised Roads Asset Management Plan will be available in 2016.

Mudgee Township Traffic Management Study 2014

This document was prepared for Council by Gennaoui Consulting and was reviewed to understand the proposed changes to traffic hierarchy, as well as proposed changes to road/intersection design and pathway recommendations. Of interest was the medium-term proposal for a roundabout at the corner of Horatio Street and Douro Street (Castlereagh Highway) as this intersection is a constraint for the pedestrian network, with no safe pedestrian crossing points available despite it being the point where the Bellevue Path meets Douro Street.

MWRC Community Plan – Towards 2030

This document is Council's highest level strategic plan. It addresses community questions including "where are we now", "where do we want to be by 2030" and "how are we going to get there". It links with the NSW State Plan 2021 and the Central West Regional Action Plan. This PAMP particularly addresses Outcome 1 – Looking After Our Community, by the provision of safe pathway infrastructure to promote positive health changes for residents; and Outcome 4 – Connecting Our Community.

Long Term Financial Plan 2014-2023

This document provides a ten-year financial forecast to help Council determine the future impact of delivering operational services and capital works projects to the community. Capital expenditure for pathways for the current year 2012/13 is provided, along with projected expenditure for each year to 2022/23.

Asset Management Strategy 2014-2023

The Asset Management Strategy (AMS) is designed to provide a plan to manage Council's physical assets including setting parameters for asset selection, maintenance, inspection and renewal which plays a key role in determining the operational performance and sustainability of Council.

Delivery Program 2014-17 and Operation Plan 2014/2015

The Delivery Programme details all of the principle activities Council will undertake to achieve the goals established in the Community Plan. The Operational Plan has been integrated into the Delivery Programme and sets out the annual projects and activities to which Council are committed and includes detailed budgets for the projects and services identified under each theme, together with the measure and timeframe. Pathways projects identified in the Delivery and Operation Plan include specific footpaths, shared use paths and pedestrian bridges.

Relevant policies

The following policies relate to the provision of pathways:

- Advice to Residents on Roadworks Policy – adopted 06.06.2013
- Asset Management Policy – adopted 20.06.2012
- Construction of New Pathways Policy – adopted 06.06.2013
- Disposal of Assets Policy – adopted 20.03.2013
- Kerbing, Guttering and Footpaths Charges Policy – adopted 06.06.2013
- Public Seating on Footpaths Policy – adopted 06.06.2013
- Regulatory and Warning Signage Policy – adopted 06.06.2013
- Risk Management Policy – adopted 01.05.2013
- Sign Inspection and Replacement Policy – adopted 06.06.2013

3.2.4 NSW Government Plans

NSW 2021 – A Plan to Make NSW Number One

NSW 2021 is NSW Government's strategic business plan, setting priorities for action and guiding resource allocation. One of the targets of NSW 2021 is to increase walking and cycling to help ease transport congestion and build a healthier, more active community. This target includes the development and implementation of a NSW Walking Strategy to encourage and promote walking for travel and recreation, and to enhance walking environments in NSW.

NSW Long Term Transport Masterplan 2012

This Transport Master Plan brings together land-use planning with transport planning, and it integrates all modes of transport including actions for road, rail, bus, ferries, light rail, cycling and walking.

One of the actions in masterplan is to boost walking and cycling and support its integration with public transport, including extensions and improvements to the State's walking and cycling networks, better storage facilities and signs, and new interchanges that are attractive activity hubs for local communities. One of the actions is to invest in regional footpaths in partnership with local councils.

Central West Regional Transportation Plan

The Central West Regional Transport Plan provides a comprehensive blueprint for the future, complete with short, medium and long term actions specific to address the unique challenges of the Central West area.

It notes the importance of developing active transportation within the region so that those at a social disadvantage, with impaired mobility or with limited public transportation options can access a safe and convenient pathways network. It includes the challenge of improving transport networks that currently entrench car dependence and that do not meet the needs of non-drivers or those with no access to a motor vehicle.

One of the actions is to support proposals to investigate walking and cycling trails on disused rail lines. Creating a rail trail within the region that travels through the currently disused (but not yet decommissioned) Wallerawang-Gwabegar railway would create a link between Gulgong, Mudgee, Lue, Rylstone, Kandos, Charbon and Clandulla. This rail trail has community support as well as being likely to increase the number of cycling tourists to our region. It would improve connectivity within towns (where the rail line is currently a barrier to pedestrian and cycle flow) and between towns.

Central West Regional Action Plan 2012

The Central West Regional Action Plan identifies the immediate actions the NSW Government will prioritise. These will complement both the long term strategies being developed for NSW and existing regional strategies. The Central West region includes the Local Government Areas of the City of Lithgow, Mid-Western Regional, Oberon, Bathurst, Blayney, Orange, Cabonne, Cowra, Weddin, Lachlan, Parkes and Forbes.

The five priorities of the Central West Regional Action Plan are as follows:

- **Priority 1** - Support economic growth within the region
- **Priority 2** - Improve regional infrastructure
- **Priority 3** - Support Aboriginal people and communities to develop and implement effective governance structures
- **Priority 4** - Improve education and training opportunities for young people
- **Priority 5** - Provide integrated and coordinated health and human services and improve community safety

Improving active transport within the region would fall under Priority 2 of the Central West Regional Action Plan.

Sydney's Walking Future – Connecting People and Places 2013

The NSW Government plans to culture of walking for transport by promoting walking as a viable and attractive transport choice, especially for getting to and from work and school. Investment will support new walking links that connect people to places and public transport with the facilities customers want. Investment is prioritised where it will have the greatest potential to get more people walking on short trips.

Creating a modal shift towards walking for shorter trips (up to 2km) will free capacity on the transport network for those who need to travel further, as well as having economic and health benefits for those choosing to walk.

While this document is Sydney-specific, the aims of prioritising planning for pedestrians in the design and construction of new transport and development projects, as well as promoting walking as a vital part of the transportation system, can be seen as NSW best practice.

Sydney's Cycling Future – Cycling for Everyday Transport 2013

Increasing numbers of Sydney residents are choosing cycling as a means of transport and the initiatives outlined within this document are intended to support those cyclists as well as continue the growth in this mode of transportation. In response to public feedback, initiatives focus on increasing the safety of cycling as well as improving convenience.

Cycling investment has similar priorities to those listed above for walking in Sydney, with the addition of creating corridors that safely link the CBD to inner Sydney in all directions. The cycling catchment considered is a 5km radius between origin and destination.

3.2.5 Other Relevant External Documents

The following external documents were reviewed to assist in the planning and preparation of this PAMP:

Various PAMPS for Nearby LGAs

Various existing PAMPs were reviewed for Cowra, Wellington, Cabonne and Blaney to understand different PAMP approaches and successes.

Austroroads Road Design Guide 2009

Part 4 Intersections and Crossings and Part 6a Pedestrians and Cyclists were reviewed with a view to defining pathway parameters, and are discussed in Section 3.5 of this report.

Easy Steps – A Toolkit for Planning, Designing and Promoting Safe Walking (Queensland Government)

This guide provides comprehensive information regarding the reasons people walk, the benefits of walking and strategic planning advice.

How to Prepare a Pedestrian Access and Mobility Plan – An Easy Three Stage Guide (RTA, 2002).

This guide is current best practice for undertaking a PAMP and was followed in the preparation of this PAMP.

3.3 Pedestrian Crash Data

Pedestrian Crash Data from RMS was analysed to look for any crash-cluster locations warranting further investigation. Data was reviewed for a nine-year period from 2005 to 2013 inclusive. During this period there were 19 reported incidents involving pedestrians, resulting in one fatality and 18 persons injured. No crash clusters were evident.

More accidents occurred during the morning and afternoon peak than at other times of the day, along busier roads, and when pedestrians were either standing on the carriageway or walking across the carriageway.

As expected, when reviewing RMS crash data (including crashes not involving a pedestrian), most crashes occur on main roads which are subject to greater volumes of traffic. It is noted that during the works prioritisation for PAMP projects, road hierarchy is included in the marking criteria such that equivalent projects are deemed higher priority if they are on a road towards the top of the hierarchy.

The table of pedestrian crash data from the period 2005 to 2013 is included in Appendix A.

3.4 Opportunities and Constraints

There are various constraints to provision of the pedestrian network, including:

- **Topography including steep gradients, embankments.** Steep embankments to/from roads do not allow cost effective installation of roadside pathways, or can result in pathways crossing from side to side along one stretch of road, reducing the connectivity of pathways. Examples are Henry Bayly Drive in Mudgee.
- **Rivers and creeks** – for example, the narrow Cudgegong River Bridge on Ulan Road in Mudgee creates a pinch-point for the shared path network to the north of Mudgee and Council is currently reviewing alternatives for reducing the risk to pedestrians at this location. At other locations drainage culverts restrict the width of the road reserve and do not allow a cost effective pathway to be created – for example Herbert Street between the existing shared path and CBD and Spring Road in Mudgee.

- **Major traffic routes** – for example, the intersection of Douro Street and Horatio Street in Mudgee does not allow for the safe passage of pedestrians creating a barrier to the thoroughfare of pedestrians between the Bellevue shared path and schools/CBD area. The recent Mudgee Township Traffic Management Study proposes a roundabout at this location which would allow for the safe passage of pedestrians at this busy and strategically important intersection.
- **Railways.** Railway lines create a barrier to pedestrian thoroughfare. With railways within townships being disused at present (but not decommissioned) this PAMP proposes to improve railway crossing points on Douro Street and Court Street in Mudgee and between Angus Avenue and Cooper Drive in Kandos. Narrow bridges over the railway, such as at Charbon, also create network pinch-points.
- **Heritage gutters.** While not directly affecting pathways, heritage gutters can create physical barriers preventing people from being able to safely access the pathway network from their parked car. Example areas are Herbert Street in Gulgong, Louee Street in Rylstone and Market Street and Court Street in Mudgee, high gutters are uneven and poorly maintained. Disabled parking areas need to be located in areas remote to these heritage gutters or disabled ramps need to be installed to allow safe navigation of heritage gutters. During public consultation many issues with heritage gutters were raised.
- **Narrow road widths.** Primarily an issue within the main streets of Gulgong, narrow roads can increase risk to pedestrians where refuges are not able to be incorporated and sight distances can be affected by car parking close to intersections.
- **Street trees.** Several identified projects within the PAMP may not go ahead due to the environmental and economic cost of tree removal. Examples include pathway on the eastern side of Herbert Street from Theresa Lane Park to Anzac Park (approximately 15 trees), and pathway along Cedar Avenue in Mudgee which has extensive trees down both sides of the street.

Several pathway opportunities exist within the region:

- **Taking advantage of government grants, including 50:50 funding arrangements.** Creation of the PAMP gives support to future pathways related applications.
- **Pathways provided in conjunction with new development.** This PAMP outlines the area for future expansion of the pathway networks. Council can require the construction of footpaths as a condition of development consent for new subdivisions in accordance with the Development Control Plan and Section 79c assessment undertaken in accordance with the Environmental Planning and Assessment Act 1979.

3.5 Design Standards

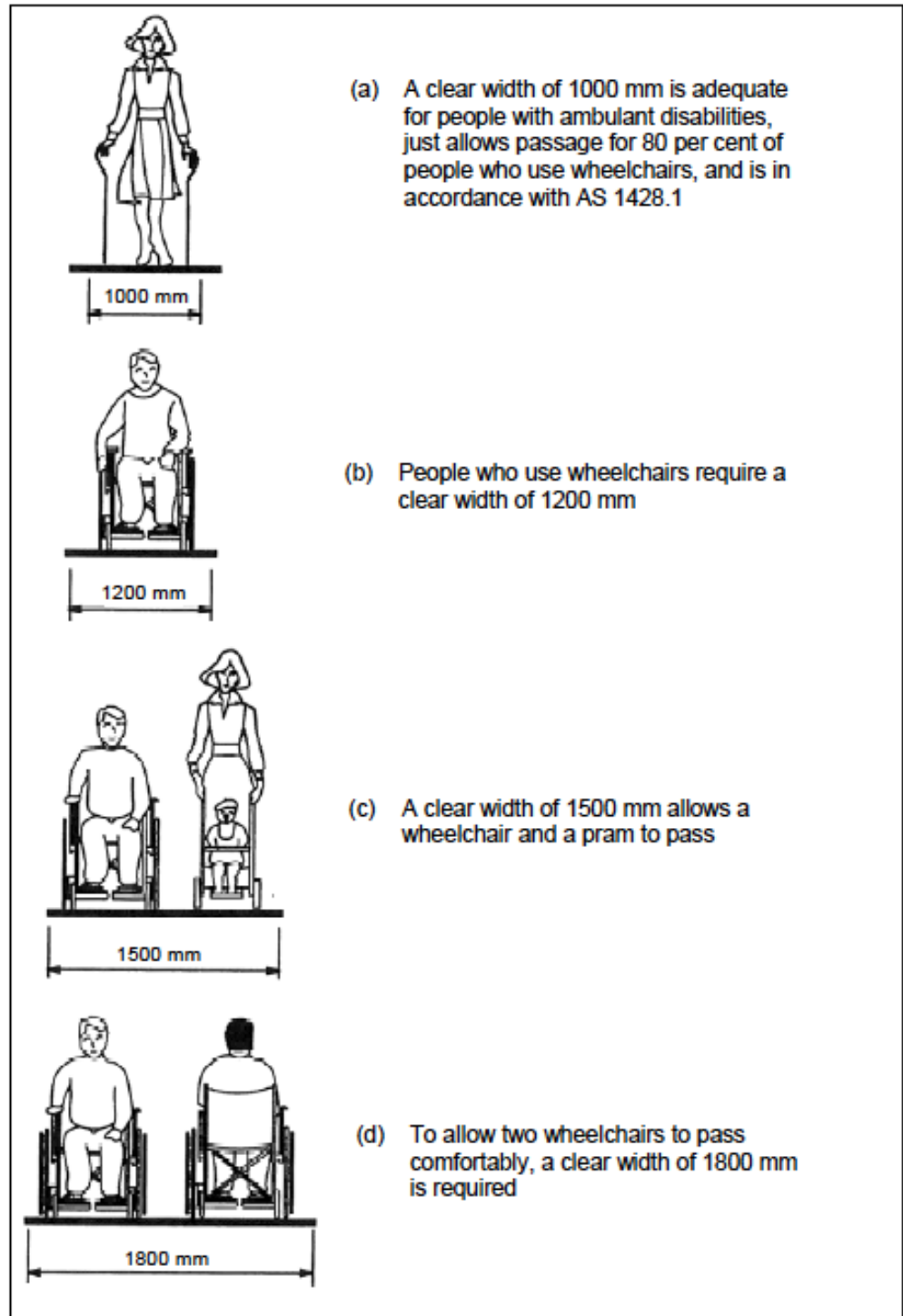
Research regarding pedestrian pathways has noted the following five key attributes for encouraging walking within the community, known as the 5 Cs (DETR, 2000; Austroads, 2009):

- **Connected** – good route continuity, and giving users access to key destinations
- **Comfortable** – meeting design standards for footpath width, gradient, etc.
- **Convenient** – directness of route and accessibility of safe crossing points
- **Convivial** – routes should be pleasant, interesting, clean and safe
- **Conspicuous** – routes should be clearly designated and published in local maps

Design standards for footpaths and shared use paths, including crossing treatments, are based on Austroads Guide to Road Design 2009 and relevant Australian Standards. These standards include the following considerations in pathway design and auditing:

- Minimum widths – 1.2m desired width for general low demand with an absolute minimum 1.0m). The desired width allows clearance for one wheelchair (see Figure 3-6) and is not acceptable for commercial or shopping areas. For shared paths, the minimum width is 2.5m (see Table 3-4).
- Table 3-5 outlines the typical users that can be expected on a shared path and Figure 3-7 shows the typical location of a shared path within a road reservation
- AS 1428 specifies footpath crossfall should not exceed a gradient of 1:100, and 1:40 at kerb ramps. Maximum grades are important as they impact on the safety and usability of the pathway.
- Dimensions for compliant ramp design (see Figure 3-8)
- Minimum horizontal and vertical clearances
- While there are no specific dimensions related to the use of mobility scooters, Austroads (2009), it notes that scooter users should be able to:
 - Use kerb ramps and cross channels without the device becoming unstable or the undercarriage impacting the path or road pavement
 - Turn within intersections and pass through chicanes and other devices in a continuous forward motion
 - Store safely within refuges without overhanging into the adjacent traffic lane

FIGURE 3-6: FOOTPATH REQUIREMENTS FOR VARIOUS USERS (© AUSTRROADS, 2009)



Source: AS 1428.2: (1992).

TABLE 3-4: SHARED PATH WIDTHS (© AUSTRROADS DESIGN GUIDE 6A, TABLE 7.4)

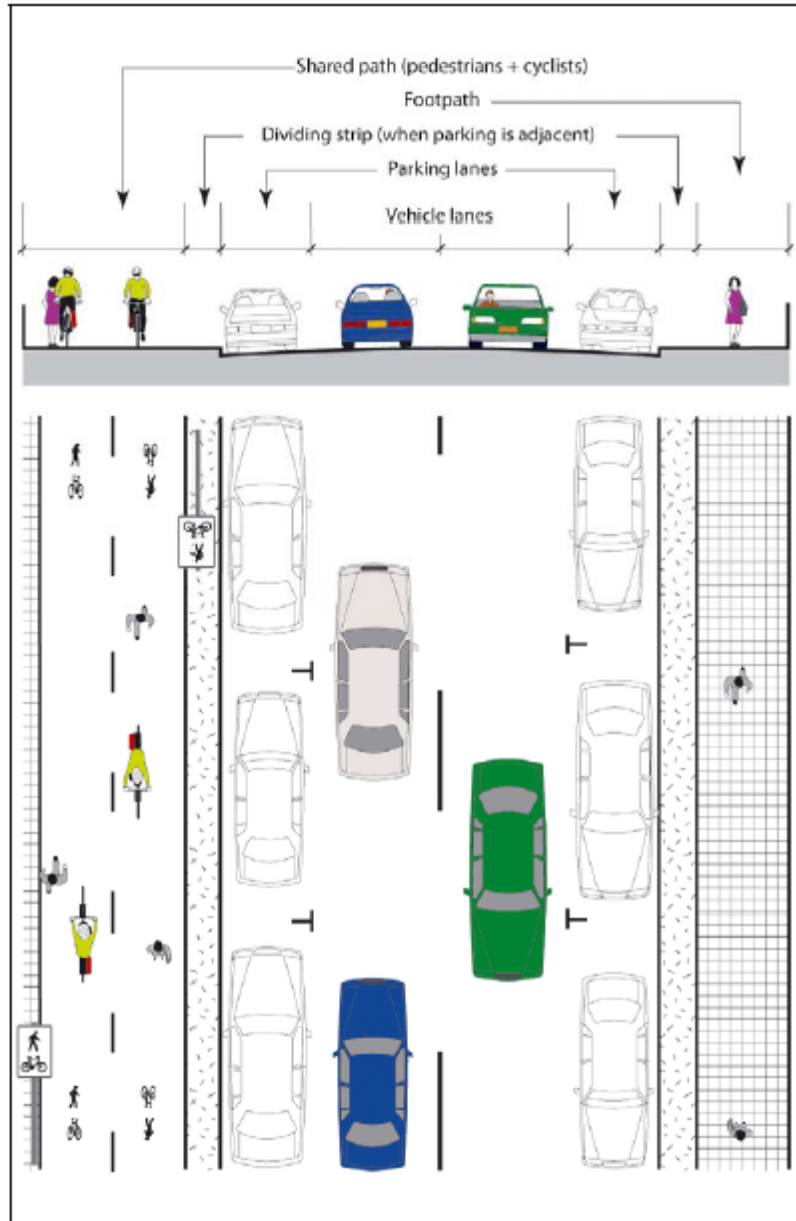
	PATH WIDTH (M)		
	Local Access Path	Commuter Path	Recreational Path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.5 ¹ - 3.0 ²	2.5 ¹ - 4.0 ²	3.0 ¹ - 4.0 ²

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low.
2. A greater width may be required where the number of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, rollerbladers and skaters, etc.)

TABLE 3-5: CATEGORIES OF USERS OF SHARED PATHS (© AUSTRROADS, 2009, TABLE C1-1)

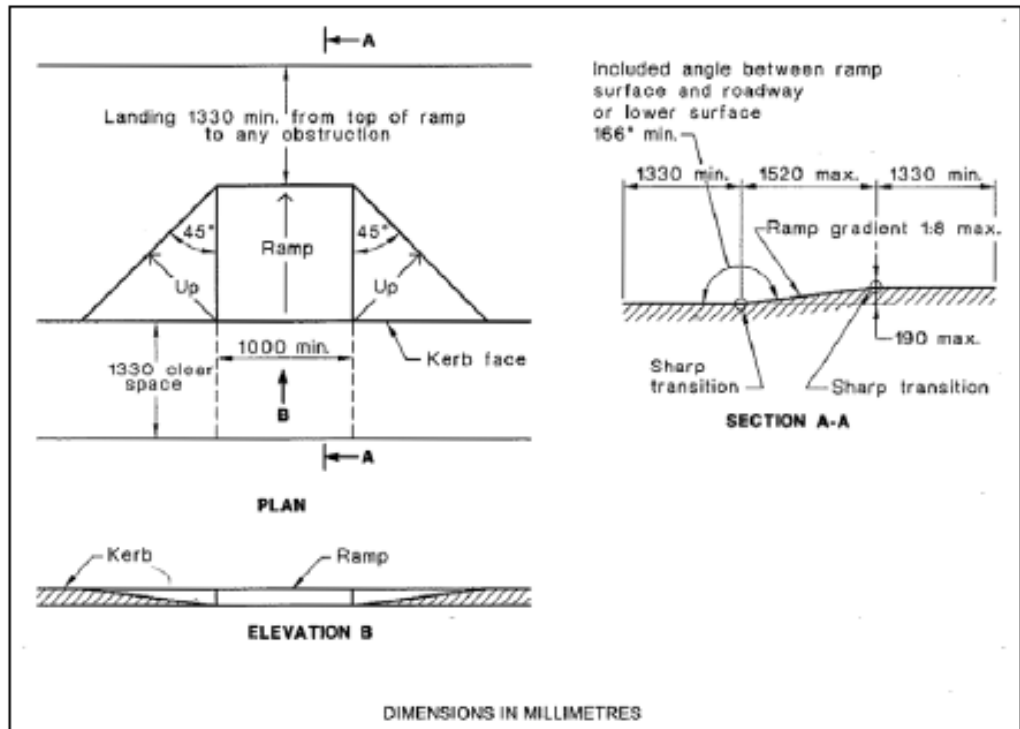
CATEGORY OF USER	SPECIFIC USERS WITHIN CATEGORY
Pedestrians	<ul style="list-style-type: none"> • children • elderly • people pushing prams and strollers • family groups • dog walkers • joggers
Cyclists	<ul style="list-style-type: none"> • children • families • adults • individuals and groups • power assisted bicycles
Users with disabilities (vision, hearing, mobility, & cognitively impaired users)	<ul style="list-style-type: none"> • pedestrians • sporting users • manual wheelchair users • electric wheelchair / scooter users
Small-wheeled vehicle users	<ul style="list-style-type: none"> • children’s pedal / motorised / electric cars • in-line skaters • skate boarders • roller skaters • foot scooters
Others	<ul style="list-style-type: none"> • organised events • maintenance workers • horse riders • anglers

FIGURE 3-7 – SHARED PATH IN A ROAD RESERVATION (© AUSTRoads, 2009)



Source: RTA (2005).

FIGURE 3-8 – AN EXAMPLE OF A KERB RAMP DESIGN (© AUSTRROADS, 2009)

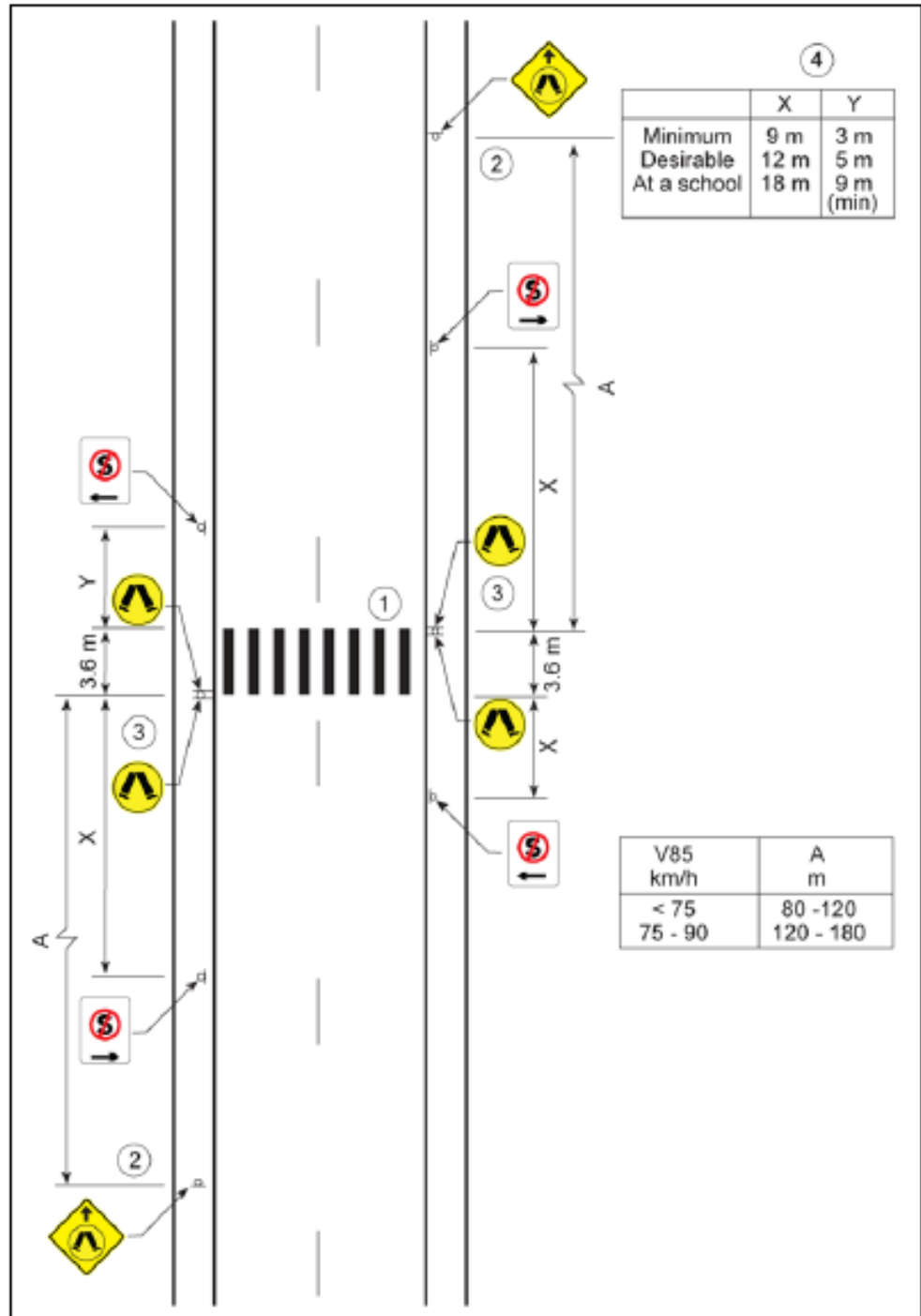


Notes:

- The ramp and sloping sides should be slip resistant and of a colour that contrasts with the adjoining surfaces.
- Tactile ground surface indicators should be provided in accordance with AS 1428.4 and jurisdictional guidelines.
- The kerb ramp should be aligned in the direction of travel.
- For guidance on installation of tactile ground surface indicators, refer to AS 1428.4.
- Source: Based on AS 1428.1.

Example designs are also provided by Austroads for pedestrian crossings and refuges at intersections and mid-block – see Figures 3-9 to 3-11. Pedestrian refuges allow a safe point for pedestrian to cross wide and/or busy roads. Road widths can further be reduced by adding kerb extensions. Refuge width should be at least 2m to safely accommodate those with prams or bicycles.

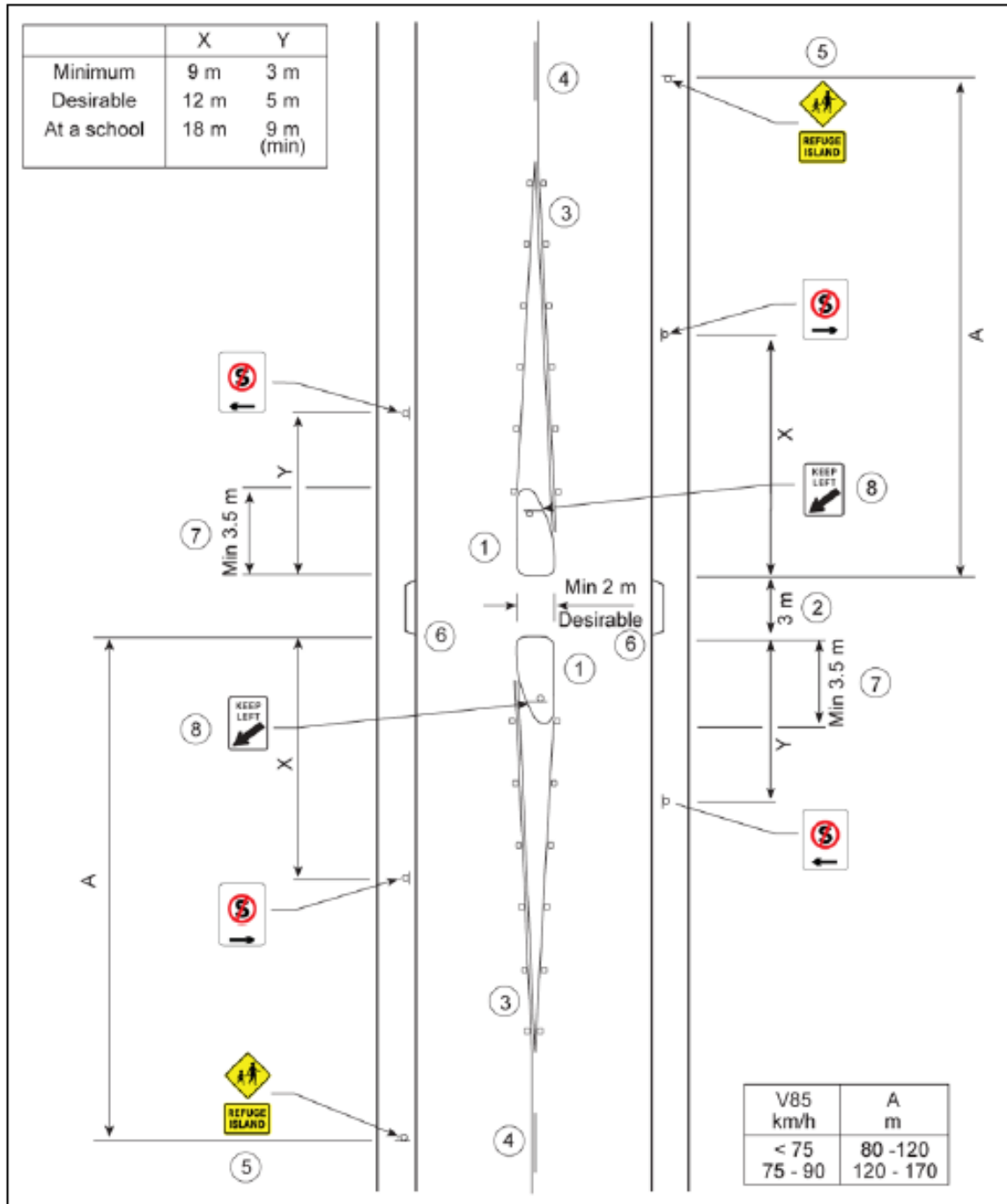
FIGURE 3-9: EXAMPLE OF A ZEBRA CROSSING (© AUSTRoadS, 2009)



Note: Where there is significant night-time use, street lighting should be provided.

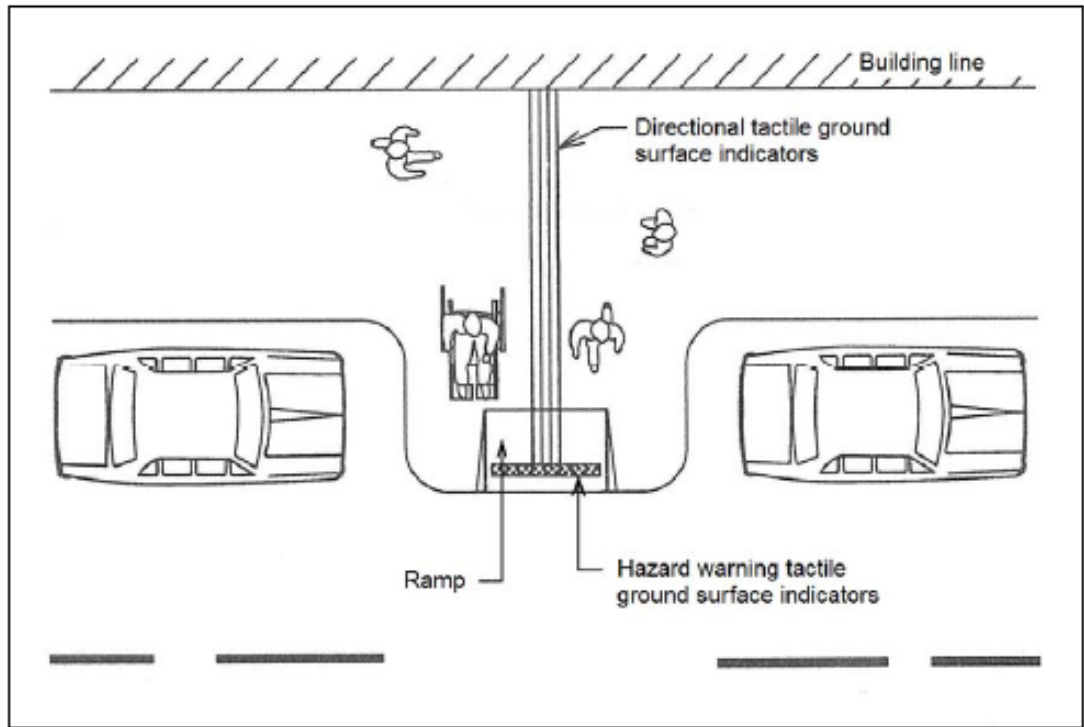
Source: Based on AS 1742.10.

FIGURE 3-10: EXAMPLE OF A PEDESTRIAN REFUGE (© AUSTRROADS, 2009)



Notes:
 Where the refuge connects significant shared use paths the minimum width of refuge of 2.0 m is likely to be inadequate and a greater width should be provided, and warning signs should include a bicycle. (Figure 9.2).
 Street lighting should be provided in accordance with AS/NZS1158.1.
 Pedestrian assist handrails may be provided where space is available in the island. If provided, they should be frangible.
 Source: Based on AS 1742.10.

FIGURE 3-11: EXAMPLE OF A FOOTPATH KERB EXTENSION (© AUSTRROADS, 2009)



Notes:

Warning signs in advance of footpath extensions are not generally essential unless the signs are required for a regulated pedestrian crossing.

Any signing provided should be in accordance with the requirements of AS 1742.13 for similar road narrowing treatments.

Provide suitable delineation for these treatments (e.g. painting of the kerbs, pavement marking, retro-reflective pavement markers).

Drainage of the roadway adjacent to the nibs needs to be considered and the kerb line shape should be compatible with the turning characteristics of street sweeping equipment.

Source: Austroads 1995.

4. Public Consultation

4.1 Introduction

The initial public consultation period was from Monday 8th September 2014 to Friday 17th October and consisted of a series of questionnaires:

- A general community questionnaire available online with paper copies available at all Council offices and libraries
- A targeted schools questionnaire posted to all schools within the region
- A targeted aged care facilities questionnaire posted to all aged care facilities in the region
- A targeted medical facility questionnaire posted to all hospitals, medical centres, pharmacies and optometrists within the region

A blank copy of each survey is included in Appendix B1.

This report is a draft PAMP to be adopted by Council and presented to the Community for the purpose of public exhibition.

4.2 Communications Strategy

A communications strategy was put together by Council's Corporate Communications team with the aim to reach all corners of our local community so that those persons interested in having their say, would be aware of the PAMP and how to make a submission. The strategy included postage, Council website, social media and local radio, TV and newspaper. A summary of communications about the PAMP are included below:

- PAMP articles placed in Council's Community News July, September and October 2014 editions
- Targeted surveys were sent to 22 schools, 19 medical facilities and six aged care facilities in the first week of consultation. One follow-up letter was posted out for all facilities that did not respond initially.
- An email requesting PAMP survey participation was emailed out to those on Council's enews register including groups, businesses and interested locals
- The survey was available and promoted via Council's webpage, with links to the survey placed on Council's Facebook page; hard copies were available at all Council offices and libraries
- The Mudgee Guardian featured an article on the PAMP on 8th September 2015 with a follow-up reminder article on 9th October 2015
- During the first week of consultation, the Kandos-Rylstone PAMP representative, Kerry Morrissey, went on local Kandos radio urging locals to participate in the PAMP surveys

- The PAMP was included in the 7pm WIN TV bulletin on 16th September 2015
- On 7th October a combined PAMP workshop was held for the Mudgee-Gulgong Access Committee and the Kandos-Rylstone Access Committee

Table 4-1 outlines community response to the first PAMP consultation period.

TABLE 4-1: COMMUNITY PARTICIPATION

QUESTIONNAIRE	RESPONSES	COMMENTS
Community questionnaire	284	Of these responses received, 207 responses were completed to a level that could be incorporated into the study – completion of at least 3/5 of questions
Aged care facilities	5	Every aged care facility responded to the survey
Medical facilities	4	Council received a limited number of responses to its medical questionnaire. During audit, special attention was paid to the areas adjacent to medical facilities to ensure pedestrian access requirements were met.
Schools	8	Council received a limited number of responses from local schools. During audit, attention was paid to the areas adjacent to schools to ensure the unique needs of school children were met.
Other	5	In addition to completion of surveys, 5 individual letters were also received which were taken into account during the field audits. In addition, works requests from the public were taken into account during the analysis (for example, phone calls or emails received by Council from residents regarding the pathways network but not in direct response to the PAMP)

While these numbers represent a small percentage of the community, this level of response was in keeping with response rates from the community on Council papers.

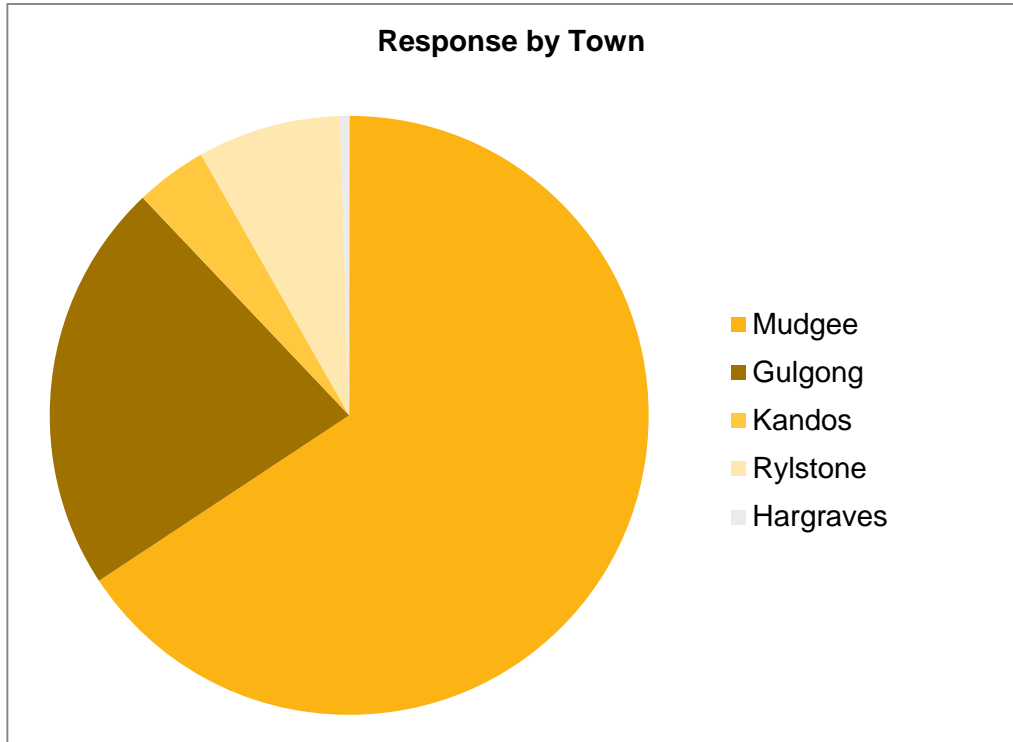
4.3 Questionnaire Results

A brief summary of questionnaire results is included below. It must be emphasised that the survey requested specific details for many questions and these responses have been included in the survey results and analyses in Appendix B2. General, sweeping comments were not able to be included. For example, in the section asking where additional pathways should be constructed, individual streets and areas were included. Sweeping comments such as “every street” could not be accommodated and would not give additional weight to proposed pathways down specific streets.

4.3.1 Community Survey

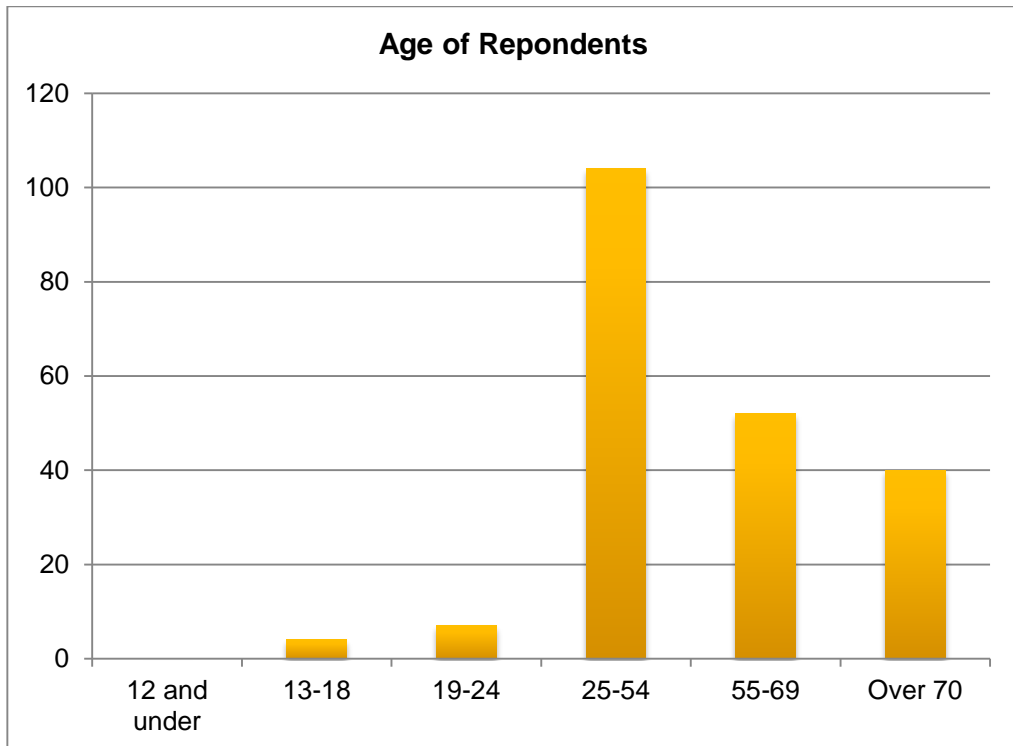
Council received 207 community surveys either electronically or written that met the criteria for inclusion in the PAMP (with more than three sections completed). Of this response around 66% were Mudgee residents, 22% Gulgong, 8% Rylstone, 4% Kandos and 0.5% Hargraves. See Figure 4-1.

FIGURE 4-1: RESPONSES BY TOWN



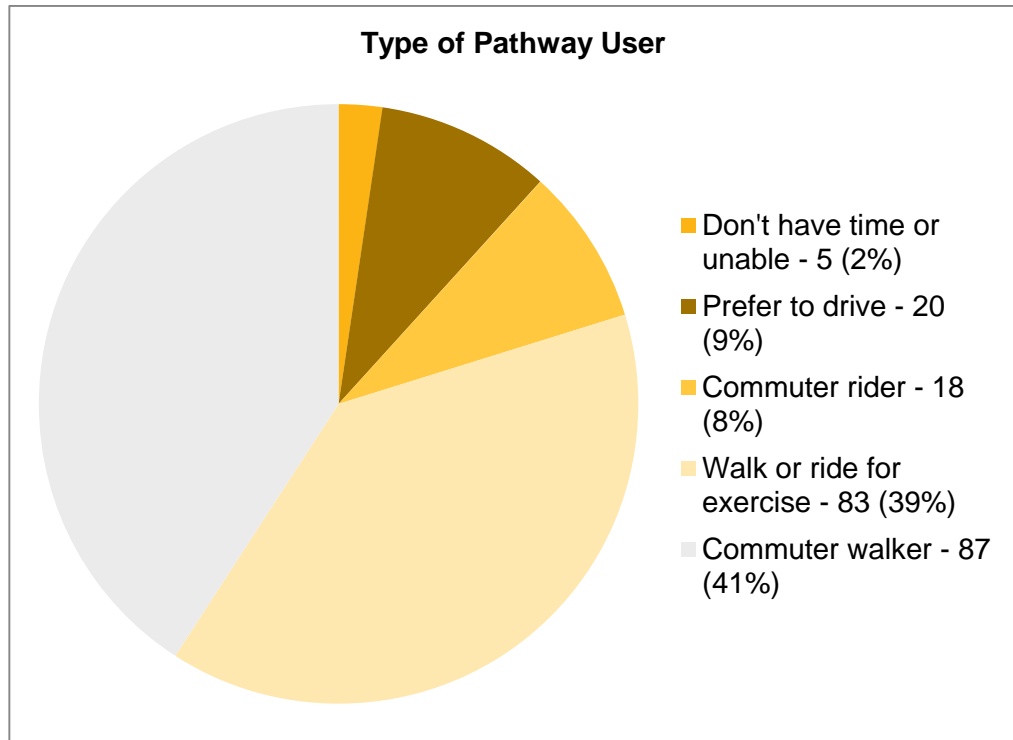
Approximately 44% of respondents were 55 years or older, which was an excellent response from this targeted group (see Figure 4-2) and in addition to responses from aged care facilities.

FIGURE 4-2: AGE OF RESPONDENTS



Of those 207 people who responded to the survey, most either walked to commute (41%) or walked for exercise (39%). People could choose only the most appropriate field so there were undoubtedly many people who walked for both exercise or commuting purposes. A further 8% usually rode to commute, 9% preferred to drive and only 2% stated they did not have time or were unable to use the pathways – see Figure 4-3.

FIGURE 4-3: NUMBERS OF DIFFERENT PATHWAY USERS



In general, respondents were less satisfied with the extent of network and network safety than pathway design, convenience and pleasantness. However, there were differences in responses to these questions based on where people live. Those in Mudgee were more satisfied with all aspects of the network than those from other towns, particularly in Gulgong. Refer to figure 4-4 to 4-8.

FIGURE 4-4: PATHWAY DESIGN SATISFACTION

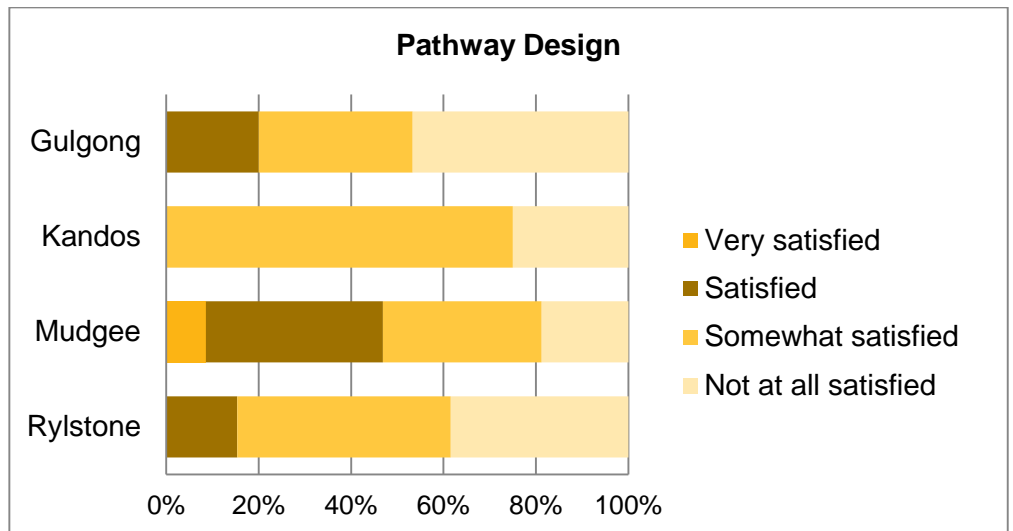


FIGURE 4-5: EXTENT OF NETWORK SATISFACTION

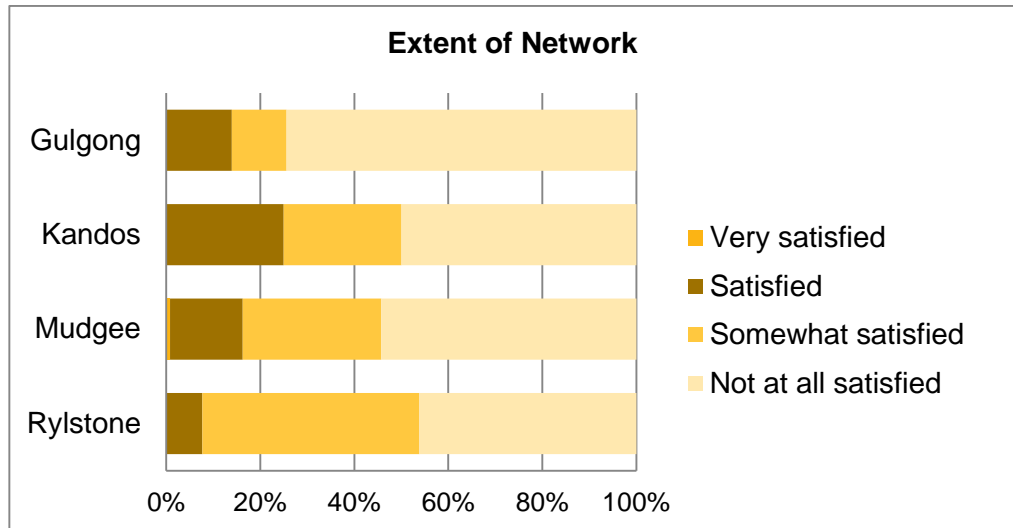


FIGURE 4-6: NETWORK SAFETY SATISFACTION

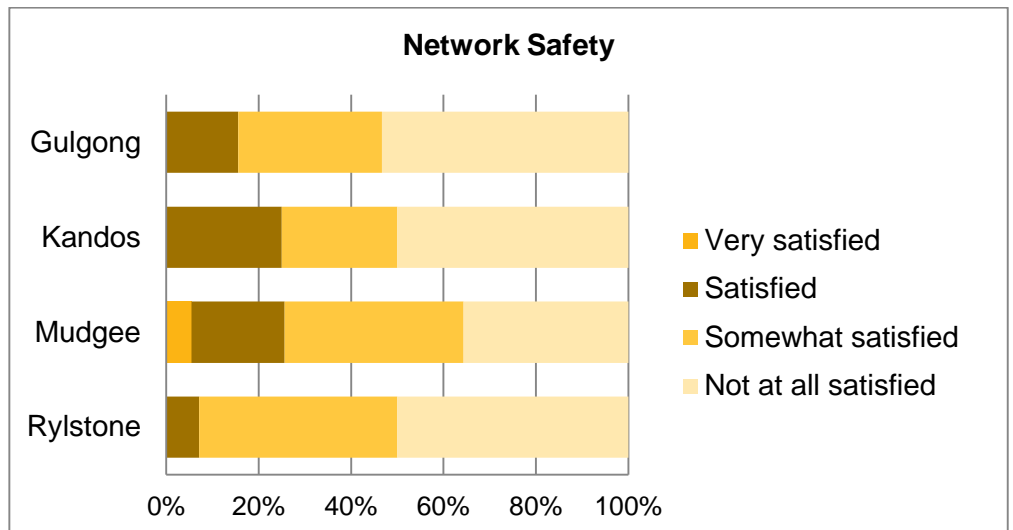


FIGURE 4-7: PATHWAY CONVENIENCE SATISFACTION

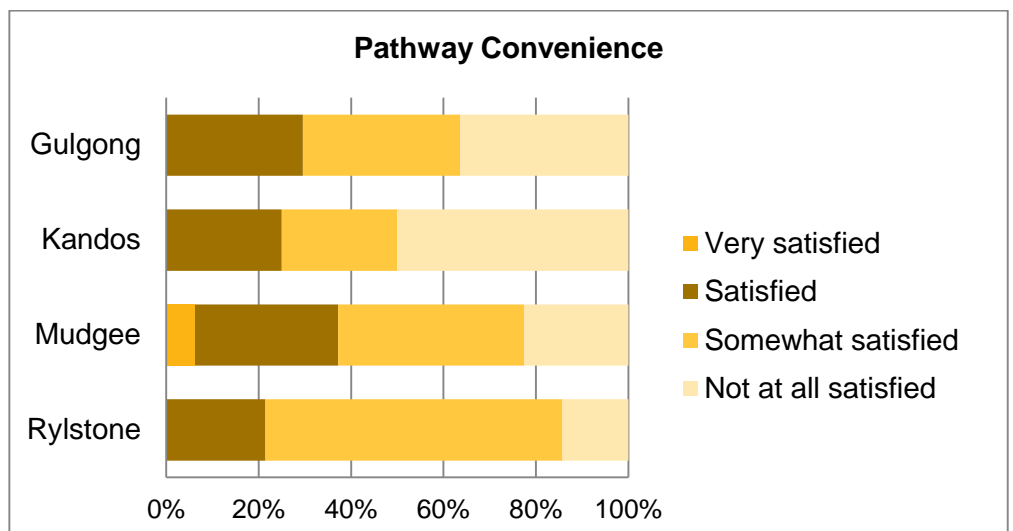
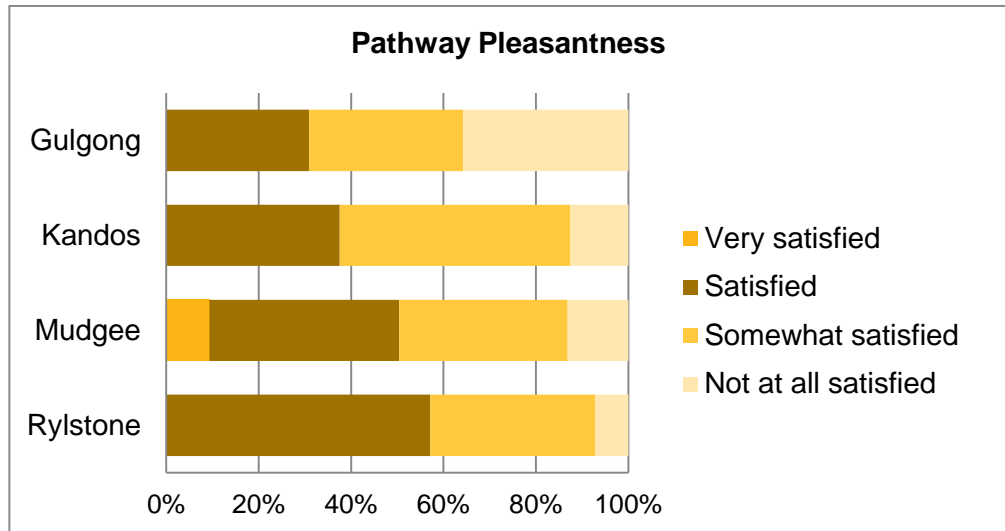


FIGURE 4-8: PATHWAY PLEASANTNESS SATISFACTION



The satisfaction with the network is echoed in the question regarding why respondents don't use the pathways network more – see Figure 4-9. Ranked in order, most respondents stated they don't use the network as there is no footpath available where they want to walk, pathways are poorly maintained, a lack of safe crossing points and other safety related issues.

FIGURE 4-9: WHY DON'T RESIDENTS USE PATHWAYS MORE OFTEN

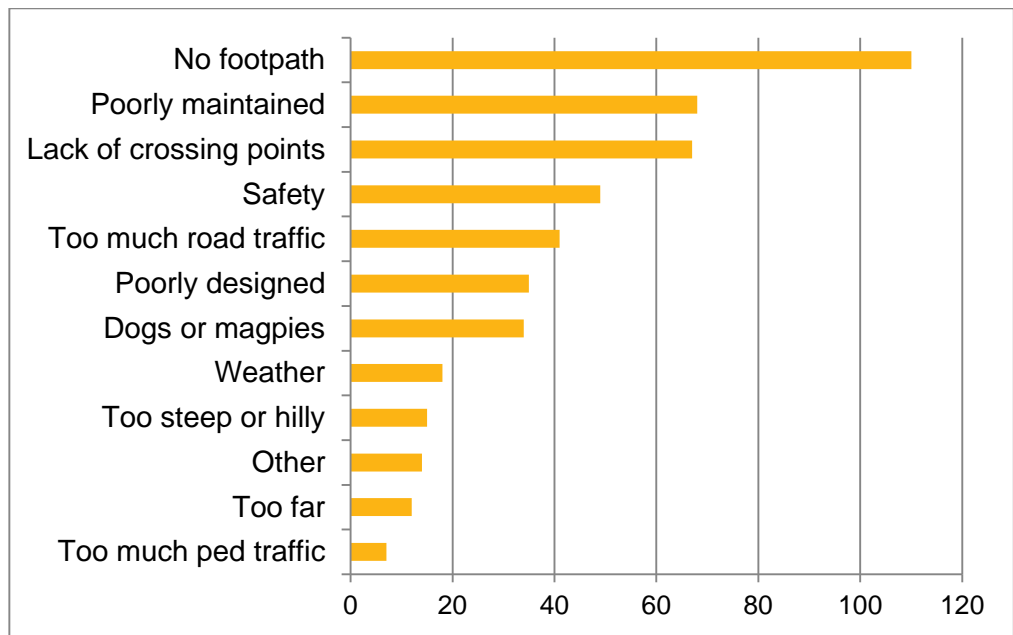
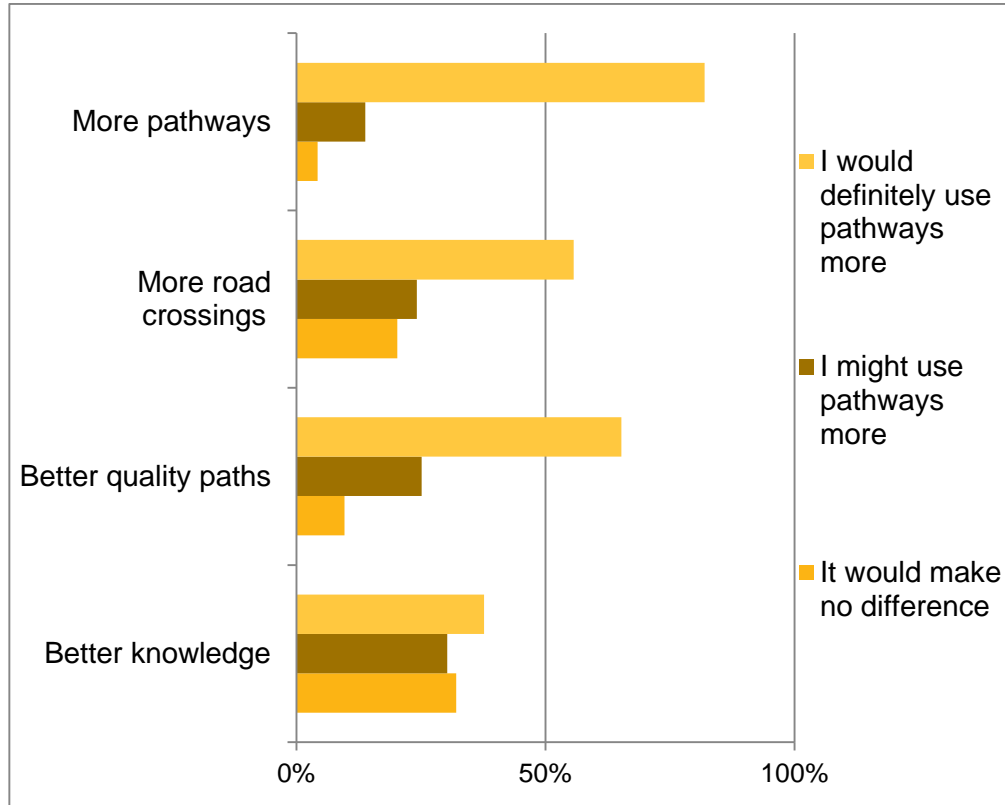


Figure 4-10 notes that respondents feel that they would definitely use pathways more if there was a greater extent of pathways available, better quality paths and more road crossings. There seems less benefit in provision of additional information about pathway routes.

FIGURE 4-10: WHAT WOULD MAKE RESPONDENTS USE PATHWAYS MORE



More information on answers to all survey questions is provided in Appendix B2. This also includes more specific information.

4.3.2 Schools Survey

School surveys were received from the following schools:

- Bylong Upper Public School
- Gulgong High School
- Hargraves Public School
- Mudgee Public School
- Mudgee High School
- Mudgee Public School
- St Matthews Central School
- Ulan Public Schools
- Wollar Public School

The hazards identified within the school surveys mirrored the findings from the community surveys. For the smaller schools it was noted that a high percentage of students (sometimes all) live too far from school to be able to walk. Other primary barriers for children walking to school are student age, unsafe crossings, missing pathways, too much car traffic and other child safety concerns.

Generally schools encourage active transportation for getting to school (where applicable) and have facilities for bikes and scooters. School responses are included in Appendix B2.

4.3.3 Aged Care Facility Survey

The responses from aged care facilities highlighted that the mobility impaired are more sensitive to small trips, crossfall and gradient issues.

Wenonah Hostel in Gulgong requires:

- Improvement works to Mayne Street into town
- Grinding of trip hazards
- Replacement of steep kerb ramps, and
- Extension of pathways to the road surface along several streets.

In addition, during survey the poor condition pathway on Mayne Street south, heading east from Wenonah Street has been included for replacement, and a crossing refuge and compliant ramp proposed for installation on the Wenonah Street crossing point, approximately 20m south of Mayne Street.

In Rylstone there is an aged care facility at the hospital. This PAMP proposes the installation of a refuge on Bylong Valley Way and pathway to allow improved access to the Community Health Centre. The pathway between the community health centre and hospital entrance is on private land and could be improved by the installation of a ramp instead of steps adjacent to the helicopter pad.

In Kandos, the aged care facility is located on Angus Avenue. Pathways along Angus street are generally good, although there are terrain constraints on the southern side of Angus Avenue resulting in steep slopes between on-road parking and the pathway with steps used in some places. Disabled parking has been placed appropriately to give mobility impaired drivers improved links between parking and footpath.

It is proposed to improve the access between the IGA and St Vincent de Paul by using a staggered, raised crossing. There would be a raised crossing across to the median strip outside the IGA, a ramp leading uphill towards McDonald Street and a second raised crossing of Angus Avenue south side. This crossing requires formal design and may be cost prohibitive. In the interim, a crossing point will be established at Noyes St allowing aged persons to safely cross Angus Avenue at this location to access St Vincent de Paul and CBD.

Within Mudgee, the Opal aged care facility raised concerns regarding how isolated residents are at their particular location with no access to pathways. It was proposed that a pathway be installed around the block to allow safe access to footpaths for elderly, mobility impaired residents so they can enjoy the health benefits of exercise and enjoy watching people playing sport at the nearby sporting fields. Other Mudgee based aged care facilities, Kanandah Hostel and Pioneer House, expressed concerns with trip hazards, crossing facilities and high risk heritage gutters (adjacent to Kanandah Hostel).

Aged care facility responses are included in Appendix B2.

4.3.4 Medical Facilities Survey

Four medical facility surveys were returned:

- Kandos Rylstone Pharmacy
- Gulgong Medical Centre
- Mudgee Medical Centre
- South Mudgee Surgery

Similar to the school surveys, hazards identified within the school surveys mirrored the findings from the community surveys.

5. Audits

The public consultation process identified hazards within the existing network as well as gaps in the network and areas for expansion. This important information was supplemented by field audits undertaken by a Council works officer to identify additional hazards, review network compliance to relevant standards and to identify pathway infrastructure requiring replacement.

5.1 Route Audit Process

Pathways were audited on foot by a Works Engineer and a copy of the blank audit template is attached in Appendix C1. Most pathways within the region were audited, with some exceptions as noted below:

- Gulgong – all pathways audited
- Kandos and Rylstone – all pathways audited, except Kandos to Clandulla shared use path which is scheduled for resurfacing
- Mudgee – all older pathways audited, new pathways and recreational paths were not audited due to time constraints






The route audits were an intensive process with a catalogue of over 5,000 photographs undertaken.

5.2 Typical Network Issues




Many different pathway issues were found within the network, some common and some isolated. Example issues along with photographs are shown in Table 5-1.


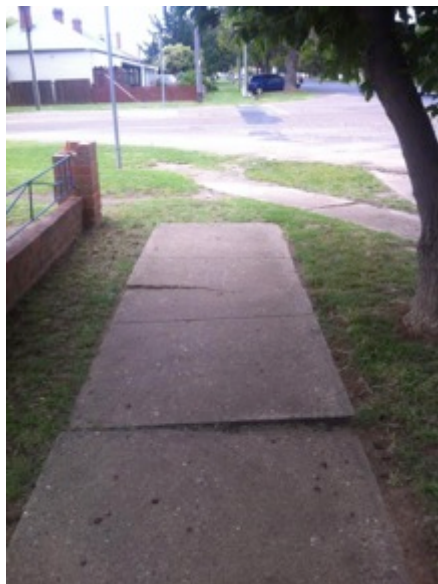
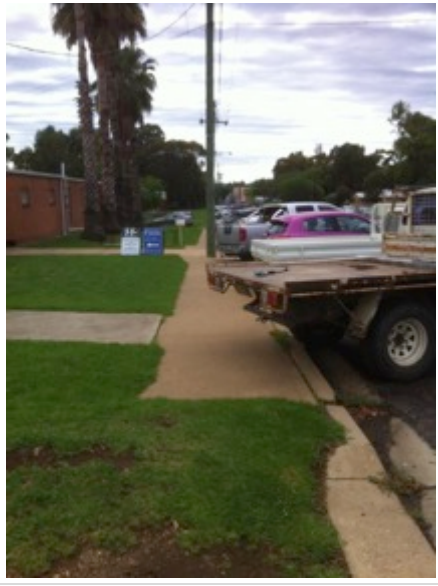
TABLE 5-1: TYPICAL NETWORK ISSUES

ISSUE	EXAMPLES
<p>Pathways covered in debris creating trip hazards</p>	

ISSUE	EXAMPLES	
Overgrown pathways restricting access		
Narrow footpaths less than 1.2m wide		
Steep pathways		

ISSUE	EXAMPLES	
<p>Crossfall – in wider pathways that slope to the kerb, or across driveways</p>		
<p>Small pathway gaps</p>		
<p>Pathway that does not extend to the road</p>		

ISSUE	EXAMPLES
<p data-bbox="261 443 459 546">Missing ramps on both sides or one side of a road</p>	 Two photographs showing missing ramps on road corners. The left image shows a sidewalk ending abruptly at a road corner, with no ramp provided. The right image shows a similar situation from a different angle, highlighting the lack of a proper transition between the sidewalk and the road.
<p data-bbox="261 1025 485 1128">Ramps that do not meet specification for width or gradient</p>	 Two photographs showing ramps with poor width or gradient. The left image shows a ramp that is too narrow and has a steep, uneven slope. The right image shows a ramp that is too narrow and has a steep, uneven slope, similar to the one on the left.
<p data-bbox="261 1637 459 1711">Poorly positioned ramps</p>	 One photograph showing a poorly positioned ramp. The ramp is placed in a way that it is not clearly visible or accessible, and it appears to be in a non-standard location relative to the road and sidewalk.

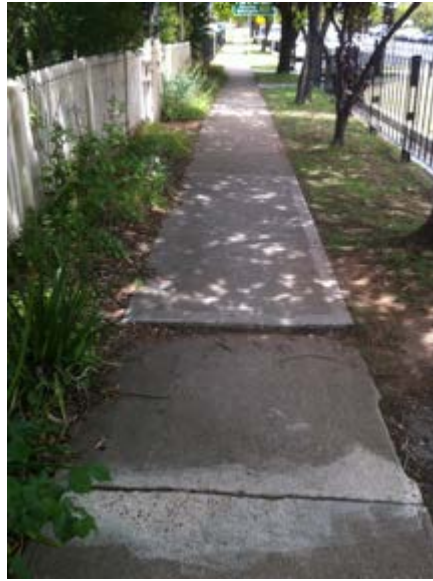
ISSUE	EXAMPLES
Poorly positioned concrete islands (all towns)	
Tree root damage	
Cars overhanging pathway blocking pedestrian flow	

ISSUE	EXAMPLES	
Poor condition pathway requiring replacement to reduce risk of trips		
Evidence of highly trafficked areas without footpaths		
Poor quality of road surface between ramps		

ISSUE

EXAMPLES

Trip hazards



Unexpected vertical alignment changes require painting for emphasis



Shops and facilities with stair access



ISSUE	EXAMPLES
<p>Partial barrier fencing to be replaced by full barrier fencing for improved safety</p>	

Many of the above issues are widespread, including:

- Pathways that do not meet the road
- Missing ramps
- Tree root damage to pavements
- Road signage islands blocking pedestrian flow
- Ramps that do not meet current standards, and
- Overhanging trees and gardens

5.3 Audit Results

Summarised audit results for all audited pathways can be found in Appendix C2. A catalogue of over 5,000 photos of the network has been established to assist with project planning and identification of maintenance works. Many of the deficiencies found during the audits confirmed the results of the consultation and provide the foundation for the projects list for the PAMP.

Depending on the type of issues found with the network, the issue was either incorporated into the PAMP or added to our Works Request System (smaller, isolated problems). The address of all properties found with plants overhanging the footpath or low trees within 1.8m of the footpath was recorded.

As part of the PAMP process a letter will be sent out to all addresses to ask that private owners cut back their plants and trees within a three month period. Failure to cut back heavily overhanging gardens may result in Council cutting back the garden at the landowner's expense.

6. PAMP Projects

6.1 Route Prioritisation

Routes are chosen based on need. Vulnerable users need primary consideration as they have reduced mobility. Vulnerable users are those with mobility impairments, visual impairments, aged persons and children walking to school. Thus the primary focus of the pathways network is to provide pathways network adjacent to CBD, schools, nursing homes and medical facilities.

PAMP routes are split into primary, secondary and tertiary routes according to priority. Primary routes are main thoroughfares through each town, generally incorporating high volume roads, CBD, schools and aged care facilities. Secondary routes provide links between primary routes and the remainder of routes are tertiary routes.

Figures 6-1 to 6-4 show primary and secondary routes through all towns, paths on all other streets are considered to be tertiary routes.

FIGURE 6-1: GULGONG PRIMARY AND SECONDARY ROUTES

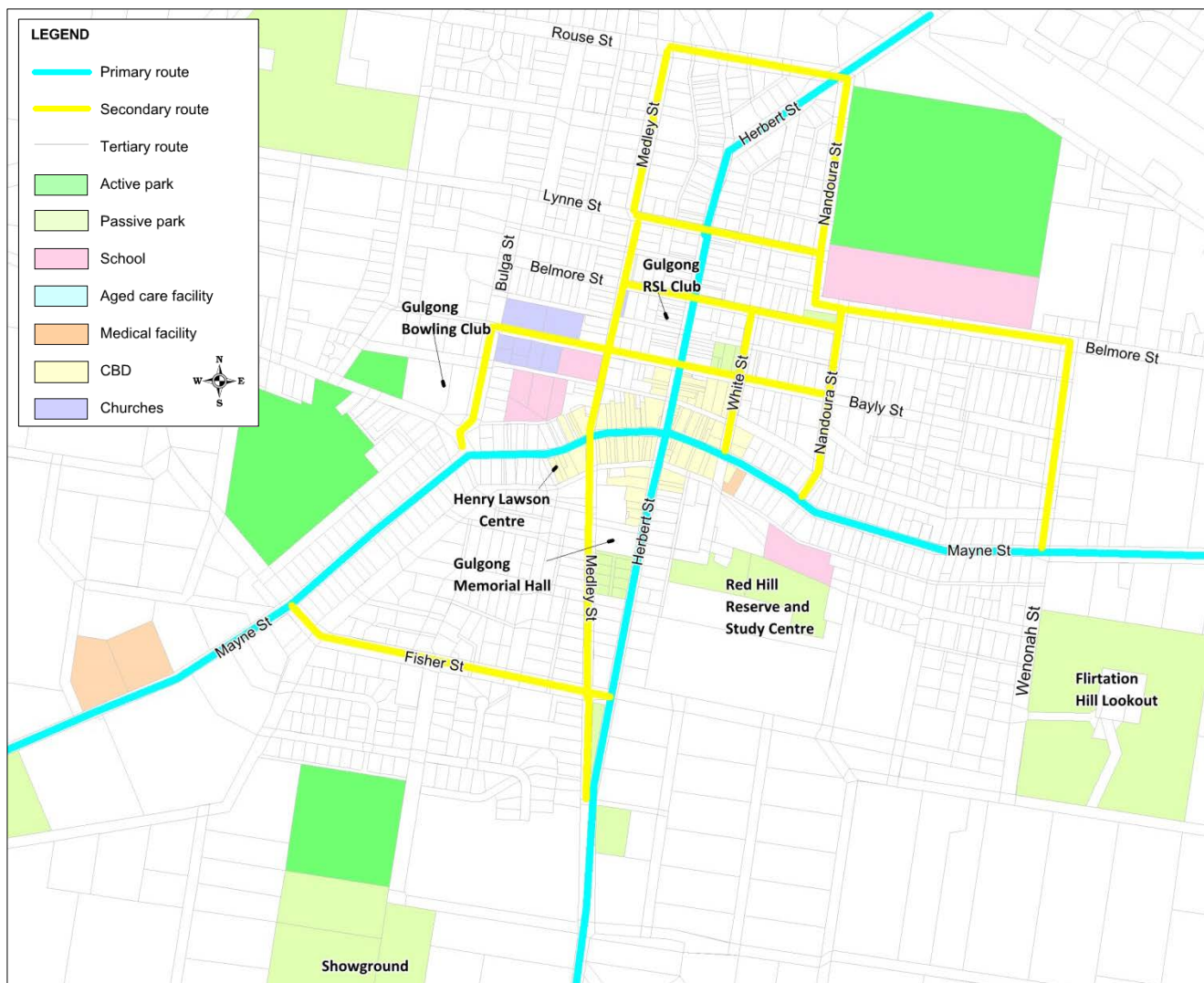


FIGURE 6-2: KANDOS PRIMARY AND SECONDARY ROUTES

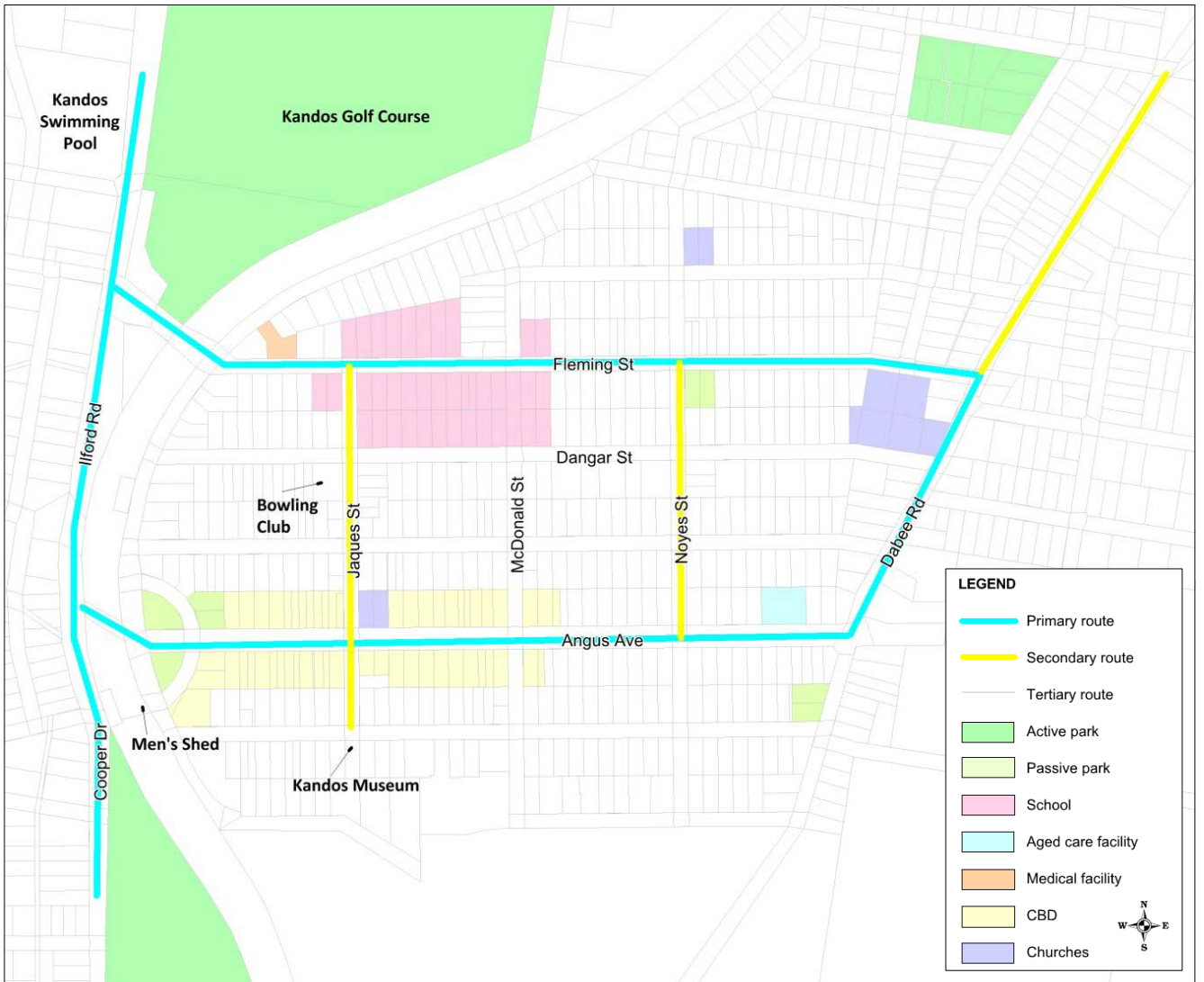


FIGURE 6-3: MUDGEES PRIMARY AND SECONDARY ROUTES

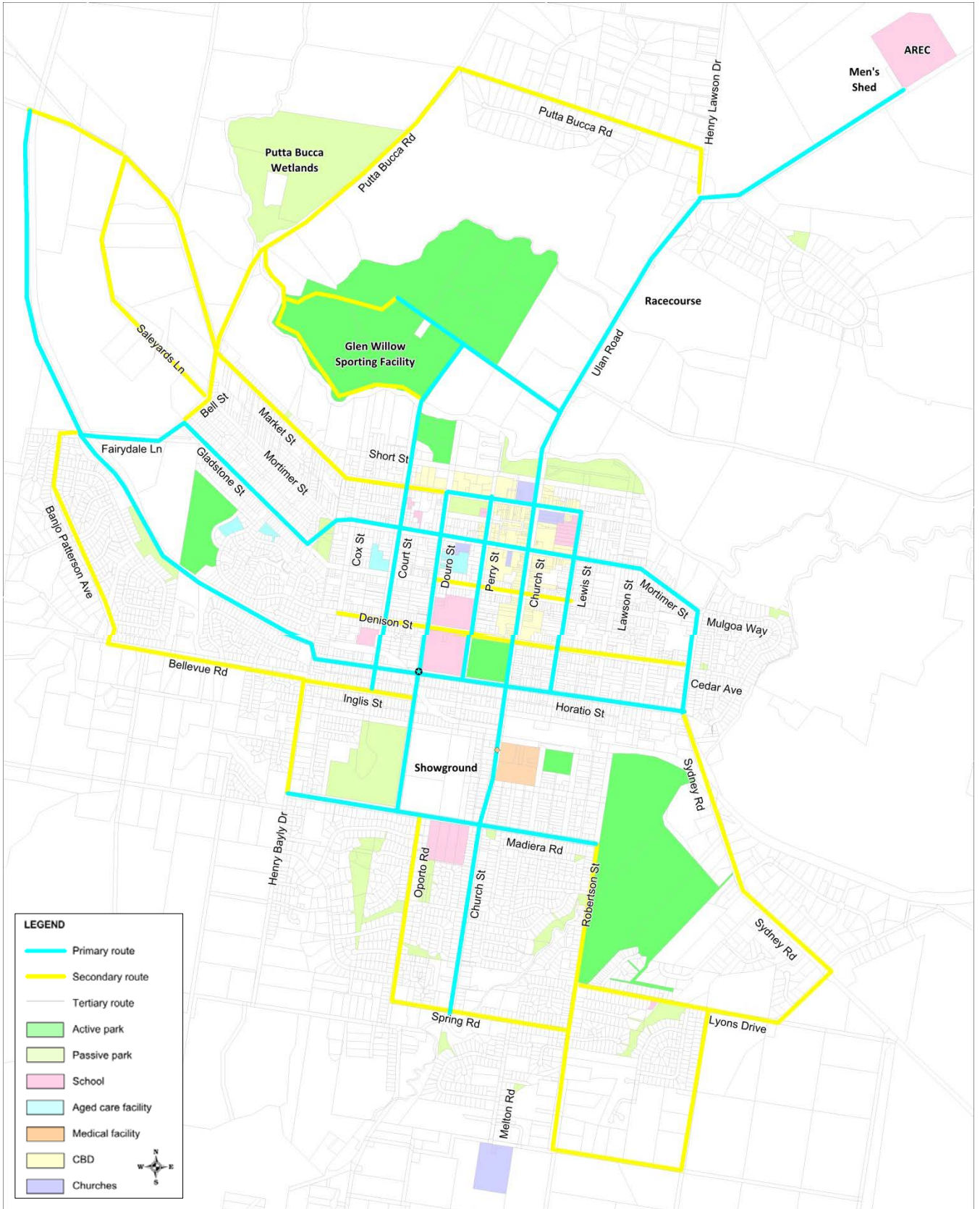


FIGURE 6-4: RYLSTONE PRIMARY AND SECONDARY ROUTES



6.2 Project Identification

As noted previously, there were two primary sources of project identification: works identified during public consultation and work identified in field audits. Maps showing the existing network and proposed 177 PAMP projects are included in Appendix D1. A project list including costing and prioritisation is included in Appendix D2. Site photographs are included in Appendix D3 for high priority projects (for definition of high priority projects see Section 6-4).

6.3 Project Costs

All projects were costed in accordance to unit rates identified in Table 6-1. These rates are based on recent works.

TABLE 6-1: UNIT RATES FOR PATHWAY INFRASTRUCTURE

ITEM	UNIT	COST \$ / UNIT
Bench	ea.	2,000
Bollards	ea.	300
Bridge decking	m ²	500
Concrete pathway	m ²	70
Culvert widening	ea.	10,000
Exposed aggregate concrete	m ²	100
Gravel path	m ²	10
Kerb and gutter	m	140
Kerb ramp (new or repair)	ea.	1,500
Linemarking	m	160
Pedestrian bridge	ea.	150,000
Pedestrian buildout / blister	m ²	150
Pedestrian fencing	m	180
Pedestrian refuge	ea.	8,000
Railway crossing (flush with rails)	ea.	200
Raised pedestrian crossing	ea.	20,000
Seal path	m ²	20
Tactile strips	per crossing	500
Transverse paint	m	100
Tree removal	ea.	1,500

Using the unit costing outlined above, the total cost of projects identified within the PAMP is \$6.37M, not including the cost of a new roundabout at the intersection of Douro Street and Horatio Street (estimated cost of \$950,000). With limited funding available, RMS prioritisation guidelines were applied in order to differentiate between higher and lower priority projects.

The following assumptions were made as part of the elimination process:

- Project lengths and areas were estimated from GIS information and final project dimensions may differ
- Project costs are based on unit rates outlined above, which will differ based on unique differences between projects
- No allowances have been made for earthworks, drainage or tree removal which will be applicable to major projects
- No contingency has been included

6.4 Project Prioritisation

The total cost of the 177 projects identified in this PAMP exceeds the annual capital works budget for pathways for the ten-year period of this PAMP. Therefore, works have been prioritised in accordance with RMS best practice (see Table 6-2). Prioritisation scores for the PAMP are included in the Appendix D1 table.

TABLE 6-2: PAMP PRIORITISATION

CATEGORY	CRITERIA	PERFORMANCE CONDITIONS	SCORE
Land use	Number of attractors / generators (locations)	More than 5 locations	10
		3-5 locations	8
		1-2 locations	5
		0 locations	0
	Land use type	Schools / nursing homes / medical facility	10
		Commercial / retail	8
		Residential	5
		Other	0
	Proximity to generators / attractors	Less than 250m	10
		250 to 500m	8
		500 to 1000m	5
		Over 1000m	0
	Future development with attractors / generators	High	5
Medium		3	
Low		1	
Traffic impact	Road hierarchy	State road	15
		Regional road	10
		Collector road ¹	8
		Local road ¹	5
		Other	0
Safety	Identified hazard	High	10
		Medium	8
		Low	5
		None	0
	3 year average pedestrian crashes (RMS)	More than 3 reported crashes per year	15
		3 reported crashes per year	10
		2 reported crashes per year	8
		1 reported crash per year	5
		0 reported crashes per year	0
Facility benefits	Demonstrated path	High usage	10
		Medium usage	8
		Low usage	5
		Not demonstrated	0
Continuity of routes	Addition to existing facility	Fills gap in the network	10
		Network extension	8
		Add to device	5

CATEGORY	CRITERIA	PERFORMANCE CONDITIONS	SCORE
		Other	0
Priority	Pedestrian route hierarchy	High – primary route	5
		Medium – secondary route	3
		Low	1

Note: Council changed the Traffic Impact Scoring to reflect our road hierarchy, such that we assign collector roads a score of 8 and local roads a score of 5 (rather than local roads scoring 8 and special use roads scoring 5).

The total prioritisation score is out of 100 and can be classified as follows:

- High priority: 70-100 (9 projects)
- Medium priority: 40-70 (152 projects)
- Low priority: less than 40 (16 projects)

It is important to note that in addition to the RMS prioritisation scoring, Council can consider additional projects aspects, including:

- Whether there is access to an alternative pathway (either on the other side of the street or on an adjacent street). Council considers it a priority to extend the network into new areas rather than duplicate pathway down the other side of a particular street
- The condition of the pavement for pavement renewals. While some pavement renewal projects may not score highly on RMS prioritisation criterion, Council has a duty of care to residents to replace pathways at the end of useful life. Please refer to the Roads Asset Management Plan for additional information regarding life-cycle costing for existing pathway infrastructure.

7. Funding Sources and Implementation of PAMP

7.1 Capital Works and Renewals

Council has an annual pathways budget of approximately \$200k for active transport which includes all related pedestrian and cyclist infrastructure across the region:

- Footpaths
- Shared paths
- Pedestrian bridges
- Ramps
- Refuges, and
- Related infrastructure.

This budget needs to include both network expansion and rehabilitation of aged network.

Council is able to apply for grants for the completion of additional infrastructure. Annually 50:50 funding is applied for from RMS which includes funding for shared paths and pedestrian crossings, refuges and kerb ramps, but not footpaths. Priority is for filling gaps and improving access for vulnerable pathway users on commuter pathways.

In addition to capital funding, Council have a pathways maintenance budget of approximately \$70k per year. This budget is used for small pathway replacements, grinding of trip hazards, cleaning and clearing and the installation of pram ramps.

This draft PAMP includes proposed projects, their cost and prioritisation. Future revisions of the PAMP will include a proposed ten-year expenditure plan for allocated Council funding.

7.2 Pathway Provided in Conjunction with New Developments

Council can require as a condition of development for new development the construction of new pathways. In determining any conditions of consent in relation to footpaths an assessment will be undertaken in accordance with the requirements of the Development Control Plan and Section 79c assessment undertaken in accordance with the Environmental Planning and Assessment Act 1979. In addition, due regard will be undertaken of the requirements of the PAMP. The construction of pathways will be required to comply with relevant Australia Standards.

8. Supporting a Culture of Walking and Cycling

In accordance with NSW Government guidelines, Councils must encourage walking and cycling as a form of transportation within the community, as well as a fitness and leisure activity. As such expenditure, including the grants for which Council can apply for, prioritise projects that address commuter walking/cycling needs.

Through improvements in pathways infrastructure within the region, Council is increasing the length and reach of the pathways network, and increasing the number of people who walk and cycle to commute or for exercise and leisure. To complement the network expansion, Council intends to include a behavioural campaign in an upcoming issue of its Community News brochure when launching the PAMP. This campaign will summarise the PAMP, note the benefits to the community of cycling, encourage motorists to be accommodating of those using active transport modes. The campaign will also draw attention to the existing Gulgong walking and cycling route maps, the Cycle Mudgee Region cycling route guide, as well as noting future dates for the completion of walking and cycling route guides for Mudgee, Rylstone and Kandos.

8.1 Behavioural Campaign

In accordance with Active Transportation, commuter walking within a 2km radius of destinations, and commuter cycling within a 5km radius of destination will be targeted in an educational campaign to support the launch of the PAMP. This behavioural campaign will be targeted at both motorists (to understand the need to accommodate all pedestrians and cyclists) and at the community to understand the benefits of using active transport for commuting and for fitness and leisure. These benefits, as outlined in the Mudgee Bike Plan, are well documented in national and international studies:

- Health benefits
 - Walking and cycling increases physical activity, improving individual health, and has been shown to reduce the risk of cardiovascular disease, high blood pressure, type-2 diabetes, excess weight, obesity and several cancers;
 - Physical activity can help to improve mental health by reducing anxiety and depression through physical activity and social interaction;
 - Cycling can be an important form of transport that maintains mobility for seniors; and
 - Improved individual health through cycling reduces costs to the health system.
- Social equity
 - Increased independence, health and fitness, particularly for school children;
 - Increased opportunities to explore and experience Mudgee and its surrounding landscapes;
 - Enjoyment as a recreational activity, individually or with family and friends;
 - Cycling provides a socially equitable, low-cost and healthy form of transport;
 - Cycling provides low-cost transport access for young people, older people, and for those without a driving license or access to a car; and

- Bicycle and shared paths can be easily used by disabled persons and mobility impaired persons improving independence.
- Economic benefits for the cyclist
 - Cycles are relatively cheap to purchase compared to owning a motor vehicle;
 - Cycles are more adaptable to changes such as fuel shortages and price increases;
 - Bicycle parking is free within the Mid-Western Regional Council LGA, and is often more accessible and convenient than car parking; and
 - The running costs of cycling are low when compared to the high costs of running a motor vehicle.
- Economic benefits for the community. Potential benefits are achieved through reducing the number of trips made by motor vehicles, including:
 - Reduced demand for construction and maintenance of roads;
 - Fewer car parking facilities required - freeing up roadway for all users;
 - Bicycles require significantly less space for parking - up to ten bikes can be stored in the space needed for one car; and
 - Many cycle businesses are locally owned, returning money to the community.
- Environmental benefits
 - Cycling helps reduce congestion and makes roads safer for all users;
 - Cycling doesn't use fossil fuels and produces no air pollution and minimal noise and dust pollution; and
 - Cycles take up less room than cars - more room for trees, grass, walkways and landscaping.

8.2 Promotion of Pedestrian and Cycling Routes

A free walking and cycling route map for Gulgong was created as a component of the Mid-Western Live Smart project funded by the Australian Government's Healthy Communities initiative. The map was created through public consultation with Community Health, Gulgong residents and a qualified fitness trainer to provide a cost free option for exercise within Gulgong.

The primary aim of the map was to promote the benefits of cycling and walking for health, exercise that is free and accessible to all residents. Various walking and cycling routes around Gulgong were determined and graded for difficulty with a self-guided fitness circuit devised around Billy Dunn Oval which incorporated existing fitness equipment and fixtures around the oval. Fold-out pocket maps were printed for the public and complementary signage was installed. See Figure 8.1 for a copy of this map.

FIGURE 8.1: GULGONG WALKING AND BIKE TRAILS MAP



GULGONG Fitness Circuit

Self Guided Exercise - Billy Dunn Oval (entrance via Nandoura St)

This fitness circuit is designed to be used at your own pace - starting at Station 1, follow the signs around the oval finishing your circuit at the fixed exercise equipment at station 9.

You can follow the beginner circuit or choose more difficult exercises from the moderate/advanced section as you gain more fitness and confidence.

BEGINNER - LEVEL 1 APPROX. TIME 45 MINS - 1 HR

WARM UP Slow walk to brisk walk around the oval to station 1 (5mins)

BETWEEN STATIONS Walk, jog, skip or side step from station to station

STATION 1 squats 3 SETS OF 15
Keep back straight, bend knees to squat as low as you can. Rise from squat.

STATION 2 light push up 3 SETS OF 15
Lean against light pole with arms straight. Bend arms to lower chest towards pole. Push back up.

STATION 3 Lunges 3 SETS OF 15
Alternate legs between sets
Bend front knee and lower back knee towards ground. Hold then push back up.

STATION 4 Arm circles 4 SETS OF 20
Arms out straight, rotate clockwise then anti clockwise

STATION 5 High Knees 3 SETS OF 12
Raise arms in front for balance, raise one knee up high then lower. Repeat alternating knees.

STATION 6 Fence tricep dip bent knee 3 SETS OF 15
Lean against fence, supporting with arms straight next to hips, bend elbows and knees, lower and raise bottom. Keep back straight.

STATION 7 Side leg swing 3 SETS OF 20
Stand with arms out in front, knees slightly bent. (Hold onto fence if needed). Raise one leg to side then swing back slightly crossing in front of body.

STATION 8 Step ups 3 SETS OF 20
Arms out in front, step up onto log and back down with same leg. Alternate legs with sets.

STATION 9 Fixed Exercise Equipment (see instructions on equipment)
2-3 mins on each piece of equipment

COOL DOWN Slow walk to brisk walk around the oval (5mins) + STRETCHES Spend 5-10 minutes cooling down with the below stretches

Hip flexor stretch, Calf stretch, Hamstring stretch, Quad stretch, Back stretch, Shoulder stretch, Arm circles, Shoulder rolls, Neck stretch

QUICK GUIDE TO USING THE CIRCUIT

- 1 CHOOSE YOUR LEVEL
- 2 WARM UP
- 3 COMPLETE STATIONS 1-9
- 4 COOL DOWN + STRETCH

MODERATE / ADVANCED - LEVEL 2 APPROX. TIME 45 MINS - 1 HR

WARM UP Brisk walk to slow jog around the oval to station 1 (5mins)

BETWEEN STATIONS Jog, skip, run with knees up or sprint from station to station

STATION 1 Squat Jumps 3-4 SETS OF 20
Bend knees into squat jump to rise out of squat.

STATION 2 Double step incline push up 3-4 SETS OF 20
Lean against fence with arms straight. Bend arms to lower chest towards fence. Stop half way hold for 2, stop at bottom hold for 2 then push back up.

STATION 3 Alternating lunges 3 SETS OF 15
Alternate legs within set
Bend front knee and lower back knee towards ground. Hold, then push back up. Alternate legs.

STATION 4 Burpees 3 SETS OF 15
Stand with feet apart, bend knees and lower into squat position, lean forwards put hands on ground. Kick legs back and in again quickly, return to standing.

STATION 5 Single leg tricep dip 4 SETS OF 20
Sitting on cement block, arms supporting you at your sides, raise one leg straight out in front, slide bottom forward and bend at elbows to lower and raise bottom off seat.

STATION 6 Single leg dead leg lift 4 SETS OF 20
Arms out in front, bend knees, raise one leg behind, lean forward and reach arms towards ground.

STATION 7 Stick ups 3 SETS OF 50
Raise arms into stick up position, lower arms and squeeze in shoulder blades.

STATION 8 Step up + Jump 4 SETS OF 20
Arms out in front, step up onto log, bring other leg to hip height, jump then step back down. Alternate legs with sets.

STATION 9 Fixed Exercise Equipment (see instructions on equipment)
4-5 mins on each piece of equipment

CAUTION
Always warm up and cool down before and after any exercise session to prevent injury.
If you haven't exercised in a while or have a health condition, it is recommended you see a doctor prior to embarking on any new fitness program.
Be aware of hazards and ensure any future is secure before using it to carry out an exercise.

I'm part of a Healthy Community

The need to create similar maps for Mudgee, Rylstone and Gulgong, with an emphasis on commuter routes as well as fitness loops, has been identified, and the cost of producing these maps is included as a PAMP project.

As noted in the Mudgee Bike Plan, Council also supported and funded the printing of a local Cycle Mudgee Region Guide which includes 20 cycling routes. The routes vary in distance between 9.8km and 76.4km and start in Mudgee, Gulgong or Rylstone, including routes which encompass Lue, Ulan, Cooyal, Kandos and Windeyer. The routes were compiled by a group of local, experienced cyclists and the booklet has been used extensively by locals and tourists, including those attending the annual Bike Muster at AREC (held each year over the Easter Long Weekend in Mudgee). A copy of the booklet can be found at the following location:

http://www.bikemuster.com/docs/Cycle_Mudgee_Region_Booklet.pdf

9. Monitoring Program

The following monitoring program is proposed in association with the PAMP:

- Pathways are inspected every four years to establish condition and to amend works prioritisation as required
- That all pathways be inspected in the next round, including new Mudgee pathways and parks / reserve pathways within Mudgee
- That Council address and look for any non-conformances in developer footpaths before they are handed over to Council, in particular missing expansion materials, edge drop-offs, non-compliant ramps, poorly aligned ramps
- Council update this PAMP every two years to take into account any changing in the level of funding provided, any changes in the network determined by inspections and any community concerns that have been raised that may draw attention to new or previously unrecognised network issues

10. Recommendation for Future Studies

This PAMP draws information from four important studies:

- Mudgee Bike Plan 2008
- Pathways Strategic Plan 2010
- Mudgee Township Traffic Management Study 2014
- Draft Roads Asset Management Plan 2014

It is recommended that over the next two years, before the next revision of the PAMP, that a new Bike Plan be undertaken that encompasses the entire region, including inter-town connections. This would then allow a comprehensive PAMP and Cycle Plan to be issued as one document addressing Active Transport within our region. While Council has no cycle-only pathways, just shared pedestrian/cycle pathways, this document would also include on-road cycle paths and bicycle facilities. In particular, the new mountain bike track in the common should be included in the study as well as other off-road cycling areas supported in the public surveys, including the rail trail from Gulgong → Mudgee → Lue → Rylstone → Kandos.

It is also recommended that over the next two years the Pathways Strategic Plan be updated to drive the proposed PAMP and Cycle Plan. This plan is considered to be outdated, particularly with regards to new subdivisions within Mudgee and as priorities have changed.

Appendix A – Pedestrian Crash Data

The table below provides details of all the reported crashes including pedestrians from 2005 to 2014 inclusive. No crash clusters were identified in the data.

CRASH NO	RUM	DATE	DAY	TIME	ROAD	LOCATION	LOC TYPE	ALIGNMENT	WEATEHR	SURFACE CONDITION	SPEED LIMIT	NO. OF TUS	INFO	DEGREE OF CRASH	KILLED	INJURED	FACTORS
E24964285	6	11/03/05	Fri	14:00	Market Street	50m W Lewis St	2wy	Str	Fine	Dry	50	2	Car F59 N In Market St, 5km/Hr Other Reversing. Ped F53 Market St, Ped Not On Carriageway	I	0	1	
E24189319	4	25/05/05	Wed	14:15	Belmore Street	At Homer St	Tjn	Str	Fine	Dry	50	2	Car M81 S In Homer Street 20km/Hr Proceeding In Lane. Ped F17 S In Belmore St Walking With Traffic	I	0	1	
E45472402	9	8/06/05	Wed	9:30	Louee St	Unknown	2wy	Str	Fine	Dry	50	2	Car F81 S In Louee Street 50km/Hr Other Forward. Ped F78 Louee Street, Other Ped Manoeuvre	I	0	2	
E25834055	2	1/08/05	Mon	8:30	Gladstone Street	6m W Castlereagh Hwy	Xjn	Str	Fine	Dry	50	3	Car M34 S In Castlereagh Hwy 15km/Hr Turning Right. 2 X Ped F16 S In Castlereagh Hwy Walking Across Carriageway	I	0	2	
E26026037	0	2/03/06	Thu	8:57	Castlereagh Hwy	At Church Street	Rdb	Str	O/C	Dry	50	2	Car M20 E In Castlereagh Unk Proceeding In Lane, Ped F61 S In Castlereagh, Walking Across Carriageway	I	0	1	
E27559330	3	31/08/06	Thu	2:12	Cox St	60m S Horatio Street	2wy	Str	O/C	Dry	50	2	Wag M18 S In Cox St 10km/H Proceeding In Lane, Ped F36 Cox Street Standing On Carriageway	I	0	1	

CRASH NO	RUM	DATE	DAY	TIME	ROAD	LOCATION	LOC TYPE	ALIGNMENT	WEATEHR	SURFACE CONDITION	SPEED LIMIT	NO. OF TUS	INFO	DEGREE OF CRASH	KILLED	INJURED	FACTORS
E28989768	9	11/12/06	Mon	8:50	Mortimer Street	106m W Church St	2wy	Str	Fine	Dry	50	2	Van F40 N In Mortimer St 5km/Hr Reverse Parking, Ped F96 Mortimer Street Walking Across Carriageway	F	1	0	
E29771505	0	1/03/07	Thu	7:20	Market Street	50m E Church St	2wy	Str	Fine	Wet	50	2	Car M40 E In Market St, 20km/Hr Proceeding In Lane. Ped M69 Market Street, Walking Across Carriageway	I	0	1	
E111809895	7	12/04/07	Thu	15:00	Byron Place	100m E Perry St	2wy	Str	Fine	Dry	50	2	Car M33 S In Byron Place, 2km/Hr Forward From Drive. Ped F13 W In Byron Place, Ped Not On Carriageway	I	0	1	
E32525978	0	10/11/07	Sat	16:45	Herbert Street	At Mayne Street	Xjn	Str	Fine	Dry	50	2	Trk M38 W In Mayne Street, 2km/Hr Proceeding In Lane, Ped M79 Walking Across Carriageway	I	0	1	
E33735052	0	8/06/08	Sun	0:25	Church Street	100m N Mortimer St	2wy	Str	Fine	Dry	50	2	Car F43 N Church Street 30km/Hr Proceeding In Lane, M41 E In Church Street Walking Across Carriageway	I	0	1	
E157690293	2	25/09/08	Thu	19:00	Bayly Street	At Herbert St	Xjn	Str	Fine	Dry	50	2	Car M37 N In Herbert St, 15km/Hr Turning Right. Ped F62 N In Bayly Street Walking Across Carriageway	I	0	1	
E38290421	2	6/08/09	Thu	16:40	Church Street	60m N Mortimer St	2wy	Str	Fine	Dry	50	2	Car M32 N In Church St, Unk Proceeding In Lane. Ped Fu W In Church St Running Across Carriageway	I	0	1	
E43270145	0	5/01/11	Wed	15:50	Cainbil St	30m N Lynne St	2wy	Str	Rain	Wet	50	2	Ute Mu N In Cainbil St, Ukm/Hr Proceeding In Lane. Toy F7 E In Cainbill St, In/On Toy Vehicle	I	0	1	

CRASH NO	RUM	DATE	DAY	TIME	ROAD	LOCATION	LOC TYPE	ALIGNMENT	WEATEHR	SURFACE CONDITION	SPEED LIMIT	NO. OF TUS	INFO	DEGREE OF CRASH	KILLED	INJURED	FACTORS
E43408703	0	12/01/11	Wed	16:45	Cox St	At Gladstone St	Xjn	Str	O/C	Wet	50	2	Van M63 E In Gladstone St 50km/Hr Proceeding In Lane. Ped F89 S In Gladstone St, Walking Across Carriageway	I	0	1	
E44988442	0	9/05/11	Mon	15:05	Market Street	25m W Perry St	2wy	Str	Fine	Dry	50	2	Car M63 S In Market St 5km/Hr Pulling Out. Ped F69 S In Market St Walking Across Carriageway	I	0	1	
E48362484	0	5/11/11	Sat	22:44	Ulan Road	100m N Lue Rd	2wy	Str	Fine	Dry	80	2	Trk M57 S In Ulan Road 60km/Hr Proceeding In Lane. Ped M18 W In Ulan Road Walking Across Carriageway	I	0	1	
E48893539	7	11/05/12	Fri	14:30	Mortimer Street	20m E Church St	2wy	Str	Fine	Dry	50	2	Van M58 S In Mortimer, 10km Fwd From Drive. Struck Ped F67 W In Mortimer St, Ped Not On Carriageway	I	0	1	
E46401240	2	1/1///2011	Fri	0:25	White Street	15m N Robinson St	2wy	Str	Fine	Dry	50	2	Ute M22 N In White St, Ukm/Hr Proceeding In Lane. Ped M30 W In White St Walking Across Carriageway	I	0	1	

Appendix B – Consultation

B1 – BLANK SURVEYS

The following two items are attached:

- Survey flyer which was available online, emailed out, available with paper surveys and posted out with targeted surveys
- Community questionnaire available online and in paper format at all Council offices and libraries

The specific schools, aged care facility and medical facility questionnaires are variations of the community questionnaire.

Connecting Our Region

Mid-Western Regional Council is developing a

Pedestrian Access and Mobility Plan (PAMP)

to improve pedestrian safety, mobility and access to local shops, community facilities, schools and neighbourhoods.

SURVEY now available at all libraries, Council offices and online.

Survey closes 17 October 2014.



■ ■ ■ ■ ■ TOWARDS 2030



Pedestrian Access and Mobility Plan

Connecting Our Region

Mid-Western Regional Council is preparing a Pedestrian Access and Mobility Plan (PAMP) to improve the safety, convenience and connectivity of our region's busiest pedestrian areas.

The PAMP area focuses on Gulgong, Kandos, Mudgee and Rylstone, and also includes villages across the region.

The PAMP will provide the framework for developing pedestrian routes and infrastructure to cater for the needs of all pedestrians; including older persons, people with mobility or visual impairments, school children and cyclists.

The PAMP will identify gaps and other issues with our existing pedestrian networks, along with identifying suitable locations for future network expansion.

To have your say, please complete a PAMP survey - available now on Council's Facebook page, at www.midwestern.nsw.gov.au, or in hardcopy from any Council office or Library.

Alternatively, written responses can be handed in at any Council office, emailed to council@midwestern.nsw.gov.au or posted to:

PAMP Community Feedback
Mid-Western Regional Council
PO Box 156
Mudgee NSW 2850

Responses and feedback must be returned to Council no later than **Friday 17th October 2014** for inclusion in the PAMP.

The draft PAMP is expected to be completed in early 2015 and will be placed on public exhibition for feedback for a period of four weeks.

■ ■ ■ ■ ■ TOWARDS 2030

2



2014 Pedestrian Access and Mobility Plan (PAMP) - Community Survey

Mid-Western Regional Council is preparing a Pedestrian Access and Mobility Plan (PAMP) to improve the safety, convenience and connectivity of our region's busiest pedestrian areas. The PAMP area focuses on Gulgong, Kandos, Mudgee and Rylstone, and also includes villages across our region. The PAMP will identify gaps and other issues within our existing pedestrian networks, along with identifying suitable locations for future network expansion. The PAMP will cater for the needs of all pedestrians; including older persons, people with mobility or visual impairments, young children, tourists, cyclists and recreational pedestrians.

To have your say please complete an online survey available at www.midwestern.nsw.gov.au or on Council's Facebook page. Alternatively, please complete this paper survey and leave it at any Council Office or Library, email it to council@midwestern.nsw.gov.au or post it to PAMP Community Feedback, Mid-Western Regional Council, PO Box 156, MUDGEES NSW 2850. Closing date is **17 October 2014**.

1 GENERAL INFORMATION

1-1	What is your age?	<input type="checkbox"/> 12 and under <input type="checkbox"/> 13-18	<input type="checkbox"/> 19-24 <input type="checkbox"/> 25-54	<input type="checkbox"/> 55-69 <input type="checkbox"/> Over 70
1-2	What is your gender?	<input type="checkbox"/> male	<input type="checkbox"/> female	
1-3	Please select the town that you live in. For rural residents (or frequent visitors), please select the town/village that you would like to comment on in this survey.	<input type="checkbox"/> Gulgong <input type="checkbox"/> Kandos <input type="checkbox"/> Village, please specify:	<input type="checkbox"/> Mudgee <input type="checkbox"/> Rylstone	
1-4	Do you, or does anyone in your primary care, use any of the following? Please check all that apply.	<input type="checkbox"/> Walking stick/frame <input type="checkbox"/> Wheelchair <input type="checkbox"/> Mobility scooter <input type="checkbox"/> Guide dog or walking cane <input type="checkbox"/> Guide/carer (other than parents of small children)	<input type="checkbox"/> Skateboard, rollerblades, rollerskates or recreational scooter <input type="checkbox"/> Bicycle <input type="checkbox"/> Pram <input type="checkbox"/> Shopping trolley bag <input type="checkbox"/> None of the above	

2 PATHWAY USAGE AND ROUTE DEFINITION

2-1 Which of the following statements best describes you?

I walk/navigate or ride on the footpath at least two times per week as part of my daily exercise

I walk/navigate the footpath to get to work, school, sport, social events, or the shops

I prefer to ride a bicycle or recreational scooter to get to work, school, sport, social events, or the shops

I don't have time or I am not able to walk/navigate or ride on the footpath network to get to work, school, sport, social events or the shops

I prefer to drive (or be a passenger in a car/bus/taxi) to get to work, school, sport, social events or the shops

2-2	How often do you walk/navigate or ride over 1km on the pedestrian network?		Every day	More than twice per week	Less than once per week	Not often
	For exercise or leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For commuting to work, school, social events, or shops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2-3	Do you have access to a motor vehicle?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
2-4	If you use pedestrian networks, please note the destinations that you walk/navigate or ride to, and the routes (streets) that you take to get there. Please be as specific as possible to assist Council in understanding your pedestrian movements. For example, if you walk to Lawson Park from Mulgoa Way you might write "Lawson Park via Mulgoa/Mortimer/Lawson Streets". Please attach additional paper if required.					
	Reason	Destination/s	Route/s (street names) used			
	Recreation (leisure or fitness loop with no destination)					
	Access to recreational facility, sports field or park (please note which one/s)					
	Access to CBD (local shops, facilities and amenities)					
	Access to a neighbourhood store (please note which one/s)					
	Commuting to/from work or school					
	Commuting to / from bus stop					
	Access to medical facilities outside the CBD (please note which one/s)					

Reason	Destination/s	Route/s (street names) used
Visiting friends or family		
Access to Church or Club outside CBD (please note which one/s)		
Other, please specify:		

2-5 At what times do you use pathways? Please select all that apply.

	Weekdays	Weekends
Morning (before 10am)	<input type="checkbox"/>	<input type="checkbox"/>
Late morning (10am to 12 noon)	<input type="checkbox"/>	<input type="checkbox"/>
Lunch time (12 noon to 2pm)	<input type="checkbox"/>	<input type="checkbox"/>
Afternoon (2pm to 4.30pm)	<input type="checkbox"/>	<input type="checkbox"/>
Afternoon peak (4.30pm to 6.30pm)	<input type="checkbox"/>	<input type="checkbox"/>
Evening (after 6.30pm)	<input type="checkbox"/>	<input type="checkbox"/>

3 SATISFACTION

3-1 How would you rate your satisfaction with the footpath network in terms of:

	Not at all satisfied	Somewhat satisfied	Satisfied	Very satisfied
Pleasantness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Convenience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design (widths, ramps, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extent of network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3-2 If you find the pathways network unsatisfactory, please note the main factors contributing to your dissatisfaction:

4 BARRIERS TO PATHWAY USAGE

4-1 Please select any reasons that discourage you from using the footpaths and pedestrian networks more often. Please select all that apply.

<input type="checkbox"/> The paths are too steep/hilly	<input type="checkbox"/> There are too many other people using the footpath
<input type="checkbox"/> The road has no marked or dedicated footpath	<input type="checkbox"/> Lack of safe pedestrian crossings at busy roads
<input type="checkbox"/> The paths I use are poorly maintained	<input type="checkbox"/> Distance is too long to walk
<input type="checkbox"/> The paths I use are poorly designed	<input type="checkbox"/> Aggressive animals (magpies, dogs)
<input type="checkbox"/> I feel uncomfortable / unsafe walking along the route	<input type="checkbox"/> Weather (too hot, too wet, etc)
<input type="checkbox"/> There is too much traffic along the roads	<input type="checkbox"/> Other, please specify:

4-2 If you encounter any of the following issues on the pathways network, please provide details and a location for each issue (please attach additional sheets if required):

Issue	Description / location
Uneven pathway and trip hazards	
Lack of kerb ramps or poor kerb ramp design	
Lack of safe crossing opportunities	
Overgrown pathway, or narrow pathway	
Pathway obstructions (eg trees, bins, etc)	
Missing sections of footpath	
Lack of tactile strips	
Lack of wheelchair accessible shops, buildings at destination	

<i>Issue</i>	<i>Description / location</i>		
Height of gutters			
Lack of pathway information (maps, etc)			
Insufficient lighting			
Maintenance and cleanliness of footpath			
Lack of amenities (benches, bike racks, etc)			
Personal safety / security concerns			
Other, please specify:			
4-3 In your opinion and experience, where are the most hazardous and unsafe locations for pathway users within the area? Please mention the street name, nearest cross street and your reason for concern.			
5 MOVING FORWARD			
5-1 Please indicate whether the following changes would make you more likely to use pathways for local trips, leisure or commuting:			
	<i>I would definitely use pathways more</i>	<i>I might use pathways more</i>	<i>It would make no difference</i>
Increased knowledge of pedestrian routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better quality footpaths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional road crossings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional pathways network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5-2 If you would like to see additional pathways constructed, please indicate the location/s:	
5-3 Is there anything else that would encourage you to walk more or to walk on a regular basis?	
6 GENERAL INFORMATION	
6-1 Please use this space to note any additional comments that you have regarding the pathways network (attach additional paper if required)	
7 CONTACT	
7-1 Your survey responses are treated anonymously. However, if you would you like to be kept updated about the progress of the PAMP, please provide us with your contact details to receive more information on the outcomes of this survey. Name: Email address: Telephone number:	

Thank you for your participation in our survey.

B2 – RESULTS

B2-1 – GENERAL SURVEY

Due to the number of responses to the general survey, the results have been summarised. Note each table includes the “N” or total number of respondents who answered that particular question.

■ General information

AGE N=207		
Age	Count	%
12 and under	0	0%
13-18	4	2%
19-24	7	3%
25-54	104	50%
55-69	52	25%
Over 70	40	19%

GENDER N=201		
Gender	Count	%
Female	127	63%
Male	73	36%
Female	127	63%

LOCATION N=207		
Town	Count	%
Mudgee	136	66%
Gulgong	46	22%
Kandos	8	4%
Rylstone	16	8%
Hargraves	1	0.5%

WALKING AIDS									
Walking stick / frame	Wheelchair	Mobility Scooter	Guide Dog / Walking Cane	Guide / Carer (not specified)	Skateboard, Scooter, Skates	Bicycle	Pram	Shopping Trolley Bag	None
33	10	14	6	11	48	104	43	23	45
19%	6%	8%	3%	6%	28%	60%	25%	13%	26%

USER TYPE N=205		
I walk/navigate or ride on the footpath at least two times per week as part of my daily exercise	81	39.5%
I walk/navigate the footpath to get to work, school, sport, social events, sport, or the shops	83	40.5%
I prefer to ride a bicycle or recreational scooter to get to work, school, sport, social events, sport, or the shops	18	8.8%
I do not have time or am not able to walk/navigate on the footpath to get to work, school, sport, social events, sport, or the shops	5	2.4%
I prefer to drive (or be a passenger in a car/bus/taxi) to get to work, school, sport, social events, sport, or the shops	18	8.8%

■ Usage

Type of Walking	WALKING OVER 1KM			
	Every day	< 2x per week	< 1x per week	Not often
Exercise N=179	47 (26%)	80 (45%)	31 (17%)	21 (12%)
Commuting N=148	34 (23%)	64 (43%)	21 (14%)	29 (20%)

ACCESS TO CAR
189

PREFERRED WALKING TIMES											
Weekday						Weekend					
Before 10am	10am – 12pm	12pm – 2pm	2pm – 4.30pm	4.30 – 6.30pm	After 6.30pm	Before 10am	10am – 12pm	12pm – 2pm	2pm – 4.30pm	4.30 – 6.30pm	After 6.30pm
141	79	56	87	95	61	91	91	54	71	73	46

■ Usage

SATISFACTION				
Aspect	Very Satisfied	Satisfied	Somewhat Satisfied	Not at all Satisfied
Pleasantness N=188	12 (6%)	75 (40%)	70 (37%)	31 (16%)
Convenience N=190	8 (4%)	58 (31%)	74 (39%)	50 (26%)
Design N=189	11 (6%)	59 (31%)	70 (37%)	49 (26%)
Safety N=191	7 (4%)	36 (19%)	72 (38%)	76 (40%)
Extent N=188	1 (1%)	30 (16%)	51 (27%)	106 (56%)

■ Pedestrian barriers and hazards

WHY DON'T RESPONDENTS USE PATHWAYS MORE											
Too steep / hilly	No footpath	Poorly maintained	Poorly designed	Safety	Too much road traffic	Too much pedestrian traffic	Lack of crossing points	Too far	Dogs or magpies	Weather	Other
12	106	64	32	46	38	7	65	11	34	17	14

The following tables refer to specific hazards outlined by PAMP survey respondents. Count refers to the number of individual applications that note the same hazard, and percentage refers to the percentage of respondents note that hazard within that township only (not across the entire survey).

SPECIFIC KANDOS HAZARDS		
Location	Count	%
Angus Avenue at butchers	2	12%
Crossing at IGA / butchers	2	12%
Dangar (at Jaques near schools)	2	12%
Fleming (at Jaques near schools)	2	12%
5 Dangar Street	1	6%
Angus Avenue	1	6%
Angus Avenue (chemist / radio to vehicle)	1	6%
Angus Avenue (Laundromat to Vinnies)	1	6%
Jaques Street (opposite school)	1	6%
Post office	1	6%

SPECIFIC RYLSTONE HAZARDS		
Location	Count	%
Bylong Valley Way hospital crossing	4	24%
Intersection Louee and Cudgegong	4	24%
Intersection Louee and Cox	3	18%
Intersection Cox and Mudgee	2	12%
Crossing at Primary School	1	6%
Dabee Street from Railway to Louee	1	6%
Dabee Street from Tongbong to Louee	1	6%
Entrance to showground	1	6%
Intersection Mudgee and Dabee	1	6%
Louee Street	1	6%
Louee Street at Westpac, News Agency	1	6%
Louee Street southern end	1	6%

SPECIFIC GULGONG HAZARDS		
Location	Count	%
Belmore Street (White to Herbert)	2	10%
CBD	2	10%
Herbert St	2	10%
Intersection - Medley and Mayne	2	10%
Lynne Street	2	10%
Medley Street	2	10%
Nandoura Street (Rouse to Mayne)	2	10%
Rouse Street (Wynella to Nandoura)	2	10%
81 Belmore Street	1	5%
Barney's Reef Road	1	5%
Bayly Street (Medley to Bulga)	1	5%
Bayly Street (Medley to Herbert)	1	5%
Belmore Street	1	5%
Cope Road	1	5%
Henry Lawson Drive	1	5%

MUDGEES HAZARDS		
Location	Count	%
Robertson Street	6	8%
Spring Road	5	6%
Bellevue Road	4	5%
Henry Bayly Drive	4	5%
Dewhurst Drive	3	4%
Lewis Street	3	4%
Lions Drive	3	4%
Cedar Avenue	2	3%
Church Street (Horatio to Inglis)	2	3%
Church Street near hospital	2	3%
Church Street south end	2	3%
Denison Street (western end)	2	3%

SPECIFIC GULGONG HAZARDS (cont.)		
Location	Count	%
Herbert Street (Bayly to Belmore)	1	5%
Herbert Street gutters	1	5%
Homer Street	1	5%
Intersection - Herbert and Belmore	1	5%
Lynne Street (Cainbil to Wynella)	1	5%
Mayne Street	1	5%
Mayne Street (east side of CBD towards Henry Lawson)	1	5%
Mayne Street near Medical centre	1	5%
Medley Street (Mayne to Queen)	1	5%
Queen Street	1	5%
Railway Street	1	5%
Robinson Street (white to Scully)	1	5%
Station Street	1	5%
White Street	1	5%
White Street (Lynne to Mayne)	1	5%

MUDGEES HAZARDS (cont.)		
Location	Count	%
Inglis Street (Church to existing nth side)	2	3%
Lawson Street (Mortimer to park)	2	3%
Oporto Road	2	3%
Sydney Road	2	3%
Ulan Road (to TAFE / AREC)	2	3%
Atkinson Street (Church to Douro)	1	1%
Banjo Patterson Drive	1	1%
Bawden Road	1	1%
Bruce Road	1	1%
Bumberra Place	1	1%
Burrundulla Avenue	1	1%
Byron Place (crossing behind RTA to Centrelink)	1	1%

MUDGEE HAZARDS (cont.)		
Location	Count	%
Carolina Crescent	1	1%
Court Street	1	1%
Court Street (link to Ped bridge)	1	1%
Cox Street (Market to Mortimer, east side)	1	1%
Denison Street (eastern end)	1	1%
Gladstone Street	1	1%
Gladstone Street (Perry to Church)	1	1%
Inglis Street (Bellevue to Douro)	1	1%
Madeira Road	1	1%
Madeira Road (Church to Douro)	1	1%
Market Street (Perry to Cox)	1	1%
Meares Street	1	1%
Mortimer Street (Bell to First St)	1	1%
Mortimer Street (Douro to Court)	1	1%
Mountain View Road	1	1%
Mulgoa Way	1	1%
Perry Street (south of Horatio)	1	1%
Redbank Road	1	1%
Short Street (Walkers Oval to Perry on street)	1	1%
Trefusis Avenue	1	1%
Waterworks Road (to Avisford Nature Reserve)	1	1%
White Circle	1	1%
Winbourne Avenue	1	1%
Intersection - Church and Horatio	3	4%
Intersection - Lewis and Mortimer (both xings)	3	4%
Intersection - Perry and Short	3	4%
Intersection - Inglis and Douro	2	3%
Intersection - Bellevue and Henry Bayly Drive	1	1%

MUDGEE HAZARDS (cont.)		
Location	Count	%
Intersection - Burrundulla / Denison / Cedar	1	1%
Intersection - Church and Inglis	1	1%
Intersection - Church and Meares	1	1%
Intersection - Cox and Mortimer	1	1%
Intersection - Douro and Horatio	1	1%
Intersection - Douro and Madeira	1	1%
Intersection - Douro and Mortimer	1	1%
Intersection - Douro and Short	1	1%
Intersection - Market and Perry	1	1%
Intersection - Mortimer and Mulgoa Way	1	1%
Intersection - Nicholson and Douro	1	1%
Crossing - Cudgegong River Bridge Ulan Road	9	11%
Crossing - Church Street at Mudgee Medical Centre	5	6%
Crossing - Ulan Road at Parklands	3	4%
Crossing - Church Street at Winning Post (Denison)	2	3%
Crossing - Douro from railway to Madeira	2	3%
Crossing - Horatio Street between Church and Lewis	1	1%
Crossing - Mudgee High School Horatio Street	1	1%
Crossing - Oporto Road at Madeira	1	1%
Crossing - Railway on Douro - no path	1	1%
Crossing - Ulan Road at Lawson Park	1	1%
Bellevue Shared Use Path	2	3%
Around Kanandah	1	1%
CBD - Church and Market	1	1%
Older parts of town	1	1%
Ulan Shared Use path near tunnel	1	1%

■ Moving forwards

WHAT WOULD MAKE ME USE PATHWAYS MORE			
Aspect	I Would Definitely Use Pathways More	I Might use Pathways More	It Would Make no Difference
Better knowledge N=156	58 (37%)	47 (30%)	51 (33%)
Better quality paths N=180	116 (64%)	46 (26%)	18 (10%)
More road crossings N=171	93 (54%)	42 (25%)	36 (21%)
More pathways N=181	148 (82%)	25 (14%)	8 (4%)

The following tables outline future path locations proposed by PAMP survey respondents. Count refers to the number of individual applications that support a particular path, and percentage refers to the percentage of respondents who support that location within that township only (not across the entire survey).

KANDOS NEW PATHWAY REQUESTS		
Location	Count	%
Dangar Street	2	20%
Fleming Street	1	10%
Pathway extended to Charbon and Clandulla	1	10%

RYLSTONE NEW PATHWAY REQUESTS		
Location	Count	%
Rylstone - Dabee Street (Mudgee to Louee Sth side)	6	60%
Rylstone - Mudgee Street (north end)	2	20%
Rylstone - Ilford Road (Mudgee to Hospital)	2	20%

GULGONG NEW PATHWAY REQUESTS		
Location	Count	%
Lynne Street	5	21%
Rouse Street	5	21%
Bulga Street	4	17%
Medley Street (Lynne to north)	3	13%
Nandoura Street	3	13%
White Street	3	13%
Bayly Street (Herbert to White)	2	8%
Caledonian Street	2	8%
Herbert Street (existing to Cemetery path)	2	8%
Homer Street	2	8%
Mayne Street	2	8%
Station Street	2	8%
Tallawang Road (Mayne St to Wynella St)	2	8%
Bayly Street (western end)	1	4%

GULGONG NEW PATHWAY REQUESTS (cont.)		
Location	Count	%
Bayly Street (White to Bowman St)	1	4%
Belmore Street (Homer to existing)	1	4%
Belmore Street (White to Herbert)	1	4%
Fisher Street	1	4%
Herbert St (Lynne to north)	1	4%
Medley Street (Mayne south to Park)	1	4%
Medley Street (Mayne to Robinson)	1	4%
Railway Street	1	4%
Wenonah Street (Cooyal St to Flirtation Hill)	1	4%
Worobil Street	1	4%
Wynella Street	1	4%
To sporting locations and clubs	2	8%
To schools	1	4%
Anzac Park western side to link with Memorial Hall	1	4%

MUDGEES NEW PATHWAY REQUESTS		
Location	Count	%
Robertson Street	18	20%
Lions Drive	9	10%
Market Street (Putta Bucca to existing)	9	10%
Spring Road	9	10%
Offroad - to Putta Bucca Wetlands from Glen Willow	9	10%
Bellevue Road	8	9%
Henry Bayly Drive	8	9%
Madeira Road	8	9%
Putta Bucca Road (all around)	8	9%
Church Street	7	8%
Lawson Street (Mortimer to park)	6	7%
Oporto Road	6	7%
Ulan Road (to TAFE / AREC)	6	7%
Sydney Road	5	6%
Cox Street	4	5%
Denison Street (western end)	4	5%
Denison Street (eastern end)	4	5%
Dewhurst Drive	4	5%
Henry Lawson Drive	4	5%
Inglis Street (Bellevue to Douro)	4	5%
Putta Bucca Road (Wetlands to Market)	4	5%
Flirtation Hill	3	3%
Gladstone Street	3	3%
Mulgoa Way	3	3%
Redbank Road	3	3%
Offroad - support of rail trail	3	3%
Offroad - Bellevue path extend to Fairydale Lane	3	3%
Offroad – Common	3	3%
Offroad - to Avisford Nature Reserve	3	3%
Bell Street	2	2%
Bruce Road	2	2%
Cedar Avenue	2	2%
Court Street	2	2%

MUDGEES NEW PATHWAY REQUESTS (cont.)		
Location	Count	%
Court Street (link to Ped bridge)	2	2%
Lawson Street	2	2%
Lewis Street (short to market?)	2	2%
Mortimer Street (west end)	2	2%
Norman Road	2	2%
Short Street (western end)	2	2%
Short Street along Lawson Park	2	2%
Waterworks Road (to Avisford Nature Reserve)	2	2%
Offroad -Putta Bucca Wetlands to Putta Bucca Road	2	2%
Bawden Road	1	1%
Bumberra Place	1	1%
Byron Place (entrance to Centrelink)	1	1%
Carolina Crescent	1	1%
Castlereagh Highway (Market to Saleyards Or Hill E R)	1	1%
Douro Street (Lovejoy to short)	1	1%
Fairydale Lane	1	1%
George Street (Denison to Mortimer)	1	1%
Horatio Street (west of Douro)	1	1%
Inglis Street (Church to existing nth side)	1	1%
King Street	1	1%
Lue Road	1	1%
Marsfield Lane	1	1%
Melton Road	1	1%
Mountain View Road	1	1%
Robert Huddle Grove	1	1%
Rocky Waterhole Road	1	1%
Short Street (Walkers Oval to Perry on street)	1	1%
Short Street	1	1%
Winbourne Avenue	1	1%
Offroad - Cudgegong river	1	1%
South Mudgee circuit	1	1%
<i>Cycle lanes (not part of this survey, but noted)</i>	8	9%

GENERAL	KNOWN PATHWAY ISSUES														
	Uneven path / trip hazards	No / poor kerb ramps	Unsafe crossing	Narrow or o/grown path	Obstructions, eg bins	Missing path	No tactile strips	High gutters	Lack of pathway information	Insufficient lighting	Maintenance / cleanliness	Lack of amenities eg bench	Safety concerns	Other	Most hazardous and unsafe locations
Bylong Upper Public School															
Hargraves Public School			Unsafe crossing on bridge												Bridge over Louisa Creek
Gulgong High School			Belmore Street in front of high school			Stott Street Nandoura Street Belmore Street				South Medley Street past Centennial heading South			Corner of Mayne and Medley very hard to see around corner		Crossing the road at the finish of the school day Belmore Street High School Area Belmore / Stott Street area
Wollar Public School			No marked crossings anywhere in Wollar				None								No marked crossings for children to cross the road to get to school. High traffic road - Barigan Road Lots of mine traffic
Mudgee High School	Corner George and Mortimer = serious dip in pathway No pathways Cedar Ave, kids walk on road Library side of MHS Horatio Street = uneven path for bikes, walking, skateboards, etc	Corner of Burrundulla Avenue and Denison Street - road higher than gutter	Lack of crossing opportunities in Burrundulla Ave - needs speed hump Melton Road - very busy road to cross to bus stop Spring Road - very busy to cross Bellevue Road for all White Circle Occupants	Lawson Park Bridge needs railing or separate walking area for pedestrians - road very busy and bridge very narrow	Denison Street - Burrundulla Ave up - no pathways, lots of trees, kids have to walk on the road Bellevue Road - no pathway, road too narrow, kids have to walk on roads		Crossing Library side of high school for sight impaired students Between Mudgee PS and Mudgee HS Gladstone Street Roundabout required on all corners		Have not seen one? Signage required in all areas to indicate walking tracks	Library side - MHS crossing area Gym Side - MHS bus drop off area Bus side - MHS oval side Front of school - MHS lack of lighting for early morning excursion meeting points		Town library MHS undercover area for bus areas Suspension walking bridge required on Ulan Road to avoid walking on narrow bridge or road's edge Flashing lights and speed monitor required at all schools Lollipop person required on crossing Library side of MHS		Pines / showground lighting?	Spring Road (speeding, no paths) Melton Road (speeding no paths) Robertson Street (no paths, narrow)
Ulan Public Schools		No kerbing in or around school				No footpaths									

GENERAL	KNOWN PATHWAY ISSUES														
	Uneven path / trip hazards	No / poor kerb ramps	Unsafe crossing	Narrow or overgrown path	Obstructions, eg bins	Missing path	No tactile strips	High gutters	Lack of pathway information	Insufficient lighting	Maintenance / cleanliness	Lack of amenities eg bench	Safety concerns	Other	Most hazardous and unsafe locations
Mudgee Public School			Crossing at corner of Church and Denison could be improved												Crossing at Church and Denison Streets only issue mentioned this year
St Matthews Central School															Corner of Lewis and Market Street - too many cars and students

GENERAL	MOVING FORWARD						
	Better knowledge	Better quality paths	More road crossings	More pathways	Where would you like to see more pathways?	Anything else that would encourage you to use pathways more often?	Any other comments?
Bylong Upper Public School							
Hargraves Public School	It would make no difference	They might use pathways more	They might use pathways more	They might use pathways more	Over the Louisa Creek - access so pedestrians don't have to share the bridge with cars and trucks	Most students live too far from the school to walk. The few who live in the village have no pedestrian walkways, have to walk along road edges and cross over a bridge with no pedestrian access.	
Gulgong High School	They would definitely use pathways more	They would definitely use pathways more	They might use pathways more	They would definitely use pathways more			
Wollar Public School					Not pathways but a marked crossing would be good near the school	Students have no other option but to walk as they only live 50 yards away on the opposite side of the road to the school	
Mudgee High School	They would definitely use pathways more	They would definitely use pathways more	They would definitely use pathways more	They would definitely use pathways more	South Mudgee - Spring Road, Melton Road, Robinson Road	More bike racks around town and in front of shops with facility to lock bikes to Bike lanes on roads	The location of the skate park opposite the school leads to a lot of unsafe behaviour with young students from both primary and high school accessing it before and after school when traffic is at its worst around the schools students may continue riding scooters and skateboards along the footpaths and speed across the road because the skate park is in such a poor location. If it was at a greater distance from the high school and public school users would not get mixed up in the traffic congestion near the schools. The skate park also attracts unsavoury characters during school hours who sometimes interfere with the safety of students at school.

GENERAL		DESTINATIONS									BARRIERS TO FOOTPATH USAGE												
Facility	Recreation / Leisure	Access to rec. facility, sports field or park	Access to CBD	Access to a local store	Commuting to work	Commuting to/from bus stop	Access to medical facilities outside CBD	Visiting friends or family	Access to Church or Club outside CBD	Other (please specify)	Too steep / hilly	No footpath	Poorly maintained	Poorly designed	Safety	Too much road traffic	Too many ped traffic	Lack of crossing	Too far	Dogs or magpies	Weather	Other	Please specify other reasons
ADA Cottage	Angus Ave		Angus Ave - AGA, Charity shops, post office					Angus / Noyes Angus / Jacques			x	x	x					x			x		
Opal Mudjee Aged Care	Walking group - via Menchin St, left into Lang Street, down to dead end and back to facility. Also around block of Opal Mudjee	Would use if safe pathway and some seating - west end and Jubilee	Too far			Possible use from facility located on same block						x		x					x				
Pioneer House Aged Care													x	x	x			x	x			x	Open storm drain out front causes great difficulty
Wenonah Lodge			Mayne Street from Wenonah to shops or medical centre	Library via Mayne Street and Herbert Street			Medical centre via Mayne Street. MPS Gulgong off Mayne Street. Mudjee Medical Centre and Eyecare Plus in Church St		Bowling club = not footpath, only gravel 3 Churches in Bayly Street; 1 church in Medley Street				x	x	x								
Kanandah Hostel	Around the block	Sometimes walk to Robertson Park, down Douro St then back up Perry St and laneway next to Presbyterian Church					Mudjee Medical Centre and South Mudjee Surgery	Residents often taken for both walks, "walks" in wheelchairs and drives by family members	Different residents attend different churches	Resident outings to cafes, Club Mudjee, Bowling Club, Pubs, etc, usually involve some walking even if disabled taxi takes us the majority of the way		x	x		x			x	x		x		

GENERAL	PEDESTRIAN BARRIERS									
Facility	Uneven path / trip hazards	No / poor kerb ramps	Unsafe crossing	Narrow or o/grown path	Missing path	Lack of wheelchair accessible shops, etc	High gutters	Lack of amenities eg bench	Safety concerns	Most hazardous and unsafe locations
ADA Cottage		Angus Ave & Noyes St	In front of IGA, Angus Ave					Benches along Angus Ave	No ramp at post office	Nature / median strip in front of IGA Kandos, Angus Avenue. Not safe to cross the road to the charity shop
Opal Mudgee Aged Care		Roadway along west end sporting complex has rollback kerbs that are difficult for wheelchair and four wheel walker navigation. Menchin and Lang Streets access = nil			No pathways so residents and staff are required to walk on the road when leaving facility as grass verge too difficult for wheelchair and walkers to navigate.			Once paths installed, seats or benches will allow regular rests for walkers and areas to watch sports in west end complex		Corner of Menchin and Lang Streets due to need to cross intersection to get into Lang St to walk west for walking group. Vehicles often drive quickly when turning in to Menchin from Lang Street
Pioneer House Aged Care										Out front of facility (44 Douro Street) open stormwater drain is not only difficult for residents, but also visitors and staff. Need pedestrian crossings as roads are wide and residents and visitors often need more time to cross road.
Wenonah Lodge	Outside Wenonah Lodge (gravel between driveway and start of path on both sides), and sections of cracked pavement in front of Lodge. Mayne St numerous locations with photos but no address. 63 Mayne St. Hole adjacent to Telstra box towards town, 35 and 77 Mayne Street (crossfall on driveway).	Opposite Wenonah Lodge (Cnr Mayne Street and Wenonah). Poor kerb ramp design - too steep and trip hazards - need to take wheelchairs backwards. Other examples with no location showing narrow ramps and ramps that are too steep. Other locations eg front of CRT = no ramp and needs one. Cnr Mayne and Nandoura trip hazard with broken kerb and no ramp. Other locations with no ramp and dirt/grass between kerb and start of road surface	Unsafe at White and Mayne (no kerbs) Mayne and Nandoura St trip hazards	Photo examples shown of several locations on Mayne Street - one is at 67 Mayne St	Mayne Street at Scully Street intersection - large old electricity manhole and then no pavement from there to Scully Street. Other examples shown including grass/dirt at intersection between end of pavement and road surface.	No ramp access to both banks - Westpac and CBA and the NRMA	Mayne and Herbert intersection			Mayne Street at Scully Street - section where footpath stops, large uneven manhole cover and then grass to Scully street intersection. Hazardous for residents with walkers

GENERAL	PEDESTRIAN BARRIERS									
Facility	Uneven path / trip hazards	No / poor kerb ramps	Unsafe crossing	Narrow or o/grown path	Missing path	Lack of wheelchair accessible shops, etc	High gutters	Lack of amenities eg bench	Safety concerns	Most hazardous and unsafe locations
Kanandah Hostel	Sunken/lifted pavers in Douro Street in front of Kanandah. Corner near Club Mudgee has a lot of rough pavement. Path in front of S&S meets is over-sloped to the side. Corner near Workforce Design has rough sections. Mudgee Tile Centre corner and all pavement down Perry Street to the preschool has some poor sections of cracked and dropped pavers. Market Street side of Robertson Park has dropped/lifted pavers that have been shaved down to reduce the hazard, but it is still a significant trip hazard. Paths through Robertson Park - some dropped/ lifted sections, grates broken or unsuitable, gaps between pavers, one gravel section near Rotunda is rough, trip hazard stepping up on the concrete pavement from granite area around Rotunda, Pathway back to Kanandah past play equipment ends in sloped pavement that joins middle of the street (not corner) - walkers and wheelchairs have to be pushed along the road to the corner then across the road. Robertson Park to Kanandah via Douro Street - lifted section looked like a manhole, gap in pavement, poorly filled gap that has dropped		Intersection of Perry and Mortimer Street frequently used by residents, is busy (traffic) and does not have a pedestrian crossing marked		Multiple	Some shops have steps at entrance		Very few benches around the streets, even the parks could do with a few more seats and tables		We use pathways around Kanandah's block, and paths to and from Robertson Park, often cutting through the shortcut via the laneway next to the Presbyterian Church. Some residents shop at CBD. Various outings to cafes, clubs, and pubs also involve short walks from where taxi dropoff. Most residents are frail to varying degrees - some can walk unaided, most use walking frames with smallish wheels, many are pushed in wheelchairs, and some have "gophers". PLEASE NOTE that relatively small imperfections to the pavement can become major trip hazards A quick walk around on 16/10/2014 revealed that improvements have been made in recent years

Note: To fit information in, columns with no data were removed, and some comments abbreviated without loss of information.

GENERAL		MOVING FORWARD					
Facility	Better knowledge	Better quality paths	More road crossings	More pathways	Where would you like to see more pathways?	Anything else that would encourage you to use pathways more often?	Any other comments?
ADA Cottage	They might use pathways more	They would definitely use pathways more	They would definitely use pathways more	They would definitely use pathways more	IGA Kandos - Angus Avenue to cross the road safely to the St Vincent de Pauls. Corner of McDonald St and Angus Avenue (Old Butchers Corner)		
Opal Mudgee Aged Care				They would definitely use pathways more	The block around Opal Mudgee - Menchin Street / Denison Street / Lang Street plus pathway from Denison St along Menchin Street and Down Lang St for Walking access around west-end sporting complex	Intermittent seating for rests and to sit and enjoy surroundings	Opal Mudgee is a high care nursing home. Many residents are wheelchair bound or confined to water comfort chairs. Access to our community is restricted due to poor or no mobility. Staff and relatives provide some support to escort residents in taxis or cars to outings and shows on an occasional basis. Approximately 50% of our residents have been involved in a rostered walking group either in a wheelchair or using walking frames, however, many residents struggle to manage walking along the roadway due to the camber and are at risk of a fall; and, due to their slower pace, cannot move quickly off the roadway when vehicles approach. <i>Summary of Letter Provided</i> <ol style="list-style-type: none"> critical for residents to engage with community getting out and about increases quality of life Need to walk safely and to eg sit and watch sport, eat lunch under trees, etc footpath around block so don't have to cross roadways paths may stop children accessing sport fields through facility - many near misses bus stop outside but no path link unlikely to use links from facility to CBD
Pioneer House Aged Care		They would definitely use pathways more	They would definitely use pathways more			Good pedestrian pathways and pedestrian crossings	
Wenonah Lodge	They might use pathways more	They might use pathways more	They might use pathways more	They might use pathways more	Mayne Street at Scully Street Queen Street between Medley and Herbert St		
Kanandah Hostel	It would make no difference	They would definitely use pathways more	They would definitely use pathways more	It would make no difference			Some visitors to Kanandah have had significant injuries due to tripping on pavement around Kanandah in previous years I have noticed improvements to pavements over the last few years but more could be done.

B2-4 – MEDICAL FACILITIES SURVEY

GENERAL						COMMUTING BEHAVIOUR																				
Name	Patients/ Customers	Staff	Hours	Encourage	Bike Pkg	Walk		Walk with carer		Walking stick / frame		Push wheelchair		Electric wheelchair		Mobility scooter		Walking cane / guide dog		Bike / scooter		Bus		Vehicle		
						Cust	Staff	Cust	Staff	Cust	Staff	Cust	Staff	Cust	Staff	Cust	Staff	Cust	Staff	Cust	Staff	Cust	Staff	Cust	Staff	Cust
Kandos Rylstone Pharmacy	100 per day approx.	4	M-F: 9-5.30 Sat: 9-12		No	4%	100%			15%						1%									80%	
Gulgong Medical Centre	3500 total approx.	12	M-F: 8.30-5.30	Yes	No	176		50		20		10				12				2						
South Mudgee Surgery	130 per day approx.	13	M-F: 8.30-6 Sat: 8.30-12	Yes	Yes		100%	30%		20%		5%				2%		20%		2%		5%		90%		
Mudgee Medical Centre	26940 total	19	M-F: 8.30-6 Sat: 9-12	No	Yes - 3	Yes		Yes		Yes		Yes		Yes		Yes		Yes		2				Most	99%	

GENERAL		BARRIERS TO PATHWAY USAGE										
Name	Too steep / hilly	No footpath	Poorly maintained	Poorly designed	Safety	Too much road traffic	Too many ped traffic	Lack of crossing points	Too far	Dogs or magpies	Weather	Other
Kandos Rylstone Pharmacy			x		x						x	
Gulgong Medical Centre			x					x				
South Mudgee Surgery		x							x			
Mudgee Medical Centre	x					x			x		x	

GENERAL		KNOWN PATHWAY ISSUES														
Name	Uneven path / trip hazards	No / poor kerb ramps	Unsafe crossing	Narrow or obstructed path	Obstructions, or bins	Missing path	No tactile strips	Lack of wheelchair accessible shops at end	High gutters	Lack of pathway information	Insufficient lighting	Maintenance / cleanliness of path	Lack of amenities eg benches	Safety concerns	Other	Most hazardous and unsafe locations
Kandos Rylstone Pharmacy						Fleming Street										
Gulgong Medical Centre	Mayne from White to Nandoura							Mayne from White to Nandoura			Late evenings					
South Mudgee Surgery						Western end of Spring Road and full length of Robertson Street										Robertson Road - Madeira to Spring road most dangerous and unsafe. Heavy vehicle usage and major pedestrian / cyclist roadway.
Mudgee Medical Centre			Needs island crossing											Steepness of bridge path		1. Speed to traffic over the bridge - should be 40km/hr 2. Needs a crossing 3. Needs an island in the middle of the road

GENERAL		MOVING FORWARD					
Name	Better knowledge	Better quality paths	More road crossings	More pathways	Where would you like to see more pathways?	Anything else that would encourage you to use pathways more often?	Any other comments?
Kandos Rylstone Pharmacy	They might use pathways more	They would definitely use pathways more	They would definitely use pathways more	They might use pathways more	Fleming Street, Buchanan Street, Noyes Street, Dangar Street		
Gulgong Medical Centre	They would definitely use pathways more	They would definitely use pathways more	They would definitely use pathways more				
South Mudgee Surgery	They might use pathways more	They would definitely use pathways more	They would definitely use pathways more	They would definitely use pathways more	Robertson Street. Pathway from Spring Road to Lisbon Road on Oporto Road to connect to existing path.		Pathways start on one side of street, then you need to cross the road to continue on path on opposite side of street. This happens all over Mudgee.
Mudgee Medical Centre	It would make no difference	It would make no difference	They would definitely use pathways more	They might use pathways more			

Appendix C – Field Audits

C1 – AUDIT FORM

A copy of the audit form is attached. It is important to note that audit forms were created electronically with the following fields already populated for review:

- Town
- Location – street, from, to, side of road
- Length and width of asset, including gap if noted
- Pathway ID and construction date
- Crossing start and end

Forms were completed for each pathway asset, generally one street block or less if one block has several different widths, materials or ages. Information from completed forms was summarised and is presented in Section C2 of this appendix.

PATHWAYS AUDIT SHEET: TOWN**Location**

Street:	From:	To:
Side:	ID:	Date:
Length: m, Gap: m	Width: m	Const:

Pathway Dimensions and Condition

1	Vertical gradient – good / issues:
2	Crossfall – good / issues:
3	Vertical clearance – good / issues:
4	Width overgrown / narrow:
5	Obstructions – Y / N:
6	Gaps – Y / N:
7	Issues with barriers / grates / pits / drains:
8	Gutter height issues – Y / N:
9	Surface condition – new / excellent / good / fair / poor
	• Issues – large trip / small trip / debris / above / other:
10	Suitable for – able / mob impaired / small wheels / bikes / visually impaired / children / all
11	Condition rating – 1 / 2 / 3 / 4 / 5

Lighting

1	Path – Y / N / Partial:
2	Crossing – Y / N / Partial:

Fixtures

1	Types:
2	Design / colour contrast – good / poor
3	Location – good / poor
4	Disability issues – Y / N
5	Maintenance reqd – Y / N

Crossing 1 Information – START:

1	Type – no ramp / 1 ramp / 2 ramps / refuge / build out / zebra / school / other:
2	Tactiles – Y / N / P:
3	Signage – none / refuge / school / aged / other:
4	Linemarking – none / refuge / school / zebra / other:
5	Raised – Y / N:
6	Ramp 1 compliant – Y / N – Issues with width / gradient / lip / other: L / M / H
	Ramp 2 compliant – Y / N – Issues with width / gradient / lip / other: L / M / H
7	User groups: school / aged / commuters / exercisers / cyclists / other:
8	Level of service: L / M / H
9	Other crossing opportunities – Y / N:
10	Better design for this one – Y / N:

Crossing 2 Information – MID

1	Type – no ramp / 1 ramp / 2 ramps / refuge / build out / zebra / school / other:
2	Tactiles – Y / N / P:
3	Signage – none / refuge / school / aged / other:
4	Linemarking – none / refuge / school / zebra / other:
5	Raised – Y / N:
6	Ramp 1 compliant – Y / N – Issues with width / gradient / lip / other: L / M / H
	Ramp 2 compliant – Y / N – Issues with width / gradient / lip / other: L / M / H
7	User groups: school / aged / commuters / exercisers / cyclists / other:
8	Level of service: L / M / H
9	Other crossing opportunities – Y / N:
10	Better design for this one – Y / N:

Crossing 3 Information – MID

1	Type – no ramp / 1 ramp / 2 ramps / refuge / build out / zebra / school / other:
2	Tactiles – Y / N / P:
3	Signage – none / refuge / school / aged / other:
4	Linemarking – none / refuge / school / zebra / other:
5	Raised – Y / N:
6	Ramp 1 compliant – Y / N – Issues with width / gradient / lip / other: L / M / H
	Ramp 2 compliant – Y / N – Issues with width / gradient / lip / other: L / M / H
7	User groups: school / aged / commuters / exercisers / cyclists / other:
8	Level of service: L / M / H
9	Other crossing opportunities – Y / N:
10	Better design for this one – Y / N:

Crossing 4 Information – END:

1	Type – no ramp / 1 ramp / 2 ramps / refuge / build out / zebra / school / other:
2	Tactiles – Y / N / P:
3	Signage – none / refuge / school / aged / other:
4	Linemarking – none / refuge / school / zebra / other:
5	Raised – Y / N:
6	Ramp 1 compliant – Y / N – Issues with width / gradient / lip / other: L / M / H
	Ramp 2 compliant – Y / N – Issues with width / gradient / lip / other: L / M / H
7	User groups: school / aged / commuters / exercisers / cyclists / other:
8	Level of service: L / M / H
9	Other crossing opportunities – Y / N:
10	Better design for this one – Y / N:

C2 – SUMMARISED AUDIT FINDINGS

ID	LOCATION		PARAMETERS							ISSUES ¹																	
	New ID	Locality	Asset Search Description	Path Type	Path Location	Material	Cardinal Direction	Width m	Length m	Condition Rating	Vertical Clearance	Horizontal	Insufficient Width	Crossfall	Gradient	Gutter Height	Gaps	Debris	Small trips	Large trips	Cracked / Broken /	Surface Issues /	Grates / Pits	Requires Paint /	Poorly Placed	Poor / missing	Poor / missing
FP00082	Clandulla	Callaghan Street west - Canary St to Mead St		Footpath	Road reserve	Concrete	West	1.20	38.0	5																	
FP00550	Clandulla	Mead Street Reserve - Tennis Court to Public Toilet		Footpath	Park	Concrete	NI	1.20	35.0	3																	
FP00001	Gulgong	Anderson Street west - Cooyal St to Robinson St		Footpath	Road reserve	Concrete	West	1.20	43.5	3					x		x					x				x	
FP00551	Gulgong	Anderson Street west - Robinson St to Mayne St		Footpath	Road reserve	Concrete	West	1.20	53.0	3	x	x					x					x					
FP00552	Gulgong	Anzac Park - Medley St to Rotunda		Footpath	Park	Paved	NI	3.50	35.0	3																	
FP00553	Gulgong	Anzac Park - Memorial Hall to Rotunda		Footpath	Park	Concrete	NI	1.80	58.0	2																	
FP00554	Gulgong	Anzac Park - Around Rotunda		Footpath	Park	Concrete	NI	2.00	57.0	2																	
FP00555	Gulgong	Apex Park - Bayly St to White St		Footpath	Park	Concrete	NI	1.00	60.0	3							x										
FP00556	Gulgong	Auld Lane east - Wyaldra St to Goolma Rd		Footpath	Road reserve	Concrete	East	1.10	60.0	1																	
FP00038	Gulgong	Bayly Street north - Bulga St to Medley St		Footpath	Road reserve	Concrete	North	1.20	204.5	4	x				x		x		x	x	x	x				x	
FP00035	Gulgong	Bayly Street north - Medley St to Herbert St		Footpath	Road reserve	Concrete	North	0.90	121.0	4	x						x	x	x	x	x	x					
FP00036	Gulgong	Bayly Street north - Herbert St to White St		Footpath	Road reserve	Concrete	North	1.20	114.6	3									x	x	x						
FP00034	Gulgong	Bayly Street south - Herbert St to Medley St		Footpath	Road reserve	Concrete	South	1.20	120.0	3		x					x	x	x			x				x	
FP00033	Gulgong	Bayly Street south - Medley St to 110m west of Medley St		Footpath	Road reserve	Concrete	South	2.20	109.0	2					x		x	x	x	x	x	x					
FP00557	Gulgong	Bayly Street south - 110m west of Medley St to Bulga St		Footpath	Road reserve	Concrete	South	1.20	96.0	4																	
FP00046	Gulgong	Belmore Street north - Nandoura St to Stott St		Footpath	Road reserve	Concrete	North	3.00	170.0	2									x								
FP00045	Gulgong	Belmore Street south - Nandoura St to White St		Footpath	Road reserve	Concrete	South	1.20	156.0	2													x				
FP00558	Gulgong	Belmore Street south - White St to Herbert St		Footpath	Road reserve	Concrete	South	1.20	104.0	2	x	x					x									x	
FP00044	Gulgong	Belmore Street south - Herbert St to Medley St		Footpath	Road reserve	Concrete	South	1.40	52.0	2																	

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FP00559	Gulgong	Bulga Street east - Queen St to Tallawang Rd	Footpath	Road reserve	Concrete	East	1.50	6.0	3																		
FP00502	Gulgong	Castlereagh Highway east - Frank Halloran Park to Cemetery	Shared path	Road reserve	Concrete	East	2.40	730.0	1																		
FP00560	Gulgong	Coronation Park - Mayne St to Robinson St	Footpath	Park	Stag Concrete	NI	3.00	50.0	2																		
FP00160	Gulgong	Fisher Street south - (SH) Mayne St to (SH) Wyaldra St	Footpath	Road reserve	Concrete	South	1.20	11.2	3																		
FP00561	Gulgong	Fisher Street south - Wilbetree St to Grevillea St	Footpath	Road reserve	Concrete	South	1.20	146.0	1												x						
FP00562	Gulgong	Grevillea Street east - Fisher St to Hollingsworth Dr	Footpath	Road reserve	Concrete	East	1.20	169.0	1					x								x					
FP00563	Gulgong	Grevillea Street east - Hollingsworth Dr to Guntawang Rd	Footpath	Road reserve	Concrete	East	1.20	51.0	1																		
FP00208	Gulgong	Herbert Street east - Lynne St to Lt Belmore St	Footpath	Road reserve	Concrete	East	1.20	57.0	2																		
FP00207	Gulgong	Herbert Street east - Lt Belmore St to 23m south of Lt Belmore St	Footpath	Road reserve	Concrete	East	1.20	23.0	3	x			x					x	x	x						1	
FP00564	Gulgong	Herbert Street east - 23m south of Lt Belmore St to 37m south of Lt Belmore St	Footpath	Road reserve	Concrete	East	3.50	14.0	3																		
FP00565	Gulgong	Herbert Street east - 37m south of Lt Belmore St to Belmore St	Footpath	Road reserve	Concrete	East	1.20	42.0	3																		
FP00202	Gulgong	Herbert Street east - Belmore St to 30m south of Belmore St	Footpath	Road reserve	Concrete	East	1.35	30.0	3	x			x	x	x			x	x								
FP00566	Gulgong	Herbert Street east - 30m south of Belmore St to Bayly St	Footpath	Road reserve	Concrete	East	3.20	89.0	3																		
FP00194	Gulgong	Herbert Street east - Bayly St to Queen St	Footpath	Road reserve	Concrete	East	3.30	56.0	3				x	x	x						x	x					
FP00191	Gulgong	Herbert Street east - Queen St to Mayne St	Footpath	Road reserve	Concrete	East	3.70	54.0	2					x	x							x	x				
FP00197	Gulgong	Herbert Street east - Mayne St to Robinson St	Footpath	Road reserve	Concrete	East	3.10	50.0	4						x			xx		x	x	x				x	
FP00195	Gulgong	Herbert Street east - Robinson St to White St	Footpath	Road reserve	Concrete	East	3.10	40.0	3			x	xx						x							x	
FP00567	Gulgong	Herbert Street east - Robinson St to 40m south of Robinson St	Footpath	Road reserve	Concrete	East	1.35	115.0	3										x								

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	New ID	Locality	Asset Search Description	Path Type	Path Location	Material	Cardinal Direction	Width m	Length m	Condition Rating	Vertical Clearance	Horizontal	Insufficient Width	Crossfall	Gradient	Gutter Height	Gaps	Debris	Small trips	Large trips	Cracked / Broken /	Surface Issues /	Grates / Pits	Requires Paint /	Poorly Placed	Poor / missing	Poor / missing	
FP00190	Gulgong	Herbert Street east - White St to Fitzroy St	Footpath	Road reserve	Concrete	East	1.20	5.0	3					xx														
FP00203	Gulgong	Herbert Street west - Fitzroy St to Holtermann St	Footpath	Road reserve	Concrete	West	1.20	41.0	3			x							x				x	x				
FP00205	Gulgong	Herbert Street west - Holtermann St to 33m north of Holtermann St	Footpath	Road reserve	Concrete	West	1.30	33.0	2													x						
FP00568	Gulgong	Herbert Street west - 33m north of Holtermann St to 73m north of Holtermann St	Footpath	Road reserve	Concrete	West	3.00	40.0	2																			
FP00569	Gulgong	Herbert Street west - 73m north of Holtermann St to Robinson St	Footpath	Road reserve	Concrete	West	1.30	50.5	2																			
FP00200	Gulgong	Herbert Street west - Robinson St to Mayne St	Footpath	Road reserve	Concrete	West	3.40	51.0	3						x			x	x				x					
FP00192	Gulgong	Herbert Street west - Mayne St to Queen St	Footpath	Road reserve	Concrete	West	3.50	58.0	3				x	x	xx			x							x	x		
FP00193	Gulgong	Herbert Street west - Queen St to Bayly St	Footpath	Road reserve	Concrete	West	3.50	57.0	3						xx								x			x		
FP00198	Gulgong	Herbert Street west - Bayly St to 29m north of Bayly St	Footpath	Road reserve	Concrete	West	1.40	29.0	3				x	x	x			x								x		
FP00570	Gulgong	Herbert Street west - 29m north of Bayly St to 35m north of Bayly St	Footpath	Road reserve	Concrete	West	3.00	6.0	3																			
FP00571	Gulgong	Herbert Street west - 35m north of Bayly St to 41m north of Bayly St	Footpath	Road reserve	Concrete	West	1.40	6.0	3																			
FP00572	Gulgong	Herbert Street west - 41m north of Bayly St to 47m north of Bayly St	Footpath	Road reserve	Concrete	West	3.00	6.0	3																			
FP00573	Gulgong	Herbert Street west - 47m north of Bayly St to Lt Bayly St	Footpath	Road reserve	Concrete	West	1.40	10.0	3																			
FP00201	Gulgong	Herbert Street west - Lt Bayly St to Belmore St	Footpath	Road reserve	Concrete	West	1.40	55.0	3					x				x		x						x		
FP00196	Gulgong	Herbert Street west - Belmore St to Lt Belmore St	Footpath	Road reserve	Concrete	West	2.90	55.0	3						xx													
FP00574	Gulgong	Hollingsworth Drive south - Grevillea St to End	Footpath	Road reserve	Concrete	South	1.20	260.0	1		x															x		
FP00210	Gulgong	Holtermann Street north - 69m east of Medley St to 84m east of Medley St	Footpath	Road reserve	Concrete	North	2.00	15.0	3					x							x							
FP00575	Gulgong	Holtermann Street north - 84m east of Medley St to Herbert St	Footpath	Road reserve	Concrete	North	1.20	10.0	2					x														

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FP00576	Gulgong	JH Stahl Park north - Belmore St to Nandoura St	Footpath	Park	Concrete	North	1.20	42.0	1																		
FP00395	Gulgong	MR 598 (Goolma Road) north - Auld Ln to Old Hospital CP	Footpath	Road reserve	Concrete	North	1.20	86.0	1																		
FP00394	Gulgong	MR 598 (Goolma Road) north - Old Hospital CP to Caravan Pk Ent.	Footpath	Road reserve	Concrete	North	1.40	236.0	4																		
FP00577	Gulgong	MR 598 (Goolma Road) north - Caravan Pk Ent to Fisher St	Footpath	Road reserve	Concrete	North	1.40	49.0	2																		
FP00335	Gulgong	Mayne Street north - Fisher St to Davidson St	Footpath	Road reserve	Concrete	North	1.40	220.0	3									X		X						X	
FP00323	Gulgong	Mayne Street north - Davidson St to Crown St	Footpath	Road reserve	Concrete	North	1.20	199.0	3													X				X	
FP00325	Gulgong	Mayne Street north - Crown St to Medley St	Footpath	Road reserve	Concrete	North	1.20	227.5	4				XX					X		X	X	X				X	
FP00331	Gulgong	Mayne Street north - Medley St to Herbert St	Footpath	Road reserve	Stag Concrete	North	2.65	131.0	2						X												
FP00328	Gulgong	Mayne Street north - Herbert St to White St	Footpath	Road reserve	Stag Concrete	North	3.50	56.0	2						X												
FP00333	Gulgong	Mayne Street north - Herbert St to White St	Footpath	Road reserve	Stag Concrete	North	2.25	54.0	2						X												
FP00327	Gulgong	Mayne Street north - White St to Nandoura St	Footpath	Road reserve	Concrete	North	1.40	156.0	3	X								X		X	X					X	
FP00322	Gulgong	Mayne Street north - Nandoura St to Scully St	Footpath	Road reserve	Concrete	North	1.40	128.0	3	X	X							X									
FP00321	Gulgong	Mayne Street north - Scully St to Anderson St	Footpath	Road reserve	Concrete	North	1.40	123.0	3	XX	XX							X									
FP00317	Gulgong	Mayne Street north - Anderson St to Wenonah St	Footpath	Road reserve	Concrete	North	1.40	168.0	1																		
FP00336	Gulgong	Mayne Street south - Homer St to Wenonah St	Footpath	Road reserve	Concrete	South	1.20	85.0	5								X	X	X	X	X						
FP00326	Gulgong	Mayne Street south - Wenonah St to Anderson St	Footpath	Road reserve	Concrete	South	1.40	175.0	3		XX	X					X	X								M	
FP00319	Gulgong	Mayne Street south - Anderson St to Scully St	Footpath	Road reserve	Concrete	South	1.35	124.5	3		XX						X	X	X								
FP00324	Gulgong	Mayne Street south - Scully St to Nandoura St	Footpath	Road reserve	Concrete	South	1.40	297.5	3									X	X		X						

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FP00334	Gulgong	Mayne Street south - White St to Herbert St	Footpath	Road reserve	Stag Concrete	South	2.30	196.0	2				x														
FP00578	Gulgong	Mayne Street south - Carpark to Mayne St Ramp	Footpath	Road reserve	Concrete	South	2.00	30.0	2																		
FP00332	Gulgong	Mayne Street south - Herbert St to Medley St	Footpath	Road reserve	Stag Concrete	South	2.50	127.0	2				xx	x	xx							x				x	
FP00330	Gulgong	Mayne Street south - Medley St to 40m west of Medley St	Footpath	Road reserve	Concrete	South	1.95	40.0	3		x	x	x		xx			x		x	x				x	x	
FP00579	Gulgong	Mayne Street south - 40m west of Medley St to Crown St	Footpath	Road reserve	Concrete	South	1.60	210.0	3																		
FP00318	Gulgong	Mayne Street south - Crown St to Davidson St	Footpath	Road reserve	Concrete	South	1.30	171.0	3	x								x	x	x	x					x	
FP00580	Gulgong	Mayne Street south - Davidson St to Fisher St	Footpath	Road reserve	Concrete	South	1.20	10.0	3	x																x	
FP00349	Gulgong	Medley Street east - Lynne St to Lt Belmore St	Footpath	Road reserve	Concrete	East	0.90	57.0	3	x		x															
FP00358	Gulgong	Medley Street east - Lt Belmore St to Belmore St	Footpath	Road reserve	Concrete	East	0.90	56.0	3	x	xx	xx						x									
FP00350	Gulgong	Medley Street east - Belmore St to Lt Bayly St	Footpath	Road reserve	Concrete	East	0.90	55.0	3	x											x						
FP00353	Gulgong	Medley Street east - Lt Bayly St to Bayly St	Footpath	Road reserve	Concrete	East	0.90	54.0	4		xx							x	x		x		x		x		
FP00351	Gulgong	Medley Street east - Bayly St to Queen St	Footpath	Road reserve	Concrete	East	0.90	54.0	3		xx				xx												
FP00354	Gulgong	Medley Street east - Queen St to 20m north of Mayne St	Footpath	Road reserve	Concrete	East	0.90	65.0	4		xx				xx			x		x	x						
FP00581	Gulgong	Medley Street east - 20m north of Mayne St to Mayne St	Footpath	Road reserve	Concrete	East	3.00	20.0	4				x														
FP00361	Gulgong	Medley Street east - Mayne St to Robinson St	Footpath	Road reserve	Concrete	East	3.50	20.0	3						x	x											
FP00352	Gulgong	Medley Street west - Robinson St to Short St	Footpath	Road reserve	Concrete	West	0.90	58.0	4	x	x					x	x	x	x								
FP00364	Gulgong	Medley Street west - Robinson St to 20m south of Mayne St	Footpath	Road reserve	Concrete	West	0.90	38.0	3		x										x						
FP00582	Gulgong	Medley Street west - 20m south of Mayne St to 20m south of Mayne St	Footpath	Road reserve	Concrete	West	3.50	20.0	3																		

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FP00355	Gulgong	Medley Street west - Mayne St to 45m north of Mayne St	Footpath	Road reserve	Concrete	West	2.50	45.0	3		x				x				x	x	x			x			
FP00583	Gulgong	Medley Street west - 45m north of Mayne St to Queen St	Footpath	Road reserve	Concrete	West	1.60	50.0	3																		
FP00357	Gulgong	Medley Street west - Queen St to Bayly St	Footpath	Road reserve	Concrete	West	0.90	54.0	3		x				x		x										
FP00413	Gulgong	Nandoura Street east - Bara St to Lynne St	Footpath	Road reserve	Concrete	East	1.20	84.0	3							x											
FP00411	Gulgong	Nandoura Street east - Lynne St to Lt Belmore St	Footpath	Road reserve	Concrete	East	1.20	70.0	3																		
FP00409	Gulgong	Nandoura Street east - Lt Belmore St to Belmore St	Footpath	Road reserve	Concrete	East	2.00	27.0	3	x																	x
FP00444	Gulgong	Queen Street north - Herbert St to White St	Footpath	Road reserve	Concrete	North	0.90	25.0	3							x			x	x			x		x		
FP00449	Gulgong	Robinson Street north - Medley St to Herbert St	Footpath	Road reserve	Concrete	North	0.90	25.0	5		x		x					x	x								
FP00452	Gulgong	Robinson Street south - White St to Herbert St	Footpath	Road reserve	Concrete	South	2.10	41.0	2				x		x										x		
FP00451	Gulgong	Robinson Street south - Herbert St to Medley St	Footpath	Road reserve	Concrete	South	1.20	48.0	2																		
FP00584	Gulgong	Tom Saunders Avenue north - White St to End	Footpath	Road reserve	Concrete	North	1.40	113.0	3																		
FP00471	Gulgong	Wenonah Street east - Mayne St to Cooyal St	Footpath	Road reserve	Concrete	East	1.20	140.0	1																	x	
FP00468	Gulgong	Wenonah Street west - Robinson St to Mayne St	Footpath	Road reserve	Concrete	West	1.20	55.0	1																	x	
FP00482	Gulgong	White Street east - Belmore St to Lt Bayly St	Footpath	Road reserve	Concrete	East	1.20	48.0	2																	x	
FP00481	Gulgong	White Street east - Mayne St to Tom Saunders Ave	Footpath	Road reserve	Concrete	East	1.40	63.2	3																	x	
FP00478	Gulgong	White Street west - Queen St to Mayne St	Footpath	Road reserve	Concrete	West	1.40	70.0	2																	x	
FP00013	Kandos	Angus Avenue north - White Cres to 40m east of White Cres	Footpath	Road reserve	Concrete	North	1.20	40.0	2																		
FP00014	Kandos	Angus Avenue north - 40m east of White Cres to 70m east of White Cres	Footpath	Road reserve	Concrete	North	1.20	30.0	1																		

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FP00015	Kandos	Angus Avenue north - 70m east of White Cres to 76m east of White Cres	Footpath	Road reserve	Concrete	North	4.80	6.0	4		x			x				x	x	x		x					
FP00585	Kandos	Angus Avenue north - 76m east of White Cres to 82m east of White Cres	Footpath	Road reserve	Concrete	North	3.80	6.0	3																		
FP00586	Kandos	Angus Avenue north - 82m east of White Cres to 114m east of White Cres	Footpath	Road reserve	Concrete	North	4.80	32.0	3																		
FP00024	Kandos	Angus Avenue north - 114m east of White Cres to 134m east of White Cres	Footpath	Road reserve	Concrete	North	4.80	20.0	3																		
FP00587	Kandos	Angus Avenue north - 114m east of White Cres to 134m east of White Cres	Footpath	Road reserve	Concrete	North	3.70	0.0	1										x								
FP00588	Kandos	Angus Avenue north - 134m east of White Cres to Jaques St	Footpath	Road reserve	Concrete	North	4.80	66.0	3												x						
FP00589	Kandos	Angus Avenue north - 187m east of White Cres to Jaques St	Footpath	Road reserve	Concrete	North	3.70	0.0	1																		
FP00590	Kandos	Angus Avenue north - Jaques St to 5m east of Jaques St	Footpath	Road reserve	Concrete	North	4.80	5.0	3																		
FP00008	Kandos	Angus Avenue north - 5m east of Jaques St to 65m east of Jaques St	Footpath	Road reserve	Concrete	North	1.35	60.0	3	x								x	x	x		x					
FP00591	Kandos	Angus Avenue north - 5m east of Jaques St to 65m east of Jaques St	Footpath	Road reserve	Seal	North	3.45	0.0	3																		
FP00592	Kandos	Angus Avenue north - 65m east of Jaques St to 120m east of Jaques St	Footpath	Road reserve	Concrete	North	1.20	55.0	3												x	x			x		
FP00593	Kandos	Angus Avenue north - 120m east of Jaques St to 130m east of Jaques St	Footpath	Road reserve	Concrete	North	4.80	10.0	3																		
FP00594	Kandos	Angus Avenue north - 130m east of Jaques St to 199m east of Jaques St	Footpath	Road reserve	Concrete	North	1.20	69.0	3																		
FP00595	Kandos	Angus Avenue north - 199m east of Jaques St to McDonald St	Footpath	Road reserve	Concrete	North	4.80	11.0	4																		
FP00003	Kandos	Angus Avenue north - McDonald St to 44m east of McDonald St	Footpath	Road reserve	Concrete	North	4.80	44.0	3												x						
FP00009	Kandos	Angus Avenue north - 44m east of McDonald St to 89m east of McDonald St	Footpath	Road reserve	Concrete	North	4.80	45.0	2				xx								x		x				

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FP00596	Kandos	Angus Avenue north - 89m east of McDonald St to 100m east of McDonald St	Footpath	Road reserve	Concrete	North	4.80	11.0	3																		
FP00016	Kandos	Angus Avenue north - 100m east of McDonald St to 144m east of McDonald St	Footpath	Road reserve	Concrete	North	4.80	44.0	3									x		x	x				x		
FP00597	Kandos	Angus Avenue north - 144m east of McDonald St to 155m east of McDonald St	Footpath	Road reserve	Concrete	North	1.20	11.0	3																		
FP00598	Kandos	Angus Avenue north - 155m east of McDonald St to Noyes St	Footpath	Road reserve	Concrete	North	4.80	53.0	3																		
FP00011	Kandos	Angus Avenue north - Noyes St to 104m east of Noyes St	Footpath	Road reserve	Concrete	North	1.20	104.0	2																	x	
FP00012	Kandos	Angus Avenue north - 104m east of Noyes St to 167m east of Noyes St	Footpath	Road reserve	Concrete	North	1.20	63.0	1																		
FP00599	Kandos	Angus Avenue north - 167m east of Noyes St to Dabee Rd	Footpath	Road reserve	Concrete	North	1.20	54.0	2																		
FP00002	Kandos	Angus Avenue south - Dabee St to Noyes St	Footpath	Road reserve	Concrete	South	1.20	228.0	2		x		x				x									x	
FP00007	Kandos	Angus Avenue south - Noyes St to 144m west of Noyes St	Footpath	Road reserve	Concrete	South	1.20	144.0	2		x		x														
FP00600	Kandos	Angus Avenue south - 144m west of Noyes St to 153m west of Noyes St	Footpath	Road reserve	Concrete	South	4.80	9.0	2																		
FP00601	Kandos	Angus Avenue south - 153m west of Noyes St to McDonald St	Footpath	Road reserve	Concrete	South	1.20	56.0	2																		
FP00022	Kandos	Angus Avenue south - McDonald St to 43m west of McDonald St	Footpath	Road reserve	Concrete	South	5.50	43.0	2																	x	
FP00010	Kandos	Angus Avenue south - 43m west of McDonald St to 123m west of McDonald St	Footpath	Road reserve	Concrete	South	1.20	80.0	1																		
FP00020	Kandos	Angus Avenue south - 123m west of McDonald St to 163m west of McDonald St	Footpath	Road reserve	Concrete	South	5.50	40.0	1				x					x									
FP00021	Kandos	Angus Avenue south - 163m west of McDonald St to Jaques St	Footpath	Road reserve	Concrete	South	5.50	42.0	2																		
FP00019	Kandos	Angus Avenue south - Jaques St to 16m west of Jaques St	Footpath	Road reserve	Concrete	South	3.50	16.0	2																		
FP00602	Kandos	Angus Avenue south - Jaques St to 16m west of Jaques St	Footpath	Road reserve	Concrete	South	4.50	0.0	1																		

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FP00018	Kandos	Angus Avenue south - 16m west of Jaques St to 34m west of Jaques St	Footpath	Road reserve	Concrete	South	1.80	18.0	2																		
FP00017	Kandos	Angus Avenue south - 34m west of Jaques St to 49m west of Jaques St	Footpath	Road reserve	Concrete	South	5.50	15.0	2																		
FP00603	Kandos	Angus Avenue south - 49m west of Jaques St to 55m west of Jaques St	Footpath	Road reserve	Concrete	South	1.80	6.0	3												x						
FP00604	Kandos	Angus Avenue south - 55m west of Jaques St to 69m west of Jaques St	Footpath	Road reserve	Concrete	South	5.50	14.0	2								x										
FP00605	Kandos	Angus Avenue south - 69m west of Jaques St to 89m west of Jaques St	Footpath	Road reserve	Concrete	South	8.50	20.0	1																		
FP00006	Kandos	Angus Avenue south - 89m west of Jaques St to 152m west of Jaques St	Footpath	Road reserve	Concrete	South	5.50	63.0	1																		
FP00004	Kandos	Angus Avenue south - 152m west of Jaques St to White Cres	Footpath	Road reserve	Concrete	South	4.50	56.0	1																		
FP00023	Kandos	Angus Avenue south - White Cres to Davies Rd	Footpath	Road reserve	Concrete	South	1.80	45.0	3									x									
FP00084	Kandos	Cooper Drive east - Angus Ave to Clifford St	Footpath	Road reserve	Concrete	East	1.40	120.0	3																		
FP00085	Kandos	Cooper Drive west - Clifford St to 34m north of Clifford St	Footpath	Road reserve	Seal	West	7.00	34.0	4									x		x	x						
FP00606	Kandos	Cooper Drive west - 183m north of Clifford St to 229m north of Clifford St	Footpath	Road reserve	Concrete	West	1.20	46.0	3																		
FP00104	Kandos	Dabee Road west - Dangar St to Fleming St	Footpath	Road reserve	Concrete	West	1.20	53.0	4								x	x									
FP00107	Kandos	Dangar Street north - Jaques St to Noyes St	Footpath	Road reserve	Concrete	North	1.45	264.0	3													x			x		
FP00105	Kandos	Dangar Street north - Noyes St to Dabee Rd	Footpath	Road reserve	Concrete	North	1.00	167.0	4					xx			x			x							
FP00106	Kandos	Dangar Street south - Jaques St to Davies Rd	Footpath	Road reserve	Concrete	South	1.20	80.0	2																x		
FP00109	Kandos	Davies Road east - Fleming St to 35m south of Fleming St	Footpath	Road reserve	Concrete	East	1.20	32.0	2	x	xx														x		
FP00607	Kandos	Davies Road east - 35m south of Fleming St to 76m south of Fleming St	Footpath	Road reserve	Concrete	East	1.00	41.0	4																		

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FP00608	Kandos	Davies Road east - 76m south of Fleming St to Dangar St	Footpath	Road reserve	Concrete	East	1.20	54.0	3																		
FP00111	Kandos	Davies Road east - Dangar St to Rogers St	Footpath	Road reserve	Concrete	East	1.20	112.0	3	x	xx							x					x				
FP00110	Kandos	Davies Road east - Rodgers St to White Cres	Footpath	Road reserve	Concrete	East	1.20	30.0	2																		
FP00161	Kandos	Fleming Street south - McDonald St to Jaques St	Footpath	Road reserve	Concrete	South	1.20	100.0	2						x												
FP00188	Kandos	Henbury Avenue north - MR 215 to Davies	Footpath	Road reserve	Concrete	North	1.20	41.0	2																x	x	
FP00232	Kandos	Jaques Street east - Fleming St to Dangar St	Footpath	Road reserve	Concrete	East	1.20	105.0	3									x		x						x	
FP00235	Kandos	Jaques Street east - Dangar St to Rodgers St	Footpath	Road reserve	Concrete	East	1.20	105.0	3									x		x							
FP00234	Kandos	Jaques Street east - Rodgers St to Angus Ave	Footpath	Road reserve	Concrete	East	1.20	105.0	2																		
FP00237	Kandos	Jaques Street east - Angus Ave to Buchanan St	Footpath	Road reserve	Concrete	East	1.20	50.0	2					x											x		
FP00233	Kandos	Jaques Street west - Buchanan St to 89m north of Buchanan St	Footpath	Road reserve	Concrete	West	1.00	83.0	3		x			xx				x		x							
FP00609	Kandos	Jaques Street west - 89m north of Buchanan St to Angus Ave	Footpath	Road reserve	Concrete	West	1.80	20.0	2																		
FP00236	Kandos	Jaques Street west - Angus Ave to Rodgers St	Footpath	Road reserve	Concrete	West	1.20	105.0	3									x		x	x						
FP00498	Kandos	Kandos to Charbon Pathway east - Clifford St to Anzac Ave	Shared path	Road reserve	Seal	East	2.00	520.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	NI
FP00499	Kandos	Kandos to Charbon Pathway east - Anzac Ave to Old Charbon Rd	Shared path	Road reserve	Seal	East	2.00	606.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	NI
FP00500	Kandos	Kandos to Charbon Pathway east - Old Charbon Rd to End	Shared path	Road reserve	Seal	East	2.00	406.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	NI
FP00491	Kandos	Rylstone to Kandos Pathway west - Acacia Dr to Box Culvert	Shared path	Road reserve	Gravel	West	2.00	630.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	NI
FP00492	Kandos	Rylstone to Kandos Pathway west - Box Culvert to Pound Rd	Shared path	Road reserve	Gravel	West	2.00	686.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	NI
FP00493	Kandos	Rylstone to Kandos Pathway west - Pound Rd to Tip Rd	Shared path	Road reserve	Seal	West	2.00	185.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	NI

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FP00494	Kandos	Rylstone to Kandos Pathway west - Tip Rd to Box Culvert	Shared path	Road reserve	Seal	West	2.00	1080.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00495	Kandos	Rylstone to Kandos Pathway west - Box Culvert to Larges Ln	Shared path	Road reserve	Seal	West	2.00	520.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00496	Kandos	Rylstone to Kandos Pathway west - Larges Ln to Saville Row	Shared path	Road reserve	Seal	West	2.00	658.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00497	Kandos	Rylstone to Kandos Pathway east - Saville Row to Davies Rd	Shared path	Road reserve	Seal	East	2.00	235.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00338	Kandos	McDonald Street east - Rodgers St to Angus Ave	Footpath	Road reserve	Concrete	East	1.20	25.0	2					x											x	x
FP00337	Kandos	McDonald Street east - Angus Ave to Buchanan St	Footpath	Road reserve	Concrete	East	1.20	10.0	2					x											x	
FP00339	Kandos	McDonald Street west - Angus Ave to Rodgers St	Footpath	Road reserve	Concrete	West	1.20	105.0	3		xx							x								
FP00340	Kandos	McDonald Street west - Rodgers St to Dangar St	Footpath	Road reserve	Concrete	West	1.00	110.0	3		xx		x					x								
FP00610	Kandos	Noyes Street west - Buchanan St to Angus Ave	Footpath	Road reserve	Concrete	West	1.20	8.0	3																	
FP00421	Kandos	Noyes Street west - Angus Ave to Rodgers St	Footpath	Road reserve	Concrete	West	1.20	100.0	4		x							x		x						
FP00473	Kandos	White Crescent east - Angus Ave to Davies Rd	Footpath	Road reserve	Concrete	East	1.20	117.0	2										x			xx				
FP00475	Kandos	White Crescent east - Davies Rd to Angus Ave	Footpath	Road reserve	Concrete	East	3.50	18.0	1																	
FP00472	Kandos	White Crescent east - Davies Rd to Angus Ave	Footpath	Road reserve	Concrete	East	1.20	36.0	1									x	x							
FP00611	Mudgee	Adams Street Reserve - Adams St to Cameron St	Footpath	Reserve	Concrete	NI	1.20	90.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00612	Mudgee	Apex Park - Cedar Ave to Winbourne St	Footpath	Park	Concrete	NI	2.00	55.0	1							x									x	
FP00025	Mudgee	AREC Lane north - Roundabout to Ulan Road	Footpath	Road reserve	Concrete	North	2.00	148.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00613	Mudgee	Atkinson Street east - Nicholson St to Meares St	Footpath	Road reserve	Concrete	East	1.20	60.0	3												x					
FP00614	Mudgee	Atkinson Street east - Meares St to Madeira Rd	Footpath	Road reserve	Concrete	East	1.50	25.0	2							x	x									
FP00615	Mudgee	Atkinson Street west - Madeira St to Meares St	Footpath	Road reserve	Concrete	West	1.50	61.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI

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FP00616	Mudgee	Banjo Patterson Avenue east - Fairydale Ln to White Cir	Footpath	Road reserve	Concrete	East	1.20	155.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00617	Mudgee	Banjo Patterson Avenue east - White Cir to Eleanor Dark Ave	Footpath	Road reserve	Concrete	East	1.20	400.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00618	Mudgee	Baskerville Drive Reserve east - Baskerville Dr to Richards St	Footpath	Road reserve	Concrete	East	1.20	80.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00619	Mudgee	Bateman Avenue west - Alexander Dawson Ct to Sawyer Pl	Footpath	Road reserve	Concrete	West	1.20	92.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00620	Mudgee	Bateman Avenue west - Sawyer Pl to 67m north of Sawyer Place	Footpath	Road reserve	Concrete	West	1.20	67.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00621	Mudgee	Bateman Avenue east - 117m north of Sawyer Pl to Kellet Dr	Footpath	Road reserve	Concrete	East	1.20	310.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00622	Mudgee	Bateman Avenue west - Kellet Dr to 69m north of Kellet Drive	Footpath	Road reserve	Concrete	West	1.20	310.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00623	Mudgee	Bellevue Road south - Hennessy Pl to Nash's Flat Pl	Footpath	Road reserve	Concrete	South	1.20	54.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00624	Mudgee	Bellevue Road south - Nash's Flat Pl to Marshfield Ln	Footpath	Road reserve	Concrete	South	1.20	38.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00504	Mudgee	Bellevue Pathway - Bellevue Park to Start Seal	Shared path	Reserve	Concrete	NI	2.50	745.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00625	Mudgee	Bellevue Pathway - White Cir #67 to Bellevue Park	Shared path	Reserve	Concrete	NI	2.50	303.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00626	Mudgee	Bellevue Pathway - Start Seal to Horatio Street	Shared path	Reserve	Seal	NI	2.50	92.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00627	Mudgee	Bellevue Pathway - White Cir #51 to Bellevue Path	Footpath	Reserve	Concrete	NI	1.20	93.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00628	Mudgee	Bellevue Pathway - White Cir #111 to Bellevue Path reserve	Footpath	Reserve	Concrete	NI	1.20	48.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00629	Mudgee	Bellevue Pathway - Willem Pl #6 to Bellevue Path reserve	Footpath	Reserve	Concrete	NI	1.20	26.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00630	Mudgee	Blackman Park - Park Ave to Mortimer St	Footpath	Park	Concrete	NI	1.20	132.0	2							x										
FP00631	Mudgee	Blackman Crescent south - Park Av to End #1	Footpath	Road reserve	Concrete	South	1.20	29.0	3																x	
FP00632	Mudgee	Blackman Crescent south - Start #3 to End	Footpath	Road reserve	Concrete	South	1.20	28.0	5									x	x	xx	x					
FP00633	Mudgee	Broadhead Road west - Bruce Rd to Lions Dr	Footpath	Road reserve	Concrete	West	1.20	420.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI

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FP00634	Mudgee	Bruce Road north - Waterworks Rd to Melton Rd	Footpath	Road reserve	Concrete	North	1.20	55.5	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00053	Mudgee	Burrundulla Avenue east - Mortimer St to Denison St	Footpath	Road reserve	Concrete	East	1.20	16.0	3							x									x	
FP00635	Mudgee	Burrundulla Road east - Industrial Ave to Sydney Rd	Footpath	Road reserve	Concrete	East	1.20	99.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00051	Mudgee	Burrundulla Avenue west - Horatio St to Denison St	Footpath	Road reserve	Concrete	West	1.20	208.0	3	x	x					x	x	x	x	x						
FP00052	Mudgee	Burrundulla Avenue west - Denison St to Mortimer St	Footpath	Road reserve	Concrete	West	1.20	271.0	4	x	x							x	x	x					x	
FP00636	Mudgee	Charles Lester Place Reserve - Charles Lester Pl to End	Footpath	Reserve	Concrete	NI	1.20	43.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00637	Mudgee	Charles Lester Place west - Bellevue St to End	Footpath	Road reserve	Concrete	West	1.20	217.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00062	Mudgee	Church Street east - Short St to Market St	Footpath	Road reserve	Concrete	East	4.90	113.0	2										x		x					x
FP00071	Mudgee	Church Street east - Market St to Mortimer St	Footpath	Road reserve	Concrete	East	4.90	225.0	2																	
FP00079	Mudgee	Church Street east - Mortimer St to Gladstone St	Footpath	Road reserve	Concrete	East	4.90	215.0	1				x													
FP00066	Mudgee	Church Street east - Gladstone St to Denison St	Footpath	Road reserve	Concrete	East	1.20	202.0	2												x		x			x
FP00065	Mudgee	Church Street east - Denison St to Mealey St	Footpath	Road reserve	Concrete	East	1.20	97.0	3										x	x	x					
FP00061	Mudgee	Church Street east - Mealey St to Horatio St	Footpath	Road reserve	Concrete	East	1.20	112.0	4		x								xx	x	x					
FP00075	Mudgee	Church Street east - Horatio St to Inglis St	Footpath	Road reserve	Concrete	East	1.20	55.0	3		x								x	x				x		
FP00072	Mudgee	Church Street east - Inglis St to Meares St (over Rd bdg)	Footpath	Road reserve	Concrete	East	1.20	375.0	2					xx					x			x			x	x
FP00638	Mudgee	Church Street east - Inglis St to Ped bdg	Footpath	Road reserve	Concrete	East	1.20	50.0	2																	
FP00063	Mudgee	Church Street east - over Ped bdg	Footpath	Road reserve	Concrete	East	2.10	63.0	3		x			xx								x				
FP00639	Mudgee	Church Street east - Ped bdg to Existing Church St Path	Footpath	Road reserve	Concrete	East	1.20	54.0	3										x		x					
FP00074	Mudgee	Hospital Reserve - Ped bdg path to Hospital	Footpath	Reserve	Concrete	NI	1.20	206.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI

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FP00501	Mudgee	Church Street east - Meares St to Madeira Street	Footpath	Road reserve	Concrete	East	2.00	208.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00069	Mudgee	Church Street west - Lisbon St to Madeira Rd	Footpath	Road reserve	Concrete	West	1.20	425.0	2	x	x					x		x				x			x	x
FP00070	Mudgee	Church Street west - Madeira Rd to Meares St	Footpath	Road reserve	Concrete	West	1.20	189.0	3	x	x	x		x		x		x		x					x	
FP00073	Mudgee	Church Street west - Meares St to Nicholson St	Footpath	Road reserve	Concrete	West	1.20	209.0	3	x	x		x			x	x				x					
FP00640	Mudgee	Church Street west - Inglis St to Horatio St	Footpath	Road reserve	Concrete	West	2.50	120.0	2										x			x				
FP00060	Mudgee	Church Street west - Horatio St to Mealey St	Footpath	Road reserve	Concrete	West	1.20	103.0	3									x		x	x					
FP00076	Mudgee	Church Street west - Mealey St to Denison St	Footpath	Road reserve	Concrete	West	1.20	425.0	3									x		x	x					x
FP00068	Mudgee	Church Street west - Denison St to Gladstone St	Footpath	Road reserve	Concrete	West	1.20	209.0	3											x	x					
FP00080	Mudgee	Church Street west - Gladstone St to Mortimer St	Footpath	Road reserve	Concrete	West	4.90	219.0	1														x			
FP00078	Mudgee	Church Street west - Mortimer St to Market St	Footpath	Road reserve	Concrete	West	1.20	210.0	2															x		
FP00064	Mudgee	Church Street west - Market St to Short St	Footpath	Road reserve	Concrete	West	3.30	113.0	3	x						x		x		x	x				x	x
FP00093	Mudgee	Court Street east - Market St to Mortimer St	Footpath	Road reserve	Concrete	East	1.20	210.0	2		x					x		x								
FP00087	Mudgee	Court Street east - Mortimer St to Gladstone St	Footpath	Road reserve	Concrete	East	1.20	210.0	2	x	x					x		x								
FP00090	Mudgee	Court Street east - Gladstone St to Denison St	Footpath	Road reserve	Concrete	East	1.20	212.0	4		x					x		xx	x							x
FP00086	Mudgee	Court Street south - Horatio St to Inglis St	Footpath	Road reserve	Concrete	South	1.20	140.0	4	x						x		x	x	x						
FP00091	Mudgee	Court Street west - Denison St to Gladstone St	Footpath	Road reserve	Concrete	West	1.20	210.0	3		x					x	x	x	x							x
FP00641	Mudgee	Court Street west - Gladstone St to Mortimer St	Footpath	Road reserve	Concrete	West	1.20	62.0	1		x				xx	x										
FP00094	Mudgee	Cox Street east - Short St to Market St	Footpath	Road reserve	Concrete	East	1.20	109.5	4	x	x					x		x	x	xx					x	x

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FP00096	Mudgee	Cox Street east - Gladstone St to Denison St	Footpath	Road reserve	Concrete	East	1.20	210.0	3		x x					x		x		x	x						
FP00097	Mudgee	Cox Street west - Mortimer St to Belmore St	Footpath	Road reserve	Concrete	West	1.20	98.0	4	x	x							x		x					x	x	
FP00095	Mudgee	Cox Street west - Belmore St to Market St	Footpath	Road reserve	Concrete	West	1.20	111.0	3																		
FP00642	Mudgee	Church Street - Church St to Cudgegong Valley School	Footpath	Reserve	Concrete	NI	1.20	59.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00112	Mudgee	Denison Street north - Cox St to Smith St	Footpath	Road reserve	Concrete	North	1.20	205.0	2	x	x					x		x	x	x							
FP00128	Mudgee	Denison Street north - Smith St to Court St	Footpath	Road reserve	Concrete	North	1.20	204.0	4	x	x					x		x		x							
FP00130	Mudgee	Denison Street north - Court St to Cassin Ln	Footpath	Road reserve	Concrete	North	1.20	103.5	2	x	x					x		x		x							
FP00114	Mudgee	Denison Street north - Cassin Ln to Douro St	Footpath	Road reserve	Concrete	North	1.20	103.5	2																		
FP00121	Mudgee	Denison Street north - Douro St to Perry St	Footpath	Road reserve	Concrete	North	1.20	206.0	3	x										x	x						
FP00135	Mudgee	Denison Street north - Perry St to Church St	Footpath	Road reserve	Concrete	North	1.20	210.0	3	x	x							x	x	x							
FP00126	Mudgee	Denison Street north - Church St to Lewis St	Footpath	Road reserve	Concrete	North	1.20	210.0	3	x								x		x				x		x	
FP00122	Mudgee	Denison Street south - Lawson St to Lewis St	Footpath	Road reserve	Concrete	South	1.20	204.0	4	x	x					x		xx		x					x		
FP00134	Mudgee	Denison Street south - Lewis St to Church St	Footpath	Road reserve	Concrete	South	1.20	210.0	3	x	x					x		x	x		x					x	
FP00123	Mudgee	Denison Street south - Church St to Perry St	Footpath	Road reserve	Concrete	South	1.20	204.0	3	x							x	x	x	x	x				x		
FP00120	Mudgee	Denison Street south - Perry St to Douro St	Footpath	Road reserve	Concrete	South	1.20	202.0	2		x						x				x	x					
FP00124	Mudgee	Denison Street south - Douro St to Cassin Ln	Footpath	Road reserve	Concrete	South	1.20	99.0	2	x							x					xx					
FP00125	Mudgee	Denison Street south - Smith St to Cox St	Footpath	Road reserve	Concrete	South	1.20	50.0	4		x					x				x							
FP00643	Mudgee	Dewhurst Pathway - Norman Rd to Constantia Rd	Shared path	Park	Concrete	NI	2.40	635.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	

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FP00644	Mudgee	Dewhurst Pathway - Yamble Ct to Burgundy Rd	Shared path	Park	Concrete	NI	2.40	150.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00645	Mudgee	Dewhurst Pathway - Path to Path	Shared path	Park	Concrete	NI	2.40	23.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00646	Mudgee	Dewhurst Pathway - Wandoona Ct to Path	Shared path	Park	Concrete	NI	2.40	35.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00647	Mudgee	Dewhurst Pathway - Caerleon Ct to Path	Shared path	Park	Concrete	NI	2.40	40.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00648	Mudgee	Dewhurst Pathway - Oporto Rd to Path	Shared path	Park	Concrete	NI	2.40	250.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00649	Mudgee	Dewhurst Pathway - Constantia Rd to Lockwood St	Shared path	Park	Concrete	NI	2.40	83.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00147	Mudgee	Douro Street east - (SR) Lovejoy St to (SR) Mortimer St	Footpath	Road reserve	Concrete	East	1.20	97.0	2		x							x				x				x
FP00146	Mudgee	Douro Street east - (SR) Mortimer St to (SR) Gladstone St	Footpath	Road reserve	Concrete	East	1.20	210.0	3	x	x							x		x	x	x				x
FP00155	Mudgee	Douro Street east - (SR) Gladstone St to (SR) Denison St	Footpath	Road reserve	Concrete	East	1.20	211.0	4	x	x							x	x	xx						
FP00149	Mudgee	Douro Street east - (SR) Denison St to Horatio St	Footpath	Road reserve	Concrete	East	2.00	204.0	2	x			x					x							x	x
FP00144	Mudgee	Douro Street east - Horatio St to Railway Line	Footpath	Road reserve	Concrete	East	1.20	54.0	2	x	x					xx									x	x
FP00154	Mudgee	Douro Street east - Railway Line to Nicholson St	Footpath	Road reserve	Concrete	East	1.20	157.0	2				x			xx										
FP00142	Mudgee	Douro Street east - Nicholson St to Madeira Rd	Footpath	Road reserve	Concrete	East	1.30	440.0	2	x						x		x	x	x					x	
FP00153	Mudgee	Douro Street west - Horatio St to (SR) Denison St	Footpath	Road reserve	Concrete	West	1.20	204.0	2		x															
FP00145	Mudgee	Douro Street west - (SR) Denison St to (SR) Gladstone St	Footpath	Road reserve	Concrete	West	1.20	211.0	2	x	x							x								x
FP00143	Mudgee	Douro Street west - (SR) Gladstone St to (SR) Mortimer St	Footpath	Road reserve	Concrete	West	1.20	210.0	3	x	xx		x					xx	x							x
FP00150	Mudgee	Douro Street west - (SR) Mortimer St to (SR) Market St	Footpath	Road reserve	Concrete	West	1.20	204.0	3	xx	xx							x								
FP00148	Mudgee	MR 208 (Douro Street) west - (SR) Market St to (RR) Short St	Footpath	Road reserve	Concrete	West	1.20	50.0	3					x												

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FP00152	Mudgee	MR 208 (Douro Street) west - (SR) Market St to (RR) Short St	Footpath	Road reserve	Concrete	West	1.20	58.0	1	x							x	x								x	x
FP00650	Mudgee	Dunphy Crescent Reserve - Acacia Cr to Dunphy Cr	Footpath	Reserve	Concrete	NI	1.20	38.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00651	Mudgee	Fairydale Lane south - Gladstone St to White Cir	Footpath	Road reserve	Concrete	South	1.20	81.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00652	Mudgee	Fairydale Lane south - White Cir to Xavier Ct	Footpath	Road reserve	Concrete	South	1.20	67.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00653	Mudgee	Fairydale Lane south - Xavier Ct to Fairydale Ln	Footpath	Road reserve	Concrete	South	1.20	73.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00654	Mudgee	Gawthorne Place Reserve - Gawthorne Pl to Denison St	Footpath	Reserve	Concrete	NI	1.20	77.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00164	Mudgee	George Street west - Denison St to Horatio St	Footpath	Road reserve	Concrete	West	1.20	201.0	4		x					x		x	xx	xx						x	
FP00170	Mudgee	Gladstone Street north - Second St to Denison St	Footpath	Road reserve	Concrete	North	1.20	100.0	3	xx	x					x		x	x							x	
FP00168	Mudgee	Gladstone Street north - Denison St to First St	Footpath	Road reserve	Concrete	North	1.20	205.0	3	xx	x					x		x	x							x	
FP00172	Mudgee	Gladstone Street north - First St to Park Ave	Footpath	Road reserve	Concrete	North	1.20	0.0	4		x					x		x		x						x	
FP00171	Mudgee	Gladstone Street north - Park Ave to Cox St	Footpath	Road reserve	Concrete	North	1.20	206.0	2		x							xx	x								
FP00185	Mudgee	Gladstone Street north - Cox St to Court St	Footpath	Road reserve	Concrete	North	1.20	220.0	3	x									x	x	x				x		
FP00180	Mudgee	Gladstone Street north - Court St to Douro St	Footpath	Road reserve	Concrete	North	1.20	209.0	2	x	x								x								
FP00178	Mudgee	Gladstone Street north - Douro St to Perry St	Footpath	Road reserve	Concrete	North	1.20	256.0	3	x	x						x	x		x	x						x
FP00169	Mudgee	Gladstone Street north - Perry St to Church St	Footpath	Road reserve	Concrete	North	1.20	230.0	3	x								x	x	x	x						
FP00166	Mudgee	Gladstone Street north - Church St to Lewis St	Footpath	Road reserve	Concrete	North	1.20	238.0	2	x								x	x	x							x
FP00186	Mudgee	Gladstone Street north - Lewis St to Lawson St	Footpath	Road reserve	Concrete	North	1.20	230.0	2		x					x	x	x									
FP00179	Mudgee	Gladstone Street north - Lawson St to George St	Footpath	Road reserve	Concrete	North	1.20	204.0	4	x	x					x		xx	x	x							

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FP00183	Mudgee	Gladstone Street south - Lawson St to Fleetwood Ave	Footpath	Road reserve	Concrete	South	1.20	71.0	2									x									
FP00181	Mudgee	Gladstone Street south - Fleetwood Ave to Lewis St	Footpath	Road reserve	Concrete	South	1.20	124.0	2	x	x														x	x	
FP00655	Mudgee	Gladstone Street south - Lewis St to Church St	Footpath	Road reserve	Concrete	South	1.20	210.0	3		x							x		xx			x				
FP00174	Mudgee	Gladstone Street south - Church St to Perry St	Footpath	Road reserve	Concrete	South	1.20	210.0	4	x	x							x	x	xx							
FP00177	Mudgee	Gladstone Street south - Perry St to Douro St	Footpath	Road reserve	Concrete	South	1.20	206.0	4	x	x							x	x	xx							
FP00165	Mudgee	Gladstone Street south - Douro St to Court St	Footpath	Road reserve	Concrete	South	1.20	207.0	3	x			x			x	x	x	x	x							
FP00175	Mudgee	Gladstone Street south - Court St to Cox St	Footpath	Road reserve	Concrete	South	1.20	205.0	4		x					x	x	x	x	x							
FP00507	Mudgee	Glen Willow Pathway - Lawson Park east to Pedestrian Bdg	Shared path	Reserve	Concrete	NI	2.60	647.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00506	Mudgee	Glen Willow Pathway - Pedestrian Bdg to Pitts Ln	Shared path	Reserve	Concrete	NI	2.60	375.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00656	Mudgee	GW Netball Road east - Pitts Lane to End	Shared path	Road reserve	Concrete	East	2.60	16.9	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00657	Mudgee	GW Netball Road west - Pitts Lane to End	Footpath	Road reserve	Concrete	West	1.20	107.8	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00658	Mudgee	GW Netball Road west - Pitts Lane to Netball Courts	Footpath	Reserve	Concrete	West	1.50	45.6	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00659	Mudgee	GW River to west - Pathway to End	Shared path	Reserve	Concrete	NI	2.60	250.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00660	Mudgee	GW Stadium Road east - Pitts Lane to End	Footpath	Road reserve	Concrete	East	1.20	68.1	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00661	Mudgee	Henry Bayly Drive west - Baskerville Dr to Bellevue Rd	Footpath	Road reserve	Concrete	West	1.20	75.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00189	Mudgee	Henry Lawson Drive west - Ulan Rd to Putta Bucca Road	Footpath	Road reserve	Concrete	West	2.00	235.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00213	Mudgee	Horatio Street north - Douro St to Perry St	Footpath	Road reserve	Concrete	North	1.20	206.0	2	x						x		x	x	x					xx	xx	
FP00215	Mudgee	Horatio Street north - Perry St to Church St	Footpath	Road reserve	Concrete	North	1.20	210.0	3	x	x					x	x	x	x								

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FP00662	Mudgee	Horatio Street north - Church St to Lewis St	Footpath	Road reserve	Concrete	North	1.20	213.0	3																		x
FP00217	Mudgee	Horatio Street north - Lewis St to Lawson St	Footpath	Road reserve	Concrete	North	1.20	209.0	4	x	x							x	x	x		x					
FP00220	Mudgee	Horatio Street north - Lawson St to George St	Footpath	Road reserve	Concrete	North	1.20	207.0	2																		
FP00223	Mudgee	Horatio Street north - George St to Lochiel Ln	Footpath	Road reserve	Concrete	North	1.20	101.0	2																		
FP00212	Mudgee	Horatio Street north - Lochiel Ln to Sydney Rd	Footpath	Road reserve	Concrete	North	1.20	101.0	4																		
FP00222	Mudgee	Horatio Street south - Lawson St to Lewis St	Footpath	Road reserve	Concrete	South	1.20	215.0	2	x	x							x									
FP00663	Mudgee	Horatio Street south - Lewis St to Church St	Footpath	Road reserve	Concrete	South	1.20	205.0	3	x	x					x		x	xx	x							
FP00216	Mudgee	Horatio Street south - Church St to Perry St	Footpath	Road reserve	Concrete	South	1.20	205.0	3	x								x	x	x					x		
FP00214	Mudgee	Horatio Street south - Perry St to Douro St	Footpath	Road reserve	Concrete	South	1.20	205.0	4	x	x					x		xx	x	xx	x				x	x	
FP00219	Mudgee	Horatio Street south - Douro St to Court St	Footpath	Road reserve	Concrete	South	1.20	150.0	4		x					x		x	x	xx					x		
FP00664	Mudgee	Hughson Avenue north - End to Melton Rd	Footpath	Road reserve	Concrete	North	1.20	160.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00226	Mudgee	Inglis Street south - Cox St to Court St	Footpath	Road reserve	Concrete	South	1.20	202.0	4	x	x		x			xx		x		x	x				x		
FP00230	Mudgee	Inglis Street north - Church St to 50m east of Church St	Footpath	Road reserve	Concrete	North	1.20	50.0	3							xx		x		x					x		
FP00665	Mudgee	Inglis Street north - 104m east of Church St to Lewis St	Footpath	Road reserve	Concrete	North	1.20	106.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00229	Mudgee	Inglis Street south - Church St to Perry St	Footpath	Road reserve	Concrete	South	1.20	80.0	3							x		xx			x	x					
FP00666	Mudgee	Inverness Avenue west - Lions Dr to End	Footpath	Road reserve	Concrete	West	1.20	280.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00667	Mudgee	Kellett Drive west - Bateman Ave to Lions Dr	Footpath	Road reserve	Concrete	West	1.20	123.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	
FP00668	Mudgee	Kellett Drive west - Bateman Ave to Birch Gr	Footpath	Road reserve	Concrete	West	1.20	93.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	

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FP00669	Mudgee	Kellett Drive west - Birch Gr to #18 Kellet Drive	Footpath	Road reserve	Concrete	West	1.20	90.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00670	Mudgee	Kellett Drive north - #18 Kellet Drive to Bateman Ave	Footpath	Road reserve	Concrete	North	1.20	220.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00671	Mudgee	Lahy Court Reserve - Lahy St to Gladstone St	Footpath	Reserve	Concrete	NI	1.20	102.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00672	Mudgee	Lawson Park - Gravel fitness trail	Shared path	Park	Gravel	NI	2.60	470.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00673	Mudgee	Lawson Park - Gravel fitness trail extension	Shared path	Park	Gravel	NI	2.60	25.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00674	Mudgee	Lawson Park - Pavilion to Carpark	Footpath	Park	Concrete	NI	1.50	20.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00675	Mudgee	Lawson Park - Playground to Carpark	Footpath	Park	Concrete	NI	1.50	12.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00676	Mudgee	Lawson Park - Playground Loop	Shared path	Park	Concrete	NI	2.00	132.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00677	Mudgee	Lawson Park - Pool Entrance to Pool	Footpath	Park	Concrete	NI	1.20	30.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00678	Mudgee	Lawson Park - Carpark to Pool	Footpath	Park	Concrete	NI	1.20	17.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00679	Mudgee	Lawson Park - Pool to Park Toilets	Footpath	Park	Concrete	NI	1.20	66.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00680	Mudgee	Lawson Park east - Short Street to Ulan Road	Shared path	Park	Concrete	NI	2.60	235.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00681	Mudgee	Lawson Park east - Link Path	Footpath	Park	Concrete	NI	1.80	13.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00682	Mudgee	Lawson Park east - Main Pathway to Ulan Road (high level)	Footpath	Park	Concrete	NI	1.80	183.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00683	Mudgee	Lawson Park east - Lawson Park east to Lawson Park west (under bridge)	Shared path	Park	Concrete	NI	2.60	80.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00684	Mudgee	Lawson Park east - Short Street mid block to Ulan Road	Footpath	Park	Concrete	NI	1.80	126.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00685	Mudgee	Lawson Park east - Short / Church St to Bird Lookout	Footpath	Park	Concrete	NI	1.80	130.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00242	Mudgee	Lawson Street east - Meares St to Madeira Rd	Footpath	Road reserve	Concrete	East	1.20	150.0	3	x	x					xx	x	x	x						x	
FP00238	Mudgee	Lawson Street west - Denison St to Gladstone St	Footpath	Road reserve	Concrete	West	1.20	212.8	4	x	x					x		xx		x					x	
FP00239	Mudgee	Lawson Street west - Gladstone St to Mortimer St	Footpath	Road reserve	Concrete	West	1.20	213.5	2		x					x	xx	x		x		x			x	
FP00246	Mudgee	Lewis Street east - Short St to Market St	Footpath	Road reserve	Concrete	East	1.20	34.5	2		xx					xx										xx

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FP00257	Mudgee	Lewis Street east - Market St to Mortimer St	Footpath	Road reserve	Concrete	East	1.20	207.0	3		x							x	x	x							xx
FP00255	Mudgee	Lewis Street east - Mortimer St to Gladstone St	Footpath	Road reserve	Concrete	East	1.20	214.0	3		x							x		x		x					
FP00250	Mudgee	Lewis Street east - Gladstone St to Denison St	Footpath	Road reserve	Concrete	East	1.20	212.0	4	x	x							x	x	x					x	x	
FP00248	Mudgee	Lewis Street east - Railway Line to Meares St	Footpath	Road reserve	Concrete	East	1.20	60.0	3							xx		x									
FP00254	Mudgee	Lewis Street east - Meares St to 150m south of Meares St	Footpath	Road reserve	Concrete	East	1.20	150.0	4	x	x					x		x	x	x	x						
FP00686	Mudgee	Lewis Street east - 150m south of Meares St to Madeira Rd	Footpath	Road reserve	Concrete	East	1.20	50.0	1							x									x		
FP00249	Mudgee	Lewis Street west - Inglis St to Horatio St	Footpath	Road reserve	Paved	West	1.20	115.0	2		x							x		x						xx	
FP00253	Mudgee	Lewis Street west - Horatio St to Mealey St	Footpath	Road reserve	Concrete	West	1.20	140.0	3		x							x		x	x				x		
FP00247	Mudgee	Lewis Street west - Mealey St to Denison St	Footpath	Road reserve	Concrete	West	1.20	98.0	3	x	x							xx								x	
FP00256	Mudgee	Lewis Street west - Denison St to Gladstone St	Footpath	Road reserve	p	West	1.20	209.0	3		x		x					x		x						x	
FP00251	Mudgee	Lewis Street west - Gladstone St to Mortimer St	Footpath	Road reserve	Concrete	West	1.20	210.0	3	x	x							x		x	x					xx	
FP00258	Mudgee	Lewis Street west - Mortimer St to Market St	Footpath	Road reserve	Concrete	West	1.20	204.0	2		x							x								xx	
FP00252	Mudgee	Lewis Street west - Market St to Short St	Footpath	Road reserve	Concrete	West	1.20	105.0	3									x		x							
FP00687	Mudgee	Lions Drive north - Inverness Ave to Kellett Rd	Footpath	Road reserve	Concrete	North	1.20	230.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
FP00688	Mudgee	Lions Drive north - Wilkins Rd to Sydney Rd	Footpath	Road reserve	Concrete	North	1.20	138.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
FP00689	Mudgee	Lions Park - Trefusis Ave to Mountain View Rd	Footpath	Park	Concrete	NI	2.00	475.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
FP00690	Mudgee	Lions Drive south - Broadhead Rd to Kellett Dr	Footpath	Road reserve	Concrete	South	1.20	90.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
FP00691	Mudgee	Lions Drive south - Kellett Dr to Inverness Ave	Footpath	Road reserve	Concrete	South	1.20	146.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

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FP00692	Mudgee	Lovejoy Street north - Douro St to Perry St		Footpath	Road reserve	Concrete	North	1.20	45.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00693	Mudgee	Lovejoy Street south - Perry St to Douro St		Footpath	Road reserve	Concrete	South	1.20	208.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00285	Mudgee	Madeira Road north - Douro St to 213m east of Douro St		Footpath	Road reserve	Concrete	North	1.30	213.0	2								x		x					x	x
FP00694	Mudgee	Madeira Road north - 213m east of Douro St to 285m east of Douro St		Footpath	Road reserve	Concrete	North	2.50	72.0	2											x					
FP00695	Mudgee	Madeira Road north - 285m east of Douro St to Atkinson St		Footpath	Road reserve	Concrete	North	1.20	39.0	2																
FP00287	Mudgee	Madeira Road north - Atkinson St to Church St		Footpath	Road reserve	Concrete	North	1.20	16.0	3						xx		x							x	
FP00696	Mudgee	Madeira Road south - Robertson St to Lawson St		Footpath	Road reserve	Concrete	South	1.20	178.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00697	Mudgee	Madeira Road south - Lawson St to Bawden Rd		Footpath	Road reserve	Concrete	South	1.20	195.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00698	Mudgee	Madeira Road south - Bawden Rd to Church St		Footpath	Road reserve	Concrete	South	1.20	215.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00294	Mudgee	Madeira Road south - Church St to 120m west of Church St		Footpath	Road reserve	Concrete	South	1.50	120.0	3					x		xx	x		x						
FP00699	Mudgee	Madeira Road south - 120m west of Church St to 226m west of Church St		Footpath	Road reserve	Concrete	South	2.00	106.0	3								x		x					x	
FP00286	Mudgee	Madeira Road south - 226m west of Church St to Oporto Rd		Footpath	Road reserve	Concrete	South	1.20	82.0	3								x		x						
FP00313	Mudgee	Market Street north - Putta Bucca Rd to Cox St		Footpath	Road reserve	Concrete	North	1.20	474.0	2	x	x						x	x	xx	x				x	
FP00301	Mudgee	Market Street north - Cox St to Court St		Footpath	Road reserve	Concrete	North	1.20	213.0	3	x							x		x	x					x
FP00308	Mudgee	Market Street north - Court St to Douro St		Footpath	Road reserve	Concrete	North	1.20	215.0	3	x	x					x	x	x							
FP00300	Mudgee	Market Street north - Douro St to Perry St		Footpath	Road reserve	Concrete	North	1.80	213.0	2								x				x		x	x	x
FP00306	Mudgee	Market Street north - Perry St to Church St		Footpath	Road reserve	Concrete	North	3.65	223.0	2								x								
FP00298	Mudgee	Market Street north - Church St to Lewis St		Footpath	Road reserve	Concrete	North	3.65	218.0	3						xx		xx			x	x				

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FP00312	Mudgee	Market Street north - Lewis St to Lawson St	Footpath	Road reserve	Concrete	North	1.20	208.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00302	Mudgee	Market Street south - Lawson St to Lewis St	Footpath	Road reserve	Concrete	South	1.20	208.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	x
FP00700	Mudgee	Market Street south - Lewis St to 40m west of Lewis St	Footpath	Road reserve	Paved	South	3.60	40.0	4				x		xx			x		xx						
FP00303	Mudgee	Market Street south - 40m west of Lewis St to Church St	Footpath	Road reserve	Concrete	South	3.60	178.0	3				x		xx			x		x						
FP00309	Mudgee	Market Street south - Church St to Perry St	Footpath	Road reserve	Concrete	South	5.00	223.0	2				x									x				
FP00311	Mudgee	Market Street south - Perry St to Douro St	Footpath	Road reserve	Concrete	South	1.20	210.0	3		x							xx		x						
FP00315	Mudgee	Market Street south - Douro St to Court St	Footpath	Road reserve	Concrete	South	1.20	206.0	3	x	x		x			x		x	x	x						
FP00310	Mudgee	Market Street south - Court St to Cox St	Footpath	Road reserve	Concrete	South	1.20	208.0	4	x	x					x		x	xx	x						
FP00304	Mudgee	Market Street south - Cox St to First St	Footpath	Road reserve	Concrete	South	1.20	321.0	3	x	x		x				x	x	x	x	x				x	
FP00316	Mudgee	Market Street south - First St to Second St	Footpath	Road reserve	Concrete	South	1.20	30.0	3		x						x									
FP00299	Mudgee	Market Street south - Third St to Bell St	Footpath	Road reserve	Concrete	South	1.20	68.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00346	Mudgee	Meares Street north - Church St to Lewis St	Footpath	Road reserve	Concrete	North	1.20	217.0	3	x								x		x					x	x
FP00347	Mudgee	Meares Street north - Lewis St to Lawson St	Footpath	Road reserve	Concrete	North	1.20	155.0	3	x	x							x		x	x					
FP00345	Mudgee	Meares Street north - Lawson St to Robertson St	Footpath	Road reserve	Concrete	North	1.20	157.0	3	x								x		x					x	
FP00701	Mudgee	Melton Road east - Chappell Cl to Doug Gudgeon Dr	Footpath	Road reserve	Concrete	East	1.20	45.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00702	Mudgee	Melton Road east - Doug Gudgeon Dr to Ray Gooley Dr	Footpath	Road reserve	Concrete	East	1.20	177.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00703	Mudgee	Melton Road east - Ray Gooley Dr to Bruce Rd	Footpath	Road reserve	Concrete	East	1.20	24.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00704	Mudgee	Melton Road west - Macquarie Dr to Spring Rd	Footpath	Road reserve	Concrete	West	1.20	19.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00705	Mudgee	Memorial Park - Mortimer St to Douro St	Footpath	Park	Gravel	NI	1.80	115.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI

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FP00374	Mudgee	Mortimer Street north - First St to Cox St		Footpath	Road reserve	Concrete	North	1.20	183.0	4	x	x				x	x	x		x							
FP00375	Mudgee	Mortimer Street north - Douro St to Perry St		Footpath	Road reserve	Concrete	North	1.20	205.0	2	x	x						x		x							
FP00367	Mudgee	Mortimer Street north - Perry St to Church St		Footpath	Road reserve	Concrete	North	3.65	220.0	2								x		x				x			
FP00369	Mudgee	Mortimer Street north - Church St to 112m east of Church St		Footpath	Road reserve	Concrete	North	3.70	112.0	2																	
FP00706	Mudgee	Mortimer Street north - 112m east of Church St to Lewis St		Footpath	Road reserve	Concrete	North	1.20	105.0	3																x	
FP00380	Mudgee	Mortimer Street north - Lewis St to 66m east of Lewis St		Footpath	Road reserve	Concrete	North	1.20	66.0	2								x		x							
FP00707	Mudgee	Mortimer Street north - 66m east of Lewis St to 85m east of Lewis St		Footpath	Road reserve	Paved	North	3.50	19.0	4						xx		x	x	x							
FP00373	Mudgee	Mortimer Street south - Burrundulla Ave to George St		Footpath	Road reserve	Concrete	South	1.20	236.0	2	x	x						x								x	
FP00385	Mudgee	Mortimer Street south - George St to Lawson St		Footpath	Road reserve	Concrete	South	1.20	228.0	3	x	x					x	x		x							
FP00382	Mudgee	Mortimer Street south - Lawson St to Lewis St		Footpath	Road reserve	Concrete	South	1.20	207.0	3	x	x						x		x						xx	
FP00368	Mudgee	Mortimer Street south - Lewis St to 40m west of Lewis St		Footpath	Road reserve	Concrete	South	1.40	40.0	2				x													
FP00708	Mudgee	Mortimer Street south - 40m west of Lewis St to 102m west of Lewis St		Footpath	Road reserve	Concrete	South	1.20	62.0	2															x		
FP00709	Mudgee	Mortimer Street south - 102m west of Lewis St to Church St		Footpath	Road reserve	Concrete	South	3.70	114.0	2																	
FP00365	Mudgee	Mortimer Street south - Church St to Perry St		Footpath	Road reserve	Concrete	South	3.65	220.0	2				x				x		x	x					x	
FP00366	Mudgee	Mortimer Street south - Perry St to Douro St		Footpath	Road reserve	Concrete	South	1.20	205.0	2	x	x						x		x							
FP00384	Mudgee	Mortimer Street south - Douro St to Court St		Footpath	Road reserve	Concrete	South	1.20	204.0	3	x	x	x	x			x	x	x	x						x	
FP00377	Mudgee	Mortimer Street south - Court St to Cox St		Footpath	Road reserve	Concrete	South	1.20	204.0	3		x	x			x		x	x	x							
FP00383	Mudgee	Mortimer Street south - Cox St to Park Ave		Footpath	Road reserve	Concrete	South	1.20	83.0	2	x							x		x							

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FP00401	Mudgee	Mulgoa Way south - Winbourne St to Burrundulla Ave		Footpath	Road reserve	Concrete	South	1.20	78.0	3		x						x		x						x	x
FP00710	Mudgee	Mulley Park - Lynwood Ave to Oporto Rd		Footpath	Park	Concrete	NI	2.00	106.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	NI
FP00711	Mudgee	Nicholson St south - Atkinson St to End		Footpath	Road reserve	Concrete	South	1.20	16.0	4		x				x				x							
FP00712	Mudgee	Nicholson St south - Douro St to Atkinson St		Footpath	Road reserve	Concrete	South	1.20	6.0	2						x											
FP00713	Mudgee	Nicholson St south - Douro St to Atkinson St		Footpath	Road reserve	Concrete	South	1.20	8.0	2		x				x											
FP00424	Mudgee	Oporto Road east - Madeira Rd to Norman Rd		Footpath	Road reserve	Concrete	East	1.20	100.0	2	x	x		x				x		x							
FP00428	Mudgee	Oporto Road east - Norman Rd to Burgundy Rd		Footpath	Road reserve	Concrete	East	1.20	115.0	2	x	x						x		x							
FP00426	Mudgee	Oporto Road east - Burgundy Rd to Havilah Tce		Footpath	Road reserve	Concrete	East	1.20	145.0	3	x	x						x		x							
FP00427	Mudgee	Oporto Road east - Havilah Tce to Lisbon Rd		Footpath	Road reserve	Concrete	East	1.20	80.0	3	x	x						x		x							
FP00714	Mudgee	Park Avenue west - Gladstone St to Blackman Cr		Footpath	Road reserve	Concrete	West	1.20	117.0	4								x	x	x					x		
FP00715	Mudgee	Park Avenue west - Blackman Cr to Mortimer St		Footpath	Road reserve	Concrete	West	1.20	68.0	4								x	x	x					x		
FP00716	Mudgee	Patterson Street Reserve - Patterson St to Cameron St		Footpath	Reserve	Concrete	NI	2.00	51.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI	NI
FP00441	Mudgee	Perry Street east - Short St to Market St		Footpath	Road reserve	Concrete	East	1.90	117.0	1															x		
FP00438	Mudgee	Perry Street east - Market St to Lovejoy St		Footpath	Road reserve	Concrete	East	1.70	104.0	2	x				xx			x									x
FP00439	Mudgee	Perry Street east - Lovejoy St to Mortimer St		Footpath	Road reserve	Concrete	East	1.70	109.0	2		x						x									
FP00429	Mudgee	Perry Street east - Mortimer St to Gladstone St		Footpath	Road reserve	Concrete	East	3.70	208.0	3								x		xx							
FP00434	Mudgee	Perry Street east - Gladstone St to Denison St		Footpath	Road reserve	Concrete	East	1.20	208.0	4		x					x	x	x	x							
FP00431	Mudgee	Perry Street east - Denison St to Horatio St		Footpath	Road reserve	Concrete	East	1.20	207.0	4	x					x	x	x	x	xx					x		
FP00435	Mudgee	Perry Street west - Inglis St to Horatio St		Footpath	Road reserve	Concrete	West	1.20	114.0	4						x		x	x	x							

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FP00432	Mudgee	Perry Street west - Horatio St to Denison St	Footpath	Road reserve	Concrete	West	1.20	209.0	2		x									x								
FP00433	Mudgee	Perry Street west - Denison St to Gladstone St	Footpath	Road reserve	Concrete	West	1.20	211.0	3		x		x					x		x								
FP00430	Mudgee	Perry Street west - Gladstone St to Mortimer St	Footpath	Road reserve	Concrete	West	1.20	208.0	3	x	x		x					x		x	x							
FP00436	Mudgee	Perry Street west - Mortimer St to Lovejoy St	Footpath	Road reserve	Concrete	West	1.20	103.0	3		x						x	x		x							x	
FP00437	Mudgee	Perry Street west - Lovejoy St to Market St	Footpath	Road reserve	Concrete	West	1.20	95.0	4	x	x							x		x								
FP00440	Mudgee	Perry Street west - Market St to Short St	Footpath	Road reserve	Concrete	West	1.20	120.0	2	x								x				x				x		
FP00717	Mudgee	Pitts Lane north - Netball Rd to Stadium Rd	Shared path	Road reserve	Concrete	North	2.60	250.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00718	Mudgee	Pitts Lane north - Stadium Rd to Ulan Rd	Footpath	Road reserve	Concrete	North	1.20	82.4	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00719	Mudgee	Pitts Lane south - Ulan Rd to Stadium Rd	Shared path	Road reserve	Concrete	South	2.60	750.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00442	Mudgee	Putta Bucca Road south - Henry Lawson Dr to Chestnut Cl	Footpath	Road reserve	Concrete	South	2.00	350.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00443	Mudgee	Putta Bucca Road south - Chestnut Cl to Stockman's Dr	Footpath	Road reserve	Concrete	South	2.00	445.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00720	Mudgee	Rifle Range Road north - Hardwick Ave to Henry Bayly Dr	Footpath	Road reserve	Concrete	North	1.20	92.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00721	Mudgee	Robertson Park - Lovejoy St to Toilet Block	Footpath	Park	Concrete	NI	1.20	56.5	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00722	Mudgee	Robertson Park - Lovejoy St to Shed	Footpath	Park	Concrete	NI	1.20	39.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00723	Mudgee	Robertson Park - Market St to Toilet Block	Footpath	Park	Concrete	NI	1.50	25.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00724	Mudgee	Robertson Park - Playground Circuit	Footpath	Park	Concrete	NI	1.20	70.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00725	Mudgee	Robertson Park - Market St to Playground	Footpath	Park	Concrete	NI	1.20	6.5	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00726	Mudgee	Robertson Park - Toilet Block to Gravel Circle	Footpath	Park	Concrete	NI	1.20	28.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00727	Mudgee	Robertson Park - Gravel Circle Around Rotunda	Footpath	Park	Gravel	NI	11.40	83.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00728	Mudgee	Robertson Park - Gravel Circle to War Memorial	Footpath	Park	Concrete	NI	1.50	17.5	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		
FP00729	Mudgee	Robertson Park - War Memorial to War Circle	Footpath	Park	Concrete	NI	1.50	6.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI		

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FP00730	Mudgee	Robertson Park - War Memorial Circle	Footpath	Park	Concrete	NI	1.50	51.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00731	Mudgee	Robertson Park - north path from War Circle to east	Footpath	Park	Concrete	NI	1.50	13.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00732	Mudgee	Robertson Park - south path from War Circle to east	Footpath	Park	Concrete	NI	1.50	13.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00733	Mudgee	Robertson Park - south path from War Circle to east	Footpath	Park	Concrete	NI	1.50	3.5	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00734	Mudgee	Robertson Park - south path from War Circle to east	Footpath	Park	Concrete	NI	1.50	5.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00735	Mudgee	Robertson Park - Gravel Circle to north End Preschool Path	Footpath	Park	Gravel	NI	2.75	24.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00736	Mudgee	Robertson Park - Gravel Circle to north End Preschool Path	Footpath	Park	Stag Concrete	NI	2.75	21.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00737	Mudgee	Robertson Park - north End Preschool Path to Market / Perry Sts	Footpath	Park	Gravel	NI	1.34	50.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00738	Mudgee	Robertson Park - Gravel Circle to south End Preschool Path	Footpath	Park	Gravel	NI	2.75	40.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00739	Mudgee	Robertson Park - Lovejoy Street to 58m north of Lovejoy St	Footpath	Park	Gravel	NI	1.70	58.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00740	Mudgee	Robertson Park - 58m north of Lovejoy St to Market Street	Footpath	Park	Stag Concrete	NI	1.70	23.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00741	Mudgee	Robertson Park - Market Street to Gravel Circle	Footpath	Park	Paved	NI	2.95	27.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00461	Mudgee	Short Street north - Court St to Loy Ave	Footpath	Road reserve	Concrete	North	1.40	52.0	3		x	x				x		x								
FP00456	Mudgee	MR 208 (Short Street) north - Loy Ave to (Rr) Church St	Footpath	Road reserve	Concrete	North	1.20	203.0	2									x		x						x
FP00455	Mudgee	Short Street north - Church St to Lewis St	Footpath	Road reserve	Concrete	North	1.80	215.0	2									x								
FP00459	Mudgee	Short Street south - Lawson St to Lewis St	Footpath	Road reserve	Concrete	South	1.20	216.0	4		xx	x	x					x	x	x						x
FP00457	Mudgee	Short Street south - Lewis St to Church St	Footpath	Road reserve	Concrete	South	1.20	221.0	3	x	x							x		x						xx
FP00742	Mudgee	MR 208 (Short Street) south - Church St to 105m west of Church St	Footpath	Road reserve	Concrete	South	1.20	105.0	2	x							x					x				
FP00743	Mudgee	MR 208 (Short Street) south - Church St to Perry St	Footpath	Road reserve	Concrete	South	2.50	114.0	2																	x

ID	LOCATION		PARAMETERS							ISSUES ¹																	
	New ID	Locality	Asset Search Description	Path Type	Path Location	Material	Cardinal Direction	Width m	Length m	Condition Rating	Vertical Clearance	Horizontal	Insufficient Width	Crossfall	Gradient	Gutter Height	Gaps	Debris	Small trips	Large trips	Cracked / Broken /	Surface Issues /	Grates / Pits	Requires Paint /	Poorly Placed	Poor / missing	Poor / missing
FP00458	Mudgee	Short Street south - Douro St to Court St		Footpath	Road reserve	Concrete	South	1.20	48.0	3	x	x				xx		x		x						x	x
FP00744	Mudgee	Spring Road south - Robertson St to Melton Ave		Footpath	Road reserve	Concrete	South	1.20	149.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00745	Mudgee	Castlereagh Highway east - Before bridge to After bridge		Footpath	Road reserve	Concrete	East	2.50	50.0	2																	
FP00746	Mudgee	Castlereagh Highway south - Lions Dr to Depot Rd		Footpath	Road reserve	Concrete	South	1.20	50.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00747	Mudgee	Castlereagh Highway west - Before bridge to After bridge		Footpath	Road reserve	Concrete	West	2.50	50.0	2																	
FP00748	Mudgee	Tebutt Court Reserve - Acacia Cr to Tebutt Ct		Footpath	Reserve	Concrete	NI	1.20	53.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00393	Mudgee	Bumberra Place Reserve east - Parklands to Bumberra Pl		Footpath	Reserve	Concrete	East	1.20	105.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00390	Mudgee	MR 208 (Ulan Road) east - Parklands to Racecourse		Shared path	Road reserve	Concrete	East	2.00	195.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00389	Mudgee	MR 208 (Ulan Road) east - Racecourse to Lue Rd		Shared path	Road reserve	Concrete	East	2.00	725.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00388	Mudgee	MR 208 (Ulan Road) east - Lue Rd to Bridge		Shared path	Road reserve	Concrete	East	2.00	320.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00387	Mudgee	MR 208 (Ulan Road) east - Bridge to Short St		Shared path	Road reserve	Concrete	East	2.00	110.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00749	Mudgee	MR 208 (Ulan Road) west - Short St to Bridge		Shared path	Road reserve	Concrete	West	2.60	73.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00391	Mudgee	MR 208 (Ulan Road) west - Parklands to High Valley		Shared path	Road reserve	Concrete	West	2.00	160.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00392	Mudgee	MR 208 (Ulan Road) west - Tourist Info to Henry Lawson Dr		Shared path	Road reserve	Concrete	West	2.00	60.0	2	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00750	Mudgee	Vera Court Reserve - Vera Ct to Stormwater reserve		Footpath	Reserve	Concrete	NI	1.20	49.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00751	Mudgee	Weemaran Reserve - Lahy St to End path		Footpath	Reserve	Concrete	NI	2.00	84.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00752	Mudgee	Weemaran Reserve - Lahy St to Path		Footpath	Reserve	Concrete	NI	1.20	45.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00753	Mudgee	White Circle south - Florence Cl to John Aarts Cl		Footpath	Road reserve	Concrete	South	1.20	93.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00754	Mudgee	White Circle south - John Aarts Cl to Banjo Patterson Ave		Footpath	Road reserve	Concrete	South	1.20	94.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI

ID	LOCATION		PARAMETERS							ISSUES ¹																
	New ID	Locality	Asset Search Description	Path Type	Path Location	Material	Cardinal Direction	Width m	Length m	Condition Rating	Vertical Clearance	Horizontal	Insufficient Width	Crossfall	Gradient	Gutter Height	Gaps	Debris	Small trips	Large trips	Cracked / Broken /	Surface Issues /	Grates / Pits	Requires Paint /	Poorly Placed	Poor / missing
FP00755	Mudgee	Willem Place Reserve - Willem Pl to Bellevue Pathway	Footpath	Reserve	Concrete	NI	1.20	25.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00756	Mudgee	Xavier Court Reserve - Xavier Ct to Banjo Patterson Ave	Footpath	Reserve	Concrete	NI	1.20	109.0	1	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00098	Rylstone	Cox Street north - Carwell St to Louee St	Footpath	Road reserve	Concrete	North	1.40	135.0	3		x			x				x								x
FP00757	Rylstone	Cox Street north - Louee St to 25m east of Louee St	Footpath	Road reserve	Concrete	North	4.20	25.0	1																	
FP00099	Rylstone	Cox Street north - 25m east of Louee St to Mudgee St	Footpath	Road reserve	Concrete	North	1.20	165.0	3												x					x
FP00101	Rylstone	Cudgegong Street north - 25m west of Louee St to Louee St	Footpath	Road reserve	Concrete	North	3.50	24.5	4					x						x	x					
FP00103	Rylstone	Cudgegong Street north - Louee St to 123m east of Louee St	Footpath	Road reserve	Concrete	North	1.20	123.0	3					xx				x								
FP00758	Rylstone	Cudgegong Street north - 123m east of Louee St to Mudgee St	Footpath	Road reserve	Concrete	North	1.80	40.0	3																	
FP00102	Rylstone	Cudgegong Street south - 162m west of Mudgee St to Louee St	Footpath	Road reserve	Concrete	South	3.50	20.0	3					x		x		x	x							
FP00157	Rylstone	Farrelly Street (BVW) west - Melon St to Piper St	Footpath	Road reserve	Concrete	West	1.20	243.0	2	x	x						x	x	x			x				
FP00158	Rylstone	Farrelly Street (BVW) west - Piper St to Mudgee St	Footpath	Road reserve	Concrete	West	1.50	273.0	2																	x
FP00487	Rylstone	Rylstone to Kandos Pathway west - Mellon St to Coomber St	Shared path	Road reserve	Seal	West	2.00	240.0	4																	
FP00488	Rylstone	Rylstone to Kandos Pathway west - Coomber St to Short St	Shared path	Road reserve	Seal	West	2.00	188.0	4																	
FP00489	Rylstone	Rylstone to Kandos Pathway west - Short St to Culvert	Shared path	Road reserve	Gravel	West	2.00	1100.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00490	Rylstone	Rylstone to Kandos Pathway west - Culvert to Acacia Dr	Shared path	Road reserve	Gravel	West	2.00	540.0	4	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI		NI	NI	NI
FP00264	Rylstone	Louee Street (Part BVW) east - Dabee St to 61m south of Dabee St	Footpath	Road reserve	Concrete	East	1.20	61.0	3									x	x	x		x				
FP00265	Rylstone	Louee Street (Part BVW) east - 61m south of Dabee St to 82m south of Dabee St	Footpath	Road reserve	Concrete	East	3.50	21.0	3				x							x						
FP00759	Rylstone	Louee Street (Part BVW) east - 82m south of Dabee St to 112m south of Dabee St	Footpath	Road reserve	Concrete	East	0.80	30.0	4									x								

ID	LOCATION		PARAMETERS							ISSUES¹																	
	New ID	Locality	Asset Search Description	Path Type	Path Location	Material	Cardinal Direction	Width m	Length m	Condition Rating	Vertical Clearance	Horizontal	Insufficient Width	Crossfall	Gradient	Gutter Height	Gaps	Debris	Small trips	Large trips	Cracked / Broken /	Surface Issues /	Grates / Pits	Requires Paint /	Poorly Placed	Poor / missing	Poor / missing
FP00768	Rylstone	Louee Street (Part BVW) east - 171m south of Cudgegong St to 183m south of Cudgegong St	Footpath	Road reserve	Concrete	East	1.20	12.0	3												x						
FP00769	Rylstone	Louee Street (Part BVW) east - 183m south of Cudgegong St to Cox St	Footpath	Road reserve	Concrete	East	4.00	20.0	1																		
FP00262	Rylstone	Louee Street (Part BVW) east - Cox St to Piper St	Footpath	Road reserve	Concrete	East	1.20	28.0	3																		
FP00271	Rylstone	Louee Street (Part BVW) west - Cox St to 111m north of Cox St	Footpath	Road reserve	Stag Concrete	West	1.20	111.0	3						x			x	x	x			x				
FP00272	Rylstone	Louee Street (Part BVW) west - 111m north of Cox St to 126m north of Cox St	Footpath	Road reserve	Concrete	West	3.80	15.0	3	x			x		x				xx				x				
FP00273	Rylstone	Louee Street (Part BVW) west - 126m north of Cox St to 140m north of Cox St	Footpath	Road reserve	Concrete	West	1.20	14.0	3		x				x								x				
FP00275	Rylstone	Louee Street (Part BVW) west - 140m north of Cox St to 160m north of Cox St	Footpath	Road reserve	Stag Concrete	West	3.50	20.0	3	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI			NI	NI	NI
FP00400	Rylstone	Louee Street (Part BVW) west - 160m north of Cox St to Cudgegong St	Footpath	Road reserve	Stag Concrete	West	1.20	50.0	3	x							x								x	x	
FP00263	Rylstone	Louee Street (Part BVW) west - Cudgegong St to 52m north of Cudgegong St	Footpath	Road reserve	Concrete	West	3.50	52.0	3		x							x		x			x				
FP00270	Rylstone	Louee Street (Part BVW) west - 52m north of Cudgegong St to 163m north of Cudgegong St	Footpath	Road reserve	Concrete	West	2.80	111.0	3				x								x						
FP00276	Rylstone	Louee Street (Part BVW) west - 163m north of Cudgegong St to 186m north of Cudgegong St	Footpath	Road reserve	Concrete	West	1.20	22.5	3												x	x					
FP00277	Rylstone	Louee Street (Part BVW) west - 186m north of Cudgegong St to Hall St	Footpath	Road reserve	Concrete	West	2.50	32.0	4				x								x	x	x				
FP00770	Rylstone	Louee Street (Part BVW) west - Hall St to Dabee St	Footpath	Road reserve	Stag Concrete	West	2.70	33.0	4						x			x									
FP00399	Rylstone	Mudgee Street west - Cox St to 96m north of Cox St	Footpath	Road reserve	Concrete	West	1.00	96.0	3				x	x			x	x							xx	xx	
FP00771	Rylstone	Mudgee Street west - 96m north of Cox St to Cudgegong St	Footpath	Road reserve	Concrete	West	1.20	113.0	3																		
FP00398	Rylstone	Mudgee Street west - Cudgegong St to Dabee St	Footpath	Road reserve	Concrete	West	1.20	313.0	3	x	x		x	x			x			x	x				x		

ID	LOCATION		PARAMETERS							ISSUES ¹																		
	New ID	Locality	Asset Search Description	Path Type	Path Location	Material	Cardinal Direction	Width m	Length m	Condition Rating	Vertical Clearance	Horizontal	Insufficient Width	Crossfall	Gradient	Gutter Height	Gaps	Debris	Small trips	Large trips	Cracked / Broken /	Surface Issues /	Grates / Pits	Requires Paint /	Poorly Placed	Poor / missing	Poor / missing	
FP00483	Rylstone	Rylstone River Pathway - north end Mudgee St to Rail Bridge	Shared path	Reserve	Seal	NI	2.00	180.0	4																			
FP00484	Rylstone	Rylstone River Pathway - Rail Bridge to Road Bridge	Shared path	Reserve	Seal	NI	2.00	212.0	4																			
FP00485	Rylstone	Rylstone River Pathway - Road Bridge to Showground Ring Road	Shared path	Reserve	Seal	NI	2.00	338.0	4																			
FP00486	Rylstone	Rylstone River Pathway - Cudgegong St to Carwell St	Shared path	Reserve	Seal	NI	2.00	204.0	4																			
FP00772	Rylstone	Rylstone River Pathway - Pathway to Hall St	Shared path	Reserve	Seal	NI	2.00	204.0	3																			
FP00773	Rylstone	Rylstone River Pathway - Hall St to Cudgegong St	Shared path	Reserve	Seal	NI	2.00	204.0	3																			

¹NOTE: "NI" = not inspected. These pathways were not inspected as part of this PAMP preparation. These pathways are generally recreational pathways or new pathways.

Appendix D – PAMP Projects

D1 – PAMP PROJECT MAPS

FIGURE D1-1: GULGONG PAMP PROJECT MAP

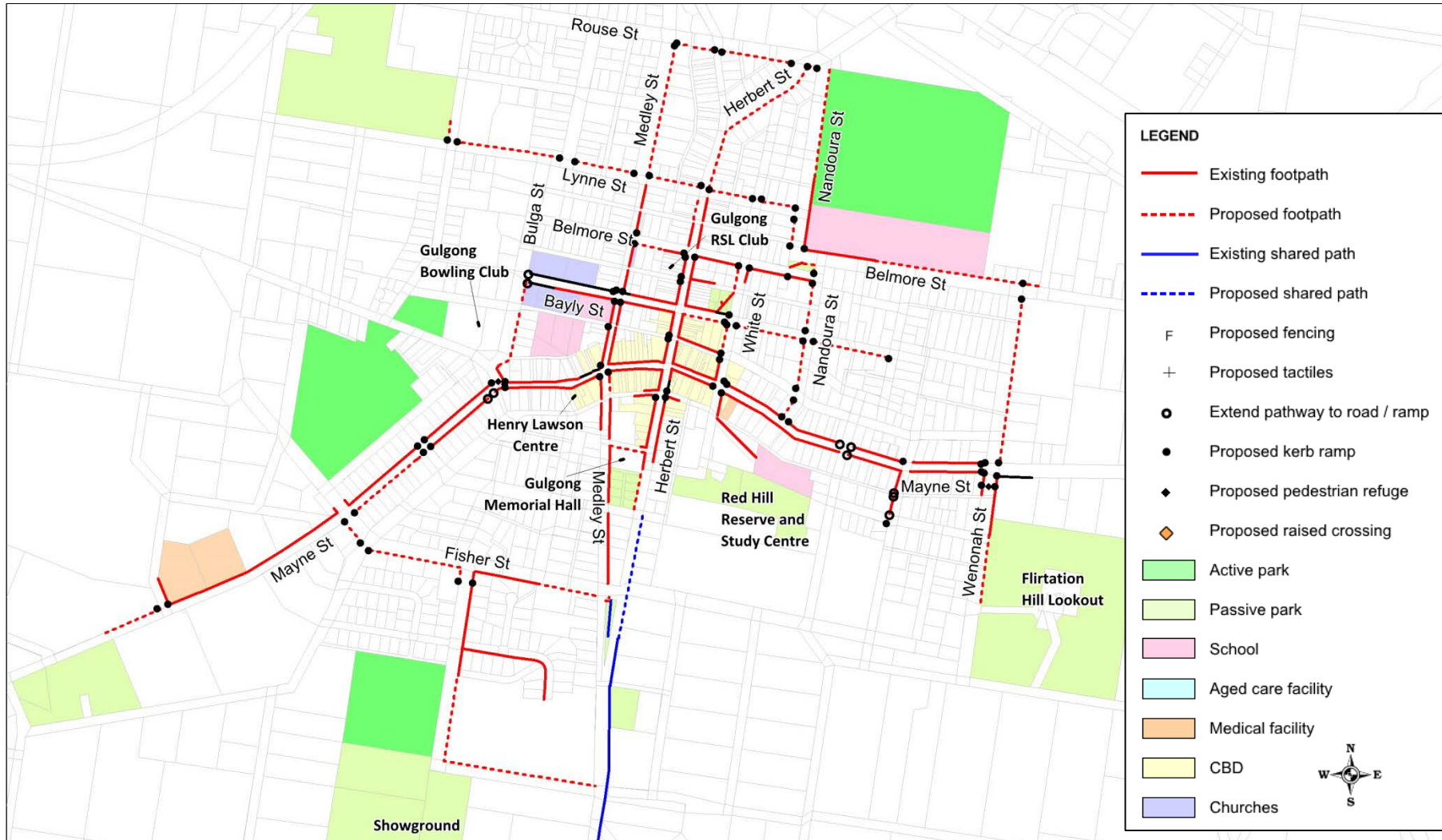


FIGURE D1-2: KANDOS PAMP PROJECT MAP

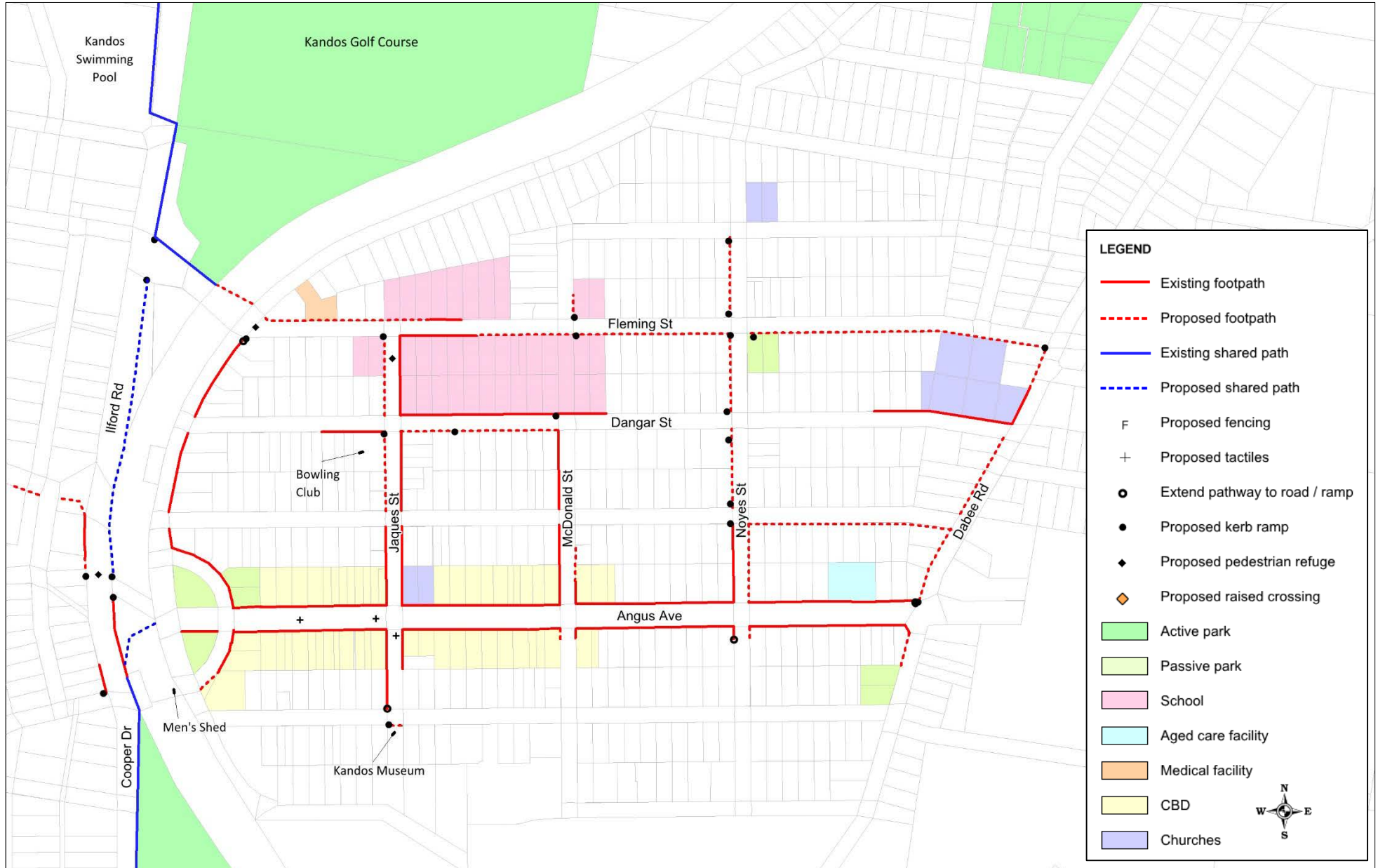


FIGURE D1-3: MUDGEE PAMP PROJECT MAP (NORTH)

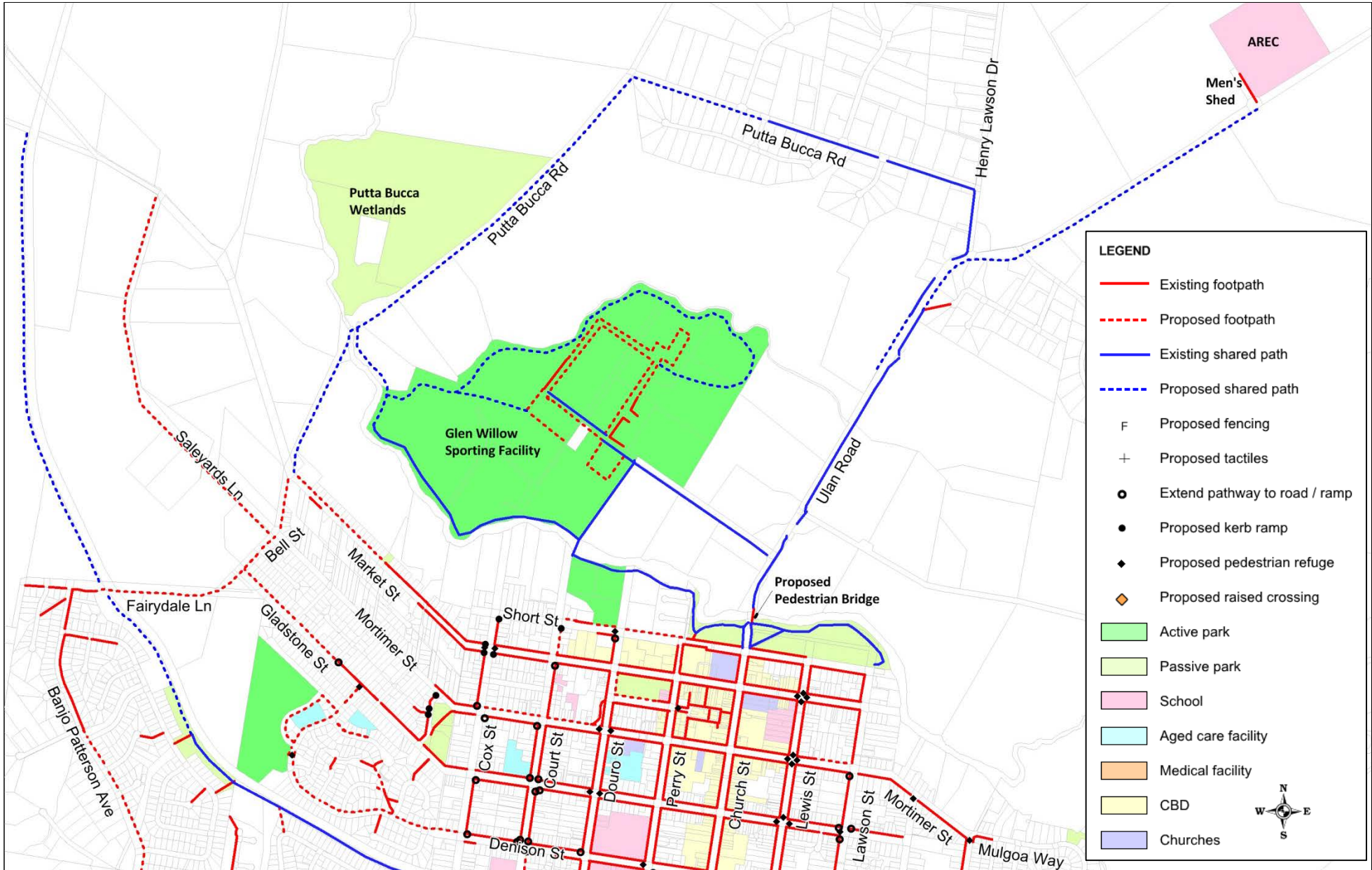


FIGURE D1-4: MUDGEE PAMP PROJECT MAP (SOUTH)

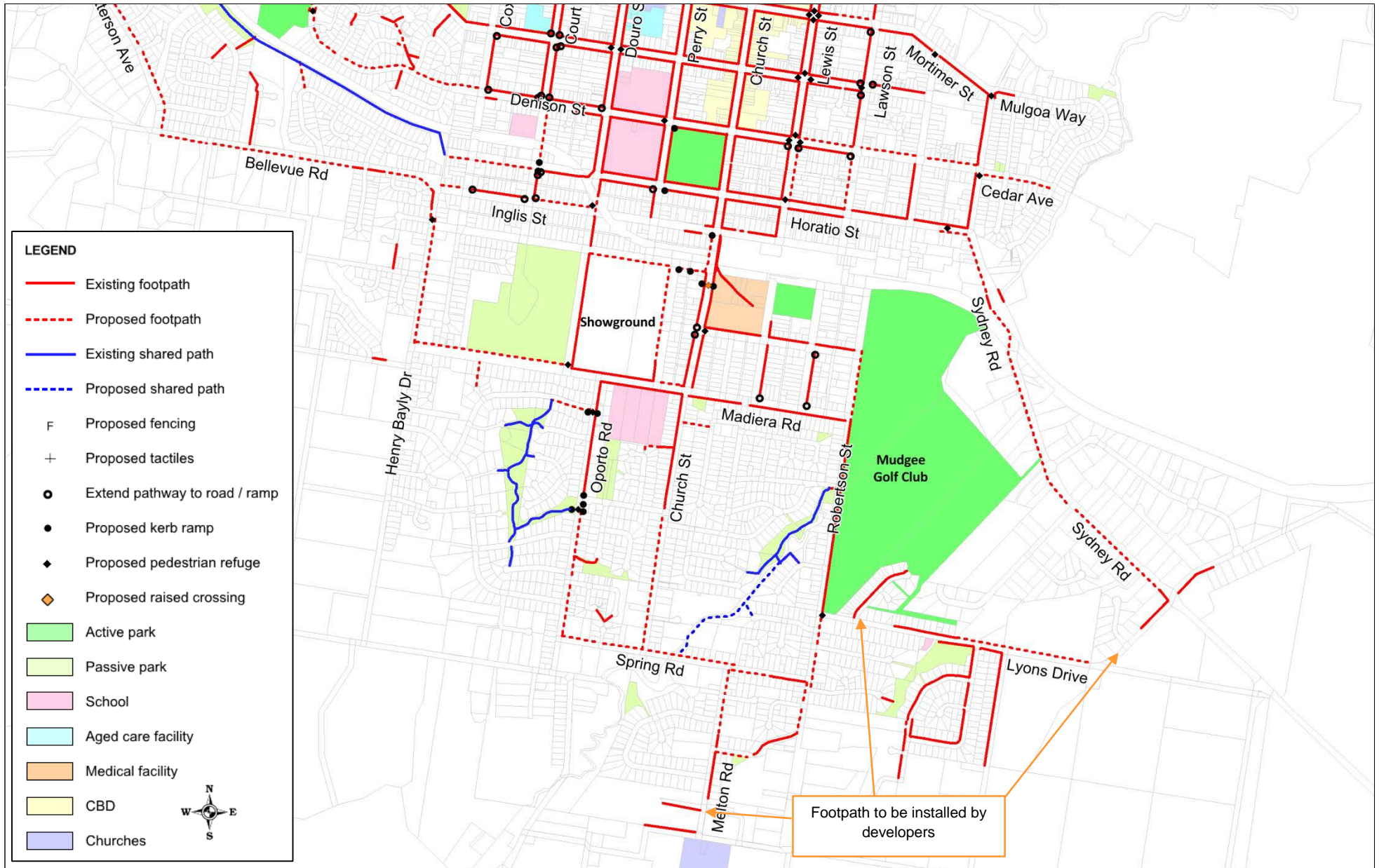
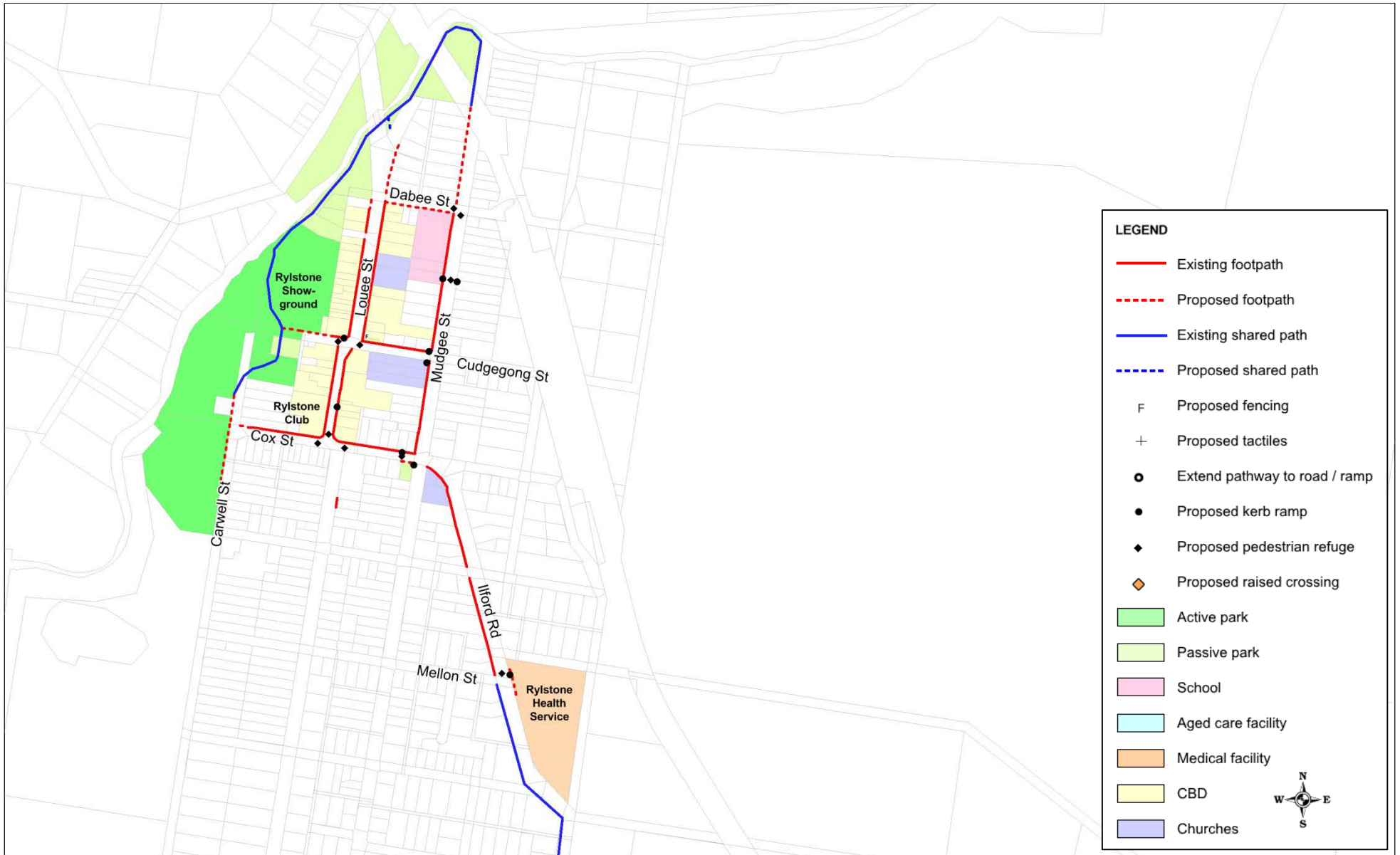


FIGURE D1-6: RYLSTONE PAMP PROJECT MAP



D2 – PAMP PROJECT LIST INCLUDING COSTS AND PRIORITISATION

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Antracite Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors / generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Mudgee	Intersection - Horatio St and Douro St	Install roundabout with pedestrian crossing points on 3 arms ¹																				See note ¹	10	10	10	5	15	10	0	10	10	5	85	
Mudgee	Church St east - Railway road bridge	Replace existing fencing with pedestrian fencing														40						\$7,200	10	8	10	1	10	10	0	10	10	5	74	
Mudgee	Horatio St north - Douro St to Perry St	Replace poor condition footpath from trampoline to 1/3 across oval	100																			\$8,400	5	10	10	1	15	8	0	10	10	5	74	
Rylstone	Bylong Valley Way at hospital	Install build outs, central refuge and ramp on eastern side of road, including pathway extending from start of bus stop to hospital access. Improved access to hospital and public transport.	30									1	1	2									\$12,320	8	10	10	1	10	10	0	8	10	5	72
Gulgong	Intersection - Mayne St and Medley St	Install additional ramps to allow for safe crossing on all corners of the intersection. The road widths are insufficient for the installation of refuges, consideration could be given to pulling parking further from intersection to improve pedestrian visibility.										8										\$25,000	10	8	10	1	8	10	0	10	10	5	72	
Gulgong	Herbert St mobility improvements	Works include installation of new ramps, replacement of non-compliant ramps, replacement of poor condition pavement and pathway extension works.	90							10		10										\$23,560	10	8	10	1	8	8	0	10	10	5	70	

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY												
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Gulgong	Mayne St mobility improvements	Works include installation of new ramps, replacement of non-compliant ramps, extending pathway to kerb as required, resealing for some sections of road between ramps, replaced sections of pathway with high crossfall	158					99	40			15										\$43,352	10	8	10	1	8	8	0	10	10	5	70
Mudgee	Ulan Road - Cudgegong River Bridge	Commission new pedestrian bridge to the east of the existing road bridge for improved pedestrian and cyclist safety.																				\$300,000	10	0	10	5	10	10	0	10	10	5	70
Mudgee	Ulan Road – Lawson’s Creek Pedestrian Bridge	Replace bridge railing with compliant railing and replace timber deck														100			70			\$53,000	10	0	10	5	10	10	0	10	10	5	70
Rylstone	Intersection - Louee St and Cox St	Need safe place to cross - install refuges										3										\$24,000	10	8	10	1	10	10	0	10	5	5	69
Rylstone	Intersection - Louee St and Cudgegong St	Need safe place to cross - install refuges										3										\$24,000	10	8	10	1	10	10	0	10	5	5	69
Mudgee	Church St at Medical Center	Install raised pedestrian crossing for safe access to medical centre and to slow speeds down as cars come over bridge									1	2										\$23,000	5	10	10	1	10	10	0	8	10	5	69
Mudgee	Douro St east - Gladstone St to Denison St	Replace all older concrete along this block	100																			\$8,400	10	5	10	1	15	5	0	8	10	5	69
Mudgee	Intersection - Horatio St / Lewis St	Install refuge for safe crossing Lewis St along the north side of Horatio St.										1										\$8,000	10	5	5	1	15	10	0	8	10	5	69

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY												
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Mudgee	Sydney Rd south - Lions Dr to Horatio St	Install pathway to link existing network to industrial area / shopping	1500									3	1									\$138,500	10	8	10	3	15	8	0	5	8	1	68
Mudgee	Intersection - Market St and Lewis St	Install crossing similar to that of Perry/Gladstone Street for safe school crossing and also crossing for those heading to CBD from eastern Mudgee who will cross on the southern side of Mortimer St																				\$179,000	10	10	10	1	8	10	0	8	5	5	67
Mudgee	Intersection - Mortimer St and Lewis St	Install crossing similar to that of Perry/Gladstone Street for safe school crossing and also crossing for those heading to CBD from eastern Mudgee who will cross on the southern side of Mortimer St. Approved this FY.																				\$186,000	10	10	10	1	8	8	0	8	5	5	67
Mudgee	Church St east at Meares St	Build out kerb-line on north-east corner of the intersection to mirror that on the south-east corner. Reduction in the radius of the left-hand turn from Church St southbound into Meares St eastbound will reduce car speeds taking this turn.										1	1	66								\$19,400	8	10	10	1	10	10	0	8	5	5	67
Kandos	Fleming St north, from Davies Rd to existing	Install new pathway to link shared-use path (incl. Pool) to Kandos Medical Centre and school.	223																			\$18,732	8	10	10	1	5	8	0	10	10	5	67
Rylstone	Louee St east, at Cudgegong St	Install safety fencing at bottom of steep section to stop errant prams/bikes/wchairs from entering the roadway														5						\$900	10	8	10	1	10	10	0	8	5	5	67

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Animate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Mudgee	Church St west - at Railway Line	Investigate at grade crossing for improved crossing for mobility impaired. Evidence of desire line	150								1												\$12,800	10	5	10	1	10	8	0	8	10	5	67
Mudgee	Douro St east at Mortimer St	Install refuge to allow for safer crossing of busy street for elderly and school children										1											\$8,000	10	5	10	1	15	8	0	8	5	5	67
Mudgee	Douro St east at Gladstone St	Install refuge to allow for safer crossing of busy street for elderly and school children										1											\$8,000	10	5	10	1	15	8	0	8	5	5	67
Mudgee	Horatio St north - Lewis St to Lawson St	Replace most of the street, and replace older section on other side of Lawson St	180																				\$15,120	10	5	5	1	15	8	0	8	10	5	67
Mudgee	Market St north - out front of PCYC	Replace or resurface poor condition footpath outside PCYC				80																	\$5,600	10	8	10	1	8	5	0	10	10	5	67
Mudgee	Market St north - Lewis St to Church St	Replace poor pathway from Lewis St to Saddlery, and replace broken section further towards Church St, adjacent to kerb at Church bus stop				200																	\$11,200	10	8	10	1	8	5	0	10	10	5	67
Mudgee	Inglis St south - Henry Bayly Dr to Douro St	Install pathway for improved access to schools and CBD, including refuge across Douro St	532									6	1										\$61,688	10	5	10	5	8	10	0	5	10	3	66
Kandos	Angus Ave north, west of McDonald Street	Replace poor condition pathway				56																	\$3,920	10	8	10	1	8	5	0	8	10	5	65
Rylstone	Louee St both side, Cudgong to Cox	Mobility improvement project. Pursue disability parking spaces on both sides of street with ramps for access over gutters. No parking paint at ramps.										2											\$3,000	10	8	10	1	10	8	0	8	5	5	65

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY												
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Gulgong	Mayne St north at Crown St (or include in above)	Mayne St north at Crown St, install ramps on either side of intersection and a wide refuge island between for safe crossing. On Mayne Street, put a ramp and refuge for crossing the street to head down Crown St										4	2									\$22,000	10	5	10	1	8	8	0	8	10	5	65
Gulgong	Medley St west - Mayne St to Queen St	Replace last 34m of 90cm wide pathway ending at Queen St. Improved access to school and CBD.	34																			\$2,856	10	10	10	1	5	8	0	8	10	3	65
Mudgee	Mortimer St south - Lawson to Lewis	Replace #53-55 poor condition	40																			\$3,360	10	5	10	1	8	8	0	8	10	5	65
Mudgee	Church St east - Denison St to Horatio St	Replace all older poor-condition segments	95																			\$7,980	10	8	10	1	10	0	0	10	10	5	64
Mudgee	Intersection - Market St and Cox St	Install two pedestrian refuges to allow safe crossing of highway with limited sight distance and high average speeds	4									3	2									\$20,836	10	5	5	1	15	10	0	5	10	3	64
Mudgee	Perry St west - Lovejoy St to Market St	Replace first 15m of pathway from Lovejoy St	15																			\$1,260	10	10	10	1	5	5	0	8	10	5	64
Gulgong	Medley St east, Lt Bayly St to Bayly St	Replace poor section of pathway and install new ramps	54									2										\$7,536	10	8	10	1	5	8	0	8	10	3	63
Gulgong	Medley St east - Queen to Mayne St	Replace pathway Medley Street east from Queen to Mayne (but not as bad as G47, although closer to CBD). Maybe just replace cnr with stag conc and fix ramps as per above project for the intersection G41				60																\$4,200	10	8	10	1	5	8	0	8	10	3	63

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Mudgee	Opal Nursing Home Loop	Install pathway around block for improved walking for Opal nursing home residents and improved access to sporting fields. Lang St south (Denison to Menchin) and Menchin St south (Lang St to Denison St)	342																				\$28,728	5	10	10	5	5	8	0	5	10	5	63
Mudgee	Douro St - Horatio St to Nicholson St	Complete gap in footpath including railway crossing. Remove fencing - can be reinstated with additional concrete pathway if trains start running again	42								1												\$3,728	8	5	10	1	8	10	0	8	10	3	63
Mudgee	Market St north - at Perry St	Move ramps closer to roundabout and install median at desire line										2	1										\$11,000	10	8	10	1	8	8	0	8	5	5	63
Gulgong	Intersection - Bayly St x Medley St	Install ramps and extend path on southern crossing point - currently trip hazard and adjacent to school. Replace two ramps across northern crossing point (if not undertaken in G001 and G002)	2									4											\$6,168	5	10	10	1	5	10	0	8	10	3	62
Gulgong	Nandoura St school crossing	Change zebra on primary school corner to a school crossing (instead of or as well). Pull back line to allow children to cross to the west as well as to the south.	2							40		2											\$7,168	5	10	10	1	5	10	0	8	10	3	62
Mudgee	Intersection - Meares St and Church St	Build out north-east kerb line to make corner sharper / reduce speed, making the crossing safer. Install refuge on northern and eastern sides of the road.	10			60						1	2										\$22,540	5	10	10	1	10	8	0	8	5	5	62
Mudgee	Mortimer St north - Court St to Douro St	Complete pathway on this side of the road for improved CBD access	181									0											\$15,204	10	5	8	1	8	5	0	10	10	5	62

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Anomalous Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Mudgee	Mortimer St north - Lewis St to Lawson St	Extend pathway to Lawson St, repair or replace bricks at #70	126				70																\$17,584	10	5	10	1	8	5	0	8	10	5	62
Mudgee	Perry St east - Mortimer to Gladstone	Replace from end of Motel to start of Auto One				150																	\$10,500	10	8	10	1	5	5	0	8	10	5	62
Mudgee	Perry St east - Gladstone St to Denison St	Replace broken concrete adjacent to school	50																				\$4,200	5	10	10	1	5	8	0	8	10	5	62
Kandos	Intersection - Henbury Ave / Davies Rd / Fleming St	Remove zebra crossing at rail, and install refuge on Fleming St west of Davies St										2	1										\$11,000	10	10	10	1	5	5	0	10	5	5	61
Gulgong	Bayly St north, from Bulga to Medley	Replace 170m of poor condition pathway (all except new crossing and better condition section from last driveway). Ramp probably not required at Bulga end (extend path to meet road - no gutter), but ramp at Medley needs to be pulled out and replaced with one providing a suitable slope). Street includes All Hallows School and multiple churches.	170									1											\$15,780	8	10	10	1	5	8	0	8	10	1	61
Gulgong	Medley St east - existing to Robinson St	Extend Medley Street East from existing (south of Mayne St) to Robinson Street	32																				\$4,188	10	8	10	1	5	8	0	8	8	3	61
Gulgong	White St east at Mayne St	Install ramp on south side of Mayne St											1										\$1,500	10	8	10	1	5	8	0	8	10	1	61
Gulgong	White St west at Mayne St	Install ramp for crossing Mayne St											1										\$1,500	10	8	10	1	5	8	0	8	10	1	61
Mudgee	Horatio St south - Railway line to Court St	Replace all broken sections from start #139 to Court St and extend to Court St	75																				\$6,300	10	5	8	5	5	5	0	8	10	5	61

TOWN	LOCATION	DETAILS	ITEMS																COST	PRIORITY														
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence		Tactile Strips	Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Gulgong	Medley St east - south of Mayne St	Replace poor condition concrete section with stag-concrete.					40																\$4,000	10	8	10	1	5	5	0	8	10	3	60
Mudgee	Madeira Rd north - Atkinson St to Church St	Complete gap for improved access to school, Scout hall, playgroup, showground and CBD	82																				\$6,888	8	10	10	1	8	5	0	5	10	3	60
Mudgee	Various locations - pathway extension to road project	Extend existing pathway to meet the road to ensure safe access to roads - 34 locations	200																				\$16,800	10	5	5	1	8	10	0	8	10	3	60
Rylstone	Cox St, west of Mudgee street	Insert safe crossing point to west end of park, install path up to Mudgee St	25										2										\$18,100	5	5	8	1	10	10	0	10	5	5	59
Gulgong	Fisher St south - Mayne St to Medley Street	Link new pathway on Fisher St to Mayne St and Medley St, improving access to schools, CBD and showground/sporting fields	413																				\$34,692	8	5	5	3	15	5	0	5	10	3	59
Mudgee	Horatio St north - George St to Burrundulla	Replace older section of path to first driveway	30																				\$2,520	10	5	0	1	15	8	0	5	10	5	59
Mudgee	Perry St east - Denison St to Horatio St	Install ramp at corner and replace/repair the remainder of the block. Relocate bollards near skate park or whole block to protect concrete from parking cars?	130									1											\$12,420	5	10	10	1	5	5	0	8	10	5	59
Kandos	Dangar St south, from McDonald to Jaques	Improved access to school via existing school crossing. Requires ramp at crossing. Improved access for teachers parking on Dangar or child drop-off. Improved access to school from SE residential areas.	200									1											\$18,300	5	10	10	1	5	8	0	8	10	1	58

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m ²	Area of Seal m ²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Kandos	McDonald Street east, Rogers to Angus	Improve access to IGA. Extend pathway along McDonald Street to allow additional parking and safe pushing of trolleys down the slope. Investigate turning IGA carpark into a proper carpark with seal and gate adjacent to the building instead of further down the hill.	50																				\$4,200	10	8	10	1	5	5	0	10	8	1	58
Mudgee	Gladstone St north - Cox St to Court St	Replace first section leading up to Kanandah Hostel and paint yellow stripes or NO PARKING over section at mechanics to stop cars parking over footpath. Improved access to CBD and for elderly residents/visitors	105						25														\$11,320	5	10	10	1	8	8	0	3	10	3	58
Mudgee	Gladstone St south - Lewis St to Church St	Replace section from #47 to #53 in poor condition to improve CBD access	65																				\$5,460	10	5	10	1	8	8	0	3	10	3	58
Mudgee	Gladstone St south - Church St to Perry St	Replace all broken sections, especially at corner	50																				\$4,200	10	5	10	1	8	8	0	3	10	3	58
Mudgee	Gladstone St south - Perry St to Douro St	Replace full block from end of new pathway	190																				\$15,960	10	5	10	1	8	8	0	3	10	3	58
Mudgee	Ulan Rd at Parklands Resort	Install pedestrian refuge for safe crossing of Ulan Road											1										\$8,000	10	0	0	5	10	10	0	8	10	5	58
Rylstone	Mudgee St at existing school crossing	Install build outs and central refuge, ramps on either side of road and path on western side to meet footpath.				82						2	1	2									\$17,000	5	10	10	1	5	10	0	5	8	3	57
Rylstone	Louee St west, Bunnings to Dabee St	Extend pathway to meet Dabee St	48																				\$4,032	10	8	10	1	10	0	0	5	8	5	57

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Gulgong	Intersection Crown/Tallowang and Mayne Street.	Improve safety of street crossing by installation of ramps and refuges.										4	2										\$22,000	10	5	8	1	5	8	0	5	10	5	57
Gulgong	Wenonah St west side at Mayne St	Ramps required on both sides of Mayne St	3									2											\$3,252	5	10	10	1	5	10	0	5	10	1	57
Gulgong	Rouse St south - Nandoura to Medley	Improved access to Schools and recreational parks along busy town bypass	307																				\$25,788	5	5	8	3	8	10	0	5	8	5	57
Mudgee	Church St west at Madeira Road	Ramps and refuge need to be installed on the Church St west side of the roundabout.	6									2	0.5										\$7,504	5	5	10	1	10	8	0	8	5	5	57
Mudgee	Intersection - Mortimer St and Perry St	Install pedestrian fencing so that pedestrians cross at designated crossings, reducing risk															70						\$12,600	10	8	10	1	8	5	0	5	5	5	57
Mudgee	Lions Drive north - between new residential developments and industrial development	Fill the gap between pathway to be installed by developers	495																				\$41,580	10	5	5	5	8	8	0	5	8	3	57
Mudgee	Mortimer St north - Cox St to Court St	Complete pathway on this side of the road for improved CBD access	213									1											\$19,392	10	5	5	1	8	5	0	8	10	5	57
Mudgee	Mortimer St south - George St to Lawson St	Replace badly cracked section at #37 (west of drainage bridge for 25m) and 1m section to east of bridge next to driveway	26																				\$2,184	10	5	5	1	8	5	0	8	10	5	57
Kandos	Noyes St east, south of Angus Ave	Extend pathway south along Noyes St to meet the ramp on the other side. Extend it to the road surface.	10																				\$840	10	5	5	1	5	10	0	5	10	5	56

TOWN	LOCATION	DETAILS	ITEMS																COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence		Tactile Strips	Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Mudgee	Market St north - Bell St to existing	Install footpath to Bell St	500																			\$42,000	10	5	0	5	15	5	0	5	8	3	56
Kandos	Dabee St east, from Angus to Fleming	Link from NE Kandos residential area to CBD. Evidence of high use.	356									1										\$31,404	10	5	5	1	8	5	0	8	8	5	55
Kandos	Fleming St north, from existing to McDonald	*Alternative to above* Extend existing path to McDonald Street (preschool)	122									2										\$13,248	5	10	8	1	5	5	0	8	8	5	55
Kandos	Fleming St south, from existing to Dabee Rd	Install new pathway to provide access from NE Kandos residential area to school, preschool, medical centre and CBD	700									3										\$63,300	5	10	8	1	5	5	0	8	8	5	55
Gulgong	Bulga St east	Install pathway from Bayly St to existing path at Crown St. Including ramp from Bulga across to Bowling Club. Improved access to Churches, Bowling Club, CBD	190									3										\$20,460	10	5	8	1	5	8	0	5	10	3	55
Gulgong	Robinson St south at Herbert Street	Install 2 ramps for crossing over to Post Office										2										\$3,000	8	8	10	1	5	8	0	5	5	5	55
Gulgong	White St east side at Belmore St	Extend path and install ramp for crossing of Belmore St	1									1										\$1,584	10	8	10	1	5	5	0	5	10	1	55
Mudgee	Denison St north - Lewis St to Lawson St	Extend Denison St for improved school link to East Mudgee	208									1										\$18,972	10	5	8	1	5	5	0	8	10	3	55
Mudgee	Denison St north - Cox St to Jubilee entrance	Extend pathway for improved access to schools and sporting fields, including refuge crossing	683									8	1									\$77,372	10	5	5	3	5	8	0	8	10	1	55

TOWN	LOCATION	DETAILS	ITEMS																COST	PRIORITY														
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Anomalous Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence		Tactile Strips	Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Mudgee	Denison St west - Jubilee oval to Menchin St	Extend pathway for improved access to schools and sporting fields	30									2											\$5,520	10	5	5	3	5	8	0	8	10	1	55
Mudgee	Intersection - Burrundulla Ave / Mortimer St / Mulgoa Way	Install ramps and refuge for safe crossing of Mortimer St to Mulgoa pathway	10									2	1										\$11,840	10	5	0	1	8	8	0	8	10	5	55
Kandos	Jaques St east, from Dangar to Fleming	Install refuge for safe crossing between school and basketball courts											1										\$8,000	5	10	10	1	5	10	0	5	5	3	54
Rylstone	Louee St east, between Dabee and Cox St	Replace two sections of 80cm wide pavement with new 1.2m wide pavement (or widen second one)	57																				\$4,788	10	8	10	1	10	0	0	10	0	5	54
Gulgong	Lynne St south - Nandoura to Medley	Improved access to Schools and recreational parks	335									5											\$35,640	5	5	10	1	5	8	0	5	10	5	54
Kandos	Jaques St east, from Rogers to Dangar	Improved access between CBD and RSL club	100									1											\$9,900	5	8	10	1	5	5	0	8	8	3	53
Gulgong	Bayly St north, from Medley for 21m	Replace first 21m of poor pathway	21									1											\$3,264	8	5	10	1	5	5	0	8	10	1	53
Gulgong	Belmore St south, Herbert St to Medley St	Install ramps on both sides of intersection (south side) at Herbert St opp. RSL Club, and extend pathway to Medley St. Improved RSL and school access	70									2											\$8,880	5	8	10	1	5	8	0	5	10	1	53
Mudgee	Church St east - Lisbon Rd to Spring Rd	Extend pathway to Spring Road for improved access to school and CBD for south Mudgee.	500									1											\$43,500	10	5	0	5	10	5	0	5	8	5	53

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Mudgee	Fairydale Lane south - existing to Gladstone St	Install pathway to link Bellevue estate pathways to existing pathway in Gladstone St	560									1	2										\$50,240	10	5	0	5	5	8	0	5	10	5	53
Mudgee	Gladstone St north - Second St to Bell St	Link future Fairydale Lane path to CBD	456										2										\$41,304	10	5	0	5	8	5	0	5	10	5	53
Mudgee	Robertson St east - Madeira St to Meares St	Extend new pathway to Meares St for improved hospital, CBD, sporting field and golf club access				266							2										\$21,620	5	8	10	1	8	5	0	5	10	1	53
Rylstone	Dabee St south, Mudgee St to Louee St	Install footpath for improved access to school, and to complete block circuit	158																				\$13,272	5	5	10	1	5	5	0	8	10	3	52
Rylstone	Intersection - Dabee St and Mudgee St	Install pedestrian refuges for safe crossing of Mudgee St and Dabee St - traffic, including heavy traffic, use Mudgee St / Dabee St as a rat-run to avoid Louee St. Improve safety of school children											2										\$16,000	5	5	10	1	5	10	0	5	8	3	52
Gulgong	Herbert St Shared Path extension from Park to Memorial Hall	Extend shared path from Theresa Lane Park to Anzac Park (east side of Herbert St) and Anzac Park to existing path at Memorial Hall (west side of Herbert St)		400										1							15	1	\$113,300	5	5	5	1	8	8	0	5	10	5	52
Mudgee	Denison St north - Lawson St to Burrundulla Ave	Extend Denison St for improved school link to East Mudgee	422										3										\$39,948	10	5	5	1	5	5	0	8	10	3	52
Mudgee	Glen Willow to Putta Bucca Wetlands	Extend pathway from Glen Willow to Putta Bucca Wetlands via new pedestrian bridge ¹		400														1					\$222,8000	8	0	10	5	5	5	0	8	8	3	52

TOWN	LOCATION	DETAILS	ITEMS																COST	PRIORITY														
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m ²	Area of Seal m ²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence		Tactile Strips	Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Mudgee	Spring Rd north - Oporto Road to Hermitage Pl	Complete pathway to link Melton Road pathways to schools and CBD. Could not continue on southern side due to constraints at Redbank Ck	631									6				37							\$68,664	10	5	0	3	8	8	0	5	10	3	52
Mudgee	Bellevue Road south - Inglis St to Banjo Patterson	Pathway to be installed as land developed, Council to install remainder	788									8											\$78,192	10	5	0	5	5	10	0	5	8	3	51
Mudgee	Gladstone St north - First St to Park Ave	Replace broken sections of concrete	25																				\$2,100	10	5	0	5	8	5	0	5	8	5	51
Mudgee	Gladstone St north - Lawson St to George St	Replace all older, broken sections	60																				\$5,040	10	5	5	1	8	8	0	3	8	3	51
Mudgee	Gladstone St south - Court St to Cox St	Rehab most of the street, except for short sections of newer path	150																				\$12,600	10	5	5	1	8	8	0	3	8	3	51
Mudgee	Henry Bayly Dr east - Richards St to Madeira Rd	Improved link to schools	265																				\$22,260	5	5	5	5	5	8	0	5	10	3	51
Gulgong	Belmore St north, Nandoura St to end of K&G	Option 1 - extend to end of kerb and gutter - improved school dropoff	200																				\$16,800	5	10	10	1	5	5	0	5	8	1	50
Gulgong	Holterman St, south, Medley St to Herbert St	Install new pathway for improved access to Memorial hall, preschool and police station. Allows preschool parents to cross safely from carpark down to preschool. No space on northern side. Link shared path to Herbert.	70																				\$5,880	5	10	10	1	5	5	0	5	8	1	50
Gulgong	Nandoura St east - Mayne to Belmore St	Install pathway for improved access to schools and sporting fields from south-east Gulgong.	337									7											\$38,808	8	5	8	1	5	5	0	5	10	3	50

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY												
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Anomalous Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Gulgong	Wenonah St at Wenonah Lodge	Install a proper aged crossing point. Requires compliant ramps on both sides of road and refuge.	4									2	1									\$11,336	5	10	10	1	5	8	0	5	5	1	50
Mudgee	Adams St - Aged housing to Denison St	Link aged housing units to Denison St path	130									2										\$13,920	5	10	10	1	5	5	0	5	8	1	50
Mudgee	Glen Willow footpaths and fitness loop ²	Extend pathways and shared path network at Glen Willow as facility expands to include more sporting fields. ²	2655	2348								8										\$235,447	8	0	10	5	5	5	0	8	8	1	50
Mudgee	Mudgee Pool Entrance improvements	Link concrete path at entrance to Short Street carparking and Lewis St east crossing of Short St	45																			\$3,780	5	0	10	1	10	5	0	8	10	1	50
Gulgong	Mayne St south - Davidson to Fisher St	Mayne St south - Davidson to Fisher St. Extend pathway.	200									2										\$19,800	10	5	0	3	8	5	0	5	8	5	49
Mudgee	Burrundulla Ave west at Cedar Avenue	Install crossing point across Burrundulla Avenue to Cedar Avenue	12									2	1									\$12,008	10	5	0	1	5	8	0	5	10	5	49
Mudgee	Burrundulla Ave west - Denison to Mortimer	Replace poor condition pavement from #16 to end of Bowling Green	116																			\$9,744	10	5	0	1	8	5	0	5	10	5	49
Mudgee	Glen Willow Sporing Facility	Installation of 3 x end-of-trip bicycle racks for commuting cyclists (each with 10 bike capacity)																				\$9,000	8	0	10	3	5	5	0	8	5	5	49
Mudgee	Madeira Rd south - Henry Bayly Dr to Oporto Rd	Link Henry Bayly path to existing for improved school access	676									2										\$59,784	5	5	8	5	5	5	0	5	8	3	49

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY												
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Mudgee	Spring Rd south - Melton Rd to Robertson St	Complete pathway to link Melton Road pathways to schools and CBD	160																			\$13,440	10	5	0	3	8	5	0	5	10	3	49
Gulgong	Anderson St west at Cooyal St	Extend Anderson St path to Cooyal St to service aged persons apartments across the road. Install ramp on northern side of intersection, remove and replace concrete south of Robinson intersection and replace with sloped concrete and concrete northern side of Robinson Street.	9									1										\$2,256	10	5	8	1	5	5	0	5	8	1	48
Gulgong	Bayly St south, Medley St to Bulga St	Replace last 70m of poor condition pathway and extend to Bulga St. Improved access to school, churches and Bulga	70																			\$5,880	8	0	10	1	5	5	0	8	10	1	48
Mudgee	Lawson St east - Meares St to Madeira St	Replace last old section and extend to Madeira + ramps to path on other side of Madiera. Improved school access and hospital /field access	36									2										\$6,024	5	5	10	1	5	5	0	5	10	1	47
Mudgee	Nicholston St south - Church St to Douro St	Install pathway to improve link to medical center from those coming from west Mudgee, and improve access to those walking to showground	372									2										\$34,248	5	5	10	1	5	5	0	5	10	1	47
Mudgee	Henry Bayly Dr west - existing to Richards St	Henry Bayly Drive (west to embankment then refuge crossing to east, to Madeira). Improved link to schools	237									4	1									\$33,908	5	5	0	5	5	8	0	5	10	3	46
Mudgee	Melton Rd east - Spring Road to new subdivisions	Complete pathway to link new Melton Road subdivision pathways to existing network for improved access to schools and CBD. Includes refuge crossing on Melton Rd.	217									2	1									\$29,228	10	5	0	5	5	5	0	5	10	1	46

TOWN	LOCATION	DETAILS	ITEMS																COST	PRIORITY															
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Anomalous Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossings	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence		Tactile Strips	Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy	RMS Total
Mudgee	Various locations - bench installations	Resting bench on Mortimer St, approximately #31													1								\$2,000	10	5	0	1	10	5	0	5	5	5	5	46
Kandos	McDonald Street east, Fleming to Preschool entrance	Improved access to preschool	25									2											\$5,100	5	10	10	1	5	0	0	5	8	1	45	
Gulgong	Bayly St north, Apex PK path to White St	Replace poor section of pathway and install ramp	32									1											\$4,188	5	5	10	1	5	5	0	5	8	1	45	
Gulgong	Bayly St south, White St to Herbert St	Install new path	105																				\$8,820	5	5	10	1	5	5	0	5	8	1	45	
Gulgong	Nandoura St east - pool to Station St	Extend pathway for improved access to sporting fields and school from north Gulgong	132																				\$11,088	8	0	10	1	5	5	0	5	8	3	45	
Mudgee	Bellevue Reserve - existing to Fairydale Ln	Extend pathway adjacent to railline to Fairydale Lane	630																				\$52,920	10	5	0	5	5	0	0	5	10	5	45	
Mudgee	Cox Street east - Short St to Market St	Replace poor condition pavement from Short St to Corner Store, needs to be extended to Short St plus ramp	95									1											\$9,480	10	5	5	1	5	5	0	5	8	1	45	
Mudgee	Short St south - Lawson to Lewis St	Replace first 28m of old, narrow path	28																				\$2,352	10	5	0	1	5	8	0	5	10	1	45	
Gulgong	Gooma Road north to eastern end Adams Lead Reserve	Goolma St north - extend pathway from Auld St to start of Adams Lead Reserve	140																				\$11,760	5	0	10	1	10	0	0	5	8	5	44	

TOWN	LOCATION	DETAILS	ITEMS																COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Anomalous Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence		Tactile Strips	Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Gulgong	Mayne St north, Wenonah St to Homer St	Extend pathway to improve access to CBD for those in western Gulgong, and provide a recreational path.	500									1										\$43,500	10	5	0	3	8	5	0	0	8	5	44
Mudgee	Inglis St north - Church St to Lewis St	Fill gap in network, replacing broken concrete at driveway, and single broken section just before pub	60																			\$5,040	5	5	8	1	5	5	0	5	10	0	44
Mudgee	Oporto Rd east - Lisbon St to Spring Rd	Extend pathway to Spring Road for improved access to school and CBD for south Mudgee. Include refuge crossing to Dewhurst Park entrance. Note issue with trees at southern end.... May need to swap to other side?	480									4										\$46,320	10	5	0	3	5	5	0	5	8	3	44
Kandos	Cooper Dr west, Henbury to Angus Ave	Extend shared-use seal path to link pathway at Henbury Ave and existing pathway south of Angus Avenue. Allows users to bypass Kandos to access Simpkins Park and Charbon/Clandulla.			385							2										\$23,020	5	0	5	1	12	0	0	5	10	5	43
Mudgee	Bell Street east - Gladstone St to Market St	Link proposed Market St, Gladstone St and Fairydale extensions. Improved access to new preschool.	379									6										\$40,836	5	5	10	5	5	5	0	5	0	3	43
Kandos	Dangar St north, at McDonald Street	Install ramp for those wishing to cross the road at the end of McDonald Street										1										\$1,500	5	10	10	1	5	0	0	5	5	1	42
Kandos	Jaques St east, from Dangar to Fleming	Improved access to school LOW PRIORITY	102									2										\$11,568	5	10	10	1	5	0	0	0	8	3	42

TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY												
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Gulgong	Wenonah St east side - existing to Flirtation Hill entrance	Extend pathway for improved access to Flirtation Hill area	168									1										\$15,612	5	5	10	1	5	0	0	5	10	1	42
Gulgong	White St east at Robinson St / Tom Saunders Ave	Extend pathway along White and around corner, and from Robinson to meet Tom Saunders Ave pathway to improve link between paths	10																			\$840	5	0	10	1	5	5	0	5	10	1	42
Mudgee	Banjo Patterson Ave east - Bellevue Rd to Eleanor Dark	Install pathway to improve link between subdivision and CBD/schools	540								9											\$58,860	10	5	0	1	5	5	0	5	8	3	42
Mudgee	Cedar Ave north - Burrundulla to Park	Link park pathway to existing pathway in Burrundulla Ave. Note tree constraints down both sides of street	45																			\$3,780	10	5	0	1	5	5	0	5	10	1	42
Mudgee	George St west - Horatio St to Denison St	Replace all older concrete along this block to reduce trip hazards	100																			\$8,400	10	5	0	1	5	5	0	5	10	1	42
Mudgee	Lawson St west - Horatio St to Denison St	Pathway to create full street of Lawson St pathway. Include ramp and path on south side of Horatio Street.	214								5											\$25,476	10	5	0	1	5	5	0	5	10	1	42
Mudgee	Lisbon Road north - Oporto Rd to Church St	Improved link between south-west and south-east Mudgee	285								2											\$26,940	5	5	5	1	5	5	0	5	10	1	42
Mudgee	Norman Rd south - Oporto to Dewhurst Park path	Link Dewhurst Park to Oporto Road pathway for improved school, showground and CBD access	150								2											\$15,600	10	5	0	1	5	5	0	5	10	1	42







TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Rylstone	Louee St east, Walking track to Dabee	Link CBD pathway to river walk	121		37																		\$12,088	0	0	10	1	10	0	0	5	10	5	41
Kandos	Noyes St west, Rogers St to Dunn St	Extend pathway along Noyes St to improve CBD access for those in north Kandos	330									5											\$35,220	10	5	5	1	5	5	0	0	8	1	40
Rylstone	Cudgegong Street north, showground to existing	Extend concrete south to CWA hall and new childrens park, remove barrier fencing for showground	120																				\$10,080	5	0	10	1	5	5	0	5	8	1	40
Gulgong	Belmore St north, Nandoura St to Wenonah St	Option 2 - extend to Wenonah St - improved school access to south-east	312																				\$26,208	5	5	5	1	5	5	0	5	8	1	40
Mudgee	Cedar Ave north - start of Park to Mulgoa Way	Link Mulgoa Way to existing pathway - note tree constraints down both sides of street	212									1											\$19,308	10	5	0	1	5	5	0	5	8	1	40
Mudgee	Court Street improved access to Glen Willow	Install pathway on Court St East between Denison St and Horatio St and between Market Street and Short St. Improved access between north Mudgee and South Mudgee, improved access to Glen Willow sporting fields and showground	330									1	4										\$33,920	5	0	5	1	5	5	0	8	10	1	40
Mudgee	Pathway behind CVPS	Extend pathway from Church St to rear of CVPS to Barigan St to improve school access and faster link from that subdivision and CBD	83																				\$6,972	5	5	10	1	0	5	0	5	8	1	40
Mudgee	Putta Bucca south/east - Market St to Stockmans Dr	Extend pathway around Putta Bucca in 2.6m seal.			2370																		\$123,240	0	5	0	3	8	8	0	5	10	1	40



TOWN	LOCATION	DETAILS	ITEMS																	COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m ²	Area of Seal m ²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence	Tactile Strips		Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy
Rylstone	Cox St north, Carwell St to existing	Extend Cox St pathway to Carwell St for improved access to playing courts and river walk. In combination with above	60																				\$5,040	8	0	10	1	5	0	0	5	8	1	38
Kandos	Kandos Museum access improvement	Improved access to Kandos Museum by extending Jaques St W to Buchanan, and running path along Buchanan south side to Museum entrance.	25									1											\$3,600	5	0	10	1	5	0	0	5	8	3	37
Gulgong	Apex Park	Provide concrete path from existing path park to toilets (signposted from Herbert as disabled toilet). Improved disabled access to public toilet.	15																				\$1,260	5	0	10	1	0	0	0	10	10	1	37
Gulgong	Grevillea St east - existing to showground	Extend pathway to link existing path to Victoria Park and Showground	200																				\$16,800	5	0	10	3	5	5	0	0	8	1	37
Gulgong	Guntawang St north - showground to Castlereagh Hwy	Install pathway from showground to Castlereagh Hwy			350																		\$18,200	5	0	10	3	5	5	0	0	8	1	37
Rylstone	Carwell St west, playing courts to Cox	Install pathway from playing courts to Cox St. In combination with below.	95																				\$7,980	5	0	10	1	5	0	0	5	8	1	35
Kandos	Reserve, Angus Avenue to Cooper Drive	Provides a link between CBD and southern shared-use path along desire line.			70																		\$3,640	5	0	5	1	0	0	0	8	10	5	34
Gulgong	Belmore St north, Nandoura St to Homer St	Option 3 - extend to Homer St - improved school access to south-east and rec loop	312																				\$26,208	5	5	0	3	5	5	0	0	8	1	32
Mudgee	Lawson Park underbridge	Replace existing fencing with pedestrian fencing																					\$3,600	5	0	5	1	0	10	0	5	5	1	32


TOWN	LOCATION	DETAILS	ITEMS																COST	PRIORITY													
			1.2m Concrete	2.6m Concrete	2.6m Seal	Area of other Concrete	Area of Exposed Stone Aggregate Concrete	Area of gravel m²	Area of Seal m²	Kerb and Gutter	Paint	Raised Pedestrian Crossing	Railway Xing	Ramp/s	Refuge/s	Build out area	Benches	Safety Fence		Tactile Strips	Pedestrian Bridge	Bridge surface	Tree Removal	Culvert Widening	Number of attractors / generators	Land use type	Proximity to generators / attractors	Future development with attractors/ generators	Road hierarchy	Hazardous area	Ped crashes per year	Demonstrated path	Addition to existing facility
Mudgee	Weemaran Reserve	Install pathway to link existing paths within reserve		140																		\$25,480	5	0	10	1	0	0	0	5	10	1	32
Kandos	White Cr east, Angus to Jamison	Extend existing path to Jamison for improved access to Mens Shed	35								1											\$4,440	5	0	10	1	5	0	0	0	8	1	30
Rylstone	Carwell St west, Cox to river path	Extend pathway from Cox St to river walk to complete the loop	60																			\$5,040	5	0	5	1	5	0	0	5	8	1	30
Mudgee	Blackman St - Park St to end	Replace end section of very poor concrete	25																			\$2,100	0	5	0	1	8	0	0	5	8	1	28
Rylstone	Mudgee St west, Dabee St to train link	Install footpath to link pathway to Cudgegong river walk	220																			\$18,480	0	5	5	1	5	0	0	0	8	1	25
Rylstone	Riverwalk improvements	Seal Cudgegong river walk from end of Mudgee St to Carwell street, safety fencing handrail at high section			1000																	\$61,540	0	0	5	1	0	0	0	5	0	1	12


Notes: ¹ Works identified as medium priority works in the Mudgee Traffic Management Study 2014. Estimated cost is \$950,000, but project would not be funded using pathways budget.
² Completion of this link is a Council Priority.

D3 – INDIVIDUAL PROJECT PHOTOGRAPHS


RANK	TOWN	LOCATION	WORKS	COST	PRIORISATION	PHOTOGRAPHS
1	Mudgee	Intersection - Horatio St and Douro St	Install roundabout with pedestrian crossing points on 3 arms. This intersection is crucial in the link between the Bellevue shared path and schools / CBD. There is no safe crossing facility at this busy intersection along the Castlereagh Highway.	\$950,000 ¹	85	   
2	Mudgee	Church St east - Railway road bridge	Replace existing approach fencing with pedestrian fencing to improve pedestrian safety	\$7,200	74	 


RANK	TOWN	LOCATION	WORKS	COST	PRIORISATION	PHOTOGRAPHS
2	Mudgee	Horatio St north - Douro St to Perry St	Replace poor condition footpath adjacent to the Mudgee High School to reduce trip hazards	\$8,400	74	
4	Rylstone	Bylong Valley Way at hospital	Install a central refuge to allow safe crossing between the existing pathway network and the community health centre (and Health One facility / aged care units). Pathway to link crossing point (and inter-town bus stop) to community health centre entrance.	\$12,320	72	



RANK	TOWN	LOCATION	WORKS	COST	PRIORISATION	PHOTOGRAPHS
4	Gulgong	Intersection - Mayne St and Medley St	Install additional ramps to allow for safe crossing on all corners of the intersection. The road widths are insufficient for the installation of refuges, consideration could be given to pulling parking further from intersection to improve pedestrian visibility.	\$25,000	72	

RANK	TOWN	LOCATION	WORKS	COST	PRIORISATION	PHOTOGRAPHS
6	Gulgong	Herbert St mobility improvements	Works include installation of new ramps, replacement of non-compliant ramps, replacement of poor condition pavement and pathway extension works.	\$23,560	70	

RANK	TOWN	LOCATION	WORKS	COST	PRIORISATION	PHOTOGRAPHS
						
6	Gulgong	Mayne St mobility improvements	Works include installation of new ramps, replacement of non-compliant ramps, extending pathway to kerb as required, resealing for some sections of road between ramps, replaced sections of pathway with high crossfall	\$43,352	70	

RANK	TOWN	LOCATION	WORKS	COST	PRIORISATION	PHOTOGRAPHS
						

RANK	TOWN	LOCATION	WORKS	COST	PRIORISATION	PHOTOGRAPHS
						

RANK	TOWN	LOCATION	WORKS	COST	PRIORISATION	PHOTOGRAPHS
6	Mudgee	Ulan Road – Cudgegong River Bridge	Commission new pedestrian bridge to the east of the existing road bridge for improved pedestrian and cyclist safety.	\$300,000	70	
6	Mudgee	Ulan Road – Lawson's Creek Pedestrian Bridge	Replace bridge railing with compliant railing and replace timber deck	\$53,000	70	

¹Note: Cost of roundabout is not included in PAMP costing.



2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting

18 NOVEMBER 2015

ATTACHMENT **6.2.30**

► Business Use of the Footpath policy

TO BE ADOPTED	
COUNCIL MEETING MIN NO	/
DATE:	9 NOVEMBER, 2015

REFERENCE	
REVIEW DATE	/
FILE NUMBER	A0100021

Objective

ATTACHMENT 1

The purpose of this policy is to facilitate business use of the footpath in areas adjacent to business premises to ensure a pleasant and safe environment for shoppers and patrons, without compromising the safety or amenity of the public domain for pedestrians using the public footpath or adjoining public spaces or for motorists parking or alighting from their vehicles.

The policy applies to a range of businesses including cafes, restaurants and sandwich shops which meet the definition of “restaurant” under the Roads Act, 1993 and other retailers. The policy covers business use of the public footpath for the purpose of dining, displaying goods, and advertising businesses.

This policy aims to permit the establishment of business opportunities and to enhance the vibrant atmosphere in the commercial centres of the Mid-Western Regional Council local government area (MWRC LGA). The policy will allow the approval of business use of footpath areas, which may include tables, chairs, display units, advertising structures, shade umbrellas, planter boxes and the like to be placed on footpaths within the MWRC LGA adjacent to businesses where there is adequate footpath width for pedestrian circulation and safe parking of vehicles.

The Policy details specific licence requirements under NSW Liquor laws for the service of alcohol into approved footpath use areas.

Legislative requirements

The Roads Act 1993 and the Local Government Act 1993 generally require that a person shall not carry out any activity on a public road or place without the approval of Council.

Sections 125, 126 and 127 and in some cases Sections 137A-139F of the Roads Act 1993 allow Council to approve the use of a footpath for restaurant purposes, as long as using the footpath for this purpose is not taken to constitute a public nuisance and does not give rise to an offence against the Roads Act or any other relevant legislation.

Section 68 of the Local Government Act 1993 allows Council to approve the placing of articles on or to overhang the footpath.

Sections 137A-139F of the Roads Act, 1993 address legislative requirements for Street Vending activities.

NSW Liquor Act 2007 and Liquor Regulation 2008 apply for the purpose of the service of alcohol with meals on approved business use of footpaths activities. *Refer section 8.9 of the policy.*

Related policies and plans

- Insert related policies and plans here (ALT-M body bullet)

Policy

How can I make an application to use the footpath?

Any businesses seeking to use a public footpath must obtain approval prior to occupation. Permission will only be granted where the objectives of this policy have been achieved.

Applications must be made on the Business Use of the Public Footpath Application form which is available on Council's website or is available at Council's offices. Applications must be accompanied by a diagram showing how the footpath is proposed to be used with particular reference to the area of the proposed use.

What areas of the footpath can I use or not use?

Business use of footpath areas is permitted, with the approval of Council, generally on footpaths immediately adjacent to the shop front, in locations that do not cause an impediment to other footpath users.

Business use of footpath areas may be either prohibited or restricted, in locations where they obstruct the clear view line of pedestrians or motorists. Clear view lines allow pedestrians to view on-coming traffic and motorists to observe pedestrian movements.

To ensure that access and equity objectives are met there will generally be a minimum width for pedestrian circulation of at least 1.8 metres continuously maintained, immediately adjacent to the property boundaries (generally the building line), for the clear passage of footpath users. Council may, on the merit of a particular situation and application, consider variation to this standard where the applicant can show that the proposal is consistent with the surrounding environment, adequate pedestrian circulation and parking safety is maintained or that agreement has been obtained from the relevant Access Committee.

Any commercial use of footpaths should be conditional upon the safety of potential users. Customers and their children must be protected from the possibility of contact with reversing cars as they park, or vehicle doors or tailgates as passengers alight. Barriers, markings or a setback from the kerb may be required in many locations.

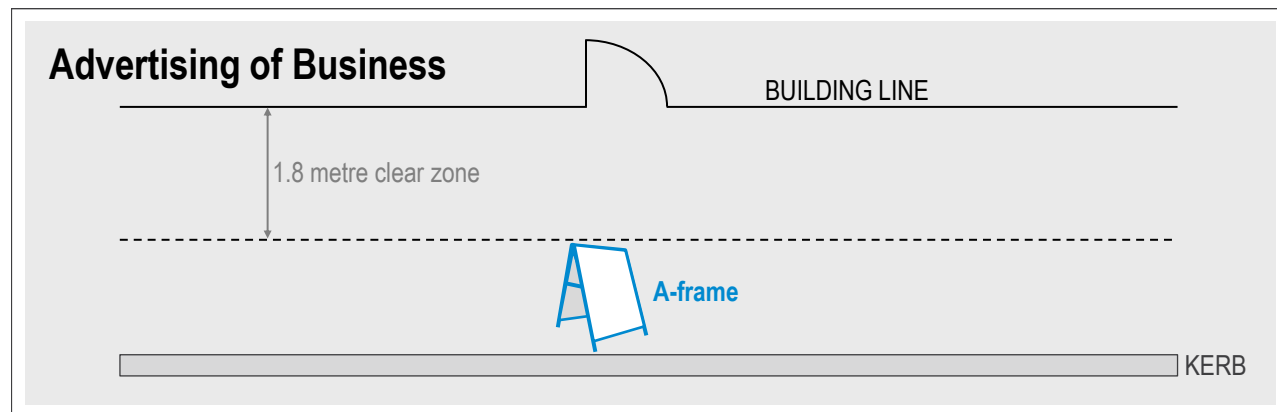
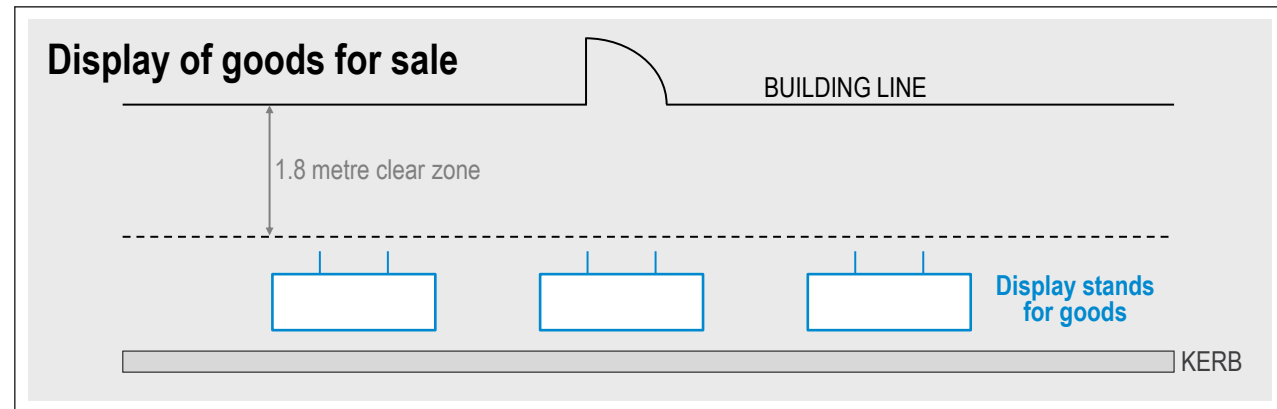
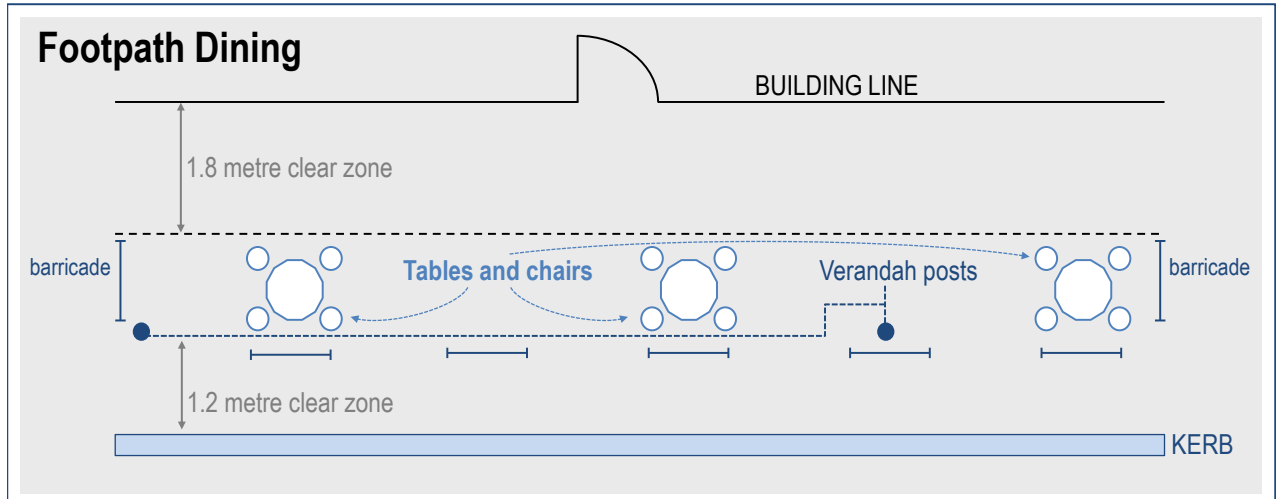
Where deemed necessary, a 1.2 metre setback from the kerb edge may be required to ensure the safety of patrons dining at that boundary, from contact with moving motor vehicles.

Council may apply the 1.8 metre standard for pedestrian circulation, together with the 1 metre setback from the kerb, with the result that there may only be room for one row of tables on the

remaining footpath. Where this constraint is deemed necessary, it is applied in the interests of public safety and pedestrian traffic.

Council may apply a setback from the kerb, for the location of “A” frame and other signage, to reduce the risk of damage to vehicles and pedestrians, from reversing cars contacting these signs.

Some examples of how footpaths may be used by businesses are set out diagrammatically below:



6. Do I need to provide evidence of my Public Liability insurance to use the footpath?

Permission for business use of the footpath will only be valid where adequate insurance cover is provided by the business. This compliance is required to ensure meeting the objective of the policy, i.e. protecting Council, the community and the public interest while permitting effective use of the public footpath for business purposes. To ensure Council and community protection from claims that may arise as a result of business use of the footpath area the business operator must:

- Take out a public liability insurance policy for the sum of not less than \$10,000,000 which is to be in force at all times during the term of the approval. In some cases where there is more extensive outdoor dining or use of the footpath, Council may require a public liability insurance policy of not less than \$20,000,000.
- Extend the policy to indemnify Mid-Western Regional Council against any public liability claims arising from trading activities on the footpath.
- Provide proof of this current policy to Council with the application for approval or when requested to do so (This can be by way of a Certificate of Currency).
- Maintain this insurance policy during the term of the approval and provide updated Certificates of Currency each time the approval is renewed.

7. What documentation will I get from Council to prove that I can use the footpath?

Council will issue a Permit to those who receive approval to use the footpath for business purposes.

The issue of Permits to use the footpath for business purposes will be at the sole discretion of the General Manager.

This Permit must be prominently displayed in the front window of the business to which the Permit refers.

8. What Conditions must I comply with to use the footpath?

All persons being issued with a Permit shall be required to comply with the following general conditions:

8.1 Term

- Approvals shall be for a maximum period of 5 years.

8.2 Fees

- Council reserves the right to charge a fee for the administrative process of determining, approving and issuing permits.

8.3 Hours of Operation

- The hours of operation for any approved area must be the same as or less than the approved hours of operation of the associated business. The hours of operation for the approved area may be limited if it is considered that the amenity of the surrounding area or the safety of pedestrians or footpath diners may be adversely affected.

8.4 Maintenance of Approved Area

- The approved area and area between the shop premises shall be kept clean at all times and any spilt food, liquid or other material likely to cause injury or accident shall be removed immediately by the applicant/operator.

8.5 Outdoor Furniture

- Outdoor furniture includes umbrellas, tables, chairs, display stands, advertising structures, A-frames, heaters, planter boxes and perimeter and safety barricades.
- Outdoor furniture must not contain parts that are likely to cause damage to the pavement, or sharp edges, hinges and other moving parts that may present a hazard to patrons or pedestrians.
- Each business should adopt a single colour and style for tables and chairs in its particular area to provide consistency and identity.
- Outdoor furniture should be strong, durable, waterproof and weather resistant designed for commercial outdoor use. Tables and chairs should fold or stack for storage.
- All outdoor furniture must be temporary and must be able to be removed in extreme weather conditions.
- Outdoor furniture may be powder coated or polished aluminium, powder coated, brushed or stainless steel, natural or painted timber, or canvass. Under no circumstances shall outdoor furniture consist of “cheap” bulk manufactured plastic chairs. Surfaces such as table tops should be non-reflective. All outdoor furniture will be subject to the approval of Council.
- Planters should be terra cotta, concrete or reconstituted stone in natural, sandstone or terra cotta colour, or powder coated, brushed stainless steel or timber.
- Outdoor furniture is not to be placed outside the approved area under any circumstances.
- Display stands must be stable or firmly secured. Display stands should be a minimum height of 1,000mm and a maximum height of 1,200mm and width of 750mm. All display stands should be of high quality design.
- No part of the footpath is to be used for storage.
- Where the use of a heating device is proposed, details of the type, location and design must be included in the application. Heating devices must be designed in a manner which minimises risk and as such shall turn off automatically if overturned to prevent injury to patrons and property. Heating devices must be removed when not in use and suitably screened from public view. All outdoor heaters must comply with the relevant Australian Standards.

8.6 Perimeter Barricades

- Outdoor dining areas must be easily accessible from the public footway and should as far as possible present an open and inviting image to entice participation. Planter boxes may be used in appropriate circumstances to physically define the side boundaries or perimeters of an outdoor dining area. Other enclosures should be kept to a minimum.
- The use of framed fabric or any other style of low-height barriers, including planter boxes within public domain must be carefully designed and selected to ensure minimal impact on the use, enjoyment and safety of pedestrians and patrons. Barriers may be considered between adjoining cafe/areas to have clear demarcation between business activities. Barriers which are not fixed on site must be removed from the footpath when the business is not open. Barrier screens may be used for advertising in situations where the advertising is provided as an integral part of the barrier.
- Removable barriers could be used to prevent diners, their prams or property from any placement closer to the kerb than one metre from the kerb. This measure is essential to prevent accidental contact between people and reversing or parking cars, or opening doors

or tailgates. Alternatively, narrow line marking may assist in delineating the area approved for outdoor dining.

- Pedestrians should not be forced onto the road carriageway by outdoor dining activities or other non-permanent items/structures on the footpath.
- Planter boxes may be considered in open areas, where there is sufficient room and pedestrian movement is not impeded. The planter boxes must be well-maintained by the applicant. Council reserves the right to order the removal of planter boxes that are not properly maintained including the consistent provision of approved high-quality flowers or vegetation. Permanent planter boxes will only be considered on footpath areas where the footpath has been widened for specific business use.
- The height of any solid barrier should be between 900 mm and 1,200 mm in height.
- Solid barriers may be in the form of planter boxes containing vegetation to a total height between 900 mm and 1,200 mm.
- Any proposed transparent solid barrier (such as Perspex) should comply with AS 1428.1 Access and Mobility, and should be clearly marked for the full width with a highly visible contrasting line.

8.7 Food and Drink

- Food and drink must be served on non-disposable crockery and cutlery. Food and drink must not be prepared in the area approved for outdoor eating.
- Paper, foam or plastic plates, cups and cutlery shall not be used for footpath outdoor dining areas.
- Appropriate footpath service shall be provided which includes as a minimum the removal of any dirty plates, cups, cutlery, footpath staining, and rubbish on a regular basis during each operating day.

8.8 Smoking

- Smoking is NOT permitted in any area used for dining or any other area as provided under the Smoke-free Environment Act 2000.

8.9 Alcohol

Businesses that are restaurants or cafes may include in their business use of footpaths application for their On-Premises Liquor licence to apply to the designated footpath area. The business will be required to demonstrate that their on-premises licence includes the designated footpath dining area. Council will not permit the service of alcohol on the footpath under a “primary service authorisation” or “small bar” licence as defined by NSW Liquor Laws. For restaurants and cafes the on-premises licence allows the **sale of alcohol with meals. Any application that involves the sale of alcohol with meals must provide perimeter barricades (see Section 8.6).**

8.10 Noise

- Amplified music is not permitted.

8.11 Business or Financial Transactions

- No business or financial transactions shall be carried out on the approved area. Such activities shall be carried out wholly within the confines of the premise. This does not include the giving and taking of bills, and associated tips and change.

8.12 Lighting

- Any proposed lighting must be included in the application for approval by Council and be in accordance with the relevant Australian Standards.

8.13 Signage/Advertising

- The following controls apply to all signage/advertising to be displayed on the approved area:
 - Signage/advertising is permitted only on A-frames, barriers and umbrellas.
 - Umbrellas must be of non-reflective material.
 - Signage on each umbrella must be consistent with all other umbrellas on the approved area.
 - No other signage will be permitted on any other structure on the footpath.

8.14 Safety

- The approved area shall not in any form reduce the safe egress of people from the business premises.

8.15 Access

- The applicant should provide access in accordance with AS1428 for people with disabilities.
- No business use of the footpath will be permitted where the use would create access problems for people with disabilities.
- In heritage areas with narrower footpaths, consideration will still be given to applications which take account of the needs of all persons who require clear lines of access past footpath obstacles.

8.16 Public Assets

- The removal/relocation of any Council assets, such as rubbish bins and existing street furniture, shall be subject to Council approval and will be at the applicant's cost.
- The removal/relocation of any public utilities/infrastructure shall not be permitted unless justification on public benefit can be made to Council and approvals have been obtained from the relevant authorities. Works will be carried out at the applicant's cost.

9. If I sell my business, can I transfer my approval to use the footpath to the new owner?

No. The Permit cannot be transferred from one user to another. Should a business be sold the new business operator must make a new application to Council for permission to use the footpath.

10. Under what circumstances will a Permit to use the footpath be terminated?

A Permit can be terminated at any time by either party with one week's notice.

The Council may re-enter the approved area and terminate the approval, without notice, if:

- The operator breaches the approval and does not remedy the breach within 14 days of receipt of written notice from the Council;
- In the Council's opinion, the road safety or pedestrian circumstances in regard to the approved area substantially change; or

- Council's approval granted pursuant to section 68 of the Local Government Act 1993 and section 125 of the Roads Act 1993 is either revoked by Council, or lapses.

11. What are the Objectives of this policy?

The objectives of this policy are as follows:

11.1 Access and Equity

- To ensure safety and convenient passage of all pedestrians and customers when using public footpaths;
- To ensure the maintenance of clear view lines for both pedestrians and motorists, particularly near pedestrian crossings, street corners and key intersections; and
- To ensure adjoining premises are not adversely affected by any business use of footpath areas.

11.2 Council and Community Protection


- To protect Council, the community and the public interest from potential insurance and liability claims, while permitting effective use of public footpaths for business purposes;
- To effectively address risk management and insurance liability issues for Council;
- To ensure that business use of public footpaths will not cost the public purse; and
- To ensure that the amenity of the general public will not be compromised by the provision of business use of footpath areas.

11.3 Economic

- To enhance the economic viability of our local businesses by offering permits to use public footpaths for business purposes;
- To encourage trading and enhance our neighbourhood centres by providing a more vibrant and colourful atmosphere for shoppers;
- To provide for an active and integrated street front; and
- To maintain visibility and exposure of shopfronts.

12. What Enforcement and Compliance action can Council take against those who do not abide by this policy?

Enforcement can be taken under the Roads (General) Regulation 2000 in relation to the placement of obstructions on the footpath, or Section 125(1) and 121B of the Environmental Planning and Assessment Act 1979. Failure to comply with the conduct of business set out herein or with the enforcement order may result in receiving a fine or cancellation of the Permit. These offences incur set penalties set by State legislation.

	POLICY	C/M 15/07/2015 Minute No. 218 / 15
	Business Use of the Footpath	REVIEW: 07/2017 FILE No. A0100021

1. Purpose

The purpose of this policy is to facilitate business use of the footpath in areas adjacent to business premises to ensure a pleasant and safe environment for shoppers and patrons, without compromising the safety or amenity of the public domain for pedestrians using the public footpath or adjoining public spaces or for motorists parking or alighting from their vehicles.

The policy applies to a range of businesses including cafes, restaurants and sandwich shops which meet the definition of “restaurant” under the Roads Act, 1993. It also covers business use of the public footpath for the purpose of displaying or advertising businesses or goods.

This policy aims to permit the establishment of business opportunities and to enhance the vibrant atmosphere in the commercial centres of the Mid-Western Regional Council local government area (MWRC LGA). The policy will allow the approval of business use of footpath areas, which may include tables, chairs, display units, advertising structures, shade umbrellas, planter boxes and the like to be placed on footpaths within the MWRC LGA adjacent to businesses where there is adequate footpath width for pedestrian circulation and safe parking of vehicles.

2. What Legislative Provisions regulate the use of the footpath?

The Roads Act 1993 and the Local Government Act 1993 generally require that a person shall not carry out any activity on a public road or place without the approval of Council.

Sections 125, 126 and 127 and in some cases Sections 137A-139F of the Roads Act 1993 allow Council to approve the use of a footpath for restaurant purposes, as long as using the footpath for this purpose is not taken to constitute a public nuisance and does not give rise to an offence against the Roads Act or any other relevant legislation.

Section 68 of the Local Government Act 1993 allows Council to approve the placing of articles on or to overhang the footpath.

Sections 137A-139F of the Roads Act, 1993 address legislative requirements for Street Vending activities.

3. Areas to which this Policy applies

This policy applies to all footpath areas in the Mid-Western Regional Council area.

4. How can I make an application to use the footpath?

Any businesses seeking to use a public footpath must obtain approval prior to occupation. Permission will only be granted where the objectives of this policy have been achieved.

Applications must be made on the Business Use of the Public Footpath Application form which is available on Council's website or is available at Council's offices. Applications must be

Business Use of the Footpath

accompanied by a diagram showing how the footpath is proposed to be used with particular reference to the area of the proposed use.

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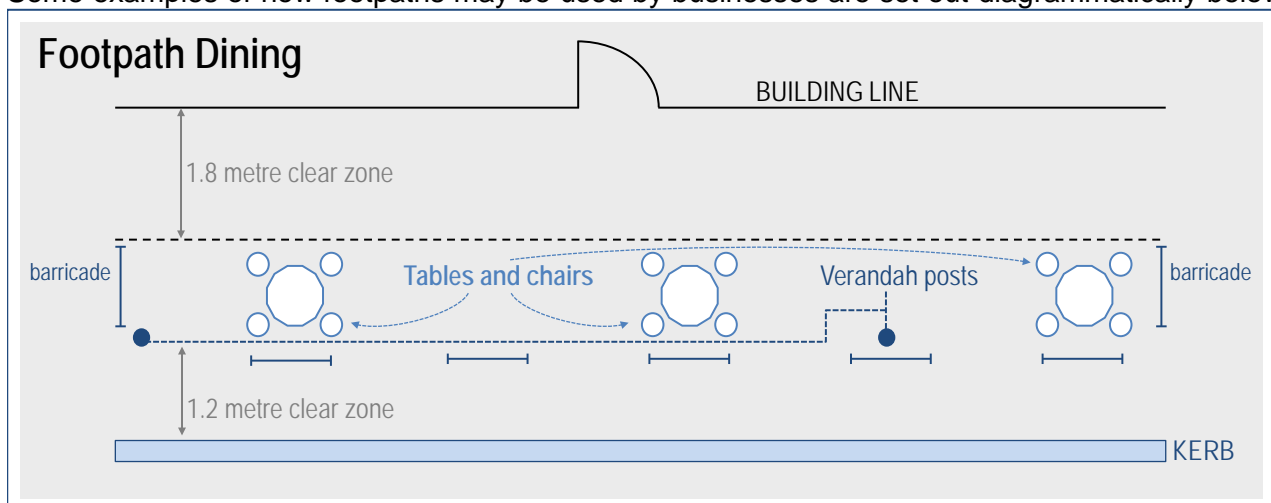
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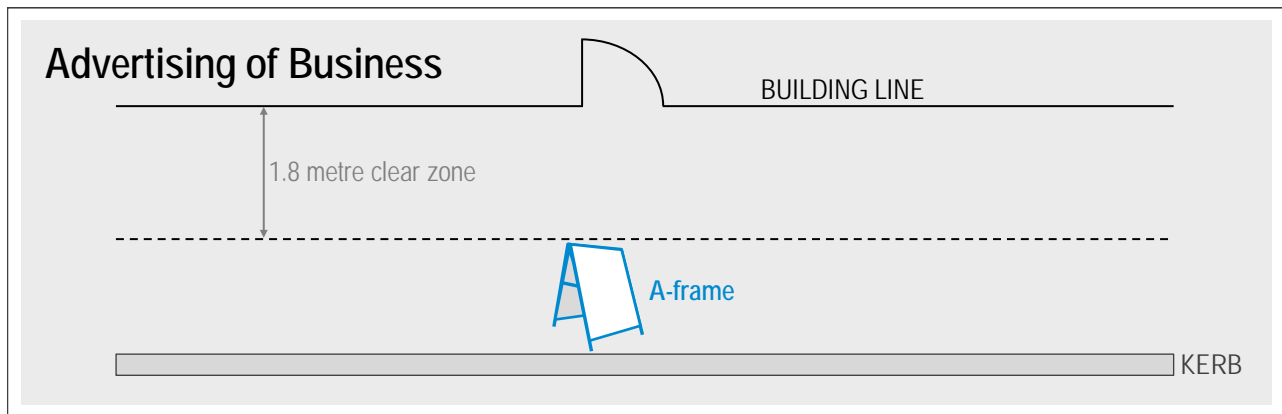
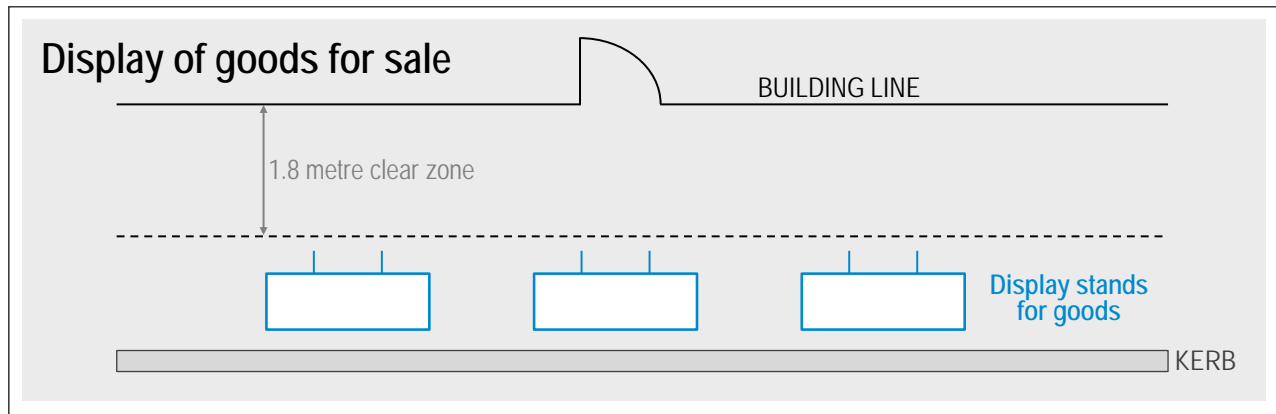
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- Food and drink must be served on non-disposable crockery and cutlery. Food and drink must not be prepared in the area approved for outdoor eating.
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- Appropriate footpath service shall be provided which includes as a minimum the removal of any dirty plates, cups, cutlery, footpath staining, and rubbish on a regular basis during each operating day.

Business Use of the Footpath

8.8 Smoking

- Smoking is NOT permitted in any area used for dining or any other area as provided under the Smoke-free Environment Act 2000.

8.9 Alcohol

- The selling and consumption of any alcoholic or intoxicating liquor is prohibited.

8.10 Noise

- Amplified music is not permitted.

8.11 Business or Financial Transactions

- No business or financial transactions shall be carried out on the approved area. Such activities shall be carried out wholly within the confines of the premise. This does not include the giving and taking of bills, and associated tips and change.

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- Any proposed lighting must be included in the application for approval by Council and be in accordance with the relevant Australian Standards.

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- The operator breaches the approval and does not remedy the breach within 14 days of receipt of written notice from the Council;
- In the Council's opinion, the road safety or pedestrian circumstances in regard to the approved area substantially change; or
- Council's approval granted pursuant to section 68 of the Local Government Act 1993 and section 125 of the Roads Act 1993 is either revoked by Council, or lapses.

11. What are the Objectives of this policy?

The objectives of this policy are as follows:

11.1 Access and Equity

- To ensure safety and convenient passage of all pedestrians and customers when using public footpaths;
- To ensure the maintenance of clear view lines for both pedestrians and motorists, particularly near pedestrian crossings, street corners and key intersections; and
- To ensure adjoining premises are not adversely affected by any business use of footpath areas.

11.2 Council and Community Protection

- To protect Council, the community and the public interest from potential insurance and liability claims, while permitting effective use of public footpaths for business purposes;
- To effectively address risk management and insurance liability issues for Council;
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2015

COUNCIL BUSINESS PAPERS

Ordinary Meeting 18 NOVEMBER 2015

ATTACHMENT **6.2.31**

► Companion Animals policy review

	POLICY	ADOPTED CM Minute No. /
	COMPANION ANIMALS	REF: REV: 1. Next Review : FILE No. GOV400047; ENV200001

PURPOSE

- To ensure Midwestern Regional Council complies with the provisions of the Companion Animals Act 1998 providing for the effective and responsible care and management of companion animals
- To recognize that companion animals form part of the Mid-Western community, contributing to the general quality of life of its residents.
- To ensure the needs of companion animals, their owners and other citizens are managed harmoniously within the community.
- To achieve high levels of responsible pet ownership through consultation and cohesive management within the community.

SCOPE

The Companion Animals Act in NSW regulates the way animals are managed by local authorities, and includes controls over domestic dogs and cats.

Mid-Western Regional Council's Companion Animals Policy acknowledges the high levels of responsibility citizens carry in pet ownership. The Policy clearly states Council's intention to enforce the provisions of the Legislation to achieve compliance across the community.

The Policy requires the Council to develop a Companion Animals Annual Work Plan that describes the actions to be taken by Council to achieve the Policy objectives.

Council recognises the importance of having a Companion Animals Annual Work Plan for the effective management of animals in the community.

OBJECTIVES

The Council's objectives relating to Companion Animals are;
:

- Achieve a high level of responsible pet ownership through education, consultation and cohesive management within the community
 - Increase the number of animals microchipped and registered, to reduce the number of animals going to the pound.
 - Increase the number of animals being returned to owners, sold or rehomed from those animals being impounded.
 - Reduce the negative impacts by companion animals in the community and the environment.
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- Ensure adequate resources and facilities for the control, impounding, management and care of companion animals are established and maintained.
- Ensure procedures for enforcement of the Act are conducted to educate animal owners and protect the broader community.

PRIORITIES

Mid-Western Regional Council will annually develop and make publicly available a Companion Animals Annual Work Plan that will identify the actions to be taken by Council to achieve the objectives of this policy and fulfil its responsibilities under the Companion Animals Act, 1998.

This Policy provides the strategic framework for key areas of responsibility and focus of the Companion Animals Annual Work Plan.

The priorities are;

1. Promoting responsible Pet Ownership
2. Public Safety: Dangerous Dogs and restricted breeds
3. Registration and Identification
4. Nuisance Animals and excessive barking
5. Impounding Animals
6. Animal Welfare
7. Cat management
8. Dog off leash facilities

POLICY REVIEW

Mid-Western Regional Council's Companion Animals Policy is reviewed every 4 years or as required. The Companion Animals Annual Work Plan will be revised annually.

In reviewing the Policy and the Companion Animals Annual Work Plan, Council will invite the input of companion animal stakeholders within the community; including Veterinary Practitioners, RSPCA, NSW Police, the Guardian Newspaper and agencies that routinely access local properties e.g. Australia Post and meter readers.

Priority 1: PROMOTING RESPONSIBLE PET OWNERSHIP

Objective

- ✓ Achieve a high level of responsible pet ownership through education, consultation and cohesive management within the community

Background

Council encourages all pet owners to be responsible for their pets' actions. Owning a pet comes with responsibilities for its care and to demonstrate respect for the animal and the impact it has on the community.

Council aims to assist by education and promoting responsible pet ownership.

Council will also achieve compliance through law enforcement.

Being a responsible pet owner includes:

- Making sure the animal is properly identified and registered,
- Providing basic needs for health and welfare for the animal,
- Minimising nuisance behaviour and potential negative impacts on the environment and community,
- Keeping animals out of prohibited areas,
- For dogs, ensuring they are under the effective control of a leash, while in public.

1a): Community Education and Enforcement

The benefits of an extensive education program, supported by an appropriate level of law enforcement encouraging responsible community animal management, are well recognised.

The best outcome for the general community, companion animals and their owners will be achieved through a well-informed community, supporting Council's efforts to provide a sound animal management program.

Voluntary compliance is achievable through education, awareness programs, and incentives supported by law enforcement. The whole community, whether companion animal owners or not, should be involved in the process to achieve success with companion animal management. The combination of education and law enforcement will be applied to achieve the required outcomes for responsible companion animal management.

Proposed actions

- Working with the media, schools and other Agencies promoting responsible companion animals management by increasing the Communities understanding of the negative impacts companion animals may have on the environment and in rural areas the impact on livestock from dog attacks and;
 - the adoption of a school education program to teach children how to behave around aggressive dogs.

Priority 2: DANGEROUS DOGS AND RESTRICTED BREEDS

Objectives:

- Minimise the threat to public safety from dangerous dogs and restricted breeds.
- Reduce the number of dog attacks.
- Effectively monitor, manage and control the keeping of identified restricted breeds and declared dangerous dogs.

Background:

Council receives a significant number of complaints of dog attacks each year. Council aims to effectively reduce the number of dog attacks.

As well as dogs attacking humans, there is also a problem with dogs attacking other animals and particularly in rural areas, where dogs too often attack livestock. Council acknowledges the impact that such incidents have on farmers and is committed to ensuring that dog owners recognise their responsibilities to prevent such attacks.

Council recognises its obligation under the Companion Animals Act to investigate reports of aggression in dogs and to use preventative powers under the Act, to control and manage animal aggression.

Under the provisions of the Companion Animals Act, 1998 Council **will**:

- Declare a dog as dangerous under the provisions of the Companion Animals Act, if it attacks with or without provocation, a person or animal or repeatedly threatens to attack or repeatedly chases a person or animal.
- Conduct at least annual inspections of the premises where the restricted breeds and declared dangerous dogs are kept, to ensure compliance with the legislation.
- Where appropriate and suitable, take legal action to ensure the safe keeping of restricted breeds and declared dangerous dogs to ensure public safety.

Proposed actions:

In order to reduce the number of animal attacks and minimise threat to public safety, Council will:

- Council will place a high priority on managing reports of animal attacks
- Rangers will promptly respond to reports of animal attack.
- Rangers will declare dogs as “dangerous”, where necessary under the Companion Animals Act.
- Ensure that owners of restricted breeds and declared “dangerous” dogs comply with any specified conditions (such as keeping their dog in a childproof enclosure) as required by the Act.

Priority 3: REGISTRATION AND IDENTIFICATION:

Objectives

- To encourage the permanent microchip identification of companion animals,
- To facilitate the prompt return of lost or stray companion animals to their owners,

- To provide an efficient service, for customers updating or registering details on the NSW Companion Animal Register.

Background

The management of companion animals is highly dependent on the animals being properly identified. Identification also leads to the ability to return animals to their owners and for the owners to be made accountable under the NSW Companion Animals Act.

Appropriate identification and registration is integral to the management of companion animals. Microchipping and registration allows lost or straying animals to be identified and returned to their owners as quickly as possible, generally avoiding the need for animals to be impounded.

Council encourages pet owners to:

- Make sure their animal is microchipped and registered and have a collar and a tag,
 - *Microchip their animal before 12 weeks of age and register by 6 months of age pursuant to the Companion Animal Act,*
- Notify Council of certain changes and events, such as changes to registration or identification information or if the animal goes missing or dies.

Proposed actions:

- Community education programmes to promote the benefits of microchipping and greater understanding of the 2 step identification process (*1. microchipping 2. Registration*),
- Conduct microchip dog days, where microchipping is offered at discounted rates.
 - Encouraging companion animal owners to notify Council of changes of contact details,

Priority 4: NUISANCE ANIMALS AND BARKING DOGS

Objectives:

- Reduce the number of reasonable complaints received due to barking dogs, and take necessary action to reduce noise pollution.
- Develop strategies of management that reduce the incidence of nuisance animals and barking dogs.

Background:

Council recognises that noise created by animals can be the cause of aggravation, discomfort and conflict with neighbours. Complaints about barking dogs account for a large proportion of the noise complaints received by Council.

Council aims to resolve animal noise complaints efficiently and effectively and always attempts to reach an amicable outcome for all parties involved.

Under Section 21 of the Companion Animals Act 1998, a dog is a nuisance if it:

- Is habitually at large,
- Makes a noise by barking or otherwise, that persistently occurs or continues to such a degree or extent that it unreasonably interferes with the peace, comfort or convenience of any person in any other premises.
- Repeatedly defecates on any other person's property,
- Repeatedly chases any other person, animal or vehicle,
- Endangers any other person or animal, or

- Repeatedly causes substantial damage to anything outside the property on which it is ordinarily kept.

Proposed actions:

- Rangers trained to understand animal noise behaviours/problems.
- Providing advice and work with animal owners to reduce animal noise.
- Developing education packages in relation to nuisance animals.

Priority 5: IMPOUNDING ANIMALS

Objectives:

To reduce the number of animals impounded and increase the rate of return to owners.

- To facilitate prompt returns to owners of seized animals.
- To minimise or eliminate the number of unwanted pets having to be euthanased.
- To provide appropriate pound facilities and services for the surrender of animals.

Background:

A large number of companion animals are impounded each year. Council aims to reduce the number of animals impounded, and increase the number returned to their owners or rehomed.

Animals collected or impounded that are not properly microchipped or registered, shall be taken to Council's pound. All injured animals shall receive veterinary care to alleviate their suffering.

Council provides a service for the surrender of animals. Council aims to encourage the surrender of animals for reasons such as aggression, but does not encourage the surrender of animals where simple behaviour modification would suffice. Owners seeking the advice of companion animal's staff on behaviour modification for their pets, may be offered brief, experiential, verbal advice in good faith and with no liability attached. Animals which are surrendered for reasons of aggressive behaviour, will not be resold to the community. Such animals may be euthanased following the statutory period of impoundment.

Council has limited storage facilities for animals and overcrowding is not permitted, due to the risks which animals can pose to each other in crowded situations. Animals that are not collected or adopted are held for statutory periods, following which time elapses, animals are humanely euthanased. Council would welcome the circumstances which see every impounded animal finding a new, responsible and caring owner. Animals requiring euthanasia are listed for treatment in sequence based on the date of their initial impoundment.

Proposed actions:

- Ensuring identified animals are returned as quickly as possible to their owners.
- Regularly liaising with the RSPCA about re-homing of selected animals
- Ensuring animals in the care of Council's pound are well cared for, and the euthanasia of animals where it is necessary is conducted in an ethical and humane manner in accordance with standards and codes of practice.

Priority 6: ANIMAL WELFARE

Objectives

- Promote responsible pet ownership,

- Encourage companion animal owners to provide appropriate mental and physical challenges for their animal, to improve animal welfare and reduce adverse impacts on the general community.

Background:

Many pet problems arise from animals experiencing frustration or boredom, causing reactions such as barking, chasing and jumping up. By providing environmental enrichment such as the addition of cognitive, dietary, physical, sensory and social stimuli, physiological and psychological wellbeing can be improved.

Animal welfare is defined as providing appropriate nutrition, shelter, exercise and interaction to enhance the physical and mental wellbeing of the animal.

Council aims to work with local veterinary clinics and companion animal stakeholders to ensure animal welfare issues in the community are addressed.

Proposed actions:

- Regularly encourage animal owners to provide basic needs for the health and welfare of their pets.
- Promote desexing of non-breeding companion animals, to reduce the number of unwanted pets.
- Ensure Council staff regard animal welfare as a high priority, in all dealings with the community and companion animals that come under their control.

Priority 7: CAT MANAGEMENT

Objectives:

- To increase the number of identified, registered and desexed cats
- To minimise the adverse impact of cats on wildlife and public amenity.

Background:

There is a continuing concern about the number of stray cats and unwanted kittens having to be euthanased.

Council aims to educate the community about the benefits of desexing their cats, and to address issues associated with straying cats.

Cats can be a nuisance to surrounding neighbours and when outdoors they also threaten native wildlife.

Under Section 31 of the Companion Animals Act, a cat is a nuisance if:

- It makes a persistent noise,
- It repeatedly damages anything outside the property on which it is ordinarily kept.

Council recognises that cats are more difficult to confine to a property, than dogs. It is envisaged that each complaint will need to be examined on a case by case basis. Distinctions also need to be made between stray or feral and domestic cats, for the purpose of applying this Policy Council Law Enforcement Officers will make that distinction as required.

Cats born after 1998 are required to be identified and registered under the Companion Animals Act.

Note: under the terms of the legislation, there is no definition for a 'stray or feral cat'.

Proposed actions:

- Promoting the de-sexing of cats.
- Educating cat owners about the benefits of keeping cats confined at night, to protect both the cat and wildlife.
- Increasing public awareness of the need to identify and register cats, and responsible cat ownership.

Priority 8: DOG OFF-LEASH AREAS

Objective:

- Provide dog off-leash facilities.
- Patrol and enforce prohibition of dogs in public places.

Background:

Mid-Western Regional Council currently has three dog off-leash areas:

- Glen Willow Sporting complex, Mudgee,
- Peoples Park, Gulgong,
- Rylstone Showground, along the banks of the river,

Council recognises the benefit of off-leash facilities. Dogs need to be socialised with other dogs and humans. Exercise can play a part in alleviating unwanted behaviour such as excessive barking and some forms of aggression.

It is anticipated that designated off-leash facilities can also help prevent animal owners from using public parks and recreation areas. By providing a suitable off-leash facility, Council envisages compliance with leash requirements in other areas.

Proposed actions:

- Monitor the operation of dog off leash areas.
- Encourage animal owners to make use of the off leash area facility rather than using public parks and recreation areas.