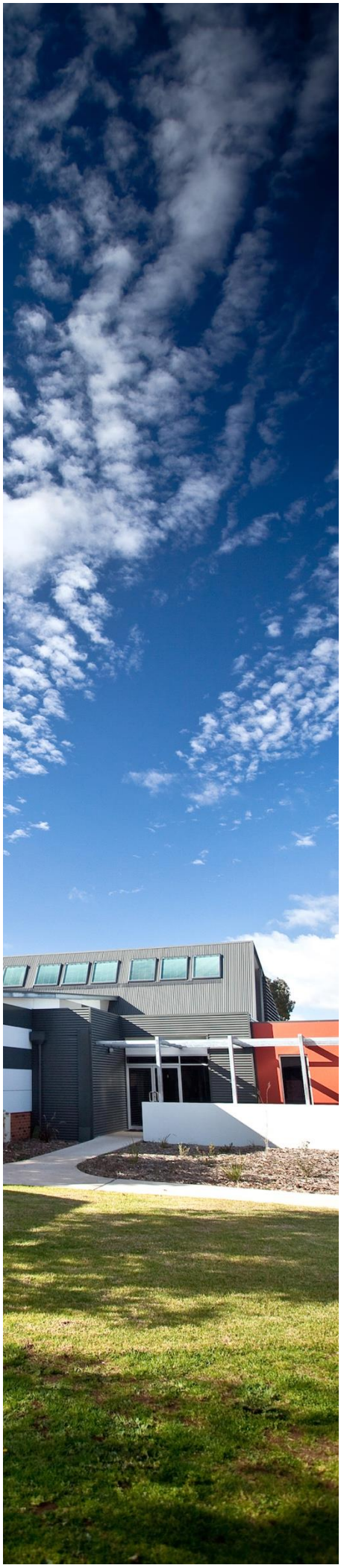


Statement of Environmental Effects

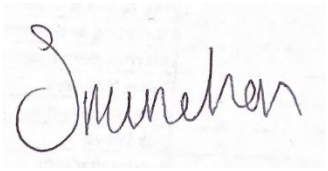
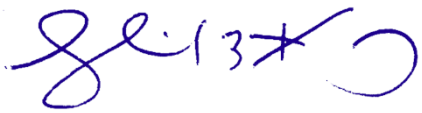
Motel
The Starting Gate Motor Inn
59-67 Horatio Street
Mudgee

(Our Reference: 37806-PR01_A)

Disclaimer

This report has been prepared solely for Greg Dowker (the client) in accordance with the scope provided by the client and for the purpose(s) as outlined throughout this report.
Barnson Pty Ltd accepts no liability or responsibility for or in respect of any use or reliance upon this report and its supporting material by anyone other than the client.

Report Title:	Statement of Environmental Effects
Project Name:	Motel
Client:	Greg Dowker
Project No.	37806
Report Reference	37806-PR01_A
Date:	31/1/2023
Revision:	Final

Prepared by:	**Reviewed by:**
	
Sebastian Minehan B. Human Geog UOW, U/G Urb. Reg. Plan U/G Town Planner	Jim Sarantzouklis B. Arts, Grad. Dip. Urb. Reg. Plan, Dip. EH&B Surveying, MAIBS MEHA RPIA Director

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APPENDICES

LIST OF PLATES

1 INTRODUCTION

1.1 Background

Barnson Pty Ltd has been engaged by Greg Dowker to prepare information in support of a Development Application (DA) for the construction and operation of a motel, at Lot 26 DP 1106100, Lot 7, 8, 9, 10, Section 44 DP 758721, commonly known as 59-63 Horatio Street, Mudgee.

The subject site has an approximate area of 4,555m^2. The site is predominantly vacant in the western portion of the site with the eastern portion consisting of two (2) existing dwellings, garage, car port, and residential landscaping.

The proposed application will consist of demolition works (including tree removal); a sixty (60) room motel; one (1) manager unit, reception, lounge/bar, dining, kitchen, lobby, and amenities, car spaces, and three (3) driveway crossovers.

The intention of the proposed development is to provide a top tier motel to provide an appealing accommodation option for guests of Mudgee, in particular the burgeoning Sydney market.

The site is zoned SP3 Tourist pursuant to the provisions under the *Mid-Western Regional Local Environmental Plan 2012* (the LEP). The proposed development is defined as 'hotel or motel accommodation' a type of 'Tourist and Visitor Accommodation', which is permissible with development consent.

This application consists of:

- One (1) PDF copy of this written statement, including plans.

1.2 Proponent

The proponent for the DA is Greg Dowker.

1.3 Consultant

Barnson Pty Ltd

Jim Sarantzouklis

'Riverview Business Park'

1/36 Darling Street

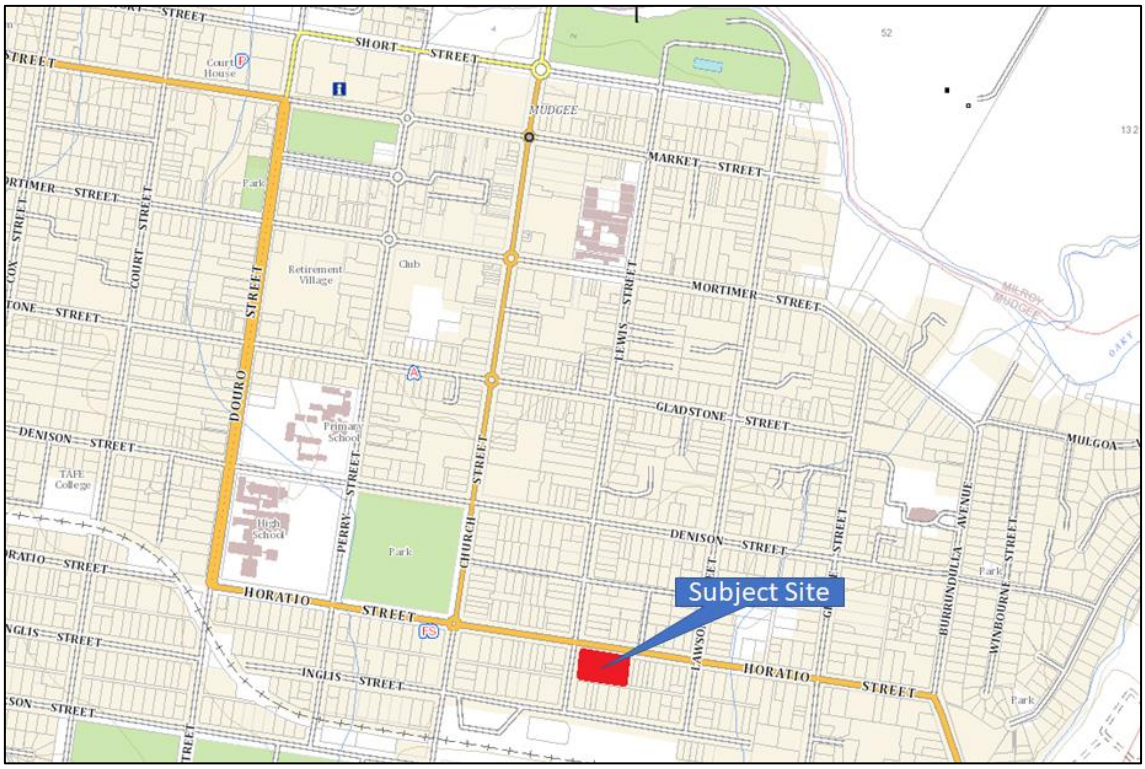
Dubbo NSW 2830

2 EXISTING ENVIRONMENT

2.1 Location and Title

The subject site of this application is Lot 26 DP 1106100, Lot 7, 8, 9, 10 Section 44 DP 758721, commonly known as 59-63 Horatio Street, Mudgee 2850.

The subject site is located south-east of Mudgee's central business district in an area where there is a mix of land uses including residential, place of worship, and commercial development. Refer to **Figure 1** below.



Source: (NSW Government Spatial Services, 2022)

Figure 1 – Site Location

The subject site has direct northern frontage to Horatio Street, direct western frontage to Lewis Street, and direct southern frontage to Lyons Lane and is currently predominantly vacant with two (2) dwellings and associated outbuildings to the east.

Refer to **Figure 2** and **Plates 1-3** for photos of the site and the locality.

Source: (NSW Government Spatial Services, 2022)

Figure 2 – Site Aerial

Plate 1 – View of subject site in an eastern direction

Plate 2 – View of Lyons Lane at the rear of the site, in an eastern direction

Plate 3 – View of the dwelling to be demolished.

2.2 Land Use

The subject land is part of a built-up urban area in Mudgee. The subject site comprises two (2) dwellings that includes fencing and associated outbuildings. The remainder of the site is vacant and unmanaged as it has been for an extended period of time.

The land is surrounded by residential, and commercial activities. The Mudgee Corner Store Café is located directly adjacent the site, and the Federal Hotel is located approximately 50m south of the site.

2.3 Topography and Soils

The topography of the site is relatively flat throughout.

2.4 Flora and Fauna

The subject site does not show evidence of having a large array of vegetation as there is only five (5) trees identified with the maximum height being 15m. The trees are located randomly across the site and are not considered significant vegetation.

The lack of vegetation, highly manipulated land surrounding the site, and vehicle traffic indicate the site has little potential to support a significant range of fauna species.

Further landscaping is proposed to improve the overall amenity of the development.

2.5 Noise Environment

Measurements of background noise levels were undertaken by Muller Acoustic Consulting. To quantify the existing background noise environment of the area, unattended noise monitoring was conducted at one location representative of the ambient environment surrounding the project site. Measurements were carried out using one (1) Svantek 977 noise analyser from Tuesday 19th July 2022 to Thursday 29th July 2022. Observations within the same time period identified the surrounding locality was typical of an urban environment, with passing traffic and urban hum audible. Please refer to Figure 3 for the summary for the monitored background noise.

Table 13 Background Noise Monitoring Summary – Location L1

Date	Measured Background Noise Level (LA90) dB ABL[1]				Measured dB LAeq(period)			
	Day	Evening	Night	Morning Shoulder	Day	Evening	Night	Morning Shoulder
Tuesday-19-Jul-22	--	32	29	--	--	61	59	--
Wednesday-20-Jul-22	--	35	28	--	--	61	58	--
Thursday-21-Jul-22	52	36	29	--	66	61	58	--
Friday-22-Jul-22	53	39	27	--	66	61	55	--
Saturday-23-Jul-22	44	38	28	--	63	59	54	--
Sunday-24-Jul-22	46	36	26	--	63	59	58	--
Monday-25-Jul-22	53	38	27	--	67	61	60	--
Tuesday-26-Jul-22	55	39	30	--	66	60	59	--
Wednesday-27-Jul-22	53	36	31	--	66	61	59	--
Thursday-28-Jul-22	--	--	--	--	--	--	--	--
Location1 – RBL / Leq Overall	53	36	28	34	65	60	58	63

Figure 3 - Background Noise Monitoring Summary

Please also refer to the Acoustic Report in Appendix B.

2.6 Natural Hazards

The site is not bushfire prone or located within a Flood Planning Area pursuant to the *Mid-Western Regional Local Environmental Plan 2012* or NSW ePlanning Spatial Viewer.

2.7 Services

Essential services are already available to the site, including water supply, sewerage, electricity, and telecommunications. Stormwater management is considered as part of this Development Application.

2.8 Access and Traffic

The subject site fronts Horatio Street. Horatio Street has wide verges and is bitumen sealed with kerb and guttering. The site also fronts Lewis Street which is bitumen sealed and improved with kerb and guttering.

The proposed development will include three (3) driveway crossovers to the site, two (2) from Lewis Street, and one (1) from Horatio Street.

The site/s currently support traffic/vehicles accessing residential uses.

2.9 Heritage

The subject site is not listed as containing a heritage item under Schedule 5 of the *Mid-Western Regional Local Environmental Plan 2012* (the LEP). There are also no heritage items adjoining the development site. However, the subject site is located within the Mudgee Heritage Conservation Area (**Figure 4**).

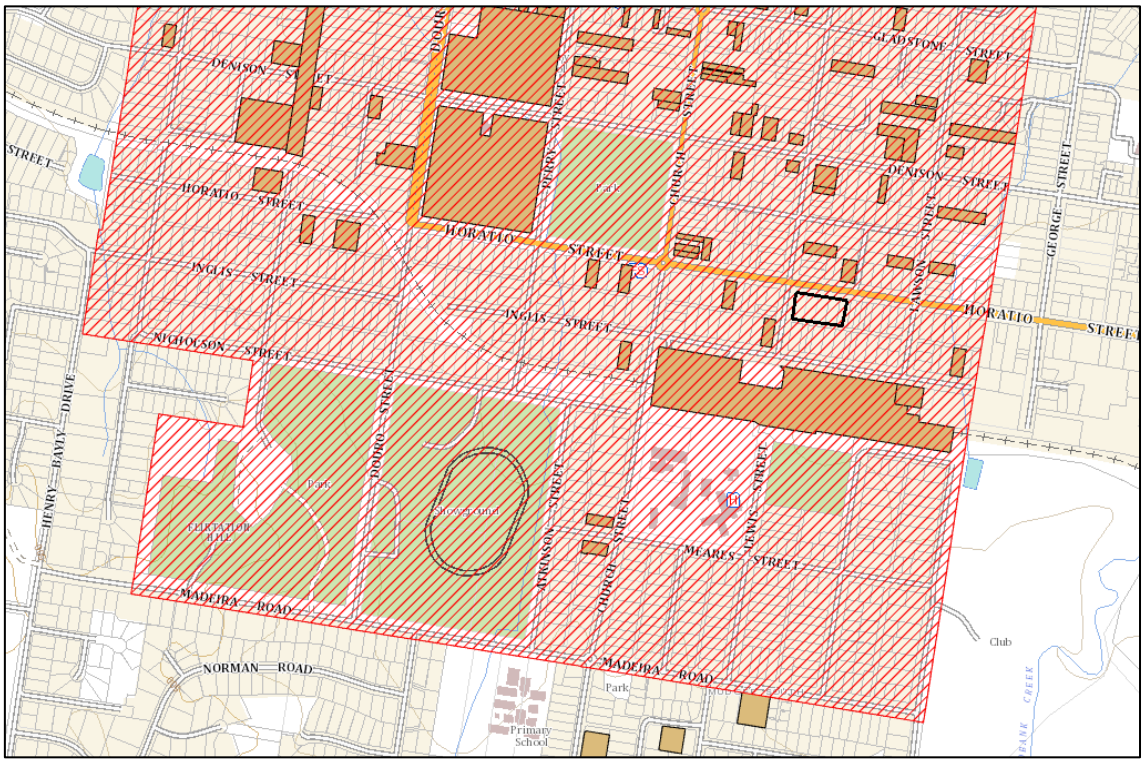


Figure 4: Heritage Conservation Map

Given the subject site is located being within the Mudgee Heritage Conservation Area and the age of the dwellings to be demolished, a Statement of Heritage Impact (SoHI) has been provided by Barbara Hickson Heritage Adviser which is located in **Appendix C**.

The SoHI mentions the following:

The dwellings are not listed as individual heritage items. No. 61 Horatio is a typical late Victorian house, vacant for some time and in poor condition. It is not considered a rare building example of that era, with many more of the same age and style in Mudgee. No 59 is of a similar age and was originally a very small house of 2 rooms plus out buildings. It is presently used as a rental and is in very poor condition, very little original fabric. The front rooms have been rough cast rendered, the verandah concreted, and the walls are cracking. It is understood, approximately sixteen (16) similar houses are listed as Heritage Listed in the Mid-Western Regional Local Environmental Plan.

The SoHI further states that the proposed new building, with the correct design, can provide an aesthetic link to the past through well-proportioned and simple styling, the use of the golden proportion window shapes and spaces, simple parapeted walls and provide an excellent in-fill between existing residential areas to the east and west of the site.

The redevelopment of this large, almost vacant site, provides space for a building that can be a contributory item to the streetscape, providing suitable infill to a long open space. In the streetscape, the new motel will aesthetically compensate for the visual loss of the dwellings.

A search of the *Aboriginal Heritage Information Management System* (AHIMS) revealed no items of Aboriginal significance located on the site or within a 200m radius. Refer to the AHIMS search results in Appendix C of this report.

3 PROPOSED DEVELOPMENT

The proposed development consists of demolition works; the construction of motel accommodation; a manager's unit, car spacing, civil works, signage, and associated landscaping on Lots 7,8,9,10 Section 44 DP 758721, and Lot 26 DP 1106100 commonly known as 59-63 Horatio Street, Mudgee.

The primary purpose of the development is to provide a high-quality accommodation option for visitors to Mudgee.

A consolidation of the subject lots is anticipated.

Further details include:

- A building that provides sixty (60) individual rooms.
    - Two (2) accessible rooms are provided closest to the lobby area, and the lift on the first floor;
    - All rooms are considered one bedroom, offering the option of either one (1) or two (2) beds, and separate bathrooms;
- A manager's unit with private parking located off Lewis Street;
- The second story level is accessible via a stairwell or lift;
- Proposed signage will be located on the north-western corner on the lot which provides identification and vacancy availability to passing by pedestrian and vehicles. Further signage will include:
    - 4000mm (h) x 2500mm (w) sign;
    - Includes hotels name (The Starting Gate Motor Inn), service & vacancy signage;
    - Further signage located on the northern elevation & western elevation, both of which display the Inn's name;
- The lounge/bar and dining area are located in the north-western portion;
- A portico is located on the western façade which will provide patrons the ability to park momentarily and check in before moving to their designated car space;
- Fifty (50) car spaces have been provided onsite including one (1) additional managers parking space and two (2) accessible car spaces;
    - Eight (8) street car spaces are also proposed on Lewis Street;
    - An area is dedicated to eight (8) overflow car spaces on the Horatio Street frontage;
- Landscaping is proposed on the northern and western façade of the hotel, the Horatio Street Boundary, and the Lewis Street Boundary;
    - Includes a turf verge to Mid-Western Council standards on Horatio Street;
    - *Acer x freemanii 'Armstrong'*

- *Anigozanthos x 'Ruby Velvet'*
- *Casuarina glauca 'Counsin It'*
- *Westringia fruiticosa 'WES04'*

- Select brick finish will be utilised;
- A one-way exit has been provided off the Horatio Street boundary;
- Amenities have been provided in the reception area including an accessible toilet;
- 1.8m (h) acoustic wall on the eastern boundary to achieve a surface density of at least 10kg/m^2;
- New service connections, including provision for onsite stormwater control and then discharge; and
- Erosion and sediment control.

Please refer to **Appendix E** for the Development Plans, **Appendix F** for the Civils, and **Appendix G** for the landscaping plans.

4 LAND USE ZONING

The subject site is zoned SP3 Tourist pursuant to the *Mid-Western Regional Local Environment Plan 2012* (the LEP). The proposed development seeks approval to carry out the development of a 'hotel or motel accommodation' which is defined in the LEP Dictionary as:

"…a building or place (whether or not licensed premises under the Liquor Act 2007) that provides temporary or short-term accommodation on a commercial basis and that—

(a) comprises rooms or self-contained suites, and

(b) may provide meals to guests or the general public and facilities for the parking of guests' vehicles,

but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.

Note—

Hotel or motel accommodation is a type of ***tourist and visitor accommodation****—see the definition of that term in this Dictionary*

The parent definition for *hotel or motel accommodation* is *tourist and visitor accommodation* which is listed in item 3 of the zone table and therefore as hotel or motel accommodation is not specifically listed in Item 4 as prohibited the development remains permitted with consent.

The permissibility of the proposed development is assessed in terms of the heads of consideration in Section 4.15 of the *Environmental Planning & Assessment Act 1979*, which incorporates consideration of the LEP and zone objectives.

5 PLANNING CONSIDERATIONS

5.1 Biodiversity Conservation Act 2016

5.1.1 Is the development likely to significantly affect threatened species?

Clause 7.2 of the *Biodiversity Conservation Act 2016* (BC Act) identifies the following circumstances where a development is likely to significantly affect threatened species:

(a) it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, or

(b) the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity values, or

(c) it is carried out in a declared area of outstanding biodiversity value.

Each of these is addressed below.

5.1.1.1 Section 7.3 Test

To determine whether a development is likely to significantly affect threatened species or ecological communities, or their habitats, the following is to be taken into account in accordance with Section 7.3 of the BC Act:

(a) in the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,

(b) in the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity:

(i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or

(ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,

(c) in relation to the habitat of a threatened species or ecological community:

(i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity, and

(ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity, and

(iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species or ecological community in the locality,

(d) whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly),

(e) whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.

Comment: The site is located within an existing urban area. The land is surrounded by mixed uses including residential and industrial developments. The site contains some small trees and shrubs associated with gardens and it is proposed to remove some of this vegetation to allow the development to proceed. The vegetation is not considered endangered or threatened species, nor do they support any ecological communities or their habitats.

Therefore, the proposed development is not likely to significantly affect threatened species or ecological communities, or their habitats.

5.1.1.2 Section 7.4 Test

Section 7.4 of the BC Act states:

(1) *Proposed development exceeds the biodiversity offsets scheme threshold for the purposes of this Part if it is development of an extent or kind that the regulations declare to be development that exceeds the threshold.*

(2) *In determining whether proposed development exceeds the biodiversity offsets threshold for the purposes of this Part, any part of the proposed development that involves the clearing of native vegetation on category 1-exempt land (within the meaning of Part 5A of the Local Land Services Act 2013) is to be disregarded.*

Comment: The proposed development does not involve the clearing of any significant native vegetation.

5.1.1.3 Declared Area of Outstanding Biodiversity Value

The site is not mapped on the Biodiversity Value Map as being land with a high biodiversity value as defined by the BC Act. Refer to **Figure 5**.

Figure 5 – Biodiversity Value Map

Source: (NSW Government, 2022)

5.1.2 Biodiversity Development Assessment Report

As outlined in Section 5.1.1, the proposed development is not likely to significantly affect threatened species as defined by Section 7.2 of the BC Act. Therefore, a Biodiversity Development Assessment Report is not required to accompany the application for development consent.

5.2 Fisheries Management Act 1994

5.2.1 Applicability

The Fisheries Management Act 1994 (FM Act) applies to:

(a) in relation to all waters that are within the limits of the State, and

(b) except for purposes relating to a fishery, or a part of a fishery, that is to be managed in accordance with the law of the Commonwealth pursuant to an arrangement under Division 3 of Part 5 and except for purposes prescribed by paragraph (d)—in relation to any waters of the sea not within the limits of the State that are on the landward side of waters adjacent to the State that are within the Australian fishing zone, and

(c) for purposes relating to a fishery, or a part of a fishery, that is managed in accordance with the law of the State pursuant to an arrangement under Division 3 of Part 5—in relation to any waters to which the legislative powers of the State extend with respect to that fishery, whether pursuant to section 5 of the Coastal Waters (State Powers) Act 1980 of the Commonwealth or otherwise, and

(d) for purposes relating to recreational fishing activities engaged in otherwise than by use of a foreign boat (other than recreational activities prohibited or regulated under a plan of management determined under section 17 of the Commonwealth Act)—in relation to any waters to which the legislative powers of the State extend with respect to such activities.

Comment: The Fisheries Management Act 1994 does not apply to the subject proposal.

5.2.2 Is the development likely to significantly affect threatened species, population or ecological community?

Section 221ZV of the FM Act requires the following matters to be taken into consideration to determine whether a proposed development or activity is likely to significantly affect threatened species, populations or ecological communities (unless it is carried out in critical habitat):

(a) in the case of a threatened species, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction,

(b) in the case of an endangered population, whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species that constitutes the endangered population such that a viable local population of the species is likely to be placed at risk of extinction,

(c) in the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity:

(i) is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or

(ii) is likely to substantially and adversely modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction,

(d) in relation to the habitat of a threatened species, population or ecological community:

(i) the extent to which habitat is likely to be removed or modified as a result of the proposed development or activity, and

(ii) whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity, and

(iii) the importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the threatened species, population or ecological community in the locality,

(e) whether the proposed development or activity is likely to have an adverse effect on any critical habitat (either directly or indirectly),

(f) whether the proposed development or activity is consistent with a Priorities Action Statement,

(g) whether the proposed development constitutes or is part of a key threatening process or is likely to result in the operation of, or increase the impact of, a key threatening process.

The assessment guidelines under section 220ZZA apply to the determination of whether any such proposed development or activity is likely to significantly affect threatened species.

Comment: The Fisheries Management Act 1994 does not apply to the subject proposal.

5.3 Environmental Planning & Assessment Act 1979

5.3.1 Application of Biodiversity Conservation Act 2016 & Fisheries Management Act 1994

Section 1.7 of the *Environmental Planning & Assessment Act 1979* (EP&A Act) identifies that Part 7 of the BC Act and Part 7A of the FM Act relate to the operation of the EP&A Act in relation to the terrestrial and aquatic environment. These Acts are addressed in Sections 5.1 and 5.2 of this report, respectively.

5.3.2 Evaluation

Section 4.15 of the EP&A Act (as amended) requires the Council to consider various matters in regard to the determination of the Development Application.

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) The provisions of:

(i) any environmental planning instrument, and

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

(iii) any development control plan, and

(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

(v) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

(v) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates,

(b) The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality;

(c) The suitability of the site for the development,

(d) Any submissions made in accordance with this act or the regulations,

(e) The public interest.

The proposed development has been designed with consideration to the following matters, as outlined below.

5.4 Environmental Planning Instruments

5.4.1 State Environmental Planning Policy – (Transport and Infrastructure) 2021

2.119 Development with Frontage to Classified Road

Clause 2.119 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* states the following regarding development with frontage to a classified road:

(1) The objectives of this section are –

(a) To ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and

(b) To prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.

(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that-

(a) Where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and

Comment: The subject site is located on the corner of Horatio Street and Lewis Street. Horatio Street is considered a classified road. The development plans depict the main ingress and egress is via Lewis Street, with an egress left turn only into Horatio Street. Thus, the proposed access arrangement shall result in the majority of traffic being provided by a road other than a classified road.

(b) The safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of-

(i) The design of the vehicular access to the land, or

(ii) The emission of smoke or dust from the development, or

(iii) The nature, volume or frequency of vehicles using the classified road to gain access to the land, and

Comment: The proposed motel will include a total 60 rooms (includes 1 managers unit) having the potential to increase traffic movements in the area, however not such that it is likely to cause significant undue pressure on the current capacity of the classified road. The Roads and Maritime Services 'Guide to Traffic Generating Development' specifies estimated peak hourly rates for motels. Assuming 100% occupancy and an evening peak hourly vehicle trips rate of 0.4 per unit, and 3 daily trips per unit and some additional trips for the restaurant the following traffic generation is expected:

Use	Vehicle per day (vpd)	Evening Peak (vph)
Motel (60 units)	180	24
Restaurant	29	3
Total:	**209**	**27**

Given the total daily trips are well below the 50 or more vehicles per hour threshold in Schedule 3 of the SEPP referral to Transport NSW is not required in this instance. Please refer to **Appendix H** for the traffic impact assessment.

(c) The development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road

Comment: The proposed development has been appropriately set back from the classified road, and passive design measures included to minimise any potential traffic noise and vehicle emission impacts on the site. Refer to **Appendix B** for the acoustic report.

5.4.2 State Environmental Planning Policy (Industry and Employment) 2021

It is proposed to install wall identification signage on the western and northern elevations of the proposed hotel. There is also pylon signage proposed for the north-western corner of the site. The signage is to be visible from Horatio and Lewis Street, therefore SEPP (Industry and Employment) 2021 is addressed below:

The aims and objectives of SEPP (Industry and Employment) 2021 are set out in Clause 3.1 (1)(a) as follows:

(1) This Policy aims:

(a) To ensure that signage (including advertising):

(i) Is compatible with the desired amenity and visual character of an area, and

(ii) Provides effective communication in suitable locations, and

(iii) Is of high-quality design and finish,

Clause 3.6 states that:

A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied-

(a) That the signage is consistent with the objectives of this Chapter as set out in Section 3.1(1)(a), and

(b) That the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.

Comment: The proposed new signage meets the aims and objectives of SEPP (Industry and Employment) as set out in Clause (3)(1)(a). The proposed sign is compatible with the desired character of the locality, contributing to the effective services of a motel in the area. The proposed signage is suitably located to provide effective communication to vehicles and pedestrians in the surrounding streetscape. The proposed signage is of high design quality, which will integrate into the proposed motel and shall employ a quality finish.

The proposed signage has been assessed against the criteria set out in Schedule 5 of SEPP (Industry and Employment), as follows:

1. Character of the area

The proposed signage is appropriate within the context of the locality, enabling the advertisement of the Motel at the main entry, and along adjoining streets.

2. Special Areas

The subject site is not located within any special areas that are sensitive to alterations of visual quality. The site is not located within an environmentally sensitive context and the signage has been designed accordingly.

3. *Views and Vistas*

The proposed wall signs are below eave height, and the pylon sign is 4m below the overall building height and shall not obstruct any significant views or vistas. The pylon sign is appropriately integrated within the context of the site, and it is not expected to dominate the skyline, being consistent with existing signage in the locality.

4. *Streetscape, setting or landscape*

The scale of the proposed signage is consistent with the existing streetscape and is appropriate for the locality. The proposed sign contributes to the visual interest of the area and aids in identifying the Motel, enhancing the amenity of the area.

5. *Site and Building*

The proposed wall signage shall be appropriately located at the main entry to the site, and the Horatio Street elevation being well positioned for the primary approach of pedestrians and vehicles. The proposed pylon signage on the north-western boundary is well integrated into the site.

6. *Associated devices and logos with advertisement and advertising structures*

The sign has been appropriately designed to ensure that any safety measures are an integral part of the design.

7. *Illumination*

The proposed sign is not to be illuminated.

8. *Safety*

The proposed sign shall reduce the safety of the public road and is appropriately located on-site to be visible to pedestrians and vehicles in the locality. As the sign is appropriately located and unobtrusive, the proposal will not obscure any significant sightlines from public areas.

The assessment above has shown that the proposed sign complies with all criteria set out by Schedule 5. There is no impediment under SEPP (Industry and Employment) to Council approving the signage.

Refer also to Sign Details in Appendix E.

5.4.3 SEPP (Resilience and Hazards) 2021

Clause 4.6(1) of *State Environmental Planning Policy (Resilience and Hazards) 2021* requires Council to consider the following before granting consent to a DA:

(a) it has considered whether the land is contaminated, and

(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

Comment: The site has previously been used for residential purposes without any known contaminating activities. Furthermore, as per the below historical image from 1990, the western portion of the site has been cleared for an extended period of time. Therefore, the site is considered suitable for the proposed Motel (similar land use sensitivity) in accordance with *SEPP (Resilience and Hazards) 2021* and should not require a preliminary site investigation.

it is recommended that the demolition of the dwellings form a conditional requirement that a Demolition Work Plan be prepared in accordance with AS 2601-2001 including consideration of any asbestos containing materials and approved prior to work commencing.

Figure 6: Historical Aerial Image (1990)

5.4.4 Mid-Western Regional Local Environmental Plan 2012

5.4.4.1 Land Use Table

The subject site is zoned SP3 Tourist pursuant the provisions of the *Mid-Western Regional Local Environmental Plan 2012* (LEP). The objectives of the SP3 Zone are:

- *To provide for a variety of tourist-orientated development and related uses.*

Comment: The proposed development is for a motel which supports tourist related activities and therefore is considered to be consistent with the zone objectives.

5.4.4.2 Clause 2.7 Demolition Requires Development Consent

Clause 2.7 'Demolition requires development consent' states that demolition of a building or work may be carried out only with development consent unless the building or work could be classified as exempt development.

Comment: Development consent is being sought for the demolition work. It is recommended that demolition works be carried out in accordance with AS 2601-2001 and any Council requirements including those matters raised in the SoHI in Appendix C.

5.4.4.3 Clause 4.3 Height of Buildings

Clause 4.3 'Height of Buildings' states that the following:

- *The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map*

Comment: The maximum height for buildings within SP3 zoned land is not specified, the proposed development has a height of 8.97m, which is standard for a two (2) storey motel. The building height is located within a suitable portion of the site and should pose minimal or no visual impact on neighbours or the surrounding locality.

5.4.4.4 Clause 5.10 Heritage Conservation

Clause 5.10 of the LEP states development consent is required for any of the following:

(a) Demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)

(i) A heritage item,

(ii) An Aboriginal object,

(iii) A building, work, relic or tree within a heritage conservation area,

(b) Altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

(c) Disturbing or excavating an archeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land—

(i) On which a heritage item is located or that is within a heritage conservation area, or

(ii) On which an Aboriginal object is located or that is within an Aboriginal place of heritage significance

Comment: The majority of the site has been vacant for an extended period of time. There are two (2) existing small dwellings to be demolished.

The site is well-situated in the city and is located within a heritage conservation area.

The dwellings are from Victorian era however better examples occur in Mudgee which are already heritage listed.

The proposed motel design incorporates heritage advice to provide an aesthetic link to the past through well-proportioned and simple styling.

The redevelopment of this large, almost vacant site, provides space for a building that can be a contributory item to the streetscape, providing suitable infill to a long open space. In the streetscape, the motel will aesthetically compensate for the visual loss of the dwellings.

The Statement of Heritage Impact provided by the Barbara Hickson generally supports the proposed motel and removal of two dwellings subject to several recommendations. Refer to SoHI in Appendix C

5.4.4.5 Clause 6.3 Earthworks

Clause 6.3 of the LEP requires the consent authority to consider the following matters before granting consent for earthworks:

(a) The likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality of the development,

(b) The effect of the development on the likely future use or redevelopment of the land,

(c) The quality of the fill or the soil to be excavated, or both,

(d) The effect of the development on the existing and likely amenity of adjoining properties,

(e) The source of any fill material and the destination of any excavated material,

(f) The likelihood of disturbing relics,

(g) The proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,

(h) Any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.

Comment: The development has been designed to address existing drainage patterns on site and appropriately manage stormwater. It is not expected to result in the disruption of or detrimental effects on the existing drainage patterns or soil stability.

The development is not expected to impact on any watercourse, drinking water catchment or environmentally sensitive area.

It is recommended that appropriate erosion and sediment control measures be installed and maintained during the construction period.

Refer also to Preliminary Stormwater management details in Appendix F.

5.4.4.6 Clause 6.4 Groundwater Vulnerability

The subject site is mapped as being within an area classed as groundwater vulnerable. Clause 6.4 of the LEP requires the consent authority to consider the following matters prior to determining a DA that is located on groundwater vulnerable land.

(a) The likelihood of groundwater contamination from the development (including from any on-site storage or disposal of solid or liquid waste and chemicals,

(b) Any adverse impacts the development may have on groundwater dependent ecosystems,

(c) The cumulative impact the development may have on groundwater (including impacts on nearby groundwater extraction for a potable water supply or stock water supply),

(d) Any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development

Comment: All waste from the construction of the proposed development shall be stored appropriately to the waste type generated and shall be periodically collected and disposed of by licensed contractors.

Once completed the proposed development shall be connected to the reticulated sewerage system, thus minimizing any potential impact on groundwater systems. Additionally, the proposed development will not require the storage or disposal of any solid or liquid waste chemicals or the extraction of any groundwater.

After consideration of the above it is not considered that contamination of the groundwater is likely to occur as a result of the proposed development.

5.4.4.7 Clause 6.9 Essential Services

Clause 6.9 'Essential services' states:

Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required—

(a) the supply of water,

(b) the supply of electricity,

(c) the disposal and management of sewage,

(d) stormwater drainage or on-site conservation,

(e) suitable road access.

Comment: The site is afforded with existing connections to water supply, sewerage, electricity, stormwater drainage and suitable vehicular access.

Any upgrades to essential services connections shall be undertaken as part of this application to satisfy the proposed development in accordance with relevant service provider requirements.

Refer also to Development Plans in **Appendix E** and Preliminary Stormwater Management Plans in **Appendix F.**

5.5 Draft Environmental Planning Instruments

No draft Environmental Planning Instruments are applicable to the subject site or development.

5.6 Development Control Plans

The *Mid-Western Development Control Plan 2013* (DCP) applies to the subject proposal. Relevant provisions of the DCP have been address in **Table 1** below.

Table 1 – DCP Requirements	
Requirement	**Comment**
Part 4.4 Signage	
As the proposed development is for a tourist and visitor accommodation, the developments signage is to comply with the tourist signage requirements in the DCP. **Identification Signage:** • The development includes two (2) wall identification signs well incorporated into the building for passing pedestrians and vehicles. • A pylon sign is proposed for the corner of Horatio Street and Lewis Street that includes identification and vacancy signage. It is located wholly within the site's boundaries and is considered appropriate for the use and site **Comment:** The proposed signage included for the development is considered complaint overall regarding Section 4.4 of the DCP.	
Part 4.5 Commercial Development	
Building Setbacks	In relation to building setbacks there are no minimum front setbacks for commercial development, the development can be considered appropriately setback from both Street frontages. It is intended to comply with deemed to satisfy BCA provisions for side and rear setbacks.

Signage	The proposed signage is considered appropriate for the site and locality. Please refer to **Section 5.4.3** and **Signage section of DCP Table.**
Design	The proposal has been architecturally designed with an emphasis on providing a safe and visually inviting environment for guests and staff. The design has bought together well the use of varying material types; articulation and colours. The design takes into heritage values established in the precinct. The addition of landscaping shall minimise any potential visual impact. Being development on a corner lot, the design has included architectural features to address both frontages. Further landscaping has been associated into both to further screen the building façade and minimise any potential bulk impacts.
Scale form and height	The scale, form and height of the buildings are in keeping with the locality. The proposed locality does not have an LEP requirement of a maximum height of 8.5m.
Mortimer & Church Street Mudgee	*Not applicable – The development does not front Mortimer or Church Street.*
Articulation and Façade Composition	The proposal provides a high a high-quality hotel, using various design means including articulation; material types; colours and screening. The design has taken into consideration and minimised excessive lengths of wall through windows, balconies and other built forms. Both street frontages have minimised any excessive blank wall lengths. Building materials that are included are select face brick, fibre cement weatherboards, aluminium framed windows Further, landscaping is also proposed to minimise traffic noise and visual outlook impacts. The design of the motel also ensures that it will not adversely impact or takeaway from the heritage conservation in the area.
Post supported verandahs & balconies	*Not applicable.*
Residential Commercial Interface	The proposed development complies with this part in that: • Landscaping shall be established throughout the site to help reduce any potential visual impact on residential neighbours; • The proposed first floor rooms are centrally located onsite on the northern façade, well setback from boundaries and designed so that overlooking is not a significant issue for adjacent residential properties on the southern façade. • There is minimal development proposed near boundaries to residential neighbours. The development site is bounded by Horatio Street, Lewis

	Street and Lyons Lane which helps act as a noise barrier. Furthermore, an acoustic wall is proposed for the eastern boundary to minimise traffic noise impact on the site. • The development does not reduce the sunlight received by the north-facing windows of living area, private open space areas, or clothes drying areas of adjoining properties to less than 3 hours between 9 am and 3pm at the winter solstice. Please refer to Development Plans for Shadow Diagrams in **Appendix E**.
Utilities and Services	The site is improved with existing connections to water supply, sewerage, electricity, stormwater management and telecommunication infrastructure. In relation to stormwater control onsite detention has been designed within carparks to reduce the flow leaving the site to appropriate levels. Any services extensions should be carried out in accordance with relevant service providers requirements.
Traffic and Access	The site is proposed to have three (3) crossovers, with the two (2) driveway crossovers on the Lewis Street frontage being the focal access points. The Lewis Street access arrangement will be used as an entry point to the reception. It allows for deliveries to be made by up to an 8.8m small rigid truck with ingress only via the southern crossover and egress at the northern access point with minimal traffic expected on regular cars. The northern Lewis Street crossover also provides ingress and egress for standard car vehicles as required. A third crossover allows egress only for cars in a left hand direction onto Horatio Street. This has been designed to provide an alternative access point during peak times. It is expected that vehicles will be able to park within the dedicated parking areas, reverse and exit the site in a forward direction. It is recommended that any conditional consent make reference to appropriate signage to reflect the proposed manoeuvring arrangements. Refer also to DA Traffic Report in **Appendix H.**
Pedestrian Access	Convenient and safe pedestrian access shall be provided within the proposed hardstand areas. Disabled parking spaces are provided on the site, with a continuous path of travel to the units and restaurant/function area.
Parking	**Addressed in accordance with Part 5.1 of the DCP below.**
Landscaping	A landscaping plan has been prepared which shall improve visual appearance at the motel, setting the tone, providing shade and minimising any potential bulk impacts. Refer to Landscape Plan in **Appendix G**. The proposed landscaping schedule includes the following plants - • *Acer x freemanii 'Armstrong'*

	• *Anigozanthos x 'Ruby Velvet'* • *Casuarina glauca 'Cousin It'* • *Westringia Fruticosa 'WES04'*
Part 5.1 Parking	
Tourist and visitor accommodation: *"1 space per unit, plus 2 spaces per 3 employees plus if restaurant included:* *1 space per 7 m2 gfa or 1 space per 3 seats whichever is the greater (Restaurant)."*	The proposed parking has taken the following into consideration: • The required rate for tourist and visitor accommodation is: o 1 space per unit, plus 2 spaces per 3 employees included o 1 space per 7 m2 GFA or 1 space per 3 seats whichever is the greater (Restaurant). • The proposed development includes the following attributes: o Sixty (60) x units o 3 x employees at any one time o 49m^2 dining/restaurant area The required number of car spaces is: o Sixty (60) spaces for 60 units, plus o Two (2) spaces for 3 employees, plus o Seven (7) spaces for 49m² of restaurant/dining which considered the greater rate This results in a total of 69 spaces to comply with the DCP standard. • Car Parking is proposed as follows: o Fifty (50) onsite car spaces (including two (2) accessible) o Eight (8) on Lewis Street o Additional – eight (8) overflow car spaces are also provided on Horatio Street Therefore, the total number of proposed spaces is 58 spaces plus the 8 overflow spaces on Horatio Street (or 66) which is considered appropriate and justified in that: • Using the overflow parking the development only falls three (3) short or 4.3% of the standard parking requirement and this assumes 100% occupancy; • A car space is available for each motel room, noting that it is common in the motel industry for a car space to be shared by multiple rooms. Similarly, some guests may travel by other forms of transport means, fly/cab and not require a car space; • The restaurant/dining areas has been addressed (49m^2/7m^2 = 7 spaces). In this case given the size of the restaurant it is more likely

	that usage will coincide mostly with motel guests than the standard applied, in other words the spaces may already been accounted for by the motel rooms. All new parking areas shall be sealed and directional signage provided in accordance with Council requirements. Refer also to Traffic Report in Appendix H.
Landscaping	The carparking area will include associated landscaping to assist with shade and overall visual appearance. Refer to Landscape Plan in Appendix G.

5.7 Any Planning Agreement entered into

No Planning Agreements entered into are known to exist in relation to the development or site.

5.8 Any Matters Prescribed by the Regulations

For the purposes of Section 4.15(1)(a)(iv) of the EP&A Act, Clause 61 of the *Environmental Planning and Assessment Regulations 2021* (EP&A Regulations) specifies the additional matters a consent authority must take into consideration when determining a DA.

5.8.1 Demolition Works

In relation to demolition works to the existing structure, the provisions of AS2601 need to be considered. In this regard, all proposed demolition should be carried out in accordance with *Australian Standard AS2601: The demolition of structures.*

5.9 Any Likely Impacts of the Development

5.9.1 Context & Setting

The proposed motel is to be carried out on land that is zoned SP3: Tourist and well-situated for motel users. The motel has been designed so that it is compatible along the streetscape. There should be no significant overshadowing issues on neighbours.

The proposed development is unlikely to create any adverse impacts on the amenity of the locality.

5.9.2 Access, Transport & Traffic

During the construction period of development there is likely to be an increase in traffic generated on the site by workers vehicles and transportation of materials. Traffic can utilize Lewis Street during this period to ensure minimal disruption along Horatio Street.

The Traffic & Parking Impact Assessment provided in Appendix H addresses traffic, transport, local road infrastructure and parking requirements and concludes that the development can be accommodated within the existing road network. The proposed

driveway and carpark arrangements have been assessed as suitable for the expected conditions once the new development is operational.

5.9.3 Services

The subject site is currently serviced by reticulated water and sewer infrastructure, stormwater management, electricity and telecommunications. The proposed development will connect into the existing infrastructure on site and is not expected to create any adverse impacts on existing services in the area.

Please also to Civil Drawings in Appendix F.

5.9.4 Noise

The proposed construction works will generate some noise impact. The likelihood of noise becoming offensive can be minimised by adopting good work practice and adhering to normal construction hours.

An acoustic report by Muller Acoustic Consulting recommended passive treatment to minimise potential noise impact from car park traffic on adjoining eastern residence. The recommendations have been adopted including an acoustic wall design along the common boundary. Refer to Acoustic report in Appendix B.

5.9.5 Air & Microclimate

During construction, the development has the potential to generate some air pollution in the form of dust and airborne materials. The effects can be reduced by using appropriate equipment, employment of good work practice and utilizing a water spray, especially where dust is likely to be a nuisance. The operation of the hotel once the development is complete is unlikely to generate any adverse air quality impacts.

5.9.6 Waste

A site establishment area can be located within the subject site for the purposes of construction waste collection and off-site disposal to an appropriate landfill, as per Council's requirements.

Operational waste shall be of a domestic nature and can be collected and disposed of via existing garbage collection services.

5.9.7 Safety, Security & Crime Prevention

The proposed development has been designed to ensure that essential safety, security and crime prevention measures are in place during construction and operation. The development shall be afforded with landscaping, fencing, CCTV and passive surveillance to detract any break-ins or vandalism on the site. It is considered that the proposed facility

shall adequately provide safety and security for the proposed ongoing operations that would be carried out on the site.

5.9.8 Social & Economic Impacts in the Locality

The proposed development shall provide employment opportunities during construction and also once operational.

The motel has the potential to support tourism and other reasons attracting visitors to the city and the positive economic multiplier effects resulting.

The development is anticipated to provide a positive social and economic impact in the locality and surrounding region.

5.9.9 Construction

A site establishment area will be set up on the subject site to ensure site safety and to reduce any environmental impacts. Erosion and sediment control measures shall be carried out on the site during development works.

5.10 Suitability of the Site for the Proposed Development

The suitability of the site for the proposed development has been addressed in the above sections of this report. There are no prohibitive constraints posed by adjacent developments. There does not appear to be any significant planning or environmental matters that should hinder the proposed development of the site. In this regard, it can be concluded that the proposal fits into the locality and the site attributes are conducive for the development.

5.11 The Public Interest

The proposal is unlikely to create any negative impacts on the amenity of the area and is therefore deemed to be positive in terms of the public interest.

6 CONCLUSION

It is recommended that the proposed motel development on Lot 7, Lot 8, Lot 9, Lot 10 DP 758721, and Lot 26 DP 1106100, commonly known as 59-67 Horatio Street, Mudgee be supported on the following grounds:

- The proposal is considered acceptable in terms of the provisions of Section 4.15 of the *Environmental Planning and Assessment Act 1979*;
- The proposal is permissible with consent and consistent with the relevant development standards and provisions of the *Mid-Western Regional Local Environmental Plan 2012*;
- The proposal complies with the relevant provisions of the *Mid-Western Development Control Plan 2013*;
- The proposed development is not anticipated to generate any adverse impacts in the locality;
- The proposed development is considered suitable for the site and its surrounds;
- It provides a modern tourist accommodation option in a central location; and
- It is likely to support economic growth in the area both during construction and future financial viability for an important use in the region.

7 REFERENCES

NSW Department of Planning. (2020, December 15). *ePlanning Spatial Viewer*. Retrieved from https://www.planningportal.nsw.gov.au/spatialviewer/#/find-a-property/address

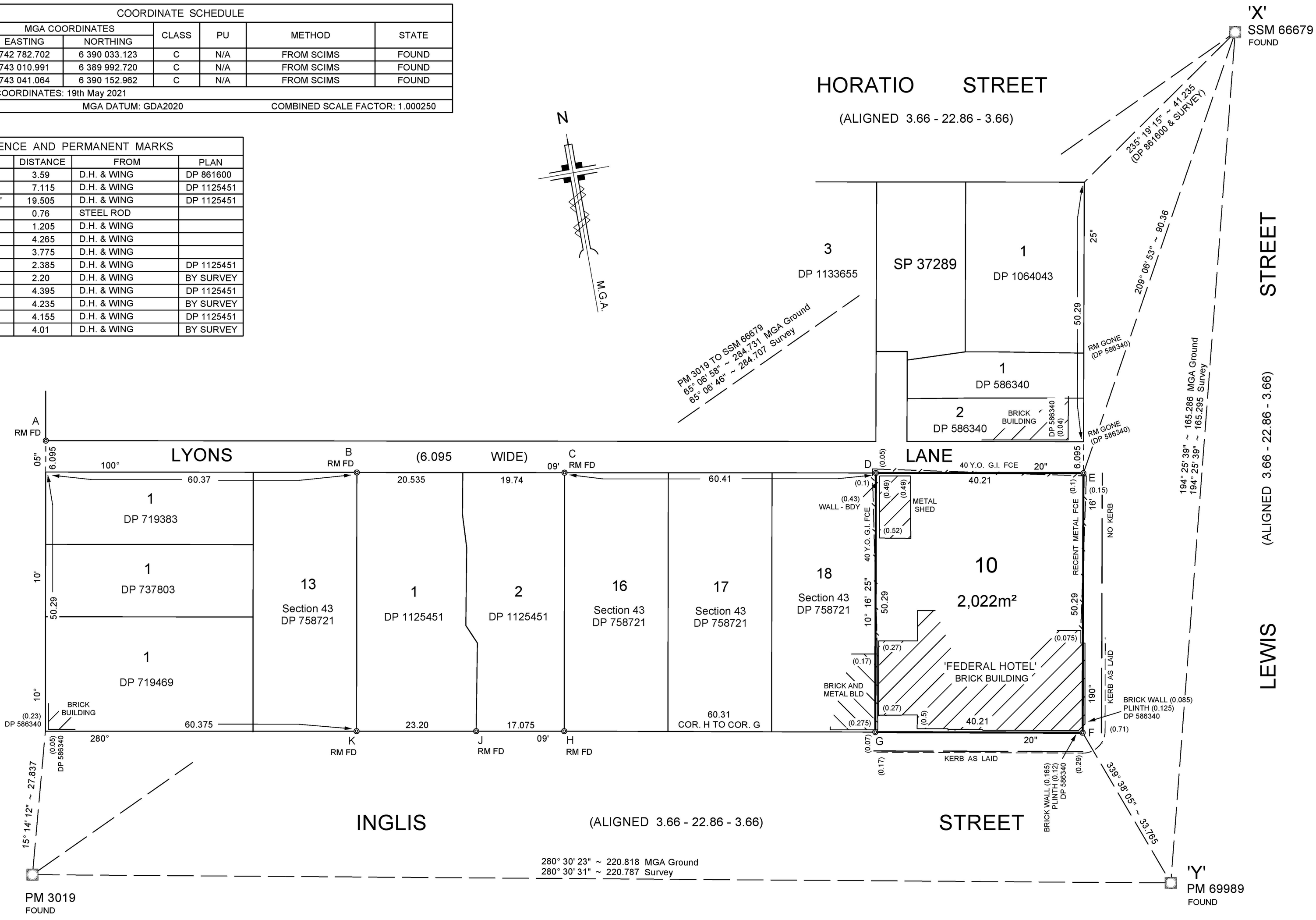
NSW Government. (2020, December 15). *Biodiversity Value Map*. Retrieved from https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=BVMap

NSW Government Spatial Services. (2020, December 15). *Six Maps*. Retrieved from http://maps.six.nsw.gov.au/

Appendix A – Deposited Plan and Detail Survey

COORDINATE SCHEDULE						
MARK	MGA COORDINATES		CLASS	PU	METHOD	STATE
	EASTING	NORTHING				
PM 3019	742 782.702	6 390 033.123	C	N/A	FROM SCIMS	FOUND
PM 69989	743 010.991	6 389 992.720	C	N/A	FROM SCIMS	FOUND
SSM 66679	743 041.064	6 390 152.962	C	N/A	FROM SCIMS	FOUND
DATE OF SCIMS COORDINATES: 19th May 2021						
MGA ZONE: 55		MGA DATUM: GDA2020			COMBINED SCALE FACTOR: 1.000250	

REFERENCE AND PERMANENT MARKS				
COR	BEARING	DISTANCE	FROM	PLAN
A	101° 58'	3.59	D.H. & WING	DP 861600
B	289° 39'	7.115	D.H. & WING	DP 1125451
C	99° 09' 30"	19.505	D.H. & WING	DP 1125451
D	181° 18'	0.76	STEEL ROD	
E	286° 06'	1.205	D.H. & WING	
F	275° 35'	4.265	D.H. & WING	
G	359° 51'	3.775	D.H. & WING	
H	0° 06'	2.385	D.H. & WING	DP 1125451
	359° 45'	2.20	D.H. & WING	BY SURVEY
J	33° 35'	4.395	D.H. & WING	DP 1125451
	34° 41'	4.235	D.H. & WING	BY SURVEY
K	350° 54'	4.155	D.H. & WING	DP 1125451
	350° 11'	4.01	D.H. & WING	BY SURVEY



SURVEYOR Name: Michael James Connolly Western Survey Pty Ltd Date: 20th May 2021 Reference: 21_044	PLAN OF CONSOLIDATION OF LOTS 19 AND 20 OF SECTION 43 IN DP 758721	L.G.A.: Mid-Western Regional Locality: Mudgee Reduction Ratio: 1:500 Lengths are in metres	Registered 29/09/2021	DP1275386

PLAN FORM 6 (2017)	**DEPOSITED PLAN ADMINISTRATION SHEET**	Sheet 1 of 2 3 sheet(s)

Office Use Only

Registered: 29/09/2021

Title System: TORRENS

Office Use Only

DP1275386

PLAN OF CONSOLIDATION OF LOTS 19 AND 20 OF SECTION 43 IN DP 758721

LGA: Mid-Western Regional

Locality: Mudgee

Parish: Mudgee

County: Wellington

Survey Certificate

I, Michael James Connolly

of Western Survey Pty Ltd
PO Box 234, Dubbo NSW 2830

a surveyor registered under the *Surveying and Spatial Information Act 2002*, certify that:

*(a) The land shown in the plan was surveyed in accordance with the *Surveying and Spatial Information Regulation 2017*, is accurate and the survey was completed on 20th May 2021, or

~~*(b) The part of the land shown in the plan (*being/*excluding ** .....~~
~~.....)~~
~~was surveyed in accordance with the *Surveying and Spatial Information Regulation 2017*, the part surveyed is accurate and the survey was completed on, ... the part not surveyed was compiled in accordance with that Regulation, or~~

~~*(c) The land shown in this plan was compiled in accordance with the *Surveying and Spatial Information Regulation 2017*.~~

Datum Line: 'X' - 'Y'

Type: *Urban/*~~Rural~~

The terrain is *Level-Undulating / *~~Steep-Mountainous~~.

Signature: ..... Dated: 30 / 05 / 2021

Surveyor Identification No: 8516
Surveyor registered under
the *Surveying and Spatial Information Act 2002*

*Strike out inappropriate words.

**Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey.

Crown Lands NSW/Western Lands Office Approval

I, ... (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the land shown herein have been given.

Signature: .....

Date: .....

File Number: .....

Office: .....

Subdivision Certificate

I, ...

*Authorised Person/*General Manager/*Accredited Certifier, certify that the provisions of s.109J of the *Environmental Planning and Assessment Act 1979* have been satisfied in relation to the proposed subdivision, new road or reserve set out herein.

Signature: .....

Accreditation number: .....

Consent Authority: .....

Date of endorsement: .....

Subdivision Certificate number: .....

File number: .....

Plans used in the preparation of survey/~~compilation~~.

CP 32-1009

DP 73095

DP 586340

DP 861600

DP 1125451

Statements of intention to dedicate public roads, create public reserves and drainage reserves, acquire/resume land.

Surveyor's Reference: 21_044

Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A

PLAN FORM 6A (2017)	**DEPOSITED PLAN ADMINISTRATION SHEET**	Sheet 2 of 3 sheet(s)

Office Use Only

Registered: 29/09/2021

Office Use Only

DP1275386

PLAN OF CONSOLIDATION OF LOTS 19 AND 20 OF SECTION 43 IN DP 758721

Subdivision Certificate number: .....

Date of Endorsement: .....

This sheet is for the provision of the following information as required:

- A schedule of lots and addresses - See 60(c) *SSI Regulation 2017*
- Statements of intention to create and release affecting interests in accordance with section 88B *Conveyancing Act 1919*
- Signatures and seals- see 195D *Conveyancing Act 1919*
- Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

Lot Number	Sub-Address Number	Address Number	Road Name	Road Type	Locality Name
10		34-36	Inglis	Street	Mudgee

Executed on behalf of INVESTMENT MANAGEMENT GROUP HOTELS PTY LTD ACN 649 117 528 by the authorized person/s whose signature appears below pursuant to Section 127 of the Corporations Act.

ANDREW ROBERT TURNBULL
DIRECTOR / SECRETARY

STEPHEN JAMES BYRON
DIRECTOR

If space is insufficient use additional annexure sheet

Surveyor's Reference: 21_044

PLAN FORM 6A (2017)	**DEPOSITED PLAN ADMINISTRATION SHEET**	Sheet 3 of 3 sheet(s)

Office Use Only

Registered: 29/09/2021

Office Use Only

DP1275386

PLAN OF CONSOLIDATION OF LOTS 19 AND 20 OF SECTION 43 IN DP 758721

Subdivision Certificate number: .....

Date of Endorsement: .....

This sheet is for the provision of the following information as required:

- A schedule of lots and addresses - See 60(c) *SSI Regulation 2017*
- Statements of intention to create and release affecting interests in accordance with section 88B *Conveyancing Act 1919*
- Signatures and seals- see 195D *Conveyancing Act 1919*
- Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

Mortgagee under Mortgage No. AR180933 signed at Canberra this 20th day of September 2021 for National Australia Bank Limited ABN 12004044937 by Janice Claire Hopkins its duly appointed Attorney under Power of Attorney No. 39 Book 4512

LEVEL 2 ATTORNEY

LUKE ANDERSON
Level 4, 14 Childers St
Canberra ACT 2601

If space is insufficient use additional annexure sheet

Surveyor's Reference: 21_044

Form 1

OFFICE USE ONLY

PLAN OF SUBDIVISION OF ALLOTMENT 12 SEC.44 TOWN OF MUDGEE

DP505228

Mun./~~Shire, City~~ Mudgee

Town or ~~Locality~~ Mudgee

Parish Mudgee

County Wellington Scale 40 ft. to an Inch

Registered: [redacted] 23.1.64 KTB

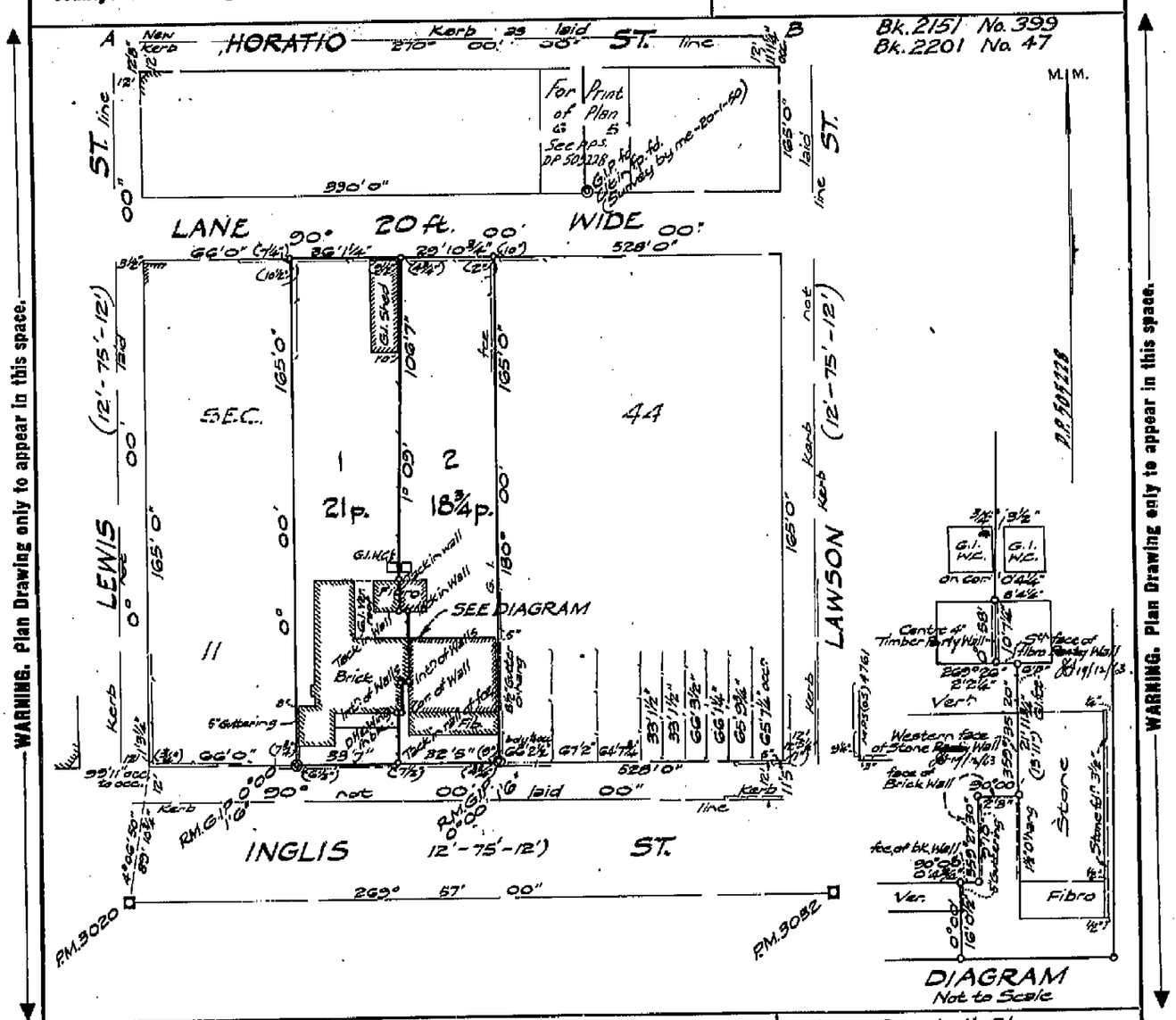
C.A.: 8/63 of 1.7.63

Title System: Old System

Purpose: Subdivision

Ref. Map: Town

Last Plan: -



Signatures, Seals and Statements of Dedications and Easements.

I, John Campbell Stevenson

of Mudgee

a surveyor registered under the Surveyors Act, 1929, as amended, hereby certify that the survey represented in this plan is accurate and has been made * ~~(1) by me~~ (2) under my immediate supervision in accordance with the Survey Practice Regulations, 1933, and was completed on † 5th June 1963

Signature [redacted]

Surveyor registered under Surveyors Act, 1929 as amended.

Datum Line of Azimuth. A-B

Approved by Council. I hereby certify that the requirements of the Local Government Act, 1919 (other than the requirements for registration of plans), have been complied with by the applicant in relation to the proposed subdivision and/or new roads set out hereon.

Subdivision No. 8/63 Date. 1/7/63

Council Clerk [redacted]

* Strike out either (1) or (2). † Insert date of survey.

Ref. 8/63/28 2.9.0

DP505228

CONVERSION TABLE ADDED IN REGISTRAR GENERAL'S DEPARTMENT

DP 505228

FEET	INCHES	METRES
-	0 1/4	0.006
-	0 1/2	0.013
-	0 3/4	0.019
-	1	0.025
-	2	0.051
-	3	0.076
-	3 1/4	0.083
-	3 1/2	0.089
-	4 1/4	0.108
-	4 3/4	0.121
-	5	0.127
-	6 1/2	0.165
-	7 1/4	0.184
-	7 1/2	0.191
-	7 3/4	0.197
-	8 1/2	0.216
-	9	0.229
-	9 1/4	0.235
-	9 1/2	0.241
-	10	0.254
-	10 1/4	0.260
-	10 1/2	0.267
1	3 1/4	0.387
1	6	0.457
2	2 1/4	0.667
2	3	0.686
8	4 1/4	2.546
9	10	2.997
10	7 1/4	3.232
11	5	3.480
11	11 1/4	3.639
12	-	3.658
12	5 1/4	3.791
12	8	3.861
13	11	4.242
16	0 1/2	4.890
16	0 7/8	4.899
21	11 3/4	6.699
29	10 3/4	9.112
32	5	9.881
33	1 1/2	10.097
33	7	10.236
36	1 1/4	11.005
64	7 3/4	19.704
65	7 1/4	19.996
65	9 3/4	20.060
66	-	20.117
66	1 1/4	20.149
66	2 1/2	20.180
66	3 1/2	20.206
67	2	20.472
75	-	22.860
89	10 3/4	27.400
106	7	32.487
165	-	50.292
330	-	100.584
528	-	160.934

AC	RD	P	SQ M
-	-	18 3/4	474.2
-	-	21	531.1

I, Jack Hayward Watson, Registrar General for New South Wales, certify that this negative is a photograph made as a permanent record of a document in my custody this 18th day of February, 1976.

Jack Watson

Appendix B - Acoustic Report

Noise Assessment

Temporary Accommodation Carpark
59-67 Horatio Street
Mudgee, NSW

Prepared for: Barnson Pty Ltd
August 2022
MAC221600-01RP1

Muller Acoustic Consulting

Document Information

Noise Assessment

Temporary Accommodation Carpark

59-67 Horatio Street

Mudgee, NSW

Prepared for: Barnson Pty Ltd

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DOCUMENT ID	DATE	PREPARED	SIGNED	REVIEWED	SIGNED
MAC221600-01RP1	5 August 2022	Robin Heaton	Robin Heaton	Oliver Muller	

CONTENTS

1 Introduction

Muller Acoustic Consulting Pty Ltd (MAC) has been commissioned by Barnson Pty Ltd (Barnson) to prepare a Noise Assessment (NA) to quantify emissions from the car park of the proposed temporary accommodation development to be located at 59-67 Horatio Street, Mudgee, NSW.

The NA has quantified potential operational, maximum noise (sleep disturbance) and construction noise emissions from the operation and recommends reasonable and feasible noise controls where required.

The assessment has been undertaken in accordance with the following documents:

- NSW Department of Environment and Climate Change (DECCW), NSW Interim Construction Noise Guideline (ICNG), 2009;
- NSW Environment Protection Authority (EPA), Noise Policy for Industry (NPI), 2017;
- Australian Standard AS 1055:2018 - Acoustics - Description and measurement of environmental noise - General Procedures; and
- International Standard ISO 9613:1993 - Acoustics - Attenuation of sound during propagation outdoors.

A glossary of terms, definitions and abbreviations used in this report is provided in **Appendix A**.

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2 Project Description

2.1 Background

The project is to be located at 59-67 Horatio Street, Mudgee, NSW. The car park is part of a proposed temporary accommodation development which will include 60 rooms/suites. The car park provides 53 guest spaces and one (1) manager space.

The surrounding locality comprises primarily of residential and commercial land uses. The site is bound to the north by Horatio Street and to the west by Lewis Street. To the south of the project site is Lyons Lane with commercial and residential receivers on the far side of the laneway. The nearest residential receiver is located to the east of the site adjacent to the proposed development boundary.

Approval is being sought for the project to operate 24 hours 7 days. Project site plans are provided in **Appendix B**.

2.1.1 Proposed Activities & Operating Hours

There are several key activities associated with the operation that have the potential to generate acoustic impacts on nearby receivers. **Table 1** provides a summary of operation noise sources and the assessment period in which they propose to occur.

Table 1 Noise Generating Activities

Activity/Source	Period[1]	Operational
Customer light and heavy vehicles	Day	✓
	Evening	✓
	Night	✓
	Morning Shoulder	✓

Note 1: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Morning Shoulder - the period from 5am to 7am; Night - the remaining periods.

2.1.2 Receiver Review

A review of residential receivers in proximity to the project has been completed and are summarised in **Table 2. Figure 1** provides a locality plan showing the position of these receivers in relation to the project.

Table 2 Receiver Locations

Receiver	Receiver Type	Receiver Height	Coordinates (MGA55)	
			Easting	Northing
R01	Residential	1.5m	179875	6387939
R02	Residential	1.5m	179874	6387911
R03	Residential	1.5m	179926	6387860
R04	Residential	1.5m	179951	6387856
R05	Residential	1.5m	179973	6387855
R06	Residential	1.5m	179988	6387860
R07	Residential	1.5m	180006	6387875
R08	Residential	1.5m	180009	6387903
R09	Residential	1.5m	179999	6387927
R10	Residential	1.5m	180032	6387968
R11	Residential	1.5m	180006	6387973
R12	Residential	1.5m	179980	6387973
R13	Residential	1.5m	179967	6387975
R14	Residential	1.5m	179945	6387993
R15	Residential	1.5m	179881	6387998
C01	Commercial	1.5m	179883	6387980
C02	Commercial	1.5m	179869	6387863
C03	Commercial	1.5m	179914	6387879
C04	Commercial	1.5m	179972	6387880

FIGURE 1

Locality Plan

MAC221600-01

59-67 Horatio Street, Mudgee, NSW

KEY

- Receivers
- Logger Location
- Att Location

0 7 14 21 28 35 m

N

MAC
Muller Acoustic Consulting

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3 Noise Policy and Guidelines

3.1 Noise Policy for Industry

The EPA released the Noise Policy for Industry (NPI) in October 2017 which provides a process for establishing noise criteria for consents and licenses enabling the EPA to regulate noise emissions from scheduled premises under the Protection of the Environment Operations Act 1997.

The objectives of the NPI are to:

- provide noise criteria that is used to assess the change in both short term and long-term noise levels;
- provide a clear and consistent framework for assessing environmental noise impacts from industrial premises and industrial development proposals;
- promote the use of best-practice noise mitigation measures that are feasible and reasonable where potential impacts have been identified; and
- support a process to guide the determination of achievable noise limits for planning approvals and/or licences, considering the matters that must be considered under the relevant legislation (such as the economic and social benefits and impacts of industrial development).

The policy sets out a process for industrial noise management involving the following key steps:

1. Determine the Project Noise Trigger Levels (PNTLs) (ie criteria) for a development. These are the levels (criteria), above which noise management measures are required to be considered. They are derived by considering two factors: shorter-term intrusiveness due to changes in the noise environment; and maintaining the noise amenity of an area.
2. Predict or measure the noise levels produced by the development with regard to the presence of annoying noise characteristics and meteorological effects such as temperature inversions and wind.
3. Compare the predicted or measured noise level with the PNTL, assessing impacts and the need for noise mitigation and management measures.
4. Consider residual noise impacts - that is, where noise levels exceed the PNTLs after the application of feasible and reasonable noise mitigation measures. This may involve balancing economic, social and environmental costs and benefits from the proposed development against the noise impacts, including consultation with the affected community where impacts are expected to be significant.

5. Set statutory compliance levels that reflect the best achievable and agreed noise limits for the development.

6. Monitor and report environmental noise levels from the development.

3.1.1 Project Noise Trigger Levels (PNTL)

The policy sets out the procedure to determine the PNTLs relevant to an industrial development. The PNTL is the lower (ie, the more stringent) of the **Project Intrusiveness Noise Level** (PINL) and **Project Amenity Noise Level** (PANL) determined in accordance with Section 2.3 and Section 2.4 of the NPI.

3.1.2 Rating Background Level (RBL)

The Rating Background Level (RBL) is a determined parameter from noise monitoring and is used for assessment purposes. As per the NPI, the RBL is an overall single figure background level representing each assessment period (day, evening and night) over the noise monitoring period. The measured RBLs relevant to the project are contained in **Section 4**.

3.1.3 Project Intrusiveness Noise Level (PINL)

The PINL ($LA_{eq(15min)}$) is the RBL + 5dB and seeks to limit the degree of change a new noise source introduces to an existing environment. Hence, when assessing intrusiveness, background noise levels need to be measured.

Background noise levels need to be determined before intrusive noise can be assessed. The NPI states that background noise levels to be measured are those that are present at the time of the noise assessment and without the subject development operating. For the assessment of modifications to existing premises, the noise from the existing premises should be excluded from background noise measurements. It is note that the exception is where the premises has been operating for a significant period of time and is considered a normal part of the acoustic environment; it may be included in the background noise assessment under the following circumstances:

- the development must have been operating for a period in excess of 10 years in the assessment period/s being considered and is considered a normal part of the acoustic environment; and,
- the development must be operating in accordance with noise limits and requirements imposed in a consent or licence and/or be applying best practice.

Where a project intrusiveness noise level has been derived in this way, the derived level applies for a period of 10 years to avoid continuous incremental increases in intrusiveness noise levels. This approach is consistent with the purpose of the intrusiveness noise level to limit significant change in the acoustic environment. The purpose of the project amenity noise level is to moderate against background noise creep.

3.1.4 Project Amenity Noise Level (PANL)

The PANL is relevant to a specific land use or locality. To limit continuing increases in intrusiveness levels, the ambient noise level within an area from all combined industrial sources should remain below the recommended amenity noise levels specified in Table 2.2 (of the NPI). The NPI defines two categories of amenity noise levels:

- **Amenity Noise Levels (ANL)** – are determined considering all current and future industrial noise within a receiver area; and
- **Project Amenity Noise Level (PANL)** – is the recommended level for a receiver area, specifically focusing the project being assessed.

Additionally, Section 2.4 of the NPI states: "to ensure that industrial noise levels (existing plus new) remain within the recommended amenity noise levels for an area, a project amenity noise level applies for each new source of industrial noise as follows":

PANL for new industrial developments = recommended **ANL** minus 5dBA.

The following exceptions apply when deriving the PANL:

- areas with high traffic noise levels;
- proposed developments in major industrial clusters;
- existing industrial noise and cumulative industrial noise effects; and
- greenfield sites.

The NPI states with respect to high traffic noise areas:

The level of transport noise, road traffic noise in particular, may be high enough to make noise from an industrial source effectively inaudible, even though the LAeq noise level from that industrial noise source may exceed the project amenity noise level. In such cases the project amenity noise level may be derived from the LAeq, period(traffic) minus 15 dB(A).

Where relevant this assessment has considered influences of traffic with respect to amenity noise levels (ie areas where existing traffic noise levels are 10dB greater than the recommended amenity noise level).

The recommended amenity noise levels as per Table 2.2 of the NPI are reproduced in **Table 3**.

Table 3 Amenity Noise Levels

Receiver Type	Noise Amenity Area	Time of day	Recommended amenity noise level dB LAeq(period)
Residential	Rural	Day	50
		Evening	45
		Night	40
	Suburban	Day	55
		Evening	45
		Night	40
	Urban	Day	60
		Evening	50
		Night	45
Hotels, motels, caretakers' quarters, holiday accommodation, permanent resident caravan parks.	See column 4	See column 4	5dB above the recommended amenity noise level for a residence for the relevant noise amenity area and time of day
School Classroom	All	Noisiest 1-hour period when in use	35 (internal) 45 (external)
Hospital ward			
- internal	All	Noisiest 1-hour	35
- external	All	Noisiest 1-hour	50
Place of worship - internal	All	When in use	40
Passive Recreation	All	When in use	50
Active Recreation	All	When in use	55
Commercial premises	All	When in use	65
Industrial	All	When in use	70

Notes: The recommended amenity noise levels refer only to noise from industrial noise sources. However, they refer to noise from all such sources at the receiver location, and not only noise due to a specific project under consideration. The levels represent outdoor levels except where otherwise stated.

Types of receivers are defined as rural residential; suburban residential; urban residential; industrial interface; commercial; industrial – see Table 2.3 and Section 2.7 of the NPI.

Note 1: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; morning shoulder the period from 5am to 7am,Night - the remaining periods.

3.1.5 Maximum Noise Assessment Trigger Levels

The potential for sleep disturbance from maximum noise level events from a project during the night-time period needs to be considered. The NPI considers sleep disturbance to be both awakenings and disturbance to sleep stages. Where night-time noise levels from a development/premises at a residential location exceed the following criteria, a detailed maximum noise level event assessment should be undertaken:

- $L_{Aeq(15min)}$ 40dB or the prevailing RBL plus 5dBA, whichever is the greater, and/or
- L_{Amax} 52dB or the prevailing RBL plus 15dBA, whichever is the greater.

A detailed assessment should cover the maximum noise level, the extent to which the maximum noise level exceeds the rating background noise level, and the number of times this happens during the night-time period. Other factors that may be important in assessing the impacts on sleep disturbance include:

- how often the events would occur;
- the distribution of likely events across the night-time period and the existing ambient maximum events in the absence of the development;
- whether there are times of day when there is a clear change in the noise environment (such as during early morning shoulder periods); and
- current understanding of effects of maximum noise level events at night.

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4 Existing Environment

4.1 Unattended Noise Monitoring

To quantify the existing background noise environment of the area, unattended noise monitoring was conducted at one location representative of the ambient environment surrounding the project site. The selected monitoring location is shown in **Figure 1** and is considered representative of surrounding residential receivers as per Fact Sheet B1.1 of the NPI.

The unattended noise survey was conducted in general accordance with the procedures described in Australian Standard AS 1055:2018, "Acoustics – Description and Measurement of Environmental Noise".

The measurements were carried out using one Svantek 977 noise analyser from Tuesday 19 July 2022 to Thursday 28 July 2022. The acoustic instrumentation used carries current NATA calibration and complies with AS/NZS IEC 61672.1-2019-Electroacoustics - Sound level meters - Specifications. Calibration of all instrumentation was checked prior to and following measurements. Drift in calibration did not exceed ±0.5dBA. All equipment carried appropriate and current NATA (or manufacturer) calibration certificates.

Observations on-site identified the surrounding locality was typical of an urban environment, with passing traffic and urban hum audible.

Data affected by adverse meteorological conditions have been excluded from the results in accordance with methodologies provided in Fact Sheet A4 of the NPI. Residential receivers situated in the surrounding area have been classified under the EPA's urban amenity category. This criteria is used in conjunction with the intrusiveness criteria to determine the limiting criteria. The results of long-term unattended noise monitoring are provided in **Table 4**. The measured daily ABLs for the background monitoring are provided in **Table 13** in **Appendix C**, along with the daily noise monitoring charts.

Table 4 Background Noise Monitoring Summary

Location	Measured background noise level, RBL, dBA				Measured LA_{eq}, dBA			
	Day 7am to 6pm	Evening 6pm to 10pm	Night 10pm to 5am	Morning Shoulder 5am to 7am	Day 7am to 6pm	Evening 6pm to 10pm	Night 10pm to 5am	Morning Shoulder 5am to 7am
L1	53	36	28	34	65	60	58	63

Note: Excludes periods of wind or rain affected data. Meteorological data obtained from the Bureau of Meteorology weather station Mudgee Airport AWS 32.6°S 149.6°E 471m AMSL.

Note 1: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Morning Shoulder - the period from 5am to 7am; Night - the remaining periods.

4.2 Attended Noise Monitoring

To supplement the unattended noise assessment and to quantify the changes in ambient noise in the community surrounding the operation, one 15 minute attended measurement was completed.

The attended noise survey was conducted in general accordance with the procedures described in Australian Standard AS 1055:2018, "Acoustics – Description and Measurement of Environmental Noise".

The acoustic instrumentation used carries current NATA calibration and complies with AS/NZS IEC 61672.1-2019-Electroacoustics - Sound level meters - Specifications. Calibration of all instrumentation was checked prior to and following measurements. Drift in calibration did not exceed ±0.5dBA. All equipment carried appropriate and current NATA (or manufacturer) calibration certificates.

The attended noise monitoring was conducted using one Svantek 971 noise analyser at the site (see **Figure 1**) on Tuesday 19 July 2022 to quantify ambient background noise levels.

The attended measurement was completed during calm and clear meteorological conditions and confirmed that ambient traffic and commercial noise dominated the surrounding environment. The results of the short-term noise measurement and observations are summarised in **Table 5**.

Table 5 Operator-Attended Noise Survey Results

Date/ Time (hrs)	Noise Descriptor (dBA re 20 µPa)			Meteorology	Description and SPL, dBA
	L_{Amax}	L_{Aeq}	L_{A90}		
19/07/2022 16:02	76	62	54	WD: SW WS: 0.5m/s Rain: Nil	Traffic 45-76 Birds 39-50 Urban Hum 38-44

Note: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Morning Shoulder - the period from 5am to 7am; Night - the remaining periods.

5 Assessment Criteria

5.1 Project Noise Trigger Levels

5.1.1 Intrusiveness Noise Levels

The PINL for the project are presented in **Table 6** and have been determined based on the RBL +5dBA and only apply to residential receivers.

Table 6 Project Intrusiveness Noise Levels

Location	Receiver Type	Period[1]	Measured RBL dB L_{A90}	Adopted RBL dB L_{A90}	PINL dB $L_{Aeq(15min)}$
L1	Residential	Day	53	53	58
		Evening	36	36	41
		Night	28	30[2]	35
		Morning Shoulder	34	34	39

Note 1: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Morning Shoulder - the period from 5am to 7am; Night - the remaining periods.

Note 2: As per NPI guidance, the minimum night-time RBL is 30dBA.

5.1.2 Amenity Noise Levels

The PANL for residential receivers and other receiver types (ie non-residential) potentially affected by the project are presented in **Table 7**.

Table 7 Amenity Noise Levels and Project Amenity Noise Levels

Receiver Type	Noise Amenity Area	Assessment Period[1]	NPI Recommended ANL dB $L_{Aeq(period)}$	ANL dB $L_{Aeq(period)}$[2]	PANL dB $L_{Aeq(15min)}$[3]
Residential	Urban	Day	60	55	58
		Evening	50	45	48
		Night	45	40	43
		Morning Shoulder[4]	N/A	N/A	N/A
Commercial	All	When in use	65	60	63

Note 1: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Morning Shoulder - the period from 5am to 7am; Night - the remaining periods.

Note 2: Project Amenity Noise Level equals the Amenity Noise Level -5dB as there is other industry in the area.

Note 3: Includes a +3dB adjustment to the amenity period level to convert to a 15-minute assessment period as per Section 2.2 of the NPI.

Note 4: As per NPI guidance, shoulder periods are assessed based on PINLs only.

5.1.3 Project Noise Trigger Levels

The PNTL are the lower of either the PINL or the PANL. **Table 8** presents the derivation of the PNTLs in accordance with the methodologies outlined in the NPI.

Table 8 Project Noise Trigger Levels

Receiver Type	Noise Amenity Area	Assessment Period[1]	PINL dB $L_{Aeq(15min)}$	PANL dB $L_{Aeq(15min)}$	PNTL dB $L_{Aeq(15min)}$
Residential	Urban	Day	58	58	58
		Evening	41	48	41
		Night	35	43	35
		Morning Shoulder	39	N/A	39
Commercial	All	When in Use	N/A	63	63

Note 1: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Morning Shoulder - the period from 5am to 7am; Night - the remaining periods.

5.1.4 Maximum Noise Trigger Levels

The maximum noise trigger levels shown in **Table 9** are based on night-time RBLs and trigger levels as per Section 2.5 of the NPI. The trigger levels will be applied to transient noise events that have the potential to cause sleep disturbance.

Table 9 Maximum Noise Trigger Levels (Night)

Residential Receivers			
$L_{Aeq(15min)}$		L_{Amax}	
40dB $L_{Aeq(15min)}$ or RBL + 5dB		52dB L_{Amax} or RBL + 15dB	
Trigger	40	Trigger	52
RBL +5dB	35	RBL +15dB	45
Highest	**40**	**Highest**	**52**

Note: Monday to Saturday; Night 10pm to 7am. On Sundays and Public Holidays Night 10pm to 8am.

Note: NPI identifies that maximum of the two values is to be adopted which is shown in bold font.

6 Modelling Methodology

A computer model was developed to quantify project noise emissions to neighbouring receivers using DGMR (iNoise, Version 2022) noise modelling software. iNoise is an intuitive and quality assured software for industrial noise calculations in the environment. 3D noise modelling is considered industry best practice for assessing noise emissions from projects.

The model incorporated a three-dimensional digital terrain map giving all relevant topographic information used in the modelling process. Additionally, the model uses relevant noise source data, ground type, attenuation from barrier or buildings and atmospheric information to predict noise levels at the nearest potentially affected receivers. Where relevant, modifying factors in accordance with Fact Sheet C of the NPI have been applied to calculations.

The model calculation method used to predict noise levels was in accordance with ISO 9613:1 and ISO 9613:2 including corrections for meteorological conditions using CONCAWE[1]. The ISO 9613 standards are the most used noise prediction method worldwide. Many countries refer to ISO 9613 in their noise legislation. However, the ISO 9613 standard does not contain guidelines for quality assured software implementation, which leads to differences between applications in calculated results. In 2015 this changed with the release of ISO/TR 17534-3. This quality standard gives clear recommendations for interpreting the ISO 9613 method. iNoise fully supports these recommendations. The models and results for the 19 test cases are included in the software.

[1] Report no. 4/18, "the propagation of noise from petroleum and petrochemical complexes to neighbouring communities", Prepared by C.J. Manning, M.Sc., M.I.O.A. Acoustic Technology Limited (Ref.AT 931), CONCAWE, Den Haag May 1981

6.1 Noise Attenuation Recommendations and Controls

The noise model incorporated the following recommendations and noise controls:

- the project is constructed as per the site design and plans (as presented in **Appendix B**), which includes the barrier attenuation provided by the project buildings orientation;
- construction of an impervious barrier surrounding the eastern end of the carpark (see **Figure 2**). The barrier should be constructed to an RL of 1.8m above the relative ground level of the car park and should consist of materials with a surface density of at least 10kg/m^2, and not contain any gaps. This barrier has been designed so that noise from the development satisfies relevant criteria;
- there is a 50% reduction of light vehicles in the carpark during the evening and morning shoulder period; and
- there is a 75% reduction of light vehicles in the carpark during the night period.

6.2 Sound Power Levels

Table 10 presents the sound power level for each noise source modelled in this assessment. It is noted that sound power levels were sourced from manufacturer's specifications or from in-field measurements at similar project sites.

Table 10 Acoustically Significant Sources - Sound Power Levels dBA (re 10^{-12} Watts)

Item and quantity (per 15 minutes)	Individual Sound Power Level dB LAeq	Modelled Sound Power Level dB LAeq(15min)	Source Height[1]
Operation			
Car idle, start up and drive off (x20)	81	87	0.5m
Customers vehicles travelling through Carpark	81	85	0.5m
Sleep disturbance assessment (LA_{max}), Night time periods (10pm to 7am)			
Car Door Slam	87		1.0m

Note 1: Height above the relative ground or building below source.

Note 2: Includes a duration adjustment assuming vehicles operate for three (3) minutes continuously within a period of 15-minutes.

FIGURE 2

Barrier Location

MAC221600-01

59-67 Horatio Street, Mudgee, NSW

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7 Noise Assessment Results

This assessment has quantified operational noise levels at the nearest receivers.

7.1 Operational Noise Assessment

Noise predictions from all sources have been quantified at surrounding residential receivers to the project site and are presented in **Table 11**. The predictions are considered a worse case assessment. Noise levels from the project site are predicted to satisfy the relevant NPI noise criteria at all receivers during all assessment periods.

Table 11 Operational Noise Predictions – All Receivers

Residential Receivers

Rec	Predicted Noise Level dB $L_{Aeq(15min)}$				PNTL dB $L_{Aeq(15min)}$				Compliant
	Day	Evening	Night	Morning Shoulder	Day	Evening	Night	Morning Shoulder	
R01	38	36	<35	36	58	41	35	39	✓
R02	37	<35	<35	<35	58	41	35	39	✓
R03	<35	<35	<35	<35	58	41	35	39	✓
R04	<35	<35	<35	<35	58	41	35	39	✓
R05	<35	<35	<35	<35	58	41	35	39	✓
R06	<35	<35	<35	<35	58	41	35	39	✓
R07	<35	<35	<35	<35	58	41	35	39	✓
R08	<35	<35	<35	<35	58	41	35	39	✓
R09	41	39	<35	39	58	41	35	39	✓
R10	35	<35	<35	<35	58	41	35	39	✓
R11	39	36	<35	36	58	41	35	39	✓
R12	40	37	<35	37	58	41	35	39	✓
R13	41	38	<35	38	58	41	35	39	✓
R14	38	35	<35	35	58	41	35	39	✓
R15	38	36	<35	36	58	41	35	39	✓

Other Receivers

Rec	Period	Predicted Noise Level dB $L_{Aeq(15min)}$	PNTL dB $L_{Aeq(15min)}$	Compliant
C01	When in use	37	63	✓
C02	When in use	<35	63	✓
C03	When in use	39	63	✓
C04	When in use	<35	63	✓

Note 1: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Morning Shoulder - the period from 5am to 7am; Night - the remaining periods.

7.1.1 Maximum Noise Level Assessment

In assessing maximum noise events, typical L_{Amax} noise levels from transient events were assessed at the nearest residential receivers. For the sleep disturbance assessment, a sound power level of 87dBA for a door slam in the north-eastern, north-western, western and managers parking spaces for this assessment. Predicted noise levels from $L_{Aeq(15min)}$ and L_{Amax} events for assessed receivers are presented in **Table 12**. Results identify that the maximum noise trigger levels will be satisfied for all assessed receivers.

Table 12 Maximum Noise Level Assessment (Night)[1]

Night Period						
Rec	Predicted Noise Level dB L_{Amax}				Trigger Level dB L_{Amax}	Compliant
	North-eastern Space	Northern-western Space	Western Space	Managers Space		
R01	<35	42	44	<35	52	✓
R02	<35	40	43	41	52	✓
R03	<35	<35	<35	45	52	✓
R04	<35	<35	<35	41	52	✓
R05	<35	<35	<35	38	52	✓
R06	<35	<35	<35	<35	52	✓
R07	<35	<35	<35	<35	52	✓
R08	<35	<35	<35	<35	52	✓
R09	50	<35	<35	<35	52	✓
R10	36	<35	<35	<35	52	✓
R11	41	35	<35	<35	52	✓
R12	41	36	<35	<35	52	✓
R13	42	39	38	<35	52	✓
R14	36	<35	<35	<35	52	✓
R15	<35	37	<35	<35	52	✓

Note 1: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Morning Shoulder - the period from 5am to 7am; Night - the remaining periods.

8 Discussion and Conclusion

Muller Acoustic Consulting Pty Ltd (MAC) has completed a Noise Assessment to quantify potential noise emissions from the car park at the car park of the proposed temporary accommodation development to be located at 59-67 Horatio Street, Mudgee, NSW.

The assessment has quantified potential operation emissions pertaining to customer generated noise, including light vehicles in the proposed carpark.

The results of the NA demonstrate that emissions from the operation would satisfy the relevant PNTLs at all assessed receivers for all assessment periods once noise controls for the project are implemented (see **Section 6.1**):

- the project is constructed as per the site design and plans (as presented in **Appendix B**), which includes the barrier attenuation provided by the project buildings orientation;
- construction of an impervious barrier surrounding the eastern end of the carpark (see **Figure 2**). The barrier should be constructed to an RL of 1.8m above the relative ground level of the car park and should consist of materials with a surface density of at least 10kg/m^2, and not contain any gaps. This barrier has been designed so that noise from the development satisfies relevant criteria;
- there is a 50% reduction of light vehicles in the carpark during the evening and morning shoulder period; and
- there is a 75% reduction of light vehicles in the carpark during the night period.

Furthermore, sleep disturbance is not anticipated, as emissions from impact noise are predicted to remain below the EPA Guideline for maximum noise events trigger levels.

Accordingly, the Noise Assessment supports the Development Application for the project incorporating the recommendations and controls outlined in this report.

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Appendix A – Glossary of Terms

A number of technical terms have been used in this report and are explained in **Table A1**.

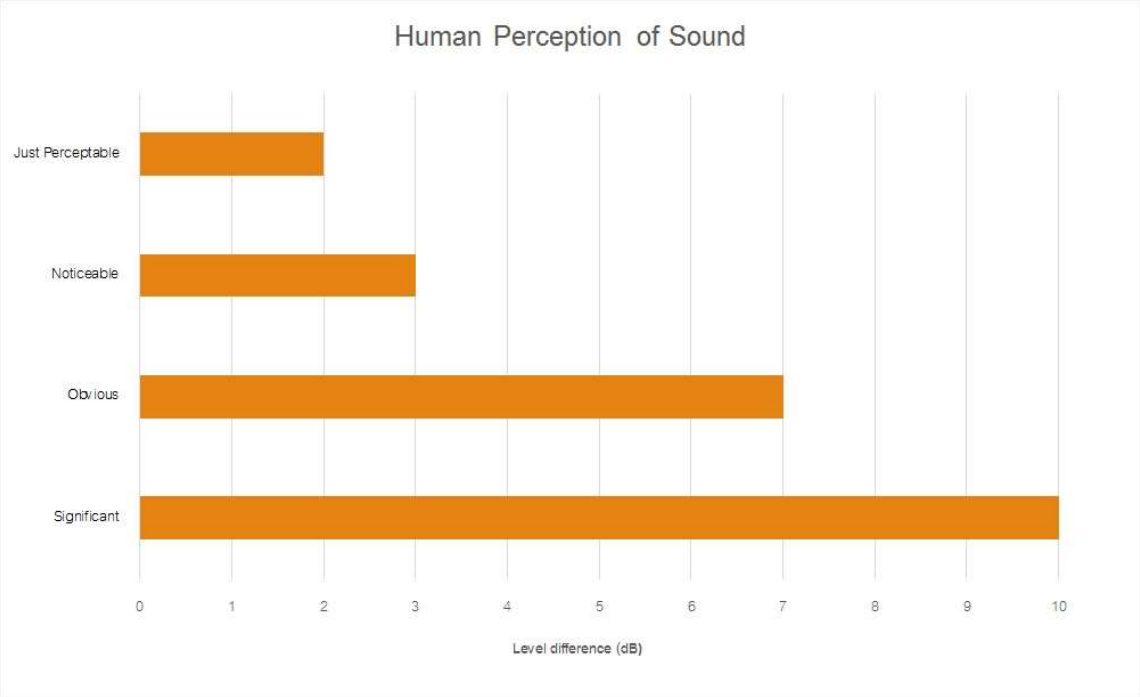
Table A1 Glossary of Acoustical Terms

Term	Description
1/3 Octave	Single octave bands divided into three parts
Octave	A division of the frequency range into bands, the upper frequency limit of each band being twice the lower frequency limit.
ABL	Assessment Background Level (ABL) is defined in the NPI as a single figure background level for each assessment period (day, evening and night). It is the tenth percentile of the measured L90 statistical noise levels.
Ambient Noise	The total noise associated with a given environment. Typically, a composite of sounds from all sources located both near and far where no particular sound is dominant.
A Weighting	A standard weighting of the audible frequencies designed to reflect the response of the human ear to sound.
Background Noise	The underlying level of noise present in the ambient noise, excluding the noise source under investigation, when extraneous noise is removed. This is usually represented by the LA90 descriptor
dBA	Noise is measured in units called decibels (dB). There are several scales for describing noise, the most common being the 'A-weighted' scale. This attempts to closely approximate the frequency response of the human ear.
dB(Z), dB(L)	Decibels Z-weighted or decibels Linear (unweighted).
Extraneous Noise	Sound resulting from activities that are not typical of the area.
Hertz (Hz)	The measure of frequency of sound wave oscillations per second - 1 oscillation per second equals 1 hertz.
LA10	A sound level which is exceeded 10% of the time.
LA90	Commonly referred to as the background noise, this is the level exceeded 90% of the time.
LAeq	Represents the average noise energy or equivalent sound pressure level over a given period.
LAmax	The maximum sound pressure level received at the microphone during a measuring interval.
Masking	The phenomenon of one sound interfering with the perception of another sound. For example, the interference of traffic noise with use of a public telephone on a busy street.
RBL	The Rating Background Level (RBL) as defined in the NPI, is an overall single figure representing the background level for each assessment period over the whole monitoring period. The RBL, as defined is the median of ABL values over the whole monitoring period.
Sound power level (Lw or SWL)	This is a measure of the total power radiated by a source in the form of sound and is given by 10.log10 (W/Wo). Where W is the sound power in watts to the reference level of 10^{-12} watts.
Sound pressure level (Lp or SPL)	the level of sound pressure; as measured at a distance by a standard sound level meter. This differs from Lw in that it is the sound level at a receiver position as opposed to the sound 'intensity' of the source.

Table A2 provides a list of common noise sources and their typical sound level.

Table A2 Common Noise Sources and Their Typical Sound Pressure Levels (SPL), dBA	
Source	Typical Sound Pressure Level
Threshold of pain	140
Jet engine	130
Hydraulic hammer	120
Chainsaw	110
Industrial workshop	100
Lawn-mower (operator position)	90
Heavy traffic (footpath)	80
Elevated speech	70
Typical conversation	60
Ambient suburban environment	40
Ambient rural environment	30
Bedroom (night with windows closed)	20
Threshold of hearing	0

Figure A1 – Human Perception of Sound



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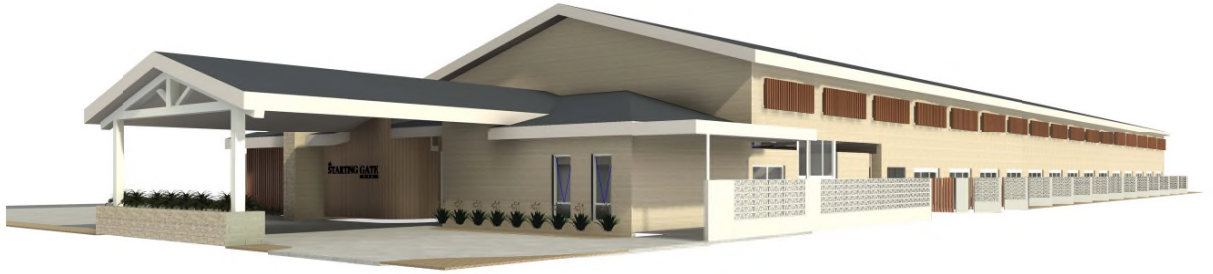
Appendix B – Site Plans

DRAFT ONLY - NOT TO BE CONSTRUCTED



PROPOSED MOTEL DEVELOPMENT

59-67 HORATIO STREET, MUDGEE NSW 2850

drawing schedule

A 00	COVER SHEET	REV C	DATED 05.05.2022
A 01	SITE PLAN	REV B	DATED 05.05.2022
A 02	FLOOR PLAN	REV B	DATED 05.05.2022
A 03	FIRST FLOOR PLAN	REV B	DATED 05.05.2022
A 04	ELEVATIONS	REV B	DATED 15.02.2022

In addition to the National Construction Code series, Building Code of Australia Vol. 1, 2019, the Plumbing Code of Australia, 2019 & the building regulations applicable to the state of New South Wales, the following applicable Australian Standards & codes of practice are to be adhered to through the documentation & construction works;

AS1668 – Mechanical ventilation & air conditioning in Buildings
AS3000 – Electrical installations; buildings, structures & premises (known as the saa wiring rules)
AS1428.1 – General requirements for access – buildings
AS2890.6 – Off-street parking; mandatory requirements
AS1680.0 – Interior lighting - safe movement
Children (Education & Care Services) Regulation 2011

These drawings shall be read in conjunction with all architectural & other consultants drawings & specifications & with such other written instructions as may be issued during the course of the contract. All discrepancies shall be referred to 'Barnson Pty Ltd' for a decision before proceeding with the work.

All dimensions are in millimetres unless stated otherwise & levels are expressed in metres. Figured dimensions are to be taken in preference to scaled dimensions unless otherwise stated. All dimensions are nominal, and those relevant to setting out & off-site work shall be verified by the contractor before construction & fabrication.

For the purpose of the Building Code of Australia, Vol. 1, 2019, the development may be described as follows:

classification - BCA 'part A6'
The building has been classified as a 'Class 9b' building - pre-school

rise in stories - BCA 'part C1.2'
The building has a rise in stories of one.

effective height - BCA 'schedule 3 definitions'
The building has an effective height of zero, ie less than 25.0m.

type of construction required - BCA 'part A6, part C1.1 - table C1.1'
Class 9b building - Type 'C' construction. The building has been deemed 'conditioned' excluding the toilets & airlocks.

climate zone - BCA 'schedule 3 definitions'
The building is located within climate zone 4.

proposed area of works
street name, town
lot number, dp

PROPOSED MOTEL DEVELOPMENT

PRELIMINARY, 05.05.2022

barnson
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Client: GREG DOWKER

Project: PROPOSED MOTEL DEVELOPMENT @ 59-67 HORATIO STREET, MUDGEE NSW 2850

Title: COVER SHEET

Drawing Number: 37806 - A00

Revision: C

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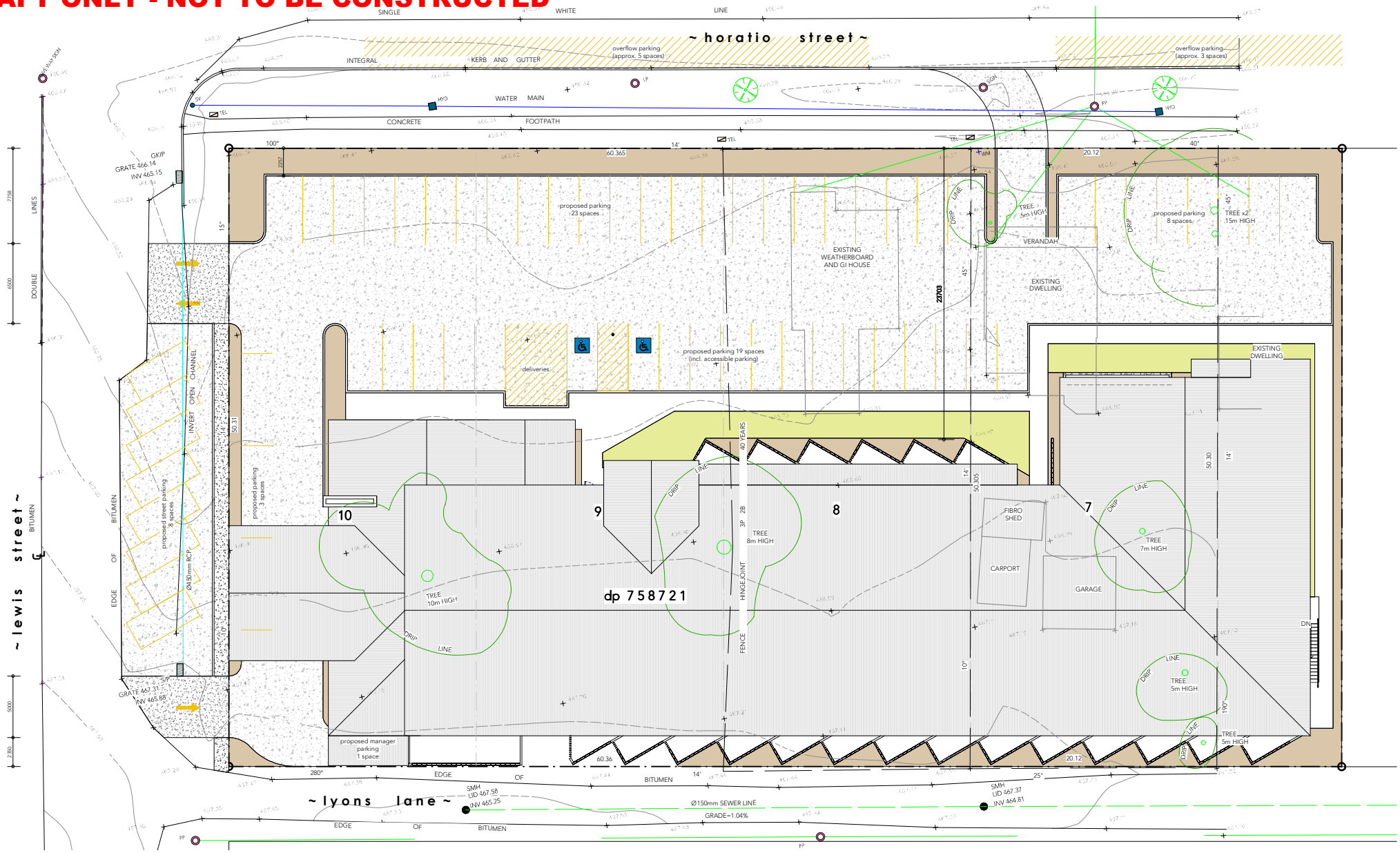

PRELIMINARY

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Client: GREG DOWKER

Project: PROPOSED MOTEL DEVELOPMENT @ 59-67 HORATIO STREET, MUDGEE NSW 2850

Drawing Title: SITE PLAN

Rev	Date	Amendment
A	21.01.2022	PRELIMINARY
B	05.05.2022	PRELIMINARY DA REVIEW

Design	Drawn	Check
KG	KG	

Sheet 02 of 05

Drawing Number: 37806- A01

Revision: B

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02 ground floor plan

1 : 125 (A1)

0 1250 2500 5000 10000

N

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Client: GREG DOWKER

Project: PROPOSED MOTEL DEVELOPMENT @ 59-67 HORATIO STREET, MUDGEE NSW 2850

Drawing Title: FLOOR PLAN

Rev	Date	Amendment
A	21.01.2022	PRELIMINARY
B	05.05.2022	PRELIMINARY DA REVIEW

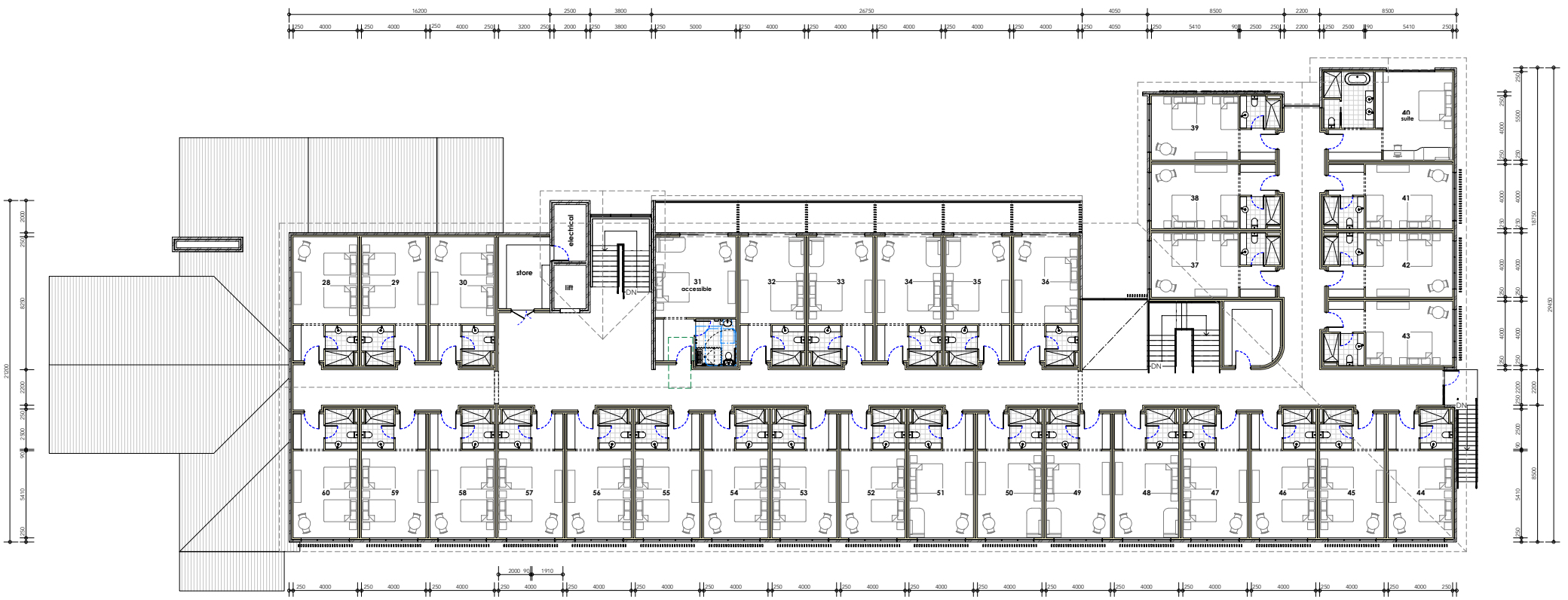
Design	Drawn	Check
KG	KG	

Sheet 03 of 05

Drawing Number: 37806- A02

Revision: B

DRAFT ONLY - NOT TO BE CONSTRUCTED



03 first floor plan
1 : 125 (A1)
0 1250 2500 5000 10000

N

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Client: GREG DOWKER

Project: PROPOSED MOTEL DEVELOPMENT @ 59-67 HORATIO STREET, MUDGEE NSW 2850

Drawing Title: FIRST FLOOR PLAN

Rev	Date	Amendment
A	21.01.2022	PRELIMINARY
B	05.05.2022	PRELIMINARY DA REVIEW

Design	Drawn	Check
KG	KG	

Sheet 04 of 05

Drawing Number: 37806- A03

Revision: B

DRAFT ONLY - NOT TO BE CONSTRUCTED

04 elevation: north facade
1 : 125 (A1)

0 1250 2500 5000 10000

05 elevation: east facade
1 : 125 (A1)

06 elevation: south facade
1 : 125 (A1)

07 elevation: west facade
1 : 125 (A1)

PRELIMINARY

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Client: GREG DOWKER

Project: PROPOSED MOTEL DEVELOPMENT @ 59-67 HORATIO STREET, MUDGEE NSW 2850

Drawing Title: ELEVATIONS

Rev	Date	Amendment
A	21.01.2022	PRELIMINARY
B	15.02.2022	ROOF MODIFICATIONS

Design	Drawn	Check
KG	KG	

Sheet 05 of 05

Drawing Number: 37806- A04

Revision: B

Appendix C – Noise Monitoring Charts

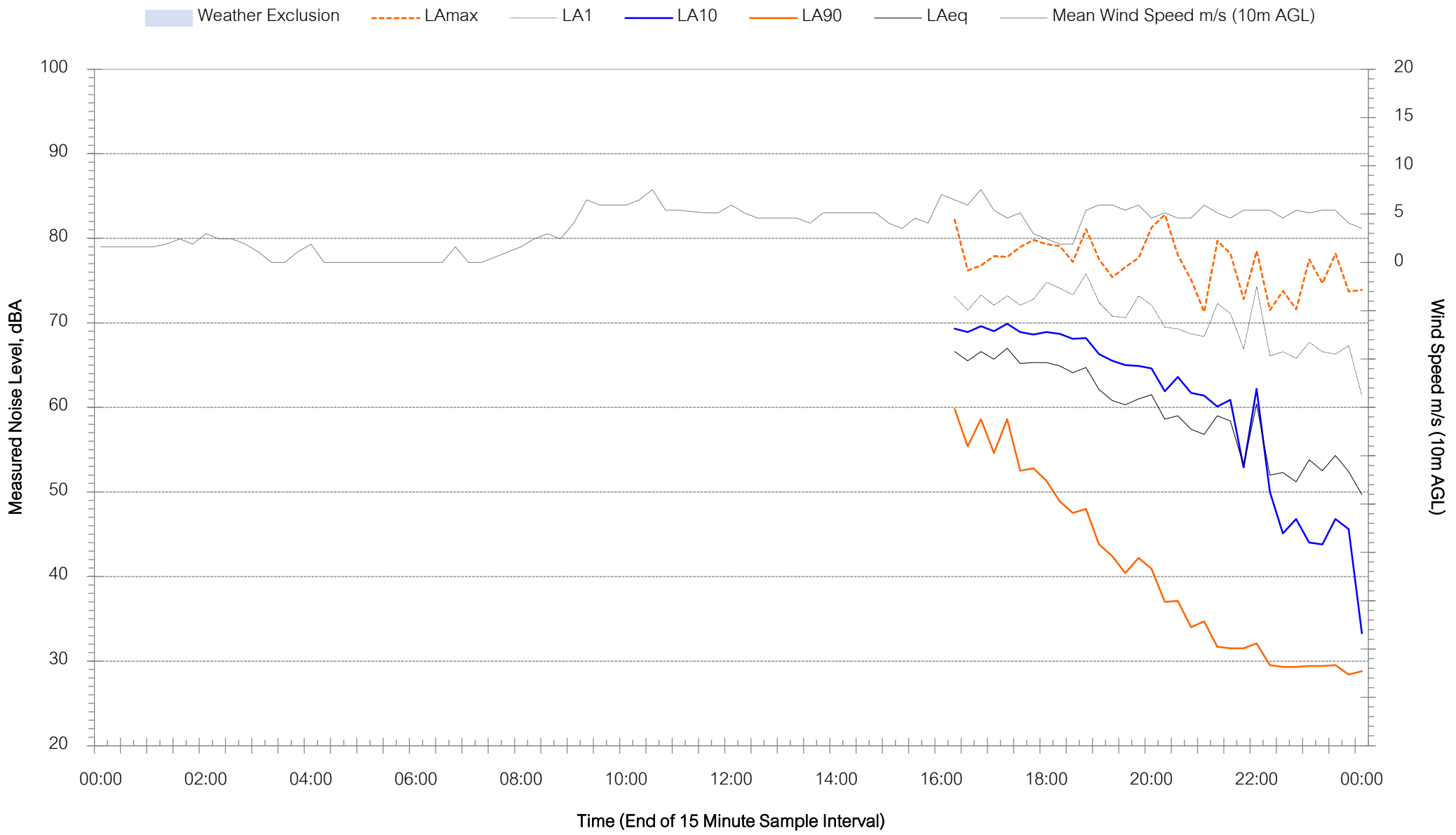
Table 13 Background Noise Monitoring Summary – Location L1								
Date	Measured Background Noise Level (LA_{90}) dB ABL[1]				Measured dB $LA_{eq(period)}$			
	Day	Evening	Night	Morning Shoulder	Day	Evening	Night	Morning Shoulder
Tuesday-19-Jul-22	--	32	29	--	--	61	59	--
Wednesday-20-Jul-22	--	35	28	--	--	61	58	--
Thursday-21-Jul-22	52	36	29	--	66	61	58	--
Friday-22-Jul-22	53	39	27	--	66	61	55	--
Saturday-23-Jul-22	44	38	28	--	63	59	54	--
Sunday-24-Jul-22	46	36	26	--	63	59	58	--
Monday-25-Jul-22	53	38	27	--	67	61	60	--
Tuesday-26-Jul-22	55	39	30	--	66	60	59	--
Wednesday-27-Jul-22	53	36	31	--	66	61	59	--
Thursday-28-Jul-22	--	--	--	--	--	--	--	--
Location1 – RBL / Leq Overall	53	36	28	34	65	60	58	63

Note 1: Assessment background level (ABL) – the single-figure background level representing each assessment period day, evening and night as per NPI Fact Sheet A.

Note: Day - the period from 7am to 6pm Monday to Saturday or 8am to 6pm on Sundays and public holidays; Evening - the period from 6pm to 10pm; Night - the remaining periods

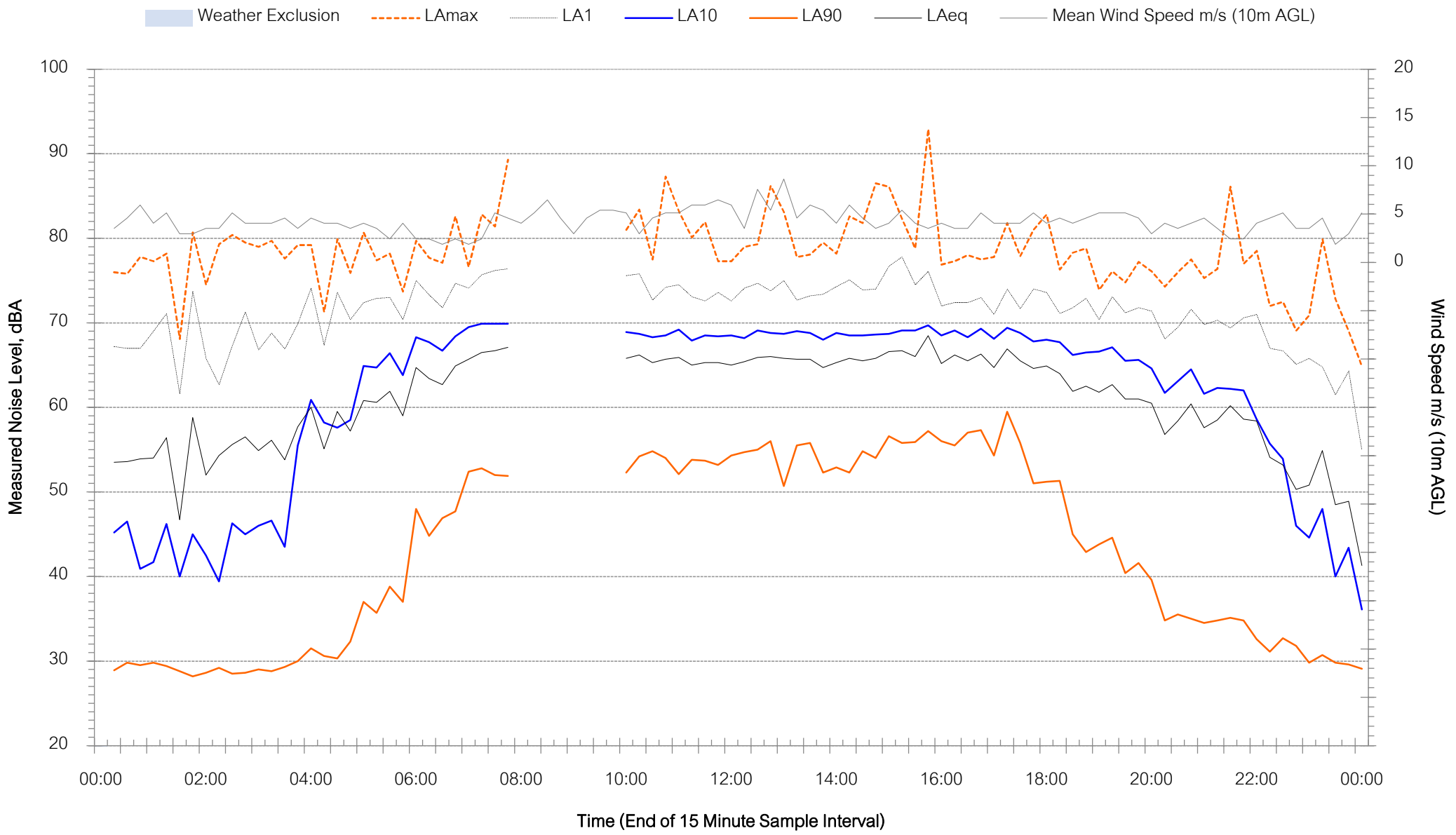
Background Noise Levels

Horatio Street, Mudgee - Tuesday 19 July 2022



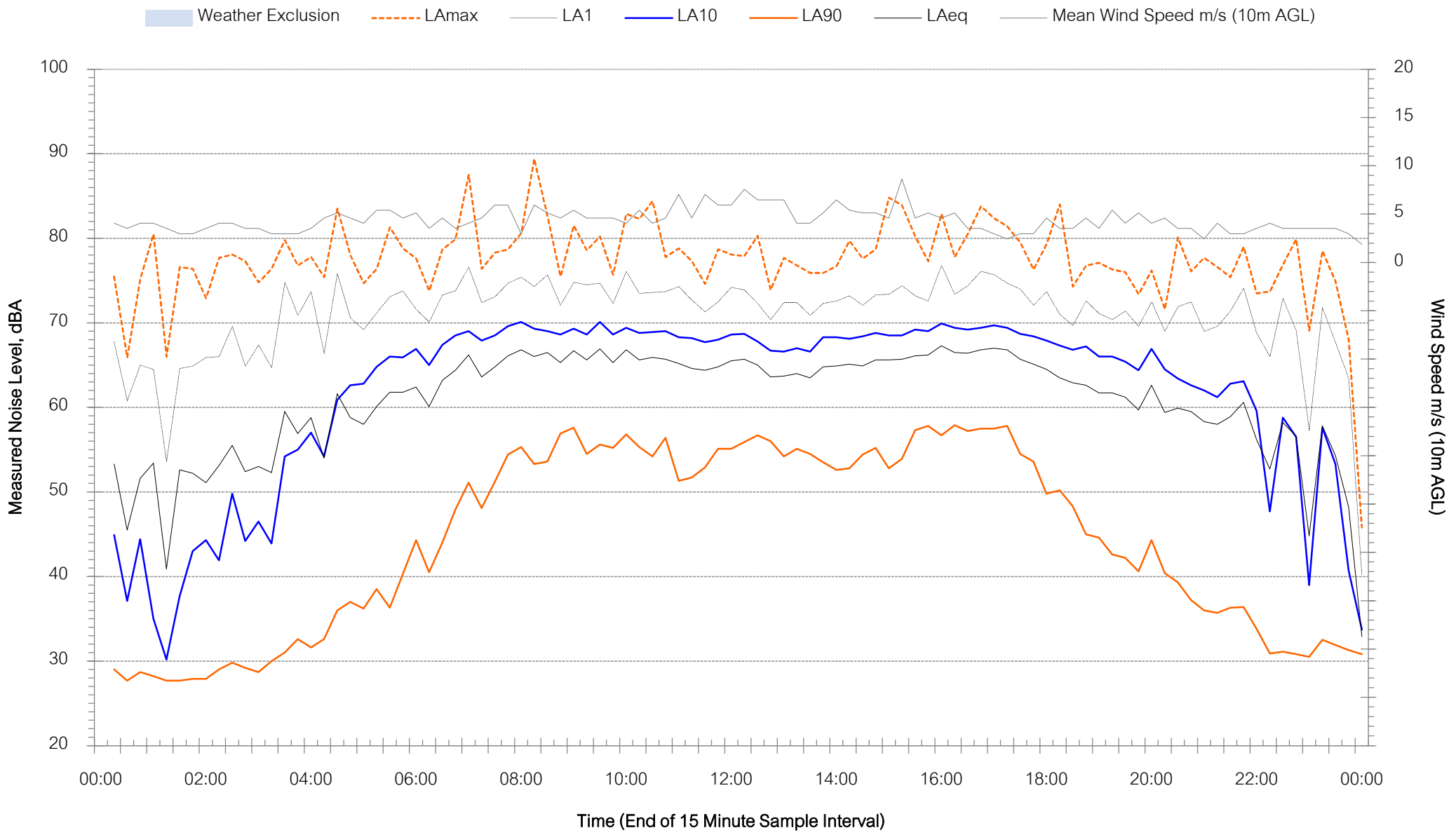
Background Noise Levels

Horatio Street, Mudgee - Wednesday 20 July 2022



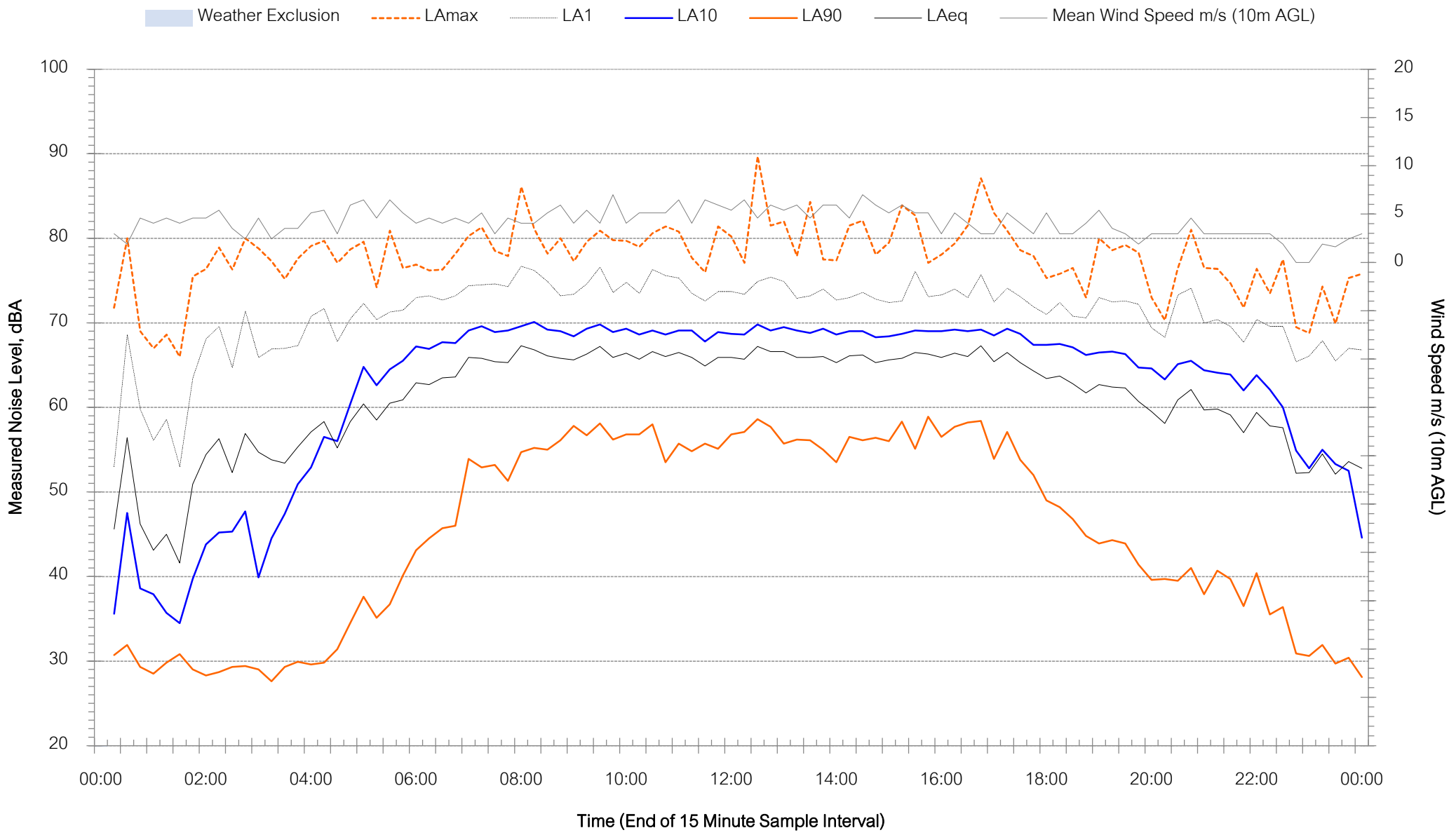
Background Noise Levels

Horatio Street, Mudgee - Thursday 21 July 2022



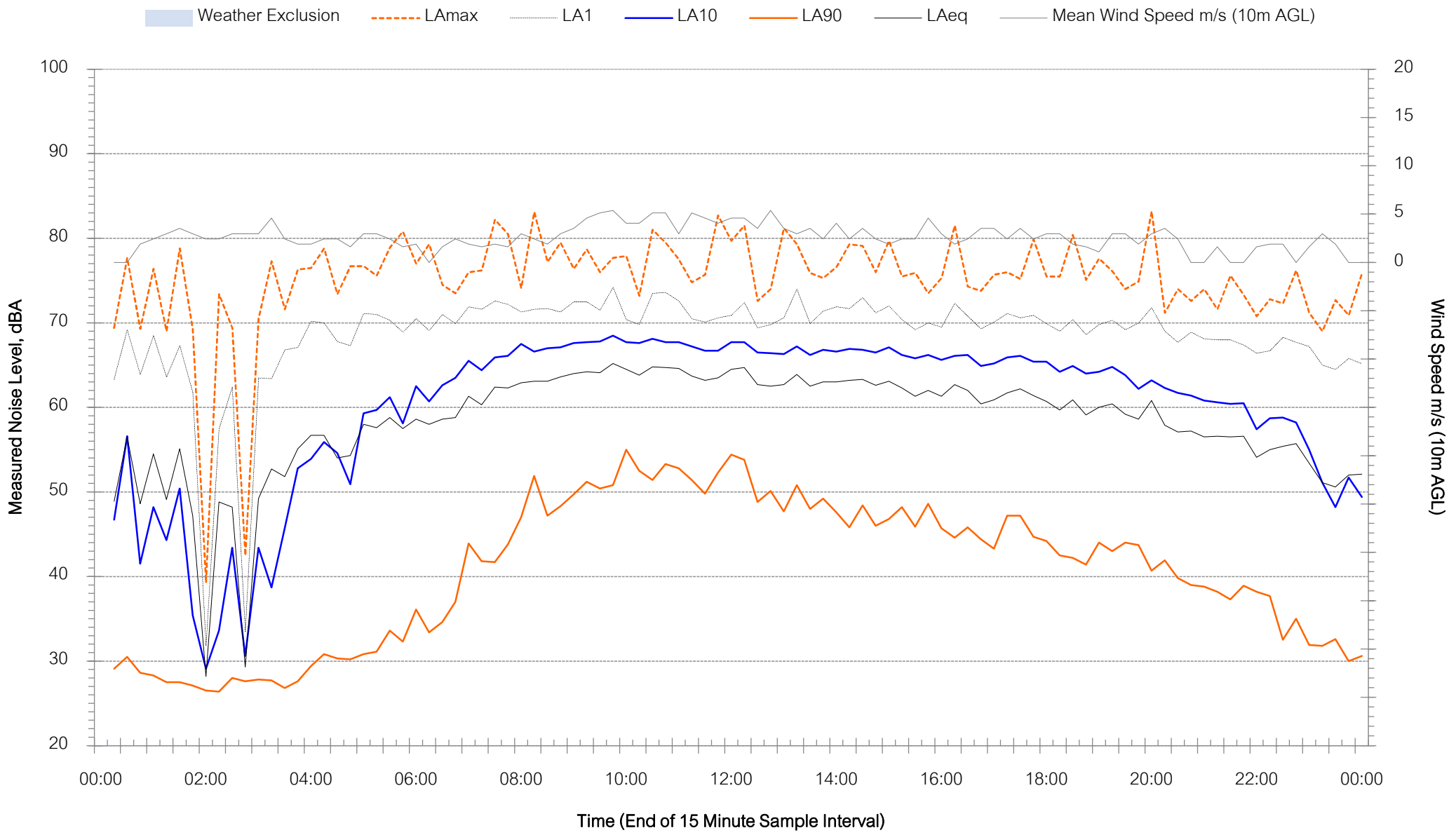
Background Noise Levels

Horatio Street, Mudgee - Friday 22 July 2022



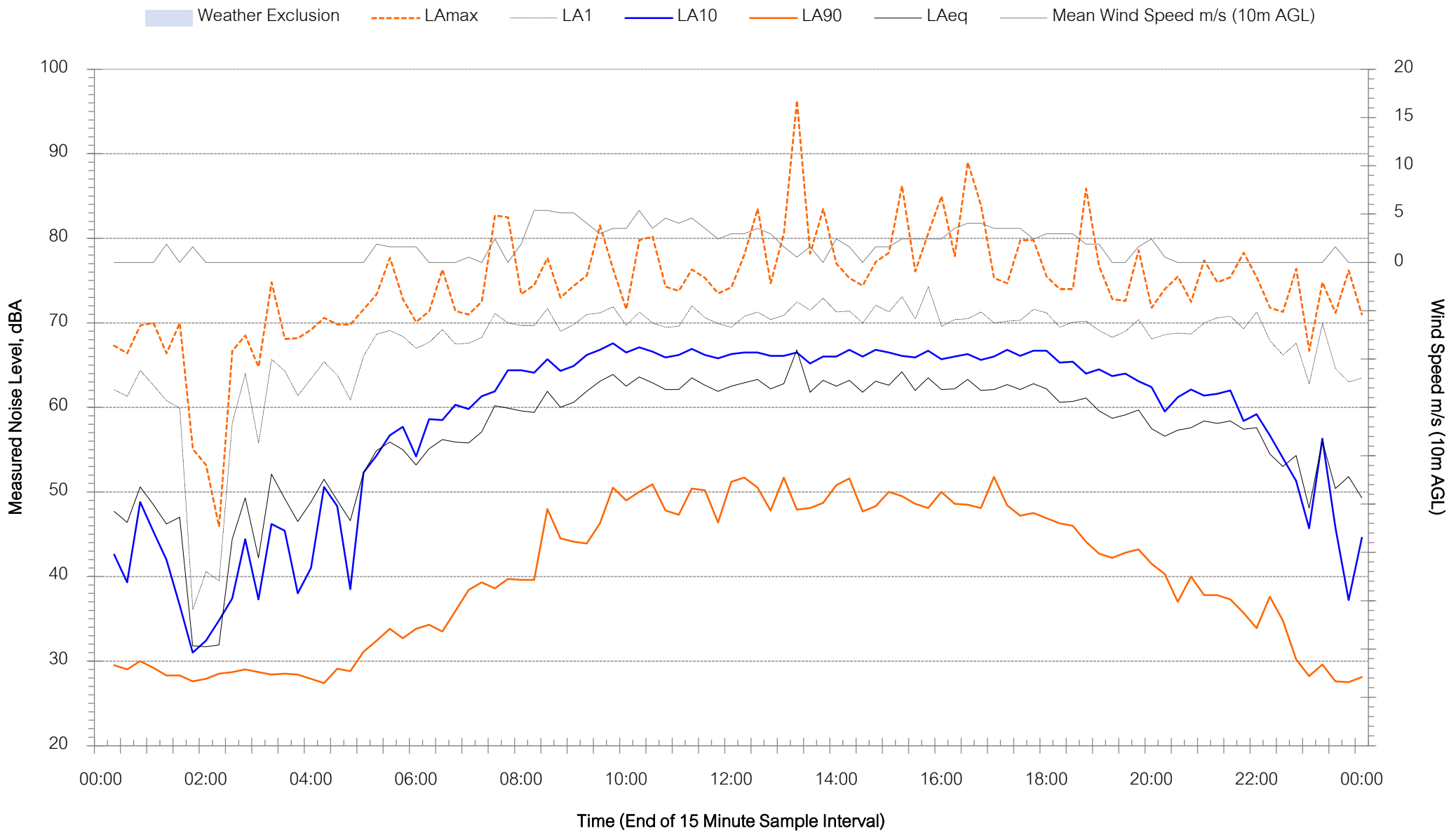
Background Noise Levels

Horatio Street, Mudgee - Saturday 23 July 2022



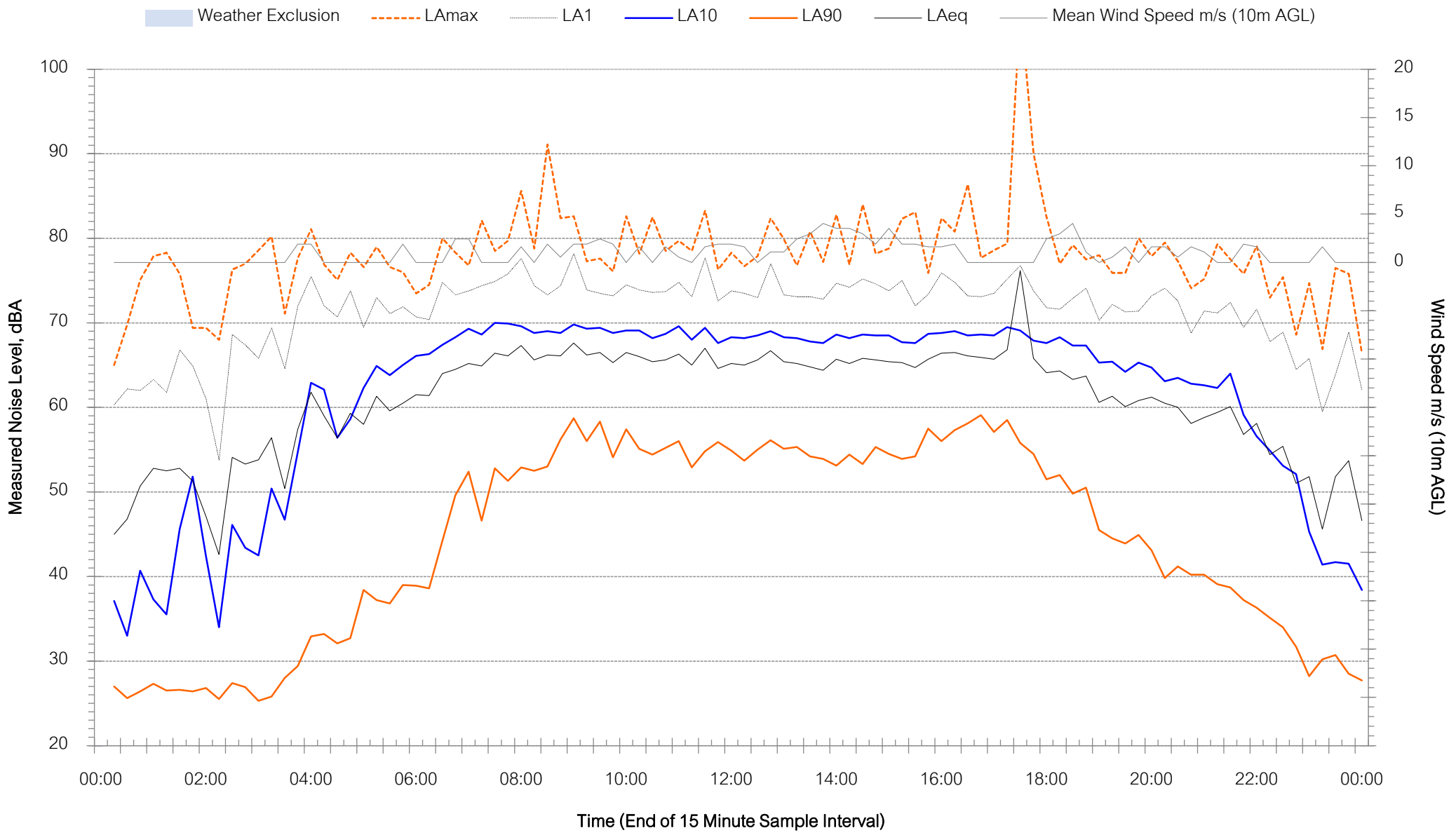
Background Noise Levels

Horatio Street, Mudgee - Sunday 24 July 2022



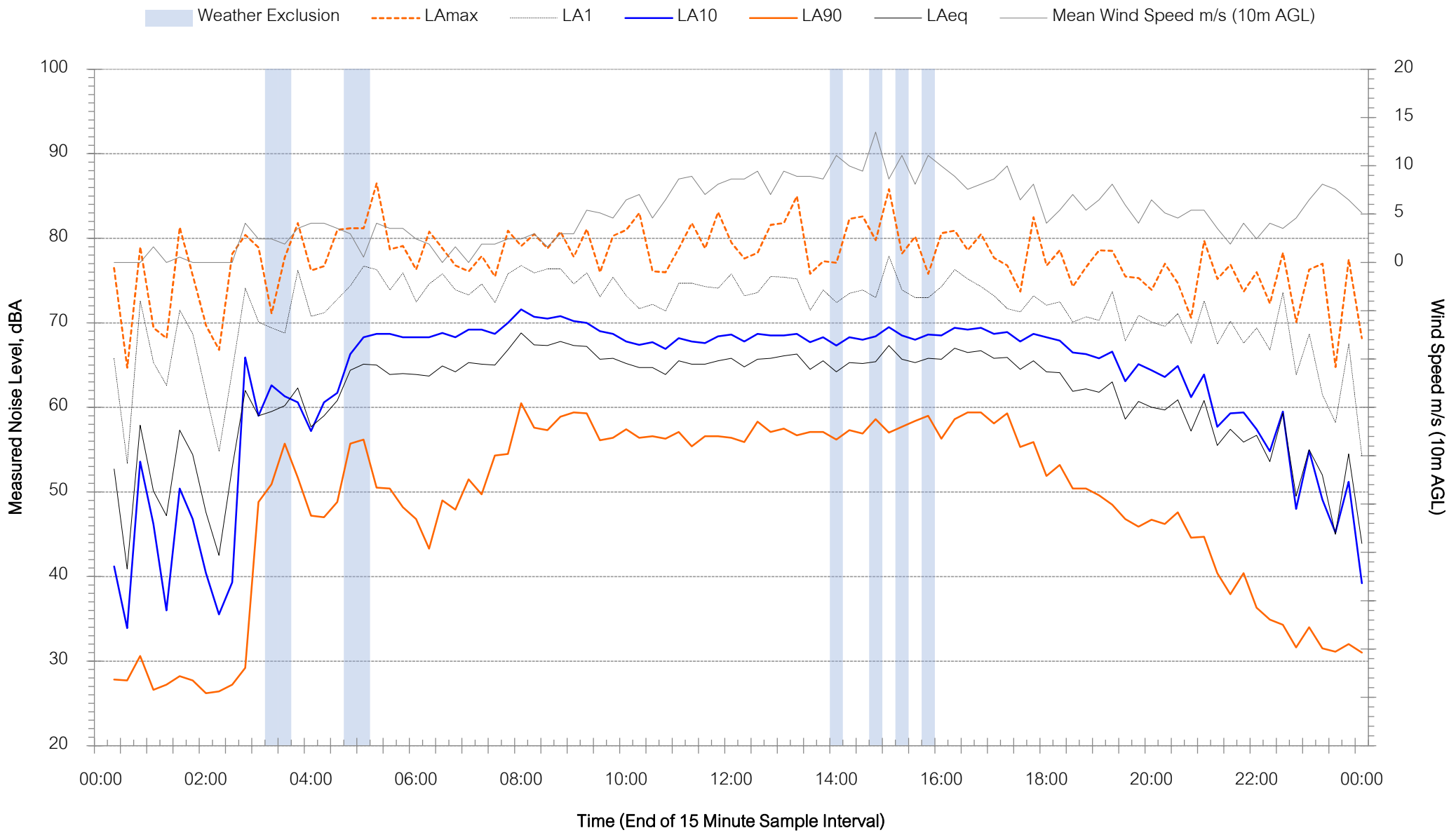
Background Noise Levels

Horatio Street, Mudgee - Monday 25 July 2022



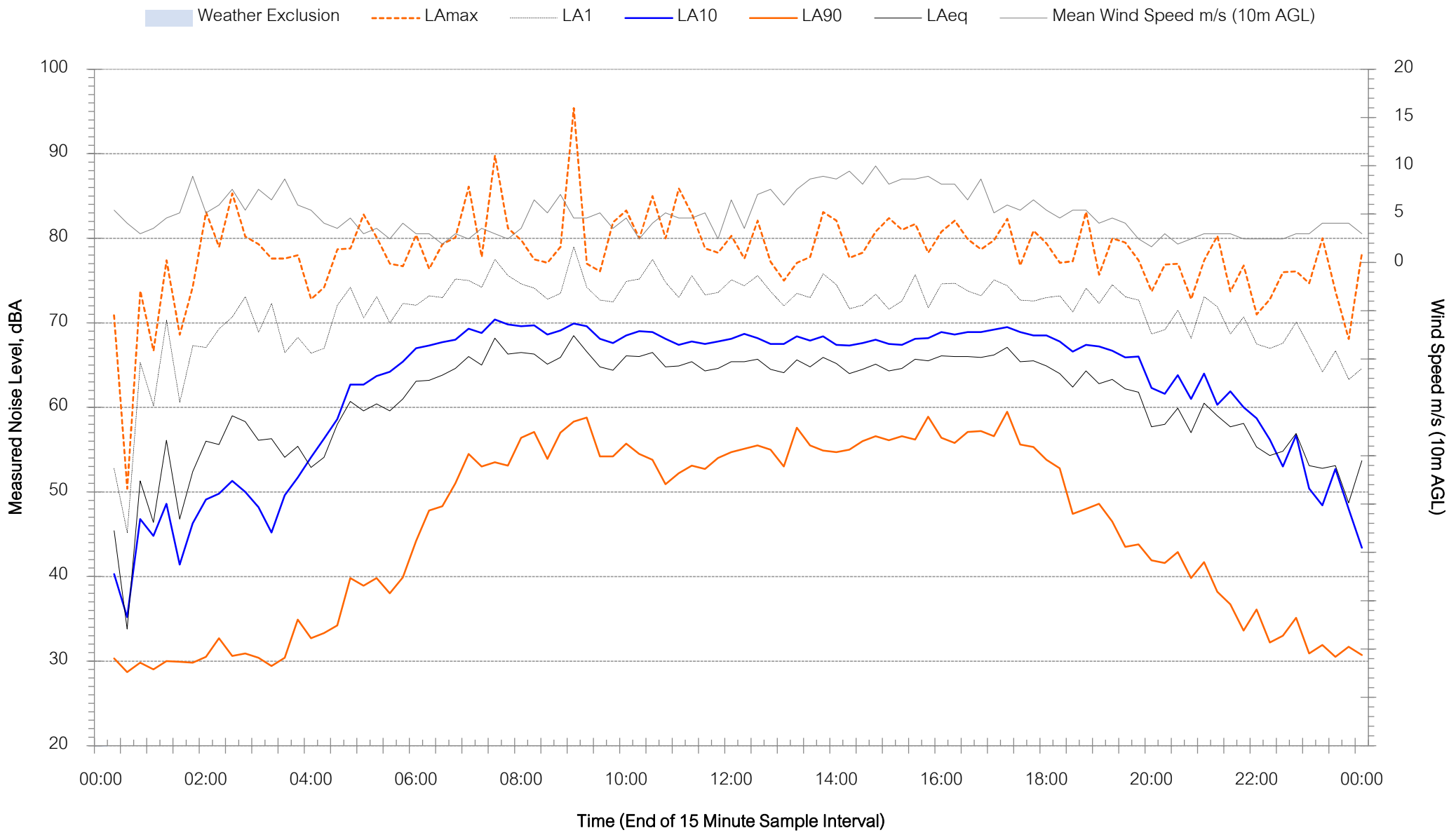
Background Noise Levels

Horatio Street, Mudgee - Tuesday 26 July 2022



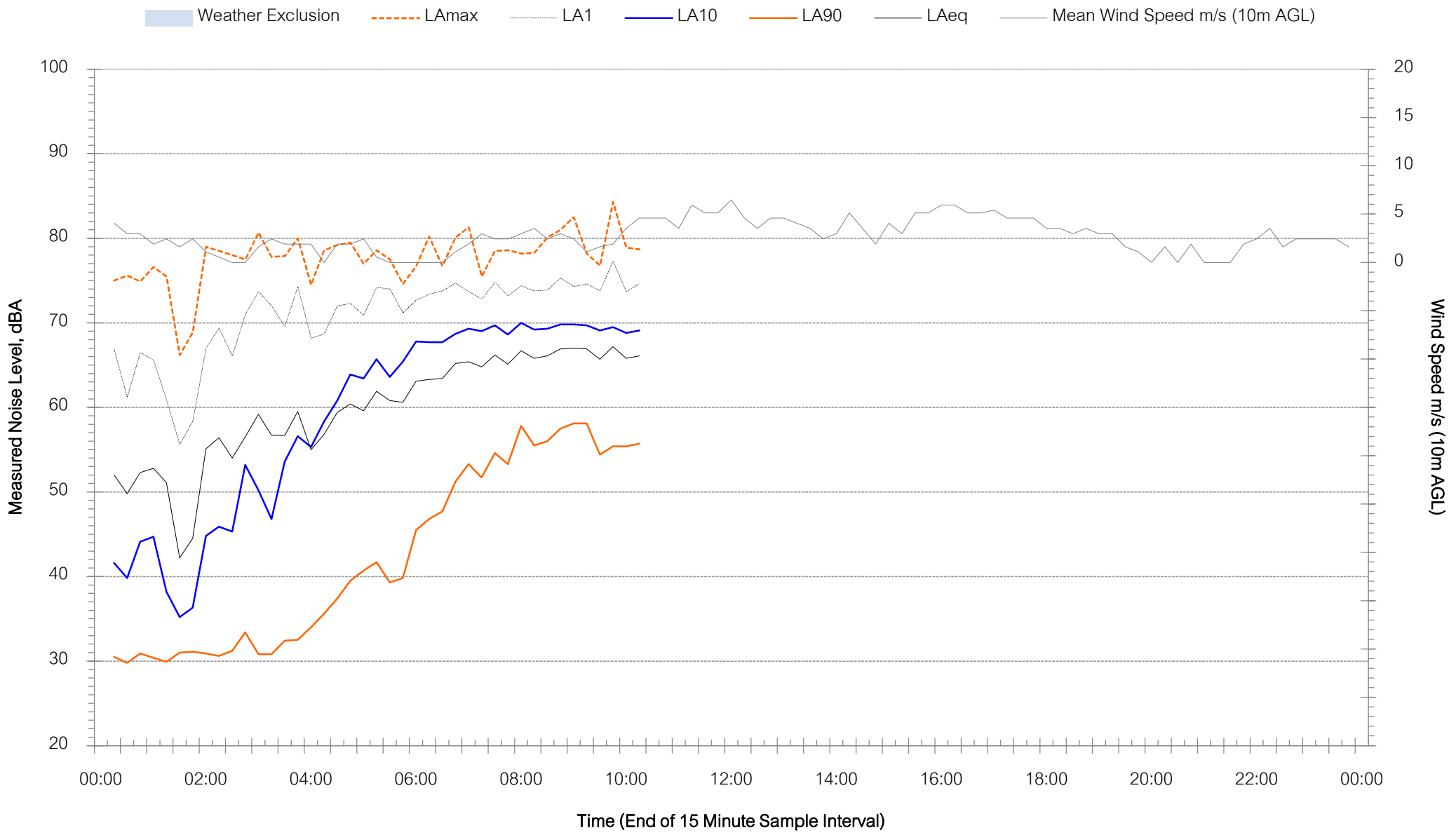
Background Noise Levels

Horatio Street, Mudgee - Wednesday 27 July 2022



Background Noise Levels

Horatio Street, Mudgee - Thursday 28 July 2022



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Appendix C - Statement of Heritage Impact

Statements of Heritage Impact (SOHI)

59-67 Horatio Street

Proposed Horatio Street Motel

Final

Client: Gregory Dowker

Date 16 December 2022

Barbara Hickson Heritage Adviser PO Box 610 Mudgee 2850

Contents

Location

Figure 1: Aerial view of the proposed site for the Motel. Houses at 59 and 61 Horatio Street, to be demolished are highlighted.

Introduction

This Statement of Heritage Impact is required because the proposed Motel is to be constructed on land within the Mudgee Heritage Conservation Area (HCA) as mapped in the Mid-Western Regional LEP 2012. The overall property to be used for the proposed new motel is vacant except for two houses. The houses at 61 and 59 Horatio Street are Victorian era residences. Both residences are proposed to be demolished as part of the new work on the site. There is no heritage listed item on the site, nor in the immediate vicinity.

By 'Impact' the report covers any effect that may alter the heritage significance of the place. It can be a visual or physical effect. It can be a small effect or large. Having an 'impact' on a heritage item or place does not mean that such a proposal cannot proceed. The description of the impact will enable council staff to determine whether to approve such a development, and if the impact is acceptable.

Summary

The proposed demolition of 19th C residential buildings will provide part of the space required for a generous new tourist development: a two storied 60 room motel, plus a manager's unit, reception and many associated communal facilities.

Consideration to salvaging part of the house at No 61 Horatio had been given earlier but did not fit well with the overall design strategy. The proposed development has expanded to include the house at No. 59 Horatio. Neither house is a listed heritage item.

No 61 has been vacant for over a decade. It is now in very poor condition. It is a typical late Victorian house, but not a rare building example and there are many other houses of this age and style in Mudgee. No 59 is of a similar age and was originally a very small house of 2 rooms plus out buildings. It is presently used as a rental and is in very poor condition, very little original fabric. The front rooms have been rough cast rendered, the verandah concreted, and the walls are cracking. Approximately 16 similar period Victorian houses are listed items on the Mudgee Heritage Schedule.

The rest of the site has been vacant for many years, but it is a visually important location when entering Mudgee via Horatio Street, the Castlereagh Highway. The proposed new motel building is one that can provide an aesthetic link to the past through well proportioned and simple styling, the use of the golden proportion window shapes and spaces, and simple parapeted walls.

The redevelopment of this large, almost vacant site provides space for a building that can be a contributory item to the streetscape while providing suitable infill to a long unused space. In the streetscape the new motel will aesthetically compensate for the visual loss of the Victorian houses.

The zoning of the site is SP3 Tourist. This zone is suitable for a motel as it can '*provide for a variety of tourist-oriented development and related uses*.'[1] The location is not well suited to continued use as a residential area due to its location on a highway.

The overall heritage impact of the removal of the houses is low. The houses to be removed contribute to the streetscape in a modest way. No 61 is not on the same setback as its neighbours, and there is a gap between them. The residence at 61 and 59 Horatio Street has very low fabric integrity and have been in very poor condition for many years. No 61 is also subject to further damage through vandalism.

Figure 2: Image showing neighbouring houses along Horatio Street. No 59 (blue roof) and No 61 (brown roof closest). 2.12.22

Figure 3 Streetscape by Google maps showing No 59 (blue roof) and No 61 (Brown roof).

[1] MWRC LEP12 Zones

History

The land in this proposal involves 5 lots in Section 44. (Parish Map). The original owners of the lots, subdivided initially for residential purposes, were H Tebutt, FB Gulley, Silas Winter and R Crossing.

Silas Winter and R. Crossing bought more than one Lot and appear to be land speculators. It's not likely that either of these men built the houses on this site.

Silas Winter was a builder of some note. In January 1876 he completed the Mudgee Hospital.

> [2]*The contractor for the erection of the hospital (Mr. Silas Winter), deserves great praise for his assiduous and successful efforts in completing a building which is at once a credit to himself and to the district*.

Later in the same year he won the tender to build Mudgee Public School completing it by January 1878. However later in 1878, and again 1880, as a builder, he was in court as an 'insolvent' businessman.

The Crossing family were well known as important members of Mudgee as a settlement town. Messrs. Crossing and J. Cox were leading selling agents for sheep and cattle. From c. 1889 to 1924 RH Crossing was part of the firm until 1924 when he retired.

> *Mr. R. H. Crossing has decided to devote the whole of his time to pastoral and other interests with which he has been concerned for some years.*
> *Mr. Crossing's personal qualities have helped very materially in giving the firm the excellent reputation it possesses. and his decision will be noted with regret by graziers throughout the whole district. Strict principles and a thorough knowledge of stock have won for him the confidence of hundreds of clients.* [3]

It is not known who built the house at 59 and 61 Horatio Street. they were probably built around 1880-95 as the fabric of the building suggests late Victorian construction. The principal indicators that no 61 stems from this date are the bull-nosed front verandah roof on chamfered timber posts, the type and style of the timber framed double hung windows, the symmetrical layout of the façade and the materials such as brickwork in Flemish bond (now rendered).

In the early part of the 20th century c. 1935-50 Victor Sharp and his family rented the house. He, like his neighbour at no 63 Horatio, Mr. Arthur Leonard, was a fettler for the railways. Many of the houses around that area and along Inglis Street housed railway workers.

---

[2] Australian Town and Country Jan 1876

[3] Mudgee Guardian 28 April 1924

When the railway came to Mudgee in 1883. Much of the land in this vicinity was used in association with the rail precinct.

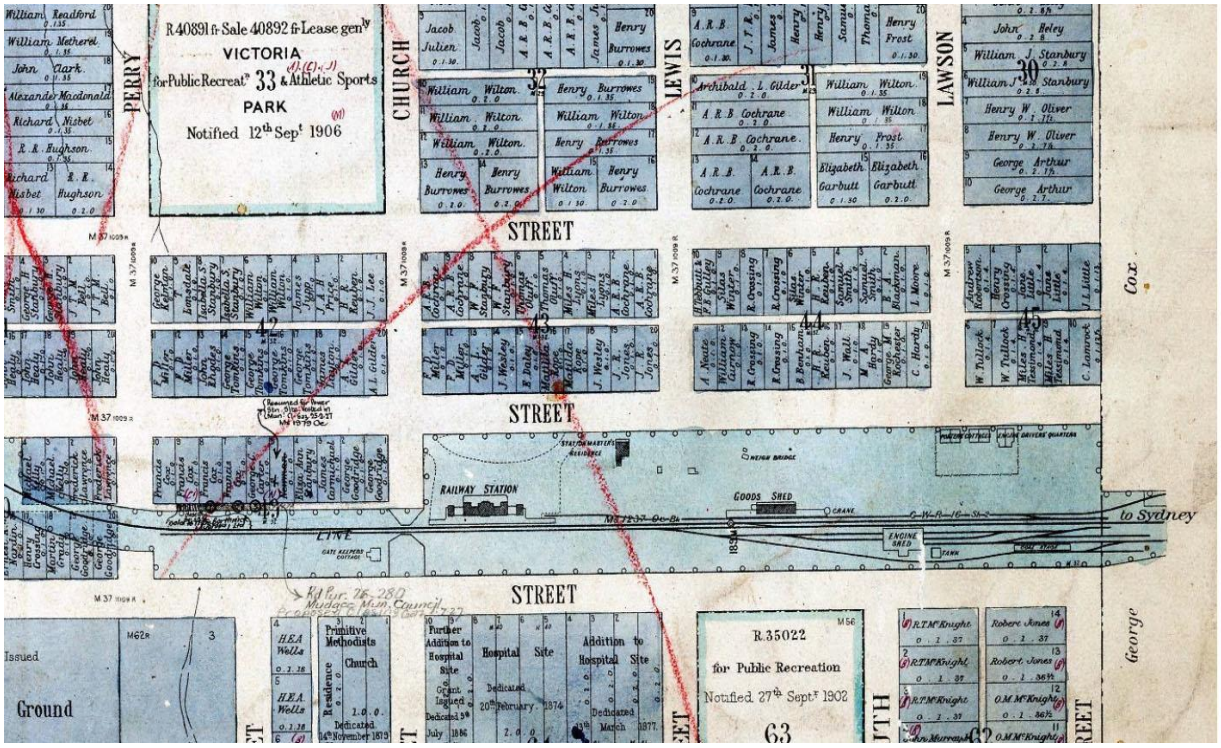


Figure 4 Part of the Parish Map of Mudgee showing original owners of Lots 7-10 Section 44 in the railway precinct of Mudgee

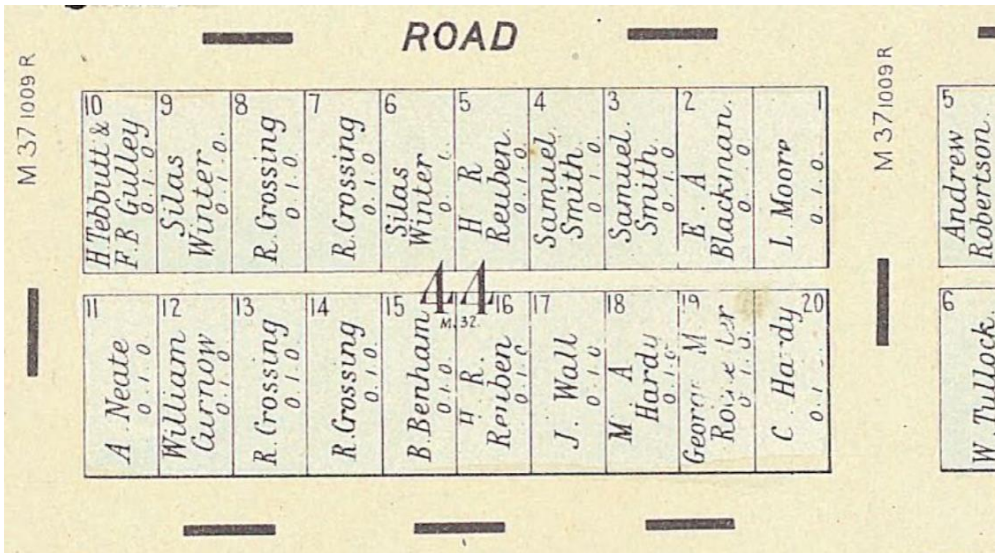


Figure 5: Parish Map Detail of Section 44. The proposed site aligns approximately with lots 6 to 10.

Description

The late Victorian brick residential building at 61 Horatio Street was constructed in the 1880s-90s. It faces Horatio Street but is set back further than its neighbours.

Initially the front four rooms and a vernadah facing Horatio Street were built, plus another verandah to the rear, an outhouse and probably a detached kitchen. The house was then extended by filling in the verandahs and establishing an internal kitchen, and some internal bathroom facilities probably in the late 1920s-30s.

The house is an archetypal small late Victorian residence with a symmetrical façade, central door (not original) flanked by double hung timber windows. The front wall is in Flemish bond but has been rendered over and painted. One chimney remains in corbelled face brickwork.

The original four rooms have a simple high pitched hipped corrugated iron roof and the front verandah is clad in bullnose iron supported on timber posts, rectangular in cross section and decorated with stopped chamfers. Some of the ceilings in this section are pressed metal.

Figure 6 Rear side entry enclosed space with

Figure 7 lounge room with closed off fireplace

Figure 8: 61 Horatio Street 2.12.22

The Victorian cottage at 59 Horatio Street was constructed in the same era, or possibly a few years earlier. It faces Horatio Street and aligns with its neighbours.

Initially it was a very small archetypal two roomed house with vernadah facing Horatio Street and probably a verandah to the rear, an outhouse and probably a detached kitchen. The house was then extended by in-filling verandahs. It is probably masonry construction but has been covered with rough cast render, possibly to hide rising damp and cracking. Cracks are now showing through. The front façade is typically symmetrical under a hipped roof. It was probably a worker's cottage. Pseudo shutters frame the windows.

Figure 9 Front view of 59 Horatio Street

Condition

The house at 61 Horatio St is in very poor condition. The building fabric is low in integrity. There is little original fabric that has not been degraded, replaced, or defaced. The front verandah has been topped with concrete, the face brick work has been rendered and painted, the main fireplace has been filled in. Windows are broken and not operable. Brick work and internal finishes have failed in several places with cracking. Stormwater is not collected, and this has contributed to the structural wall failure.

The house at 59 Horatio Street looks much better but is similarly in very poor condition. It is occupied. There is very little original fabric that has not been degraded, replaced, or defaced. The front verandah has been topped with concrete, the outer walls rendered and painted. The decorative brackets added, and chimney removed. Windows in the additions are aluminium. The front and side walls are failing structurally.

Understanding significance

A statement of significance provides the principal basis for future management and/or planning. This assessment was made using the heritage criteria provided by the Heritage Branch of the Department of Planning. A heritage Conservation area is by definition [4] a place where there is widespread community recognition that an area has heritage values that distinguish it from its surroundings. It is an area of historical origins and relationships between the various elements which create a sense of place that is worth keeping.

The Mudgee Conservation Area is significant because:

> *The settlement of Mudgee, located along the banks of the Cudgegong River, demonstrates the principal characteristic of early government town layout in NSW. Designated land uses include the Anglican and Catholic churches in key central positions, with reserved land for law and order, education and recreation, following government practice of the day.*
>
> *Initial settlement occurred in 1822 with many pioneer families still represented in the town today.*
>
> *The Heritage Conservation Area of Mudgee closely follows the 1884 parish map of the town and retains many key heritage buildings especially in the central business area of Church and Market Streets. Historically significant buildings on corners include the Post Office, the Anglican and Catholic churches, hotels and banks, all of which help frame the central shopping area. Many impressive commercial, civic and religious buildings of similar late Victorian style and scale, such as the former Town Hall, banks, hotels and churches, form the core of the Conservation Area, creating an aesthetically significant NSW country town. Remnants of early road works, stone kerbs and gutters, are extant and contribute to the setting.*
>
> *Two excellent parks, Robertson Park and Lawson Park, set aside in the initial surveys of the town, provide partial boundaries to the commercial core. The town setting is also framed by the backdrop of the hills, reminding residents of the original meaning of Mudgee: the 'nest in the hills'.*
>
> *Mudgee also has a good stock of heritage listed houses beyond the central business area. In a special category are those buildings designed by Mudgee architect Harold Hardwick in the 1890s to 1920s because of their quality*.

[4] Doc: Conservation areas. HO and Dept of Urban affairs 1996 p3.

A statement of significance for the house at 61 Horatio Street proposed to be demolished:

> *This is an archetypal Victorian cottage and demonstrates the characteristics of a simple late Victorian residence having a symmetrical façade, timber framed double hung windows and hipped iron clad roof with bull nosed front verandah. The house and its location are associated with the Mudgee railway precinct. The house is in very poor condition.*

A statement of significance for the house at 59 Horatio Street also proposed to be demolished:

> *An archetypal small Victorian workers cottage, demonstrating characteristics of a simple Victorian era residence having a symmetrical façade, timber framed double hung windows each side of the central door. A hipped iron clad roof with straight iron front verandah. The house and its location are associated with the Mudgee railway precinct. The house is in very poor condition.*

Heritage Objectives and the MWRC LEP

The MWRC LEP 2012 provides the following information with respect to the management of Environmental Heriatge. **The most relevant clauses are highlighted.**

(1) Objectives
The objectives of this clause are as follows:

(a) **to conserve the environmental heritage of Mid-Western Regional,**

(b) **to conserve the heritage significance of** heritage items and **heritage conservation areas,** including associated fabric, settings and views,

(c) to conserve archaeological sites,

(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

(2) Requirement for consent
Development consent is required for any of the following:

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

(i) a heritage item,

(ii) an Aboriginal object,

(iii) **a building, work, relic or tree within a heritage conservation area**,

(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land:

(i) on which a heritage item is located or that is **within a heritage conservation area**, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

(f) subdividing land:

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

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

(5) **Heritage assessment**
The consent authority may, before granting consent to any development:

(a) on land on which a heritage item is located, or

(b) **on land that is within a heritage conservation area**, or

(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

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

Comment on the MWRC Heritage Objectives

To demolish a building within the Mudgee Heritage Conservation Area requires consent. Demolition is proposed for two houses in Horatio Street to make way for a large Motel proposal. The houses at no 61 and 59 have some heritage significance due to age but are not a listed items and are in poor to very poor condition.

The land made available through demolition, together with adjoining vacant lots, provide a land space suitable for a large tourist development. The plans to construct an appropriate large tourist facility at 59 to 67 Horatio Street have been developed by designers with advice from a heritage adviser. It is believed the proposed building will suitably infill a long-time vacant area and provide a facility that suits the land zoning, and the tourist needs.

The overall heritage impact will be low. The former houses contribute to the streetscape in a modest way. This loss will be addressed by the proposed infill building which will contribute to the streetscape.

The Councils objectives to conserve environmental heritage in the Mudgee HCA are met in this application. The proposed removal of the house at 59 and 61 Horatio Street will mean a loss of some historic fabric but the land will be utilized to construct a suitable infill building that will contribute generally to the cohesion of the streetscape.

Statement of Heritage Impact

Date: 16th December 2022

Prepared by Barbara Hickson, Heritage Adviser PO Box 610 Mudgee NSW.

Phone: 0409368133

Prepared for

Gregory Dowker

Address and property description of the proposed development

61 Horatio Street Mudgee 2850

A brief description of proposal

The proposal is to demolish two houses both 19th C cottages. Neither are heritage listed items. Both are in very poor condition with low levels of integrity. Apart from the two houses the land has been clear and vacant for many years. After the clearing of the site the proposal is to construct a new tourist facility, to form an appropriate infill in the Horatio Streetscape, within the Mudgee Conservation Area.

The removal of the houses will make way for this new development on the site, which will consolidate several land lots, and provide a suitable in-fill building in the Conservation Area. This will provide quality accommodation for visitors and a building that will contribute to the aesthetic continuity of the streetscape.

Figure 10 The site for the proposed motel. 2/12/22

STATEMENT OF HERITAGE IMPACT.

This document assesses the extent to which the carrying out of the proposed development will affect the heritage significance of the setting, which is within the Mudgee Heritage Conservation Area.

1. why the items to be demolished are significant	The house at 59 and 61 Horatio Street are archetypal Victorian cottages and demonstrates the characteristics of simple late Victorian residential buildings having a symmetrical façade, timber framed double hung windows and hipped iron clad roof with full width front verandahs. The houses and their location are associated with the Mudgee railway precinct and were probably used as workers accommodation.
2. Why is the Mudgee Conservation Area Significant.	The Mudgee Conservation Area is significant because the settlement of Mudgee is located along the banks of the Cudgegong River, demonstrating the principal characteristic of early government town layout in NSW. The Heritage Conservation Area of Mudgee closely follows the 1884 parish map of the town and retains many key heritage buildings especially in the central business area of Church and Market Streets. Many impressive commercial, civic, and religious buildings of late Victorian style and scale, such as the former Town Hall, banks, hotels and churches, form the core of the Conservation Area. Mudgee also has a good stock of heritage listed houses beyond the central business area.
3. what positive impact will the proposed works have on its significance.	The removal of two houses will make way for a new tourist facility to accommodate visitors. It will be in keeping with the land zoning SP3 Tourist and provide a suitable infill building in an area that has long been vacant and derelict.
4. what negative impact will the works have.	The loss of Victorian era Cottages.
5. what measures are proposed to mitigate the negative impacts	A well-designed infill proposal will address the transition of this former residential Victorian streetscape to a commercial tourism facility.

6. why were more sympathetic solutions not viable.	The house at 61 Horatio Street has no current or future purpose and is in unusable condition. The house at No 59 is still occupied but is of a condition that cannot be renovated without the removal of the remaining original fabric. The level of integrity of both houses is very low.
7. Is the proposed use compatible with heritage items in the vicinity.	The proposed use is compatible with the heritage setting in the Conservation Area and the council's planning intentions, noted through zoning.
8. Does the new development affect views to and from the site	Streetscape views will be affected in a positive way. The infill will make good use of mostly vacant land and provide a suitable structure between retained residential areas to each side.
9. Does the development affect archaeol. deposits	No known deposits.
10. Existing landscape elements	NA
11. Signage	NA.
12. Demolition	Demolition is proposed to make the area useful for other purposes. Refer clauses above.

Recommendations

1. Report any relic that is disturbed in the process of the works to the MWRC.
2. Allow for recycling any sound fabric, especially the windows sashes, timbers such as architraves and possibly some metal ceiling to other residential buildings in Mudgee.
3. Link the new 'infill' building from the past to the present, through interpretation signs. Use design elements such as hipped roofs, parapets, simple styling with colonnades or verandahs, and Golden Proportion windows and openings to link to the past.
4. Photograph the houses during demolition to record any original construction fabric.

Barbara Hickson Heritage Adviser.

Appendix D – AHIMS Report

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : 6556

Client Service ID : 687348

Barnson

Date: 01 June 2022

Unit 1/36 Darling Street
Dubbo New South Wales 2830

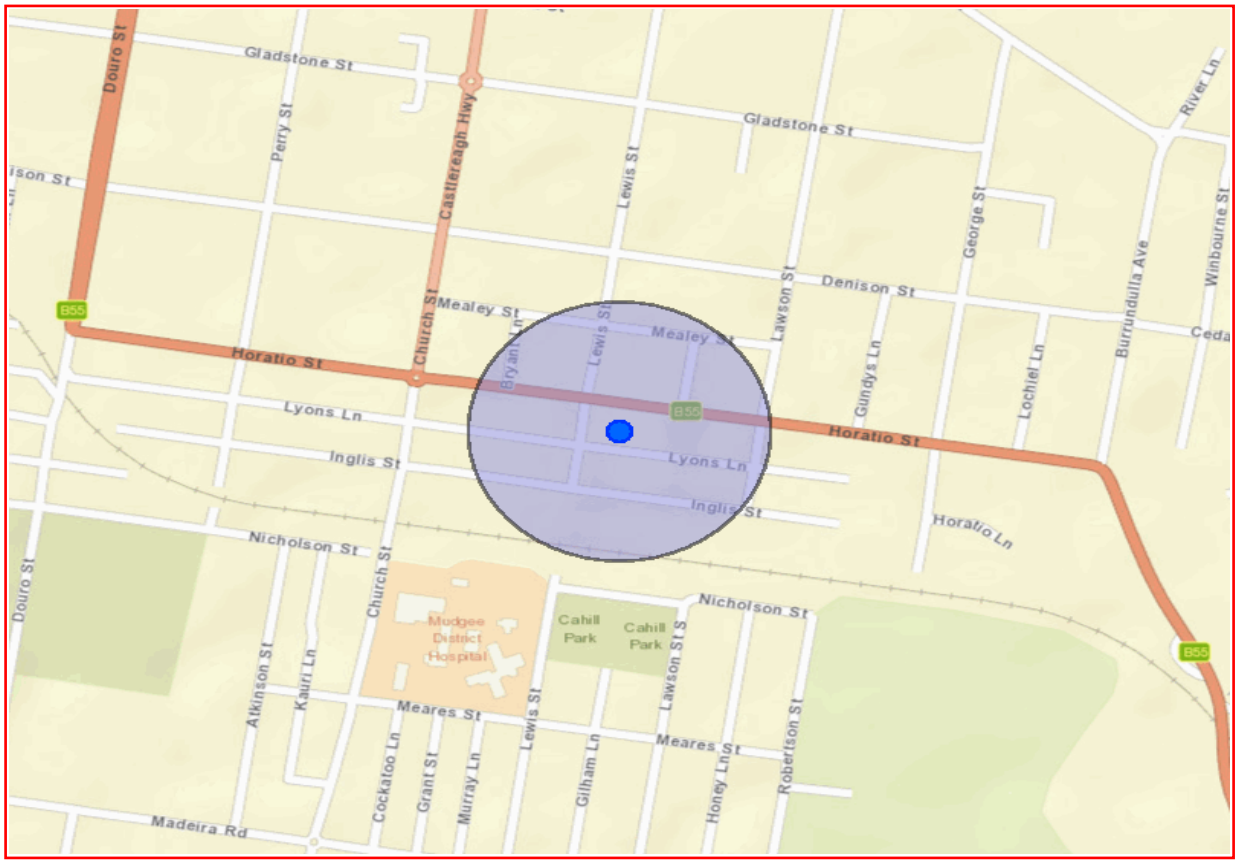
Attention: Sebastian Minehan

Email: sminehan@barnson.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Address : 63 HORATIO STREET MUDGEE 2850 with a Buffer of 200 meters, conducted by Sebastian Minehan on 01 June 2022.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	**Aboriginal sites are recorded in or near the above location.**
0	**Aboriginal places have been declared in or near the above location. ***

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the NSW Government Gazette (https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

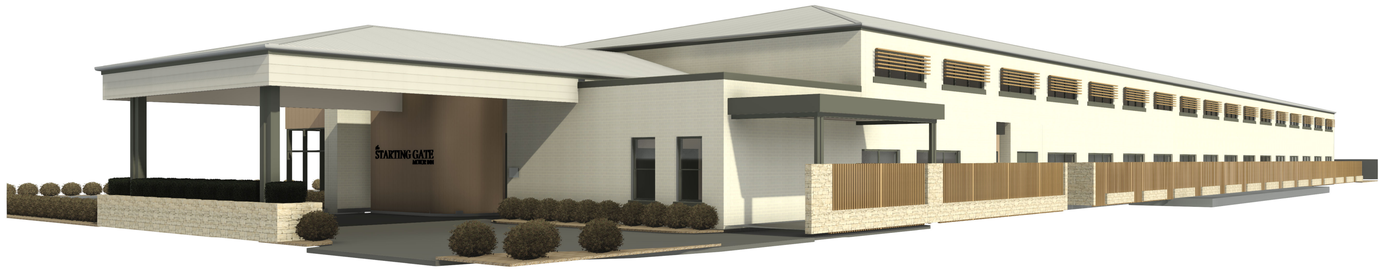
Important information about your AHIMS search

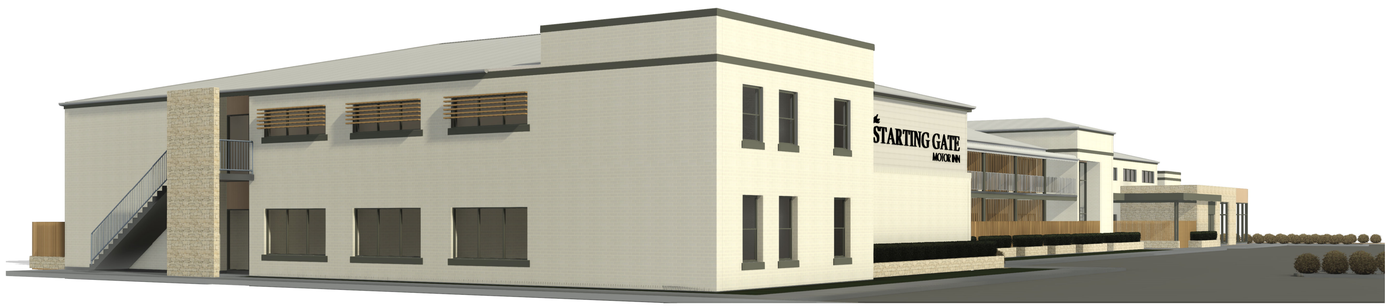
- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

Level 6, 10 Valentine Ave, Parramatta 2150
Locked Bag 5020 Parramatta NSW 2124
Tel: (02) 9585 6345

ABN 34 945 244 274
Email: ahims@environment.nsw.gov.au
Web: www.heritage.nsw.gov.au

Appendix E - Development Plans





PROPOSED MOTEL DEVELOPMENT

59-67 HORATIO STREET, MUDGEE NSW 2850

LOCALITY PLAN.

horatio street, mudgee

lot 7-10, dp758721
lot 26, dp1106100

DRAWING SCHEDULE.

A 00	COVER SHEET	REV F	DATED 07.02.2023
A 01	EXISTING SITE PLAN	REV B	DATED 07.02.2023
A 02	PROPOSED SITE PLAN	REV E	DATED 07.02.2023
A 03	FLOOR PLAN	REV D	DATED 07.02.2023
A 04	FIRST FLOOR PLAN	REV E	DATED 07.02.2023
A 05	ELEVATIONS	REV F	DATED 07.02.2023
A 07	SIGNAGE DETAILS	REV B	DATED 07.02.2023
A 08	SHADOW DIAGRAMS	REV B	DATED 07.02.2023

PROJECT DESCRIPTION.

For the purpose of the Building Code of Australia, Vol. 1, 2019, the development may be described as follows:

classification - BCA 'part A6'
The building has been classified as a 'Class 3' building - motel

rise in stories - BCA 'part C1.2'
The building has a rise in stories of one.

effective height - BCA 'schedule 3 definitions'
The building has an effective height of zero, ie less than 25.0m.

type of construction required - BCA 'part A6, part C1.1 - table C1.1'
Class 3 building - Type 'C' construction. The building has been deemed 'conditioned' excluding the toilets & airlocks.

climate zone - BCA 'schedule 3 definitions'
The building is located within climate zone 6.

GENERAL NOTES.

In addition to the National Construction Code series, Building Code of Australia Vol. 1, 2019, the Plumbing Code of Australia, 2019 & the building regulations applicable to the state of New South Wales, the following applicable Australian Standards & codes of practice are to be adhered to through the documentation & construction works;

AS1668	– Mechanical ventilation & air conditioning in Buildings
AS3000	– Electrical installations; buildings, structures & premises (known as the saa wiring rules)
AS1428.1	– General requirements for access – buildings
AS2890.6	– Off-street parking; mandatory requirements
AS1680.0	– Interior lighting - safe movement

These drawings shall be read in conjunction with all architectural & other consultants drawings & specifications & with such other written instructions as may be issued during the course of the contract. All discrepancies shall be referred to 'Barnson Pty Ltd' for a decision before proceeding with the work.

All dimensions are in millimetres unless stated otherwise & levels are expressed in metres. Figured dimensions are to be taken in preference to scaled dimensions unless otherwise stated. All dimensions are nominal, and those relevant to setting out & off-site work shall be verified by the contractor before construction & fabrication.

barnson.
DESIGN . PLAN . MANAGE

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

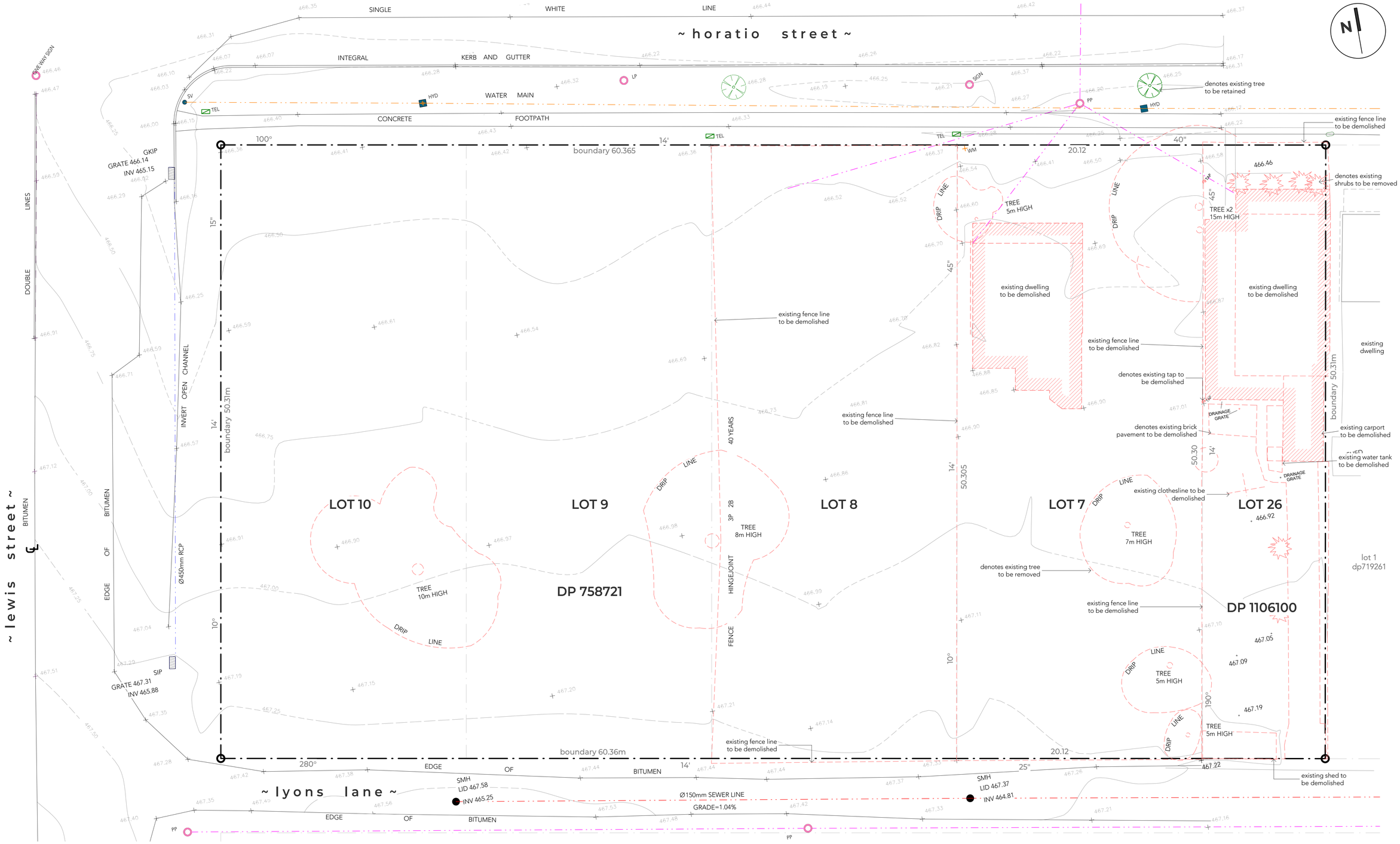
Client.
GREG DOWKER

Drawing Title.
COVER SHEET

Scale. As indicated @ A1
Sheet. 01 of 09
Project No. 37806

Drawn. KG
Checked. KG
Revision. F

Drawing No.
37806-A00



01 EXISTING SITE LAYOUT

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

ISSUED FOR DA

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DESIGN . PLAN . MANAGE

BARNSON PTY LTD

address. Unit 1, 36 Darling Street
Dubbo NSW 2830

phone. 1300 BARNSON (1300 227 676)

email. generalenquiry@barnson.com.au

web. barnson.com.au

Rev.	Date.	Amendment.
A	13.10.2022	DRAFT DA APPROVAL
B	07.02.2023	ISSUED FOR DEVELOPMENT APPLICATION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
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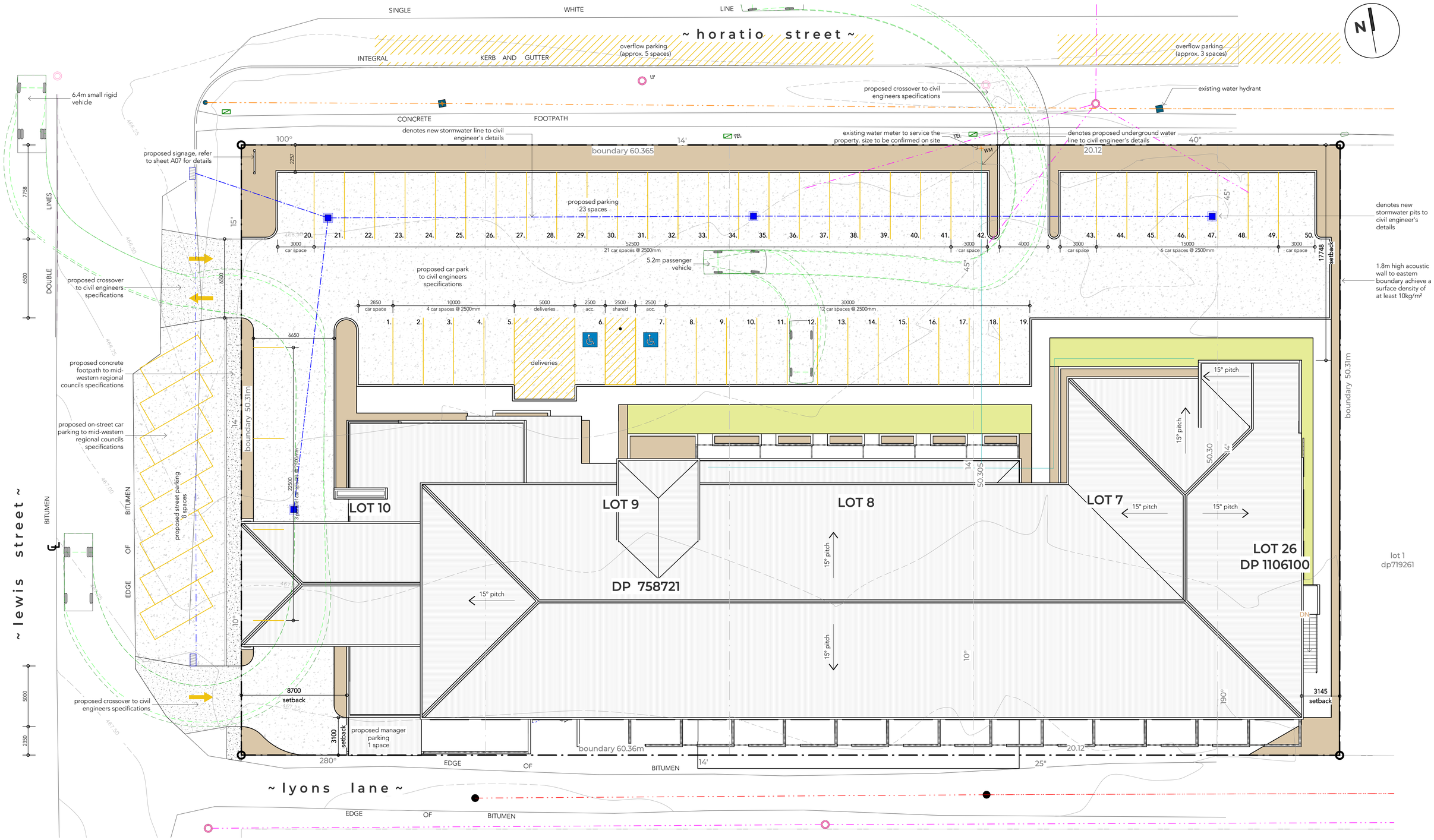
Drawing Title.
EXISTING SITE PLAN

Scale.	1 : 150 @ A1	Drawn.	KG
Sheet.	02 of 09	Checked.	KG
Project No.	37806	Revision.	B

Drawing No.
37806-A01



02 site layout

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

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Rev.	Date.	Amendment.
A	21.01.2022	PRELIMINARY
B	05.05.2022	PRELIMINARY DA REVIEW
C	30.09.2022	REVISED FACADE
D	13.10.2022	DRAFT DA APPROVAL
E	07.02.2023	ISSUED FOR DEVELOPMENT APPLICATION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
PROPOSED SITE PLAN

Scale. As indicated @ A1
Sheet. 03 of 09
Project No. 37806
Drawn. KG
Checked. KG
Revision. E

Drawing No.
37806-A02

03 GROUND FLOOR PLAN

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

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Rev.	Date.	Amendment.
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B	05.05.2022	PRELIMINARY DA REVIEW
C	13.10.2022	DRAFT DA APPROVAL
D	07.02.2023	ISSUED FOR DEVELOPMENT APPLICATION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
FLOOR PLAN

Scale. As indicated @ A1
Sheet. 04 of 09
Project No. 37806
Drawn. KG
Checked. KG
Revision. D

Drawing No.
37806-A03

04 first floor

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

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B	05.05.2022	PRELIMINARY DA REVIEW
C	30.09.2022	REVISED FACADE
D	13.10.2022	DRAFT DA APPROVAL
E	07.02.2023	ISSUED FOR DEVELOPMENT APPLICATION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
FIRST FLOOR PLAN

Scale.	1 : 150 @ A1	Drawn.	KG
Sheet.	05 of 09	Checked.	KG
Project No.	37806	Revision.	E

Drawing No.
37806-A04

05 ELEVATION. north facade

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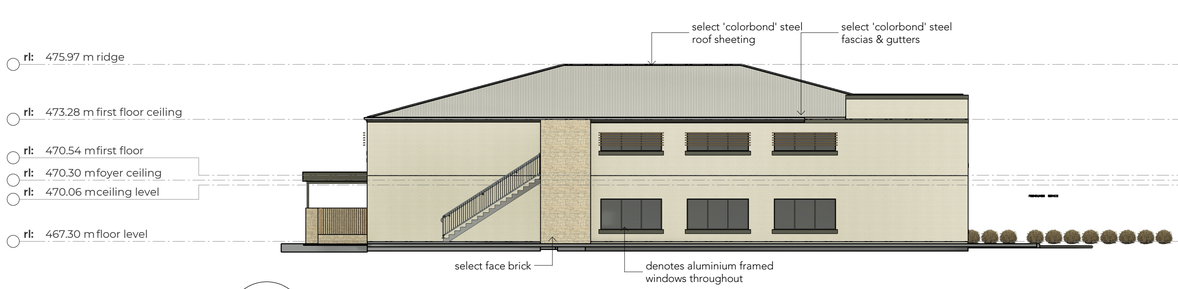

06 ELEVATION. east facade

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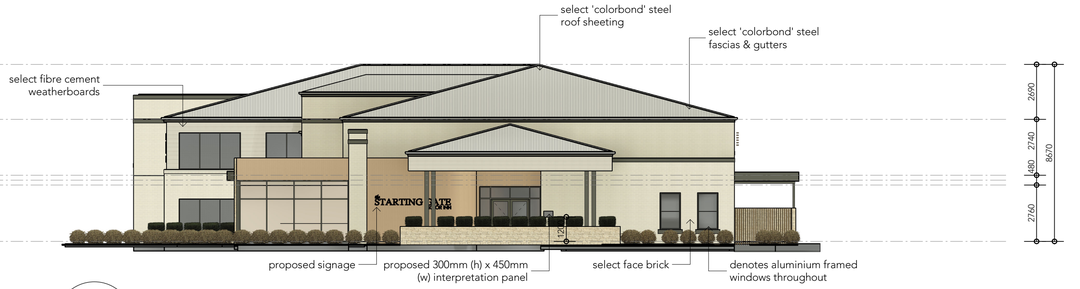

08 ELEVATION. west facade

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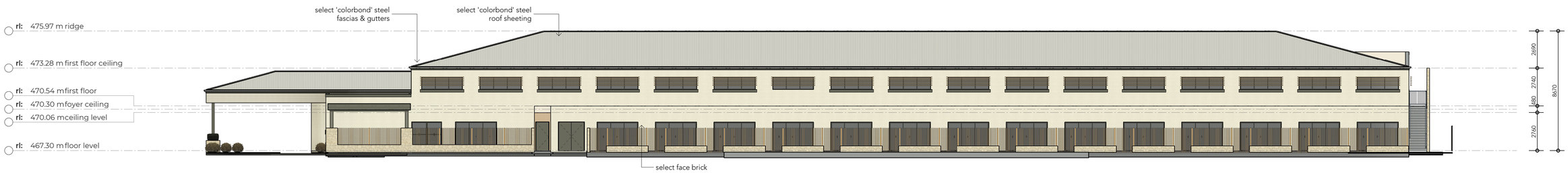

07 ELEVATION. south facade

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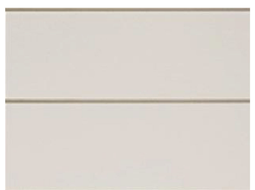
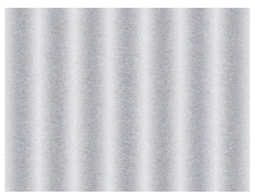
stonework
white sandstone stack stone cladding

masonry
PGH Morada - Ceniza

wall cladding 1
timber look aluminium battens



wall cladding 2
scyon - linea weatherboards painted with Dulux - Dune



roof
zincalume - custom orb

roof trim / wall detailing
dulux/colorbond - woodland grey

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Rev.	Date.	Amendment.
A	21.01.2022	PRELIMINARY
B	15.02.2022	ROOF MODIFICATIONS
C	05.05.2022	PRELIMINARY DA REVIEW
D	30.09.2022	REVISED FACADE
E	13.10.2022	DRAFT DA APPROVAL
F	07.02.2023	ISSUED FOR DEVELOPMENT APPLICATION

Project.
PROPOSED MOTEL DEVELOPMENT

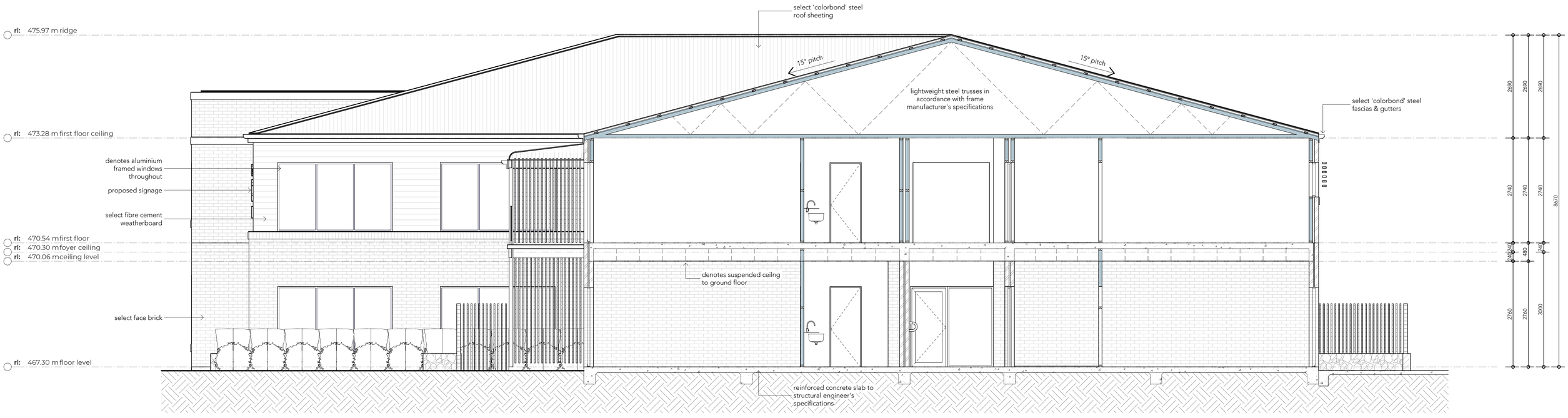
Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
ELEVATIONS

Scale. 1 : 150 @ A1
Sheet. 06 of 09
Project No. 37806
Drawn. KG
Checked. KG
Revision. F

Drawing No.
37806-A05



09 SECTION. Section 1

Scale 1 : 50 @ A1

0 500 1000 2000 5000

ISSUED FOR DA

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Rev.	Date.	Amendment.
A	21.01.2022	PRELIMINARY
B	13.10.2022	DRAFT DA APPROVAL
C	07.02.2023	ISSUED FOR DEVELOPMENT APPLICATION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
SECTION

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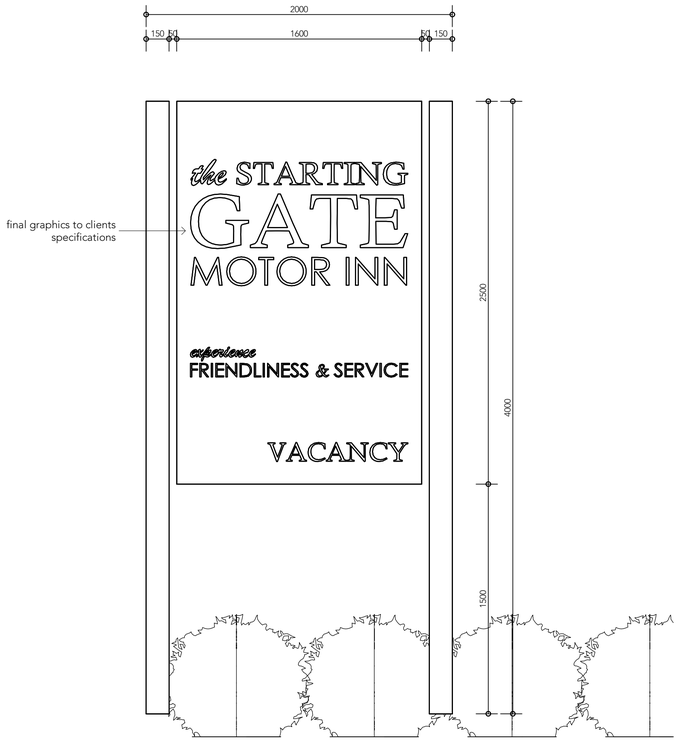
Project No. 37806
Drawn. KG
Checked. KG
Revision. C

Drawing No.
37806-A06



10 **ELEVATION.** pillar sign details

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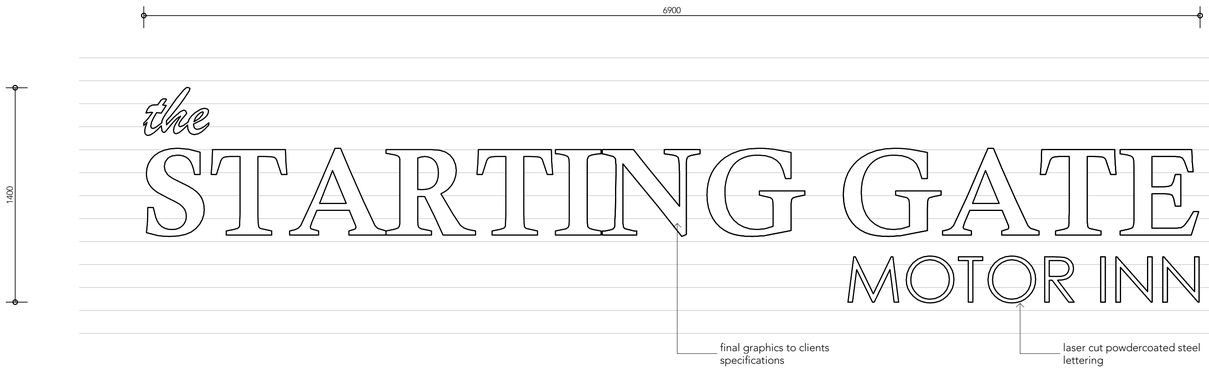
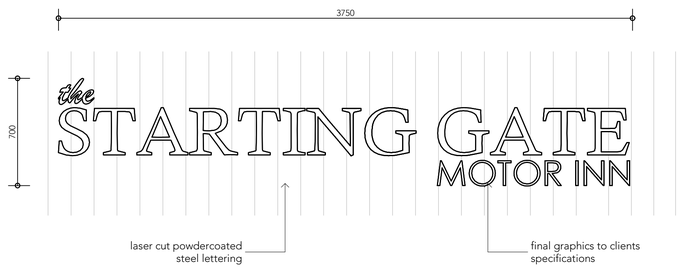


11 **ELEVATION.** horatio street signage

Scale 1 : 20 @ A1



12 **ELEVATION.** lewis street signage

Scale 1 : 20 @ A1

ISSUED FOR DA

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DESIGN . PLAN . MANAGE

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Rev.	Date.	Amendment.
A	13.10.2022	DRAFT DA APPROVAL
B	07.02.2023	ISSUED FOR DEVELOPMENT APPLICATION

Project.
PROPOSED MOTEL DEVELOPMENT

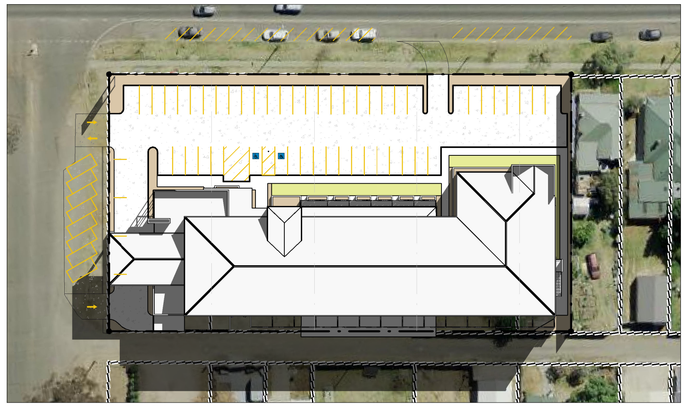
Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

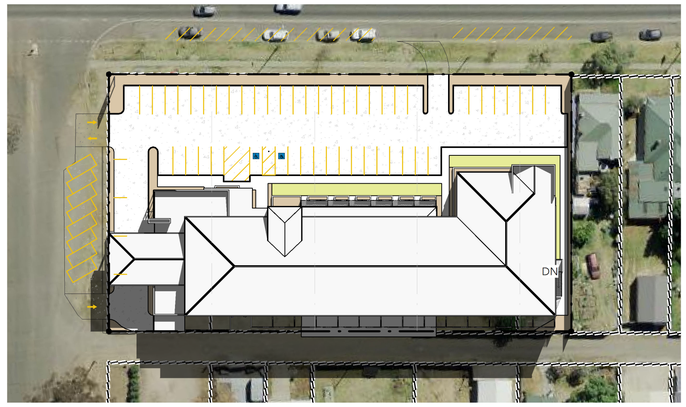
Drawing Title.
SIGNAGE DETAILS

Scale. 1 : 20 @ A1
Sheet. 08 of 09
Project No. 37806
Drawn. KG
Checked. KG
Revision. B

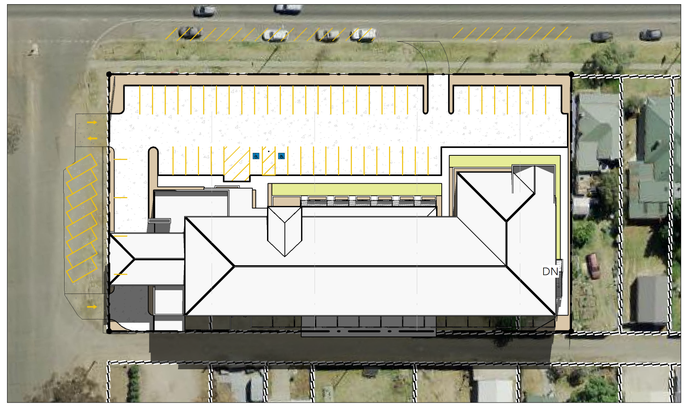
Drawing No.
37806-A07



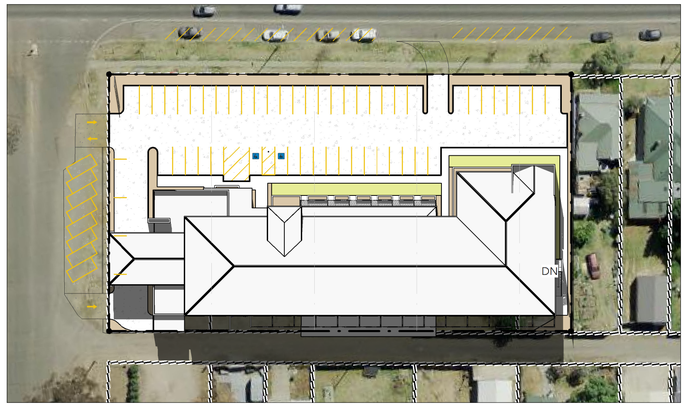
WINTER SOLTICE - 21st JUNE - 9am



WINTER SOLTICE - 21st JUNE - 10am



WINTER SOLTICE - 21st JUNE - 11am



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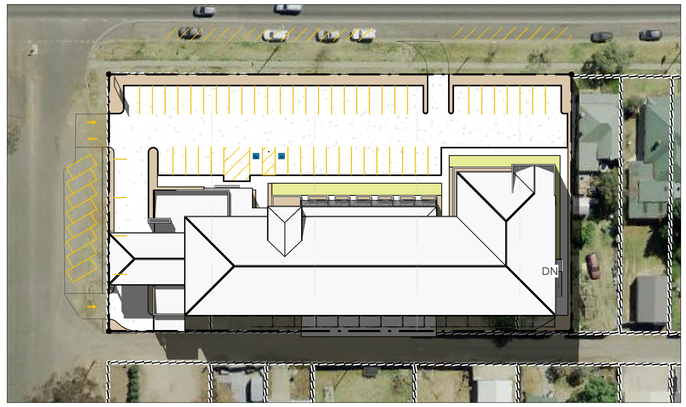
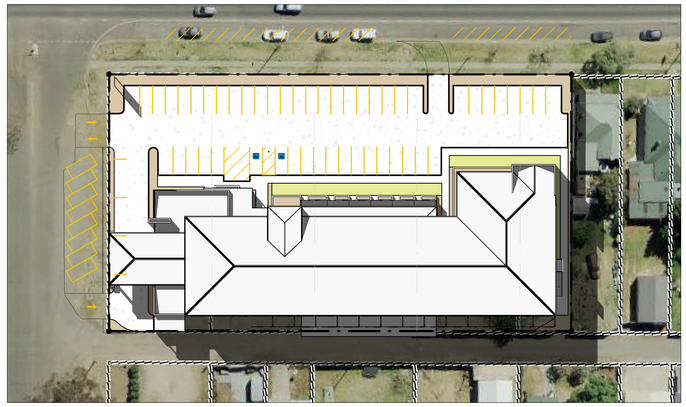
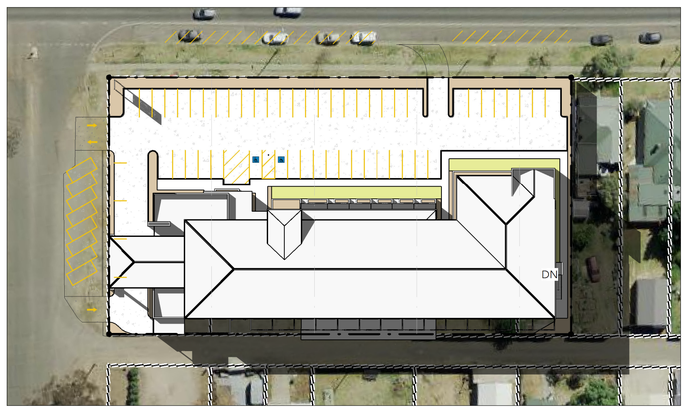


WINTER SOLTICE - 21st JUNE - 1pm



WINTER SOLTICE - 21st JUNE - 2pm



WINTER SOLTICE - 21st JUNE - 3pm

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web. barnson.com.au

Rev.	Date.	Amendment.
A	13.10.2022	DRAFT DA APPROVAL
B	07.02.2023	ISSUED FOR DEVELOPMENT APPLICATION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
SHADOW DIAGRAMS

Scale. 1 : 600 @ A1
Sheet. 09 of 09
Project No. 37806
Drawn. KG
Checked. KG
Revision. B

Drawing No.
37806-
A08

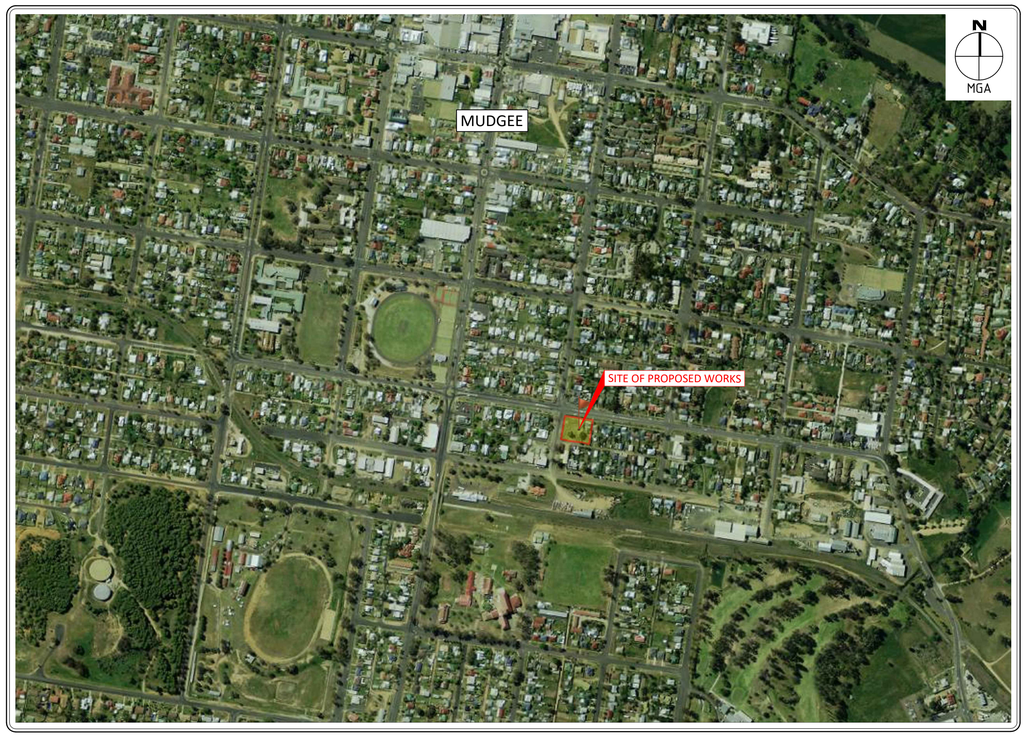
Appendix F - Civil Plans

Development Application Documentation for the Proposed Motel at

56-67 Horatio Street, Mudgee, NSW 2850

DRAWING SCHEDULE

37806-C00	CIVIL ENGINEERING COVER SHEET
37806-C01	EXISTING SITE PLAN
37806-C02	PROPOSED SITE PLAN
37806-C03	PROPOSED PAVEMENT PLAN
37806-C04	PROPOSED PAVEMENT SPECIFICATIONS
37806-C05	PROPOSED STORMWATER MANAGEMENT PLAN
37806-C06	PROPOSED STORMWATER SPECIFICATIONS
37806-C07	PROPOSED SEWER PLAN
37806-C08	PROPOSED SEWER SPECIFICATIONS
37806-C09	PROPOSED WATER PLAN



LOCALITY PLAN
NOT TO REDUCTION RATIO

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Client: GREG DOWKER
Project: PROPOSED MOTEL AT 59-67 HORATIO STREET MUDGEE NSW 2850
Drawing Title: CIVIL ENGINEERING COVER SHEET

Rev	Date	Amendment
A	08-09-2022	ISSUED FOR DA

Design LB
Drawn MK
Check LM
Original Sheet Size = A1
Certification
Drawing Number 37806 - C00
Revision A

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LEGEND

- EXISTING SUBJECT CADASTRAL BOUNDARIES
- EXISTING FENCE LINE
- EXISTING OVERHEAD ELECTRICAL LINE
- LP EXISTING LIGHT POLE
- PP EXISTING POWER POLE
- EXISTING UNDERGROUND WATER MAIN
- HYD EXISTING WATER HYDRANT
- SV EXISTING STOP VALVE
- EXISTING UNDERGROUND TELECOMMUNICATIONS ASSETS
- TPIT EXISTING TELECOMMUNICATIONS PIT
- EXISTING UNDERGROUND SEWER PIPE
- SMH EXISTING SEWER MANHOLE
- EXISTING UNDERGROUND STORMWATER PIPE
- SIGN EXISTING SIGN
- RSIGN EXISTING ROAD SIGN

N

MGA

HORATIO STREET

STREET

LEWIS

LYONS LANE

KERB INLET PIT
GRATE: 466.14
INV 465.15

KERB INLET PIT
GRATE: 467.31
INV: 465.88

Ø450mm

EXISTING WEATHERBOARD AND GI HOUSE

EXISTING DWELLING

EXISTING DWELLING

FIBRO SHED

CARPORT

GARAGE

GREEN FIELD

LOT 10 DP 758721

LOT 9 DP 758721

LOT 8 DP 758721

LOT 7 DP 758721

LOT 26 DP 1106100

(60.365) (20.12) (50.31) (50.307) (50.305) (50.305) (50.30) (60.36) (20.12)

Ex. SEWER MANHOLE
LID RL= 467.58
INV RL= 465.25

Ex. SEWER MANHOLE
LID RL= 467.37
INV RL= 464.81

EXISTING SITE PLAN

REDUCTION RATIO 1:100 @ A1
1:200 @ A3

SCALE 1:100(A1)

0 1 2 4 6 8 10

SCALE 1:200(A3)

0 1 2 4 6 8 10

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Client: GREG DOWKER
Project: PROPOSED MOTEL AT 59-67 HORATIO STREET MUDGEE NSW 2850
Drawing Title: EXISTING SITE PLAN

Rev	Date	Amendment
A	08-09-2022	ISSUED FOR DA

Design LB
Drawn MK
Check LM
Original Sheet Size = A1

Certification

Drawing Number: 37806 - C01

Revision: A

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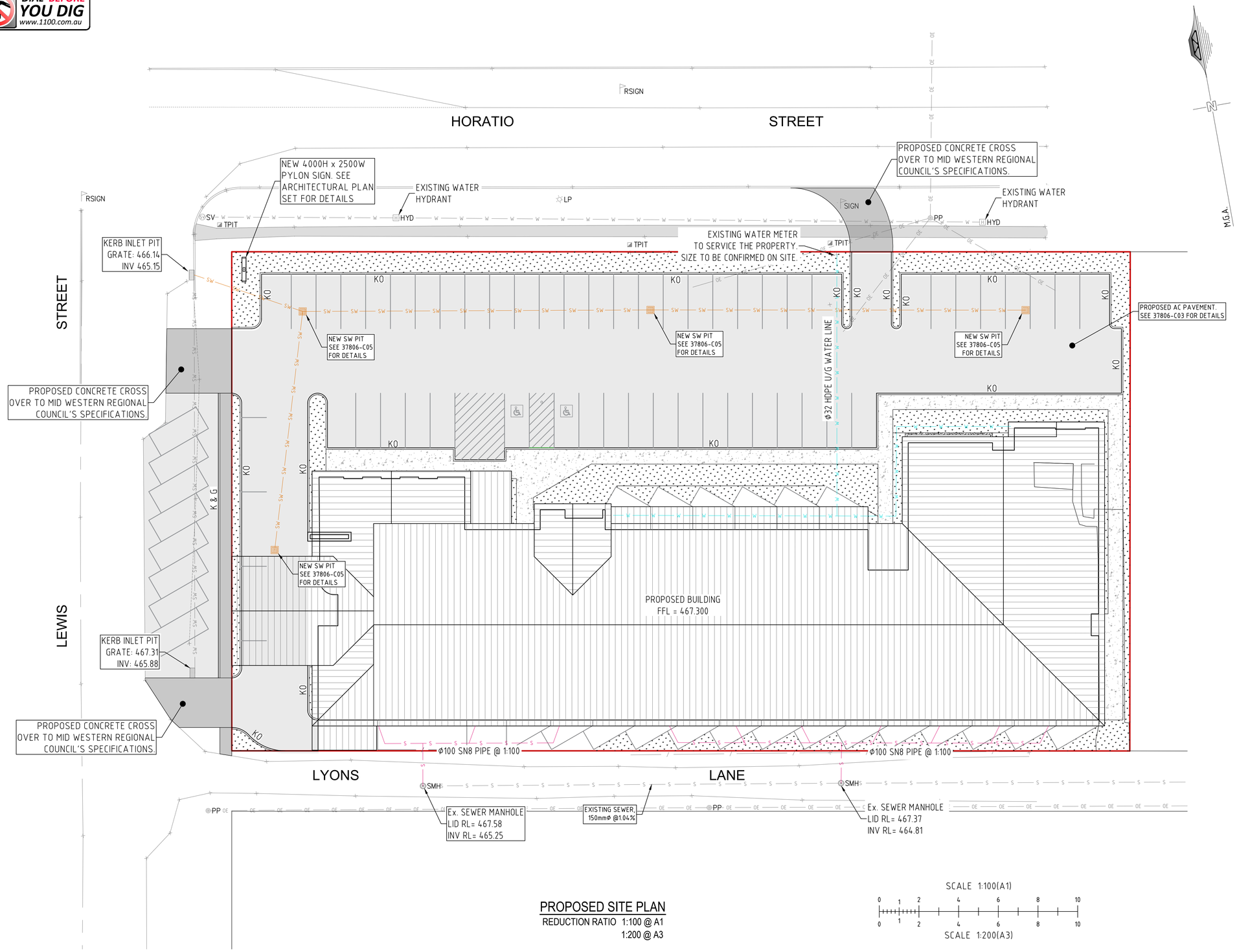

LEGEND

- EXISTING SUBJECT CADASTRAL BOUNDARIES
- EXISTING FENCE LINE
- EXISTING OVERHEAD ELECTRICAL LINE
- LP — EXISTING LIGHT POLE
- PP — EXISTING POWER POLE
- EXISTING UNDERGROUND WATER MAIN
- HYD — EXISTING WATER HYDRANT
- SV — EXISTING STOP VALVE
- EXISTING UNDERGROUND TELECOMMUNICATIONS ASSETS
- TPIT — EXISTING TELECOMMUNICATIONS PIT
- EXISTING UNDERGROUND SEWER PIPE
- SMH — EXISTING SEWER MANHOLE
- EXISTING UNDERGROUND STORMWATER PIPE
- SIGN — EXISTING SIGN
- RSIGN — EXISTING ROAD SIGN

LEGEND (proposed)

- PROPOSED AC CAR PARK AND DRIVEWAY AREA
- PROPOSED CONCRETE PAVEMENT AREA
- PROPOSED LANDSCAPE AREA
- PROPOSED ROOF AREA
- PROPOSED SEWER PIPE (Ø AS SHOWN)
- SMS — PROPOSED SEWER MAINTENANCE SHAFT, SEE 37806-C08
- PROPOSED STORMWATER PIPE (Ø AS SHOWN)
- P1 — PROPOSED SW PIT, SEE 37806-C06 FOR DETAILS
- PROPOSED WATER MAIN PIPE (Ø AS SHOWN)
- SV — PROPOSED WATER STOP VALVE

PROPOSED SITE PLAN

REDUCTION RATIO 1:100 @ A1
1:200 @ A3

SCALE 1:100(A1)
0 1 2 4 6 8 10
0 1 2 4 6 8 10
SCALE 1:200(A3)

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Client: GREG DOWKER
Project: PROPOSED MOTEL AT 59-67 HORATIO STREET MUDGEE NSW 2850
Drawing Title: PROPOSED SITE PLAN

Rev	Date	Amendment
A	08-09-2022	ISSUED FOR DA

Design LB
Drawn MK
Check LM
Original Sheet Size = A1
Certification
Drawing Number 37806 - C02
Revision A

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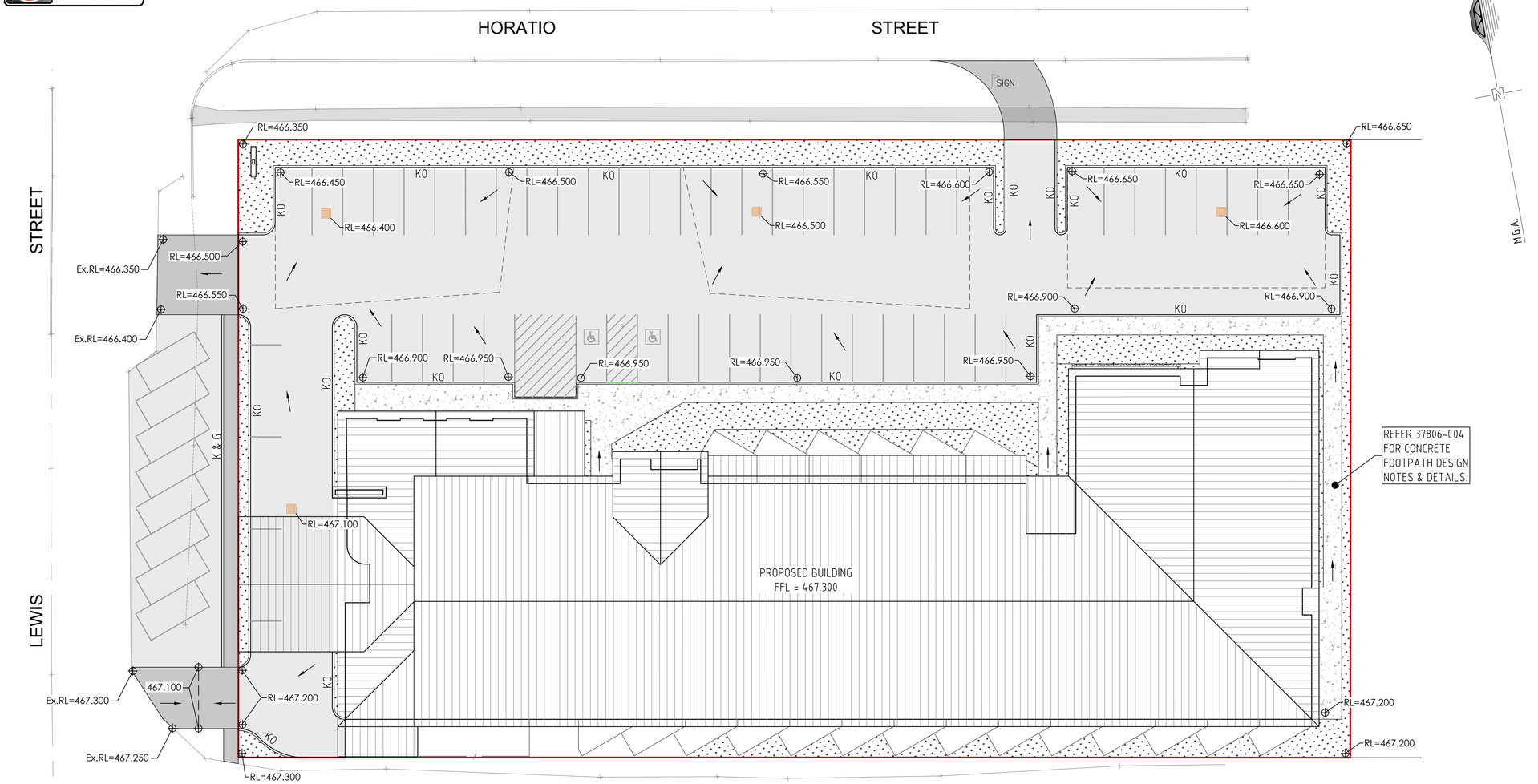

LEGEND

- EXISTING SUBJECT CADASTRAL BOUNDARIES
- EXISTING FENCE LINE
- EXISTING OVERHEAD ELECTRICAL LINE
- LP EXISTING LIGHT POLE
- PP EXISTING POWER POLE
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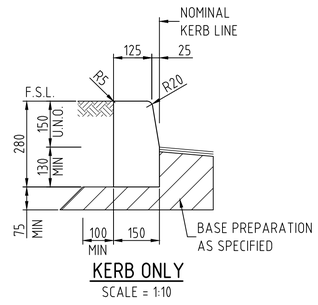
- TPIT EXISTING TELECOMMUNICATIONS PIT
- EXISTING UNDERGROUND SEWER PIPE
- SMH EXISTING SEWER MANHOLE
- EXISTING UNDERGROUND STORMWATER PIPE
- SIGN EXISTING SIGN
- RSIGN EXISTING ROAD SIGN

LEGEND (proposed)

- PROPOSED AC CAR PARK AND DRIVEWAY AREA
- PROPOSED CONCRETE PAVEMENT AREA
- PROPOSED LANDSCAPE AREA
- PROPOSED ROOF AREA
- KO PROPOSED KERB ONLY, SEE 37806-C04
- PROPOSED SW PIT, SEE 37806-C07 FOR DETAILS
- RL=466.600 FINISHED SURFACE RL's

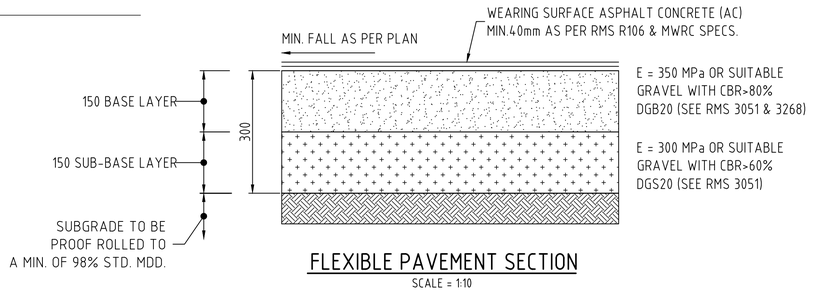


KERB ONLY
SCALE = 1:10

SCALE 1:100(A1)
SCALE 1:200(A3)

PROPOSED PAVEMENT PLAN

REDUCTION RATIO 1:100 @ A1
1:200 @ A3



FLEXIBLE PAVEMENT SECTION
SCALE = 1:10

NOTE: NO GEOTECHNICAL INVESTIGATION HAS BEEN DONE. IF ANY WORSE GROUND CONDITIONS FOUND, BARNSON SHALL BE CONTACTED FOR DESIGN VERIFICATIONS.

SUBMISSION FOR DA

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Client: GREG DOWKER
Project: PROPOSED MOTEL AT 59-67 HORATIO STREET MUDGEE NSW 2850
Drawing Title: PROPOSED PAVEMENT PLAN

Rev	Date	Amendment
A	08-09-2022	ISSUED FOR DA

Design LB
Drawn MK
Check LM
Original Sheet Size = A1
Certification
Drawing Number 37806 - C03
Revision A

SITEWORKS NOTES

1. ORIGIN OF LEVELS :- AHD
2. CONTRACTOR MUST VERIFY ALL DIMENSIONS AND EXISTING LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORK.
3. ALL WORK IS TO BE UNDERTAKEN IN ACCORDANCE WITH THE DETAILS SHOWN ON THE DRAWINGS, THE SPECIFICATIONS AND THE DIRECTIONS OF THE SUPERINTENDENT.
4. EXISTING SERVICES HAVE BEEN OBTAINED FROM SURFACE INSPECTION ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH THE LOCATION AND THE LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE SUPERINTENDENT. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY.
5. WHERE NEW WORKS ABUT EXISTING THE CONTRACTOR SHALL ENSURE THAT A SMOOTH EVEN PROFILE, FREE FROM ABRUPT CHANGES IS OBTAINED.
6. THE CONTRACTOR SHALL ARRANGE ALL SURVEY SETOUT TO BE CARRIED OUT BY A QUALIFIED SURVEYOR.
7. CARE IS TO BE TAKEN WHEN EXCAVATING NEAR EXISTING SERVICES. NO MECHANICAL EXCAVATIONS ARE TO BE UNDERTAKEN OVER TELECOM OR ELECTRICAL SERVICES. HAND EXCAVATE IN THESE AREAS.
8. ON COMPLETION OF CONSTRUCTION, ALL DISTURBED AREAS MUST BE RESTORED TO ORIGINAL, INCLUDING KERBS, FOOTPATHS, CONCRETE AREAS, GRAVEL AND GRASSED AREAS AND ROAD PAVEMENTS.
9. MAKE SMOOTH TRANSITION TO EXISTING AREAS.
10. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DIVERSION DRAINS AND MOUNDS TO ENSURE THAT AT ALL TIMES EXPOSED SURFACES ARE FREE DRAINING AND WHERE NECESSARY EXCAVATE SUMPS AND PROVIDE PUMPING EQUIPMENT TO DRAIN EXPOSED AREAS. ALL WORK TO BE UNDERTAKEN WITH ADHERENCE TO THE REQUIREMENTS OF THE SOIL AND WATER MANAGEMENT PLAN.
11. THESE PLANS SHALL BE READ IN CONJUNCTION WITH APPROVED ARCHITECTURAL, STRUCTURAL, HYDRAULIC AND MECHANICAL DRAWINGS AND SPECIFICATIONS.

BASECOURSE DESIGN NOTES

A) ALL BASE COURSE AND SUB-BASECOURSE MATERIALS SHALL CONFORM WITH AUSPEC SPECIFICATION FOR THE CONSTRUCTION OF NATURAL GRAVEL OR CRUSHED ROCK ROAD PAVEMENT AND AUSPSEC SPECIFICATION FOR THE SUPPLY AND DELIVERY OF BASE AND SUB-BASE MATERIALS FOR SURFACED ROAD PAVEMENTS.

B) ALL BASECOURSE AND SUB-BASE MATERIALS SHALL BE COMPACTED TO ACHIEVE A MINIMUM OF 100% STANDARD MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT OF +OR- 2% IN ACCORDANCE WITH AS1289 E1.1

CONCRETE NOTES

1. CONCRETE FOR KERBS, DRIVEWAYS, RAMPS AND FOOTPATH SHALL HAVE A CONCRETE STRENGTH OF 25MPa AT 28 DAYS, MINIMUM SLUMP OF 60mm AND MAXIMUM AGGREGATE SIZE OF 20mm.

TRAFFIC CONTROL NOTES:

1. ADEQUATE SIGNPOSTING AND PROTECTION IS TO BE GIVEN TO THE MOTORING PUBLIC AND WORKERS ENGAGED ON SITE. ATTENTION IS DRAWN TO THE FOLLOWING SPECIFICATIONS AND GUIDELINES:
   - 1.1. AUSTRALIAN STANDARD AS1742.2-2009 TRAFFIC CONTROL DEVICES FOR GENERAL USE;
   - 1.2. AUSTRALIAN STANDARD AS1742.3-2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES;
   - 1.3. RTA GUIDELINES "TRAFFIC CONTROL AT WORK SITES"; AND
   - 1.4. WORKCOVER AUTHORITY CODE OF PRACTICE "WORKING NEAR MOBILE PLANT FOR TRAFFIC".
2. APPROPRIATE TRAFFIC CONTROL BASED UPON A LOWER SPEED ENVIRONMENT WHILE WORKS ARE IN PROGRESS SHOULD BE THE BASIS FOR ANY PROTECTION WORKS.

CROSS-OVER NOTES

1. CONSTRUCTION OF DRIVEWAY SLABS IS TO BE CARRIED OUT STRICTLY IN ACCORDANCE WITH ORANGE CITY REGIONAL COUNCIL'S ROAD STANDRDA DRAWING 05 INDUSTRIAL/COMMERCIAL VEHICULAR ACCESS, RELEVANT AUS-SPEC DOCUMENTATION. THESE DOCUMENTS ARE AVAILABLE FROM COUNCILS CUSTOMERS SERVICE AREA.
2. CONTRACTORS/ OWNERS/DEVELOPERS ARE RESPONSIBLE FOR THE LOCATING OF ALL UNDERGROUND SERVICES AND THE ARRANGING AND COMPLETION OF REPAIRS WITH THE APPROPRIATE AUTHORITY SHOULD THEY BE BROKEN OR DAMAGED DURING CONSTRUCTION.
3. THE DRIVEWAY SLAB IS TO BE CONSTRUCTED TO THE DIMENSIONS AND SPECIFICATIONS SHOWN ON THIS PLAN. THE THICKNESS SHALL BE AS FOLLOWS:
   - A) FOR A COMMERCIAL SITUATION, THE CONCRETE SHALL BE 150mm THICK WITH TWO LAYERS OF SL82 MESH WITH 40mm TOP AND BOTTOM COVER AND A BROOM FINISH.

   THE COMPRESSIVE STRENGTH OF THE CONCRETE IS TO BE 25MPA AT 28 DAYS. ALL EXPOSED EDGES ARE TO 10MM RADIUS. ADDITIONALLY ALL POOR SUBGRADE MATERIAL SHALL BE REMOVED AND REPLACED WITH SUITABLE FILL MATERIAL. ALL SUBGRADES ARE TO BE WELL COMPACTED BEFORE THE PLACEMENT OF THE BASE MATERIAL. FORMWORK MUST EXTEND FROM FINISHED CONCRETE HEIGHT TO THE BASE MATERIAL FOR THE TOTAL AREA OF THE DRIVEWAY SLAB.
4. THE FOLLOWING INSPECTIONS ARE TO BE CARRIED OUT PRIOR TO AND DURING CONSTRUCTION. IN THIS REGARD, 24 HOURS NOTICE IS TO BE GIVEN BY PHONING 6801 400. THE INSPECTION REQUIRED ARE AS FOLLOWS:
   - A) SITE INSPECTION PRIOR TO THE COMMENCEMENT OF WORK.
   - B) WHEN THE FORMWORK AND COMPACTED BASE ARE IN PLACE AND PRIOR TO THE MESH BEING PLACED.
   - C) WHEN THE MESH HAS BEEN PLACED.
   - D) PRIOR TO THE BITUMEN SEALING OR ASPHALT WORKS.
   - E) AT THE COMPLETION OF ALL THE WORKS INCLUDING RESTORATION OF THE SITE.

   FAILURE TO HAVE THE ABOVE INSPECTION CARRIED OUT MAY RESULT IN THE REJECTION OF THE CROSSING.
5. THE FINISHED SURFACE IS TO BE KEPT FROM DRYING OUT TOO RAPIDLY BY COVERING WITH SAND OR PLASTIC SHEETING.
6. AN APPROVED TRAFFIC AND PEDESTRIAN CONTROL PLAN COMPLETED BY AN APPROPRIATELY QUALIFIED PERSON IN ACCORDANCE WITH AS 1742.3-2009 IS TO BE IN PLACE PRIOR TO ANY CONSTRUCTION WORKS COMMENCING AND DURING ANY CONSTRUCTION WORKS.
7. PRIOR TO CONSTRUCTION OF DRIVEWAY SLAB, SECTION 138 ROAD ACT - APPROVAL FOR WORKS IN THE PUBLIC ROAD TO BE LODGED AND APPROVED BY COUNCIL.
8. THE POTENTIAL FOR EROSION AND THE TRANSPORTATION OF SEDIMENT IS TO BE ADDRESSED. APPROPRIATE MEASURES ARE TO BE IN PLACE TO PREVENT THIS FROM HAPPENING.
9. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL FORMWORK AND RUBBISH ASSOCIATED WITH THE CONSTRUCTION FROM THE SITE AND THE REINSTATEMENT OF THE SURFACE ADJACENT TO THE WORKS UPON COMPLETION.
10. IF THE LENGTH OR WIDTH OF DRIVEWAY SLAB EXCEEDS 6M AN EXPANSION JOINT IS TO BE PROVIDED AT THE MID-POINT (SEE EXPANSION JOINT DETAIL).

INSPECTION HOLD POINTS

1. INSTALLATION OF SEDIMENT & EROSION CONTROL MEASURES.
2. WATER & SEWER LINE INSTALLATION PRIOR TO BACKFILL.
3. ESTABLISHMENT OF LINE & LEVEL FOR KERB & GUTTER PLACEMENT.
4. ROAD PAVEMENT CONSTRUCTION.
5. ROAD PAVEMENT SURFACING.
6. PRACTICAL COMPLETION.

SERVICES INSTALLATION

1. INSTALLATION OF ALL UUNDERGROUND PIPES BE INSTALLED PRIOR TO INSTALLATION OF ROAD PAVEMENT.

SUBGRADE COMPACTION NOTES

1. STRIP TOPSOIL TO EXPOSE NATURALLY OCCURRING MATERIAL.
2. WHERE FILLING IS REQUIRED TO ACTIVATE DESIGN SUBGRADE PROOF ROLL EXPOSED NATURAL SURFACE WITH A MINIMUM OF 10 PASSES OF A VIBRATING ROLLER (MINIMUM STATIC WEIGHT OF 10 TONNES) IN THE PRESENCE OF THE SUPERINTENDENT.
3. ALL SOFT, WET OR UNSUITABLE MATERIAL TO BE REMOVED AS DIRECTED BY THE SUPERINTENDENT AND REPLACED WITH APPROVED MATERIAL SATISFYING THE REQUIREMENTS LISTED BELOW.
4. ALL FILL MATERIAL SHALL BE FROM A SOURCE APPROVED BY THE SUPERINTENDENT AND SHALL COMPLY WITH THE FOLLOWING:
   - A) FREE FROM ORGANIC AND PERISHABLE MATTER
   - B) MAXIMUM PARTICLE SIZE 75mm
   - C) PLASTICITY INDEX BETWEEN 2% AND 15%.
5. ALL FILL MATERIAL SHALL BE PLACED IN MAXIMUM 200mm THICK LAYERS AND COMPACTED AT OPTIMUM MOISTURE CONTENT (+ OR - 2%) TO ACHIEVE A DRY DENSITY DETERMINED IN ACCORDANCE WITH AS1289 E3.1 OF NOT LESS THAN THE FOLLOWING STANDARD MINIMUM DRY DENSITIES IN ACCORDANCE WITH AS1289 E1.1:

LOCATION	STANDARD DRY DENSITY
ALL EXTERNAL PAVE AREAS	98%
LANDSCAPED AREAS	90%

6. THE CONTRACTOR SHALL PROGRAM THE EARTHWORKS OPERATION SO THAT THE WORKING AREAS ARE ADEQUATELY DRAINED DURING THE PERIOD OF CONSTRUCTION. THE SURFACE SHALL BE GRADED AND SEALED OFF TO REMOVE DEPRESSIONS, ROLLER MARKS AND SIMILAR WHICH WOULD ALLOW WATER TO POND AND PENETRATE THE UNDERLYING MATERIAL. ANY DAMAGE RESULTING FROM THE CONTRACTOR NOT OBSERVING THESE REQUIREMENTS SHALL BE RECTIFIED BY THE CONTRACTOR AT THEIR COST.
7. TESTING OF THE SUBGRADE SHALL BE CARRIED OUT BY AN APPROVED NATA REGISTERED LABORATORY AT THE CONTRACTORS EXPENSE.

ASPHALTIC CONCRETE NOTES

1. GENERAL
   - A) ALL WORK TO BE IN ACCORDANCE WITH DEVSPEC C245.
   - B) MINERAL AGGREGATES TO COMPLY WITH CLAUSE 3 MATERIALS MR FORM 952 "SPECIFICATION FOR THE SUPPLY AND DELIVERY OF AGGREGATE FOR USE IN PLANT MIX."
   - C) MINERAL FILLER TO COMPLY WITH AS.2357-1980 MINERAL FILLERS FOR ASPHALT.
   - D) BITUMEN BINDER SHALL COMPLY WITH MR FORM 337 "SPECIFICATION FOR RESIDUAL BITUMEN."
2. MIX PROPORTIONS
   - A) JOB MIX - 14mm NOMINAL SIZE AGGREGATE. MINIMUM BITUMEN CONTENT (%) BY MASS OF TOTAL MASS - 5.1%
   - B) MIX STABILITY - BETWEEN 16kN AND 36kN AS DETERMINED BY RTA TEST METHOD T601 AND T603
   - C) AIR VOIDS IN COMPACTED MIX - BETWEEN 4% AND 7% OF THE VOLUME OF THE MIX.
   - D) VOIDS FILLED IN BINDER - 65-80% OF AIR VOIDS IN THE TOTAL MINERAL AGGREGATE FILLED BY BINDER IN ACCORDANCE WITH RTA TEST METHOD T601, T605 AND T606.
3. PAVEMENT PREPARATION
   - A) THE EXISTING SURFACE TO BE SEALED SHALL BE DRY AND BROOMED BEFORE COMMENCEMENT OF WORK TO ENSURE COMPLETE REMOVAL OF ALL SUPERFICIAL FOREIGN MATTER.
   - B) ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT UP TO GENERAL LEVEL OF PAVEMENT WITH ASPHALTIC CONCRETE BEFORE LAYING ON MAIN COURSE.
4. TACK COAT
   - A) THE WHOLE OF THE AREA TO BE SHEETED WITH ASPHALTIC CONCRETE SHALL BE LIGHTLY AND EVENLY COATED WITH RAPID SETTING BITUMEN COMPLYING WITH MR FORM 305. APPLICATION RATE FOR RESIDUAL BITUMEN SHALL BE 0.15 TO 0.30 LITERS/SQUARE METER. APPLICATION SHALL BE BY MEANS OF A MECHANICAL SPRAYER WITH SPRAY BAR.

SLAB NOTES

A) SLAB 1 - FOOTPATH
1. CONCRETE EXPOSURE CLASSIFICATION = A2 TO AS3600-2018.
2. 100mm THICK (T1) SLAB PANEL REINFORCED WITH ONE LAYER SL72 MESH TOP WITH 30mm COVER.
3. CONCRETE IS TO BE GRADE N25 (25 MPa STRENGTH AT 28 DAYS)
4. BASE PREPARATION: MIN. 100mm HARD-CORE BASE (DGB20 OR SIMILAR APPROVED) COMPACTED IN 150mm LAYERS TO 98% STANDARD. COMPACTION.
5. A WATERPROOF MEMBRANE CONSISTING OF A 0.2mm NOMINAL THICKNESS POLYETHYLENE FILM, SHALL BE PLACED UNDER ALL SLABS & BEAMS U.N.O. IT SHALL BE HIGH IMPACT RESISTANT IN ACCORD WITH CLAUSES 5.3.3.2 AND 5.3.3.3 OF AS2870-2011.

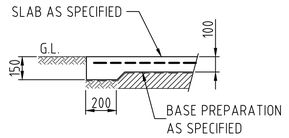
SLAB LOADING NOTES

1. ALL LOADS HAVE BEEN DETERMINED ACCORDING TO AS1170.1-2002
2. DEAD LOADS:
   - A) SELF WEIGHT OF ALL CONSTRUCTION MATERIALS.
3. LIVE LOADS:
   - A) SLAB 1 = FOOTPATH SLAB = 4.0kPa

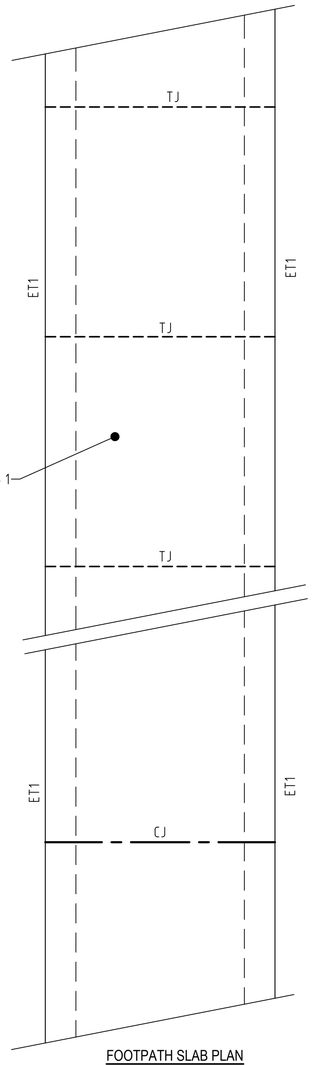
LEGEND

TJ	DENOTES TOOLED JOINT PLACED WITHIN 24 HOURS OF CONCRETE POUR. DEPRESS MESH AT JOINT LOCATIONS
CJ	DENOTES CONSTRUCTION JOINT. REFER TO DETAIL

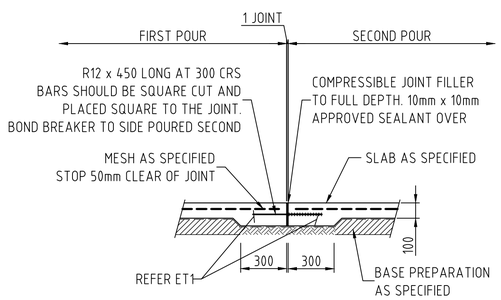
NOTE:
CONSTRUCTION JOINTS AT MAX. 9.6m CTRS.
TOOL JOINTS AT MAX. 2.4m CTRS



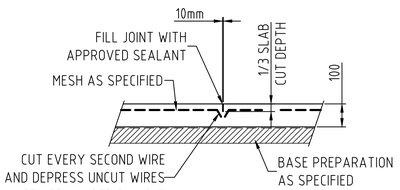
ET1 - EDGE THICKENING
SCALE 1:20



FOOTPATH SLAB PLAN
REDUCTION RATIO 1:20 @ A1
1:40 @ A3



CJ - CONSTRUCTION JOINT
SCALE 1:20



TJ - TOOL JOINT
SCALE 1:20

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Client: GREG DOWKER
Project: PROPOSED MOTEL AT 59-67 HORATIO STREET MUDGEE NSW 2850
Drawing Title: PROPOSED PAVEMENT SPECIFICATIONS

Rev	Date	Amendment
A	08-09-2022	ISSUED FOR DA

Design LB
Drawn MK
Check LM
Original Sheet Size = A1
Certification
Drawing Number 37806 - C04
Revision A

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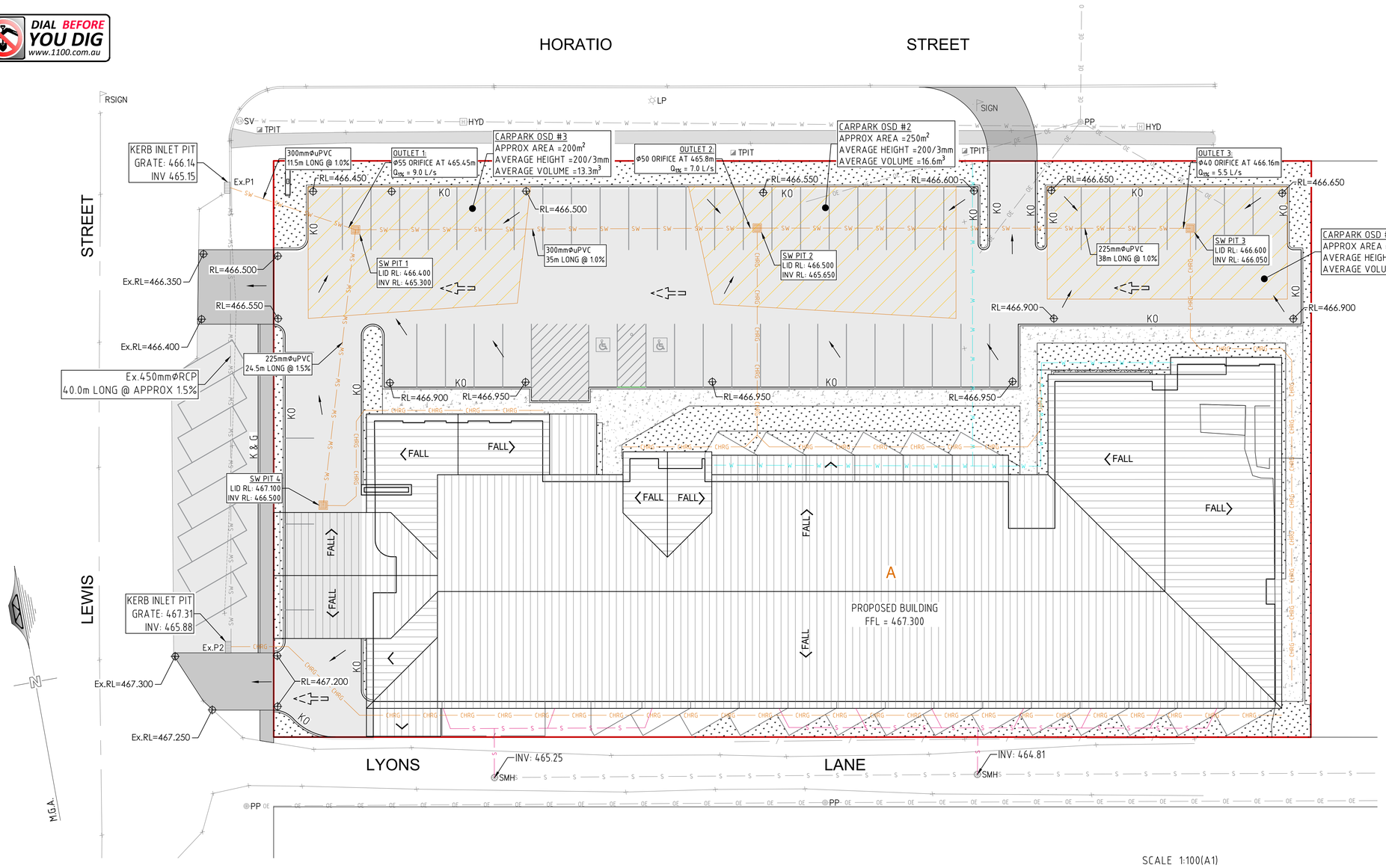

LEGEND (existing)

- EXISTING SUBJECT CADASTRAL BOUNDARIES
- EXISTING FENCE LINE
- EXISTING OVERHEAD ELECTRICAL LINE
- LP EXISTING LIGHT POLE
- PP EXISTING POWER POLE
- EXISTING UNDERGROUND WATER MAIN
- HYD EXISTING WATER HYDRANT
- SV EXISTING STOP VALVE
- EXISTING UNDERGROUND TELECOMMUNICATIONS ASSETS
- TPIT EXISTING TELECOMMUNICATIONS PIT
- EXISTING UNDERGROUND SEWER PIPE
- SMH EXISTING SEWER MANHOLE
- EXISTING UNDERGROUND STORMWATER PIPE
- SIGN EXISTING SIGN
- RSIGN EXISTING ROAD SIGN

LEGEND (proposed)

- PROPOSED AC CAR PARK AND DRIVEWAY AREA
- PROPOSED CONCRETE PAVEMENT AREA
- PROPOSED LANDSCAPE AREA
- PROPOSED ROOF AREA
- PROPOSED STORMWATER PIPE (Φ AS SHOWN)
- PROPOSED CHARGED ROOF DRAINAGE PIPE
- P1 PROPOSED SW PIT, SEE 37806-C07 FOR DETAILS
- PROPOSED SURFACE FALL DIRECTION
- PROPOSED SURFACE FALL DIRECTION
- RL=485.400 DESIGN RL's
- 300mmΦuPVC 27.3m LONG @ 1% PROPOSED SW PIPE DETAILS

STORMWATER PIT SCHEDULE

MARK	TOP R.L.	DEPTH (mm)	IL INLET	IL OUTLET	LxB	LID TYPE
P4	467.100	600	466.520	466.500	600x600	HD GRATED (GALV)
P3	466.600	550	466.070	466.050	600x600	HD GRATED (GALV)
P2	466.500	950	465.670	465.650	600x600	HD GRATED (GALV)
P1	466.400	1100	465.320	465.300	600x600	HD GRATED (GALV)
Ex.K&G	466.140	990	465.150	465.150	-	Ex. KERB INLET PIT

CATCHMENT, GUTTERS, & DOWNPIPES

LOCATION	AREA (m^2)	ROOF PITCH	FLOW l/s	GUTTER (m^2)	DP's	MAX m^2/DP
ROOF - A	2100	15°	98.6	18,400	15xΦ150	140

PROPOSED STORMWATER MANAGEMENT PLAN

REDUCTION RATIO 1:100 @ A1
1:200 @ A3

SCALE 1:100(A1)
0 1 2 4 6 8 10
SCALE 1:200(A3)
0 1 2 4 6 8 10

DESIGN NOTE:
10% AEP, 5 MIN. INTERVAL
RAINFALL INTENSITY =128mm/hr
5% AEP, 5 MIN. INTERVAL
RAINFALL INTENSITY =147mm/hr
1% AEP, 5 MIN. INTERVAL
RAINFALL INTENSITY =196mm/hr

HYDRAULIC CALCULATIONS

1. PRE & POST DEVELOPMENT ANALYSIS
DESIGN CALCULATIONS AS PER AS3500.3-2018
A) PRE-DEVELOPED:
-TOTAL APPLICABLE CATCHMENT AREA (A) = 4,557.0 sq.m
-RAINFALL INTENSITY (I) = 196 mm/hr (5min 1% AEP)
-Cr = RUNOFF COEFFICIENT FOR ROOF AREA = 1.0
-Ar = TOTAL ROOF AREA= 0sq.m
-Ci = RUNOFF COEFFICIENT FOR UNROOFED IMPERVIOUS AREA = 0.9
-Ai = TOTAL UNROOFED IMPERVIOUS AREA= 0sq.m
-Cp = RUNOFF COEFFICIENT FOR PERVIOUS AREA = 0.3
-Ap = TOTAL PERVIOUS GRASS AREA = 4,557.0 sq.m
-TOTAL FLOW Q_{PRE} = (Cr Ar + Ci Ai + Cp Ap). I / 3600 = 74.43 l/s

B) POST-DEVELOPED FLOW TO PIT :
-TOTAL APPLICABLE CATCHMENT AREA (A) = 4,557.0 sq.m
-RAINFALL INTENSITY (I) = 196 mm/hr (5min 1% AEP)
-Cr = RUNOFF COEFFICIENT FOR ROOF AREA = 1.0
-Ar = TOTAL ROOF AREA= 2,100.0 sq.m
-Ci = RUNOFF COEFFICIENT FOR UNROOFED IMPERVIOUS AREA = 0.9
-Ai = TOTAL UNROOFED IMPERVIOUS AREA= 1,824 sq.m
-Cp = RUNOFF COEFFICIENT FOR PERVIOUS AREA = 0.3
-Ap = TOTAL PERVIOUS GRASS AREA = 633 sq.m
-TOTAL FLOW Q_{POST} = (Cr Ar + Ci Ai + Cp Ap). I / 3600) = 214.05 l/s

HYDRAULIC CALCULATIONS CONT'D

4. ORIFICE CONTROL FLOW CALCULATIONS

OSD OUTLET 1 - ORIFICE FLOW CALCULATIONS TYPICAL
- AVAILABLE HEAD ABOVE PIPE CENTER LINE = 1.15m
- EXIT VELOCITY = $\sqrt{(2gh)}$ = 4.75m/s
- ORIFICE COEFFICIENT = 0.8
- FLOW THROUGH Φ55 ORIFICE PLATE = $0.8 \times 4.75 \times 0.055^2/4 \times \pi$ = 0.009 m^3/s
- CONTROL OUTFLOW THROUGH Φ55 ORIFICE = 9.0 l/s

3. CONTROLLED FLOW FROM RWT

A) REQUIRED OSD VOLUME = (FLOW Q_{POST} - FLOW Q_{PRE}) × 5 × 60
= (214.05 - 74.43) × 5 × 60
= 139.62 l/s × 5 × 60 = 41.89 m^3
B) TOTAL FLOW TO OSD (CARPARK+PART ROOF) = (Cr Ar + Ci Ai). I / 3600
= (0.9×1824 + 1×1100) × 196/3600= 149.3 l/s
C) OSD BY PASS (GREEN + PART ROOF) = (Cr Ar + Cp Ap). I / 3600
= (1×1000 + 0.3×633) × 196/3600= 64.8 l/s
D) ALLOWABLE DISCHARGE FROM OSD = FLOW Q_{PRE} - OSD BY PASS
= (74.43-64.8) l/s = 9.63 l/s
E) CONTROLLED DISCHARGE FROM RWT = 9.0 l/s
F) PROPOSED OSD VOLUME = 13.3+16.6+13.3 = 43.2 m^3

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Client: GREG DOWKER
Project: PROPOSED MOTEL AT 59-67 HORATIO STREET MUDGEE NSW 2850
Drawing Title: PROPOSED STORMWATER MANAGEMENT PLAN

Rev	Date	Amendment
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Drawing Number 37806 - C05
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QUATELY INFORM HIMSELF AS TO
N OF ALL EXISTING SERVICES
T OF CONSTRUCTION.

NIFORM GRADE BETWEEN INVERT
NIMUM COVER MAINTAINED
ROVED BY THE SUPERINTENDENT.

L PIPES UNLESS OTHERWISE
ALL BE 300mm. ANY PIPES IN
TH LESS THAN 300 COVER TO BE

RGER SHALL BE CLASS 2
SOCKET REINFORCED CONCRETE
'S. (U.N.O.) ALL OTHER LINES
uPVC WITH SOLVENT WELD
00ø TO 300ø. (U.N.O.)

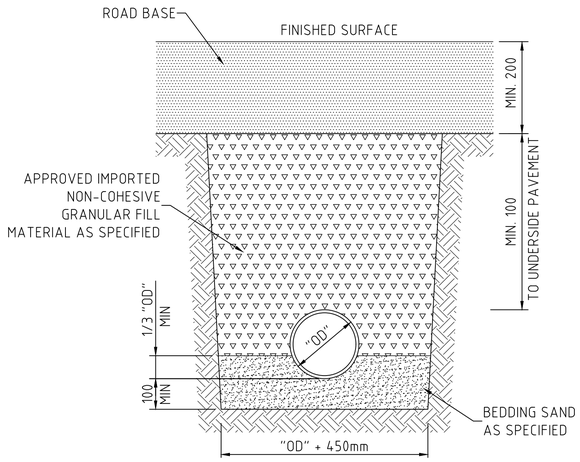
ISTING DRAINAGE PITS SHALL BE
LIKE MANNER AND THE INTERNAL
E POINT OF ENTRY SHALL BE
NSURE A SMOOTH FINISH.

USED AS APPROVED BY THE

E GRANULAR MATERIAL HAVING A
HIGH STABILITY WHEN SATURATED,
ADING LIMITS FOR BEDDING SAND AS
RACT DOCUMENTS. BEDDING SAND
O A DENSITY INDEX OF 70% AS
ANCE WITH AS1289.

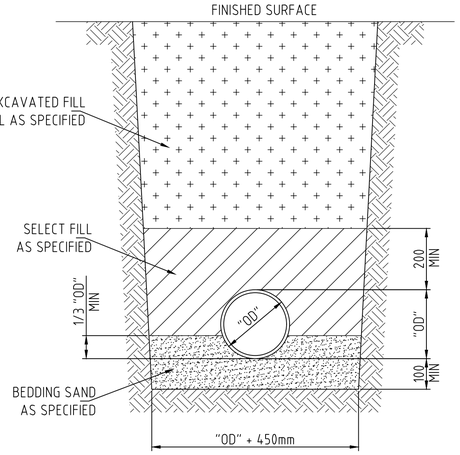
RANULAR FILL
LAR FILL MATERIAL APPROVED BY
HALL BE USED. THIS FILL MATERIAL
N LAYERS NOT EXCEEDING 150mm
Y OF 95% OF THE STANDARD
OF THE MATERIAL AND WITH A
MORE THAN 1% ABOVE OPTIMUM
DETERMINED IN ACCORDANCE WITH

FILL MATERIAL
L MATERIAL IS EXCAVATED TRENCH
F VEGETABLE MATTER, HUMUS,
ROCK BOULDERS. THIS FILL MATERIAL
LAYERS NOT EXCEEDING 300mm
0% OF THE STANDRAD MAXIMUM
ERIAL WITH A MOISTURE CONTENT
OVE THE OPTIMUM MOISTURE
IN ACCORDANCE WITH AS1289.

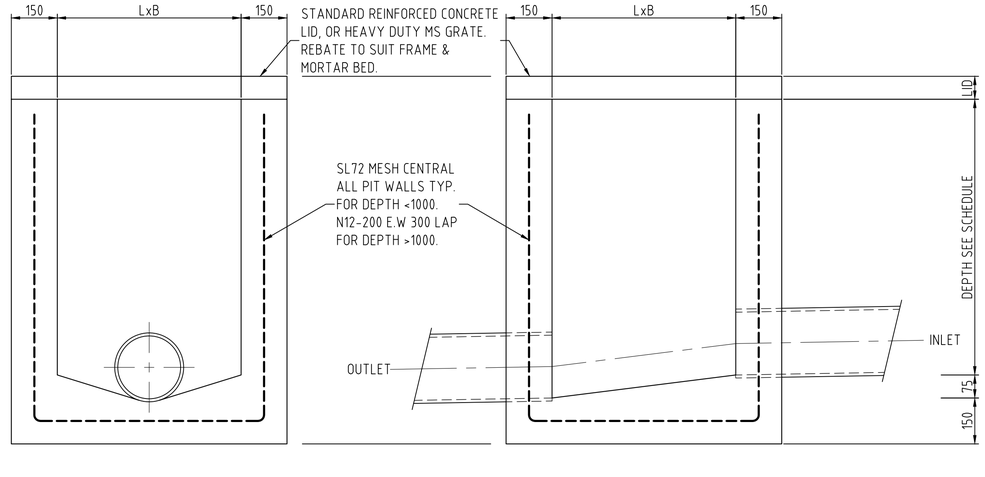


PIPE TRENCH - ROADWAY
SCALE 1:10

NOTE: PIPE COLLAR IS NOT TO REST ON ORIGINAL MATERIAL



PIPE TRENCH - EARTH FOUNDATION
SCALE = 1:10



STORMWATER PIT
SCALE = 1:10

PRECAST EQUIVALENT MAY BE USED

PIT DIMENSIONS		
DEPTH	L	B
<= 900	600	600
>900 & <=1200	900	600
>1200	900	900

SEE SCHEDULE L DIMENSION IN DIRECTION OF DOWNSTREAM PIPE.

PROVIDE STEP IRONS IF DEPTH GREATER THEN 1500.

STORMWATER N
1. ALL 225 DIA. I
SPIGOT & SOC
JOINTS (U.N.O
uPVC WITH S

2. EQUIVALENT

3. ALL PIPE JUN
SHALL BE VI

4. MINIMUM GRA

5. CONTRACTOR
SPECIALS ING
PROPER CON

6. ALL CONNECT
IN A TRADES
THE PIT AT T
TO ENSURE A

7. APPROVED P

8. WHERE TRENC
A MIN. 50mm
METAL) UNDE
NO POINT SH
SHALL BE LA
BACKFILL TH
PIPE .WHERE
REMAINDER C
BACKFILL CO
DENSITY

9. WHERE STOR
SEWER GRAD

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Client: GREG DOWKER
Project: PROPOSED MOTEL AT
59-67 HORATIO STREET
MUDGEE NSW 2850
Drawing Title: PROPOSED STORMWATER SPECIFICATIONS

Rev	Date	Amendment
A	08-09-2022	ISSUED FOR DA

Design LB
Drawn MK
Check LM
Original Sheet Size = A1
Certification
Drawing Number 37806 - C06
Revision A

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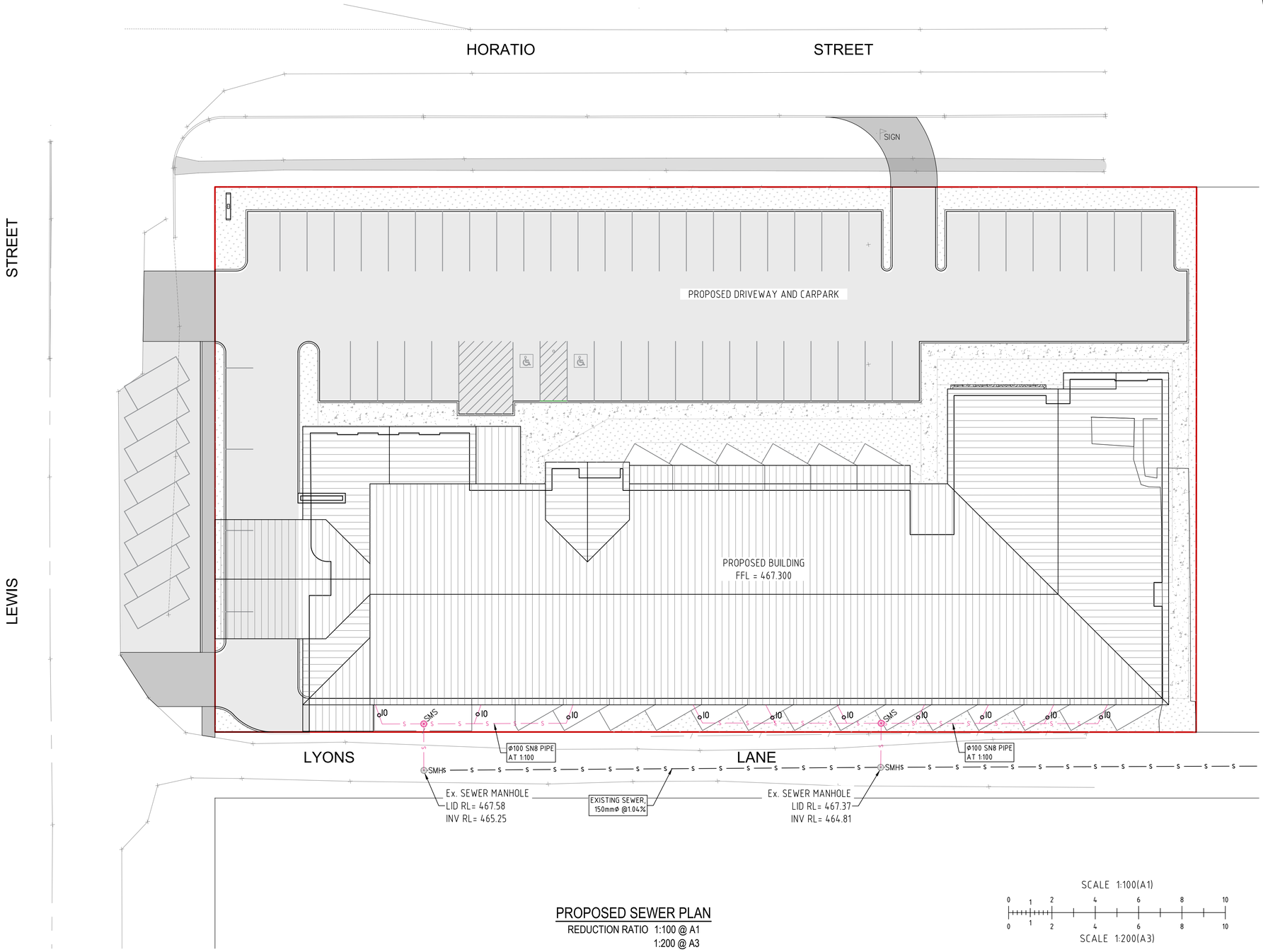

LEGEND

- EXISTING SUBJECT CADASTRAL BOUNDARIES
- EXISTING FENCE LINE
- EXISTING OVERHEAD ELECTRICAL LINE
- LP — EXISTING LIGHT POLE
- PP — EXISTING POWER POLE
- EXISTING UNDERGROUND WATER MAIN
- HYD — EXISTING WATER HYDRANT
- SV — EXISTING STOP VALVE
- EXISTING UNDERGROUND TELECOMMUNICATIONS ASSETS
- TPIT — EXISTING TELECOMMUNICATIONS PIT
- EXISTING UNDERGROUND SEWER PIPE
- SMH — EXISTING SEWER MANHOLE
- EXISTING UNDERGROUND STORMWATER PIPE
- SIGN — EXISTING SIGN
- RSIGN — EXISTING ROAD SIGN

LEGEND (proposed)

- PROPOSED SEWER PIPE (Ø AS SHOWN)
- SMS — PROPOSED SEWER MAINTENANCE SHAFT, SEE 37806-C08
- IO — INSPECTION OPENING

PROPOSED SEWER PLAN

REDUCTION RATIO 1:100 @ A1
1:200 @ A3

SCALE 1:100(A1)
0 1 2 4 6 8 10
SCALE 1:200(A3)

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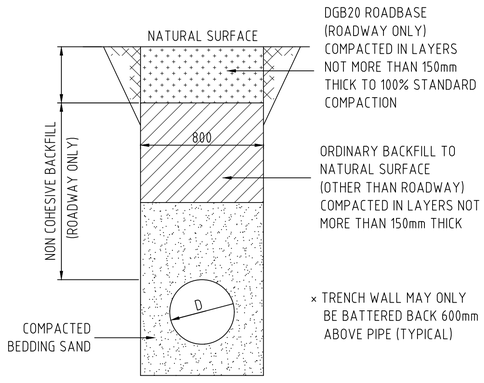
SEWER MAIN NOTES

1. ALL SEWER MAINS SHALL BE CLASS SN8 RRJ UPVC PIPE U.N.O (3m MAX LENGTH). ALL GRAVITY LINES TO USE SEWER GRADE FITTINGS WHERE REQUIRED.
2. CONSTRUCTION OF SEWER MAINS AND MANHOLES SHALL BE CARRIED OUT IN ACCORDANCE WITH THE WSA SEWERAGE CODE, WSA-02, 2002.
3. ANY OTHER SERVICES INCLUDING TELSTRA, GAS, POWER, WATER AND STORMWATER MUST BE LOCATED BEFORE WORK COMMENCES.
4. MANHOLES SHALL BE PRECAST CONCRETE FROM A SUPPLIER APPROVED BY COUNCIL AND HAVE STEP IRONS AT 300mm SPACING, AND A MINIMUM INTERNAL DIAMETER OF 1020mm.
5. 150mmØ BOUNDARY RISERS SHALL BE PROVIDED TO EACH LOT TO THE REQUIREMENTS OF THE MANAGER, HEALTH AND BUILDING.
6. RISERS AND SIDELINES TO BE CONSTRUCTED TO WSA-02 2002.
7. FLOW LINE CHANNELS AND INTERSECTIONS SHALL BE CONSTRUCTED THROUGH MANHOLES AS PER WSA-02 2002.
8. ALL SEWER MAINS TO BE PRESSURE TESTED AS PER WSA-02 2002 AND THE REQUIREMENTS OF COUNCIL.

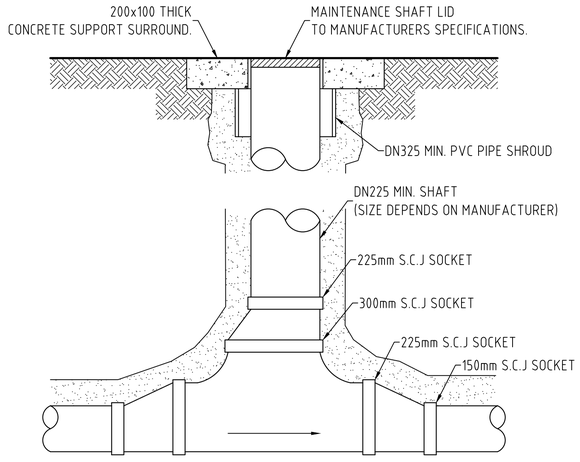
SEWER BEDDING NOTES

1. THE MINIMUM DEPTH TO TOP OF PIPE SHALL BE 600mm, EXCEPT UNDER ROAD PAVEMENT WHERE MINIMUM COVER TO TOP OF PIPE SHALL BE 800mm MINIMUM UNLESS SHOWN OTHERWISE. PIPES WITH LESS COVER THAN THESE LIMITS TO BE CONCRETE ENCASED,AND DICL UNDER ROADS.
2. GRADES OF GRAVITY MAINS NOT TO BE FLATTER THAN 1 IN 200 (0.5%) FOR 150mm DIAMETER PIPES AS PER DESIGN, UNLESS APPROVED BY COUNCIL.
3. MANHOLES SHALL BE PLACED AT EACH CHANGE IN DIRECTION OR GRADE OF THE PIPE LINE AT INTERVALS ALONG THE LINE NOT EXCEEDING 80m.



TYPICAL TRENCH SECTION

× INSTALLATION OF UPVC PIPES SHALL TO CONFORM TO AS2032-1977 "INSTALLATIONOF UPVC PIPE SYSTEMS", AS2566-1998 "BURIED FLEXIBLE PIPELINES", WSA-02 2002 AND MANUFACTURERS INSTRUCTIONS.



TYPICAL MAINTENANCE SHAFT FOR SEWER LINES SHOWING Ø150 PIPE

SCALE = NTS

NOTE: PIPE COLLAR IS NOT TO REST ON ORIGINAL MATERIAL

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Design LB
Drawn MK
Check LM
Original Sheet Size = A1
Certification
Drawing Number 37806 - C08
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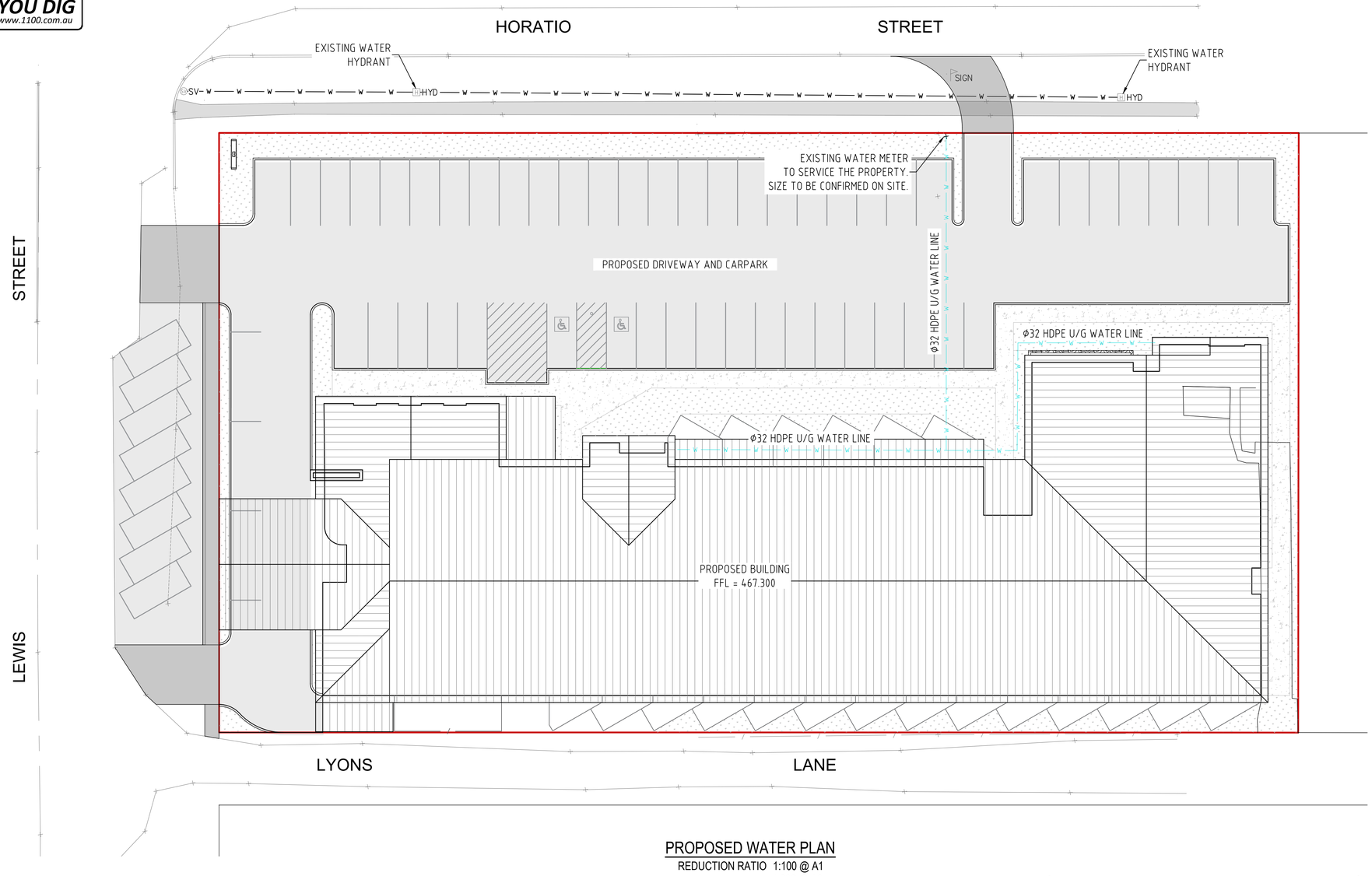
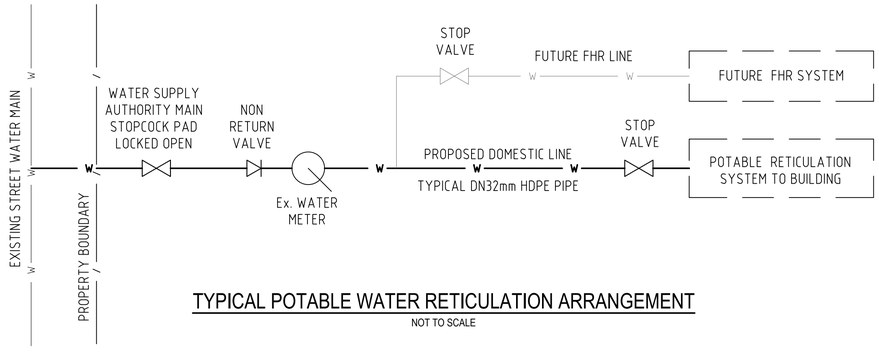


PROPOSED WATER PLAN
REDUCTION RATIO 1:100 @ A1
1:200 @ A3



TYPICAL POTABLE WATER RETICULATION ARRANGEMENT
NOT TO SCALE

LEGEND

- EXISTING SUBJECT CADASTRAL BOUNDARIES
- EXISTING FENCE LINE
- EXISTING OVERHEAD ELECTRICAL LINE
- LP EXISTING LIGHT POLE
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- TPIT EXISTING TELECOMMUNICATIONS PIT
- EXISTING UNDERGROUND SEWER PIPE
- SMH EXISTING SEWER MANHOLE
- EXISTING UNDERGROUND STORMWATER PIPE
- SIGN EXISTING SIGN
- RSIGN EXISTING ROAD SIGN

M.G.A.

LEGEND (proposed)

- PROPOSED WATER MAIN LINE (Ø AS SHOWN)
- +WM EXISTING WATER METER

SCALE 1:100(A1)
SCALE 1:200(A3)

GENERAL WATER RETICULATION NOTES:

1. ALL PLUMBING WORKS SHALL BE IN ACCORDANCE WITH AS 3500, LOCAL WATER AUTHORITY, THE BUILDING CODE OF AUSTRALIA, & WATER GUIDELINES.
2. LIASE WITH THE LOCAL WATER AUTHORITY AND PLUMBING INDUSTRY COMMISSION AND ALLOW TO PAY ALL REQUIRED FEES/LEVIES ETC. ASSOCIATED WITH THE WORKS.
3. FIXTURES, TAP WARE & FITTINGS SHALL BE SUPPLIED & INSTALLED AS PER ARCHITECTS SELECTION. REFER BUILDING WORKS SPECIFICATION. CONCEAL ALL PIPES WITHIN WALLS. NO SURFACE MOUNTED PIPING IS ACCEPTABLE. INCLUDE RETICULATION OF DOMESTIC HOT AND COLD WATER TO ALL FIXTURES - REFER ARCHITECT'S PLANS.
4. COORDINATE ALL WORKS WITH ALL OTHER SERVICES. CHECK LEVELS OF ALL PIPES PRIOR TO WORKS.
5. THE PLUMBING CONTRACTOR SHALL CARRY OUT ALL EXCAVATION, SHORING AND BACKFILLING. BACK FILL WITH CONSOLIDATED CLASS 2 CRUSHED ROCK WHERE SERVICES ARE BELOW PATHS, ROADS ETC. 98% COMPACTION DRY DENSITY.
6. ALL PIPEWORK SHALL BE CONCEALED WITHIN WALL CAVITIES, DUCTS, VANITIES AND CEILING SPACES. INSTALL PIPEWORK SUCH THAT NO WATER HAMMER OCCURS. SHOULD WATER HAMMER OCCUR RECTIFY AS REQUIRED.
7. PIPING, VALVES LOCATED UNDERGROUND SHALL WHERE REQUIRED BE WRAPPED WITH AN APPROVED MATERIAL.
8. THE PLUMBING CONTRACTOR SHALL SUPPLY AND INSTALL, TEST AND COMMISSION ALL PLUMBING SYSTEMS AS NOTED ON DRAWINGS. ALL WORKS TO BE IN ACCORDANCE WITH AS 3500 RELEVANT PARTS, LOCAL WATER AUTHORITY, FIRE AUTHORITY AND BUILDING CODE OF AUSTRALIA.
9. TESTING OF WATER SERVICES SHALL BE AS PER AS3500.1.2:1998 i.e. AT 1500KPa FOR A PERIOD OF NOT LESS THAN 30 MINUTES. WORKS MUST BE TESTED PRIOR TO CONCEALMENT. TEST SECTIONS OF WORK (STAGES) AS REQUIRED. TESTING OF FIRE SERVICES SHALL BE TO AUTHORITIES REQUIREMENTS INCLUDING FLOW/PRESSURE TESTS, HOSE REELS AND HYDROSTATIC TESTS BY AN INDEPENDENT FIRE TESTER.
10. MATERIALS:
    - WATER SERVICES TO BE POLYETHYLENE PIPE TO AS3500.1, FITTING TO COMPLY WITH AS 1589.
    - FIRE SERVICES SHALL BE COPPER TYPE A TO AS 1432
    - HOT WATER SERVICES SHALL BE LAGGED WITH 19mm ARMAFLEX.
11. PROVIDE CONCRETE THRUST BLOCKS AS PER PIPE MANUFACTURERS REQUIREMENTS AND AS PER AS3500.1.2:1998.
12. VALVES SHALL BE AS FOLLOWS:
    - TEMPERING VALVES RMC OR APPROVED EQUAL.
    - ALL ISOLATING VALVES TO BE BRONZED GATE VALVES WITH NON RISING SPINDLE TYPE.
    - ALL VALVES TO BE FULLY TESTED.
    - PROVIDE CAST IRON VALVE BOXES TO ALL IN GROUND VALVES.
    - PROVIDE ISOLATING VALVES AS REQUIRED BY STANDARDS.
13. PROVIDE VACUUM BREAKERS TO ALL HOSE BIBBS.
14. OTHER REQUIRMENTS: - PRIOR TO COMPLETION OF DEFECTS WARRANTY PERIOD CARRY OUT A MAINTENANCE VISIT AND CHECK THE COMPLETE SYSTEM INCLUDING ALL EQUIPMENT TAPWARE ETC.
15. ALLOW FOR ALL AUTHORITIES CHARGES INCLUDING METERS & INSTALLATION, APPLICATION FEES, CONNECTION AND TAPPING FEES FOR WATER. CLEARLY IDENTIFY IN TENDER WITH DETAILED BREAKDOWN.
16. PROVIDE IDENTIFICATION (LABELS TO ALL PIPING)
17. AVAILABLE WATER PRESSURE & FLOW RATES TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION TO ENSURE COMPLIANCE WITH AS3500.

SUBMISSION FOR DA

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Client: GREG DOWKER
Project: PROPOSED MOTEL AT 59-67 HORATIO STREET MUDGEE NSW 2850
Drawing Title: PROPOSED WATER PLAN

Rev	Date	Amendment
A	08-09-2022	ISSUED FOR DA

Design LB
Drawn MK
Check LM
Certification
Drawing Number 37806 - C09
Revision A
Original Sheet Size = A1

Appendix G – Landscaping Plan

DRAFT ONLY - NOT TO BE CONSTRUCTED

01 proposed landscape plan

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

N

~ horatio street ~

~ lewis street ~

~ lyons lane ~

Turf verge to Mid Western Council

ACE AMS
Acer x freemanii `Armstrong`
refer to typical tree planting

CAS COU
Casuarina glauca `Cousin It`
refer to typical mass planting

WES GRB
Westringia fruiticosa `Grey Box`
refer to typical mass planting

ANI AMS
Anigozanthos hybrid `Ruby Velvet`
refer to typical mass planting

ANI RGB

proposed signage
refer to architectural plans for details

Zoysia `Sir Grange`
refer to detail - turf bed

TEL

LANDSCAPE LEGEND:

- ACE AMS - *acer x freemanii* 'armstrong'
- CAS COU - casuarina glauca 'cousin it'
- ANI RBV - *anigozanthos* x 'buby velvet'
- WES GRB - westringia fruiticosa 'WES04'
- *Zoyzia* 'sir grange'

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Rev.	Date.	Amendment.
A	08/12.2022	PRELIMINARY DA REVIEW
B	07.02.2023	FOR DA SUBMISSION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
PROPOSED LANDSCAPE PLAN

Scale. As indicated @ A1
Sheet. 01 of 03
Project No. 37806
Drawn. KG
Checked. KG
Revision. B

Drawing No.
37806-LA01

DRAFT ONLY - NOT TO BE CONSTRUCTED

37806-Proposed Motel Plant Schedule					
Plant Code	Botanical Name	Common Name	Size	Container	Count
ACE AMS	Acer x freemanii `Armstrong`	Armstrong Freeman Maple	45L	Pot	10
ANI RBV	Anigozanthos x `Ruby Velvet`	Ruby Velvet Kangaroo Paw	6inch	Pot	305
CAS COU	Casuarina glauca `Cousin It`	Cousin It Swamp Oak	6inch	Pot	121
WES GRB	Westringia fruticosa `WES04`	Grey Box™ Coast Rosemary	6inch	Pot	295
Grand total					731

Acer x freemanii

Anigozanthos x 'Ruby Velvet'

Casuarina glauca 'Cousin it'

Westringia fruiticosa 'Grey Box'

Zoysia 'Sir Grange'

landscaping notes:

general

All dimensions shown in millimeters unless noted otherwise. Do not scale from drawing, request confirmation of dimensions from Consultant.
All dimensions and levels are to be confirmed on site prior to works commencing.
Unless stated otherwise work shall comply with the current and relevant Australian Standards.
Before commencing earthworks, locate and mark existing underground services in the areas which will be affected by the earthworks operations including clearing, excavating and trenching.
Dispose of building waste material off site to the requirements of the relevant authorities.

excavation & site preparation

Undertake a full dial before you dig and service location prior to any excavation.
Excavation is to be in accordance with the provided landscape plans and details.
Any existing mulch material excavated is to be removed & appropriately disposed of, at a certified waste facility by the contractor.
All soil(imported or amelrioated is to comply with AS4419-2003

soil

Soil Type 1 - Ameliorated site soil or imported turf underlay in compliance with AS4419-2003.
Soil Type 2 - Ameliorated site soil or imported top soil in compliance with AS4419-2003.
Soil Type 3 - Ameliorated site soil or imported subsoil in compliance with AS4419-2003.

mulch

Apply min. 75mm deep Radiata Hort Bark https://anlscape.com.au/landscaping/garden-mulch-supplies/hort-bark

plants & trees

All trees to conform with Natspec standards
Plants are to be vigorous, well established, free from disease and pests and of good form consistent with the species or variety. Root systems are to be large and healthy, with no evidence of restriction or damage.
Plants are to be hardened off and suitable for planting in the natural conditions at the site.
Trees are to have a single leading shoot, unless required to be multi-stemmed.
Plants not consistent with the above may be rejected with replacement stock subject to the approval of the superintendent.
No species shall be substituted without the approval of the superintendent.
No variegated strain shall be used unless nominated.
Thoroughly water the plants before planting, immediately after planting, and as required to maintain growth rates free of stress.
Apply suitable fertiliser at rate specified by supplier at time of planting.

notes

Trees are to be planted in accordance with the relevant details provided on this plan, or by direction of Mid Western Regional Council.
Tree Locality – Exact locations of trees will be nominated on site, by the Project manager, following a Dial Before You Dig and Service Location which is to be implemented by a Certified Level 2 Service Locator, with relevant documentation provide to the Project Manager.

irrigation

Automatic irrigation system is to be provided by the contractor for all passive recreational and streetscape areas, for Council and Project Manager approval. The irrigation system is to be a fully automatic drip irrigation system to all garden bed areas, and pop up sprinkler system to all lawn areas.
The systems are to be in accordance with AS1477, AS2698.1, AS2698.3, AS2845.1, AS3500.1.2 & AS4130.
Appropriate conduits under hardstand surfaces are to be installed where required, to protect underground pipe work.

maintenance

Throughout the planting and 12 week establishment period carry out maintenance works including watering, mowing, rubbish removal, fertilising, pest and disease control, re turfing, staking and tying, pruning, topping up mulch and top dressing.
Failed, damaged or stolen plants to be replaced.

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Rev.	Date.	Amendment.
A	08/12.2022	PRELIMINARY DA REVIEW
B	07.02.2023	FOR DA SUBMISSION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
PLANT SCHEDULE

Scale. 1 : 100 @ A1
Sheet. 02 of 03
Project No. 37806
Drawn. KG
Checked. KG
Revision. B

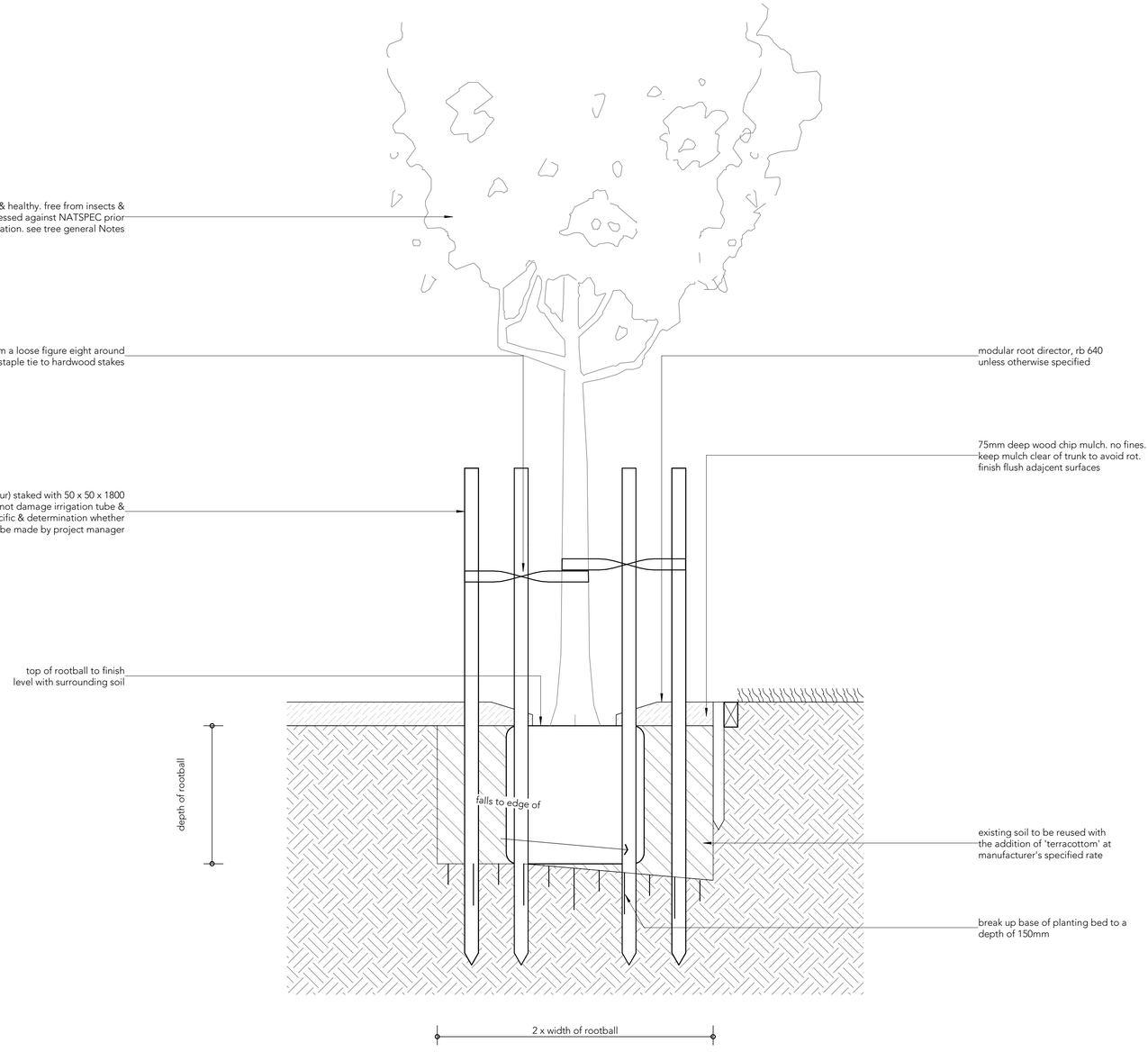
Drawing No.
37806-
LA02

DRAFT ONLY - NOT TO BE CONSTRUCTED

02 typical tree planting detail

Scale 1 : 10 @ A1

0 100 200 400 1000



03 typical mass planting detail

Scale 1 : 10 @ A1

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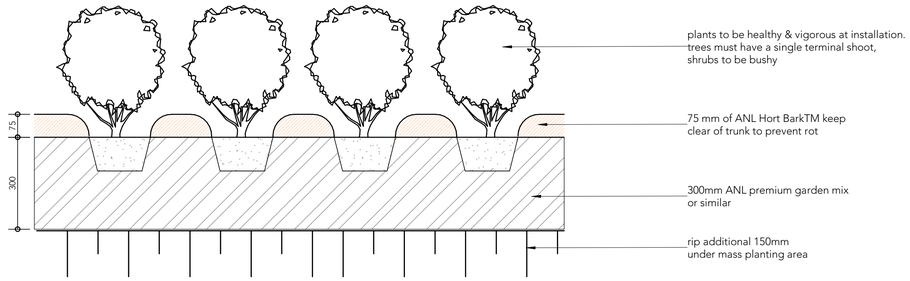

04 turf bed preperation

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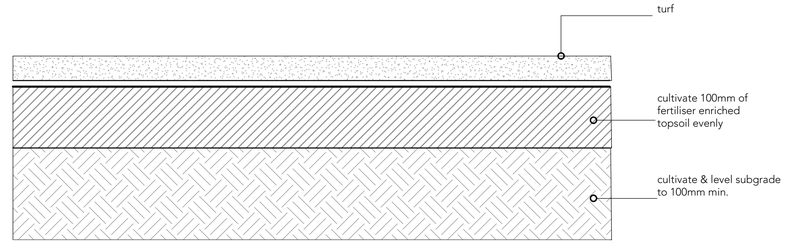

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Rev.	Date.	Amendment.
A	08/12.2022	PRELIMINARY DA REVIEW
B	07.02.2023	FOR DA SUBMISSION

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
LANDSCAPE DETAILS

Scale. As indicated @ A1
Sheet. 03 of 03
Project No. 37806
Drawn. KG
Checked. KG
Revision. B

Drawing No.
37806-LA03

Appendix H – Traffic Report

Traffic Impact Assessment Report

Proposed Motel Development, The Starting Gate Motor Inn
59-67 Horatio Street
Mudgee

(Our Reference: 37806-TIA_0)

barnson
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w www.barnson.com.au

date
20.12.2022

reference
37806-TIA_1 EG

receiver
Attn: Mr Greg Dowker
253 Burrundulla Rd,
Mudgee NSW 2850

Dear Greg,

Proposed Motel Development, The Starting Gate Motor Inn, 59-67 Horatio Street, Mudgee

With reference to the above, please find the following Traffic Impact Assessment report regarding the proposed development at 59-67 Horatio Street, Mudgee.

If you have any further enquiries regarding this matter, please contact the undersigned.

Yours faithfully
BARNSON PTY LTD

[redacted]

Luke Morris
B.E. MIEAust CPEng (NPER)
Director

Disclaimer

This report has been prepared solely for Greg Dowker (the client) in accordance with the scope provided by the client and for the purpose(s) as outlined throughout this report.

Barnson Pty Ltd accepts no liability or responsibility for or in respect of any use or reliance upon this report and its supporting material by anyone other than the client.

Project Name:	Traffic Impact Assessment Report – Proposed Motel Alterations and Additions, 59-67 Horatio Street, Mudgee NSW 2850
Client:	Greg Dowker
Project No.	37806
Report Reference	37806-TIA_0
Date:	20.12.2022
Revision:	Final

Reviewed by:	**Prepared by:**
[redacted]	[redacted]
Eden Gliksman B.Eng (Hons) Civil Engineer	Luke Morris B.E. MIEAust CPEng (NPER) Director

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APPENDICES

Appendix A – Development Plans

EXECUTIVE SUMMARY

Barnson has been engaged by Greg Dowker to prepare a Traffic Impact Assessment (TIA) as part of the Development Application (DA) for a proposed motel development, at Lot 26 DP 1106100, Lot 7, 8, 9, 10, Section 44 DP 758721, commonly known as 59-63 Horatio Street, Mudgee.

The subject site has an approximate area of 4,555m^2. The site is currently predominantly vacant in the western portion of the site while the eastern portion includes a weatherboard house, existing dwelling, garage, and car port which will be demolished as part of this Development Application.

The intention of the proposed development is to provide a top tier motel to provide an appealing accommodation option for guests of Mudgee, in particular the burgeoning Sydney market. Access to the site is from Lewis Street via Horatio Street.

This report has considered:

- Review of existing key transport network conditions;
- Calculation of the traffic generated by the proposed development;
- Assessment of car parking provisions;
- Analysis of the development's impact on the surrounding road and intersection network impacts on capacity, condition, safety and efficiency.

Upon analysis, it has been found that the traffic generated by the development can be accommodated within the existing road network with minimal effects to safety and serviceability. The proposed driveway and carpark arrangements have been assessed as suitable for the expected conditions once the new development is operational. The following recommendations have made:

- Kerb and gutter as well as additional road seal is required adjacent to the development for the full frontage of Lewis Street.

1 INTRODUCTION

1.1 Project Outline

Greg Dowker is proposing to open a new motel development, at Lot 26 DP 1106100, Lot 7, 8, 9, 10, Section 44 DP 758721, commonly known as 59-63 Horatio Street, Mudgee.

The subject site has an approximate area of 4,555m2. The site is currently predominantly vacant in the western portion of the site while the eastern portion includes a weatherboard house, existing dwelling, garage, and car port which will be demolished as part of this Development Application.

The proposed development will consist of associated demolition works (including tree removal); a sixty (60) room motel room, one (1) manager unit, reception, lounge/bar, dining, kitchen, lobby, and amenities, sixty-two (62) car spaces including eight (8) street parks, and three (3) crossovers.

Access to the site is from Lewis Street via Horatio Street.

1.2 Purpose and Scope

This report has been commissioned by the applicant as part of a DA for the subject site and provides an assessment of the traffic implications of the proposed development on surrounding traffic, transport and local road infrastructure.

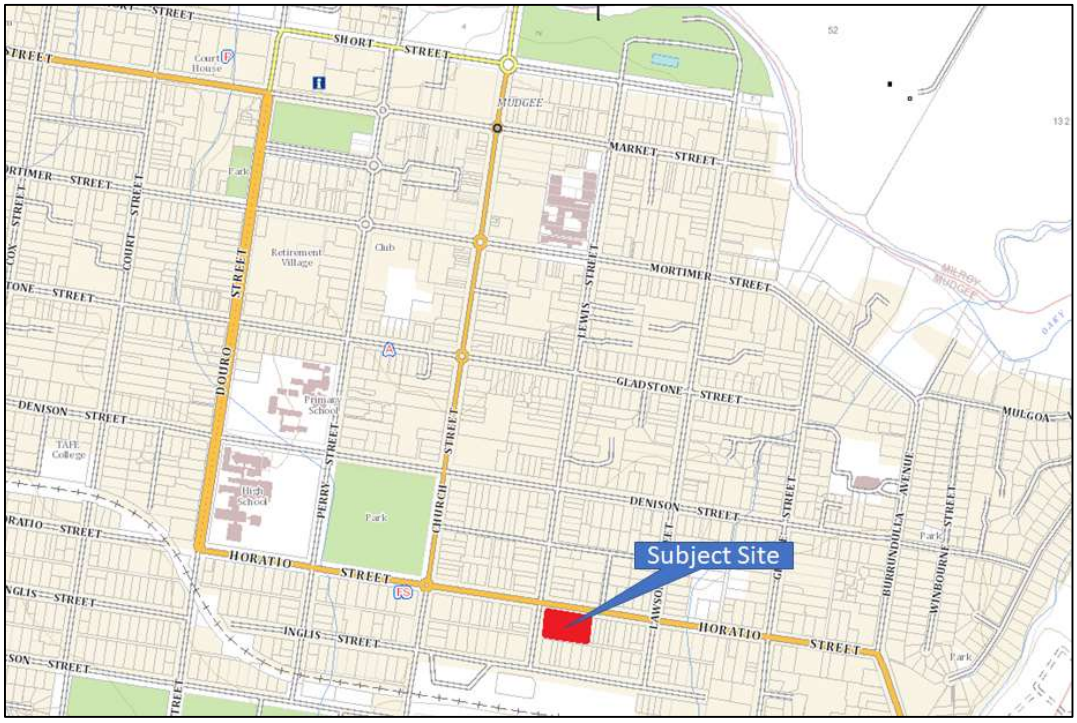
This TIA has been prepared in accordance with the RTA Guide to Traffic Generating Developments (2002) and Mid-Western Regional Council's Policies & Plans.

2 EXISTING CONDITIONS

2.1 Location and Site

The subject site of this application is Lot 26 DP 1106100, Lot 7, 8, 9, 10 Section 44 DP 758721, commonly known as 59-63 Horatio Street, Mudgee 2850.

The subject site is located south-east of Mudgee's central business district in an area where there is a mix of land uses including residential, church, and commercial development. Refer to **Figure 1** below.



Source: (NSW Government Spatial Services, 2020)

Figure 1 – Site Location

The subject site has direct northern frontage to Horatio Street, direct western frontage to Lewis Street, and direct southern frontage to Lyons Lane and is currently predominantly vacant with two (2) dwellings and associated outbuildings to the east.

Refer to **Figures 1-2** and **Plates 1-4** for photos of the site and the locality.

Plate 1 – Horatio Street view, east

Plate 2 – Horatio Street view, west

Plate 3 – Lewis St & Horation Street intersection

Plate 4 - View of Lyons Lane at the rear of the site, in an eastern direction

The pavement width on Horatio Street is approximately 19m. This includes 2 x 4m wide parking lanes (both sides) and 2 x 3.5m wide traffic lanes (in both directions). There is also a 4m wide centre island (painted) which also forms a designated right turn lane into Lewis Street for eastbound traffic on Horatio Street. This is shown in Figure 2 below.

Horatio Street has standard barrier kerb and gutter on both sides with 1.2m concrete footpaths on both sides also. The wearing surface is Asphaltic Concrete in excellent condition.

Lewis Street is a local road with a 20m wide formation and variable two coat width. There is kerb and gutter on the western side of the street and a kerb return only on the eastern side.

Lyons Lane has a 5m formation width with two-coat seal in poor condition

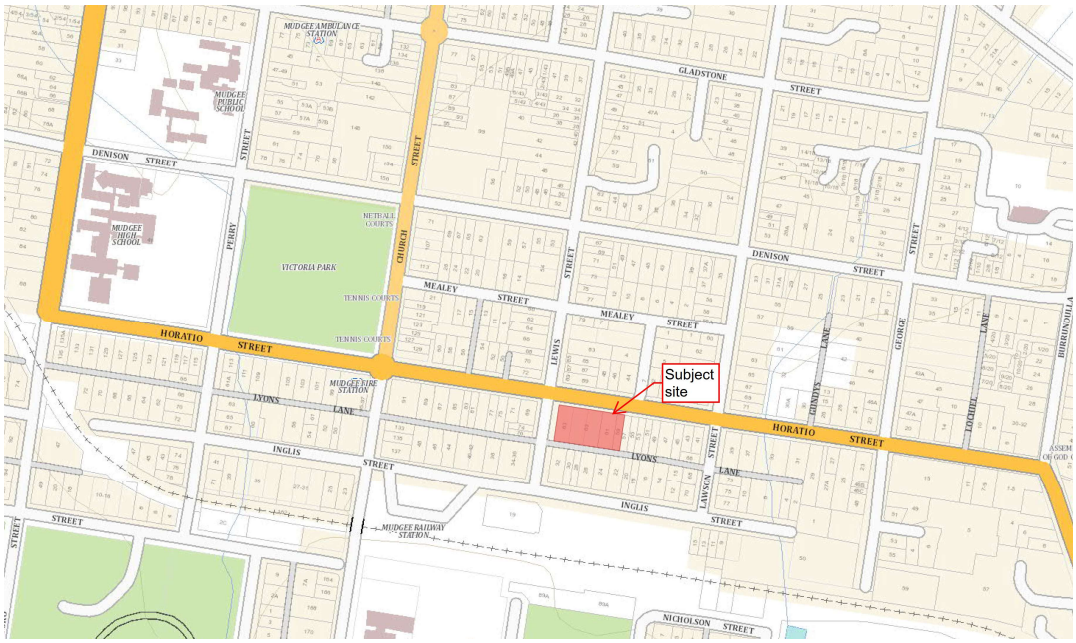
Approximately 240m to the west of the site, there is a round-a-bout (RAB) with asphaltic concrete wearing surface in excellent condition. The RAB has two lane entry from all directions with the left-hand lane a designated turn. There are raised medians on each entry/exit. Sight distances are more than 150m in all directions.

Source: (NSW Government Spatial Services, 2020)

Figure 2 – Site Aerial

2.2 Existing Traffic Hierarchy

The subject site is accessible from Lewis Street via Horatio Street. Horatio Street is part of the Castlereagh Highway (B55) and is the main arterial road through Mudgee. Lewis Street is a local road running generally north-south through the town centre.



Source: SIX Maps e-Topo, NSW Spatial Information Exchange, 2021

Figure 3 - Site Road Hierarchy

2.3 Traffic Volumes

2.3.1 Horatio Street Traffic

Traffic counts were conducted in October 2019 on the Castlereagh Highway approximately 1km east of the subject site. The data is shown below:

Table 1 - Summary of existing traffic volumes on Horatio Street

Weekday Average (vpd)[1]	Morning Peak (vph)[2]	Afternoon Peak
12,871	811	1,043

1) All vehicle rates shown are for movements in both directions.

2) Average weekday hourly peak

The speed limit on Horatio Street adjacent to the site is 50km/hr.

2.3.2 Lewis Street Traffic

No traffic counts were available for Lewis Street. For the part of Lewis Street south of Horatio Street, the street terminates at the railway line and services a hotel and limited residential

catchment. For the purposes of analysis, it is estimate that there are 250vpd on this section of Lewis Street.

The data is summarised below:

Table 2 - Summary of existing traffic volumes on Lewis Street

Weekday Average (vpd)[1]	Morning Peak (vph)[2]	Afternoon Peak
250	25	25

1) All vehicle rates shown are for movements in both directions.

2) Average weekday hourly peak

The speed limit on Lewis Street adjacent to the site is 50km/hr.

2.3.3 Lyons Lane Traffic

No traffic counts were available for Lyons Lane as it is rarely used.

2.4 Public Transport

Transport NSW runs a daily bus service through Mudgee via the Castlereagh Highway. Ogden's Coaches is the main bus operator in Mudgee. It runs school and community bus routes along Horatio Street as shown below.

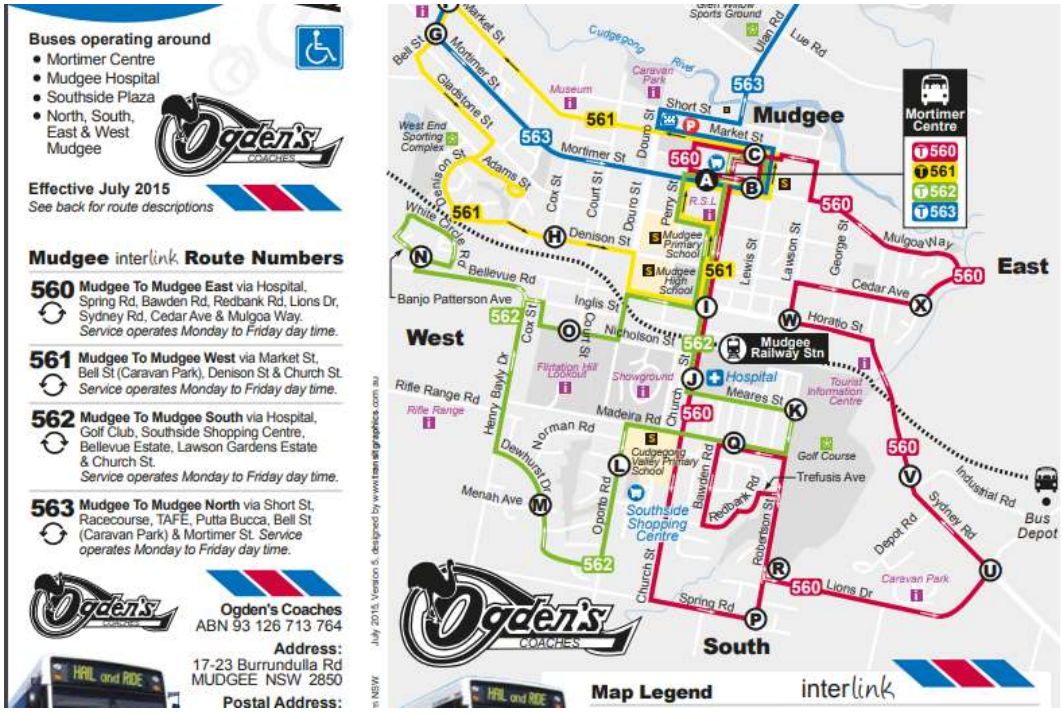
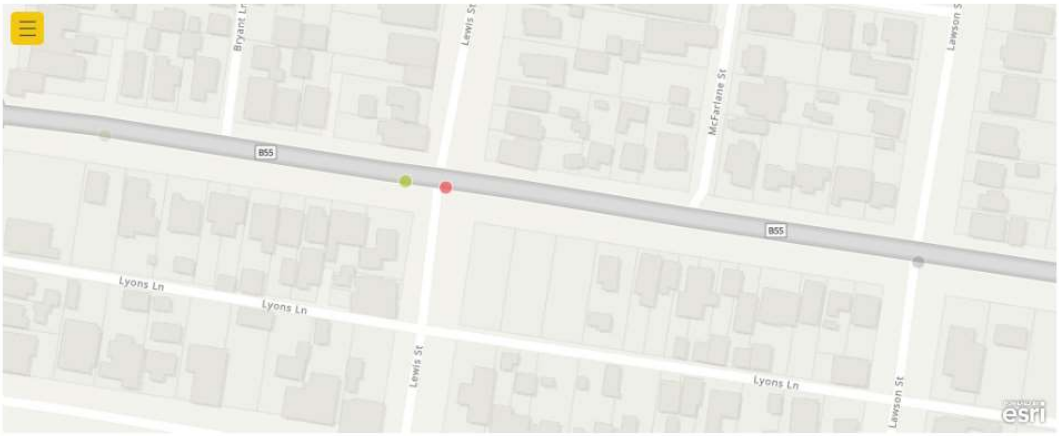


Figure 4 – Ogden's Coaches routes

2.5 Traffic Safety

Traffic accident history of the area has been obtained from the RMS website. In the five years between 2017 and 2021, there were three crashes recorded at the adjacent to the subject site. These are detailed in **Figure 5** below. The nature of these crashes suggests that they are isolated incidents and does not imply that they are linked to a common hazard.



Reporting year	Crash Id	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	Number killed	Number injured
2017	1137888	Serious Injury	30	Rear end	2-way undivided	Daylight	149.589295	-32.599574		1
2018	1189722	Non-casualty (towaway)	10	Cross traffic	X-intersection	Daylight	149.589506	-32.599601		
2020	1239886	Non-casualty (towaway)	10	Cross traffic	X-intersection	Daylight	149.589506	-32.599601		

Source: Crash and Casualty Statistics, RMS, 2022

Figure 5 - Accident history map

3 PROPOSED DEVELOPMENT

As outlined in Section 1.1, Barnson Pty Ltd has been engaged by Greg Dowker to prepare information in support of a Development Application (DA) for the construction of a proposed motel development, at Lot 26 DP 1106100, Lot 7, 8, 9, 10, Section 44 DP 758721, commonly known as 59-63 Horatio Street, Mudgee.

The subject site has an approximate area of 4,555m2. The site is currently predominantly vacant in the western portion of the site while the eastern portion includes a weatherboard house, existing dwelling, garage, and car port which will be demolished as part of this Development Application.

The proposed development will consist of associated demolition works (including tree removal); a sixty (60) room motel room, one (1) manager unit, reception, lounge/bar, dining, kitchen, lobby, and amenities, sixty-nine (69) car spaces including eight (8) street parks, and three (3) crossovers.

Refer to Development Plans provided in **Appendix A** of this report.

3.1 Parking Provision Assessment

There are no current formal parking spaces provided onsite. From Mid-Western Regional Councils Development Control Plan (DCP, 2013), the following provisions apply to the development:

Table 3 - Summary of carparking requirements

Use	Parking Rate Required
Tourist and visitor Accommodation	1 space per unit plus 2 spaces per 3 employees if restaurant included.
Restaurant (of motel)	1 space per $7m^2$

The development consists of 60 rooms plus a dining area of $49m^2$. Therefore, the number of spaces required is:

60 units x 1 space/unit = 60 spaces

$49m^2$ x 1 space/$7m^2$ = 7 spaces

3 employees x 2 spaces/3 employees = 2 spaces

Total requirement = 69 spaces.

The proposed parking as provided:

53 spaces on site, including 2 for accessible units and 1 managers space

8 on-street parking spaces (Lewis Street)

8 on-street parking spaces (Horatio Street)

Total provision = 69 spaces.

Therefore, the proposed car parking provisions satisfy Council's DCP requirements.

3.2 Traffic Generation

The RMS Guide to Traffic Generating Developments (2002) prescribes the following traffic generation rate for motels and restaurants.

Motel

- Evening peak hour vehicle trips = 0.4 per unit.
- Daily vehicle trips = 3 per unit.

Restaurant

- Evening peak hour vehicle trips = 5 per 100m^2 of gross floor area.
- Daily vehicle trips = 60 per 100m^2 gross floor area.

Therefore, the expected traffic generation is shown in **Table 4** below:

Table 4 - Proposed traffic generation (overall)

Use	Vehicle per day (vpd)	Evening Peak (vph)
Motel (60 units)	180	24
Restaurant	29	3
Total:	**209**	**27**

There are three (3) proposed concrete crossovers, as shown in **Appendix A**. These are:

- Horatio Street cross-over – exit only via left hand turn onto Horatio Street.
- Lewis Street main cross-over – combined entry/exit.
- Lewis Street minor cross-over – entry only.

Therefore, all vehicles entering the site will do so via the Lewis Street main cross-over. For the purposes of analysis, we will assume a 50-50 split for vehicles turning left and right into Lewis Street via Horatio Street.

For vehicles exiting the site, they will do so via a left-hand turn out of the carpark onto Horatio Street, or they will do either a left-hand turn or a right-hand turn onto Horatio Street from Lewis Street. For the purposes of analysis, we will assume a 50-50 split for vehicles using the Horatio Street exit and the Lewis Street exit. We will also assume a 50-50 split for vehicles turning left or right onto Horatio Street form Lewis Street.

A summary of these movements is shown in **Table 5** below:

Table 5 - Proposed traffic generation (summary)

Movement	Vehicle per day (vpd)	Evening Peak (vph)
Entry		
Left turn into Lewis Street from Horatio Street	105	14
Right turn into Lewis Street from Horatio Street	105	14
Exit		
Left turn onto Horatio Street from carpark	105	14
Left turn onto Horatio Street from Lewis Street	53	7
Right turn onto Horatio Street from Lewis Street	53	7

3.3 Horatio Street Analysis

From Section 2.3.1, Horatio Street has a weekday average of 12,817vpd with an afternoon peak of 1043vph. From **Table 4**, the expected increase is 209vpd and 27vph respectively. This represents a **1.6%** increase in daily traffic and **2.6%** increase in peak traffic.

The peak hourly flows for a mid-block road at various Levels of Service (LoS) are set out in **Table 6** below.

Table 6 - Urban road peak hour flows per direction

Level of Service	One Lane (vph)	Two Lanes (vph)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Source: Guide to Traffic Generating Developments, RTA (2002)

From the available traffic counts and the projected traffic generation outlined in Section 3.2, it can be concluded that:

Table 7 - Peak hour flows per direction

	Peak Hourly Flow per Direction (vph)	Level of Service
Pre-development	522	C
Post-development	536	C

Therefore, no road upgrades are required.

3.4 Lewis Street Analysis

From Section 2.3.1, Lewis Street has a weekday average of 250vpd with and afternoon peak of 25vph. From Table 4, the expected increase is 209vpd and 29vph respectively.

From the available traffic counts and the projected traffic generation outlined in Section 3.2, it can be concluded that:

Table 8 - Peak hour flows per direction

	Peak Hourly Flow per Direction (vph)	Level of Service
Pre-development	25	A
Post-development	39	A

Therefore, no road upgrades are required to cater for traffic generated by the development.

However, it is recommended to install kerb and gutter as well as additional road seal adjacent to the development for the full frontage of Lewis Street.

3.5 Horatio and Lewis Streets Intersection Analysis

A summary of proposed traffic movements is provided in Table 5. Vehicles entering the site must turn from Horatio Street into Lewis Street one of two ways:

- Left turn: slight deceleration and turn left from the through lane, having minimal impact on westbound traffic only, or
- Right turn: slight deceleration and merge into the dedicated turn lane, having minimal impact on eastbound traffic only.

Vehicles exiting the site would do so via a left-hand turn onto Horatio Street via the carpark, or a left or right turn onto Horatio Street from Lewis Street. The expected volume of traffic turning left onto Horatio Street from the carpark is 14vph, or 1 movement every 4.26 minutes. There would be sufficient gaps in the Horatio Street traffic to facilitate this manoeuvre. The expected volume of vehicles turning left or right turn onto Horatio Street from Lewis Street is 7vph (each direction).

It is noted that in busier times, there is provision for vehicles not to attempt to turn right onto Horatio Street and instead, turn left and travel a short distance to the Church St/Horatio St round-a-bout and complete a U-turn.

3.6 Cross-over / Driveway Analysis

There are three (3) proposed concrete crossovers, as shown in Appendix A. These are summarised below:

- Horatio Street cross-over – exit only via left hand turn onto Horatio Street, 4m wide.
- Lewis Street main cross-over – combined entry/exit, 6.5m wide.

- Lewis Street minor cross-over – entry only, 4.5m wide.

In accordance with AS 2890.1-2004: Part 1 – Off Street Car Parking:

- A motel facility is categorised as User Class 2.
- A User Class 2 carpark with 53 spaces fronting a local road (Lewis Street) or an arterial road (Horatio Street) requires a Category 2 access.
- The minimum requirements for a Category 2 access are 6m for a combined entry/exit driveway, or 3m for a separate entry or exit only driveway.

Therefore, the carpark driveway and crossovers comply with the requirements of AS 2890.1-2004: Part 1 – Off Street Car Parking.

3.7 Cumulative Impacts

There are no know development planned in the vicinity of the subject site that could provide significant cumulative impact.

4 CONCLUSION

This TIA has assessed the proposed bakery development at 59-67 Horatio Street, Mudgee.

This Traffic Impact Assessment has been completed as part of the Development Application for a proposed motel development, at Lot 26 DP 1106100, Lot 7, 8, 9, 10, Section 44 DP 758721, commonly known as 59-63 Horatio Street, Mudgee.

The subject site has an approximate area of 4,555m2. The site is currently predominantly vacant in the western portion of the site while the eastern portion includes a weatherboard house, existing dwelling, garage, and car port which will be demolished as part of this Development Application.

The intention of the proposed development is to provide a top tier motel to provide an appealing accommodation option for guests of Mudgee, in particular the burgeoning Sydney market. Access to the site is via Lewis Street from Horatio Street.

This report has considered:

- Review of existing key transport network conditions;
- Calculation of the traffic generated by the proposed development;
- Assessment of car parking provisions;
- Analysis of the development's impact on the surrounding road and intersection network impacts on capacity, condition, safety and efficiency.

Upon analysis, it has been found that the traffic generated by the development can be accommodated within the existing road network with minimal effects to safety and serviceability. The proposed driveway and carpark arrangements have been assessed as suitable for the expected conditions once the new development is operational. The following recommendations have made:

- Kerb and gutter as well as additional road seal is required adjacent to the development for the full frontage of Lewis Street.

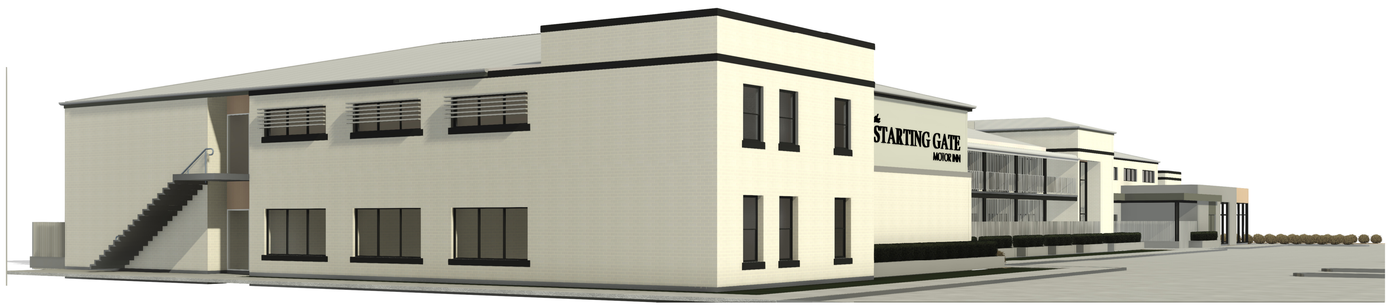
Should you require any further information or clarification regarding this matter, please do not hesitate to contact the undersigned.

Yours faithfully
BARNSON PTY LTD

Luke Morris
B.E. MIEAust CPEng (NPER)
Director

Appendix A – Development Plans

DRAFT ONLY - NOT TO BE CONSTRUCTED



PROPOSED MOTEL DEVELOPMENT

59-67 HORATIO STREET, MUDGEE NSW 2850

LOCALITY PLAN.

horatio street, mudgee

lot 7-10, dp758721
lot 26, dp1106100

DRAWING SCHEDULE.

A 00	COVER SHEET	REV E	DATED 13.10.2022
A 01	EXISTING SITE PLAN	REV A	DATED 13.10.2022
A 02	PROPOSED SITE PLAN	REV D	DATED 13.10.2022
A 03	FLOOR PLAN	REV C	DATED 13.10.2022
A 04	FIRST FLOOR PLAN	REV D	DATED 13.10.2022
A 05	ELEVATIONS	REV E	DATED 13.10.2022
A 07	SIGNAGE DETAILS	REV A	DATED 13.10.2022
A 08	SHADOW DIAGRAMS	REV A	DATED 13.10.2022

PROJECT DESCRIPTION.

For the purpose of the Building Code of Australia, Vol. 1, 2019, the development may be described as follows:

classification - BCA 'part A6'
The building has been classified as a 'Class 3' building - motel

rise in stories - BCA 'part C1.2'
The building has a rise in stories of one.

effective height - BCA 'schedule 3 definitions'
The building has an effective height of zero, ie less than 25.0m.

type of construction required - BCA 'part A6, part C1.1 - table C1.1'
Class 3 building - Type 'C' construction. The building has been deemed 'conditioned' excluding the toilets & airlocks.

climate zone - BCA 'schedule 3 definitions'
The building is located within climate zone 6.

GENERAL NOTES.

In addition to the National Construction Code series, Building Code of Australia Vol. 1, 2019, the Plumbing Code of Australia, 2019 & the building regulations applicable to the state of New South Wales, the following applicable Australian Standards & codes of practice are to be adhered to through the documentation & construction works;

AS1668 – Mechanical ventilation & air conditioning in Buildings
AS3000 – Electrical installations; buildings, structures & premises (known as the saa wiring rules)
AS1428.1 – General requirements for access – buildings
AS2890.6 – Off-street parking; mandatory requirements
AS1680.0 – Interior lighting - safe movement

These drawings shall be read in conjunction with all architectural & other consultants drawings & specifications & with such other written instructions as may be issued during the course of the contract. All discrepancies shall be referred to 'Barnson Pty Ltd' for a decision before proceeding with the work.

All dimensions are in millimetres unless stated otherwise & levels are expressed in metres. Figured dimensions are to be taken in preference to scaled dimensions unless otherwise stated. All dimensions are nominal, and those relevant to setting out & off-site work shall be verified by the contractor before construction & fabrication.

barnson.
DESIGN . PLAN . MANAGE

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

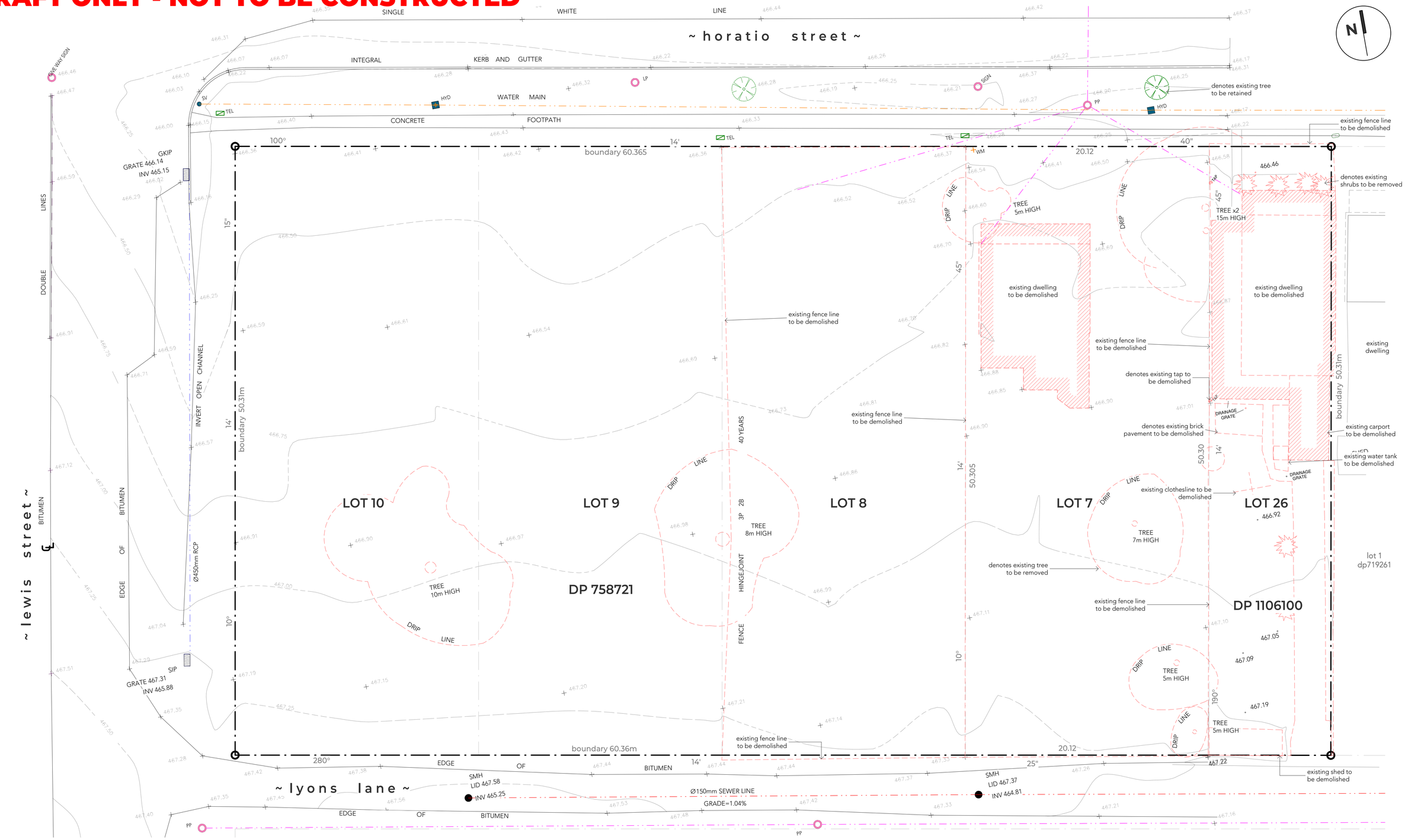
Client.
GREG DOWKER

Drawing Title.
COVER SHEET

Scale. As indicated @ A1
Sheet. 01 of 09
Project No. 37806
Drawn. KG
Checked. KG
Revision. E

Drawing No.
37806-A00

DRAFT ONLY - NOT TO BE CONSTRUCTED



01 EXISTING SITE LAYOUT

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

DRAFT DA

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DESIGN . PLAN . MANAGE

BARNSON PTY LTD

address. Unit 1, 36 Darling Street
Dubbo NSW 2830
phone. 1300 BARNSON (1300 227 676)
email. generalenquiry@barnson.com.au
web. barnson.com.au

Rev.	Date.	Amendment.
A	13.10.2022	DRAFT DA APPROVAL

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
EXISTING SITE PLAN

Scale.	1 : 150 @ A1	Drawn.	KG
Sheet.	02 of 09	Checked.	KG
Project No.	37806	Revision.	A

Drawing No.
37806-A01

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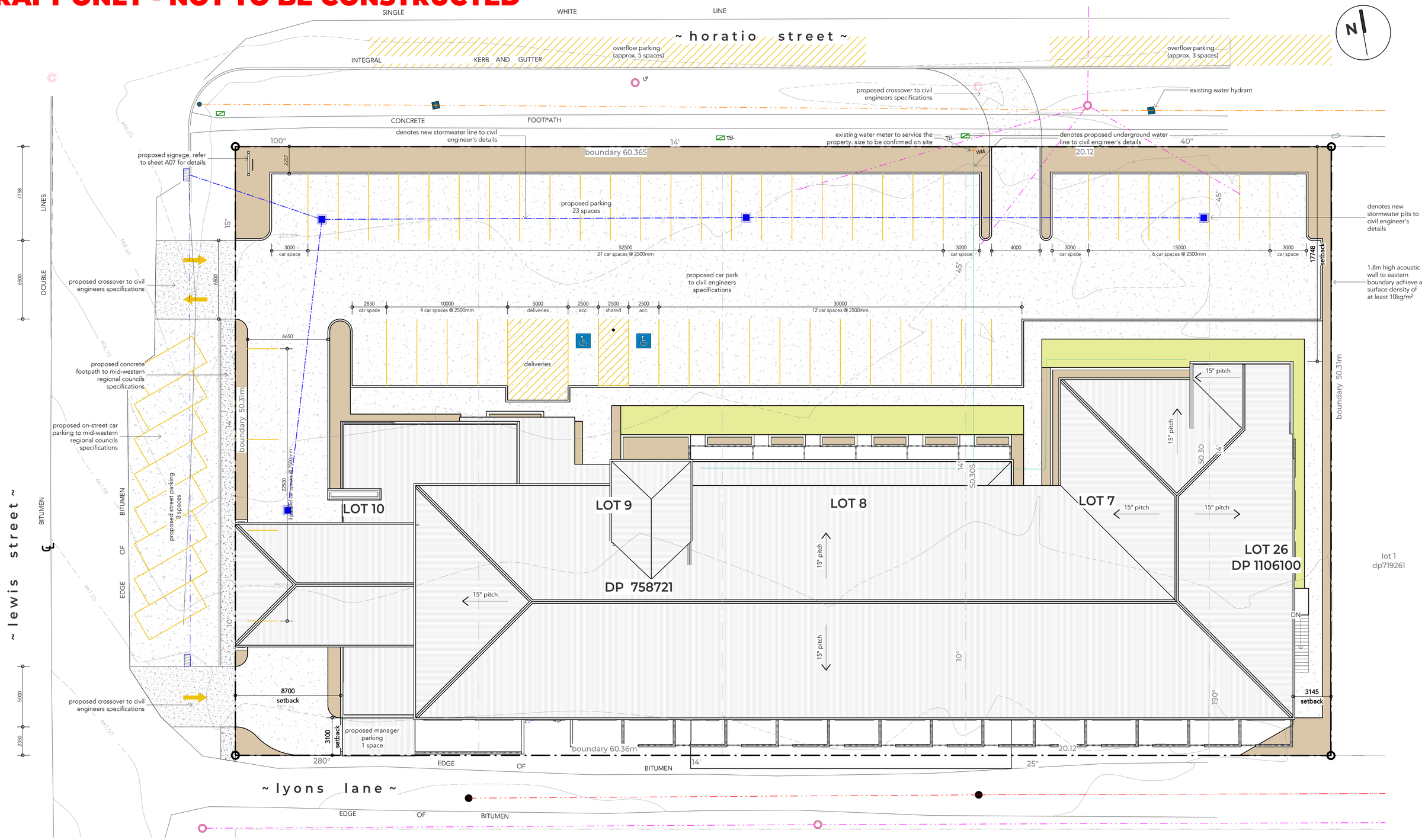

02 site layout

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

DRAFT DA

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Rev.	Date.	Amendment.
A	21.01.2022	PRELIMINARY
B	05.05.2022	PRELIMINARY DA REVIEW
C	30.09.2022	REVISED FACADE
D	13.10.2022	DRAFT DA APPROVAL

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
PROPOSED SITE PLAN

Scale. As indicated @ A1
Sheet. 03 of 09
Project No. 37806
Drawn. KG
Checked. KG
Revision. D

Drawing No.
37806-A02

DRAFT ONLY - NOT TO BE CONSTRUCTED

03 GROUND FLOOR PLAN

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

DRAFT DA

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Rev.	Date.	Amendment.
A	21.01.2022	PRELIMINARY
B	05.05.2022	PRELIMINARY DA REVIEW
C	13.10.2022	DRAFT DA APPROVAL

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
FLOOR PLAN

Scale. As indicated @ A1
Sheet. 04 of 09
Project No. 37806

Drawn. KG
Checked. KG
Revision. C

Drawing No.
37806-A03

DRAFT ONLY - NOT TO BE CONSTRUCTED

04 first floor

Scale 1 : 150 @ A1

0 1500 3000 6000 15000

DRAFT DA

barnson.
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web. barnson.com.au

Rev.	Date.	Amendment.
A	21.01.2022	PRELIMINARY
B	05.05.2022	PRELIMINARY DA REVIEW
C	30.09.2022	REVISED FACADE
D	13.10.2022	DRAFT DA APPROVAL

Project.
PROPOSED MOTEL DEVELOPMENT

Site Address.
59-67 HORATIO STREET, MUDGEE NSW 2850

Client.
GREG DOWKER

Drawing Title.
FIRST FLOOR PLAN

Scale.	1 : 150 @ A1	Drawn.	KG
Sheet.	05 of 09	Checked.	KG
Project No.	37806	Revision.	D

Drawing No.
37806-A04