



Business Papers 2024

MID-WESTERN REGIONAL COUNCIL

ORDINARY MEETING
WEDNESDAY 20 MARCH 2024

SEPARATELY ATTACHED ATTACHMENTS

*A prosperous and progressive
community we proudly call home*



ATTACHMENTS

Report 7.1	Attachment 1	Delivery Program 2022/2026 6 Monthly Progress Report	3
Report 8.2	Attachment 1	Development Plans and Reports	56
	Attachment 2	Submission and Applicants Response.....	430
Report 8.3	Attachment 1	Amended application	436
	Attachment 2	February 2024 Council report - Item 8.3 - DA0052/2024 - Subdivision (70 Residential Lots) Stage 13 - Caerleon Estate - 40 Hone Creek Drive, Caerleon.....	438
Report 8.5	Attachment 1	Architectural Plans.....	474
Report 9.3	Attachment 1	Community Grant March 2024 Attachment.....	496
Report 9.5	Attachment 1	Mortimer Street Activation preliminary concept design	517
Report 11.1	Attachment 1	MRT Quarterly MWRC Operational Report_Q2_FY24.....	544

DELIVERY PROGRAM AND OPERATIONAL PLAN

SIX MONTHLY PROGRESS REPORT WITH PERFORMANCE MEASURES 2023/24 H1

MID-WESTERN REGIONAL COUNCIL



1. Looking After Our Community

Vibrant towns and villages with a rich history, a safe and healthy community, and a strong sense of community pride – a great place for families

1.1: A safe and healthy community

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

23/24 H1 - 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.1.1.1	Provide comprehensive community support programs and services that embrace social justice, access and equity	1	Provide Meals on Wheels service	Meals on Wheels volunteers deliver meals under the Commonwealth Home Support Program to clients who wish to remain independently living in their homes. During July 2023-December 2023, the service provider for fresh meals withdrew services. All clients were given the option of delivery of frozen meals (including meals that were heated for the client prior to delivery). Client response to the change in service has been mixed. However, it has had a minimal impact on overall client numbers. A new fresh meals service provider is being sought.	Progressing
		2	Provide Community Transport service	Council continued to promote Community Transport as an option for eligible participants without any suitable private or public transport options. The service provides transportation for a variety of requirements including medical appointments, shopping, and social outings. Volunteer drivers continue to be recruited to provide the service to meet the goals of the Commonwealth Home Support Program, which is to keep people living in their own homes for longer.	Progressing
		3	Provide Family Day Care service	Council continued to coordinate Family Day Care services across the region and Wellington. The Scheme has 9 registered educators, 81 children	Progressing

BP Action Code	Strategy	Action Code	Action Name	Comments	Status
				enrolled, and a wait list for care for 85 children across Mudgee, Gulgong, Kandos and Wellington. Family Day Care has received a grant to support new Educators in a specific area, primarily Gulgong and surrounds.	
1.1.1.2	Provide customer focused library and information services	1	Deliver high quality, modern library services at Mudgee, Kandos, Rylstone and Gulgong	During July 2023-December 2023, 37,951 people visited Mid-Western Regional Council library branches, with 316 new members joining.	Progressing
		2	Provide Mobile Library service	During the July 2023-December 2023, 2,231 items were borrowed from the Mobile Library, with 700 visits made.	Progressing
		3	Deliver literacy programs for children and youth Circle of Stories, Tall Tales, Little Readers, school holiday and summer holiday reading programs	During July 2023-December 2023, Library staff delivered 180 sessions, reaching a total of 2,386 children. This included sessions for Circle of Stories, Little Readers, Brick Bonanza (previously Tall Tales), Chess Club, and school holiday programs.	Progressing
		4	Maintain an up to date library collection in accordance with the Collection Development Policy	During the July 2023-December 2023, 42,200 items were borrowed from the library's physical and online (eBook, eAudiobook, ePress) collections, plus 50,787 accesses of the library's web presences and online databases.	Progressing

1.1.2: Work with key partners and the community to lobby for effective health services in our region**23/24 H1 - 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.1.2.1	Explore funding opportunities for improved health services and work in partnership with Western Local Area Health Network to promote health projects	1	Lobby government for funding to provide essential services and supporting infrastructure for Mudgee Hospital	Council continued to raise identified issues with local Members of Parliament and relevant government ministers.	Progressing
		2	Liaise with Western NSW Local Health District and work with local Medical Services Organisations through inter-agency meetings	Representatives from Western NSW Local Health District (WNLHD) regularly participated in Interagency meetings. Community Development staff co-facilitated a young parents' program with WNLHD, Health representatives are also regularly involved in the delivery of Council's Healthy Communities programs.	Progressing
		3	Support programs which assist in attracting medical practitioners to the region	Council continued to maintain funding specifically for the purpose of securing appropriate accommodation in the region for health services should the need arise.	Progressing

1.1.3: Support networks, programs and facilities which promote health and wellbeing and encourage healthy lifestyles**23/24 H1 - 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.1.3.1	Provide financial assistance in accordance with Council's Community Grants Program Policy	1	Provide financial assistance for local and regional bodies in accordance with Community Grants Program Policy	All planned reports to Council were completed. \$43,415 of the \$110,000 budget was allocated this financial year to date.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.1.3.2	Promote and support programs aimed at increasing community health and wellbeing	1	Provide funding for Healthy Communities programs	Council continued to provide funding for a range of affordable exercise options for members of the community across the region. Classes include Heartbeat classes in Gulgong and Mudgee, low impact fitness classes in Rylstone, and Aqua Fitness classes in Gulgong and Mudgee.	Progressing

1.1.4: Work with key partners and the community to reduce crime, anti-social behaviour and improve community health and safety

23/24 H1 - 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.1.4.1	Support and implement programs which aim to reduce anti-social behaviour.	1	Maintain effective working relationship with NSW Police	Council continued to work closely with NSW Police on matters of community concern.	Progressing
		2	Participate in the Liquor Accord as required	Council continued to liaise with the Liquor Accord and provide advice and feedback as requested. Council staff have attended all meetings YTD.	Progressing
		3	Manage Alcohol Free Zones in Town Centres	There were no applications or changes to the designated Alcohol Free Zones (AFZ's) within the major town limits during July 2023-December 2023. Any future suspension of the AFZ for a recognised event will be assessed and reported to Council for consideration.	Progressing
		4	Increase lighting and other safety initiatives in parks and gardens as per Capital Works Program	Planning commenced for improved safety provisions at Flirtation Hill Mudgee and Rylstone Showground.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.1.4.2	Maintain clean and attractive streets and public spaces where people feel safe	1	Regular street cleaning and litter collection in town centres	Council's street sweeping and town litter cleaning programs continued as per schedule.	Progressing
1.1.4.3	Work effectively with State Agency partners to maintain and enhance public safety	1	Participate in review of Emergency Plan as required	The MWRC Local Emergency Management Plan (EMPLAN) review and Consequence Management Guides (CMG's) were completed and endorsed at the November Regional Emergency Management (REMC) meeting.	Completed
1.1.4.4	Effective public health regulation and continuing education	1	Work in partnership with the NSW Food Authority to address matters such as food premises inspections, safe food handling and food borne illness investigations	The annual food inspection program commenced in November 2023 and is planned to recommence in February 2023. During July 2023-December 2023, staff responded to one complaint regarding poor food handling practices.	Progressing
		2	Continued support and promotion of Scores on Doors initiative	The annual food premises inspection program commenced in November 2023 and whilst suspended during the Christmas period, it is planned to recommence in February 2023. Food premises will be afforded a new score based on the result of their inspection.	Progressing
		3	Onsite sewerage management registration and inspections	The Onsite Sewerage Management (OSSM) program progressed relative to applications received for new systems or approvals to operate existing systems. Very few were a result of complaints due to failure of a system.	Progressing

BP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.1.4.5	Effective animal control regulation	4	Underground Petroleum Storage System (UPSS) registration and inspections	Inspection of UPSSs were undertaken in line with Councils UPSS Procedure and Inspection Program.	Progressing
		5	Public swimming pool registration and inspections	The Public Swimming Pool Inspection Program is progressed, and inspections were carried out as registrations are received.	Progressing
		1	Utilise website to actively re-home animals	The introduction of the new Council website saw a significant increase in the number of animals rehomed due to the designated 'Pets in the Pound' page and the featured 'Pet of the Week' was a very popular post on Facebook. Rangers notify a minimum of 2 re-homing organisations to find suitable placements for animals in the Council pound which improved the re-homing numbers.	Progressing
		3	Encourage registration of dogs through Council media channels	Council continued to implement a media campaign on companion animal registrations and other relevant topics, either via social media channels, corporate website, Community News and radio advertising.	Progressing
1.1.4.6	Effective parking control regulation	4	Maintain off leash dog areas across the region	Council continued to provide off leash dog areas in the townships of Mudgee, Gulgong and Rylstone, and opened a new dog park in Kandos in 2023. This is promoted through Community News and Council's website.	Progressing
			undertake regular parking controls and enforcement activities as required	Rangers continued to undertake parking patrols of timed parking zones and restricted parking areas on an ad hoc basis. Rangers work collaboratively with the Roads Department and Traffic Safety Officer of Council to better educate the community. And organisations on adhering to these regulations.	Progressing

1.2: Vibrant towns and villages

1.2.1: Respect and enhance the historic character of our region and heritage value of our towns and villages

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.2.1.1	Review of Development Control Plan (DCP)	1	Conduct annual review of DCP	Council resolved to approve Amendment 6 of the Development Control Plan (DCP) which commenced operation on 19 July 2023.	Completed
1.2.1.2	Heritage advisory services and heritage conservation	1	Provide access to heritage funding through Local Assistance Program	Local Heritage Grants were allocated with some works yet to commence. Landowners are discussing projects with Council.	Progressing
1.2.1.3	Support and assist preservation of important historical sites in the region	1	Maintain Council owned historical sites within the region, including Red Hill Reserve	Historical sites were maintained to ensure their preservation and enhance the historic character of our towns and region through the Capital Works Program and maintenance works as required. Works commenced include upgrades to amenities in the Town Hall Mudgee and Kildallon Education Centre.	Progressing

1.2.2: Work with key stakeholders to minimise the impacts of state significant development in the region

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.2.2.1	Monitor employment and population growth	1	Provide updated population estimates based on building statistics and employment growth	Council continued to monitor relevant statistics and update documentation in conjunction with government agencies.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.2.2.2	Meet regularly with mining companies	1	Hold quarterly meetings with mine managers	Quarterly meetings were held with representatives of local mines, ongoing meetings are held with major renewable projects, EnergyCo and government departments regarding impacts of SSD.	Completed
1.2.2.3	Work with key stakeholders to address issues and mitigate impacts associated with state significant developments (SSDs)	1	Raise any issues as part of SSD process	Council continued to raise issues with the Department of Planning and Environment on State Significant Developments. Council made submissions through the Major Projects Portal and arranged meetings in person and over the phone with proponents.	Completed

1.2.3: Make available diverse, sustainable, adaptable and affordable housing options through effective land use planning

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.2.3.1	Ongoing monitoring of land release and development	1	Review and release land for development as required	Council utilises a Land Use Monitoring tool to monitor building approvals, subdivision approvals, construction and subdivision certificates against Council's Urban Release Strategy.	Progressing
1.2.3.2	Promote affordable housing options across the Region	1	Provide funding to lease emergency housing for women and children leaving family violence	Council continued to work with Housing Plus to provide appropriate supports and accommodation for women and children escaping domestic violence, as well as addressing homelessness across the region. Council and Housing Plus continued their agreement for the construction of new facilities for crisis accommodation.	Progressing

1.3: Effective and efficient delivery of infrastructure**1.3.1: Provide infrastructure and services to cater for the current and future needs of our community****23/24 H1 – 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.3.1.1	Review asset management plans and underpin with financial strategy		Review, update and develop asset management plans for each major category of infrastructure in accordance with Asset Management Plan (AMPs) review schedule	Council's Asset Management Strategy and Policy were adopted by Council in 2022. Asset Management Plans (AMP's) are regularly reviewed and updated.	Completed
1.3.1.2	Manage and maintain sportsgrounds, parks, reserves and playgrounds across the region	1	Review and update Parks Management Plans	The final Parks Management Plans are under review by the NSW Crown Lands department.	Progressing
		2	Maintain and operate public open space in accordance with agreed service levels	Capital Works Programs and works requests were completed to a high standard to ensure that technical service levels are met. This includes inspection programs. Maintenance activities include garden bed maintenance, playgrounds/play spaces operations, open space tree maintenance, irrigation services and sports grounds maintenance/renovations.	Progressing
		3	Passive parks and facilities upgrades as per Capital Works Program	Passive Parks were maintained to established service levels and industry standards. Designs have been finalised for upgrades to Lawson Park Mudgee and Rotary Park Kandos playground. Activities to enhance the Mudgee Riverside walkway continue while planning commenced on the Rylstone Showground River walk project. Irrigation upgrades to Rotary Park Gulgong and Lawson Park Mudgee are scheduled to commence in early 2024. Shade sail replacements have been completed at Apex Park	Progressing

BP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.3.1.3	Manage and maintain cemeteries throughout the region			Gulgong, Noyes Park Kandos, Bellevue Playground Mudgee and Redbank Park Mudgee.	
		4	Public toilet construction and refurbishment as per Capital Works Program	Council commenced the construction of a new public toilet at Flirtation Hill Mudgee and refurbishment of toilet facilities and the Mudgee Showground. Upgrades to the Kandos Library and Rotary Park Kandos toilets are in the final planning stages with construction scheduled to commence shortly.	Progressing
		5	Playground installations and upgrades as per Capital Works Program	Playgrounds were maintained through Council's reactive and programmed maintenance program. A significant upgrade to Rotary Park Kandos playground and Lawson Park Mudgee progressed into contractor engagement phase.	Progressing
		6	Active parks and facilities upgrades as per Capital Works Program	Council continued to manage and maintain the region's sporting facilities to desired standard. Field renovations were completed at Billy Dun Oval Gulgong and Waratah Park Kandos.	Progressing
		1	Maintain and operate town and rural cemeteries in accordance with adopted service levels and policy requirements	Funeral services and maintenance of the cemeteries were operating in accordance with service levels and policy requirements.	Progressing
		2	Upgrades and extensions of cemeteries as per Capital Works Program	Council continued to undertake upgrades to cemeteries in accordance with the Capital Works Program. Additional seating at the Gulgong Cemetery and additional ashes trees at Mudgee and Gulgong Cemetery were completed during July 2023-December 2023.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.3.1.4	Manage, plan and maintain buildings and other assets across the Region	1	Deliver new Council building infrastructure on time and within budget in accordance with the Capital Works Program	Multiple projects commenced during July 2023-December 2023 including the training camp facility at Glen Willow, water, sewer and electrical connections at Rylstone Caravan Park, a new changeroom facility at Victoria Park Gulgong is nearing completion as is works for a new hangar at Mudgee Airport. Both the Country University Campus and the café at Cudgong Waters Park office are complete,	Progressing
		2	Procure and manage Mudgee Valley Park expansion works in accordance with Council's procurement and contract management policies and framework	31 Cabins were installed as of the 2 January 2024. The DA for the master plan was approved and work on the conditions on that DA, including the next stage of cabins.	Progressing
		3	Undertake capital works in accordance with the Saleyards Strategic Plan	Electronic sheep reader design was completed, and installation progressed. Renovation of the bathroom is due to be completed in early 2024. Lighting replacement is scheduled to commence in the 2025/26 financial year.	Progressing
		4	Building upgrades and refurbishments as per Capital Works Program	Capital works projects continued throughout the year in line with the Capital Works Program and allocated budgets.	Progressing
1.3.1.5	Maintain and operate swimming pool centres across the Region	1	Maintain and operate swimming pool facilities at Mudgee, Gulgong and Kandos in accordance with adopted service levels	Council public swimming pools were maintained and operated in line with industry standards. There was no extensive down time of the facilities. Audits conducted by the NSW Health departments confirmed Council is meeting the desired service levels and industry compliance.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
		2	Undertake capital upgrades and renewals to swimming pool facilities as per Capital Works Program	Council's swimming pools were maintained to agreed service levels and operated within industry standards. A replacement shed and lighting upgrade is scheduled to commence in early 2024. Heater upgrades for Mudgee and Gulgong pools are scheduled for completion at the end of the 2023/24.	Progressing
1.3.1.6	Implement land use actions in the Local Strategic Planning Statement (LSPS)	1	Deliver annual strategic planning works program in accordance with the LSPS	Council commenced work on implementing the short-term Land Use Actions outlined in the LSPS. A review of Urban Release Strategy (URS) was one component of this.	Progressing

1.4: Meet the diverse needs of the community and create a sense of belonging

1.4.1: Support programs which strengthen the relationships between the range of community groups

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.4.1.1	Provide youth representation through the Youth Council	1	Provide secretarial support for Youth Council	Council's Youth Services Officers provided secretarial support for Youth Council meetings and liaised with Youth Councillors regarding potential activities and events for youth across the region.	Progressing
		2	Provide funding for delivery of youth oriented initiatives	Council's Youth Services Officers coordinated a range of weekly, monthly and school holiday events for local youth. Events and activities take place in person, online and via mail out activities. Activities are held across the region and regular excursions to nearby LGAs offer youth experiences unavailable locally.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.4.1.2	Provide meaningful employment to members of the disabled community	1	Support employment for people with disabilities at Council	Council continued to support and provide employment opportunities for people with a disability.	Completed
		2	Continued operations of Mudgee Recycling and Ironed Out	Ironed Out and Mudgee Recycling continued to provide employment and service to Council's supported workforce.	Progressing
1.4.1.3	Work with lead agencies to ensure adequate provision of a range of services	1	Attend inter-agency meetings and work with lead agencies and funding bodies to deliver positive community outcomes across the region	Community Development staff facilitated monthly Mudgee and Gulgong Interagency meetings and Rylstone and Kandos meetings every six weeks. A range of community stakeholders attend these meetings including representatives from community and allied health, education, disability service providers, and government.	Progressing
1.4.1.4	Promote volunteering through Council's Community Services		Run community services programs that encourage volunteering	Council auspices both Mudgee Community Transport and Meals on Wheels which operate largely due to contributions of time by volunteers. Council partners with Rotary Club of Mudgee volunteers to facilitate monthly movie screenings at Mudgee Town Hall Cinema, and a monthly gaming program for youth with a volunteer program leader. Council regularly provides advice to locals seeking volunteering opportunities and engages in community consultation to attract volunteers to its volunteer-based services.	Progressing

1.4.2: Support arts and cultural development across the region

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.4.2.1	Arts and cultural events promotion	1	Provide financial and in-kind support to events in accordance with Events Assistance Policy	The Events Assistance program continued to be delivered in accordance with the policy.	Progressing
		2	Promote the use of Council facilities for significant events	Council continued to promote local venues for future events and conferences. Major events secured for 2023/24 included Touch Football Country Championships (14-15 October 2023), NRL trial match (24 February 2024), NSW Touch Football Junior Regionals (27-28 April 2024).	Progressing
1.4.2.2	Provision of meeting and exhibition space	1	Promote the use of community buildings and make available at reasonable cost	All community venues and facilities were promoted and made available to hire through Council's booking system on Council's website. All fees and charges for hire of venues and facilities were reviewed to ensure they remain at a fair and reasonable cost.	Progressing
		2	Promote exhibition spaces and workshop facilities provided at Mudgee Arts Precinct	The Seminar Room and Community Gallery at Mudgee Arts Precinct received regular bookings for either meetings and events or community-led exhibitions. A Marketing Plan was developed to promote the different spaces within the Cultural Workshops.	Progressing
1.4.2.3	Coordinate and facilitate cultural and arts projects throughout the region	1	Liaise with local arts and cultural groups and Arts Out West to develop cultural and artistic projects at Mudgee	Council's Cultural Team continued to develop strong relationships with many local arts and cultural groups and assisted with several community-led arts projects, including school exhibitions. The Mudgee Arts Precinct team contribute to and work closely with Arts OutWest to	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
		2	Arts Precinct and across the region Support arts events and programs in the region	promote relevant artistic projects, including exhibitions within the gallery itself. The Cultural Team continued to support art and cultural activity across the region, including hosting major exhibitions in the Mudgee Arts Precinct Gallery and providing activities and workshops, as well as offering space for community workshops and exhibitions throughout the year. Council also supports events such as Sculptures in the Garden and Cementa and the range of cultural activities taking place at the Kildallon Education Centre.	Progressing

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
1.4.3.1	Public facilities to be accessible	1	Continue to monitor existing buildings	Council continued to monitor public buildings and upgrades in accordance with the 30 year asset maintenance plan and works request system. All maintenance and upgrades undertaken met current accessibility standards.	Progressing
		2	Ensure new Council buildings are accessible to all members of the community	All new buildings that are constructed are required to be accessible.	Progressing
		3	Deliver actions developed in the Disability Inclusion Action Plan	Council strives to improve accessibility of new and restored Council facilities and continues to progress with increased inclusivity and accessibility for those living in our community with disability. Council's Access Committee did not meet during July 2023-December 2023 due to the unavailability of members. Actions to increase members of the Access Committee will be implemented in the second half of the year.	Progressing
1.4.3.2	Coordinate the provision of local community centres and halls for community use	1	A variety of community facilities available for use	The facility booking system continued to provide an online and accessible service to the community with the convenience of checking availability and making bookings by their phone or computer through the Council website.	Progressing

2. Protecting our natural environment

Conserving and promoting the natural beauty of our region

2.1: Protect and enhance our natural environment

2.1.1: Ensure land use planning and management enhances and protects biodiversity and natural heritage

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.1.1.1	Manage environmental and cultural factors impacted by physical works on Council lands	1	Prepare Review of Environmental Factors (REF) for Council works	Review of Environmental Factor's (REF) were completed for Council works as required by the Environmental Planning & Assessment Act Part 5.	Progressing
		2	Work with local Aboriginal groups or suitably qualified consultants to effectively plan works involving sites of cultural significance	Due diligence assessments were completed with the REF as required. Council's Environment Team facilitated cultural awareness training for operational supervisors and managers.	Progressing

2.1.2: Minimise the impact of mining and other major developments

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.1.2.1	Work with key stakeholders to address issues and mitigate impacts associated with SSDs	1	Raise any issues as part of SSD process	Council continued to raise issues with the Department of Planning and Environment, on State Significant Developments. Council made submissions through the Major Projects Portal; and arranged meetings in person and over the phone with proponents.	Completed

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
		2	Represent Council in regard to SSDs in the region	Councillors represented Council on Community Consultative Committees for local State Significant Developments.	Progressing

2.1.3: Raise community awareness of environmental and biodiversity issues

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.1.3.1	Deliver projects which work towards protecting biodiversity and regeneration of native environment	1	Pursue grant funding for environmental projects	Several grants were reviewed for suitability. An application is being prepared for the urban river's catchment program.	Progressing
		2	Promote environmental awareness in the community through education and events	Events that raise community awareness of environmental and biodiversity issues include breakfast with the birds, green day, National tree day, the pollinator week workshop and the schools waste and recycling education program.	Progressing
2.1.3.2	Work with schools to promote environmental awareness amongst students	1	Support Green Day	Green Day was held on 14 September 2023. Council staff provided three Separate presentations to multiple class groups on the day.	Completed

2.1.4: Control invasive plant and animal species

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.1.4.1	Effective weeds management	1	Effective monitoring and management of priority weeds across region	Council's weed inspection program continued in accordance with agreed service levels. From 1 July to 22 December 2023, 665 properties were inspected/re-inspected.	Progressing
		2	Ongoing community education on priority weeds	The Weeds Team stand at the Mudgee Small Farms Field Days provided information and advice with regards to biosecurity weeds. New property information packs were sent to all new rural property owners providing educational information on weed control. In addition, targeted mail outs were sent to residents in areas with problem weeds providing identification and control advice.	Progressing
		3	Undertake weed control on roadsides and Council land	Council's roadside spraying program commenced with over 1700km of roadside spraying completed by 22 December 2023.	Progressing
2.1.4.2	Collaborate with agencies to manage feral animals	1	Support relevant agencies with community education and awareness programs	Ongoing media and social media opportunities allowed Council to promote community awareness programs from responsible agencies that inform the public of issues relating to the management of feral animals.	Progressing

2.2: Provide total water cycle management

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.2.1.1	Encourage reduced water consumption through appropriate Pricing	1	Maintain appropriate water supply, sewerage and trade waste tariffs aligned with the NSW Government Regulatory and Assurance Framework for Local Water Utilities	Best practice water pricing structure was maintained. The implementation of liquid trade waste charges is fully implemented.	Completed
2.2.1.2	Implement water conservation and reuse programs	1	Ongoing community education on water conservation	Community education continued through social media and information available via Council's website.	Progressing
2.2.1.3	Work to secure water for agriculture and urban use	1	Work with State Government to secure domestic water supply	Council maintained ongoing dialogue with the State Government regarding water security.	Progressing
2.2.1.4	Play an active role in the Cudgegong Valley and Macquarie Valley User Group	1	Represent community at Customer Service Committee meetings for the Cudgegong Valley and Macquarie Valley User Groups	Council continued to represent community interests at meetings.	Progressing

2.2.2: Maintain and manage water quantity and quality**23/24 H1 – 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.2.2.1	Align with NSW Government Regulatory and Assurance Framework for Local Water Utilities	1	Participate in DPE town water risk reduction program	Consultation with the regulator continued to align strategic planning with the Regulatory and Assurance Framework. Specifically, Council has progressed Safe and Secure partially funded strategic projects for Mudgee Sewerage System, Mudgee Water Supply Security and Gulgong Water Supply Security as well as options assessment for upgrade of Rylstone and Kandos Sewerage Systems.	Progressing
		2	Ongoing implementation and review of the Drinking Water Management System	The 2023 Annual Drinking Water Quality Report will be reported to Council and the regulator in early 2024.	Progressing
2.2.2.2	Identify and plan future maintenance, renewals and upgrades for Council's water supply infrastructure	1	Water Supply infrastructure renewals and new works undertaken as per Capital Works Program	Gulgong cast iron water main replacement is progressing with contracts in place for three renewal projects. Further works packages in preparation for procurement in early 2024.	Progressing

2.2.3: Protect and improve catchments across the region by supporting relevant agencies**23/24 H1 – 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.2.3.1	Support relevant agencies with implementation of regional plans	1	Represent Council interests as appropriate	Council is an active participant in the Central Tablelands Environment and Waterways Alliance including having access to regionally based programs and funding opportunities.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.2.3.2	Continue riparian rehabilitation program along waterways	1	Implement and maintain riparian protection projects and educational activities	Council is a member and active participant of the waterways alliance and is represented at alliance meetings. The grant funded Riparian protection projects completed during July 2023-December 2023 were the Murray Darling Healthy Rivers project, the completion of a gravity rock wall on the Cudgegong River and a number of community planting activities.	Progressing
		2	Maintenance and promotion of Putta Bucca Wetlands	Scheduled maintenance at Putta Bucca Wetlands continued, including mowing and weed control.	Progressing

2.2.4: Maintain and manage waste water quality to meet Environmental Protection Agency (EPA) standards

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.2.4.1	Identify and plan future maintenance, renewals and upgrades for Council's sewerage treatment infrastructure	3	Sewer Infrastructure renewals and new works undertaken as per Capital Works Program	Sewer mains renewal through relining in the township of Mudgee is currently in progress with the largest diameter gravity trunk main relining due for completion in February 2024. Completion of this package of relining will significantly reduce groundwater infiltration impacting Mudgee sewerage system.	Progressing
2.2.4.2	Improve and develop treatment options to ensure quality of waste	1	Continue to improve outgoing water quality at all sewerage treatment plants across the region	Projects to progress Pollution Reduction Programs in Mudgee, Rylstone and Kandos sewerage system licenses progressed over the last quarter, with regulator consultation scheduled for the current quarter. Operationally, all sewerage systems have	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
	water meets EPA standards			achieved compliance with licensed operational limits with the exception of the Kandos system related to algal development in the final effluent maturation pond associated with seasonal conditions.	
2.2.4.3	Align with NSW Government Regulatory and Assurance Framework for Local Water Utilities	1	Ongoing management of liquid trade waste in accordance with Council's Liquid Trade Waste Policy	As of December 2023 end of quarter, Council has registered 226 liquid trade waste dischargers, of which 71% are compliant with policy requirements. Council liquid trade waste officers are continuing to work with the 29% current non-compliant dischargers.	Progressing

2.2.5: Provide a water and sewer network that balances asset conditions with available resources and community needs

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.2.5.1	Identify and plan future maintenance, renewals and upgrades for Council's stormwater assets	1	Effectively maintain existing drainage network including built infrastructure and overland drainage reserves	The Capital Works Program for drainage infrastructure is progressing.	Progressing
		2	Update Mudgee Flood Study and Flood Management Plan	The 2021 Mudgee flood study model is being updated and recalibrated for the 2023 storm/flood events. This is anticipated to be completed and, as an appendix to the 2021 Mudgee Flood Study, be adopted by Council by end May 2024. Once this is complete the flood risk management plan may proceed next Financial Year.	Progressing
		3	Identify and undertake culvert replacement and causeway improvement program	The Capital Works Program for culvert replacement and causeway improvement is progressing.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
		4	Drainage renewal and new works undertaken as per Capital Works Program	Council's drainage renewal and new works are being undertaken in accordance with the Capital Works Program. New drainage assets constructed by developers as part of their subdivision works are required to meet Council standards before they are accepted as a Council asset.	Progressing

2.3: Live in a clean and environmentally sustainable way

2.3.1: Educate, promote and support the community in implementing waste minimisation strategies

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.3.1.1	Promote a philosophy of Reduce, Reuse, Recycle	1	Provide education on waste minimisation	The Primary School Waste Education Program is continued. The 3 Council community education officer has attended a number of community events to engage with regarding waste and recycling.	Progressing
2.3.1.2	Provide a domestic recycling and waste services for all residents through kerbside collection and rural waste transfer stations	1	Provide kerbside services and local recycling facilities	Kerbside and waste/recycling facilities were provided at the agreed levels of service.	Progressing

2.3.2: Work regionally to implement strategies that will enhance environmental outcomes in regard to waste management and minimisation**23/24 H1 – 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Progress	Status
2.3.2.1	Participate in regional procurement contracts for waste services that provided added value	1	Provide regional scrap steel, green waste processing, used motor oil, household chemical collection and e-waste services	Council continued to participate in regional contracts and tenders that provide best value and service to the region. Joint contracts include Food Organics, Garden Organics (FOGO) collection and processing, mattress recycling, tyre recycling, scrap metal collections, waste oil collection and green waste processing.	50%	Progressing
2.3.2.2	Participate in regional investigations for collaborative solutions to problem wastes types	1	Participate in NetWaste steering committee for strategic direction of the group	Regional solutions during July 2023-December 2023 included mattress, tyre, oil, e-waste and scrap metal recycling, in addition to the regional FOGO collections and processing contract. Staff also participated in NetWaste Steering Committee and forum meetings.	50%	Progressing
2.3.2.3	Apply for available grants	1	Apply for grants to upgrade or introduce services to the community that reduce landfill tonnes and Co2 emissions	Staff reviewed a number of grants for potential opportunities. To date no suitable grants were identified.	50%	Progressing

2.3.3: Support programs that create environmental awareness and promote sustainable living**23/24 H1 – 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.3.3.1	Build community awareness through environmental education	1	Provide education to the community on environmental issues	The Primary School Waste Education Program continued, and Council staff organised and hosted National Tree Day, Breakfast with the Birds and presented at Green Day.	Progressing
		2	Promote and implement projects that encourage sustainable living	Environment staff coordinated and implemented the Murray Darling Healthy Rivers project and engaged with landholders to carry out on the ground works in riparian areas on private property. In addition, staff organised erosion control works on the Cudgegong riverbank in Mudgee, hosted and coordinated community and school tree planting days, National Tree Day, Breakfast with the Birds and presented at Green Day.	Progressing

2.3.4: Consider technologies in Council's facilities, infrastructure and service delivery to reduce ecological footprint

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
2.3.4.1	Implement alternative energy and sustainable technologies in physical works and service delivery	1	Work with Endeavour Energy to obtain funds for LED Street Lighting Retrofit in Kandos and Rylstone	Discussions will commence with Endeavour Energy for streetlighting retrofit in Rylstone and Kandos areas this financial year.	Not Due to Start
		2	Consider opportunities for alternative energy and sustainable technologies (such as solar panel installation) as part of the Capital Works Program	Suitable Council sites continued to be considered for solar installation.	Progressing

3. Building a strong local economy

A prosperous and diversified economy delivering lifestyle benefits to the community through employment, income and sustainable economic growth

3.1: A prosperous and diversified economy

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.1.1.1	Promote the region to target businesses that complement key local industries	1	Conduct 2-3 marketing activities, conferences or events where the region can be promoted	Council undertook a number of marketing initiatives to promote the region to live, work, invest and visit including digital marketing campaigns and social media marketing.	Progressing
		2	Manage the operation of the saleyards in accordance with relevant legislation including the coordination of cattle sales in the region	The Saleyards Strategic Plan was adopted by Council in 2023.	Progressing
		3	Manage the operation of Council operated caravan parks and provide a financial return to Council	Mudgee Valley Park continued to provide strong profits YTD \$527k. Council acquired the operations of Mudgee Riverside Park in June 2023. This park has required a lot of repairs, improvements, and process changes with Profits YTD \$65k.	Progressing
3.1.1.2	Work with business and industry groups to facilitate business development workshops for existing businesses in the region	1	Support the business chambers and industry groups by attendance at meetings as required	Council representatives participated in meetings as required and continued to support initiatives of local business chambers including the newly formed retailer's subcommittee.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.1.1.3	Establish a process of capturing and monitoring relevant economic data to identify opportunities, trends and needs of local businesses	1	Produce annual update to Economic and Business Profile booklet	The Economic and Business Profile annual update was completed in June 2023 with the next update in June 2024. Data is being collected monthly to support this.	Progressing
3.1.1.4	Work with the community to identify economic development opportunities	1	Engage with new business investors coming to the region and work with them to promote benefits	Council utilised Australian Business Register (ABR) data to track new businesses that opened in the region and continued to provide information to encourage new investment including updating data in the Economic and Business Profile. Welcome to region postcards were sent to all new businesses on a quarterly basis. Council engaged the Office of Regional Economic Development and held a workshop to prepare a package to attract investment to the LGA. This workshop occurred on 20 July 2023.	Progressing
		2	Conduct annual think tank forum to encourage business leaders to participate in local economic development	The Annual Think Tank Forum is to be held in May 2024. Data and information is being collected on monthly basis in preparation of this.	Progressing
		3	Identify opportunities to invest in infrastructure which attracts new business investors to the region	Regular meetings were undertaken with industry groups. Council engaged the Office of Regional Economic Development and held a workshop to prepare a package to attract investment to the LGA. This workshop occurred on 20 July 2023. Work to produce a connectivity plan on a page is underway which will support industry in the region.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
		4	Work with key stakeholders to prepare for changes in industry composition in the future	Regular meetings were undertaken with industry groups. The annual Local Economic Think Tank is due to be held May 2024.	Progressing
3.1.1.5	Work with Mudgee Region Tourism (MRT) to identify target markets and promote the region	1	Work with MRT to identify visitor trends and marketing initiatives	MRT has a contract with Council to undertake tourism marketing on behalf of the region. Council staff met with MRT on a monthly basis to ensure alignment against Council's organisational objectives. Additional meetings were held to discuss joint activities, new plans and activities.	Progressing
3.1.1.6	Develop existing events in the region and attract new event proponents to hold major events and festivals in the region	1	Submit bids for new events and conferences, and support event proponents holding or seeking to hold events in the region	Council's Events team continued to submit bids for relevant conferences and events and liaised with event producers investigate opportunities in the region. Work had been done with Sports Marketing Australia to prepare a promotional package on the Mid-Western Region to attract sporting and other events.	Progressing
		2	Deliver Flavours of Mudgee in September	Flavours of Mudgee took place in September 2023 with 10,873 attendees and 64 stall holders.	Completed

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.1.2.1	Work with business and industry groups to identify the main skills shortage areas	1	Encourage business leaders to provide feedback on skills issues	Regular meetings were undertaken with industry groups.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.1.2.2	Encourage workers to move to the region for employment opportunities where skills shortages exist	1	Host Mudgee Region Jobs website for dedicated jobs in the region	Mudgee Region Jobs website was active until December 2023. Analytics data provided evidence that the site was not being used by the business community and funds are to be redeployed to more effective economic development projects.	Completed

3.2: An attractive business and economic environment

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.2.1.1	Provide brand leadership, market the region's competitive advantages and investment opportunities	1	Conduct 2-3 marketing activities, conferences or events where the region can be promoted	Council undertook a number of marketing initiatives to promote the region to live, work, invest and visit including digital marketing campaigns and social media marketing.	Progressing

3.2.2: Provide leadership on economic development initiatives and identify resources and infrastructure required to drive investment and economic growth in the region

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.2.2.1	Promote the development of infrastructure at the Mudgee airport as an	1	Update the Airport Masterplan	The development of the Airport Masterplan is in progress.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.2.2.2	<p>opportunity for business expansion in the aviation industry</p> <p>Lobby State and Federal Government on infrastructure needs of local businesses including transport and communications linkages</p>	1	Lobby government agencies and departments on the provision of infrastructure to meet community needs	Council continued to raise identified issues with local Members of Parliament and relevant government ministers.	Progressing

3.2.3: Support the expansion of essential infrastructure and services to match business and industry development in the region

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.2.3.1	Lobby State and Federal Government for expanded health and education services	1	Lobby government agencies and departments on the provision of services to meet community needs	Council continued to raise identified issues with local Members of Parliament and relevant government ministers.	Progressing

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

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.3.1.1	Work with lead agencies for employment to identify trends and discuss issues impacting employment	1	Work with major employers to identify trends and develop strategies to create employment opportunities across the Region	Regular meetings were held with industry groups including the annual Local Economic Think Tank held in May each year. Council continued to review trends and report statistics through Economic and Business Profile Booklet.	Progressing

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
3.3.2.1	Work with key stakeholders for education in the region to identify opportunities for economic growth	1	Work with education providers on the provision of services to meet community needs	Council continued to work with education providers across the region including TAFE NSW, Skillset and local schools. Council was involved in the establishment of Country Universities Centre Mudgee Region which is due to open in February 2024.	Progressing
		2	Establish a Country Universities Campus to support higher education in the region	CUC Mudgee Region building has been completed and the centre is due to open in February 2024.	Progressing

4. Connecting our region

Vibrant towns and villages with a rich history, a safe and healthy community, and a strong sense of community pride – a great place for families

4.1: High quality road network that is safe and efficient

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
4.1.1.1	Work with the Transport for NSW (TfNSW) to improve road safety	1	Liaise with Transport for NSW on road safety matters	The Local Traffic Committee (LTC) meetings were held monthly with representatives of TfNSW being a member of the committee. Outside of this Council's Road Safety Officer continues to work with TfNSW to deliver road safety campaigns within the region. Additionally, Council and TfNSW met in two workshop forum sessions within the last 6 months with road safety matters forming a key matter on the agenda.	Progressing
4.1.1.2	Regulate effective and appropriate user activities on the road network	1	Provide local assessments to the National Heavy Vehicle Regulator as required	Council continued to assess applications received through the National Heavy Vehicle Regulator (NHVR) for the movement of oversize and overmass (OSOM) vehicles through the region on the local and regional road network. Applications were reviewed and assessed as received.	Progressing
		2	Review speed limits and traffic management	Speed limits on all roads fall under the jurisdiction of TfNSW and NSW Police. Council officers regularly communicate speed limit concerns by formal request to TfNSW who undertake the speed assessment and, with Council assistance, implement new speed limits. This has occurred on a number of regional and local roads during this Financial Year to improve safety on the road network. Monthly meetings are held with the Local	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
4.1.1.3	Participate in relevant regional transport committees and working parties	1	Facilitate the Local Traffic Committee	<p>Traffic Committee in regard to matters of traffic management.</p> <p>The LTC met regularly, and the minutes were provided to Council for adoption. Regional traffic related committees were attended as required.</p>	Completed

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
4.1.2.1	Review the Roads Asset Management Plan	1	Update data for Asset Management Plans in line with Fair Value reporting requirements	Asset data continued to be updated and reviewed to ensure accurate information is available. Fair Value for Roads was completed in 2019/20 and will be due again in 2024/25.	Progressing
4.1.2.2	Implement the works program in accordance with the Roads Asset Management Plan	1	Manage State Roads in accordance with TfNSW contracts	Council continued to maintain the state road network under the Council Routine Maintenance Contract with TfNSW. Council commenced a road widening project on Goolma Road. Significant Heavy Patching and reseal works on Goolma Road and the Castlereagh Highway are programmed for the second half of the year.	Progressing
		2	Ongoing maintenance and upgrades of Regional Roads network	Council completed significant heavy patching works on the regional network including Bylong Valley Way, Ulan Rd and Wollar Rd with works on these roads ongoing into the second half of the financial year. Hill End Road Safety works are ongoing with major earthworks on the high-risk	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
				curves near Hill End completed and pavement works well underway.	
		3	Maintain local road network in accordance with established levels of service	Local road maintenance was performed across the sealed and unsealed network throughout the half year. Maintenance grading and Significant gravel re-sheeting was completed on the unsealed local road network in line with the program.	Progressing
		4	Upgrade, renewal and extension of local roads in accordance with Capital Works Program	Widening and rehabilitation work on approximately 1km of Cudgegong Road at Carwell was completed in December 2023. Seal extension works on Queens Pinch Rd, Coxs Creek Rd, Botobolar Rd and Coricudgy Rd continue. Approximately 40km of urban and rural reseals were completed, with further reseals programmed in February 2023.	Progressing
		5	Upgrade and renewal of local bridges in accordance with Capital Works Program	No bridge replacements were included in this year's Capital Works Program.	Completed
		7	Implementation of the Ulan Road Strategy	The programmed works adjacent to Moolarben Mine entrance have been completed and a significant Heavy Patching Program commenced with numerous reseals programmed for March 2024.	Progressing
4.1.2.3	Pursue additional funding for	1	Lobby for additional funding for roads	Council continued to identify and pursue new funding for additional road projects.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
	upgrading of roads infrastructure	2	Ensure major developers contribute to local road upgrades for the impact of additional development	Council continued to identify and pursue new road upgrade contributions for additional road projects.	Progressing

4.2: Efficient connection of the region to major towns and cities

4.2.1: Develop a regional transport network in partnership with government agencies, that grows with the needs of residents and businesses

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
4.2.1.1	Support the continuation of commercial passenger services at Mudgee Airport	1	Work with operator to maintain regular passenger services to and from Sydney	FlyPelican commenced services in June 2015. The service remained operational as at 30 December 2023.	Progressing
		2	Operation and maintenance of Mudgee Airport in accordance with regulatory requirements	Mudgee Airport met safety and security requirements.	Progressing
4.2.1.2	Lobby for improved highway linkages along the Great Western Highway and Bells Line	1	Lobby for improved access to Western NSW from Sydney	Council continued to participate in transport infrastructure planning groups and meetings with relevant government agencies.	Progressing

4.2.2: Create a communication network that services the needs of residents and businesses**23/24 H1 – 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
4.2.2.1	Pursue improved broadband and mobile coverage with Government and major service providers	1	Lobby for improved internet speeds and mobile coverage throughout the region	Council continued to pursue grant opportunities and lobby for improved mobile coverage and internet speeds. Council received regular updates and raised issues relating to NBN, Mobile network and other technology solutions coverage.	Progressing

4.3: An active travel network within the region**4.3.1: Develop and enhance walking and cycling networks across the region****23/24 H1 – 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
4.3.1.1	Implement the Pedestrian Access Mobility Plan	1	Upgrade and renewal of footpaths and cycleways in accordance with Capital Works Program	Council procured a contractor to complete footpath works as identified in the Pedestrian Access and Mobility Plan (PAMP), to commence in February 2024 including works in Kandos, Rylstone and Mudgee towns.	Progressing
		2	Maintain existing footpath and cycleway network in accordance with established levels of service	Footpath maintenance is ongoing through the year where hazards are identified. Council procured a contractor and programmed for footpath works as identified in the PAMP to commence in February 2024.	Progressing

4.3.2: Support viable public transport options across the region

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
4.3.2.1	Work with Transport for NSW to develop viable public transport options	1	Engage with Transport for NSW to understand opportunities and demand for public transport in the region	Council partnered with TfNSW to deliver two separate engagement workshops one with Council representatives and one as a public forum to engage and listen to stakeholder requirements for Transport. Workshops were held 26 July 2023. Follow up discussions occurred 1 December 2023.	Progressing

5. Good government

A strong council that is representative of our community and effective in meeting the needs of the community

5.1: Strong civic leadership

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

23/24 H1 – 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.1.1.1	Ensure actions of the Operational Plan and Delivery Program are completed on time, on budget and meets performance criteria	1	Successful delivery of Operational Plan	Progress is being made on the projects and initiatives identified in the 2023/24 Operational Plan.	Progressing
		2	Six monthly progress reporting against Delivery Program and comprehensive Quarterly Budget Reviews against Operational Plan	Six monthly progress reporting against Delivery Program and comprehensive Quarterly Budget Reviews against Operational Plan are being provided.	Progressing

5.1.2: Provide accountable and transparent decision making for the community**23/24 H1 – 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.1.2.1	Ongoing review and enhancement of governance framework	1	Continue to hold "Open Day" prior to Council Meetings	Public Forums (aka Open Days) were available for the public to attend throughout July 2023-December 2023. Public Forum information is noted in the meeting notice section of the Council business paper and on the Council website. Residents wanting to observe the speaker presenting to Council must attend in person at the Mudgee Council Chambers.	Progressing
		2	Webcast of Council Meetings	Council continued to provide the community access to the Council meetings via webcast on Council's website.	Progressing
		3	Promotion of upcoming Council meetings	Council meetings were regularly promoted on Council's website, in Community News and in the local newspaper.	Progressing
5.1.2.2	Provide a compliance and enforcement framework which supports consistency and transparency in decision making	1	Ensure effective compliance monitoring, investigation, and enforcement activities in accordance with relevant legislation and policies	Council's Compliance Program included compliance monitoring, investigation, and enforcement activities as well as routine reporting to the Executive and staff training. Council approved a budget for increased resourcing to provide compliance support across Council and a new Compliance Officer commenced in the first half of 2023/24.	Progressing
5.1.2.3	Provide professional development opportunities to support elected members in fulfilling	1	Provide access to professional development programs for elected members	Council continued to provide opportunities to Councillors for individual professional development programs. During the current Council term, Councillors have completed 'Elected Life' training and 'Councillor Legal training' conducted by Lindsay Taylor Lawyers.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.1.2.4	their obligations as Councillors Hold awareness sessions for potential candidates in the six months leading up to each Council election and ensure information packages are available		Develop program for candidate awareness sessions (next election due in 2024, or in case of a by-election)	Planning will commence early 2024 for candidate information sessions.	Not Due to Start

5.1.3: Provide strong representation for the community at Regional, State and Federal levels

23/24 H1 - 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.1.3.1	Continue to lobby State and Federal Government on all matters that are of relevance to the region	1	Work with the Mayor to access Local Members and Ministers on relevant issues	Regular meetings were held with local members and access provided to various ministers for specific issues.	Progressing
		2	Strengthen relationships with local State and Federal members	Regular meetings were held with local members and access provided to various ministers for specific issues.	Progressing
		3	Engage with Regional Directors of State Government agencies	Regular meetings were held with Regional Directors to discuss regional priorities.	Progressing

5.2: Good communications and engagement**5.2.1: Improve communications between Council and the community and create awareness of Council's roles and responsibilities**

23/24 H1 - 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.2.1.1	Publish monthly editions of Community News	1	Community News distributed monthly to every household in the region	Community News was distributed monthly.	Progressing
5.2.1.2	Provide an up to date and functional website	2	Ensure web content is kept up to date and relevant	The content on Council's website was updated regularly.	Progressing
5.2.1.3	Regularly report to the community in a variety of interesting ways	1	Utilisation use of all media avenues including social media, radio and television to communicate Council initiatives	Council continued to increase reach and engagement across all social media platforms including Facebook, Instagram and TikTok.	Progressing
5.2.1.4	Operate and maintain a community works request system that provides timely and accurate information and responses	1	Maintain Works Request System and produce regular reporting on response times	Any works requests lodged by the community over the counter, the call centre, by email/post or the Council website 'report a problem' online form are registered in Council's works request system. These requests are reviewed within 14 days. An overdue requests report is monitored and reviewed by the Executive team.	Progressing
		2	Promote use of works request system for community to submit works requests	Council continued to promote the works requests system through Council's social media channels, Council's website, Community News, and radio advertising.	Progressing
5.2.1.5	Educate the community on	1	Provide access to Council's corporate documents both	Council's corporate documents continue to be available through Council's website and in person	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
	Council's roles and responsibilities		through the website and Administration Centres	at Council's administration Centres in Mudgee, Gulgong and Rylstone.	

5.2.2: Encourage community access and participation in Council decision making

23/24 H1 - 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.2.2.1	Seek feedback on policy development and local issues	1	Ensure policies, strategies and proposals impacting the community are placed on exhibition for public comment	Policies, strategies, and proposals impacting the community were placed on public exhibition as required and in accordance with the Community Engagement Strategy.	Progressing
		2	Utilise a range of formal and informal engagement tools to seek community feedback on a broad range of issues	Council continued to promote opportunities for the community to contribute to Council's decision-making process through a range of platforms including through Council website forms, social media, face to face engagements and feedback sessions.	Progressing
5.2.2.2	Provide opportunities and make it easy for the community to participate in and influence decision making	1	Encourage attendance at Council Meetings in person and via webcast	Council continued to provide the community access to the Council meetings in person at Mudgee Council Chambers or webcast on Council's website.	Progressing
		2	Investigate and consult with the community on high priority projects to inform Council's strategic plans	Council continued to promote opportunities for the community to contribute to Council's planning and budgeting process via a range of platforms including Council's website. A new Community Engagement Strategy, Policy and Procedure was implemented in the 2022/23 financial year. IP&R engagement to commence in 2024 for the new Community Plan.	Progressing

5.3: An effective and efficient organisation**5.3.1: Pursue excellence in service delivery****23/24 H1 - 6 Monthly report against the DPOP**

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.3.1.1	Benchmark Council's service delivery against relevant organisations	1	Participate in NSW LGPA, LGNSW, JO and other industry body surveys and benchmarking exercises	Staff continued to participate in relevant activities.	Progressing
		2	Desktop analysis of annual financial results against other NSW councils	Comparative Group 4 Councils will be analysed and presented in the second half of the financial year, including a financial results analysis.	Not Due to Start
		3	Report on OLG group comparative data	Comparative Group 4 Councils will be analysed and presented in the second half of the financial year.	Not Due to Start
5.3.1.2	Monitor community expectations regarding service delivery	1	Engage with the community on desired levels of service across Council functions	Council's website communications tool supports community engagement activities and provides a forum to receive community feedback. Council departments determine and assess the desired service levels of the community.	Progressing
		2	Develop an internal service review framework	An internal service delivery review (SDR) framework was developed and will be rolled out within the organisation. SDR tools continue to be developed. A program of SDRs will be scheduled to commence following the 2024 Local Government Elections.	Completed
5.3.1.3	Provide a responsive	1	Reply to all correspondence within 14 days	Council strives towards replying to all correspondence within 14 days. An acknowledgement letter is provided to all incoming correspondence. An overdue correspondence	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
	customer service function			report is monitored and reviewed by the Executive team.	
		2	Deliver an efficient, accurate and professional counter and call centre service	Council continued to deliver an efficient, accurate and professional counter and call centre service.	Progressing
		3	Review Service Level Agreements between Customer Service and relevant departments to ensure consistent and professional services are delivered	The established Service Level Agreements (SLA's) between Customer Service and the other departments have been under review and is anticipated for completion by end of H1 2023/24.	Not Progressing
		4	Ensure knowledge management system is maintained with current information and staff are adequately trained	Council continued to administer, maintain and update its corporate knowledge management system "checkmate". All new staff that require "checkmate" are trained individually by a specialist.	Progressing

5.3.2: Provide a positive and supporting working environment for employees

23/24 H1 - 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.3.2.1	Attract, retain and develop a skilled workforce	1	Learning and Development is targeted towards achievement of Delivery Program and areas of risk identified in Workforce Strategy	The Learning and Development Program was implemented throughout the year focusing on individual and group training opportunities as well as meeting compliance requirements.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.3.2.2	Provide a safe, healthy and non-discriminatory working environment	2	Ensure all employees have clearly articulated accountabilities against which they will be assessed annually	All employees have a Position Description that sets out accountabilities. Annual performance reviews are completed when required.	Progressing
		1	Establish and maintain a positive health and safety workplace culture	Council is undertaking a project relating to the management of psychosocial hazards in the workplace. A key output from this will be understanding the status of our current WHS workplace culture. The WHS team has increased in resourcing and take a highly collaborative approach to the management of WHS within Council.	Progressing
		2	Align workplace behaviour with core values of Respect, Integrity and Recognition	Behaviours aligned to core values are included in position descriptions, induction, and orientation. These are measured during annual performance reviews. They are promoted and reinforced via staff update meetings, department meetings and the fortnightly internal General Manager's Newsletter.	Completed
		3	Implement and embed a WHS Management System that reflects legislative requirements	Council's WHS Management System continued to be reviewed in line with legislative requirements and updated where required.	Progressing
		4	Implement and review the Equal Employment Opportunity Management Plan	EEO Plan has been reviewed and will be updated for implementation by end of FY.	Progressing

5.3.3: Prudently manage risks associated with all Council activities

23/24 H1 - 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.3.3.1	Monitor and review Council's policies and strategies	1	Provide up to date strategy and policy register	The policy register is administered and monitored by Governance with all adopted policies available on the Council website. A policy register progress report is prepared for Executive on a quarterly basis.	Progressing
		2	Identify and resolve existing policy gaps	The Governance Team administers the policy register and is undertaking an internal 'Governance Health Check' in order to assess Council's strengths, compliance, and identify improvement opportunities including to existing policy gaps. An audit was undertaken by Council's insurer which provided detailed recommendations on how Council can minimise risks and included feedback on our policy, strategy, and plans.	Progressing
		3	Education program to ensure staff understand policy requirements	The Governance team reviewed the procedure on policy design and requirements. The team will continue to monitor the updating of these in line with the procedure and provide bi-monthly reports to the Executive on the progress of policy reviews.	Progressing
5.3.3.2	Monitor and review Council's risks	1	Review and update risk registers annually	Risk register is in constant review, with priority being given to outputs from critical functions within Council. Council have resourced this work with an additional part time staff member to ensure critical risk is managed.	Progressing
		2	Provide an effective Legislative Compliance Framework	The Governance team implemented a legislative compliance framework. A Legislative Compliance	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.3.3.3	Provide long term financial sustainability through sound financial management			Policy was reviewed and adopted by Council. The Governance Team reports any legislative compliance breaches to the Executive and ARIC on a quarterly basis.	
		3	Develop a Fraud Control Framework	Council adopted a revised Fraud and Corruption Control Policy and is progressing within resources for education and training on the policy and continual fraud training, including training all new staff on Fraud and Corruption through Council inductions.	Progressing
		1	Update Long Term Financial Plan	Work has recommenced on revising the Long Term Financial Plan. It is expected to be presented to the March 2024 Council meeting.	Progressing
		2	Monthly reporting against budget and schedule for major works programs/strategic projects	All monthly budget reports were prepared for Council in accordance with the schedule.	Progressing
		3	Comprehensive Quarterly Budget Review reporting	All Quarterly Budget Review Statements were completed within schedule and in accordance with the Office of Local Government Guidelines.	Progressing
		4	Review Council's rating structure to identify opportunities to raise additional revenue and options to offset revenue loss	Council's rating structure continues to be reviewed in accordance with relevant legislation including IPART direction. IPART's Review of Rate Peg Methodology has been finalised and changes have been implemented. The new methodology is being used for the 24/25 rating period. In relation to opportunities to appropriately rate land used for renewable energy purposes, a submission was made to the working party, being OLG Rates Reference Group, regarding the implementation of the amended	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
				legislation which is yet to commence. This has been the best opportunity so far to increase revenue from this legislation.	
		5	Identify opportunities to increase revenue from property related investments	Council continues to pursue property related opportunities. Stage 2 of the Saleyards Lane subdivision is progressing with the anticipated release of 20 residential lots in June 2024. Planning for new future development sites continues.	Progressing
		6	Integration of long term impacts on financial sustainability indicators incorporated into Council decision making process	The reporting template includes consideration of three key sustainability ratios. The impact of Council recommendations on these ratios are presented along with commentary provided. The Long Term Financial Plan review is in progress.	Progressing
		7	Examine opportunities to raise additional revenue	Council continued to pursue property development and other opportunities to raise additional revenue.	Progressing
				During 2023/24 Council is progressing Stage 2 of the Mudgee Valley Park Expansion, construction of the Mudgee Solar Array and continued development of stage 2 of the Saleyards Lane subdivision with properties anticipated to go to market at the end of the financial year.	
5.3.3.4	Comply with relevant accounting standards, taxation legislation and other financial reporting obligations	1	To achieve a high standard of financial management	All Financial Statements requirements were completed by the due date. Council received a qualified audit opinion due to a disagreement of treatment of RFS red fleet assets. This accounting position is in contest across many NSW councils and one that is being continuously and actively addressed by staff.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
		2	All rating, taxation, statutory, and grant reporting obligations satisfied in an accurate and timely manner	Council's LRCI and Roads to Recovery Program audited statements were submitted late due to delay in the audit. All other statutory reporting obligations were completed accurately and in a timely manner this financial year.	Completed

5.3.4: Pursue efficiencies and ongoing business improvement

23/24 H1 - 6 Monthly report against the DPOP

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.3.4.1	Provide effective and efficient internal support functions	1	Conduct quarterly Council Staff Updates across all work sites	Quarterly staff update meetings were held across the year.	Progressing
		2	Develop a Business Improvement Framework	The Business Improvement Program for 2023/4 continued to be implemented. Updates on the progress of the Framework are routinely provided to the Executive Team and the ARIC. The Business Improvement Program will be reviewed and updated for the next Council term	Progressing
		3	Provide effective Workshop services for Council fleet	The workshop is currently transitioning into a new team structure with additional resourcing to enable effective and efficient internal support functions.	Completed
		4	Effective capture and management of corporate records	The Records Team continued to process all incoming corporate records and assist Council staff with handling digital and physical corporate documents. The Records Management Policy and Procedure was reviewed adopted in this Council term.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.3.4.2	Enhance the information systems that support delivery of Council activities	5	Develop a Procurement and Contract Management Framework to meet best practice requirements and ensure continuous improvement	The procurement team recently completed the implementation of Portt, the Procurement & Contract Management system (end to end support). The procurement team will continue to focus on continuous improvement, a training plan, further consultation for Council specific, bespoke contract documents and the development of a lessons learnt register for implementation across future years.	Progressing
		6	Provide Procurement and Contract Management tools for staff and contractors to ensure decisions are fair and transparent, compliance is maintained and value for money is achieved	The procurement team recently completed the implementation of Portt, the Procurement & Contract Management system (end to end support). This tool will support staff with compliance to policies and procedures. This same system also provides a hub for suppliers to manage their contracts with Council, relevant insurances, and communication.	Completed
		1	Ongoing investment in Council's network to increase speed and reliability	Council continues to invest in the speed, reliability, and availability of Council's computer network. Redundant Fibre internet connections have been installed and a new network design is being created to increase the availability of cloud applications to Council staff. Wireless networks are being upgraded with higher connection speeds that are equal to or exceed current wired connections, increasing flexibility and connectivity in Council offices.	Progressing
		2	Continued investment in existing information systems to delivery productivity enhancements	Council continues to invest in systems and applications to increase productivity and create efficiencies. Council's document and record management system is being moved to a SaaS platform that will directly integrate with Council's ERP system.	Progressing

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
5.3.4.3	Ensure strategic and asset management plans are underpinned by sound financial strategies			The aim is to capture records and documents during business processes and maximise efficiencies. A new Intranet has been created so all Council staff are able to access all relevant Internal information in one place.	
		3	Implementation of mobility solutions for integrated asset management	A project team will investigate and deliver mobility solutions. The Water and Sewer team enhanced their mobility with field mapping introduced through OneWater. The Roads team are looking to leverage existing software platform used on highway for defect identification and reporting.	Progressing
		1	Ongoing improvements to asset data and asset system capabilities	This financial year Council is undertaking revaluation of urban stormwater drainage assets. This involves a desktop data review, sample inspections of assets and review of current asset values. As part of this process asset knowledge will improve and the asset system database will be updated. The data will then be used for review of asset management planning in the future.	Progressing
		2	Integrate long term asset management considerations into Council decision making process	Council reports include a ratio impact analysis that illustrates the impact of the Council decision to Asset Management outcomes.	Not Due to Start
		3	Improved integration of Asset Management Plans and Long Term Financial Plan	The Operational Plan for 2024/25 is in the early stages of development. During this time the revised Long Term Financial Plan will be completed with works planned for improved linkage from the asset management plans through to the Long Term Financial Plan.	Not Due to Start

DP Action Code	Strategy	Action Code	Action Name	Comments	Status
		4	Review depreciation methodology and process	Depreciation methodology is reviewed as a part of the Fair Value process for assets each year. In 2023/24 the revaluation of stormwater assets is in progress.	Progressing
		5	Consider the full life cycle costs associated with the investment in new assets, with a focus on capital investment and existing assets	Full life cycle costs of new assets are considered through preparation of a business plan for new Community Plan Proposals, ratio reporting in Council Business Paper reports and Quarterly Business Reviews. Council completed all Capital Expenditure Review Business Cases, as required, and completed Business Case assessments for other material projects.	Progressing

ALTERATIONS & ADDITIONS

22-017 FEDERAL HOTEL

34-42 INGLIS STREET
MUDGEE, NSW, 2850

DEVELOPMENT APPLICATION

DRAWING LIST:

DA000	COVER SHEET & SITE LOCATION
DA001	SITE ANALYSIS
DA002	EXISTING PHOTOGRAPHS
DA010	EXISTING GROUND FLOOR PLAN
DA011	EXISTING LEVEL 1 PLAN
DA012	EXISTING ROOF PLAN
DA050	EXISTING ELEVATIONS - SHEET 01
DA051	EXISTING ELEVATIONS - SHEET 02
DA090	DEMOLITION PLAN - GROUND
DA091	DEMOLITION PLAN - LEVEL 1
DA100	PROPOSED LOWER GROUND FLOOR PLAN
DA101	PROPOSED GROUND FLOOR PLAN
DA102	PROPOSED LEVEL 1 PLAN
DA103	PROPOSED ROOF PLAN
DA500	PROPOSED ELEVATIONS - PUB
DA501	PROPOSED ELEVATIONS - HOTEL
DA502	PROPOSED ELEVATIONS & EXTERNAL FINISHES - BOTTLE SHOP
DA503	PROPOSED SIGNAGE DETAILS
DA510	PROPOSED SECTIONS - SHEET 01
DA511	PROPOSED SECTIONS - SHEET 02
DA512	PROPOSED SECTIONS - SHEET 03
DA520	3D VIEWS - SHEET 01
DA521	3V VIEWS - SHEET 02

AREA CALCULATIONS		ROOM CALCULATIONS	
PROPOSED GROSS FLOOR AREA		GROUND	
PUB		STANDARD 1 BEDROOM	18
LOWER GROUND FLOOR	150m ²	ACCESSIBLE 1 BEDROOM	1
GROUND FLOOR	1441m ²	TOTAL	19
LEVEL 1	285m ²	LEVEL 1	
TOTAL	1876m ²	STANDARD 1 BEDROOM	19
HOTEL		ACCESSIBLE 1 BEDROOM	1
GROUND FLOOR	780m ²	TOTAL	20
LEVEL 1	761m ²	TOTAL ROOMS	39
TOTAL	1541m ²		
BOTTLE SHOP			
GROUND FLOOR	411m ²		
TOTAL GFA	3828m ²		
PARKING CALCULATIONS			
STANDARD SPACES	35		
ACCESSIBLE SPACES	3		
TOTAL PARKING SPACES	38		



3D MONTAGE



LOCATION PLAN

DA ISSUE

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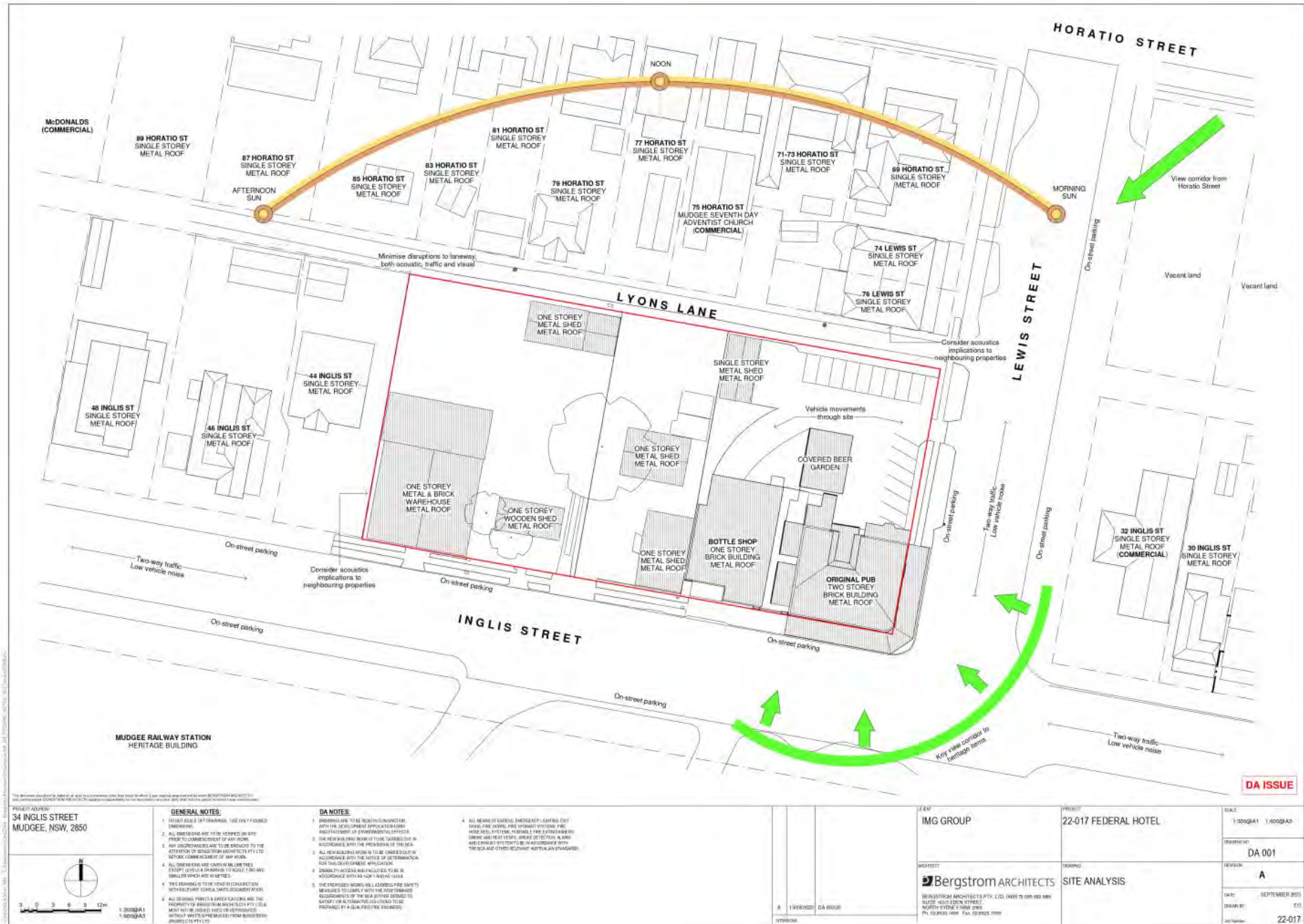
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CLIENT	IMG GROUP	PROJECT	22-017 FEDERAL HOTEL	SCALE	AS INDICATED
PROJECT	Bergstrom ARCHITECTS	DESIGN	COVER SHEET & SITE LOCATION	DRAWING NO.	DA 000
DATE	13/09/2023	DA ISSUE		REVISION	A
VERSION				DATE	SEPTEMBER 2023
				DRAWN BY	ECO
				APP. NAME	22-017





Photograph 1 - Federal Hotel East Elevation



Photograph 2 - Federal Hotel South Elevation



Photograph 3 - Federal Hotel North Elevation



Photograph 4 - Federal Hotel Entry Doors



Photograph 5 - Federal Hotel Carpark & Beer garden



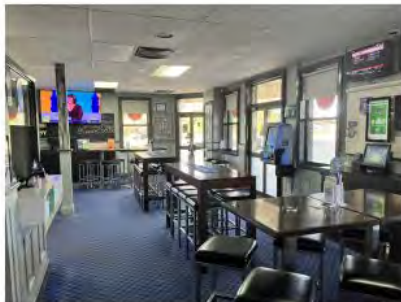
Photograph 6 - Federal Hotel Heritage



Photograph 7 - Federal Hotel Level 1 Verandah



Photograph 8 - Federal Hotel Lean-to Structure



Photograph 9 - Federal Hotel Front Bar



Photograph 10 - Bottle Shop



Photograph 11 - Bottle Shop



Photograph 12 - 42 Inglis Street Structure

DA ISSUE

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8. 13/09/2023 DA ISSUE

REVISIONS:

CLIENT
IMG GROUP

ARCHITECT
Bergstrom ARCHITECTS

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PROJECT
22-017 FEDERAL HOTEL

DRAWING
EXISTING PHOTOGRAPHS

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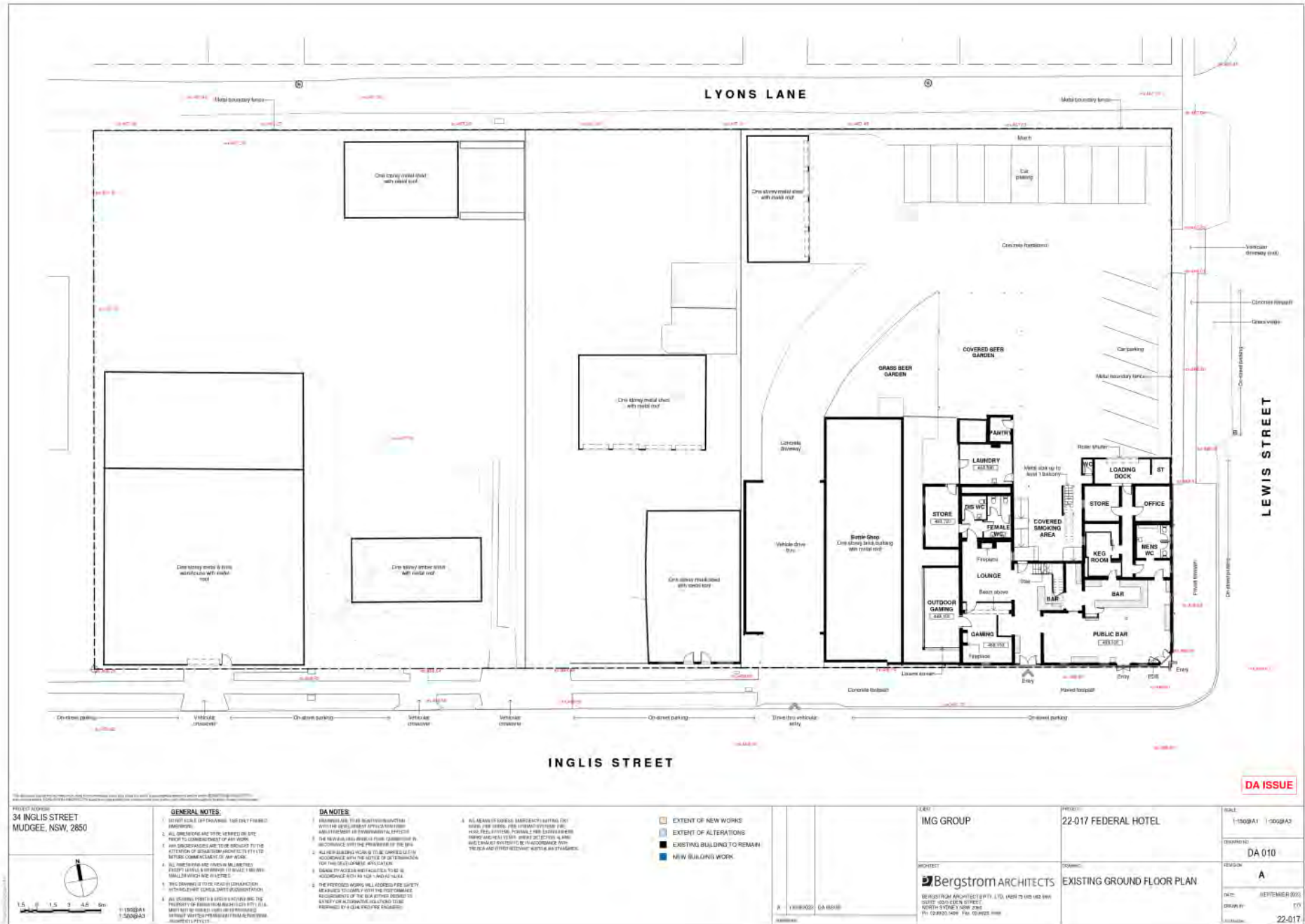
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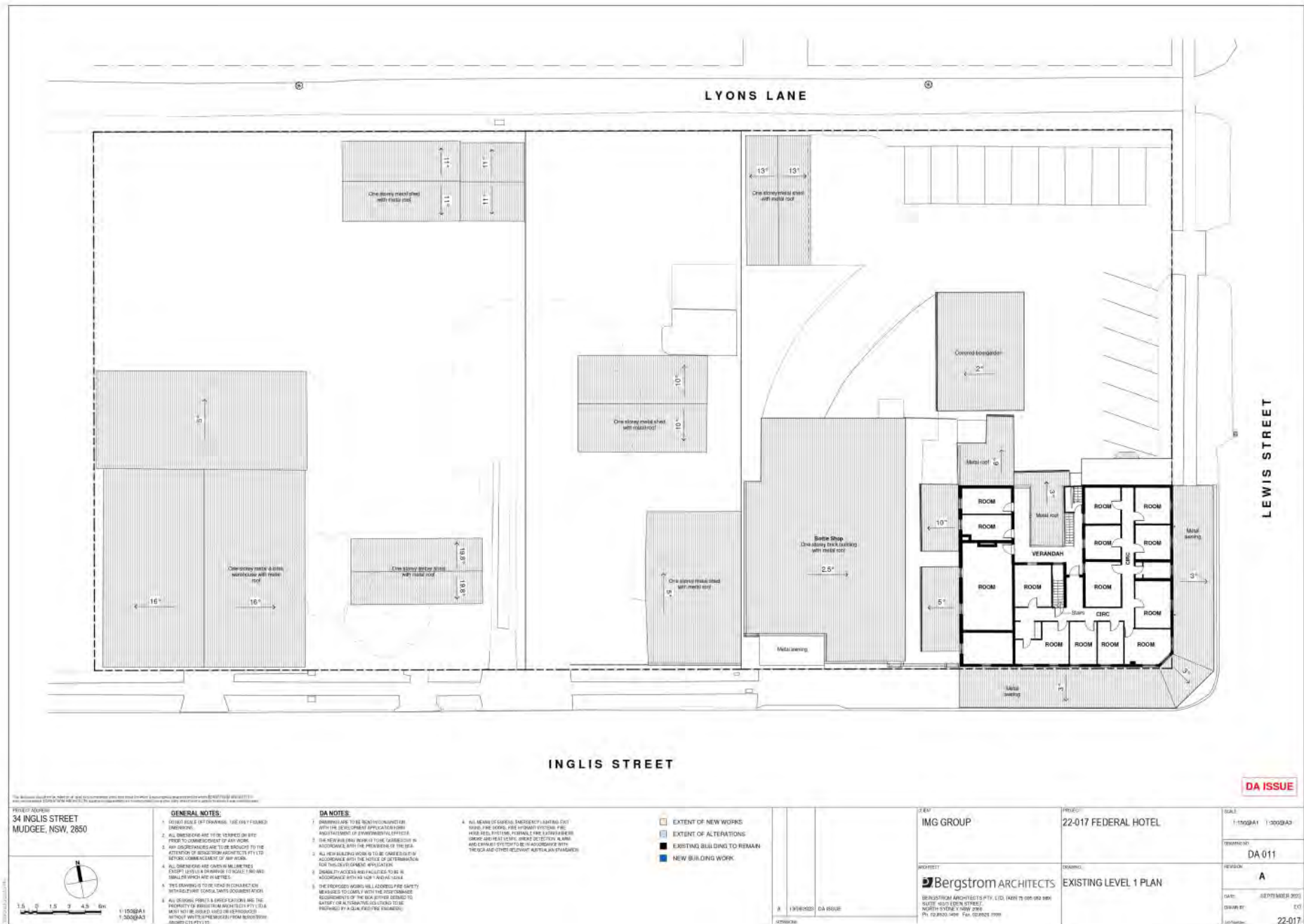
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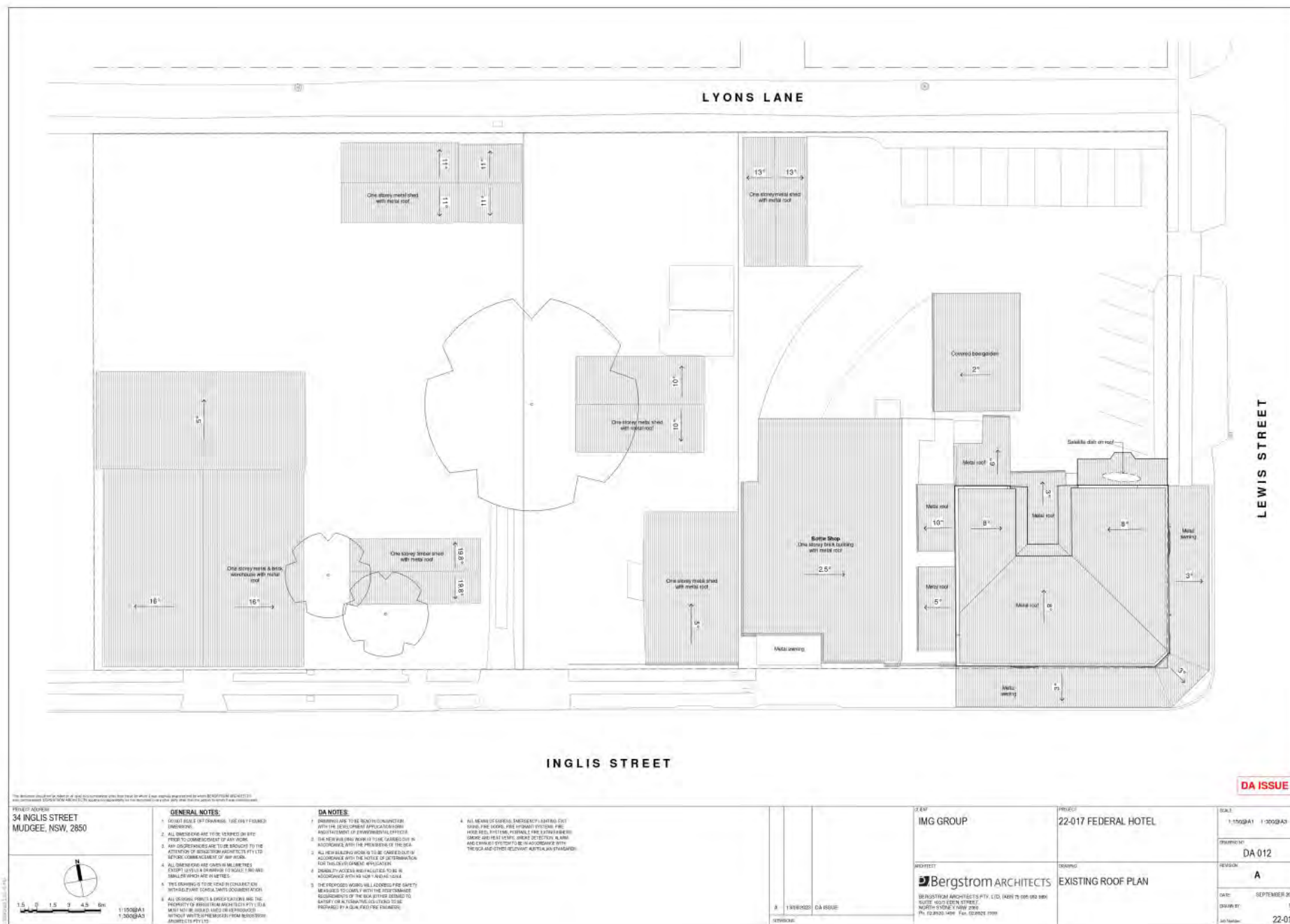
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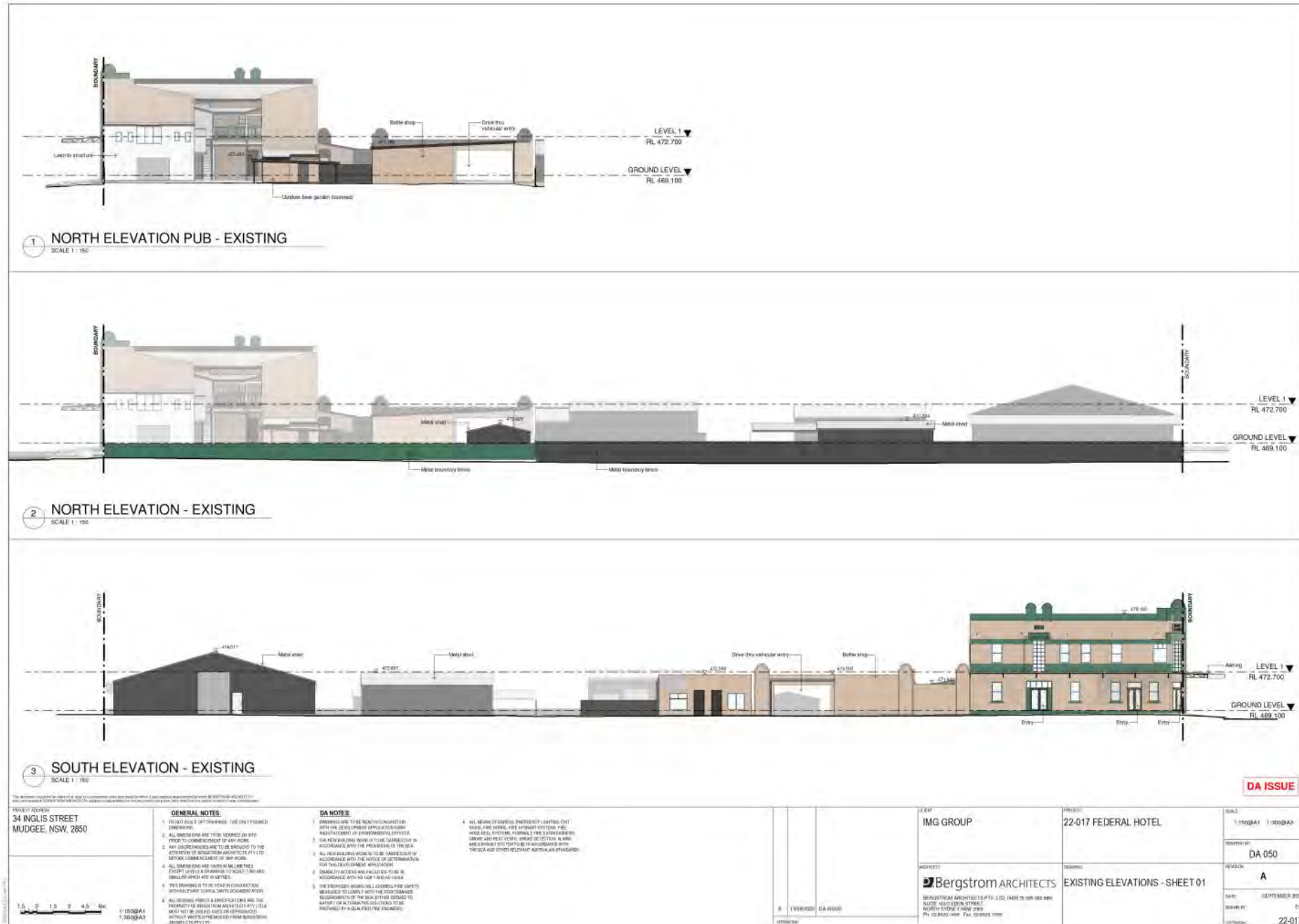
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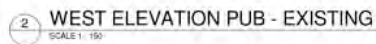
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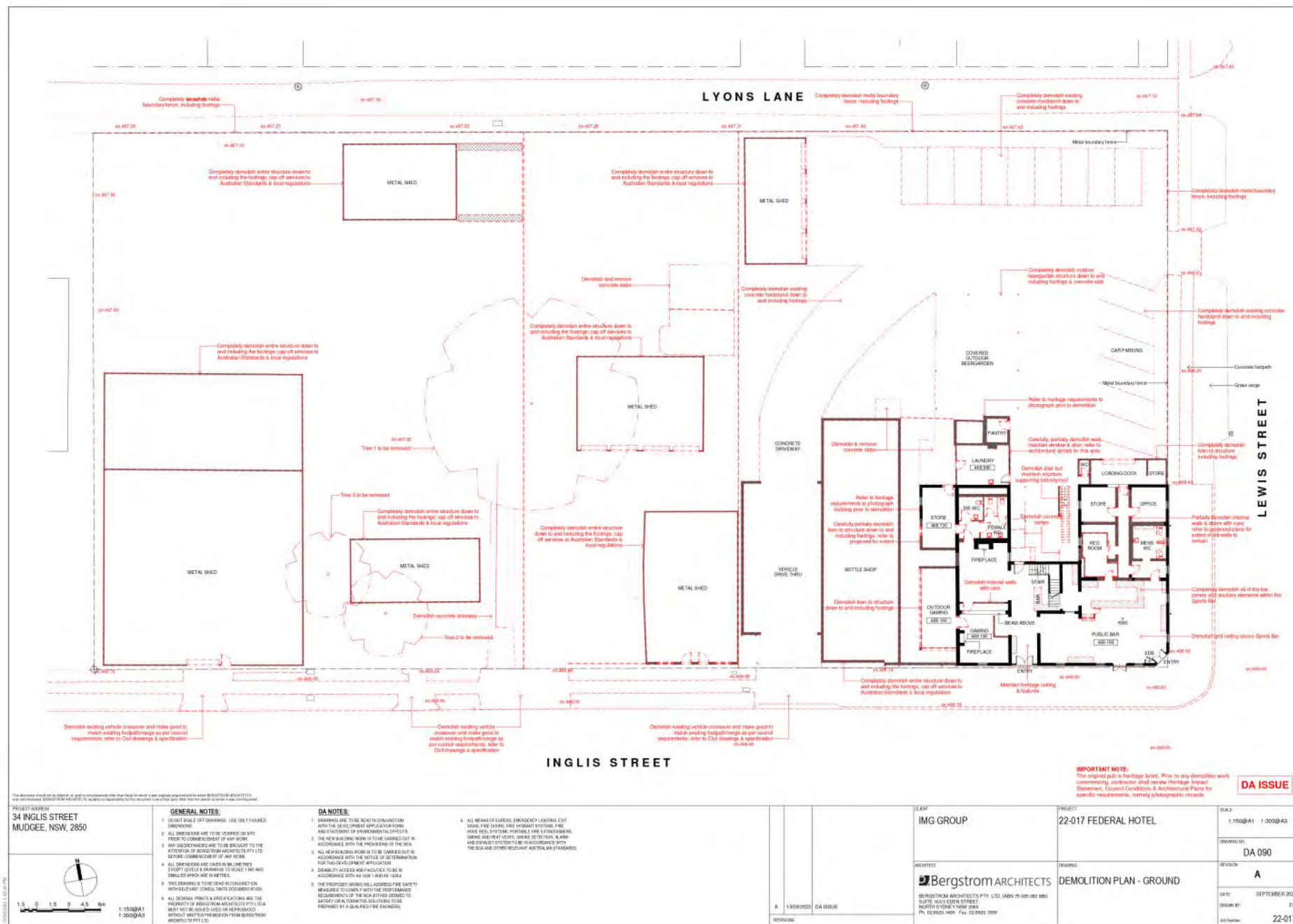


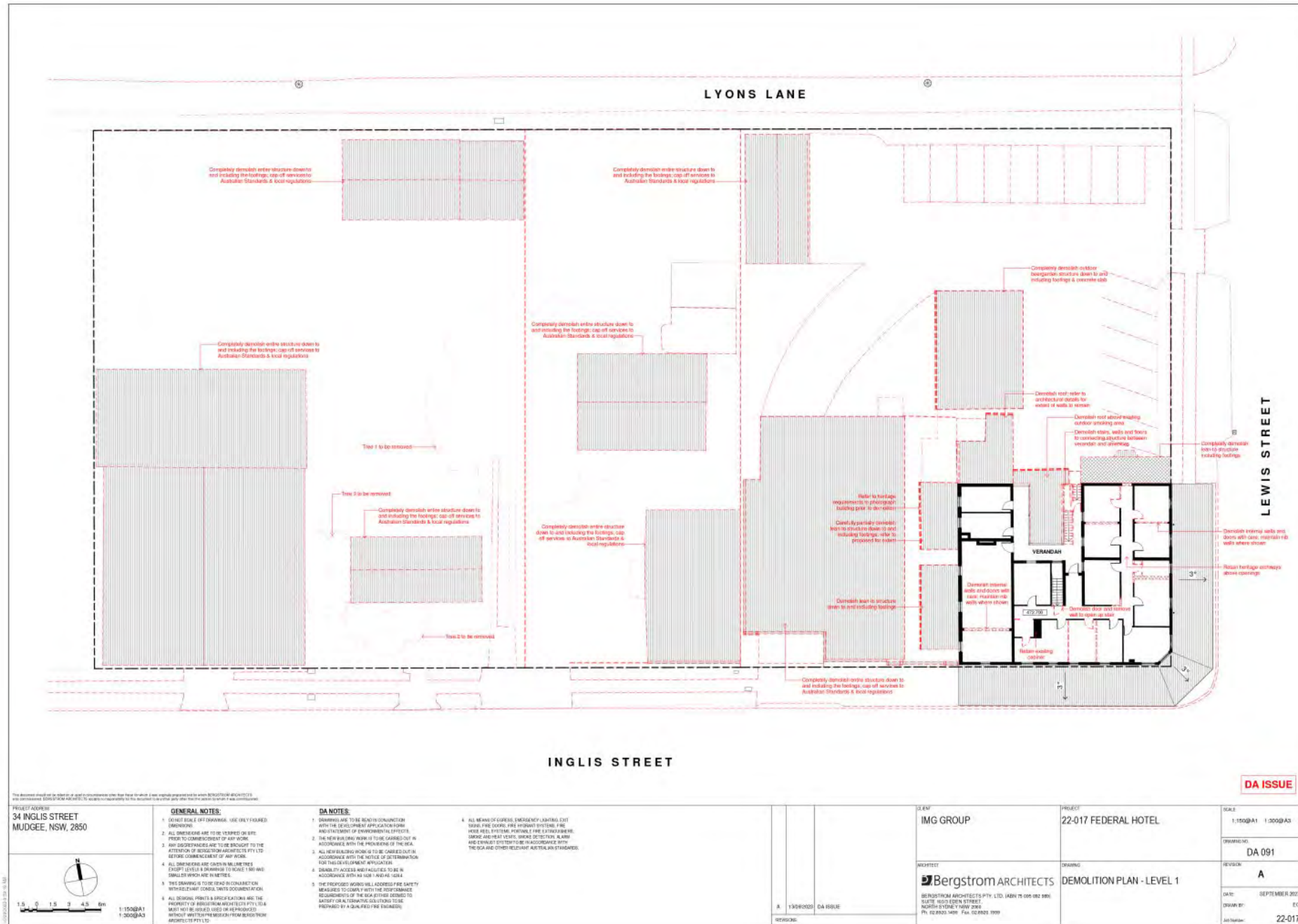


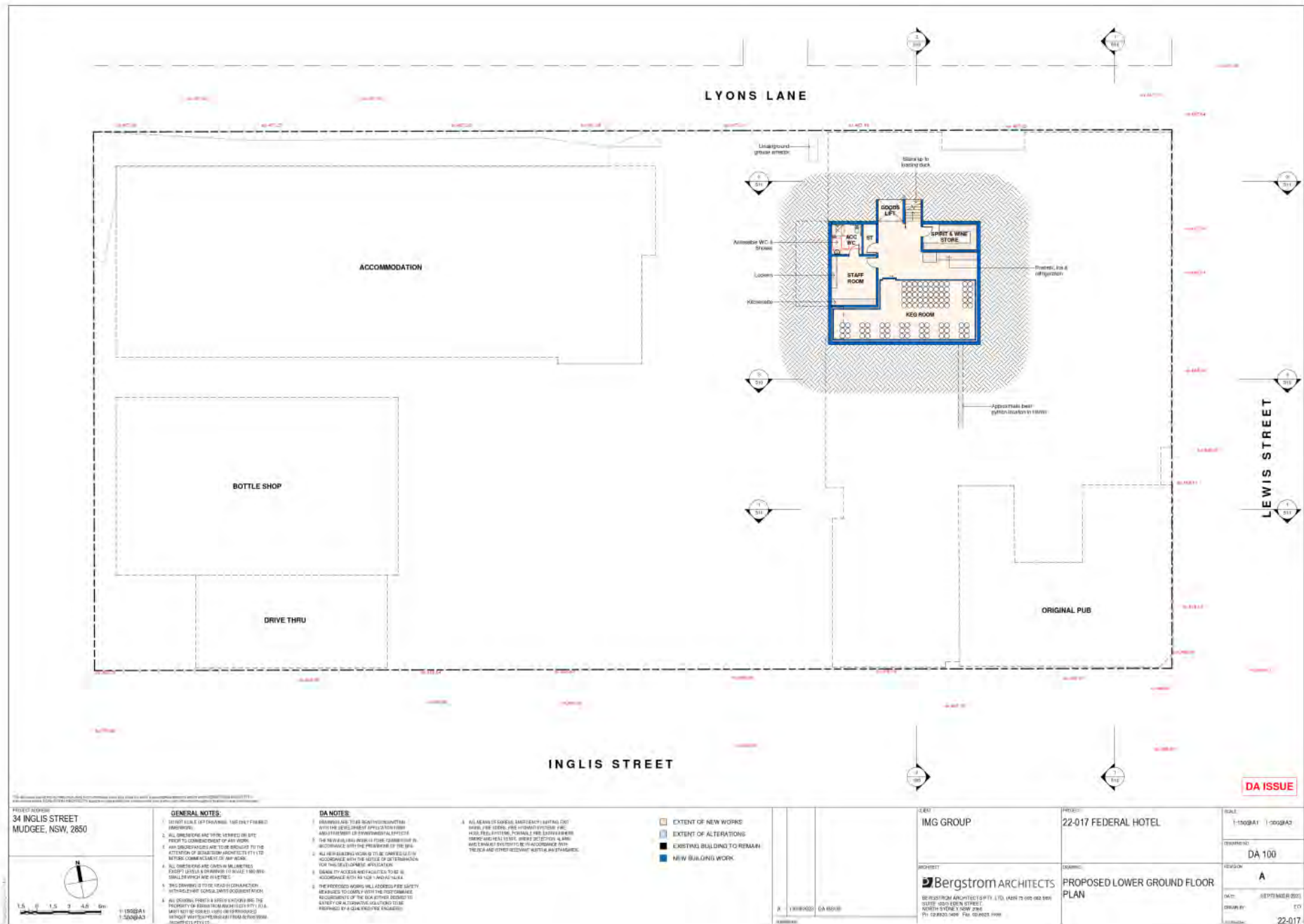


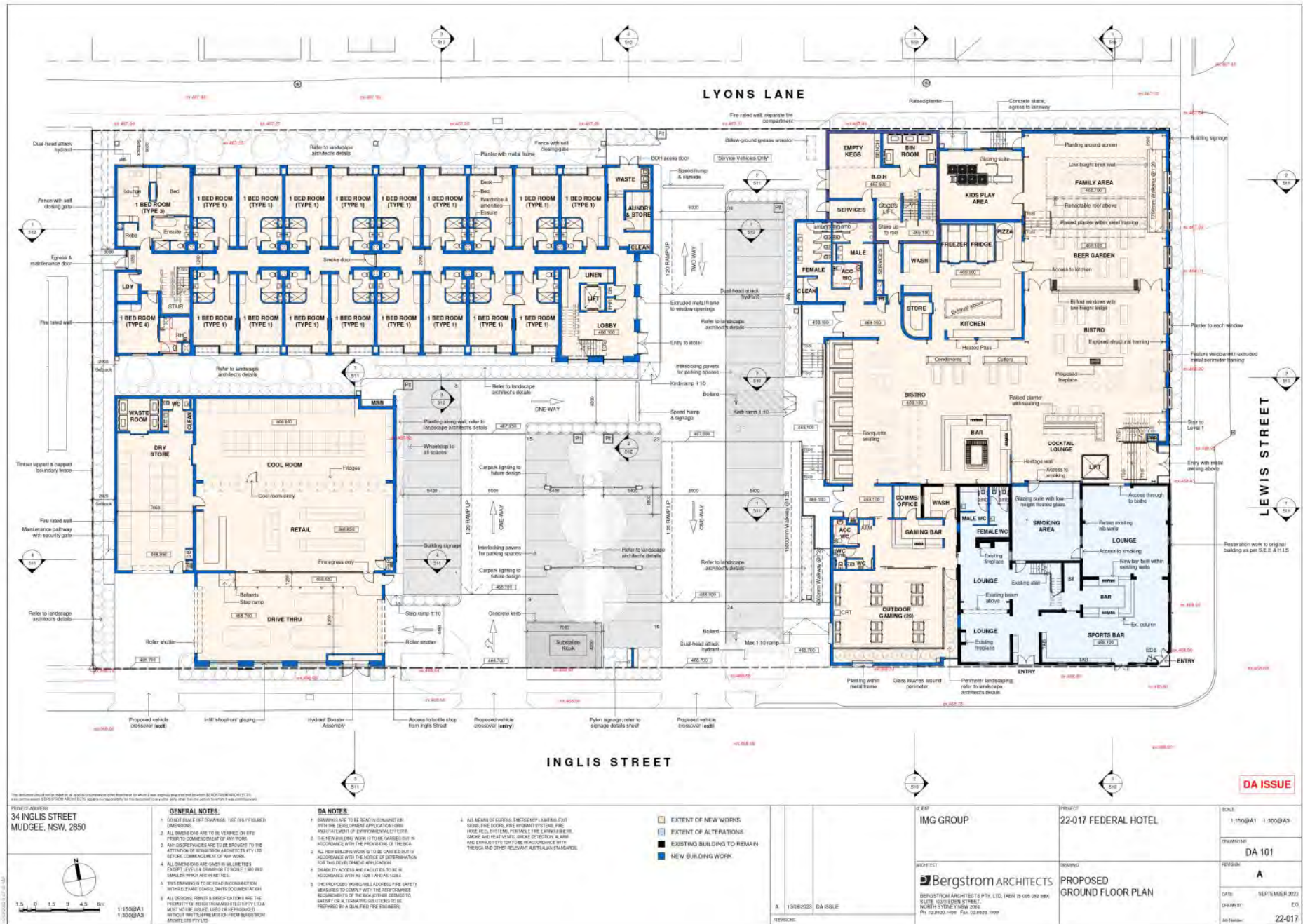
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DATE	SEPTEMBER 2003
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FILE NUMBER	22-017

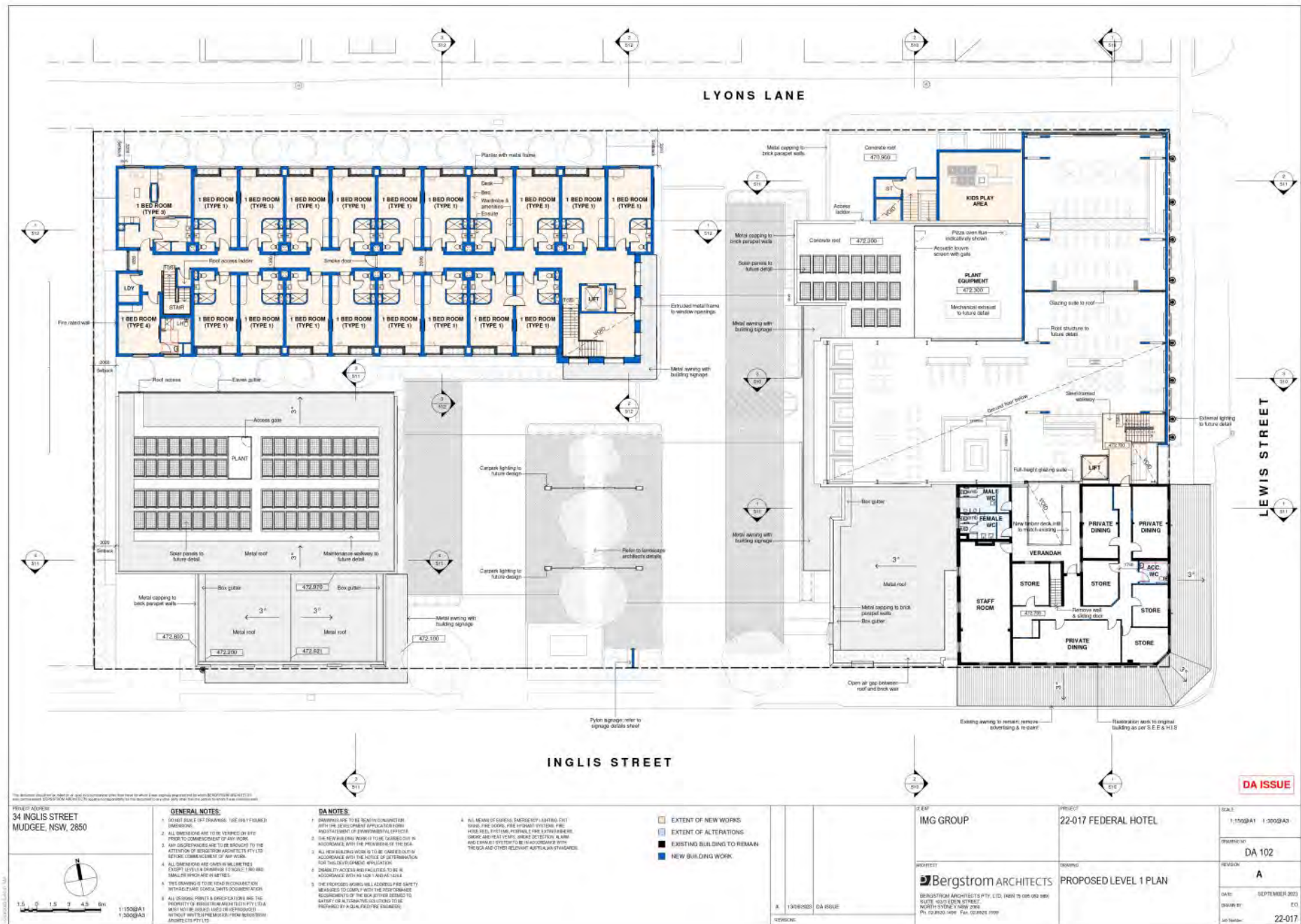


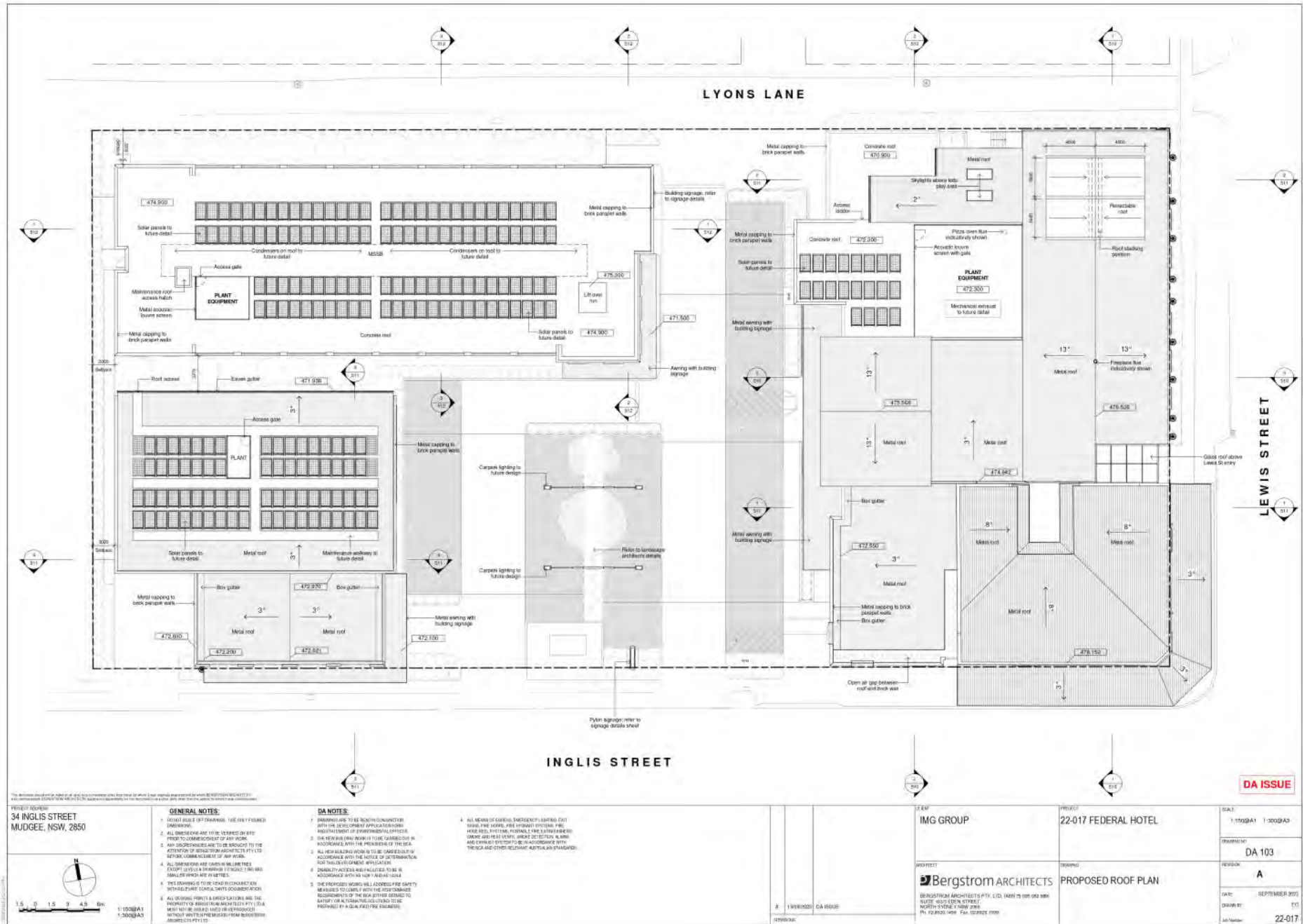














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1:500 (A3)

DA ISSUE

CLIENT
IMG GROUP

ARCHITECT
Bergstrom ARCHITECTS

22-017 FEDERAL HOTEL
100 RUSSELL STREET PTY LTD, 100 RUSSELL STREET
SUITE 100, 100 RUSSELL STREET
PT. MURDOCH, VIC. 3207

PROJECT
22-017 FEDERAL HOTEL

DESIGN
PROPOSED ELEVATIONS - PUB

SCALE
1:150 (A1) 1:500 (A3)

DRAWING NO.
DA 500

DESIGN
A

DATE
SEPTEMBER 2023

DESIGNED BY
EVO

DATE
22-017



DA ISSUE

PROJECT ADDRESS:
34 INGLIS STREET
MUDGEE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE (BY DIMENSION) THE ONLY FORMED DIMENSIONS.
2. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
3. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
4. ALL DIMENSIONS ARE GIVEN IN MILLIMETRES EXCEPT LEVELS IN DIMENSIONS TO ROAD (300 AND 500) WHICH ARE IN METRES.
5. THIS DRAWING IS TO BE USED IN CONNECTION WITH THE FINAL CONTRACT DOCUMENTS.
6. ALL WORKING PRINTS & REVISIONS ARE THE PROPERTY OF BERGSTROM ARCHITECTS PTY LTD. THEY MUST NOT BE REPRODUCED, LOANED OR REPRODUCED WITHOUT WRITTEN PERMISSION FROM BERGSTROM ARCHITECTS PTY LTD.

DA NOTES:

1. DIMENSIONS TO BE TO THE CENTRE OF THE WALL UNLESS SPECIFICALLY NOTED OTHERWISE.
2. DIMENSIONS TO BE TO THE CENTRE OF THE WALL UNLESS SPECIFICALLY NOTED OTHERWISE.
3. DIMENSIONS TO BE TO THE CENTRE OF THE WALL UNLESS SPECIFICALLY NOTED OTHERWISE.
4. DIMENSIONS TO BE TO THE CENTRE OF THE WALL UNLESS SPECIFICALLY NOTED OTHERWISE.
5. DIMENSIONS TO BE TO THE CENTRE OF THE WALL UNLESS SPECIFICALLY NOTED OTHERWISE.
6. DIMENSIONS TO BE TO THE CENTRE OF THE WALL UNLESS SPECIFICALLY NOTED OTHERWISE.

7. ALL NEW WORK SHALL BE TO THE SATISFACTION OF THE LOCAL COUNCIL AND THE NSW FIRE DEPARTMENT.
8. ALL NEW WORK SHALL BE TO THE SATISFACTION OF THE LOCAL COUNCIL AND THE NSW FIRE DEPARTMENT.
9. ALL NEW WORK SHALL BE TO THE SATISFACTION OF THE LOCAL COUNCIL AND THE NSW FIRE DEPARTMENT.
10. ALL NEW WORK SHALL BE TO THE SATISFACTION OF THE LOCAL COUNCIL AND THE NSW FIRE DEPARTMENT.

11. ALL NEW WORK SHALL BE TO THE SATISFACTION OF THE LOCAL COUNCIL AND THE NSW FIRE DEPARTMENT.
12. ALL NEW WORK SHALL BE TO THE SATISFACTION OF THE LOCAL COUNCIL AND THE NSW FIRE DEPARTMENT.
13. ALL NEW WORK SHALL BE TO THE SATISFACTION OF THE LOCAL COUNCIL AND THE NSW FIRE DEPARTMENT.
14. ALL NEW WORK SHALL BE TO THE SATISFACTION OF THE LOCAL COUNCIL AND THE NSW FIRE DEPARTMENT.

CLIENT
IMG GROUP

PROJECT
22-017 FEDERAL HOTEL

SCALE
1:150 (A1) 1:200 (A3)

ARCHITECT
Bergstrom ARCHITECTS

DESIGN
PROPOSED ELEVATIONS - HOTEL

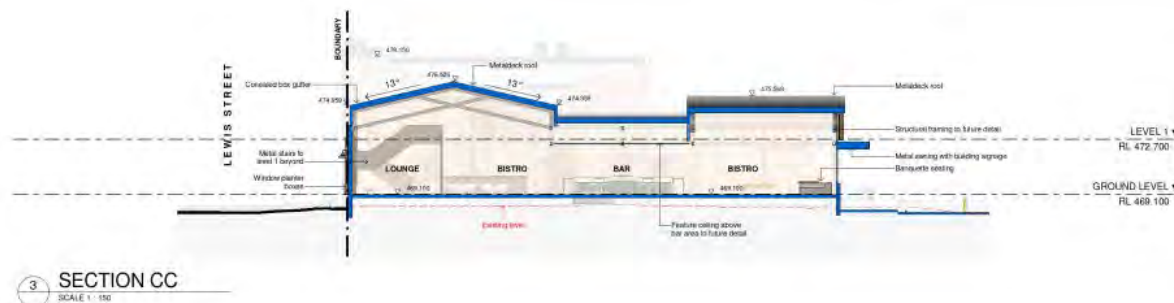
REVISION
A

BERGSTROM ARCHITECTS PTY LTD (ABN 75 100 000 000)
SUITE 40/50 EDITH STREET
NORTH SYDNEY NSW 2060
PH: 02 9550 1000 FAX: 02 9550 1000

DATE: SEPTEMBER 2023
DRAWN BY: ETC
JOB NUMBER: 22-017

1:500 (A1)
1:500 (A3)





DA ISSUE

The following drawings are subject to approval by the relevant authority. If any changes are required, they must be approved by the relevant authority before construction.

PROJECT ADDRESS:
34 INGLIS STREET
MUDGEJE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE. DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
3. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
4. ALL DIMENSIONS ARE GIVEN IN METRES. EXCEPT 1/4" = 1" DIMENSIONS TO SCALE 1:50 AND 1:100 WHICH ARE IN FEET.
5. THIS DRAWING IS TO BE USED IN CONNECTION WITH THE FINAL CONTRACT DOCUMENTATION.
6. ALL WORKING POINTS & DIMENSIONS ARE THE PROPERTY OF BERGSTROM ARCHITECTS PTY LTD. THEY MUST NOT BE REPRODUCED OR REPRODUCED WITHOUT WRITTEN PERMISSION FROM BERGSTROM ARCHITECTS PTY LTD.

DA NOTES:

1. DIMENSIONS TO BE INDICATED IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND SUBMITTAL OF ENVIRONMENTAL IMPACT STATEMENT.
2. THE NEW BUILDING WORK IS TO BE SHOWN OUT IN ACCORDANCE WITH THE PROVISIONS OF THE LOCAL GOVERNMENT ACT 1995.
3. ALL NEW BUILDING WORK IS TO BE SHOWN OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
4. DIMENSIONS TO BE INDICATED TO BE IN ACCORDANCE WITH THE LOCAL GOVERNMENT ACT 1995.
5. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE FIRE SAFETY REQUIREMENTS OF THE LOCAL GOVERNMENT ACT 1995.
6. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE FIRE SAFETY REQUIREMENTS OF THE LOCAL GOVERNMENT ACT 1995.

7. ALL NEW WORK OF COURSE, EMERGENCY, SAFETY, ETC. SHALL BE SHOWN OUT IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND SUBMITTAL OF ENVIRONMENTAL IMPACT STATEMENT.
8. ALL NEW WORK OF COURSE, EMERGENCY, SAFETY, ETC. SHALL BE SHOWN OUT IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND SUBMITTAL OF ENVIRONMENTAL IMPACT STATEMENT.

- EXTENT OF NEW WORKS
- EXTENT OF ALTERATIONS
- EXISTING BUILDING TO REMAIN
- NEW BUILDING WORK

IMG GROUP

22-017 FEDERAL HOTEL

SCALE:

1:150 (A1) 1:300 (A3)

DRAWING NO:

DA 510

REVISION:

A

DATE:

SEPTEMBER 2023

DRAWN BY:

EVO

JOB NUMBER:

22-017

ARCHITECT:

Bergstrom ARCHITECTS

BERGSTROM ARCHITECTS PTY LTD, (ABN 75 105 050 000)
SUITE 40/50, 10/11 STREET,
NORTH SYDNEY NSW 2060
PH: 00255 4444 FAX: 00255 4444

DESIGNED:

PROPOSED SECTIONS - SHEET 01

X (300x100) DA ISSUE

VERSION:



The document should not be taken as a guide to a comprehensive review from which to select a site explicitly suggested by which BC REP/10/06 REG-017731

34 INGLIS STREET
MUDGEEE, NSW, 2850

GENERAL NOTES:





- GENERAL NOTES:**
1. DOTTED SCALE (NOT DRAWING). THE 1987 FOUNDATION WALLS ARE 18" THICK.
 2. ALL DIMENSIONS ARE TO THE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
 3. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF DESIGNER ARCHITECTS FFYTD BEFORE COMMENCEMENT OF ANY WORK.
 4. ALL DIMENSIONS ARE GIVEN IN MILLIMETERS EXCEPT LEVELS & DIMENSIONS TO SCALE 1"=60' AND SMALLER WHICH ARE IN FEET.
 5. THE DRAWING IS TO BE READ IN CONJUNCTION WITH THE PLANT CONSULTANTS DOCUMENTATION.
 6. ALL GEOTECH. PERMITS & SPECIFICATIONS AND THE PROVISIONS OF GEOTECHNICAL ARCH. TECH. PLY 13.0 & A.M. 13.0 SHALL BE STRICTLY ADHERED TO THROUGHOUT WITHOUT VARIATION FROM THE PROVISIONS OF GEOTECHNICAL ARCHITECTS FFYTD.

DA NOTES:

- [illegible]

SECTION GG

SCALE 1: 150

-  EXTENT OF NEW WORKS
-  EXTENT OF ALTERATIONS
-  EXISTING BUILDING TO REMAIN
-  NEW BUILDING WORK

IMG GROUP

ARCHITECT
Bergstrom ARCHITECTS

BERNSTEIN ARCHITECTS PTY. LTD. (ABN 75 005 082 888)
SUITE 100/5 EDEN STREET,
NORTH SYDNEY NSW 2060
Ph: 02 8520 3490 Fax: 02 8520 3500

22-017 FEDERAL HOTEL

PROPOSED SECTIONS - SHEET 02

DA ISSUE

SCALE	
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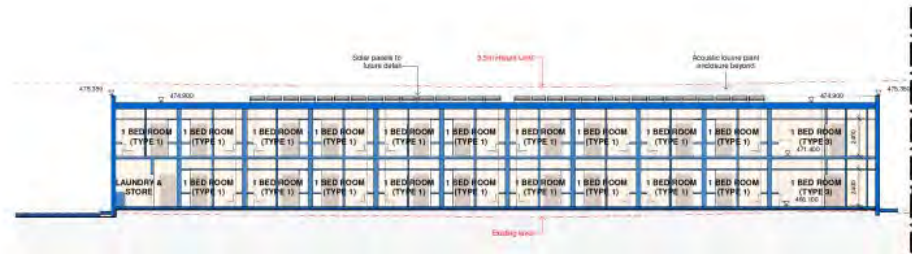
DA 511

A

DATE: SEPTEMBER 2023

CHURN BY

22-017



1 SECTION HH
SCALE 1:150



2 SECTION JJ
SCALE 1:150



3 SECTION KK
SCALE 1:150

DA ISSUE

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PROJECT ADDRESS:
34 INGLIS STREET
MUDGE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE (1:150) DRAWINGS. THE ONLY DIMENSIONS ARE TO BE TAKEN FROM THE SITE PRIOR TO COMMENCEMENT OF ANY WORK.
2. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
3. ALL DIMENSIONS ARE GIVEN IN MILLIMETRES EXCEPT LEVELS IN DIMENSION TO ROAD (1500) AND SMALLER WHICH ARE IN METRES.
4. THIS DRAWING IS TO BE USED IN CONNECTION WITH THE FINAL CONTRACT DOCUMENTATION.
5. ALL WORKING POINTS, DIMENSIONS AND THE PROPERTY OF BERGSTROM ARCHITECTS PTY LTD MUST NOT BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION FROM BERGSTROM ARCHITECTS PTY LTD.

DA NOTES:

1. DIMENSIONS TO BE NOTED IN CONNECTION WITH THE DEVELOPMENT APPLICATION FORM AND ATTACHMENT OF ENVIRONMENTAL IMPACT.
2. THE NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PRESENCE OF THE LOCAL AUTHORITY'S REQUIREMENTS.
3. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE PERFORMANCE REQUIREMENTS OF THE BUILDING ASSESSMENT TO SAFETY OR A QUALIFIED FIRE ENGINEER.

4. ALL MEANS OF EGRESS, EMERGENCY EXIT, EXIT, FIRE WORKS, FIRE EXTINGUISHING SYSTEMS, SMOKE AND HEAT EXHAUST, SMOKE DETECTION ALARM, AND EXHAUST SYSTEMS TO BE IN ACCORDANCE WITH THE LOCAL AUTHORITY'S REQUIREMENTS.

- EXTENT OF NEW WORKS
- EXTENT OF ALTERATIONS
- EXISTING BUILDING TO REMAIN
- NEW BUILDING WORK

DATE: 13/09/2023 DA ISSUE

CLIENT: IMG GROUP

ARCHITECT: Bergstrom ARCHITECTS

BERGSTROM ARCHITECTS PTY LTD (ABN 75 105 050 000)
SUITE 40/50 EDEN STREET
NORTH SYDNEY NSW 2060
PH: 02 9550 4400 FAX: 02 9550 4400

PROJECT: 22-017 FEDERAL HOTEL

DESIGN: PROPOSED SECTIONS - SHEET 03

SCALE: 1:150 (A1) 1:200 (A3)

DRAWING NO: DA 512

REVISION: A

DATE: SEPTEMBER 2023

DRAWN BY: ETC

APP. NUMBER: 22-017



View - East elevation of pub (Lewis Street)

DA ISSUE

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PROJECT ADDRESS
34 INGLIS STREET
MUDGE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE OFF DRAWINGS. USE ONLY FIGURED DIMENSIONS.
2. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
3. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
4. ALL DIMENSIONS ARE GIVEN IN MILLIMETRES EXCEPT LEVELS & DIMENSIONS TO ROAD & SMALLER WORK ARE IN METRES.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE EXISTING CONSENT DOCUMENTATION.
6. ALL DRAWING PRINTS & SPECIFICATIONS ARE THE PROPERTY OF BERGSTROM ARCHITECTS PTY LTD. THEY MUST NOT BE REPRODUCED, COPIED OR REPRODUCED WITHOUT WRITTEN PERMISSION FROM BERGSTROM ARCHITECTS PTY LTD.

DA NOTES:

1. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION FORM AND STATEMENT OF ENVIRONMENTAL EFFECTS.
2. THE NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF THE LOCAL ACT.
3. ALL NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
4. DIMENSIONAL ACCESS AREAS ARE TO BE IN ACCORDANCE WITH AS 1531 AND AS 1534.
5. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE PERFORMANCE REQUIREMENTS OF THE LOCAL ACT AS DEEMED TO BE SATISFACTORY BY A QUALIFIED FIRE ENGINEER.
6. ALL MEANS OF EGRESS, EMERGENCY EXITING, EXIT SMOKE, FIRE ALARMS, FIRE EXTINGUISHING, FIRE RISK ASSESSMENT, PORTABLE FIRE EXTINGUISHERS, SMOKE AND HEAT EXHAUST, SMOKE DETECTION ALARMS AND EXHAUST SYSTEMS TO BE IN ACCORDANCE WITH THE LOCAL ACT AND OTHER RELEVANT AUSTRALIAN STANDARDS.

CLIENT
IMG GROUP

PROJECT
22-017 FEDERAL HOTEL

SCALE
N.T.S.

DRAWING NO.
DA 520

REVISION
A

DATE
SEPTEMBER 2023

DRAWN BY
EYO

Job Number
22-017

ARCHITECT
Bergstrom ARCHITECTS
BERGSTROM ARCHITECTS PTY LTD, ABN 75 095 082 886
SUITE 10/10 EDEN STREET
NORTH SYDNEY NSW 2060
PH: 02 9550 1000 FAX: 02 9550 1000

DRAWING
3D VIEWS - SHEET 01

A 13081003 DA ISSUE

REVISION:



View 1



View 2



View 3



View 4

DA ISSUE

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PROJECT ADDRESS
34 INGLES STREET
MUDGE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE OFF DRAWINGS. USE ONLY FIGURED DIMENSIONS.
2. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
3. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
4. ALL DIMENSIONS ARE GIVEN IN METRES (3000) UNLESS OTHERWISE NOTED (1000) AND SMALLER WORK ARE IN METRES.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT CONSTRUCTION DOCUMENTATION.
6. ALL DRAWING PRINTS & REVISIONS ARE THE PROPERTY OF BERGSTROM ARCHITECTS PTY LTD. THEY MUST NOT BE REPRODUCED, COPIED OR REPRODUCED WITHOUT WRITTEN PERMISSION FROM BERGSTROM ARCHITECTS PTY LTD.

DA NOTES:

1. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION FORM AND STATEMENT OF ENVIRONMENTAL EFFECTS.
2. THE NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF THE LOCAL ACT.
3. ALL NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
4. DIMENSIONAL ACCESS REQUIREMENTS TO BE IN ACCORDANCE WITH AS 1418.1 AND AS 1418.4.
5. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE PERFORMANCE REQUIREMENTS OF THE LOCAL ACT AND DEEMED TO SATISFY AN ALTERNATIVE SOLUTION TO BE PREPARED BY A QUALIFIED FIRE ENGINEER.
6. ALL MEANS OF EGRESS, EMERGENCY EXITING, EXIT SIGNS, FIRE EXITS, FIRE PROTECTIVE SYSTEMS, FIRE ALARMS, FIRE EXTINGUISHERS, PORTABLE FIRE EXTINGUISHERS, SMOKE AND HEAT EXHAUST, SMOKE DETECTION ALARMS AND EXHAUST SYSTEMS TO BE IN ACCORDANCE WITH THE LOCAL ACT AND OTHER RELEVANT AUSTRALIAN STANDARDS.

CLIENT
IMG GROUP

ARCHITECT
Bergstrom ARCHITECTS

BERGSTROM ARCHITECTS PTY LTD, ABN 75 005 082 888
SUITE 10/100 EDEN STREET
NORTH SYDNEY NSW 2060
PH: 02 9550 1000 FAX: 02 9550 1000

PROJECT
22-017 FEDERAL HOTEL

DRAWING
3D VIEWS - SHEET 02

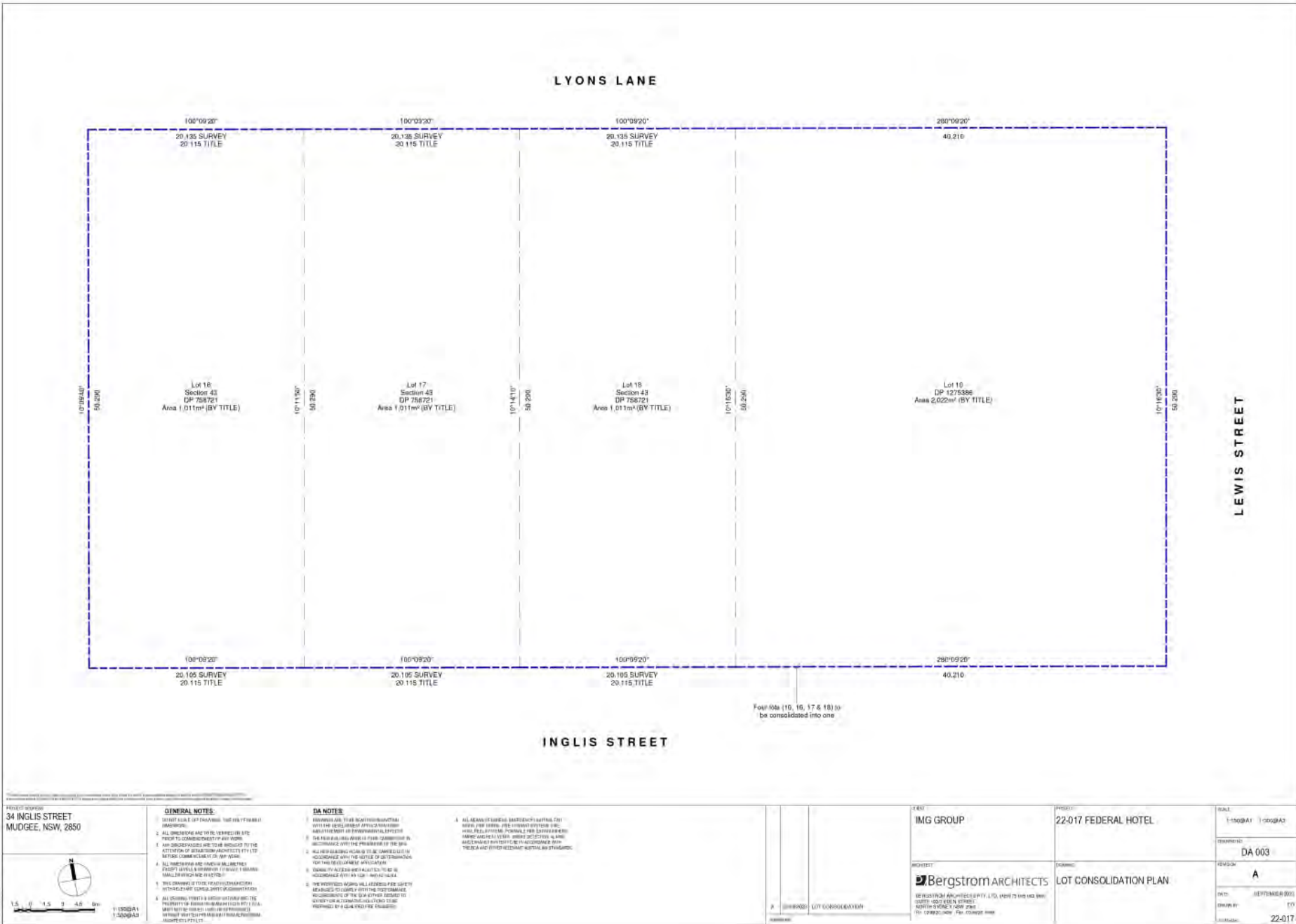
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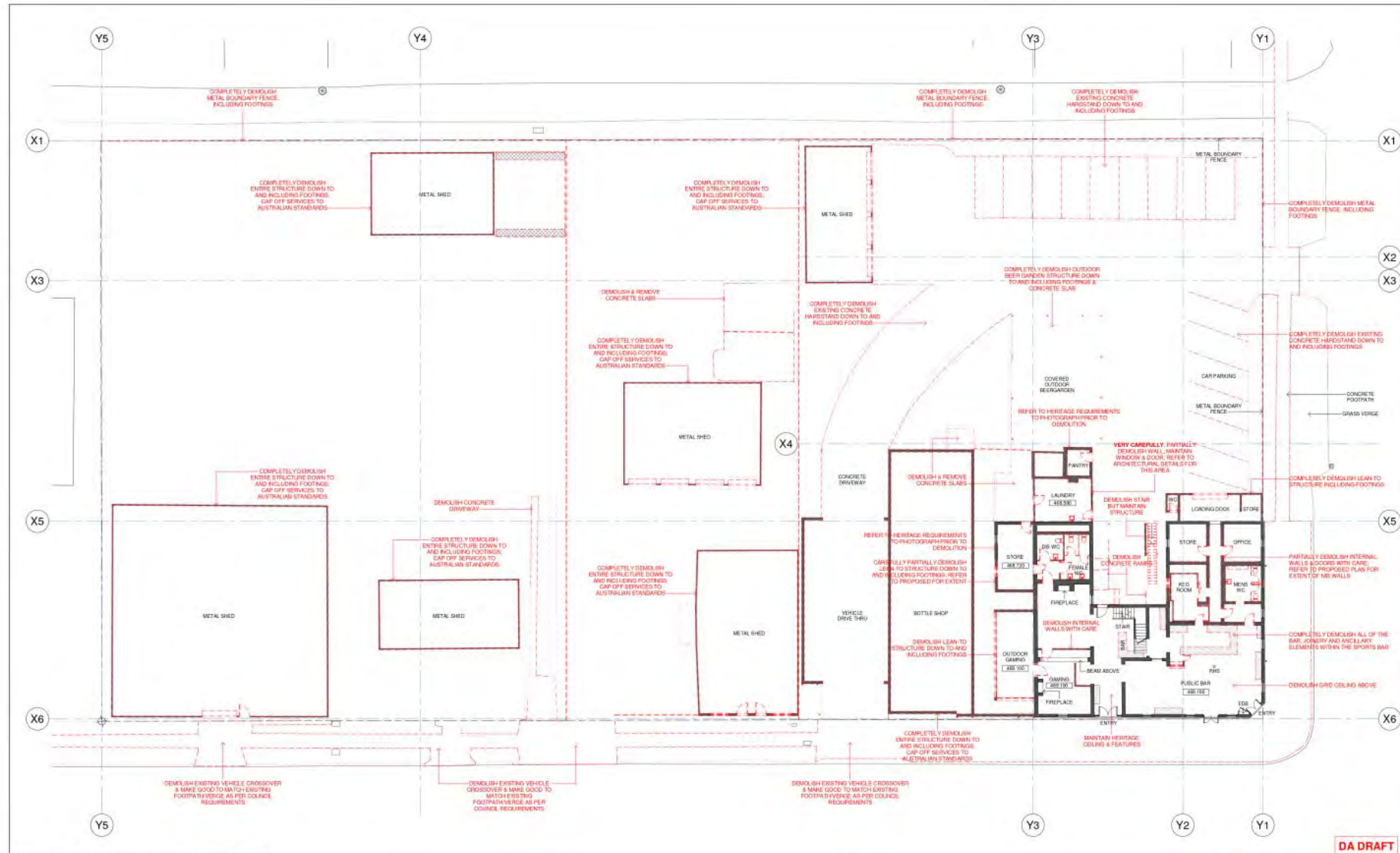
DRAWING NO:
DA 521REVISION:
A

DATE: SEPTEMBER 2023

DRAWN BY: ETO

JOB NUMBER: 22-017





DA DRAFT

This document should not be relied on or used in circumstances other than those for which it was originally prepared and to which NRS075(06) 604611(7) applies.

PROJECT ADDRESS
34 INGLIS STREET
MUDGEE, NSW, 2850



1:1500@A1
1:2000@A3

GENERAL NOTES:

- DO NOT SCALE OFF DIMENSIONS. USE ONLY FRAMED DIMENSIONS.
- ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
- ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERKSHIRE ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
- ALL DIMENSIONS ARE GIVEN IN MILLIMETRES (EXCEPT LEVELS & DRAWINGS TO SCALE 1:50 AND SMALLER WHICH ARE IN METRES).
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELEVANT CADAS, SURVEY DOCUMENTATION.
- ALL DIMENSION PRINTS & SPECIFICATIONS ARE THE PROPERTY OF BERKSHIRE ARCHITECTS PTY LTD & ARE NOT TO BE REPRODUCED OR RE-CREATED IN ANY FORM WITHOUT PERMISSION FROM BERKSHIRE ARCHITECTS PTY LTD.

DA NOTES:

1. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION FORM AND STATEMENT OF ENVIRONMENTAL EFFECTS.
2. THE NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF THE BCA.
3. ALL NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
4. DISABILITY ACCESS AND FACILITIES TO BE IN ACCORDANCE WITH N/A 1208.1 AND AS 1209.4.
5. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE PERFORMANCE REQUIREMENTS OF THE BCA (OTHER DEEMED TO SATISFY OR ALTERNATIVE SOLUTIONS TO BE PREPARED BY A QUALIFIED FIRE ENGINEER).

6. ALL MEANS OF EGRESS, EMERGENCY LIGHTING, EXIT SIGNS, FIRE DOORS, FIRE HYDRANT SYSTEMS, FIRE HOSE REEL SYSTEMS, PORTABLE FIRE EXTINGUISHERS, SMOKE AND HEAT VENTS, SMOKE DETECTION, ALARM AND EXHAUST SYSTEMS TO BE IN ACCORDANCE WITH THE BCA AND OTHER RELEVANT AUSTRALIAN STANDARDS.

ARCHITECT
Bergstrom ARCHITECTS

BERGSTROM ARCHITECTS PTY. LTD. (ABN 75 005 082 988)
SUITE 103/3 EDEN STREET,
NORTH SYDNEY NSW 2060
Ph 02 8820 3499 Fax 02 8820 1999

22 **NDY**

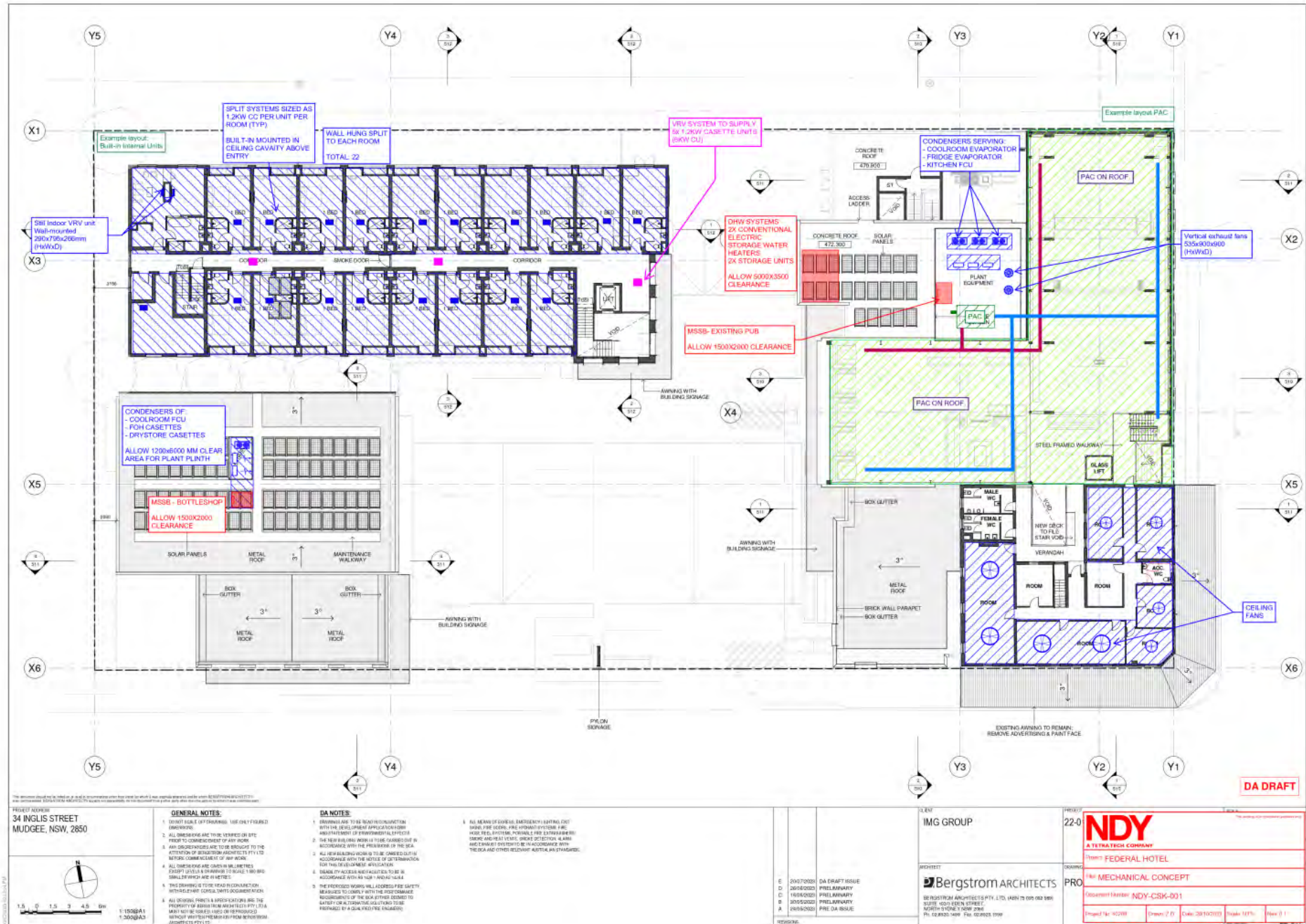
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A TETRA TECH COMPANY

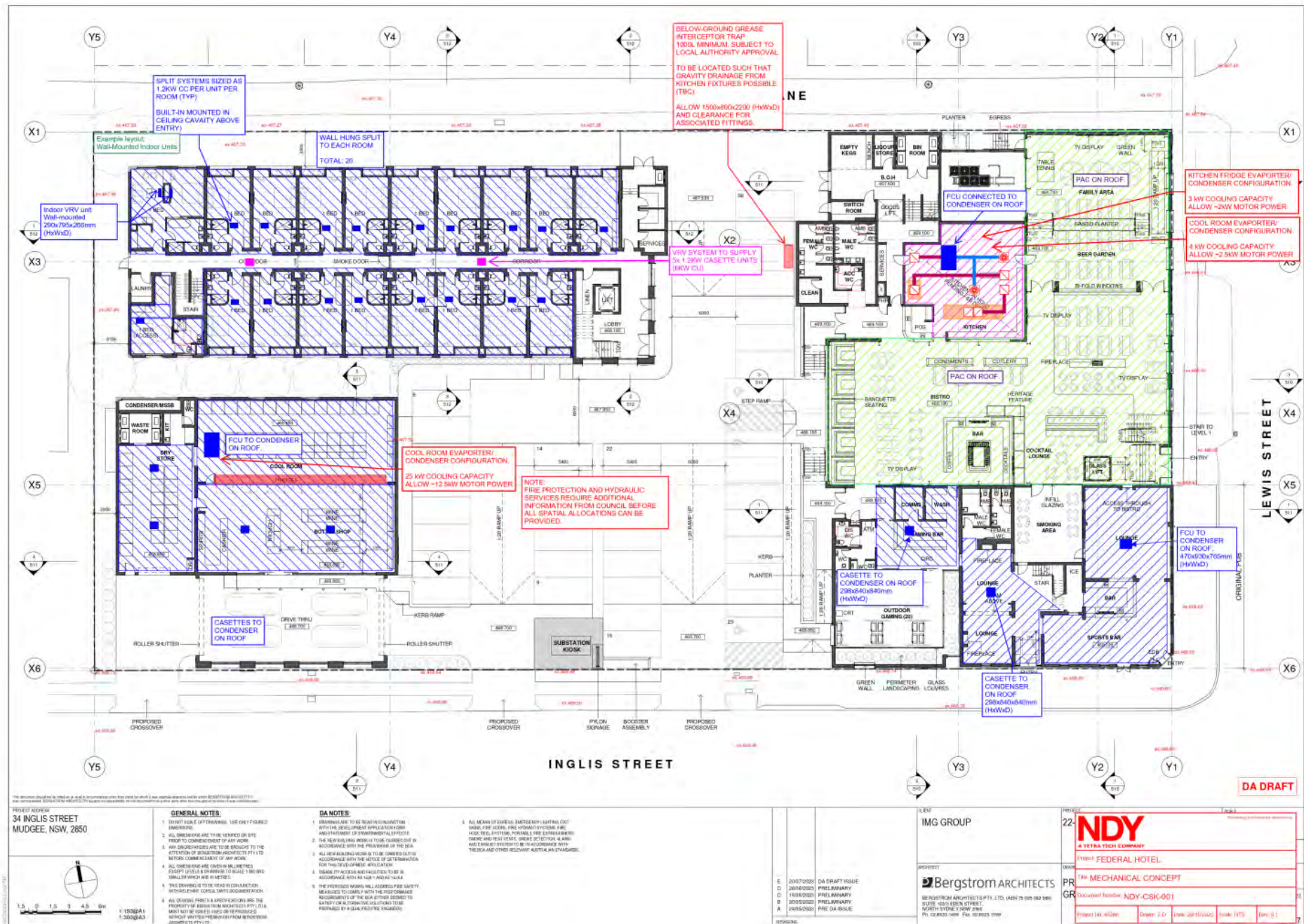
Project	FEDERAL HOTEL
Title	MECHANICAL CONCEPT















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Proyecto No. 462395	Origen: Z.D.
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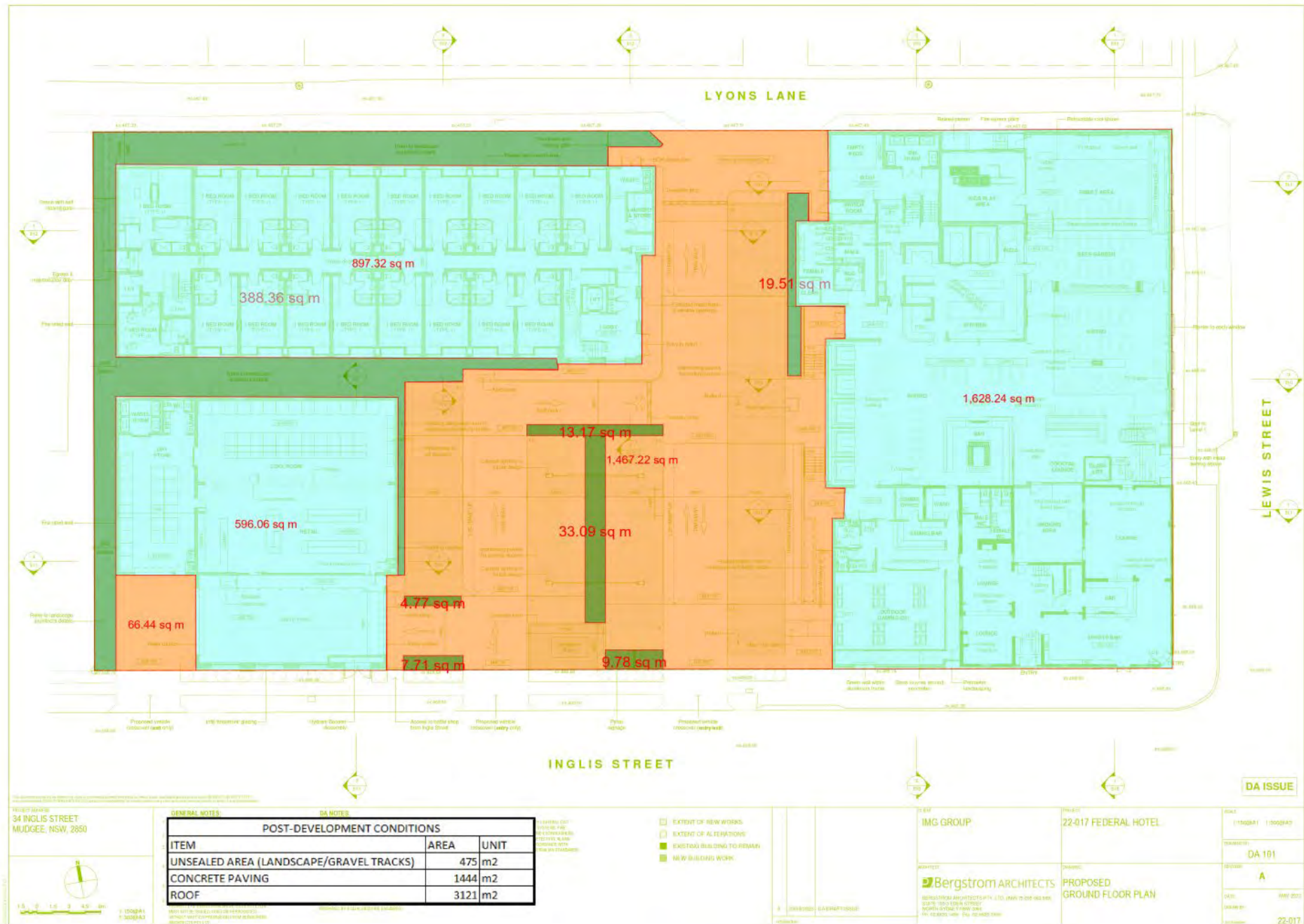


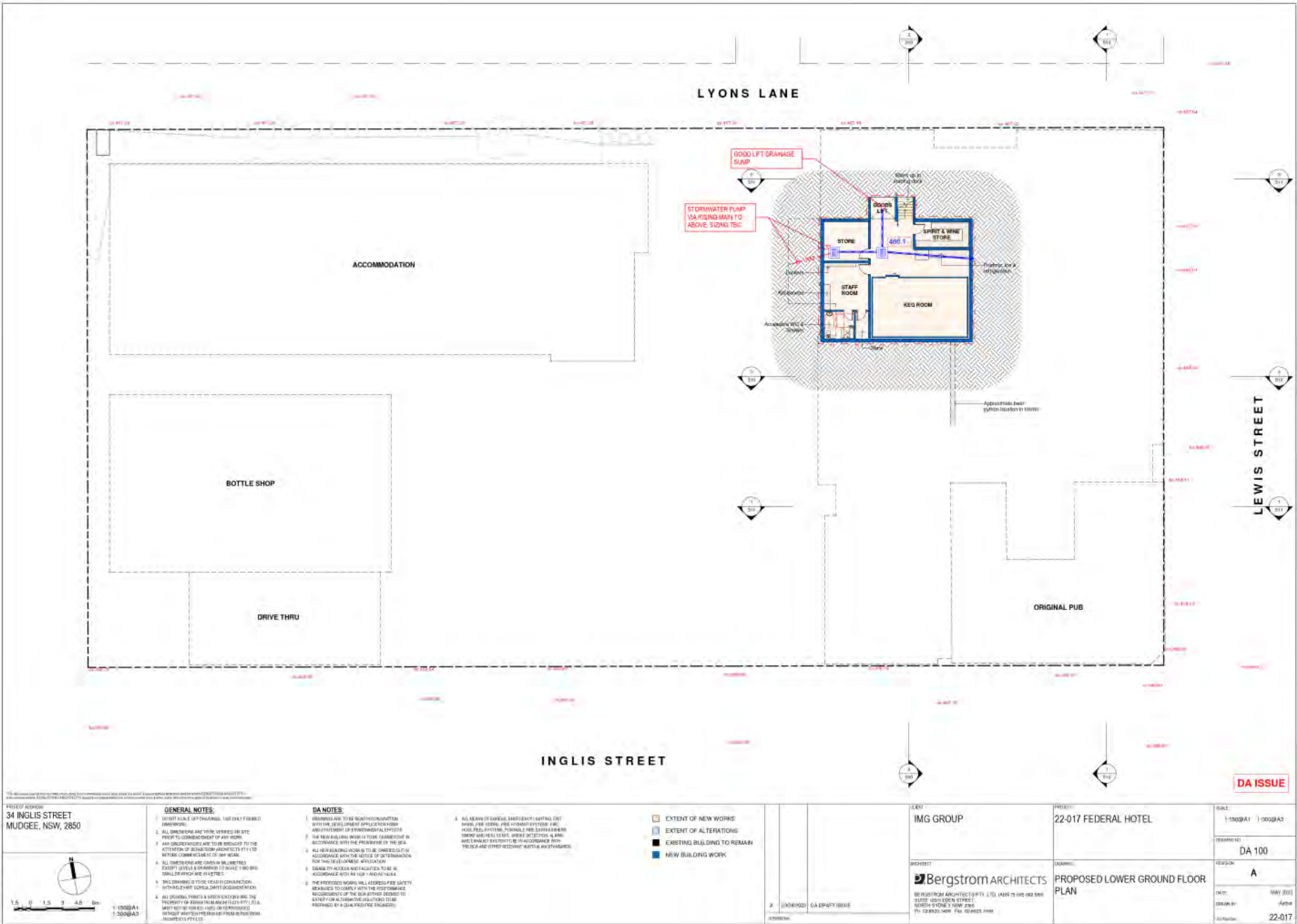


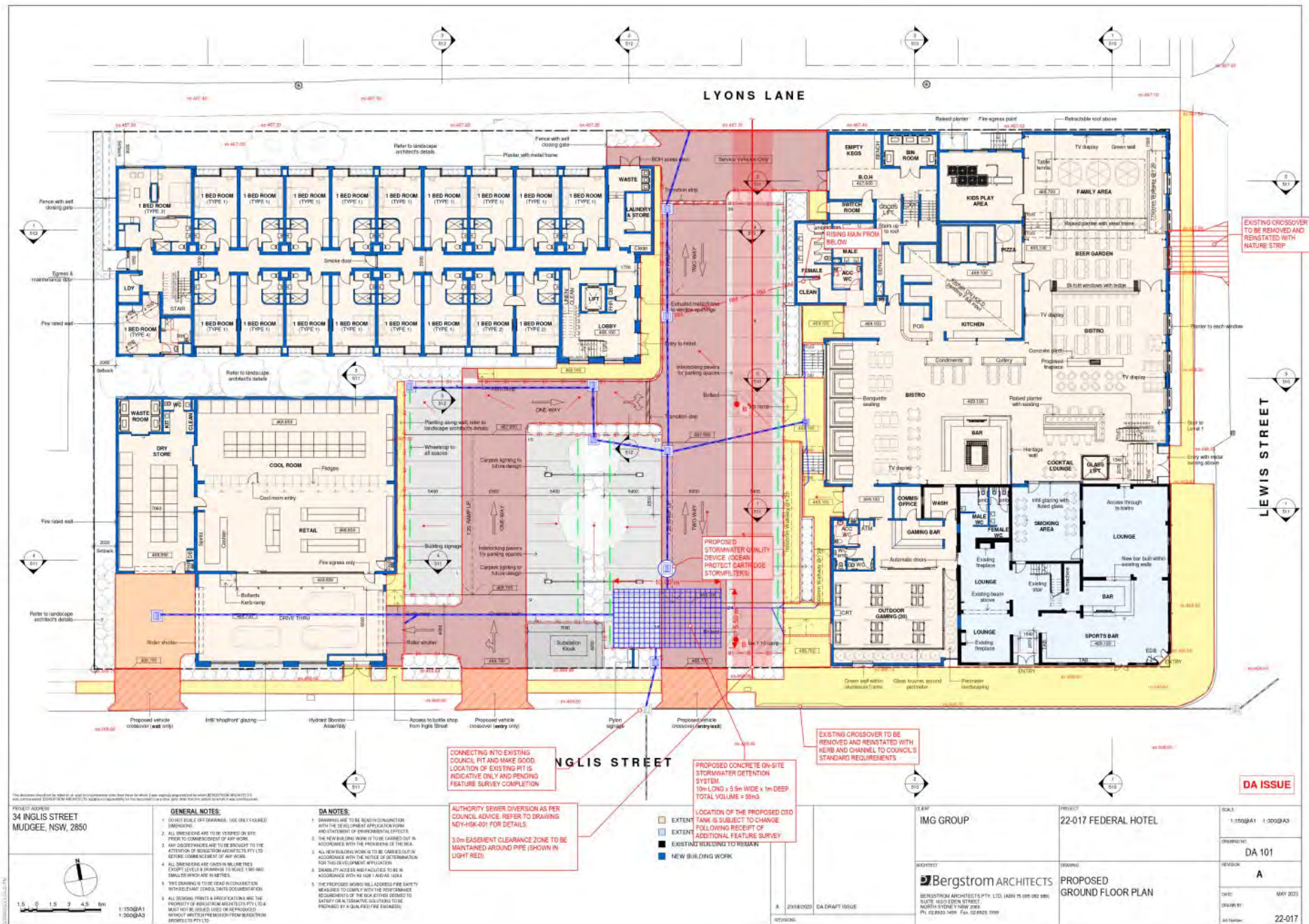
LEGEND:		
	SW	PROPOSED STORMWATER
	M2	PROPOSED SPOON DRAIN
	B1	PROPOSED BARRIER KERB
	ES	PROPOSED EDGE STRIP
	B	PROPOSED BOLLARD
	EX SW	EXISTING STORMWATER
	TG	TRENCH GRATE
	VEHICLE CROSSOVER AS PER COUNCIL STANDARD DRAWING	
	PROPOSED FOOTPATH	
	PROPOSED VEHICULAR PAVEMENT (PAVEMENT TYPE TBC)	
	PROPOSED VEHICULAR PAVEMENT PAVER	
	SUBSOIL DRAINAGE (AGI)	
	STORMWATER PUMP RISING MAIN	
	WS	WHEEL STOP

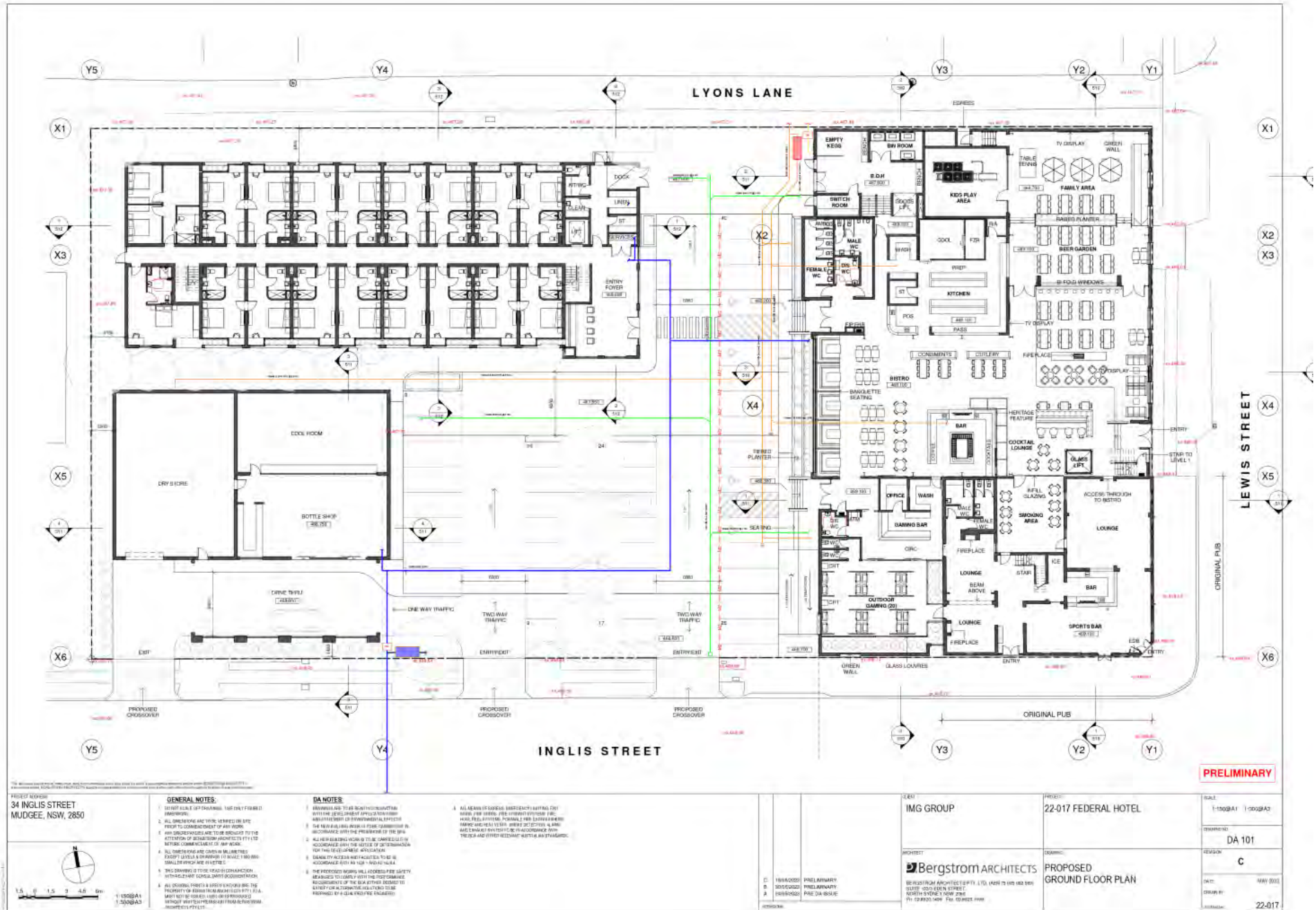
GENERAL NOTES:	
- THE FOLLOWING GENERAL NOTES APPLY TO EVERY PAGE OF THIS DOCUMENT.	
- ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE INDICATED.	
- PROPOSED LEGAL POINT OF DISCHARGE IS INDICATIVE ONLY AND PENDING FINALISATION OF RELEVANT FEATURE SURVEY AND SERVICES PROVING.	
- LOCATE AND CONFIRM LOCATIONS, SIZE AND CONDITION OF EXISTING PIPEWORK AND AUTHORITY INFRASTRUCTURE. ALLOW TO CAP OFF REDUNDANT PIPEWORK. ALL PIPEWORK ROUTES SHOWN ARE INDICATIVE ONLY, SUBJECT TO CONFIRMATION AND FURTHER COORDINATION BETWEEN SERVICES.	
- LANDSCAPE AREAS WILL REQUIRE MINOR DRAINAGE INFRASTRUCTURE, TO BE CONFIRMED IN DETAILED DESIGN PHASE.	









NDY A TETRA TECH COMPANY		Project: FEDERAL HOTEL MUDGEE	
Title: CIVIL CONCEPT (PRE-DA)		Drawing Number: NDY-CIV-001	
Project No: C40386-001	Drawn: JT	Date: 23/02/2024	Scale: 1:150
		Rev: 2.0	







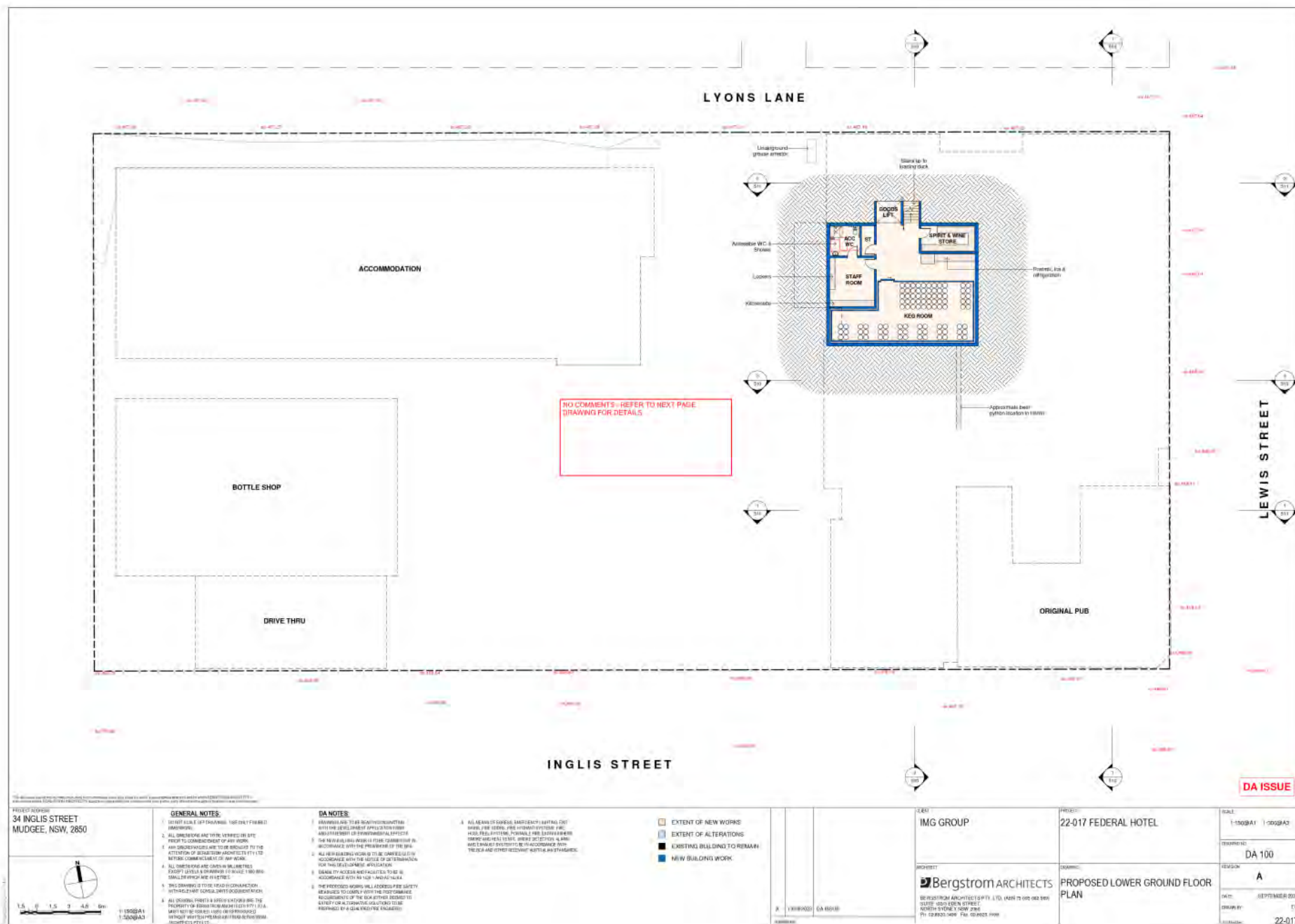


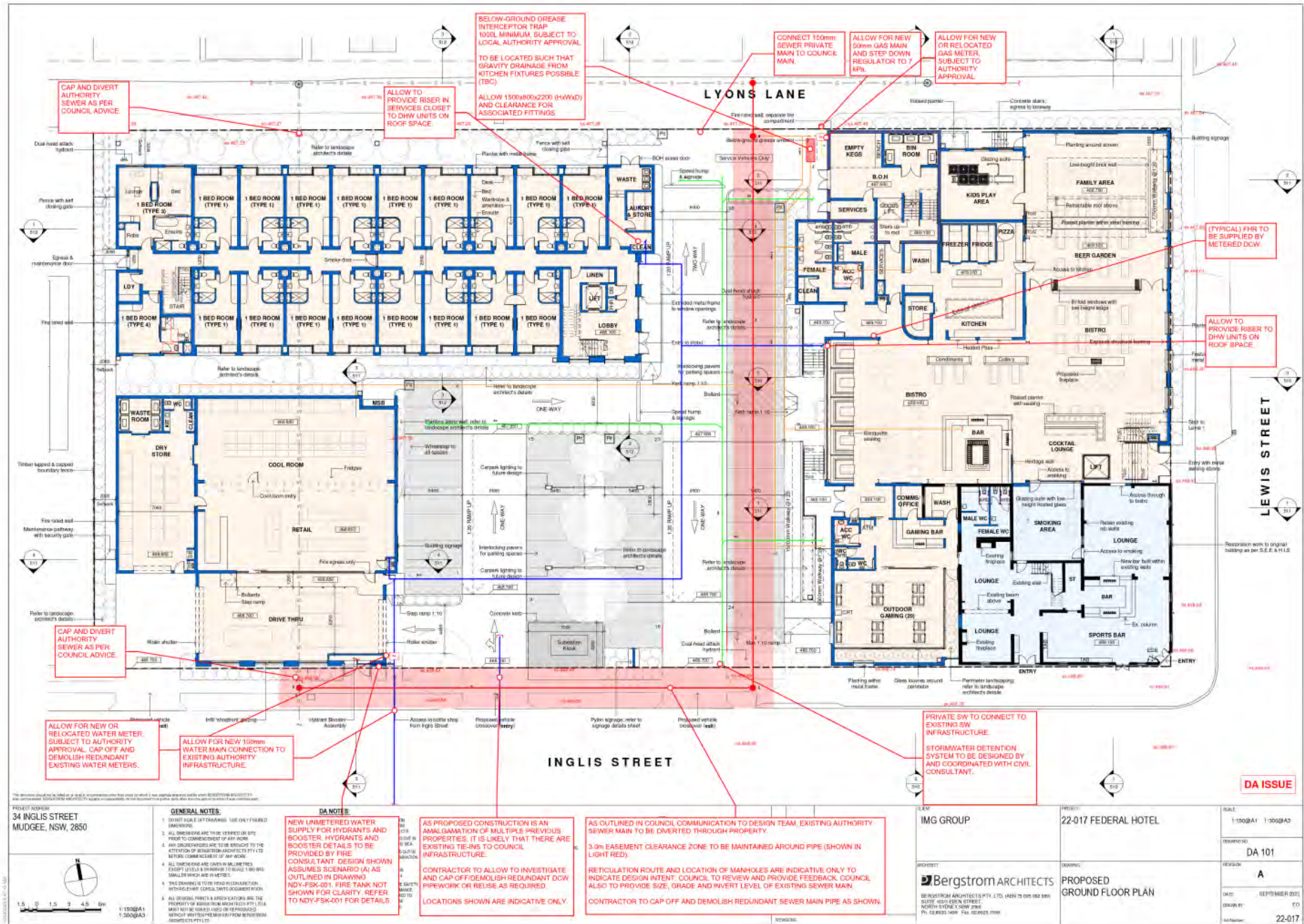
LEGEND		
	oAS	EXISTING AUTHORITY SEWER
	SW	GAS
	GAS	GAS
	DCW	DOMESTIC COLD WATER
	S	SEWER
	FH	FIRE HYDRANT
	AS	NEW AUTHORITY SEWER
	MH	MANHOLE

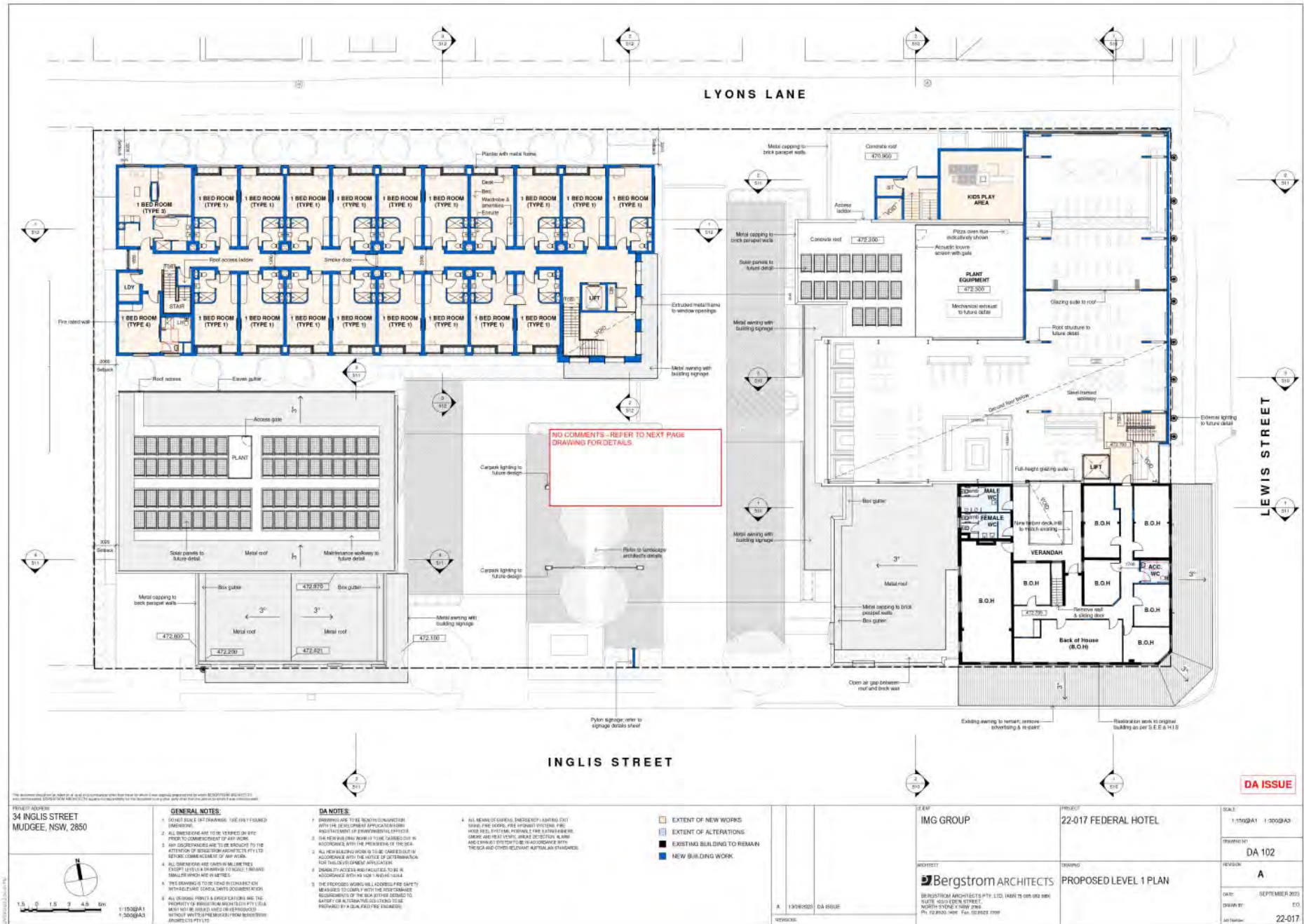
GENERAL NOTES:

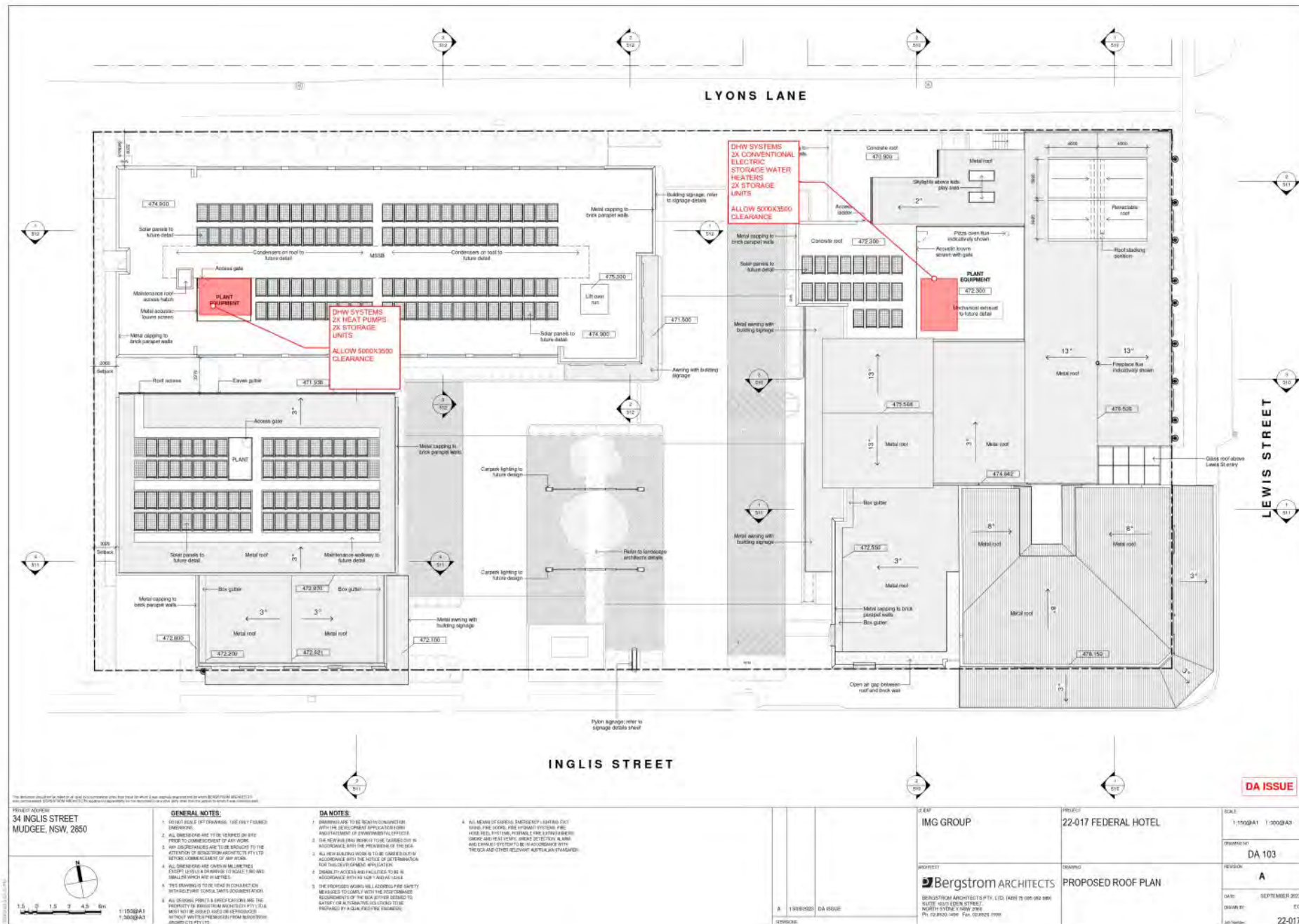
- THE FOLLOWING GENERAL NOTES APPLY TO EVERY PAGE OF THIS DOCUMENT.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED.
- ALL PIPEWORK SHOWN IS ASSUMED TO BE RETICULATED UNDERGROUND UNLESS OTHERWISE INDICATED.
- LOCATE AND CONFIRM LOCATIONS, SIZE AND CONDITION OF EXISTING PIPEWORK AND AUTHORITY INFRASTRUCTURE. ALLOW TO CAP OFF REDUNDANT PIPEWORK. ALL PIPEWORK ROUTES SHOWN ARE INDICATIVE ONLY, SUBJECT TO CONFIRMATION AND FURTHER COORDINATION BETWEEN SERVICES.
- AS PREVIOUSLY FLAGGED, NDY REQUIRE ADDITIONAL HYDRAULIC INFORMATION PRIOR TO DETAILED DESIGN. IN PARTICULAR, PRESSURE AND FLOW RATE INFORMATION IS TO BE PROVIDED URGENTLY.

NDY A TETRA TECH COMPANY			
Project: FEDERAL HOTEL MUDGEE			
Title: HYDRAULIC CONCEPT (DA)			
Customer Number: NDY-HSK-001			
Prepared: CLODIE.BEL	Drawn: TK	Check: CLODIE.BEL	Scale: AS 2000:1
Revision: 1.0		Date: 20/03/24	









Federal Hotel | Landscape DA Package
34-36 Inglis Street, Mudgee NSW 2850

Drawing register:

Drawing No.:	Drawing title:
2401-01	Titlesheet, Drawing Register, General Notes & Extent of Works Plan
2401-02	Landscape DA Plan 1 of 1
2401-03	Planting DA Plan 1 of 1
2401-04	Plant DA Schedule, Plant Images
2401-05	Planting Specification Requirements, Planting Maintenance & Establishment Requirements

Project information:

Client:	IMG Group
Site:	Lot 16-18 on DP758721 & Lot 10 on DP1275386, known as 4-36 Inglis Street, Mudgee NSW 2850
LGA:	Mid-Western Regional Council
Landscape architect:	Paddock Landscape Architects
Architect:	Bergstrom Architects
Planner:	TBC
Surveyor:	VMAik Survey Pty Ltd
Traffic consultant:	SCT Consulting
Civil engineer:	TBC
Access consultant:	Vista Access
Arborist:	McArdle and Sons Arboricultural Services Pty Ltd

General notes:

- + Not for construction or pricing.
- + Subject to detailed design and documentation.
- + Subject to Council approvals.
- + Refer to 'Bergstrom Architects' documentation for all building works.
- + Refer to engineer documentation for all external services including stormwater drainage, irrigation, hydraulic etc.
- + All existing site levels within landscape softscape zones to be retained, unless otherwise documented.
- + Structures, fences, walls, balustrades, furniture etc. subject to detailed design and engineering design.
- + Planting subject to availability at time of tender and construction.
- + Indicative planting extent and amount documented - may vary onsite due to site conditions.
- + Construction works to include sediment and erosion control fencing along lower boundary to ensure all sediment runoff contained on-site.
- + All podium planters or planters integrated within buildings to include a fully automated irrigation system subject to detailed design by irrigation consultant.



Site plan - Extent of New Landscape Works



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Landscape Architecture
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Paddock Landscape Architects
Paddock Landscape Architects



Regional Council of Mid-Western
Mid-Western Regional Council
Mid-Western Regional Council
Mid-Western Regional Council

Project: Federal Hotel Mudgee
34-36 Inglis Street, Mudgee NSW 2850
Client: IMG Group
Drawing: 2401-01
Drawing: 2401-01
Drawing: 2401-01
Drawing: 2401-01

Project: Federal Hotel Mudgee
34-36 Inglis Street, Mudgee NSW 2850
Client: IMG Group
Drawing: 2401-01
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Drawing: 2401-01

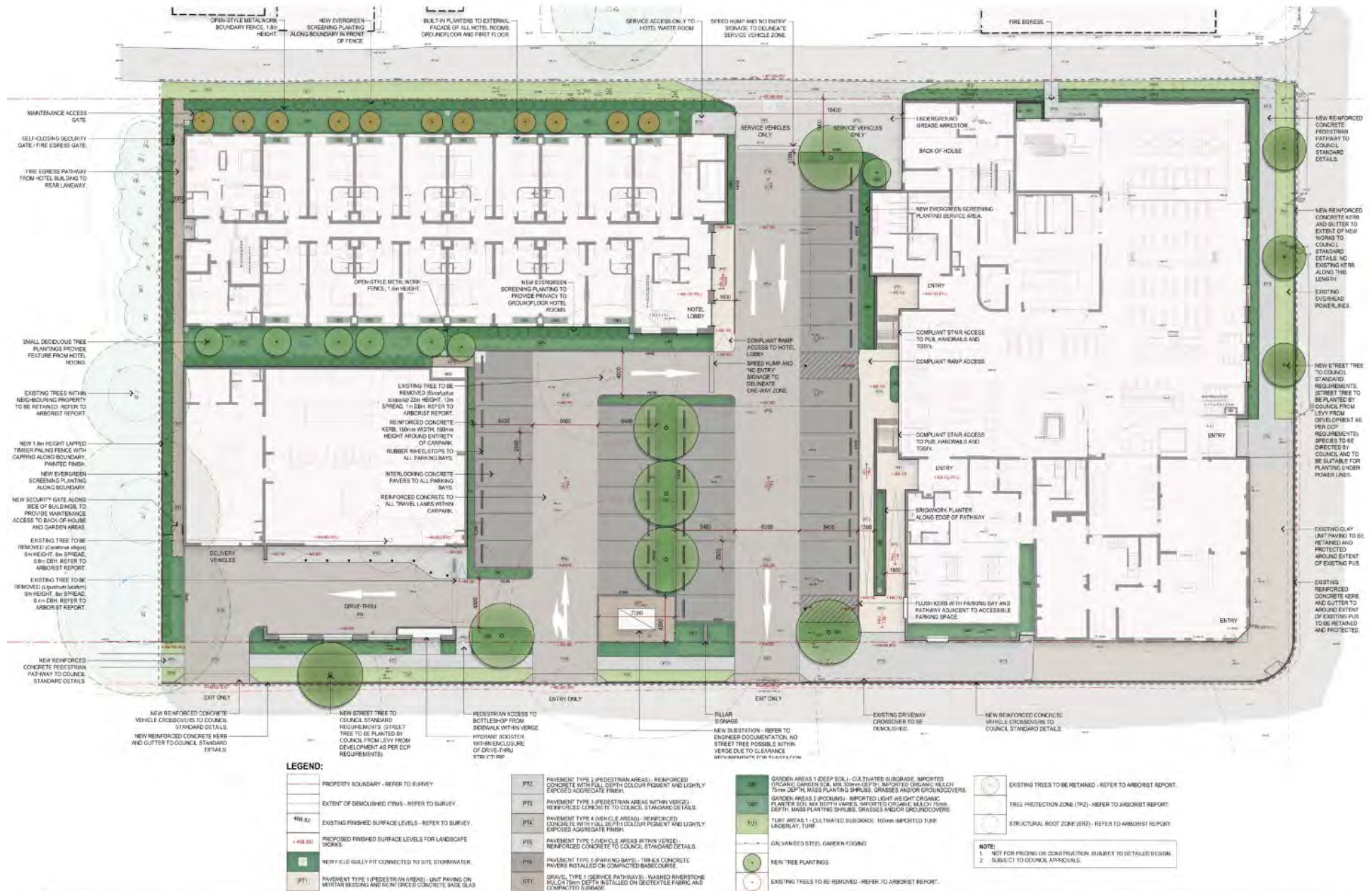
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34-36 Inglis Street, Mudgee NSW 2850
Client: IMG Group
Drawing: 2401-01
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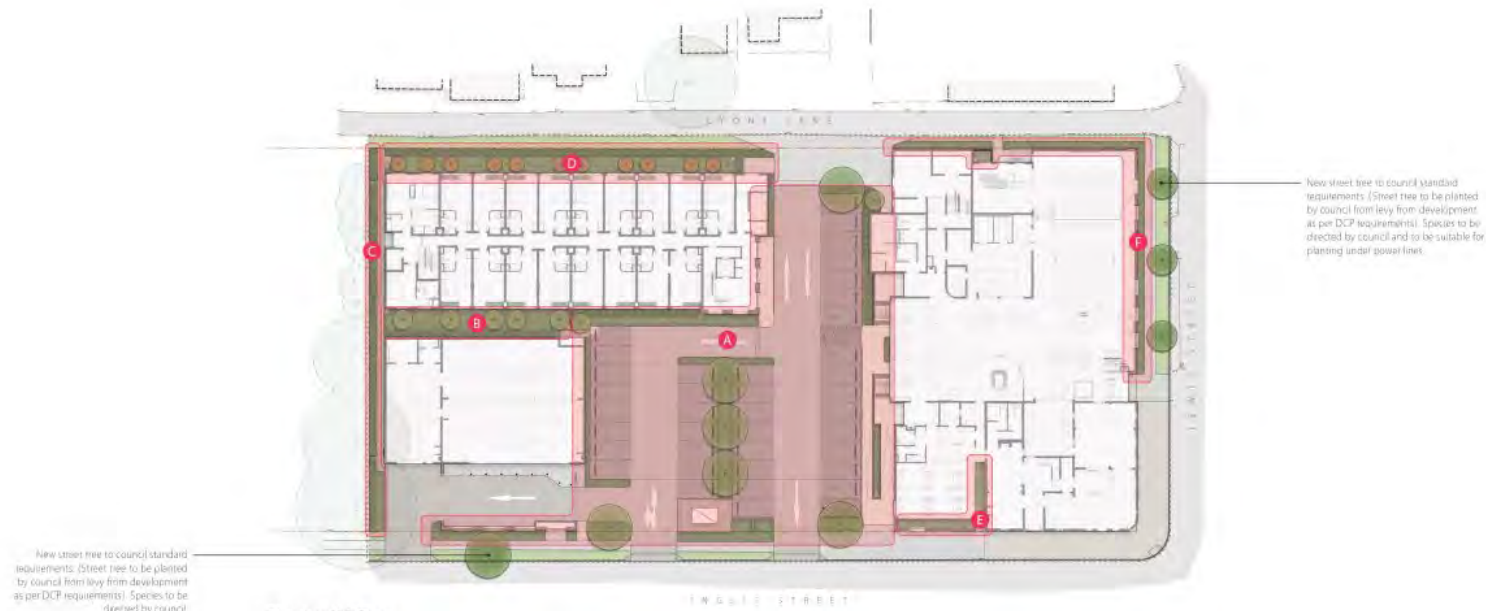
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Planting DA Plan
Scale: 1:300 @A1

Area A

Plant Code	Quantity
Groundcovers:	
BRAmul	40
CAS gra C	18
DIC rep	25
GRE ten MT	20
HBR sca	18
MFO par	24
RDS arb P	18
HBR sca M	24
VIO hed	75
Grasses:	
ANJ Av	24
DIA gra L	48
LR mus EG	30
LOM ten T	15
PHV arb H	51
POA lab K	40
Broadleaf:	
CLJ min	35
CO ped	18
DOR exc	12
PHO ten BB	38
Shrubs + Screening:	
BUX msc J	30
BALB can	9
CAC vib B	18
COB arb	12
LAV str A	25
PT ten GP	18
BRK exp SM	20
SYZ arb R	18
VER obo E	4
WDS fru GB	30
Trees:	
PLC lau	5
MAC exc	5
MAC gra LG	5

Area B

Plant Code	Quantity
Groundcovers:	
DIC rep	25
HBR sca	12
MFO par	9
WFO ped	25
HAB sca M	12
VIO hed	25
Grasses:	
DIA gra L	32
LR mus EG	32
LOM ten T	25
LOM ten	18
Broadleaf:	
CLJ min	15
CO ped	12
DOR exc	9
PHO ten BB	15
Shrubs + Screening:	
BUX msc J	12
BRK exp SM	12
SYZ arb R	10
VER obo E	10
Trees:	
MAC gra LG	5

Area C

Plant Code	Quantity
Groundcovers:	
DIC rep	40
GB PBA	15
HBR sca	9
MFO par	15
HAB sca M	9
VIO hed	40
Grasses:	
DIA gra L	15
LR mus EG	30
LOM ten T	30
LOM ten	15
POA lab K	10
Broadleaf:	
CLJ min	5
DOR exc	60
Shrubs + Screening:	
BUX msc J	6
PT ten GP	42
BRK exp SM	6
SYZ arb R	11
VER obo E	6

Area D

Plant Code	Quantity
Groundcovers:	
BRAmul	12
CAS gra C	35
DIC rep	38
GRE ten MT	22
HBR sca	25
RDS arb P	35
HAB sca M	15
VIO hed	38
Grasses:	
ANJ Av	20
DIA gra L	35
LR mus EG	35
LOM ten T	30
PHV arb H	30
POA lab K	25
Broadleaf:	
CLJ min	25
CO ped	15
DOR exc	6
PHO ten BB	15
Shrubs + Screening:	
BUX msc J	18
BAN arb	5
CAL vib B	15
COB arb	12
GRE jun	5
LAV str A	28
PT ten GP	30
BRK exp SM	18
VER obo E	27
WFS fru GB	18
Trees:	
LAC hed T	4
PRR cab C	7

Area E

Plant Code	Quantity
Groundcovers:	
DIC rep	25
HBR sca	5
HBR ped	15
VIO hed	25
Grasses:	
DIA gra L	15
LR mus EG	15
Broadleaf:	
CLJ min	8
CO ped	5
PHO ten BB	5
Shrubs + Screening:	
BUX msc J	6
SYZ arb R	6

Area F

Plant Code	Quantity
Groundcovers:	
BRAmul	25
CAS gra C	28
DIC rep	40
GRE ten MT	28
HBR sca	18
MFO par	18
RDS arb P	28
VIO hed	40
Grasses:	
DIA gra L	15
LR mus EG	30
LOM ten T	15
POA lab K	30
Broadleaf:	
CLJ min	9
PHO ten BB	12
Shrubs + Screening:	
BUX msc J	18
CAL vib B	15
COB arb	5
LAV str A	28
PT ten GP	7
BRK exp SM	18
WFS fru GB	18

Planting General Notes:

- Refer to drawing 2401-04 for the Plant Schedule & Maintenance Notes/Requirement.
- Planting design subject to detailed design. Not for pricing or construction.
- All new deep soil garden areas: subgrade to be cultivated prior to installation of new imported organic garden soil.
- All new deep soil garden areas to include minimum 300mm depth of imported organic garden soil mixed through existing site soil where possible.
- All garden areas to be mulched with 75mm depth of imported organic garden mulch.
- All new lawn areas to include minimum 100mm depth of imported turf underlay.
- Sub-surface drainage to all garden areas connected to site stormwater.
- All garden and lawn areas to be irrigated with a fully automated drip irrigation system. Irrigation system design subject to detailed design.



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Plant Schedule & Maintenance Requirements:
(to be read in conjunction with drawing 2401-03)

Code	Scientific name:	Common name:	Pot Size:	Mature height & spread:	Density:	Quantity:	Maintenance requirements:
Groundcovers + Vines:							
BRA mu	Brachycome multifida	Curl-leaf Daisy	140mm Pot	0.4 x 0.2m	5 / m ²	77	Seasonal maintenance to promote new growth.
CAS gya O	Cassipouira glabra (Cousin-It)	Cousin-It	140mm Pot	0.5 x 0.5m	3 / m ²	81	Seasonal maintenance to promote new growth. Allow to cascade down face of walls.
DIC wip	Dichondra repens	Kidney Weed	Tubestock	0.1 x 0.3m	6 / m ²	243	Allow to form a natural weed-cover within garden areas.
GRT len MT	Grevillea lanigera (Mr Tamborha)	Spider Flower	140mm Pot	0.2 x 1m	3 / m ²	88	Seasonal maintenance to promote new growth.
GRE PRM	Grevillea (Robrina Royal Mantle)	Grevillea	140mm Pot	0.2 x 1m	3 / m ²	15	Seasonal maintenance to promote new growth. Maintain to garden extent if it begins encroaching on paths/lawn areas.
HIB sca	Hibbertia scandens	Golden Guinea Flower	140mm Pot	0.5m x 1m	3 / m ²	87	Seasonal maintenance to promote new growth. Maintain to garden extent if it begins encroaching on paths/lawn areas.
MYO gai	Myoporum laetifolium	Redbilla	140mm Pot	0.5m x 1m	3 / m ²	66	Seasonal maintenance to promote new growth. Maintain to garden extent if it begins encroaching on paths/lawn areas.
PRA pen	Prunella pedunculata	Trailing Prunella	Tubestock	0.1 x 0.3m	6 / m ²	40	Allow to form a natural weed-cover within garden areas.
RCS off P	Rodanthe officinalis (Prostratus)	Creeping Ruyamary	140mm Pot	0.1 x 0.3m	4 / m ²	871	Seasonal maintenance to promote new growth. Allow to cascade down face of walls.
HAR via M	Hardenbergia violacea (Meema)	Hardenbergia Meema	140mm Pot	0.5 x 0.5m	3 / m ²	60	Seasonal maintenance to promote new growth.
VIO hed	Viola hederacea	Native Violet	Tubestock	0.1 x 0.3m	6 / m ²	243	Allow to form a natural weed-cover within garden areas.
Grasses:							
AM wv	Angostemma (Amber Wever)	Kangaroo Paw (Orange-Red)	140mm Pot	0.5 x 0.5m	5 / m ²	44	Seasonal maintenance to remove dead flowers.
DIA via LJ	Dianella caerulea (Little Jess)	Blue Fox Lily	140mm Pot	0.4 x 0.4m	5 / m ²	192	
LI mu EG	Liriodendron muscari (Evergreen Giant)	Linop	140mm Pot	0.5 x 0.5m	4 / m ²	197	
LOM bog T	Lomandra longifolia (Tanki)	Tanki	140mm Pot	0.5 x 0.5m	4 / m ²	180	
LOM bog	Lomandra longifolia	Spry Mantis	140mm Pot	0.8 x 0.8m	3 / m ²	33	
REN ab N	Remmisum alopecuroides (Nalay)	Fountain Grass	140mm Pot	0.6 x 0.6m	5 / m ²	85	Seasonal maintenance to promote new growth.
POA lab K	Poa labillardieri (Kingsdale)	Common Tussock Grass	140mm Pot	0.6 x 0.6m	4 / m ²	112	Seasonal maintenance to promote new growth.
Broadleafed:							
CLV inn	Clivia innata	Clivia	200mm pot	0.5 x 0.5m	4 / m ²	93	Seasonal maintenance to remove dead flowers.
CR ped	Cimicifuga pedunculata	Swamp Lilly	200mm pot	0.8 x 0.8m	3 / m ²	50	Seasonal maintenance to remove dead flowers.
DOR exc	Dorstenia excelsa	Gymea Lily	200mm Pot	1.5 x 1.0m	1 / m ²	88	Seasonal maintenance to remove dead flowers. Maintain compact form by removing lower leaves.
PHO len BB	Phoradendron lenae (Bronze Baby)	Phoradendron	200mm Pot	0.8 x 0.8m	3 / m ²	75	
Shrubs + Screening:							
BUX mic J	Buxus microphylla (Japanese)	Buxus	200mm Pot	0.8 x 0.8m	2 / m ²	95	Seasonal maintenance to maintain compact, ball form, 0.8m height by 0.8m spread.
BAN rob	Banksia robur	Swamp Banksia	200mm Pot	2.0 x 2.0m	2 / m ²	14	Seasonal maintenance to maintain compact form, 1m height by 0.8m spread.
CAL ven B	Callistemon viminalis (Better John)	Bear Callistemon	200mm Pot	0.8 x 0.8m	2 / m ²	48	Seasonal maintenance to maintain compact, ball form, 0.8m height by 0.8m spread.
COM alb	Correa alba	White Correa	200mm Pot	1.0 x 1.5m	1 / m ²	29	Seasonal maintenance to maintain compact, ball form, 0.8m height by 0.8m spread.
GRE jun	Grevillea juniperina	Juniper-leaved Grevillea	200mm Pot	0.5 x 1.5m	3 / m ²	35	
LAV via R	Levanthula strobilata (Acornwee)	Acornwee	200mm Pot	0.5 x 0.5m	3 / m ²	85	
PI ten GP	Pittosporum tenuifolium (Green Star)	Pittosporum Green Pillar	25L	2.0 x 1.5m	1 / m ²	94	Seasonal maintenance to maintain informal hedge to height of boundary fence 1.8-2m height by 0.7m spread.
SHA ynd SM	Shaphalepis indica (Snow Maiden)	Snow Maiden	200mm Pot	0.8 x 0.8m	2 / m ²	88	Seasonal maintenance to maintain compact, ball form, 0.8m height by 0.8m spread.
SYZ auu R	Syzygium australe (Resilience)	Lily Lilly	25L	2.0 x 1.5m	1 / m ²	30	Seasonal maintenance to maintain informal hedge to height of boundary fence 1.8-2m height by 0.7m spread.
VIB odo G	Viburnum odoratissimum (Emerald Lustre)	Viburnum	25L	2.0 x 1.5m	1 / m ²	43	Seasonal maintenance to maintain informal hedge to height of boundary fence 1.8-2m height by 0.7m spread.
WES fru GR	Westringia fruticosa (Grey Box)	Compact Coastal Rosemary	140mm Pot	0.5 x 0.5m	4 / m ²	74	Seasonal maintenance to maintain compact form, 0.4m height by 0.4m spread.
Trees:							
EUC lev	Eucalyptus leucosylon	Yellow Gum	75L	12 x 5m	—	3	
EUC sco	Eucalyptus scoparia	Wallangarra White Gum	75L	12 x 8m	—	3	
MAG gra LG	Magnolia grandifolia (Little Gem)	Magnolia	75L	6 x 3m	—	6	Maintain compact with clear trunk 1.5m height.
LAG ind T	Lagerstroemia indica (Tuscadero)	Crepe Myrtle	75L	5 x 4m	—	4	Maintain compact with clear trunk 1.5m height.
PYR cal C	Pyrus calleryana (Capital)	Capital Pear	75L	6 x 3m	—	7	Maintain compact with clear trunk 1.5m height.
Turf Planting:							
LIJ	—	Village Green (Yakaya)	—	—	—	—	Maintain as required to pile height of approximately 40mm.

Notes:

- * Nominal height / spread at maturity and vary based on maintenance regime and site growing conditions
- Planting subject to approval design and documentation
- Spacing subject to availability at time of planting and consultation

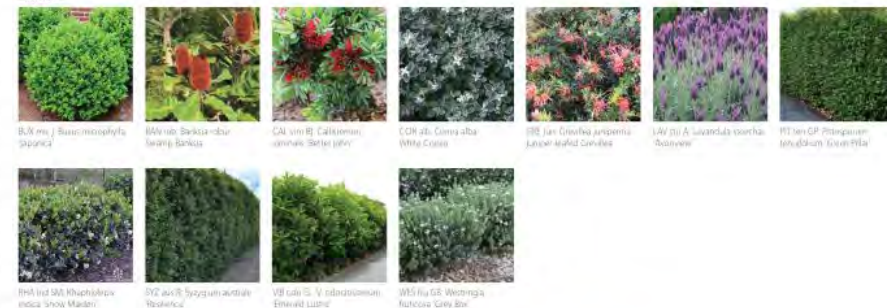
Groundcovers + Vines:



Grasses + Broadleafed:



Shrubs:



Trees:



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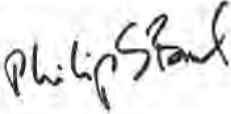
DATE: 12/20/2017

Statement of Environmental Effects

Alterations and addition to the Federal Hotel, construction of a single storey liquor store and construction of a two-storey hotel accommodation building containing 38 rooms for the Federal Hotel. Associated works include construction of a surface car park with 38 spaces (includes 2 accessible spaces), associated site servicing and loading areas, landscaping across the site, and amalgamation of the lots

34 - 42 Inglis Street Mudgee, NSW 2850



Certification This Statement of Environmental Effects (SEE) has been prepared to address the requirements of the Environmental Planning and Assessment Regulation 2000 (the Regulations), in particular Clause 50 and its related schedules. This SEE is prepared in good faith to accurately describe the proposed development, its context and environmental effects and can be relied on by the consent authority.	
	
Andrew Connor BA (ANU) MURP (USyd) <small>RPIA</small> Consultant Planner Date: 12/10/2023	Philip Bull BA (ANU) MURP (USyd) Civic Assessment Date: 12/10/2023

Documents Control

Rev	Description	Date	Author	Checked
1	Draft	17/09/2023	AC/PB	PB
2	Review of Civic Assessments	05/10/2023	PB	AC
3	Draft for IMG Group review	27/09/2023	AC/PB	AC/PB
4	Final for DA Lodgement	12/10/2023	AC	AC

Contents**Executive Summary 5****1 Introduction 7**

1.1	Purpose and structure of SEE	7
1.2	The DA	8

2 Site description, context and locality 9

2.1	The site location	9
2.2	Site description and land use	10
2.3	Site context and locality	17
2.4	Road network, On-street Public Car Parking and Public Transport	23

3 The proposal 25

3.1	Background	25
3.2	General description of proposal	25
3.3	Detailed description of proposal	26
	Site Analysis and Planning	26
	Alterations and additions to the Federal Hotel.....	29
	Construction of a single storey drive through liquor shop for the Federal Hotel	32
	Construction of a two-storey hotel accommodation building for the Federal Hotel.....	32
	Consolidation of Lots comprising of 34-42 Inglis Street	33
	Carparking and service vehicle access and delivery	34

Site services and connection to utilities.....	34
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Landscaping	34
-------------------	----

4 Regulatory matters 35

4.1	Environmental Planning and Assessment Act 1979	35
4.2	Environmental Planning and Assessment Regulations	35
4.3	National Construction Code	35

5 Environmental assessment 36

5.1	Commonwealth legislation	36
	Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999).....	36
	Biodiversity Conservation Act 2016.....	36
5.2	Integrated development	37

6 Section 4.15 - Evaluation of the EP&A Act 39

6.1	Section 4.15(1)(a) – Statutory planning considerations	39
6.2	Environmental Planning Instruments (s4.15 (1)(a)(i))	39
	State Environmental Planning Policy (Biodiversity and Conservation) 2021.....	39
	State Environmental Planning Policy (Resilience and Hazards) 2021	40

State Environmental Planning Policy (Sustainable Buildings) 2022.....	40
State Environmental Planning Policy (Transport and Infrastructure) 2021	42
6.3 Local Environmental Planning Instruments	45
Mid-Western Regional Local Environmental Plan 2012	45
Clause 2.1 Land Use Zoning.....	50
6.4 Draft Environmental Planning Instruments (s4.15 (1)(a)(ii))	53
6.5 Provisions of Development Control Plans (s4.15 (1)(a)(iii))	54
6.6 The regulations (s4.15 (1)(a)(iv))	72
6.7 Coastal Zone Management Plan (s4.15 (1)(a)(v))	72
6.8 Likely impacts of the development (s4.15 (1)(b))	73
6.9 Suitability of the site for the development (s4.15 (1)(c))	75
6.10 Submissions made (s4.15 (1)(d))	76
6.11 Public interest (s4.15 (1)(e))	76
6.12 Compliance with non-discretionary development standards and Development Control Plans (s4.15(2) and (3A))	76
7 Conclusion	78

Statement of Environmental Effects

Executive Summary

This Statement of Environmental Effects (**SEE**) accompanies a Development Application (**DA**) seeking approval for alterations and addition to the Federal Hotel, construction of a single storey liquor store and construction of a two-storey hotel accommodation building containing 38 rooms for the Federal Hotel. Associated works include construction of a surface car park with 38 spaces (includes 2 accessible spaces), associated site servicing and loading areas, landscaping across the site, and amalgamation of the lots for 34-36, 38 and 40 – 42 Inglis Street, Mudgee (**the site**).

The site has a combined area of 5,065m² with extensive and prominent frontages to Inglis Street and Lewis Street, and rear access to Lyons Lane. The site is zoned a mixture of SP3 Tourist (Federal Hotel – 34-36 Inglis Street) and MU1 – Mixed use (38 and 40-42 Inglis Street), and contains a locally listed Heritage Item – The Federal Hotel under the provisions of the Mid-Western Regional Local Environmental Plan 2012 (**MWRLEP 2012**). The site is surrounded by a mixture of land uses and building forms including detached and attached dwellings, place of public worship, takeaway food and drink premises, smash repairers, mechanics, and a gallery housed within the State heritage listed Mudgee Railway Station. There is no longer a rail service to Mudgee Railway Station.

The site is located within walking distance of the Mudgee central business, approximately 1km south of the Mudgee Post Office and Mid-Western Regional Council (**MWRC**) building.

The DA submission to MWRC is lodged under Part 4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**), and the comprehensive DA package includes a variety of drawings, specialist studies and reports which must be read in conjunction with this SEE.

Prior to the submission of the DA a pre-lodgement meeting was held MWRC on 1 June 2023 and the DA submission has considered and addressed the commentary provided in the pre-lodgement meeting minutes. In addition, a detailed site inspection and onsite meeting was held with Council's heritage consultant on 1 June 2023 regarding the draft concept design for the proposed alterations and additions to the Federal Hotel and overall development of the site. The final design for the alterations and addition to the Federal Hotel has incorporated feedback from Council's Heritage consultant regarding heritage preservation and restoration works, building materials, colours and finishes.

Statement of Environmental Effects

The SEE has considered the subject site characteristics, nature of surrounding land uses and demonstrates that the proposed development will not have any adverse environmental or amenity impacts on neighbouring properties, the locality or streetscape. Furthermore, the SEE describes the proposed development and any likely impacts and measures to be implemented to ensure the successful management and mitigation of environmental impacts during construction and operation of the development.

The proposal addresses the aims of MWRLEP 2012 by delivering a high-quality development incorporating land uses that will foster a sustainable and vibrant economy that supports and celebrates the Mid-Western Regional's rural, natural and heritage attributes of the LGA. In addition, proposal is consistent with the sites SP3 Tourist and MU1 – Mixed use zone objectives providing a diversity of complimentary, and tourist orientated uses that will stimulate tourism Mudgee, generate employment opportunities and are permissible with Council consent. The proposed building heights on land zoned MU1 Mixed use are compliant with and below the maximum 8.5 metre height development standard. While the alterations and additions to the heritage listed Federal Hotel address the provisions of clause 5.9 Heritage conservation of the MWRLEP 2012.

The SEE demonstrates that the proposed development is acceptable under Section 4.15 of the EP&A Act and recommends that the Consent Authority grant conditional approval.



Statement of Environmental Effects

1 Introduction

This Statement of Environmental Effects (**SEE**) accompanies a Development Application (**DA**) seeking approval for alterations and addition to the Federal Hotel, construction of a new storey drive through liquor store and construction of a two-storey hotel accommodation building containing 38 rooms for the Federal Hotel. Associated works include construction of a surface car park with 38 spaces (includes 2 accessible spaces), associated site servicing and loading areas, landscaping across the site, and amalgamation of the lots for 34-36, 38 and 40 – 42 Inglis Street, Mudgee.

This SEE is to be read in conjunction with the supporting drawings and specialist reports which accompany the DA submission (refer to section 1.2 for a full list of accompanying documentation). The SEE details the site's location and context and describes the proposed development. It further provides an assessment of the proposal against the relevant matters for consideration including the Mid-Western Regional Local Environmental Plan 2012, Mid-Western Regional Development Control Plan 2013 and Section 4.15 considerations of the Act. The preparation of this SEE is pursuant to Part 4 of the Act and Clause 50 of the Environmental Planning and Assessment Regulation 2000 (**the Regulations**).

This assessment concludes that the proposed development is permissible within the sites MU1 Mixed Use and SP Tourist zoning, the site is suitable for the development, therefore the proposal warrants approval under Section 4.15 of the Act.

1.1 Purpose and structure of SEE

The purpose and structure of this SEE are detailed as follows:

- Section 2 – Site Analysis identifies the site in terms of context, setting and locality, and also describes the site characteristics and surrounding locality;
- Section 3 – Details the Proposal and describes the background of the project;
- Section 4 – Regulation Matters are addressed in this section;
- Section 5 – Environmental Assessment addresses designated and integrated development;
- Section 6 – Section 4.15 Evaluation of the EP&A Act assesses the proposed development against Section 4.15 of the EP&A Act; and
- Section 7 – Conclusion concludes the SEE.

Statement of Environmental Effects

1.2 The DA

The DA comprises the following documents:

- A complete and signed **Owner Consent letter** accompanying the DA submission;
- **Survey Plan**, dated 03/03/2023 and prepared by VMark Survey Pty Ltd;
- Full set of **Architectural drawings**, Revision A, dated September 2023 and by Bergstrom Architecture consisting of:
 - Site Analysis and Site Plan
 - Existing Floor Plans
 - Demolition Plans
 - Proposed Floor Plans
 - Roof Plans
 - Signage Plans
 - Elevations
 - Sections
 - Shadow Diagrams
 - External View and Perspectives
 - Schedule of External Materials and Finishes
 - Lot Consolidation Plan
- **Landscape plan**, dated September 2023 and prepared by Paddock Studio;
- **Stormwater Management Plan** prepared by NDY;
- **Sewer Servicing Plan** prepared by NDY;
- **Water Servicing Plan** prepared by NDY;
- **Vehicle turning circle templates**, dated xxx and prepared by SCT Consultants;
- **Cost of works estimate** prepared by Capital Airport Group;
- **Heritage Impact Statement**, dated August 2023 and prepared by Sue Rosen Associates;
- **Tree Assessment Report**, dated 2 August 2023 and prepared by McArdle and Sons Arboricultural Services Pty Ltd;
- **Traffic Impact Assessment**, dated 29 August 2023 and prepared by SCT Consultants;
- **Noise Impact Assessment**, dated 5 September 2023 and prepared by NDY;
- **Federal Hotel – 34 Inglis Street, Mudgee – BCA Assessment**, dated September 2023 and prepared by Steve Watson and Partners; and
- **Statement of Environmental Effects** (this report).

2 Site description, context and locality

This section of the report describes the physical location and characteristics of the subject site, the nature of adjoining developments/land uses and character of the locality.

2.1 The site location

The site is located with the southcentral part of the Mudgee within walking distance of a variety of developments and land uses. The site is located approximately 1km south of the Mudgee Post Office and Mid-Western Regional Council building (see figure below).



Figure 1: Aerial imagery of Mudgee and the site location. (Source: Google Maps, accessed August 2023)

Statement of Environmental Effects

2.2 Site description and land use

The site comprises of the Federal Hotel and three adjoining lots to the west, that are:

- 34-36 Inglis Street Mudgee (the existing Federal Hotel and drive through bottle shop) Lot 10 DP 1275386;
- 38 Inglis Street Mudgee (formally a vehicle smash repairer), Lot 18 Sec 43 DP75872; and
- 40-42 Inglis Street Mudgee (formally a plumbing store / cabinet maker), Lot 16 Sec 43 DP758721 and Lot 17 Sec 43 DP758721.

See Aerial Mapping of Lots below.



Figure 1: Aerial Lot Plan of the subject site. (Source: Six Maps, accessed January 2022)

Statement of Environmental Effects

The combined site has a rectangular shape, with a north rear boundary to Lyons Lane measuring 100.58 metres, east frontage to Lewis Street measuring 50.29 metres, south frontage to Inglis Street measuring 100.52 metres and west side boundary with 44 Inglis Street measuring 50.29 metres. The site has combined area of 5,065sqm and falls from the south frontage to Inglis Street towards to the rear boundary with Lyons Lane by approximately 1.2 metres (see survey detail below).

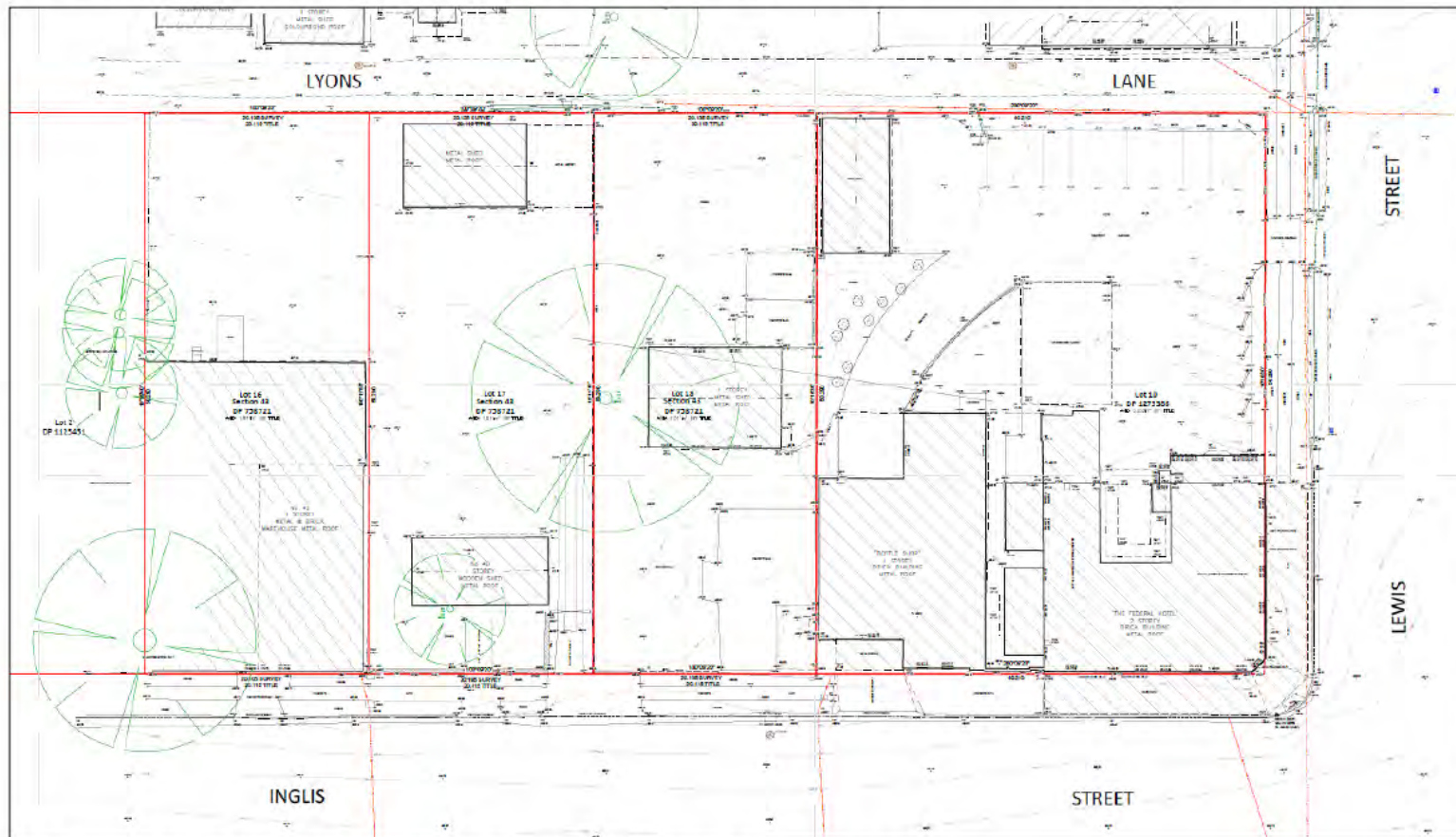


Figure 2: Survey Plan of the subject site – 34-42 Inglis Street, Mudgee. (Source: VMark Survey Pty Ltd)

Statement of Environmental Effects

The Federal Hotel (34-36 Inglis Street)

On the existing Federal Hotel Lot 10 DP1275386 (34-36 Inglis Street) there is a 2-storey Victorian Hotel building which was constructed originally around the 1880s as a single storey building known as Hall's Federal Hotel. In 1927 a first addition was constructed over the original building and from then it became known as the *Federal Hotel*. Over the following years ad hoc additions were constructed to the main building. This included an unsympathetic lean-to addition on the northside of the building, construction of ground floor storage rooms. The largest addition to the Federal Hotel building was the construction of the single storey drive through liquor store in the 1990s. The drive through liquor store was constructed off the west side of the Federal Hotel building fronting Inglis Street. Limited surface car parking was line marked to some available hardstand area around the perimeter of the site. Several detached light weight structures were also added on an ad hoc basis and include a marquee over the outdoor dining and seating areas, storage sheds and rooms. See photographs below or for further details refer to the Heritage Impact Statement submitted with the DA.



Photograph 1: Historical photograph of Hall's Federal Hotel dated 1880s.
(Source: Heritage Impact Statement, by Sue Rosen Associates)



Photograph 2: The site's frontage to Wolseley Road looking northwest.
(Source: Heritage Impact Statement, by Sue Rosen Associates)

Statement of Environmental Effects



Photograph 3: The Federal Hotel as viewed from the corner of Inglis and Lewis Street.



Photograph 4: Federal Hotel and bottle shop as viewed from Inglis Street.



Photograph 5: The Federal Hotel as viewed from Lewis Street looking south.



Photograph 6: North elevation of Federal Hotel with latter lean to additions.



Photograph 7: External seating areas and marquee to the Federal Hotel.



Photograph 8: Storage sheds situated in the northwest part of the site.

Statement of Environmental Effects

Federal Hotel building requires significant heritage conservation, restoration and upgrade works.

Following the acquisition of the Federal Hotel in 2021 IMG Group undertook a review of the state of the heritage listed hotel building. This work was also informed by the project planner, architect and heritage consultant, and forms part of the DA submission. The review of the Federal Hotel heritage listed building has found that the buildings has historically had very limited investment in conservation and restoration works. In addition, several ad hoc alterations both externally and internally to the Federal Hotel have been completed over a number of decades. An overview of the dilapidated state of the Federal Hotel building is provided below and photographs on the following pages.

- Substantial movement and cracking to façade brickwork at the buildings Inglis and Lewis Street facades.
- Rising damp and deterioration of mortar to brickwork across the external facades at Inglis and Lewis Street;
- Unsympathetic infill brick work to the Lewis Street façade.
- Historic removal of timber framed external windows and doors replaced with unsympathetic aluminium framed windows and door to Inglis and Lewis Street facades.
- Deterioration of the building's parapets and painted facades.
- Ad hoc internal and external additions to the building impacting on historic significance of the building and its setting.

A combination of failing to invest in heritage conservation and restoration works and historical unsympathetic alterations and additions to the Federal Hotel has resulted a poor-quality building in need to restoration and repair.

Statement of Environmental Effects



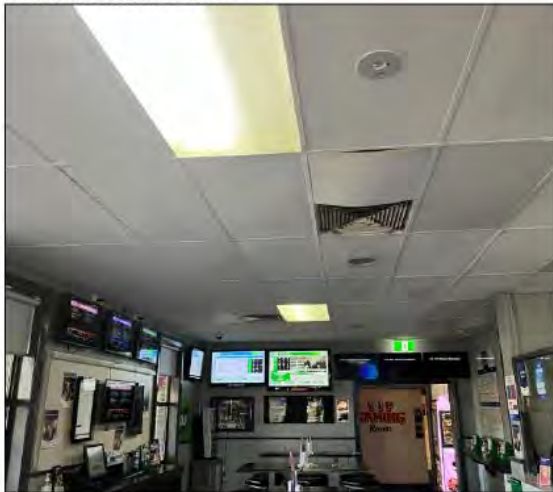
Photograph 9: The Federal Hotel deterioration of external brickwork as viewed from Lewis Street.



Photograph 10: Federal Hotel external cracking to brickwork at Inglis Street.



Photograph 10: Federal Hotel deterioration of parapet details.



Photograph 11: The Federal Hotel front bar collapsing internal ceiling and unsympathetic additions to heritage item.



Photograph 12: External unsympathetic additions to Federal Hotel situated at the rear of the building.



Photograph 13: Federal Hotel bottle shop wall damage by fire at 38 Inglis Street.

Statement of Environmental Effects

38, 40-42 Inglis Street

Located on 38-42 Inglis Street are a variety of nondescript light industrial buildings such as sheds, outbuildings and other structures. The majority of the buildings are in a poor condition as a fire on 38 Inglis Street destroyed a small building which was fronting Inglis Street. Three trees are situated across the property which vary in species and quality. The site is bound by a mixture of Colourbond fencing and temporary steel hoarding. The site is illustrated in the photographs below.



Photograph 9: 38 Inglis Street as viewed from the street looking north.



Photograph 10: 38 Inglis Street and location of building burnt down year ago.



Photograph 11: Warehouse building at 40-42 Inglis Street as viewed from the street.



Photograph 12: Garages, carports and sheds at 40-42 Inglis Street.

Statement of Environmental Effects

Photograph 13: Warehouse building and Inglis Street looking east to the Federal Hotel.



Photograph 14: Tree located on 38 Inglis Street.

2.3 Site context and locality

The site is situated within walking distance of the central streets of Mudgee, approximately 1km south of the Mudgee Post Office and Mid-Western Regional Council building. The site is surrounded by a variety of land uses and building forms including detached and attached dwellings, places of public worship, takeaway food and drink premises, smash repairers, mechanics, light and general industry uses and the Mudgee Railway Station. Located further south of the site is the Mudgee Show Ground, Mudgee Hospital and Health Services. The site context and locality are illustrated in the figure below.

[illegible]

18

Statement of Environmental Effects**North**

The site is bound on the north side by Lyons Lane which is a two-way vehicular access and service lane for properties with frontages to Inglis Street and Horatio Street. Situated on the north side of Lyons Lane are a variety of land uses including detached and attached dwellings, a place of public worship and other use. Lyons Lane and buildings north of the site are illustrated in the photographs below.



Photograph 15: Attached dwellings situated on the north side of Lyons Lane.



Photograph 16: Attached dwelling elevation abutting Lyons Lane.



Photograph 17: Lyons Lane looking east towards Lewis Street.



Photograph 18: Lyons Lane as viewed looking west.

Statement of Environmental Effects

East

The site is bound on the east side by Lewis Street with lane carriageways in both directions and 45-degree angled public parking on both sides. Situated on the east side of Lewis Street are a variety of land uses including an electrical supplies store, pump and irrigation supply and service store, and detached dwellings. Lewis Street and buildings east of the site are illustrated in the photographs below.



Photograph 19: Lewis Street as viewed from the north looking back towards the site.



Photograph 20: Electrical supplies store situated east across Lewis Street.



Photograph 21: Electrical supplies store and pump/irrigation store located east across Lewis Street.



Photograph 22: Light industry use situated southeast across Inglis Street.

Statement of Environmental Effects**South**

The site is bound on the south side by Inglis Street with single lane carriageways in both directions and 45-degree angled public parking on both sides. Situated on the south side of Inglis Street are a variety of land uses including an Mudgee Railway Station (state listed heritage item), commercial use facility and the railway line. Inglis Street and the surrounding land uses are illustrated in the photographs below.



Photograph 23: Inglis Street as viewed looking west.



Photograph 24: Inglis Street as viewed looking east.



Photograph 25: Commercial use building located on the south side of Inglis Street.



Photograph 26: Mudgee Railway Station located south of the site.

Statement of Environmental Effects

West

Adjoining the site along with west side boundary is 44 Inglis Street which is occupied by a single storey dwelling setback considerably from the Inglis Street frontage. A double garage is situated in the properties north boundary to Lyons Lane. 11 trees are located on the 44 Inglis Street boundary with the subject site. A number of the trees are large and have canopies overhanging the subject site. The neighbouring property at 44 Inglis Street is illustrated in the photographs below.



Figure 5: Aerial imagery of 44 Inglis Street and subject site. (Source: Sixmaps)



Photograph 27: Neighbouring property at 44 Inglis Street as viewed from the Inglis Street.



Photograph 28: Neighbouring properties along Inglis Street to the west.



Photograph 29: Neighbouring properties along Inglis Street to the west.

Statement of Environmental Effects

2.4 Road network, On-street Public Car Parking and Public Transport

The road adjoining the site and roads in the vicinity of the site are described below:

- **Lyons Lane** (north boundary) is an east-west local laneway used as a service laneway for developments fronting Horatio Street and Inglis Street. The two-way lane extends from Church Street to the west to Lewis Street to the east.
- **Lewis Street** (east frontage) is a north-south local street which travels north to Short Street and the Cudgegong River and south to Inglis Street. Located in the east and west sides of Lewis Street is unmarked 45-degree kerb side public car parking spaces.
- **Inglis Street** (south frontage) is an east-west local street which terminates to the east at a local industrial park and terminates to the west at Bellevue Road. Located on the north and south sides of Inglis Street are unmarked 45-degree kerb side public car parking spaces.
- **Horatio Street** (north of the site) is an east-west classified road which to the east connects with Castlereagh Highway that provides connections to regional town centres and boarder parts of Mudgee and NSW. Located on the north and south sides of Horatio Street are parallel kerb side car parking spaces.
- **Church Street** (west of the site) is a north-south local road which connects with the central Mudgee to the north and south Mudgee and outer suburbs. Located on the east and west sides of Church Street are unmarked 45-degree kerb side public car parking spaces.

Located within 400 metres of the site are bus stops I and J on Church Street and bus stop on Horatio Street which run bus routes 561, 562 and 560 servicing south, east and west Mudgee.

The main north west street for the Mudgee commercial area is Church Street is one block to the west. See current Mid-Western Regional Council Structure Plan¹ overleaf. The Structure Plan identifies the site as employment lands which are surrounded by tourism land. The site ideally located to accommodate the proposed uses which will generate employment opportunities and support the tourism industry. The proposed development is consistent with the ongoing, short, medium and long term themes of the Structure Plan.

¹ Midwest regional Council, May 2020 Mid-West Regional Local Strategic Planning Statement.

Statement of Environmental Effects

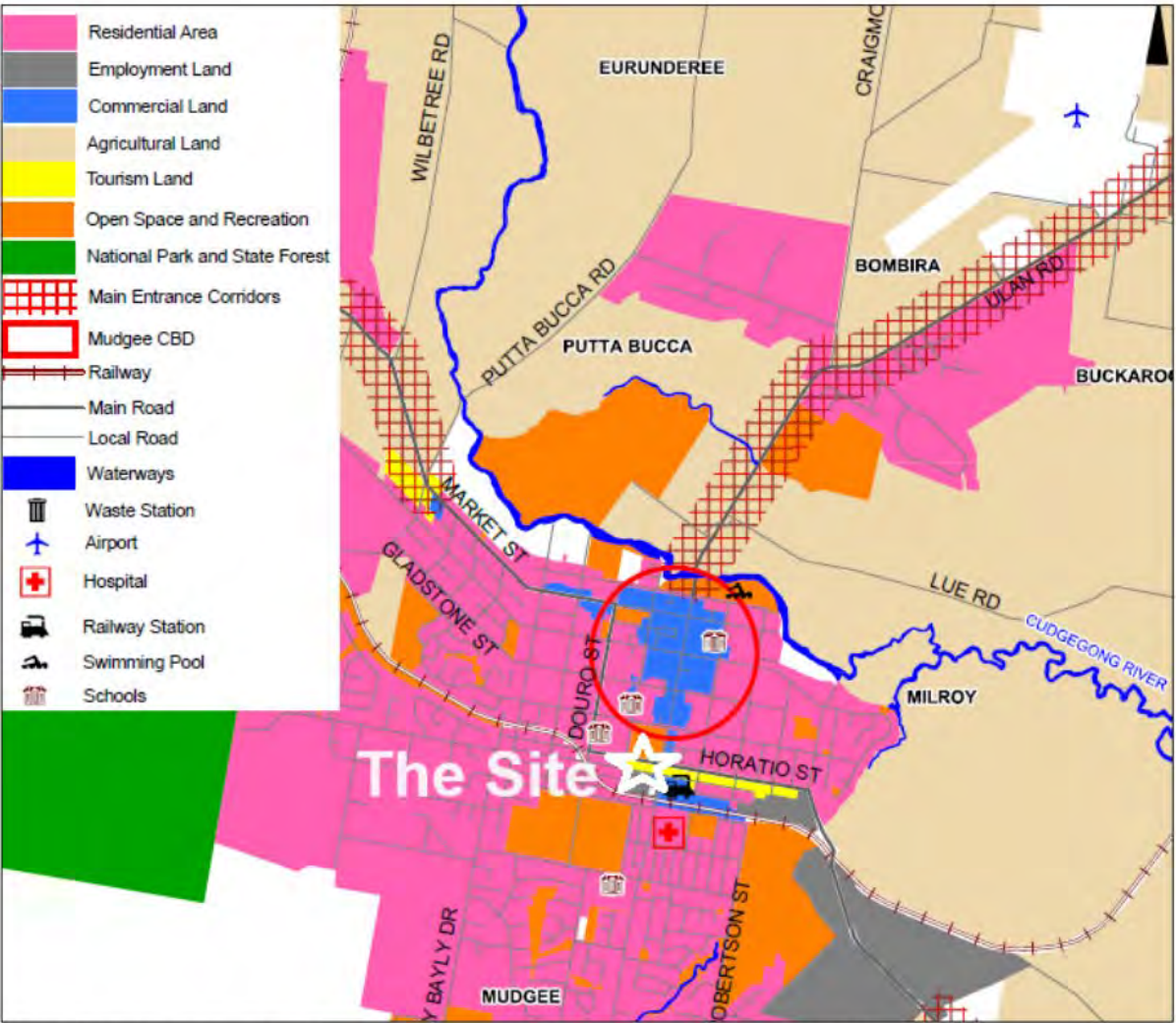


Figure 4: Extract Mudgee Structure Plan, Mid West Regional Local Strategic Planning Statement, May 2020

3 The proposal

3.1 Background

Mid-Western Regional Council - Pre-Lodgement Meeting Minutes

A pre-lodgement meeting was held with representatives of MWRC on 1 June 2023. The proposed development has addressed the key matters raised in the meeting minutes and the comprehensive DA submission addresses the commentary provided in the pre-lodgement meeting minutes.

Mid-Western Regional Council - Heritage consultant inspection and advice

A detailed site inspection and onsite meeting was held with Councils Heritage consultant on 1 June 2023 regarding the proposed development and in particular the alterations and additions to the Federal Hotel. The final DA design of the alterations and addition to the Federal Hotel incorporated feedback from Councils Heritage consultant and included:

- architectural design and massing;
- heritage conservation and restoration works; and
- building colours, material and finishes.

Councils Heritage Consultant has provided verbal and written support for the proposed alterations and additions to the heritage listed Federal Hotel.

3.2 General description of proposal

The proposal seeks approval for alterations and a single storey addition to the Federal Hotel, construction of a two-storey hotel accommodation building containing a total of 38 rooms and construction of a single storey drive through liquor shop. See proposed building heights summarised below.

The proposal has a capital investment value of \$14million.

A more detailed description of the proposal is provided in the following subsection sections.

3.3 Detailed description of proposal

Site Analysis and Planning

The proposed concept design for the site has been informed by a detailed site analysis process. This analysis and process has included testing a variety of site layout and design options for the development. The proposed concept design and site layout has the following benefits:

- The proposed site layout is supported from a heritage perspective as the layout achieves the following:
 - The proposed additions to the Federal Hotel along Lewis Street provide an appropriate separation and interface between the heritage building and additions;
 - The low scale single storey additions to the heritage Federal Hotel building at Inglis Street maintains views the original building form and prominence of the two storey heritage buildings interface within the Inglis Street streetscape.
 - The proposed layout maximises separation distances between the Federal Hotel and proposed drive through liquor store and tourist accommodation building; and
 - The proposed site layout and additions to the Federal Hotel provides a heritage interface between the adjacent State heritage listed Railway buildings and stations.
- Locating the proposed single storey drive through liquor store building at the site frontage to Inglis Street activates this part of the sites frontage while providing an appropriate interface with the adjacent low scale building and land use at 44 Inglis Street.
- Locating the proposed two storey tourist accommodation building in the sites northwest corner is considered appropriate for the following reasons:
 - The location maximises separation distances between heritage listed Federal Hotel building.
 - Provides an appropriate location and interface with the Federal Hotel additions.
 - Provides appropriate privacy interface the adjoining property to the west and neighbouring residential uses to the north across Lyons Lane.
 - The proposed location and design of the building minimises shadow impacts on neighbouring properties and has no impact on the streetscape.

Statement of Environmental Effects**Demolition, tree removal and early site works**

The proposed works includes the demolition of a number of buildings and structures across the site which are identified on the demolition plan and summarised below:

Federal Hotel – 34-36 Inglis Street

- Demolition of existing drive through bottle shop, outdoor gaming room, laundry;
- Demolition of lean-to additions on the north side of the building;
- Demolition of a select number of internal walls to open up ground floor and provide a more functional ground floor plan;
- Demolition of detached metal shed and covered outdoor beer garden;
- Demolition of perimeter fencing around the site;
- Demolish existing footpaths, along Lewis and Inglis Street; and
- Demolition of external cross overs, internal driveways and associated structures.

38 Inglis Street

- Demolition of metal shed and demolish and remove concrete slabs across the site;
- Remove existing tree situated in the central west part of the site;
- Demolition of external cross overs, internal driveways and associated structures; and
- Demolition of perimeter fencing around the site.

40-42 Inglis Street

- Demolition of large metal shed/warehouse fronting Inglis Street;
- Removal of two trees within the front setback;
- Demolition of dilapidated small timber shed setback from Inglis Street;
- *Demolish metal shed situated in the rear yard of the side;*
- Demolition of external cross overs, internal driveways and associated structures; and
- Demolition of perimeter fencing around the site.

Statement of Environmental Effects

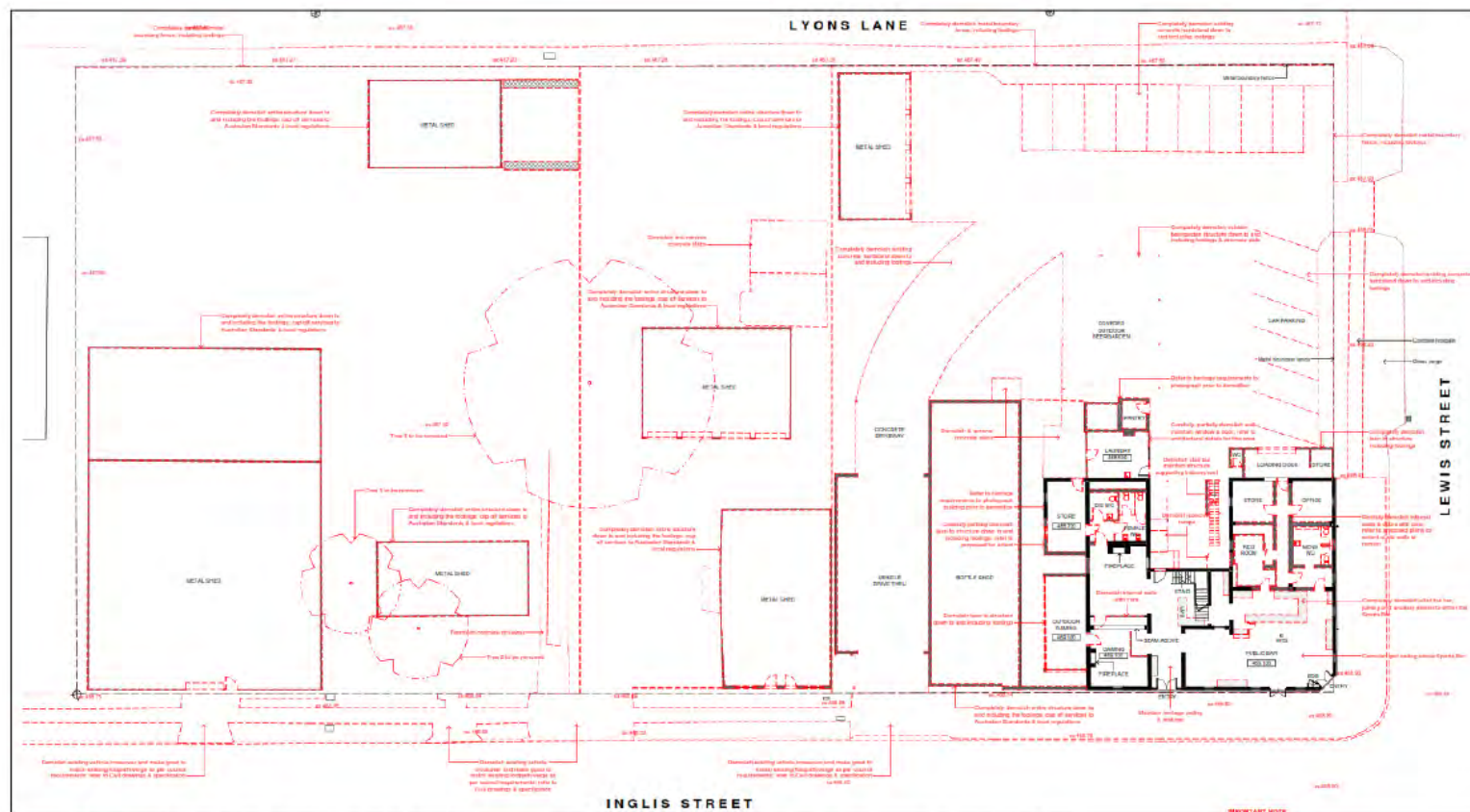


Figure 5: Demolition Plan for consolidated site. (Source: Bergstrom Architects refer to drawing number DA090)

Statement of Environmental Effects**Alterations and additions to the Federal Hotel**

The proposed alterations and additions to the Federal Hotel have been architecturally designed by Bergstrom Architects and the proposed building form, materials and finishes will provide a cohesive response to the retained heritage building. The proposed alterations and additions are summarised as follows:

- Construction of a single storey addition on the north side of the Federal Hotel containing the following:
 - New bar and internal bistro areas;
 - Indoor / outdoor beer garden covered by partially operable roof;
 - New kitchen, back of house storage;
 - New entries and access points including Accessible ramps and entries; and
 - Loading bay and area.
- Single level outdoor covered gaming area;
- New Federal Hotel signage including high quality wall signs to the addition on all facades (refer to signage plan in DA set).
- Building materials are predominately face brick and commercial materials.
- Heritage restoration and conservation works include:
 - Repoint external brickwork at the ground floor of the building fronting Inglis and Lewis Streets;
 - Remove unsympathetic later addition bathroom windows fronting Lewis Street and reinstate with timber framed double sash window consistent with the original windows;
 - Removal and replacement of aluminium framed doors and windows with original style timber doors and windows consistent with the original heritage building;
 - Demolition of later additional external stairs and corrugated iron roof over the central courtyard; and
 - Partially retain existing lean-to wall, door and window from the existing laundry as a key feature in the main bar and bistro area.

For further details refer to the Heritage Impact Statement submitted with the DA.

Statement of Environmental Effects



Figure 6: Perspective of proposed additions to the Federal Hotel as viewed from Lewis Street. (Source: Bergstrom Architects DA drawings)



Figure 7: Perspective of proposed alterations and additions to Federal Hotel, new bottle shop and tourist and visitor accommodation as viewed from Inglis Street. (Source: Bergstrom Architects DA drawings)

Statement of Environmental Effects



Figure 8: Perspective of proposed alterations and additions to Federal Hotel as viewed internally within the site. (Source: Bergstrom Architects DA drawings)



Figure 9: Internal perspective of proposed additions to Federal Hotel. (Source: Bergstrom Architects DA drawings)

Statement of Environmental Effects

Construction of a single storey drive through liquor shop for the Federal Hotel

The proposed single storey drive through bottle shop for the Federal Hotel will be situated in the southwest corner of the site fronting Inglis Street. The proposed building has been architecturally designed by Bergstrom Architects and the proposed building form, materials and finishes will provide a cohesive relationship with the heritage listed Federal Hotel, an appropriate response to the site and site planning, locality, and Inglis Streetscape. Key characteristics of the drive through bottle shop include:

- The proposed building comprises of a dry storage areas, cool room and bottle shop.
- Car parking is provided in the driveway and can accommodate a total of 10 parked cars.
- The proposed building has a maximum height of 5 metres.
- The drive through bottle shop incorporates high quality signage to the east and wester facades (refer to signage plan in DA set).
- The proposed building covered vehicular awning is built to the Inglis Street frontage and the main building is setback 4.45 metres from Inglis Street. The building is setback 2.02 metres from the sites west boundary with 44 Inglis Street.

Perspectives of the proposed drive through bottle shop for the Federal Hotel are illustrated in the Figures below.



Figure 10: Perspective of proposed drive through bottle shop as viewed from Inglis Street. (Source: Bergstrom Architects refer to DA drawing set)



Figure 11: Perspective of proposed drive through bottle shop as viewed internally within the site. (Source: Bergstrom Architects refer to DA drawing set)

Construction of a two-storey hotel accommodation building for the Federal Hotel

The construction of the two-storey Federal Hotel motel accommodation building is proposed in the north portion of the of the site fronting Lyon Lane. The proposed building has been architecturally designed to provide a cohesive response to the overall development. The proposed building siting, form and height are summerised below:

Statement of Environmental Effects

- The proposed building incorporates the following setbacks from site boundaries 3.2 metres from the sites north boundary with Lyons Lane and 2.6 metres from the sites west side boundary with 44 Inglis Street.
- New Federal Hotel signage including high quality wall signs to the addition on all facades (refer to signage plan in DA set).
- The proposed motel accommodation building has a maximum height of 8.1metres.



Figure 12 : Perspective of proposed two storey tourist and visitor accommodation building as viewed within the site.
(Source: Bergstrom Architects drawing set)

Consolidation of Lots comprising of 34-42 Inglis Street

The proposed development seeks consent for the consolidation of all Lots forming part of 34-42 Inglis Street. The Lots, DPs and street addresses are listed below:

- 34-36 Inglis Street Mudgee - Lot 10 DP 1275386;
- 38 Inglis Street Mudgee - Lot 18 Sec 43 DP75872; and
- 40-42 Inglis Street Mudgee - Lot 16 Sec 43 DP758721 and Lot 17 Sec 43 DP758721.

Statement of Environmental Effects

Carparking and service vehicle access and delivery

The proposed development includes the construction of a centrally located surface car with a total of 38 car spaces including 2 accessible spaces. The proposed surface car park been designed to incorporate and comply with car turning templates and a vehicle movement strategy has been put in place across the car park.

Service and loading vehicle areas have been provided across the site for each of the buildings and land uses, this includes:

- A service vehicle only loading bay is provided along the Lyons Lane and will be used to service the Federal Hotel and the Tourist and Visitor Accommodation building. The service vehicle area has access to the back of house facilities for both uses.
- A service vehicle and loading area is provided to the drive through bottle shop within the front setback to Inglis Street. The service vehicle and area has access to the back of house and storage areas for the bottle shop.

For more details refer to the Traffic Impact Assessment submitted with the DA.

Site services and connection to utilities

The proposed development includes provision of site services and utilities to all buildings and land uses these are:

- New potable water connections to each building and use;
- New sewer connections to each building;
- Removal/relocation of sewer easement across the site to account for the development;
- Allowance for water sensitive urban design principles across the development; and
- Stormwater retention/detention provided as part of the development.

Landscaping

Soft landscaped areas are proposed across the development and primarily focused to the north and west perimeter of the site as well as between buildings and across the surface car park. In addition, a number of green walls are proposed to the drive through bottle shop and Federal Hotel addition. The landscape design has been completed by Paddock Studio and includes planting across the site for trees (large and medium sized), shrubs and ground covers, refer to the landscape plans submitted with the DA.

4 Regulatory matters

4.1 Environmental Planning and Assessment Act 1979

The proposed development is made under Part 4 of the Act and is not Designated Development.

The proposal is not Integrated or Designated Development under the EP&A Act 1979.

The development is Local Development, and its empowering Environmental Planning Instrument (EPI) is **Mid-Western Regional Council Local Environmental Plan 2012**.

The consent authority for the proposal is the Mid-Western Regional Council.

4.2 Environmental Planning and Assessment Regulations

Further to the above, the application is made in accordance with the provisions of the Regulations and the general provisions concerning DA submissions.

4.3 National Construction Code

The Building Code of Australia (BCA) is contained within the National Construction Code (NCC).

The Pub and bottle shop Class 6², and the Hotel Building Class 3³.

The buildings have been developed with suitable NCC expertise and a supporting report is provided with the DA.

The proposed building can be built to comply with the NCC.

² A Class 6 building is a shop or other building used for the sale of goods by retail or the supply of services direct to the public, including—

(1) an eating room, café, restaurant, milk or soft-drink bar; or

(2) a dining room, bar area that is not an assembly building, shop or kiosk part of a hotel or motel; or

(3) a hairdresser's or barber's shop, public laundry, or undertaker's

³ A Class 3 building is a residential building providing long-term or transient accommodation for a number of unrelated persons...

5 Environmental assessment

This section of the report details an environmental assessment of the proposed development having regard to the relevant Commonwealth legislation and against limited provisions of the EP&A Act:

- Commonwealth legislation (including Environment Protection and Biodiversity Conservation Act 1999).
- Section 1.7 – Application of Part 7 of Biodiversity Conservation Act 2016 and Part 7A of Fisheries Management Act 1994.
- Division 4.8 – Integrated development.
- Section 4.10 – Designated development.

The above matters are detailed and discussed in the following section of this report.

5.1 Commonwealth legislation

Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999)

The EPBC Act protects matters of National Environmental Significance (**NES**), such as threatened species and ecological communities, migratory species (protected under international agreements), and National Heritage places (among others). Significant impacts are defined by the Commonwealth for matters of NES. Any actions that will or are likely to have a significant impact on the matters of NES, require referral and approval from the Australian Government Environment Minister.

The proposed development is located on a developed site which has contained a variety of land uses over many years. The site does not contain matters of NES and no further considerations are required having regard to the provisions of the EPBC Act.

Biodiversity Conservation Act 2016

The Biodiversity Conservation Act 2016 (**BC Act**) commenced on 25 August 2017 and replaces the Threatened Species Conservation Act 1995 (TSC Act). Together with the Local Land Services Amendment Act 2016 and State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017, this regulatory framework introduced a balanced approach to land management and biodiversity conservation in NSW.

The proposed development is located on a developed site which has contained a variety of land uses over many years. The site does not contain Threatened Species as defined under the BC Act.

Statement of Environmental Effects

5.2 Integrated development

Integrated development is development that, in order for it to be carried out, requires one or more approvals from a NSW State Government Agency. Integrated development links development consent for matters under Part 4 of the EP&A Act with any associated approval, licence, consent, permission or permit required under other legislation. The aim of Integrated development is to promote a unified, whole of government approach to the assessment of development in NSW.

Section 4.46 of the EP&A Act requires a review of whether the proposed development on the land would trigger an approval under other environmental or related legislation. Such development is categorised as 'integrated development'. A review of the proposal against the relevant integrated development is provided in the table below.

Table 1 – Integrated Development - Compliance Table

Act	Relevant provision	Approval required/applicability to site	Integrated development
Coal Mine Subsidence Compensation Act 2017	s 22	The site is not within an identified Mine Subsidence District. Therefore, the proposed development will not require approval from SA NSW.	No
Fisheries Management Act 1994	s 144	Aquaculture permit. No works proposed as part of this Application will harm defined marine vegetation or impede the movement or development of marine life. Therefore, the proposed development will not require approval under the FM Act.	No
Heritage Act 1977	s 58	Approval in respect to works or use to a State heritage item. A review of the relevant heritage registers has been undertaken and the site does not contain any State listed heritage items.	No
Mining Act 1992	ss 63, 64	Grant of mining lease. No works proposed as part of this Application will require the granting of a mining licence. Therefore, the proposed development will not require approval under the Mining Act 1992.	No
National Parks and Wildlife Act 1974	s 90	Grant of Aboriginal heritage impact permit. The proposed subdivision and early works do not trigger the requirement for a heritage impact permit.	No
Petroleum (Onshore) Act 1991	s 16	Grant of production lease. No works proposed as part of this Application will require the granting of a petroleum production lease. Therefore, the proposed development will not require approval under the Petroleum (Onshore) Act 1991.	No
Protection of the Environment Operations Act 1997	ss 43(a), 47 and 55 ss 43(b), 48 and 55	Environment protection licence to authorise carrying out of scheduled development work at any premises (excluding any activity described as a "waste activity" but including any activity described as a "waste facility") and non-scheduled activities for the purposes of regulating water pollution resulting from the activity. No licences have been identified as being required for the proposed development, including an Environmental Protection Licence (EPL).	No

Statement of Environmental Effects

Act	Relevant provision	Approval required/applicability to site	Integrated development
Roads Act 1993	s 138	No new connections to classified public roads are proposed.	No
Rural Fires Act 1997	s 100B	The site is not bushfire affected land as defined under the Rural Fire Act 1997. Accordingly, the proposed development is not subject to the provisions of the Rural Fires Act 1997.	No
Water Management Act 2000	ss 89, 90, 91	Water use approval, water management work approval or activity approval under Part 3 of Chapter 3, that is activities that occur within 40 metres of a water course, riverbank, and lake shore or estuary. The site and proposed development do not involve carrying out work within 'waterfront land' and therefore, does not require approval under the WM Act.	No

6 Section 4.15 - Evaluation of the EP&A Act

6.1 Section 4.15(1)(a) – Statutory planning considerations

Section 4.15(a) of the Act requires the consent authority to take into consideration:

- "(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 Director-General 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
 - (iiiv) 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
 - (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and
 - (v) (Repealed)"

The relevant matters are addressed in the following sections of this report.

6.2 Environmental Planning Instruments (s4.15 (1)(a)(i))

State and Environmental Planning Policies (**SEPPs**) are Environmental Planning Instruments established by the State Government under the provisions of the EP&A Act to control and regulate planning and assessment practices across NSW. The following subsections identifies SEPPs relevant to the proposed development.

State Environmental Planning Policy (Biodiversity and Conservation) 2021

There is no significant vegetation on the site. A Tree Assessment Report that notes low-quality landscape on the site and documents and retains adjacent trees.

A comprehensive landscape is provided with the DA. The proposal will have a positive effect in terms of local landscape amenity.

Statement of Environmental Effects

State Environmental Planning Policy (Resilience and Hazards) 2021

The SEPP establishes a state-wide planning approach to the remediation of contaminated land. A historical search of the sites and land uses developments indicates that site contamination is unlikely. Accordingly, the site is considered acceptable for the proposed land uses and addresses the relevant provisions of the SEPP.

State Environmental Planning Policy (Sustainable Buildings) 2022

The SEPP establishes a state-wide planning approach to Sustainable Building design and construction and the provisions applicable to non-residential development commence on 1 October 2023. Chapter 3 Standards for non-residential development applies to the proposed development. An assessment of the proposed development having regard to Chapter 3 of the SEPP is provided in the table below.

SEPP Clause and Provision	Proposal
<p>3.1 Application of Chapter</p> <p>(1) This Chapter applies to development, other than development for the purposes of residential accommodation, that involves—</p> <p>(a) the erection of a new building, if the development has a capital investment value of \$5 million or more, or</p> <p>(b) alterations, enlargement or extension of an existing building, if the development has a capital investment value of \$10 million or more.</p>	<p>The proposed development has a combined capital investment value of approximately 14 million and involves construction of new buildings and alteration and additions to an existing heritage building.</p>
<p>3.2 Development consent for non-residential development</p> <p>(1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following—</p> <p>(a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,</p> <p>(b) a reduction in peak demand for electricity, including through the use of energy efficient technology,</p> <p>(c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,</p> <p>(d) the generation and storage of renewable energy,</p> <p>(e) the metering and monitoring of energy consumption,</p> <p>(f) the minimisation of the consumption of potable water.</p> <p>(2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.</p>	<p>The proposed development has been designed in accordance with the requirements of clause 3.2 as stated below:</p> <p>(a) The proposed development seeks to minimise the generation of waste by using sustainable building materials and finishes. Some of the heritage building historic elements will be reused in the proposed alterations and additions to the Federal Hotel.</p> <p>(b) The proposed development includes the use of solar panels which will reduce the peak and off peak use of electricity.</p>

Statement of Environmental Effects

SEPP Clause and Provision	Proposal
	<p>(c) Passive design has been incorporated into the Federal Hotel additions within internal layout, operable roofs and windows. The hotel building has also incorporated passive design elements to reduce energy efficiency.</p> <p>(d) Solar panels are proposed for generation of renewable energy. Batteries for energy storage will be considered as part of the Construction Certificate detailed documentation.</p> <p>(e) Energy will be metred and monitored to reduce energy consumption and demand.</p> <p>(f) The proposed development will reduce the use of water across the various buildings and uses.</p>
<p>3.3 Other considerations for large commercial development</p> <p>(1) In deciding whether to grant development consent to large commercial development, the consent authority must consider whether the development minimises the use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050.</p> <p>(2) Development consent must not be granted to large commercial development unless the consent authority is satisfied the development is capable of achieving the standards for energy and water use specified in Schedule 3.</p> <p>(3) For the purposes of subsection (2), development is capable of achieving a standard specified in Schedule 3 if there is a NABERS commitment agreement in place to achieve the standard.</p> <p>(4) Subsection (2), to the extent it relates to energy use, does not apply to large commercial development on land to which the following local environmental plans apply—</p> <p>(a) <i>Sydney Local Environmental Plan 2012,</i></p> <p>(b) <i>Sydney Local Environmental Plan (Green Square Town Centre) 2013,</i></p> <p>(c) <i>Sydney Local Environmental Plan (Green Square Town Centre—Stage 2) 2013.</i></p>	<p>The proposed development does not rely upon nor generate significant demand for fossil fuels.</p> <p>The proposed development is not a large scale commercial development as characterised under schedule 3 of the SEPP.</p> <p>Subclauses (3) and (4) are not applicable to the proposed development.</p>

Statement of Environmental Effects

SEPP Clause and Provision	Proposal
(5) Despite subsection (4), subsection (2) applies to large commercial development to the extent that the development relates to prescribed serviced apartments.	
3.4 Other considerations for certain State significant development (1) This section applies to non-residential development that is declared to be State significant development by <i>State Environmental Planning Policy (Planning Systems) 2021</i> , section 2.6(1) and specified in that policy, Schedule 1, sections 13–15. (2) In deciding whether to grant development consent to development to which this section applies, the consent authority must consider whether the development will minimise the use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050.	The proposed development is not Stage significant development.

The proposed development addresses and meets the requirements of Chapter 3 Standards for non-residential development of the SEPP.

State Environmental Planning Policy (Transport and Infrastructure) 2021

The site is adjacent to an unused rail corridor and the adjacency provisions of the SEPP should be considered (see Clause 2.98 Development adjacent to rail corridors).

The relevant guidelines are Development Near Rail Corridors and Busy Roads – Interim Guideline – see diagram below.

Statement of Environmental Effects

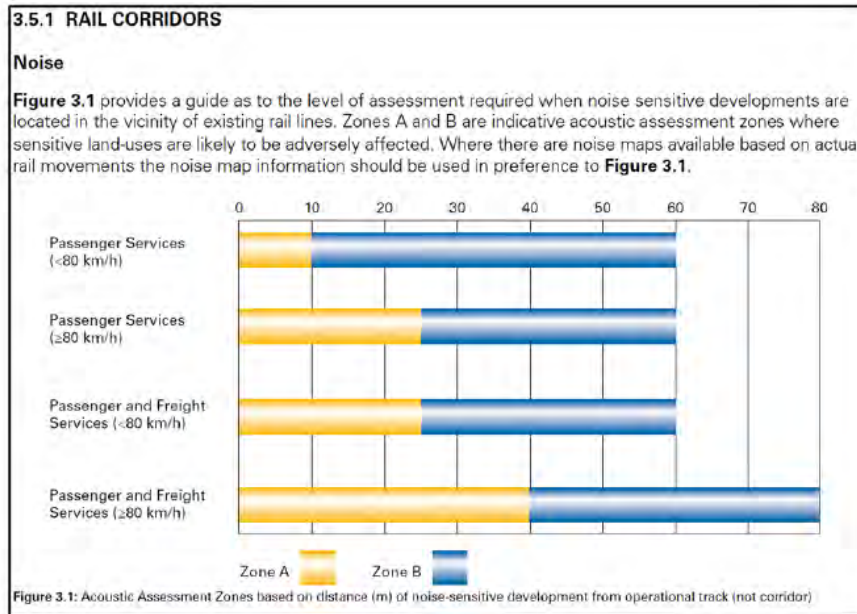


Figure 13: The State Government of NSW through the Department of Planning 2008 Development Near Rail Corridors and Busy Roads – Interim Guideline page 15.

The site is approximately 100m from the rail land – see diagram below.

Statement of Environmental Effects



Figure 14: Distance to Rail Corridor, Sixmaps

The site is suitably distanced from the rail corridor and in neither zone A or B zones that would require acoustic reporting in terms of noise impact on the use. If the adjacent rail corridor were to be reused, the proposal is suitably distanced and provides for uses that are complementary to a rail /station function.

The proposal will also provide an opportunity to kerb and gutter around the site improving public domain and kerbside parking opportunities.

State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development does not apply as the buildings are for commercial purposes and 2-storey.

The site is suitable for development as proposed under the SEPPs.

Statement of Environmental Effects

6.3 Local Environmental Planning Instruments

The following Local EPIs are relevant to the site and proposed subdivision.


Mid-Western Regional Local Environmental Plan 2012

An assessment of the proposed development against the provisions of the Mid-Western Regional Local Environmental Plan (MWLEP 2012) is provided in the table on the following page.

Table 2 – MWRLEP 2012 - Compliance Table

Control	Standard	Proposed	Compliance
cl 1.2 Aims of Plan	<p>(2) The particular aims of this Plan are as follows—</p> <p>(aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,</p> <p>(a) to promote growth and provide for a range of living opportunities throughout Mid-Western Regional,</p> <p>(b) to encourage the proper management, development and conservation of resources within Mid-Western Regional by protecting, enhancing and conserving—</p> <p>(i) land of significance to agricultural production, and</p> <p>(ii) soil, water, minerals and other natural resources, and</p> <p>(iii) native plants and animals, and</p> <p>(iv) places and buildings of heritage significance, and</p> <p>(v) scenic values,</p> <p>(c) to provide a secure future for agriculture through the protection of agricultural land capability and by maximising opportunities for sustainable rural and primary production pursuits,</p> <p>(d) to foster a sustainable and vibrant economy that supports and celebrates the Mid-Western Regional's rural, natural and heritage attributes,</p>	<p>The proposed alterations and additions to the Federal Hotel, construction of drive through bottle shop and tourist and visitor accommodation addresses the aims of the plan as outlined below:</p> <ul style="list-style-type: none"> • The proposal facilitates the restoration and preservation of a locally listed heritage item – Federal Hotel via significant financial investment and the expansion of the hotel facilities. • The proposed relocation of the drive through bottle shop will facilitate the ongoing orderly operation of the site and overall development. • The proposed tourist and visitor accommodation will add considerable high quality tourist accommodation to Mudgee. • The proposed development foster a sustainable and vibrant economy that supports the rural and heritage attributes of the LGA. • The proposed development has been design and sited to minimise any potential land use conflicts and the proposed uses are acceptable for the site, locality and streetscape. • The proposed development does not result in any environmental impacts. <p>The proposed development addresses the provisions of clause 1.2 Aims of Plan.</p>	Yes


Statement of Environmental Effects

Control	Standard	Proposed	Compliance
	<p>(e) to protect the settings of Mudgee, Gulgong, Kandos and Rylstone by—</p> <p>(i) managing the urban and rural interface, and</p> <p>(ii) preserving land that has been identified for future long-term urban development, and</p> <p>(iii) promoting urban and rural uses that minimise land use conflict and adverse impacts on amenity, and</p> <p>(iv) conserving the significant visual elements that contribute to the character of the towns, such as elevated land and the rural character of the main entry corridors into the towns,</p> <p>(f) to match residential development opportunities with the availability of, and equity of access to, urban and community services and infrastructure,</p> <p>(g) to promote development that minimises the impact of salinity on infrastructure, buildings and the landscape.</p>		
cl 2.1 Land use zones	<p>SP3 Tourist and MU1 Mixed Use</p> 	The site is zoned a mixture of SP3 Tourist and MU1 Mixed Use. See discussions below.	Yes
cl 2.6 Subdivision – consent requirements	This clause indicates that land to which this Plan applies may be subdivided, but only with development consent.	The proposal seeks consent to consolidate the site into a single Lot. The proposed Lot consolidation addresses the provisions of clause 2.6 of the LEP.	Yes

Statement of Environmental Effects

Control	Standard	Proposed	Compliance
cl 2.7 Demolition requires development consent	The demolition of a building or work may be carried out only with development consent.	The proposal seeks consent for demolition of buildings and structures across the site. These works are listed in the proposal section of the SEE and detailed in the demolition plan. The proposal addresses the requirements of clause 2.7 of the LEP.	Yes
cl 4.1 Minimum Lot size	The site is not subject to a minimum lot size control.	The proposal seeks consent to consolidate the site into a single Lot with a combined area of xxxm ² . The proposed Lot consolidation complies with the requirements of clause 4.1 of the LEP.	Yes

Statement of Environmental Effects

Control	Standard	Proposed	Compliance
cl 4.3 Height of buildings	<p>(1) The objectives of this clause are as follows—</p> <p>(a) to establish a maximum height limit to which buildings can be designed in particular locations,</p> <p>(b) to enable infill development that is of similar height to existing buildings and that is consistent with the heritage character of the towns of Mudgee, Gulgong, Kandos and Rylstone.</p> <p>(2) 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.</p> 	<p>The portion of the site zoned SP3 Tourist (Federal Hotel site) is <u>not</u> subject to a Maximum Building height development standard. The proposed alterations and additions to the Federal Hotel has a maximum height of 8.85metres. There is no building height control to this part of the land and this work.</p> <p>The portion of the site (36-42 Inglis Street) zoned MU1 Mixed Use has a Maximum Building height development standard of 8.5 metres. Proposed buildings on this land has the following maximum building heights:</p> <ul style="list-style-type: none"> Federal Hotel drive through bottle shop 4.45 metres; and Federal Hotel motel accommodation building 7.9metres. <p>The proposed maximum building heights for developments on 36-43 Inglis Street are below the maximum Height of Buildings Map control of 8.5 metres.</p> <p>The proposed alterations and additions to the Federal Hotel and new buildings across the site address the clause 4.3 Height of Buildings objectives as the proposed buildings incorporate maximum heights which are appropriate for the location, are below the existing maximum height of the Federal Hotel building and provides a character and scale which compliments the heritage character of the area and is consistent with the character of the area.</p>	Yes
cl 4.4 Floor Space Ratio	The site is not subject to a Floor Space Ratio development standard	Not Applicable	N/A

Statement of Environmental Effects

Control	Standard	Proposed	Compliance
cl 5.10 Heritage Conservation	<p>(1) Objectives The objectives of this clause are as follows—</p> <p>(a) to conserve the environmental heritage of Mid-Western Regional,</p> <p>(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,</p> <p>(c) to conserve archaeological sites,</p> <p>(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.</p>	<p>The site is in the Mudjee Heritage Conservation Area and is the Federal Hotel is listed as a local Heritage Item under Schedule 5 of the MWLEP. Accordingly, the provisions of clause 5.10 Heritage Conservation are applicable to the site and proposed development.</p> <p>Further discussion regarding clause 5.10 is provided below this table.</p>	Yes
cl 6.2 Public Utility Infrastructure	This clause requires the consent authority to ensure that all land has appropriate access to public utilities infrastructure prior to subdivision and development.	All works associated with public utility infrastructure have been completed as part of the previously approved and completed subdivision and early works DA.	Yes
cl 6.3 Development Control Plan	This clause requires the consent authority to consider the appropriate DCP provisions relating to the subdivision and development of a site.	The proposal has been considered with regards to the applicable DCP in the following section of this report.	Yes
cl 7.1 Earthworks	The objective of this clause is to ensure that earth works for which development consent is required does not have detrimental impact on environmental functions and processes, neighbouring uses, cultural heritage or features of surrounding land.	The proposed development Lot 7B for the purposes of a light industry use and associated buildings and structures on the site, provides for acceptable amounts of earthworks. These works include minor and acceptable levels of site grading to accommodate buildings and provide accessibility. The proposed works address the provisions of clause 6.1 in the LEP.	Yes

Statement of Environmental Effects

Control	Standard	Proposed	Compliance
cl 7.8 Airspace Operations	To ensure that the ongoing operation of Canberra Airport is not compromised by proposed development.	The proposed building on Lot 7B has a maximum height of 12 metres and will not impact on the operation of Canberra Airport. Accordingly, the proposed development is considered to address the provisions of clause 6.3 of the LEP.	Yes

Clause 2.1 Land Use Zoning

The Federal Hotel site (34-36 Inglis Street) is zoned SP3 Tourist and the remainder of the site (38-42 Inglis Street) is zoned MU1 Mixed Use under the MWLEP 2012. The SP3 Tourist and MU1 Mixed Use zone objectives and land uses permitted with consent are detailed in the table below.

Federal Hotel 34-36 Inglis Street Zone SP3 Tourist	38-42 Inglis Street Zone MU1 Mixed Use
<p>1 Objectives of zone</p> <ul style="list-style-type: none"> To provide for a variety of tourist-oriented development and related uses. <p>3 Permitted with consent</p> <p>Amusement centres; Aquaculture; Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Camping grounds; Caravan parks; Centre-based child care facilities; Dual occupancies; Dwelling houses; Eco-tourist facilities; Entertainment facilities; Environmental protection works; Flood mitigation works; Food and drink premises; Function centres; Health consulting rooms; Helipads; Hostels; Information and education facilities; Kiosks; Multi dwelling housing; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Residential flat buildings; Secondary dwellings; Semi-detached dwellings; Timber yards; Tourist and visitor accommodation</p>	<p>1 Objectives of zone</p> <ul style="list-style-type: none"> To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities. To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces. To minimise conflict between land uses within this zone and land uses within adjoining zones. To encourage business, retail, community and other non-residential land uses on the ground floor of buildings. To ensure development is consistent with the character of adjoining residential neighbourhoods. <p>3 Permitted with consent</p> <p>Amusement centres; Boarding houses; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Water recycling facilities; Any other development not specified in item 2 or 4</p>

Statement of Environmental Effects

The proposed alterations and additions to the Federal Hotel improves and expands the facilities and services offered within the existing hotel. In addition, the works to the Federal Hotel includes heritage restoration and conservation works which will ensure the ongoing preservation of a locally listed heritage item, ensuring the buildings ongoing contribution to Mudgee and the Mudgee heritage conservation area. Accordingly, the proposed alterations and additions to the Federal Hotel will retain and expand an existing tourist orientated development which addresses the address the SP3 zone objective in the MWLEP 2012.

The proposed new drive through bottle shop and motel accommodation for the Federal Hotel situated on the land zoned MU1 Mixed Use addresses the zone objectives as outlined below:

- The proposal creates a diversity of uses across the site which will generate a variety of employment opportunities.
- The proposed development provides a diverse and active street frontage which will attract pedestrian activity and contribute positively to vibrant, diverse and functional Inglis and Lewis Street frontages;
- The proposed development has been designed and sited to minimise and avoid conflicts between land uses within the MU1 – Mixed Use and neighbouring SP3 Tourist zones. In this regard the proposed development does not result adverse environmental, or amenity impacts on surrounding land uses and properties;
- The proposed buildings incorporate non-residential land uses on the ground floor which will promote commercial activity on the site and within the locality; and
- The proposed buildings are high quality and architecturally designed providing a cohesive relationship with the Mudgee Heritage Conservation Area. In addition, the proposed buildings have a scale of one to two storeys which is consistent with the scale and character of surrounding residential uses located on land zoned SP3 Tourist.

The SP3 Tourist and MU1 Mixed Use zones both contain a broad variety of land uses permitted with consent. The SP3 Tourist zone permits **food and drink premises** which permits the subset individual term a **pub**. The MU1 Mixed Use zone permits **commercial premises** which permits the subset group term of **retail premises** and in turn permits the subset group term of **food and drink premises** which permits the subset individual term a **pub**. A pub is defined in the MWLEP 2012 dictionary as follows:

***"pub** means licensed premises under the [Liquor Act 2007](#) the principal purpose of which is the retail sale of liquor for consumption on the premises, whether or not the premises include hotel or motel accommodation and whether or not food is sold or entertainment is provided on the premises.*

Note— Pubs are a type of **food and drink premises**—see the definition of that term in this Dictionary."

Statement of Environmental Effects

The proposed development comprises of alterations and additions to the Federal Hotel and construction of a new drive through bottle shop, construction of a motel accommodation building for the Federal Hotel and amalgamation of the site. The proposed development satisfies the land uses definition of a **pub** under the provisions of the MWLEP 2012. Accordingly, the proposed development addresses the objectives of the SP3 Tourist and MU1 Mixed Use zones and is permitted with consent.

Clause 5.10 Heritage Conservation

The Federal Hotel building is a local Heritage Item (Item Number 186 in Schedule 5 of the MWLEP 2012) and situated within a general Conservation Area. The MWLEP 2012 heritage mapping is illustrated in the figure below and the statement of significance of the Federal Hotel is also provided.



Figure 16: Perspective of proposed two storey tourist and visitor accommodation building as viewed within the site.
(Source: NSW Planning Portal website)

2020 Statement of Significance from the State Heritage Inventory listing for the Federal Hotel

Constructed originally as a single storied hotel in c.1881, the upper storey was added in 1927 by George Knight to a design by local architect Harold Hardwick creating an exceptional grand corner hotel. In the 1990s additions on the west side, by local architect B Hickson, provided a drive-through liquor shop. Constructed largely in English bond brickwork, the building features a high parapet wall to both Inglis and Lewis Streets.

The parapet is finished with several large half round moulded tablets with the central one splayed and focussed on addressing the corner of Inglis and Lewis Streets with the words 'Federal Hotel' in relief. Windows are generally simple rectangular double hung sashes, except below the tablets where they are enlarged with upper sashes of small lights. The elevations are further decorated with raised string courses, moulded garlands and a suspended awning. The entrance doors below the awning have been modernised to full glass. A landmark building that contributes to the streetscapes of Lewis and Inglis Streets.

A detailed Heritage Impact Statement prepared Sue Rose Associates accompanies the DA submission. The HIS includes extensive historical research and evidence of the site and the Federal Hotel. In addition, the HIS includes a detailed assessment of the heritage significance and heritage impact of the proposed development. The HIS conclusion provides support for the proposed development and associated heritage restoration and conservation works stating:

Statement of Environmental Effects

“The proposed works will retain significant fabric, form and detailing at the Federal Hotel, reconstruct missing fabric and undertake essential conservation works. Where change conflicts with original or early fabric, the proposal has made efforts to mitigate impact by partially retaining and incorporating fabric/layout into the new concept so that an interpretable vestige remains. There will be a visual improvement to the principal building facades of the Federal following the removal of detracting elements such as aluminium frames windows and doors, the rear 1930s mezzanine addition, and repointing of sections of the hotel’s 1880s brick façade.

The bistro addition, new accommodation hotel and bottle shop allow the Federal to cater to a larger demographic of potential patrons, improving its commercial viability and ensuring its continued function as a public hotel and ability to fund ongoing essential maintenance of the building.

The Federal Hotel will continue to be a dominant landmark in the streetscape. There is considered to be minimal adverse impact on items in the immediate vicinity and the Mudgee Heritage Conservation Area.

Overall, the outcome of the proposal will be the revitalisation of a landmark venue and activation of a less-frequented section of the Mudgee Heritage Conservation Area. It has potential to also improve engagement with the historic Mudgee Railway Station buildings across the road.”

In addition, to the very supportive conclusions provided in the HIS prior to submission of the DA the applicant and architect engaged extensively with Council and the Councils Heritage Consultant. These early engagements ensured the design and proposed materials and finishes were, considered, reviewed and informed Councils Heritage Consultant. Councils Heritage Consultant has provided support for the proposed development.

Having regard to the HIS submitted with the DA and pre-lodgement engagement with Council and support from Councils Heritage Advisor the proposed development addresses the provisions of clause 5.10 Heritage Conservation of the MWLEP 2012.

6.4 Draft Environmental Planning Instruments (s4.15 (1)(a)(ii))

There are no draft Environmental Planning Instruments applicable to the site or the proposed development.

6.5 Provisions of Development Control Plans (s4.15 (1)(a)(iii))

The Mid-Western Region Development Control Plan 2013 (**MWDGP2013**) was adopted by Council on 6 February 2013 and commenced operation on 11 February 2013. Amendment 6 to the MWDGP2013 commenced operation on 19 July 2023 following the resolution of Council to approve the Amendment at its Ordinary Meeting, on the same date. The aims of the MWDGP2013 are to:

- Define development standards that deliver the outcomes desired by the community and Council;
- Provide clear and concise development guidelines for various forms of development;
- Encourage innovation in design and development by not over-specifying development controls;
- Expedite development approvals by providing clear direction of Council's intent and criteria; and
- Provide certainty of development outcomes for developers and the community.

The following Parts and subsections of the MWDGP2013 are applicable to the proposed development:

- Part 1 Introduction:
 - 1.11 Sewer Infrastructure
 - 1.12 Community Consultation
- Part 4 Specific Types of Development:
 - 4.4 Signs
 - 4.5 Commercial development
 - 4.7 Tree Preservation Order
- Part 5 Development Standards:
 - 5.1 Car Parking
 - 5.2 Flooding
 - 5.3 Stormwater Management
 - 5.4 Environmental Controls
- Part 7 Subdivision:
 - 7.1 Urban Subdivision

The proposed development is assessed against the applicable Parts of the MWDGP 2013 in the tables on the following pages of the SEE.

Statement of Environmental Effects

Table 3 – Part 1 Introduction MWRDCP 2013 – Compliance Table

Section	Objectives and Controls	Proposal	Compliance
PART 1 INTRODUCTION			
1.11 SEWER INFRASTRUCTURE			
1.11 Sewer Infrastructure	Council does not permit the following types of development over an existing sewer main or easement for sewer; <ul style="list-style-type: none"> • erection of permanent structures, • cut or fill of land, • the planting of trees, or • Concrete structures. 	The subject site does not contain existing sewer mains or easements. The existing sewer connections will be relocated within the site to accommodate the development refer to service drawings submitted with the DA.	Yes
1.12 Community Consultation	Repealed and is suspended by the Community Participation Plan.	It is noted that the DA will require public notification in accordance with Councils Community Participation Plan.	N/A

Table 4 – Part 4 Specific Types of Development MWRDCP 2013 - Compliance Table

Section	Objectives and Controls	Proposal	Compliance
PART 4 SPECIFIC TYPES OF DEVELOPMENT			
4.4 SIGNS			
General Requirements	Full details of sign type, size, lettering, location, colours etc. must be provided with a development application. All advertising must relate to the lawful uses or activities carried out on the same land on which the advertising sign is to be erected.	The architectural drawings submitted with the DA includes a signage plan which details the sign type, size, lettering and location of all signs. All signs relate to a lawful use or activity carried out on the site.	Yes
Types	Fascia Sign, Pylon Sign, Wall Sign	The proposed development includes signage to the Federal Hotel, drive through bottle shop and motel accommodation buildings. The signage comprises of fascia, pylon and wall signs. The signage is detailed on the signage plan submitted with the DA.	Yes
Prohibited Signs	A variety of prohibited signs are listed in this subsection of the DCP.	The proposed development does not seek consent for prohibited signage.	Yes

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
Signs in Towns and Villages	<p>Heritage Conservation Areas</p> <p>(a) The streetscapes in the business areas of Mudgee, Gulgong, Rylstone and Hargraves are within a heritage conservation and particular attention is paid to the preservation and enhancement of the character and appearance of these areas.</p> <p>(b) Corporate identification should be carefully selected and amended where necessary to retain the character of individual buildings and the surrounding locality.</p> <p>(c) Generally signs on individual buildings or within areas of special significance should be discreet and should complement the building or area. An important element of Council's planning policies involves the careful control of all advertisements, and external building colours in the main business areas.</p>	<p>The proposed signage addresses the heritage conservation considerations as outlined below:</p> <p>(a) The proposed signage has considered, preserves and enhances the character and appearance of the area as all signage is incorporated into the architectural design of the development and supported by the Heritage Consultant.</p> <p>(b) Signage has been designed to be discrete and high quality maintaining the heritage significance of the Federal Hotel and providing a cohesive relationship with the conservation area.</p> <p>(c) The coordinated signage design compliments the development, site and heritage considerations.</p>	Yes
Business Areas	<p>(a) Generally a maximum signage area per commercial building (regardless on number of tenancies) of 25% of the frontage is permitted per building.</p> <p>(b) Under-awning/verandah signs must have a minimum height of 2.6 metres distance from the pavement to the bottom of the sign and protrude no further than a maximum length of 3.5 metres as measured from the front wall of the commercial building and will not protrude beyond the line of the awning/verandah.</p> <p>(c) Additional pylon signs, projecting wall signs, above awning signs, illuminated wall signs located above the verandah or awning and roof signs are not permitted in both Mudgee and Gulgong business areas.</p> <p>(d) Wall signs should be either painted directly onto the building or constructed of painted wood, or coated at point of manufacture or powder coated flat metal sheets. Wall signs utilising plastic or modern metal materials are not favoured. Specific consideration should be given to buildings that are Heritage Items or within a Heritage Conservation Area. In those instances it is recommended that you discuss your proposal with Heritage Advisor.</p>	<p>The proposed signage to the Federal Hotel, drive through bottle shop and motel accommodation buildings addresses the business area controls as outlined below:</p> <p>(a) All signage is less than 25% than a building frontage.</p> <p>(b) All under awning signs are fixed to the wall of the buildings and do not create a pedestrian or public realm hazard.</p> <p>(c) The proposed pylon sign is not proximate to nor does it project above verandah or awning.</p> <p>(d) The proposed wall signs are high quality and will compliment the architectural character of the buildings, heritage conservation and Federal Hotel heritage building. The proposed development has been discussed with Councils planners and heritage advisor.</p>	

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
Tourist Signage	Tourist related development includes winery and cellar door facilities, restaurants, accommodation and other businesses catering for tourists. Signs on private land must relate to the business contained on the land itself.	All signage on the site relates to the business proposed on the site.	Yes
Identification Signs	<p>These are post supported or wall structures located at the front of the site with the express purpose of identifying the business or facility to the travelling public.</p> <p>(a) Post supported structures max. height of 3m above ground level or an advertising area of more than 3m² with typical dimensions being 1.2m x 2.5m.</p> <p>(b) Identification signs must relate to a lawful or approved use of the land and be located on private land, not in the road reserve.</p> <p>(c) The size, colour and shape of the signs will generally be left to the discretion of the business but should not include the use of bright or fluorescent colours or highly reflective or illuminated materials.</p> <p>(d) Each property shall be allowed two Identification signs (which may be double sided). In circumstances when the property has two road frontages Council will consider a third sign on the secondary frontage where that frontage has a minimum of 250m.</p> <p>(e) In circumstances where there are two or more businesses operating from a site, Council will consider increasing the maximum sign face area from 3m² to 4m².</p>	<p>The proposed identification signs address the controls as outlined below:</p> <p>(a) Although the pylon sign has a maximum height of 7.5m the proposed dimensions and area of the sign are consistent with the requirement to identify the range of uses on the site.</p> <p>(b) Identification text within the signage is for lawfully constructed land uses.</p> <p>(c) The proposed signage has been design to compliment the architectural design of the development, heritage characteristics of the Federal Hotel and conservation area.</p> <p>(d) Each building generally contains a maximum of 2 signs for the proposed use. All signage is complimentary to the development and locality.</p> <p>(e) If under awning signs are fixed to the wall of the buildings and do not create a pedestrian or public realm hazard</p>	Yes
Entrance Signs	Signs incorporated into the primary entrance of the site and may include fencing or walls. Advertising incorporated into the entrance structure is restricted to the name of the premises. In circumstances where the business operates after sunset, Council will consider low intensity external illumination of entrance signage.	The proposed signage is limited to the uses on the site and is acceptable for the site and locality.	Yes
Internal Signage	This includes signs that direct visitors within the site and include entry/exit signs, toilet and parking facilities, picnic areas and the like. These signs only require approval if they can be viewed from a public road.	Internal directional signage will be incorporated across the site and the development.	Yes

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
4.5 COMMERCIAL DEVELOPMENT			
Building Setbacks	(a) No minimum front setbacks apply. (b) Side and rear must comply with Building Code of Australia (BCA)	The site layout and Federal Hotel alterations and addition, drive through bottle shop and motel accommodation buildings incorporate appropriate setbacks complying with the BCA.	Yes
Design	(a) The LEP includes provisions relating to active street frontages. All premises on the ground level of a building facing the street are used for the purposes of business premises or retail premises. (b) All premises on the ground level of a building facing the street shall be comprised of windows and doors to encourage the interaction between pedestrians and the retail space. (c) Building facades shall be articulated by use of colour, arrangement of elements or by varying materials. (d) Consider elements within established heritage buildings and how its application may be applied to new development. (e) Consider the pattern of built form, scale, use of verandahs, fenestration, colour and materials. (f) Design of new development should seek to be sympathetic to heritage items not reproduce them. (g) Plans must include details of all external infrastructure (air conditioning ducts, plant rooms) and how it will be screen from view form a public road. (h) Development on a corner must include architectural features to address both frontages. (i) Where the development will adjoin the residential, village and mixed use zones, sufficient setbacks in the form of landscape buffers and access ways should be incorporated.	The proposed development has been designed by a highly experience architect working with heritage listed buildings and in heritage conservation area. The proposed design of the development having regard to the design requirements of the DA are listed below: (a) The site is not subject to the LEP active street frontage control. (b) The alterations and additions to the Federal Hotel provides for windows and door fronting Lewis Street and internally within the site. (c) All building facades will be articulated by use of colours and robust/quality building materials and finishes. (d) The design of the additions to the Federal Hotel responds appropriately to the heritage significance of the building and conservation area. The DA is supported by a HIS and advice from Councils Heritage Advisor prior to submission. (e) The pattern of building form and scale across the site is complimentary to the site, locality and streetscape. (f) All building plant and infrastructure has been integrated into the overall design of the development and screened from the streetscape and public view. (g) The proposed development addresses the sites frontages of Inglis Street, Lewis Street and Lyons Lane.	Yes

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance								
		(h) The proposed development incorporates adequate setbacks and landscape buffers with neighbouring land uses and developments. The proposed development does not result in adverse environmental, or amenity impacts on neighbouring site or land uses.									
Scale form and height	(a) The LEP controls the height of buildings to a maximum of 8.5m. (b) Consistent with the existing heritage character of the town centres of Gulgong, Mudgee and Rylstone. (c) Gulgong has a building height limit to a maximum of 5m.	<p>The proposed development incorporates the following building heights:</p> <table><tr><td>Maximum Building Height</td><td>Height</td></tr><tr><td>Pub Addition (beer garden)</td><td>8.85m</td></tr><tr><td>Hotel Accommodation</td><td>7.9m</td></tr><tr><td>Bottle Shop</td><td>4.45m</td></tr></table> <p>(a) Alterations and additions to the Federal Hotel maximum height of 8.85 metres. Site zoned SP3 not subject to a height control and height well below heritage listed primary building. (b) Proposed drive-thru liquor store maximum height of 4.45 metres. (c) Proposed two storey hotel/motel building 7.9m metres. These structures are under the relevant 8.5m building height control.</p>	Maximum Building Height	Height	Pub Addition (beer garden)	8.85m	Hotel Accommodation	7.9m	Bottle Shop	4.45m	Yes
Maximum Building Height	Height										
Pub Addition (beer garden)	8.85m										
Hotel Accommodation	7.9m										
Bottle Shop	4.45m										
Articulation and Facade Composition	(a) To break visual bulk and create interest, use secondary vertical elements such as fenestration or detail such as changes in materials and colour. (b) Excessive length of blank walls are not supported in the front facade. (c) Where blank walls are unavoidable (alongside or rear boundaries), break the visual impact through the provisions of landscaping, or by creating visual interest through patterning of the facade, signage or public art.	<p>The proposed development addresses the building articulation and façade composition as outlined below:</p> <p><u>Alterations and additions to the Federal Hotel</u></p> <p>(a) The additions to the Federal Hotel have designed to create visual interest and design elements particularly where the heritage building and additions intersect. This includes the use of a clear glazed intersection at the additions Lewis Street frontage. The clear glazing maintains the prominence of the original Federal Hotel building and views to the original brickwork and building form.</p>	Yes								

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
		<p>(b) The proposed additions do not incorporate excessive lengths of blank facades.</p> <p><u>Federal Hotel drive through bottle shop building</u></p> <p>(a) The façade of the building fronting Inglis Street is articulated through use of building setbacks and the projecting awning over the drive through area. This includes using a variety of complimentary and robust materials and finishes which articulate the elevation and provides visual interest.</p> <p>(b) The building has been designed to avoid excessive lengths of blank facades. A green wall is proposed to one façade and landscaping and/or signage is proposed to other elevations.</p> <p><u>Federal Hotel motel building</u></p> <p>(a) The motel building is articulated through a variation of building materials and finishes. In addition, external planter boxes are provided to rooms on the north and south elevations. The planter boxes and landscaping articulate and soften the building facades while also providing a green outlook for occupants of the rooms. The east elevation orientated within the site is articulated through a metal awning, and external metal framed windows.</p> <p>(b) The blank west building elevation is provided to ensure no visual or acoustic privacy impacts are generated for the residence adjoining the site to the west. The blank wall will be constructed from quality and robust brickwork and broken up by a window to the common corridor which is set back a further approximately 1 metre from the west boundary of the site.</p> <p>As indicated above the proposed development addresses the building articulation and façade composition objectives/controls of the MWDCP2013.</p>	

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
Residential Commercial Interface	<ul style="list-style-type: none"> (a) Provision of landscaping buffers to provide visual screening along residential boundaries that adjoin development sites in the Mortimer Street precinct (in particular). (b) Ground and first floor development should not overlook residential properties (c) Maintain acoustic privacy through the use of acoustic fencing, where vehicular movement adjoins property boundaries to reduce visual bulk of the proposed development. (d) Reduce visual bulk by locating buildings and structures away from residential boundaries, or where buildings must be located along property boundaries ensure that sufficient landscaping is provided. (e) A development should 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. 	<p>The site has three Street and Laneway frontages. Only the west side boundary is shared with residential developments. Residential developments are situated on the north side of Lyons Lane. The proposed development addresses the building articulation and façade composition as outlined below:</p> <ul style="list-style-type: none"> (a) Landscape buffers are provided around the drive through bottle shop and motel accommodation building on the north frontage to Inglis Street and west boundary with 46 Inglis Street. A detailed landscape set of drawings accompanies the DA submission and indicates the type of species along with vegetation mature heights. The proposed landscape design and building setbacks will facilitate appropriate landscape buffers with surrounding residential developments. (b) The ground and first floors of all buildings do not overlook residential properties. As indicated with the site planning section of the SEE the proposed group of buildings have been designed to provide overlooking of the sites three public street and laneway frontages or overlook publicly accessible areas within the site, (c) The proposed development has been designed to ensure acoustic privacy and the DA is accompanied by a detailed acoustic impact assessment. All recommendations of the acoustic assessment are incorporated into the development and compliance with the report will be conditioned by Council. Accordingly, the proposed development is acceptable having regard to the potential acoustic privacy impacts on surrounding land uses and buildings, including between buildings and uses within the development. 	Yes

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
		<p>(d) The proposed development has been designed and sited to reduce the visual bulk and scale of buildings along residential boundaries. The single storey bottle shop and two storey buildings are setback some 2 metres from the west side boundary. Furthermore, the narrow elevation of the motel accommodation building is fronting the sites west side boundary with the residential development. The proposed development does not result in adverse visual bulk and scale impacts on adjacent residential properties nor do the development adversely impact on residential developments situated north across Lyons Lane.</p> <p>(e) The architectural drawing set provided with the DA submission includes shadow diagrams. These shadow diagrams indicate that the proposed development does not result in unreasonable solar access or shadow impacts to neighbouring or surrounding residential dwellings or open spaces.</p> <p>The proposed development addresses the residential commercial interface as sought in the MWDCP2013.</p>	
Utilities and services	<p>(a) Documentation to demonstrate that the development is able to be services with water, sewer and drainage and adequate provision has been made for handling and disposal of solid waste</p> <p>(b) Trade Waste Application is required where liquid waste (other than water from wash basins, toilet or bathrooms) will be discharged into Council's sewerage system.</p> <p>(c) Building and structures are to be located clear of infrastructure.</p> <p>(d) For new sewer mains structures are to be located 1m plus the equivalent inverted depth, whichever is greater) of the centreline of the main.</p>	<p>The proposed development addresses the utilities and services requirements as outlined below:</p> <p>(a) Documentation detailing the development can connect to water, sewer and has adequate drainage is provided with the DA submission.</p> <p>(b) A trade waste application will form part of a Construction Certificate or other point during the construction of the development.</p> <p>(c) All buildings and structures are located clear of infrastructure.</p> <p>(d) Relocated sewer mains are located as per the numeric requirements.</p>	Yes

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
Traffic and Access	<ul style="list-style-type: none"> (a) All vehicles must be able to enter and exit the site in a forward direction. (b) All vehicle movement paths are to be sealed. (c) Driveways must comply with Australian Standard AS 2890.1 Parking Facilities. (d) For new commercial development all loading facilities are to be located within the site with no loading to occur from the public road system. (e) All loading facilities shall be designed to complying with Australian Standards. (f) Where the truck delivery paths extend through car parking areas due consideration should be given to the separation of truck, pedestrian and car traffic. Where separation cannot be achieved then the application it to address traffic flow and safety issues. 	The DA is accompanied by a detailed traffic and transport assessment prepared by SCT Consulting. The Traffic and Transport Assessment confirms that vehicles can comply with the relevant Australian Standards and traffic engineering requirements. In addition, all vehicle movement paths are sealed as are the car parking areas across the site.	Yes
Pedestrian Access	<ul style="list-style-type: none"> (a) Maintain existing covered pedestrian access within the town centres. (b) Convenient and safe access through parking areas. (c) Convenient and safe disabled access through parking areas and where relevant focus on improving links with the existing retail areas. 	The proposed development addresses the building articulation and façade composition as outlined.	Yes
Parking	Refer Specific Provisions relating to parking section 1.3.	Refer to discussions on parking in the table below and Traffic and Transport Assessment submitted with the DA.	Yes
Landscaping	<ul style="list-style-type: none"> (a) Landscaped areas within the car parks should be provided incorporating the use of canopy trees and buffer planting to residential boundaries. (b) Landscaping to comprise low maintenance, drought and frost tolerant species. 	Soft landscaped areas are proposed across the development and primarily focused to the north and west perimeter of the site as well as between buildings and across the surface car park. In addition, a number of green walls are proposed to the drive through bottle shop and Federal Hotel addition. The landscape design has been completed by Paddock Studio and includes planting across the site for trees (large and medium sized), shrubs and ground covers, refer to the landscape plans submitted with the DA.	Yes
4.7 TREE PRESERVATION ORDER			

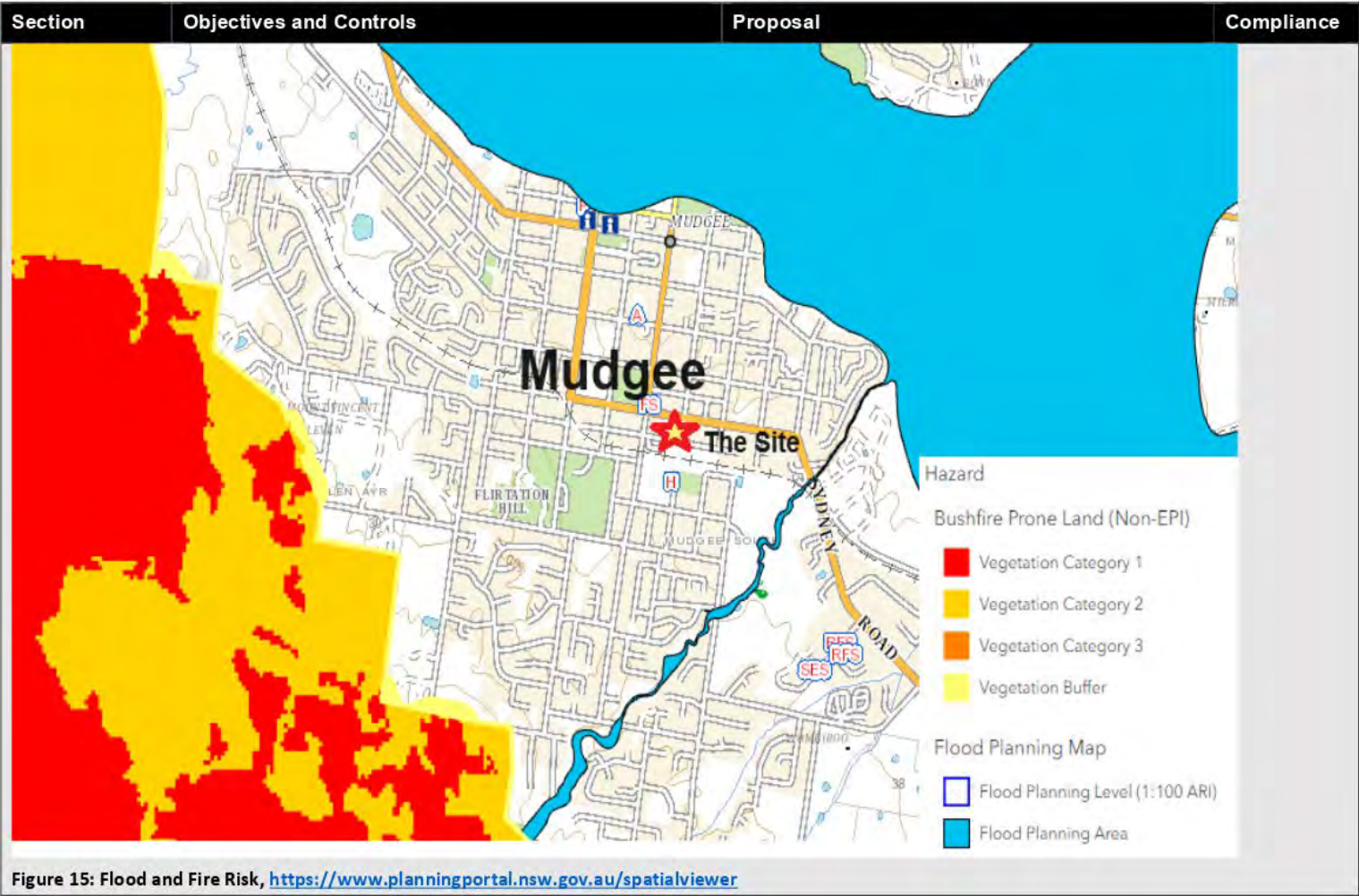
Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
Mudgee and Gulgong	–	The site is not subject to a tree preservation order.	N/A

Table 5 – Part 5 Development Standards MWRDCP 2013 - Compliance Table

Section	Objectives and Controls	Proposal	Compliance
PART 5 DEVELOPMENT STANDARDS			
5.1 CAR PARKING			
Car Parking Credits	<p>Historic parking credits for lawfully established uses are recognised under this clause and evaluated in accordance with the DCP.</p> <p>Frontage credits related to parking availability on-street. The parking frontage credit calculation is the subject lot width reduced by the extent of driveways and no-parking zones. The parking credit available is the historic credit and the frontage credit.</p>	<p>The proposed alterations and additions to the heritage listed Federal Hotel building seeks to utilise this section of the MWDCP2013. Refer to the Traffic and Transport Assessment submitted with the DA.</p> <p>Also see further discussions on Car Parking Credits and Heritage Incentives below this table.</p>	Yes
Heritage Incentive	<p>The Mid-Western Regional Council may exempt development involving the restoration and/or conservation of a heritage item from part or all of the subject developments parking demand. The applicant shall make a claim for the exemption and the justification thereof in the development application.</p> <p>The Heritage Incentive will only be applied where the applicant can demonstrate that the conservation of the building depends upon the use of this clause.</p>	<p>The proposed alterations and additions to the heritage listed Federal Hotel building seeks to utilise this section of the MWDCP2013. Refer to the Traffic and Transport Assessment submitted with the DA.</p> <p>Also see further discussions on Car Parking Credits and Heritage Incentives below this table.</p>	Yes
5.2 FLOODING see mapped flood and fire risk.			

Statement of Environmental Effects



Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
Flood Risk Precincts	Each of the floodplains within the local government area which have been subject to flood investigations have been divided based on different levels of potential flood hazard. The relevant Flood Risk Precincts (FRP's) are outlined below. <ul style="list-style-type: none"> • High Flood Risk • Medium Flood Risk • Low Flood Risk 	The site is not located in a High, Medium or Low Flood Risk area. Accordingly, these provisions of the MWDCP 2012 are not applicable to the site nor the development.	N/A
Development Controls	The development controls apply to all known potentially flooded areas (that is up to the largest estimated flood including the PMF when known). The type and stringency of controls have been graded relative to the severity and frequency of potential floods, having regard to categories determined by the relevant Floodplain Management Study and Plan. The categories applicable to each floodplain are depicted on the planning matrices in Appendix A as follows: <ul style="list-style-type: none"> • Matrix 1 – Urban Floodplains • Matrix 2 – All other floodplains 	The proposed development addresses the requirements of the performance criteria and does not result in an increased risk to human life. Refer to associated information on flood planning and design.	Yes
	<u>Performance Criteria</u> (a) The proposed development should not result in any increased risk to human life. (b) The additional economic and social costs which may arise from damage to property from flooding should not be greater than that which can reasonably be managed by the property owner and general community. (c) The proposal should only be permitted where effective warning time and reliable access is available for the evacuation of an area potentially affected by floods, where likely to be required. (d) Development should not detrimentally increase the potential flood affectation on other development or properties.	The proposed development addresses the requirements of the performance criteria and does not result in an increased risk to human life. Refer to associated information on flood planning and design.	Yes
Fill	Earthworks that change the nature of a watercourse and have the potential to affect upstream or downstream properties is not permitted. This standard applies to watercourses in the high hazard flood risk precinct.	The proposed development does not seek to undertake earthworks in a watercourse or in a high hazard flood risk precinct.	Yes
Development Application	Applications must include information which addresses all relevant controls listed above, and the following matters as applicable.	The DA is accompanied by all required flood planning information and documents.	Yes

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance													
Survey plan required	Development applications for Flood Prone Land shall be accompanied by a survey plan showing: (a) The position of the existing building/s or proposed building/s; (b) The existing ground levels to Australian height datum around the perimeter of the building and contours of the site; (c) The existing or proposed floor levels to Australian height datum; and (d) A reliable access route, with regular levels to Australian Height Datum along the centreline of this route, wherever development is within a high or medium flood risk precinct. Applications for earthworks, filling of land and subdivision shall be accompanied by a survey plan (with a contour interval of 0.25m) showing relative levels to Australian height datum Flood Study	The DA is accompanied by a detailed survey plan and all required flood planning information and documents.	Yes													
Flood Study	For large scale developments, or developments in critical situations, particularly where an existing catchment-based flood study is not available, a flood study using a fully dynamic one- or two-dimensional computer model may be required.	A flood study is not required for the site or the proposed development.	N/A													
5.3 STORMWATER MANAGEMENT																
Performance Targets Table 1 Development Categories, Performance Targets & Relevant references <table border="1"> <tr> <td rowspan="4">Commercial, Industrial Developments & Mixed Use</td><td>I. Quality Management During Construction</td><td>C</td><td>4</td></tr> <tr> <td>II. Quality Management During Operation</td><td>D</td><td>5</td></tr> <tr> <td>III. Water conservation</td><td>E</td><td>6</td></tr> <tr> <td>IV. Salinity Prevention (where applicable)</td><td>F</td><td>7</td></tr> </table>		Commercial, Industrial Developments & Mixed Use	I. Quality Management During Construction	C	4	II. Quality Management During Operation	D	5	III. Water conservation	E	6	IV. Salinity Prevention (where applicable)	F	7	The DA is accompanied by a detailed stormwater management information and documents. Refer to information, documents and drawings submitted with the DA.	Yes
Commercial, Industrial Developments & Mixed Use	I. Quality Management During Construction		C	4												
	II. Quality Management During Operation		D	5												
	III. Water conservation		E	6												
	IV. Salinity Prevention (where applicable)	F	7													
A BASIX	The Development proponent shall meet all obligations included on their BASIX certificate.	A BASIX certificate is not applicable to the development.	N/A													

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
B Quality Management During Operation	Step 1: Determine the minimum runoff storage volume required. Step 2: Work out how much a rainwater tank can reduce the infiltration volume? Table 2 Credits (reductions in the runoff storage volume) given for various rain tank sizes and proposed end uses of the rainwater. Step 3 Configure the proposed trench, rain garden or rainwater tank according to the supporting S2S - Supporting Technical Guidelines (Appendix B2)	The detailed stormwater management information and documents considered the requirement of quality management during operation. Refer to information, documents and drawings submitted with the DA.	Yes
C Quality Management During Construction	<u>Performance Targets</u> Commercial and industrial internal alterations, refits and refurbishments which do not disturb any earth are exempt from complying with this part.	The detailed stormwater management information and documents considered the requirement of quality management during operation. Refer to information, documents and drawings submitted with the DA.	Yes
D Quality Management During Operation	<u>Performance Targets</u> This performance target is applicable to: <ul style="list-style-type: none"> Car parks which have a capacity for more than 5 cars Commercial development (excluding internal refurbishment and refits) 	The detailed stormwater management information and documents considered the requirement of quality management during operation. Refer to information, documents and drawings submitted with the DA.	Yes
E Water Conservation for non-Residential Development	<u>Deemed to comply solutions</u> <u>Alternate solutions</u>	The detailed stormwater management information and documents considered the conservation requirements for non-residential development. Refer to information, documents and drawings submitted with the DA.	Yes
F Salinity Prevention	To prevent a decline in the health of receiving waters from development located in areas with high ground salinity.	The site is not mapped for salinity issues there controls are not applicable to the development.	N/A
5.4 ENVIRONMENTAL CONTROLS			
Protection of Aboriginal Archaeological Items	(a) Aboriginal archaeological relics are protected by the provisions of the National Parks and Wildlife Act 1974, which makes the disturbance or destruction of these relics, without permission of the Director, an offence. (b) Proponents should determine whether their site has potential archaeological significance and if so, should submit an archaeological survey with their development application. Generally, where a site is located near a	The site is not mapped for Aboriginal archaeological relics. In addition, the Heritage Impact Statement provides an detailed assessment of the sites historical relevance to indigenous populations and the locality	Yes

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
	<p>water course or on an elevated area, an archaeological study will be required.</p> <p>(c) Proponents should determine if the development application is classified as integrated development under Section 4.46 of the EP&A Act 1979 and if an Aboriginal Heritage Impact Permit is required.</p>		
Bushfire Management	<p>(a) Where the development site is affected by a bushfire hazard as identified on the Bushfire Prone Land Map produced by the NSW Rural Fire Service, the design and management of the development shall comply with the guideline "Planning for Bushfire Protection" and where required; the Australian Standard AS 3959 - Construction of Buildings in Bush Fire Prone Areas.</p> <p>(b) Buildings shall be located to ensure that requirements for fuel free or fuel reduced zones do not impact on existing native vegetation on the site.</p> <p>(c) Proponents should determine if the development application is classified as integrated development under Section 4.46 of the EP & A Act 1979 and if a Bushfire Safety Authority is required.</p>	The site and development are not affected by bushfire mapping or management issues. Accordingly, these provisions of the MWDCP 2013 are not applicable to the site nor the development.	N/A
Riparian and drainage line Environments	<p>(a) Proponents must identify all drainage lines, streams, creeks and rivers on development plans and identify how the development has been designed to respect and be setback from such waterways and their vegetation.</p> <p>(b) Proponents should determine if the development application is classified as integrated development under Section 4.46 of the EP & A Act 1979 and if a water use approval, water management work approval or activity approval is required.</p>	The site and development are not affected by riparian drainage lines and environments. Accordingly, these provisions of the MWDCP 2013 are not applicable to the site nor the development.	N/A
Pollution and Waste Management	<p>(a) Proponents should indicate all waste streams i.e. trade, liquid, chemical, solid, medical, and clarify how they will be managed and contained safely on-site and disposed of such that there are no environmental impacts or effects on adjoining properties, stormwater or sewerage systems or waterways.</p> <p>(b) Proponents should determine if the development application is classified as integrated development under Section 4.46 of the EP&A Act 1979 and if an environmental protection license is required.</p>	<p>The site and proposed development address the pollution and waste management controls as detailed below:</p> <p>(a) The proposed uses do not store nor use high risk trade waste materials. All trade waste materials will be managed in accordance with the standard requirements.</p> <p>(b) The proposed development is not integrated development.</p>	Yes

Statement of Environmental Effects

Section	Objectives and Controls	Proposal	Compliance
	(c) Proponents will refer to Groundwater Vulnerability Mapping associated with Mid-Western Regional Council Local Environmental Plan 2012.	(c) The site is not mapped for groundwater vulnerability in the MWLEP 2012.	
Threatened Species and Vegetation Management	(a) An assessment of any potential impact on native flora and fauna is to accompany a development application. If considered necessary by Council a Flora and Fauna Impact Assessment will be required from a suitably qualified professional. This Assessment will determine whether a Species Impact Statement will be required.	The site does not contain threatened species or vegetation and therefore these provisions are not applicable to the site nor the development.	N/A
Building in Saline Environments	Information provided by the NSW Government indicates that salinity may occur in parts of the Mid-Western Regional Local Government Area (LGA). This salinity potential is due to inherent characteristics of the Mid-Western Regional LGA landscape. As a result, residential buildings in the Mid-Western Regional LGA may be susceptible to salt damage	The site does not contain threatened species or vegetation and therefore these provisions are not applicable to the site nor the development.	N/A

Car Parking Credits and Heritage Incentive

A detailed Traffic Impact Assessment is provided with the DA that concludes:

The redevelopment is expected to generate 78 additional trips during peak periods. The traffic impact assessment confirms that the redevelopment will have minimal impact on the road network with a maximum delay of 1.3 seconds accounting for future growth on the state road network. Similarly, the Degree of Saturation is at a maximum of 0.57 in the 10-year future growth scenario with the development scenario modelled using SIDRA 9.1. This indicates that network capacity will remain concurrent with existing conditions.

The proposed redevelopment satisfies Mid-Western Regional Council DCP accommodation and staff parking provisions for pub/hotel developments, with on-street parking able to meet pub/restaurant patron parking demands. Expansion of the drive though liquor store will deliver an extra five spaces which given its high turnover, will be able to accommodate the steady stream of vehicles using this service without impacting traffic on the public road network.

An AS2890 review of the carpark and service area undertaken shows compliance with relevant clauses of Australian standards related to off street and commercial vehicle parking.

The site is in a dormant part of the Mudgee commercial area (noting the railway station has been closed since ?) and there is excess road capacity and the likely traffic movements that the proposal will generate can more than adequately be accommodated on the existing network.

Statement of Environmental Effects

Impact on Adjoining Residences

In terms of the DCP Residential - Commercial Interface provisions, the locality is zoned for commercial purposes, see local zonings below.

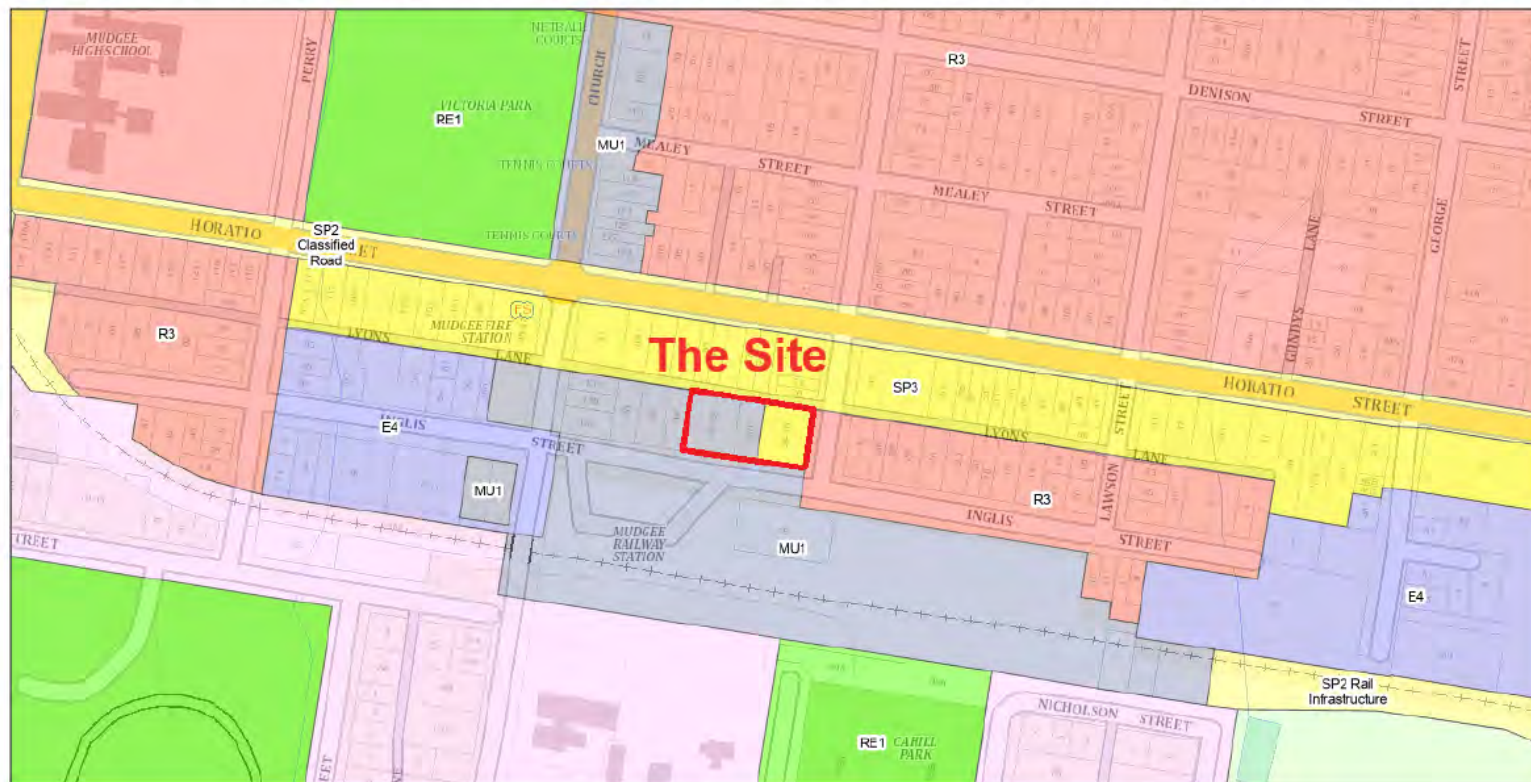


Figure 16: Adjoining Zonings,

The nearest residences front Horatio Street or Lewis Street with a frontage to Lyons Lane. Vehicular use to the lane is limited and all active commercial function are located on the ground floor.

An Acoustic Report is provided with the DA that details various measures that will be implement with the DA to minimise acoustic impacts.

The Pub/Bottle Shop/Hotel will be operated by experienced owners.

Statement of Environmental Effects

There are no first-floor decks or balconies that could overlook adjoining residences. The first-floor rooms to the Hotel that front the lane have a 3m setback to the lane.

Noting the commercial zoning of the land and its locality the proposal provides for reasonable impacts to adjoining residences (that may in the future be redeveloped, given current zonings).

Dilapidation and Need for the Works

Following the acquisition of the Federal Hotel in 2021 IMG Group undertook a review of the state of the heritage listed hotel building. This work was also informed by the project planner, architect and heritage consultant, and forms part of the DA submission. The review of the Federal Hotel heritage listed building has found that the buildings has historically had very limited investment in conservation and restoration works. In addition, a number of ad hoc alterations both externally and internally to the Federal Hotel have been completed over a number of decades. An overview of the poor quality state of the Federal Hotel building is provided below and photographs on the following pages.

- Substantial movement and cracking to façade brickwork at the buildings Inglis and Lewis Street facades.
- Rising damp and deterioration of mortar to brickwork across the external facades at Inglis and Lewis Street.
- Unsympathetic infill brick work to the Lewis Street façade.
- Historic removal of timber framed external windows and doors replaced with unsympathetic aluminium framed windows and door to Inglis and Lewis Street facades.
- Deterioration of the building's parapets and painted facades.
- Ad hoc internal and external additions to the building impacting on historic significance of the building and its setting.

A combination of failing to invest in heritage conservation and restoration works and historical unsympathetic alterations and additions to the Federal Hotel has resulted a poor-quality building in need to restoration and repair.

6.6 The regulations (s4.15 (1)(a)(iv))

This DA is not subject to any prescribed matters referred to in Section 92 of the EP&A Regulation that are required to be considered in relation to the assessment of an application.

6.7 Coastal Zone Management Plan (s4.15 (1)(a)(v))

A Coastal Zone Management Plan is not applicable to the subject site.

Statement of Environmental Effects

Number of bedrooms not stated	108	2.3	41,623	1.4	130,989	1.4
Average number of bedrooms per dwelling	3.3	N/A	3.1	N/A	3.1	N/A
Average number of people per household	2.5	N/A	2.6	N/A	2.5	N/A
Dwelling structure	Mudgee	%Mudgee	NSW	%NSW	Australia	%Australia
Separate house	4,047	85.6	1,902,734	65.6	6,710,582	72.3
Semi-detached, row or terrace house, townhouse etc	556	11.8	340,582	11.7	1,168,860	12.6
Flat or apartment	49	1	630,030	21.7	1,319,095	14.2
Other dwelling	73	1.5	19,374	0.7	54,711	0.6

Existing demographic data shows a clear demand for smaller dwellings in this area, noting a stark mismatch between single person households (25% of households) and available studio or 1-bedroom dwellings (2.9% of dwelling stock). That is also an indicator of demand for hotel style accommodation.

The 38 Hotel rooms provided also can be used for short term rental if under occupied. The proposal provides for an appropriate increase in local housing diversity.

The 2019 population projections for Mid-West Regional LGA to 2041 state a likely 17% population increase to 2041 compared to state averages of 21%.⁴ This growth will be concentrated in the urban centres such as Mudgee; however, this level of growth is modest compared to coastal and fringe metropolitan areas.

Nevertheless, there is strong evidence that COVID has accelerated regional migration trends and strengthened these markets with record low rental vacancy rates and dwelling house price rises comparable with metropolitan areas.

The proposal will provide renewed facilities to a currently underutilised site that is identified for redevelopment.

The proposal will provide long term employment, recreation facilities for the community and diverse accommodation, this is considerable improvement on the current state of the site and the Heritage Building that is dilapidated.

The proposal is considered to have generally positive social and economic impacts.

Traffic and parking

The Traffic and Transport Assessment provided establishes that there is more than adequate road and car parking capacity for the proposal.

⁴ NSW Government NSW 2019 Population Projections ASGS 2019 LGA projections

Statement of Environmental Effects**Acoustic environment**

The proposed development has been designed to ensure not adverse environmental impacts are generated either during construction and during operation of the development. The DA is accompanied by a detailed acoustic impact assessment. All recommendations of the acoustic assessment are incorporated into the development and compliance with the report will be conditioned by Council. Accordingly, the proposed development is acceptable having regard to the potential acoustic privacy impacts on surrounding land uses and buildings, including between buildings and uses within the development.

Sustainability

The Principles of Ecologically Sustainable Development are considerations that must be suitably addressed as part of the development process. The four Principles are:

- The Precautionary Principle: The principle, in application, suggests that if there are threats of serious irreversible environmental damage, the lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In this instance, the level of detailed reporting in the application is extensive and clearly establishes that the proposal would have no serious irreversible environmental consequences and that any perceived risks would be minor and manageable.
- Intergenerational Equity: The principle, in application, places a duty of care on the present generation to ensure that the health, diversity and productivity of the environment is maintained and enhanced for the benefit of future generations. In this instance, the proposed development is consistent with MWLEP 2012 aims of plan and zone objectives creating employment opportunities and providing additional tourist and visitor accommodation that will benefit the local community and future generations.
- Conservation of Biodiversity and Ecological Integrity: The principle effectively mandates that the conservation of biological diversity and ecological integrity should be a fundamental consideration in the decision-making process. In this instance, the site and proposed development are not mapped nor do they impact on biodiversity and ecology matters. Accordingly, no further considerations are required.
- Improved Valuation of Environmental Resources: The principle means integrating long and short term economic, environmental, social and fairness considerations into the decision-making process. In this instance, the site and proposed development

The proposed development addresses the Principles of Ecologically Sustainable Development.

6.9 Suitability of the site for the development (s4.15 (1)(c))

The site is suitable for the proposed development.

6.10 Submissions made (s4.15 (1)(d))

This DA will be publicly notified and advertised in accordance with Councils DCP. The Applicant requests the opportunity to review and to comment on any submissions received, should that arise.

6.11 Public interest (s4.15 (1)(e))

The proposed development for is considered to be in the public interest for the following reasons:

- The proposed development and land use is consistent with the zone objectives in the LEP and the future land uses will fulfill requirement for use of the land for employment and tourist orientated purposes.
- The sustainable development of land for employment and tourist land purposes is considered in the public interest.
- The proposed development includes a variety of built forms and land uses which are appropriate for the site and locality..
- The development is considered an orderly development and efficient use of the urban area land for employment and tourist land purposes.

6.12 Compliance with non-discretionary development standards and Development Control Plans (s4.15(2) and (3A))

These provisions of Section 4.15 (2), (3) and (3A) state:

“Section 4.15(1)

(2) Compliance with non-discretionary development standards—development other than complying development.

If an environmental planning instrument or a regulation contains non-discretionary development standards and development, not being complying development, the subject of a development application complies with those standards, the consent authority:

(a) is not entitled to take those standards into further consideration in determining the development application, and

(b) must not refuse the application on the ground that the development does not comply with those standards, and

(c) must not impose a condition of consent that has the same, or substantially the same, effect as those standards but is more onerous than those standards, and the discretion of the consent authority under this section and section 80 is limited accordingly.

Statement of Environmental Effects

(3) If an environmental planning instrument or a regulation contains non-discretionary development standards and development the subject of a development application does not comply with those standards:

(a) subsection (2) does not apply and the discretion of the consent authority under this section and section 80 is not limited as referred to in that subsection, and

(b) a provision of an environmental planning instrument that allows flexibility in the application of a development standard may be applied to the non-discretionary development standard.

Note. The application of non-discretionary development standards to complying development is dealt with in section 85A (3) and (4).

(3A) Development control plans If a development control plan contains provisions that relate to the development that is the subject of a development application, the consent authority:

(a) if those provisions set standards with respect to an aspect of the development and the development application complies with those standards—is not to require more onerous standards with respect to that aspect of the development, and

(b) if those provisions set standards with respect to an aspect of the development and the development application does not comply with those standards—is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development, and

(c) may consider those provisions only in connection with the assessment of that development application.

In this subsection, standards include performance criteria.”

The above provisions are relevant to the subject proposal, as they provide the statutory requirements as to how general compliance with Environmental Planning Instruments are met by the proposed.

Section 4.15(1)(2) states that a consent authority cannot refuse a development that complies with non-discretionary development standards. Section 4.15(1)(3A) then requires that the assessment of DCP provisions is undertaken with reasonable flexibility. The proposal is compliant with Council policies and any proposed variations will deliver a better planning and development outcome. Accordingly, this development warrants the reasonable flexibility envisaged under Section 4.15(1)(3A) of the Act in respect to the application of DCP controls, such as in terms of a nominal short-fall in on-site parking.

7 Conclusion

This DA seeking approval for alterations and addition to the Federal Hotel, construction of a new storey drive through liquor store and construction of a two-storey tourist and motel building containing 38 rooms for the Federal Hotel. Associated works include construction of a surface car park with 38 spaces (includes 2 accessible spaces), associated site servicing and loading areas, landscaping across the site, and amalgamation of 34-36, 38 and 40 – 42 Inglis Street, Mudgee.

The site has a combined area of 5,065m² with extensive and prominent frontages to Inglis Street and Lewis Street, and the site is afforded rear access from Lyons Lane. The site is zoned a mixture of SP3 Tourist (Federal Hotel – 34-36 Inglis Street) and MU1 – Mixed use (38 and 40-42 Inglis Street) and contains a locally listed Heritage Item – The Federal Hotel under the provisions of the Mid-Western Regional Local Environmental Plan 2012.

The proposal addresses the aims of MWRLEP 2012 by delivering a high-quality development that implements the purpose of the site's SP3 Tourist and MU1 – Mixed use zone.

The proposed building heights on land zoned MU1 Mixed use are compliant with and below the maximum 8.5 metre height development standard. While the alterations and additions to the heritage listed Federal Hotel address the provisions of clause 5.9 Heritage conservation of the MWRLEP 2012.

In terms of potential impact on neighbours, an Acoustic Report is provided with the DA that details various measures that will be implemented to minimise acoustic impact and the Pub use is confined the ground floor and its Lewis Street frontage.

In terms of traffic matters, a Traffic Impact Assessment is provided with the DA. The site is in a dormant part of the Mudgee commercial area (noting the railway station has been closed since 1985) and there is excess road capacity and the likely traffic movements that the proposal will generate can more than adequately be accommodated on the existing network.

The proposal is also consistent with and implements various local and regional strategies that seek tourist related development in this location. The proposal will provide long term employment, recreation facilities for the community and diverse accommodation, this is considerable improvement on the current state of the site and the Heritage Building that is dilapidated.

The proposal is considered to have generally positive social and economic impacts.

Based on the information contained within this SEE and the technical documentation included with the DA submission, the proposed development warrants approval by Council.

HERITAGE IMPACT STATEMENT



Federal Hotel
34-36, 38 & 40-42 Inglis Street
Mudgee NSW

October 2023

SUE ROSEN ASSOCIATES
HISTORY | HERITAGE | RESEARCH

SUE ROSEN ASSOCIATES

This statement forms part of a Development Application for:

Alterations and additions to the *Federal Hotel* (study site) and No. 38 and 40-42 Inglis Street Mudgee.

Date:

October 2023

Controls:

Mid-Western Regional Local Environmental Plan 2012 (LEP)

Mid-Western Regional Development Control Plan 2013 (DCP)

Address and Property Description:

34-36, 38 & 40-42 Inglis Street MUDGEES NSW 2850

Lot 10 DP 1275386, Lot 18 DP 758721, Lots 16 & 17 DP 758721

Parish of Mudgee, County of Wellington

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Client:

IMG Hotels (Federal Hotel)

34-36 Inglis Street

Mudgee NSW 2850

Front cover: August 1939 view of the *Federal Hotel*. [ANU: Noel Butlin Archives, *Tooth & Company Limited yellow cards*, Federal Hotel Mudgee, N60-YC-1811, card 3 side 2].

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CONTENTS

1. EXECUTIVE SUMMARY	4
2. INTRODUCTION	8
2.1 Background	8
2.2 Site Location and description	8
2.3 Heritage status	10
2.4 Methodology	10
2.5 Limitations	10
2.6 Terminology	10
3. HISTORICAL EVIDENCE	11
3.1 Aboriginal Occupation	11
3.2 Westward Expansion	11
3.3 The Discovery of Mudgee	11
3.4 Land Grant	15
3.5 The <i>Federal Hotel</i>	15
4. PHYSICAL EVIDENCE	31
4.1 The <i>Federal Hotel</i> : 34-36 Inglis Street	31
4.2 38 and 40-42 Inglis Street	32
4.2.1 No. 38	32
4.2.2 No. 40-42	32
4.3 Site Photographs	33
4.3.1 Hotel - General Context	33
4.3.2 Hotel Exterior - Ground Floor	35
4.3.3 Hotel Interior - Ground Floor	49
4.3.4 Hotel Interior – First Floor and Mezzanine	68
4.3.5 38 Inglis Street	87
4.3.6 40 - 42 Inglis Street	89
4.3.7 Streetscape	91
5. HERITAGE SIGNIFICANCE	94
5.1 Statement of significance	94
5.2 Assessment of significance - <i>Federal Hotel</i>	94
6. THE PROPOSAL	96
7. PLANNING POLICY / ASSESSMENT OF HERITAGE IMPACT	99
7.1 Mid-Western Regional Local Environmental Plan 2012	99
7.2 Mid-Western Regional Development Control Plan 2013	100
7.3 Heritage Impact Assessment	100
8. CONCLUSION	103
9. RECOMMENDATIONS	103

APPENDIX A ARCHITECTURAL DRAWINGS

APPENDIX B HERITAGE LISTINGS

1. EXECUTIVE SUMMARY

The proposed development at the *Federal Hotel* (heritage item, in the vicinity of other heritage items, and in the Mudgee Heritage Conservation Area) is for alterations and additions to the *Federal Hotel*, construction of a new double storey accommodation hotel, a single storey drive-through bottle shop, and a carpark. The proposal includes:

FEDERAL HOTEL

Conservation Works

- Lime mortar repointing of all sections of ground floor brickwork where mortar is observed to have failed.
- Remove 3 x WC windows and sill at Lewis Street ground floor. Make good with matching sandstock bricks and lime mortar
- Re-instate 1 x timber framed double-hung sash window under the original header, with sill to match rest of ground floor windows
- Remove all aluminium framed windows and replace with timber framed double-hung sash windows
- Removal all aluminium framed doors. Reinstall traditional timber-framed doors with glazed transoms (see 1949 Tooth & Co photo in Section 3)
- Restore existing timber-framed sash windows to original condition.
- Restore 2 x ground floor fireplaces, (and 1 x at first floor if extant)
- Retain and restore (if required) the decorative plaster ceilings and cornices in the entrance hallway and stairwell area
- Where existing painted brickwork is exposed, carefully remove paint with a fit-for-purpose solvent (or similar) back to face brick, or alternatively paint the brickwork to match the closest original colour, whichever is appropriate in existing context
- Salvage and reuse of existing materials where possible. Employ traditional materials and finishes in works to the Hotel

Ground Floor

Demolish

- Partially demolish NW lean-to store room and remove door at N end
- Partially demolish NW rear lean-to including laundry & pantry. Retain part of E wall with doorway and window including headers
- 1930's bathroom/loading dock addition at NE rear
- External metal staircase to 1st floor verandah
- Corrugated metal roof over the rear courtyard
- External door from main hall to rear courtyard
- Internals of WCs in NW corner, N end wall and door to W store
- Internal partition wall and door between lounge and gaming room
- Internal partition wall in gaming room entrance, and door to outdoor gaming
- Bar, joinery and ancillary furniture/fit out in the public bar area
- Suspended ceiling in public bar area
- Partially demolish internal walls in NE wing: keg room, store, office, Men's WC and part of wall between public bar and passage. Retain 300mm nib walls to indicate original layout of walls
- Outdoor gaming lean-to
- Bottle shop & drive through inc. crossover
- Covered outdoor beer garden
- Metal garage/shed
- Demolish and remove existing structures and surfaces in yard including:
 - Brick wall at Inglis St boundary; Boundary fences and footings; Concrete hardstands and driveway; Concrete ramps

SUE ROSEN ASSOCIATES**Additions**

- Single floor addition at rear (N) of hotel to the boundaries with Lewis Street and Lyons Lane, housing bar, kitchen, bistro, covered beer garden and play area, WCs, store room, lift and stair to the Hotel's first floor.
 - Face brick, aluminium arched windows, aluminium framed glazed doors, gable & skillion roof form, aluminum tray roof sheeting, glazed entrance foyer/link, glazed wall to rear of hotel, and to the W side of new bistro.
- Basement keg room under new addition with goods lift to ground.
- Single floor addition to W side of hotel housing gaming room, bar, WCs and entrance foyer.
 - Face brick, aluminium arched windows, skillion roof form, aluminum tray roof sheeting, aluminium framed glazed doors.

Alterations

- New fit out in ground floor public bar area, and creation of an open lounge area in NE wing
- Door from new NE lounge to new smoking area in rear courtyard
- New WCs in NW wing
- New lounge fit out to ex-indoor gaming
- New door to rear courtyard from entrance hallway
- Infill door to ex-outdoor gaming
- Install door to new outdoor gaming wing through hotel exterior wall
- Construction of bar inside of partially retained walls of rear laundry wing

First Floor**Demolish**

- Former WC lean-to on NE verandah
- Concrete stairs from bathroom/kitchen mezzanine. Make good to match remainder of hallway.
- Selection of walls in accommodation rooms. Retain 300mm nib walls to indicate former layout.
- Shared bathroom fit out (NE wing)

Additions

- Steel framed staircase and walkway to access NE hall of first floor

Alterations

- Infill verandah staircase voids x 2 with new decking
- New support rood support post, matching balustrading and valance to NE side & end of verandah in place of removed lean-to WC structure
- New accessible WC in place of internal shared bathroom
- Conversion of 2 x accommodation rooms in NW wing to WCs
- New paint and signage to wrap-around awning fascia

38 INGLIS STREET

- Demolish and remove all structures, concrete slabs, footings, driveways, crossovers, footpath, and boundary fences
- Remove tree
- Construction of concrete surfaced carpark with 1 x entrance and 1 x exit crossovers

40-42 INGLIS STREET

- Demolish and remove all structures, concrete slabs, footings, driveways, crossovers and footpath
- Demolish rear boundary fence including footings

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- Remove all trees
- Construction of a single storey detached drive through bottle shop at SW corner, with associated driveway crossover;
 - Face brick, skillion tray metal sheeting roof, aluminium framed doors and windows and rollershutter doors to each side of drive through. Solar panels to roof
- Construction of a two storey accommodation hotel in NE corner (continues into lot of No. 38): Face brick, aluminium framed doors and windows. Trafficable concrete roof with plant equipment and solar panels

New landscaping to entirety of combined site of 34-42 Inglis Street.

Plans in Appendix A.

The proposed works will retain significant fabric, form and detailing at the *Federal Hotel*, reconstruct missing fabric and undertake essential conservation works. Where change conflicts with original or early fabric, the proposal has made efforts to mitigate impact by partially retaining and incorporating fabric/layout into the new concept so that an interpretable vestige remains. There will be a visual improvement to the principal building facades of the *Federal* following the removal of detracting elements such as aluminium frames windows and doors, the rear 1930s mezzanine addition, and repointing of sections of the hotel's 1880s brick façade.

The bistro addition, new accommodation hotel and bottle shop allow the *Federal* to cater to a larger demographic of potential patrons, improving its commercial viability and ensuring its continued function as a public hotel and ability to fund ongoing essential maintenance of the building.

The *Federal Hotel* will continue to be a dominant landmark in the streetscape. There is considered to be minimal adverse impact on items in the immediate vicinity and the Mudgee Heritage Conservation Area.

Overall, the outcome of the proposal will be the revitalisation of a landmark venue and activation of a less-frequented section of the Mudgee Heritage Conservation Area. It has potential to also improve engagement with the historic Mudgee Railway Station buildings across the road.

It is, therefore, **recommended** that the proposed alterations and additions be approved, and the site considered for the car parking heritage incentive, as they will enhance the amenity of the *Federal Hotel* and its continued viability as a public bar and accommodation provider, which serves the needs of people who live in, work in and visit the greater Mudgee area. Further, the following general recommendations are made:

1. **Traditional lime mortar** in a matching colour is used to repoint the required sections of the *Federal's* 1880s sandstock brick façade. Refer to David Young's technical guide to repointing mortar joints in older buildings: <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/heritage-maintenance-mortars-materials-mixes-methods-guide.pdf>
2. **Exterior walls having infill work done should be in matching type and colour brick to the surrounding area.** At ground floor the sandstock brick is typically in English bond pattern, though some walls (NW wing and Store lean-to) look to be Flemish bond. Stretcher bond is used at first floor.
3. **In the case that the first floor of the *Federal* is no longer used for accommodation**, remove paint from the glazing of the original transom windows on the first floor and refurbish transoms to original condition.
4. **If compliance with the NCC requires that the *Federal's* timber staircase have a higher balustrade**, that a free-standing slimline brass railing be installed inside of the existing balustrade if it can maintain stair width compliance (preferred). Otherwise install a slim brass railing between the newel posts to achieve height compliance.
5. **If original ceilings/cornicing or other original fabric/detailing are discovered** during works in the public bar and proposed lounge area, that they are made good and incorporated into the new fit-out of the area.

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6. **Salvage pressed metal wall lining** from the former WC on verandah and re-use as an interpretative installation in the Hotel.

7. **In the case that earthworks across the site discover suspected archaeological heritage:**

All contractors involved in the construction works should be briefed on the possibility of relics being present and advised of their legal responsibilities:

- Historical archaeological features and deposits are afforded statutory protection by the 'relics provision', Section 4(1) of the *Heritage Act 1977* defines 'relic' as any deposit, artefact, object or material that relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and is of State or Local heritage significance. The 'relics provision' requires that no archaeological relics be disturbed or destroyed without prior consent from the Heritage Council of NSW; and
- The *National Parks and Wildlife Act 1974* protects Aboriginal cultural heritage in NSW. It is an offence to knowingly (or otherwise) harm or desecrate an Aboriginal object or Aboriginal place. Harm is defined to mean destroying, defacing, damaging or moving an object from the land. An Aboriginal object is legally protected irrespective of land tenure, the significance of the object and whether or not it has been recorded. The penalties for harming or desecrating Aboriginal objects and or places in NSW include significant monetary fines and the potential for imprisonment.

There are statutory protections in place for ALL archaeological features, deposits, relics and Aboriginal places; in the case that it is suspected that works have uncovered any of these, ***work should cease in that area immediately and, in the first instance, Council should be notified.***

Council is advised to then contact the Environment and Heritage Group of the NSW Department of Planning and Environment, and **works may only recommence** when relevant permits and an appropriate and approved management strategy are in place.

2. INTRODUCTION

2.1 Background

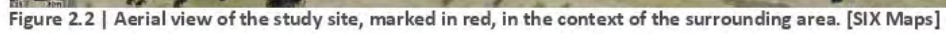
This Statement of Heritage Impact has been prepared on behalf of the client for submission as part of a development application for alterations and additions to the *Federal Hotel*, construction of a new double storey accommodation hotel, drive-through bottle shop and a carpark.

2.2 Site Location and description

The *Federal Hotel* is located at 34-36 Inglis Street Mudgee, on the northwestern corner of the intersection of Inglis Street and Lewis Street. The Hotel's primary frontages are to both Inglis and Lewis Street. The Hotel's land has been increased to include Nos. 38 and 40-42 Inglis Street.



Figure 2.1 | Map showing the *Federal Hotel* at the corner of Inglis and Lewis Streets, Mudgee. Total hotel lots marked in red. [SIX Maps]



2.3 Heritage status

The *Federal Hotel* is locally listed as heritage Item 186, and is in the vicinity of the SHR item 01204 Mudgee Railway Station, yard and locomotive yard, Terrace Houses at (174) at Horatio Street, and is located in the Mudgee Heritage Conservation Area. As such, the study site is subject to the heritage standards and development controls provided under the *Mid-Western Regional Local Environmental Plan 2012*.

Heritage Listings are provided at Appendix B.



Figure 2.4 | Extract from Heritage Map Sheets HER_006H and HER_006G. Heritage items shaded brown, Mudgee Heritage Conservation Area indicated with red cross hatching. The Study site containing the Federal Hotel is indicated with a black box. [MWRLEP, 2012]. Heritage Items in the vicinity include state-listed Mudgee Railway Station (blue cross hatching) and terraces at Horatio Street (arrow).

2.4 Methodology

The site inspection was undertaken by historian/heritage consultant Liz Gorman in January 2022. Proposed development plans were reviewed against Council's planning guidelines by Liz Gorman and background research was undertaken by Ms Emily Pickering. The heritage impact of the proposal was evaluated in light of the heritage qualities of the *Federal Hotel* itself, the items in the immediate vicinity and the Mudgee Heritage Conservation Area.

The methodology employed in this study conforms to the principles and guidelines of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* 1999. The assessment presented is in accord with the criteria and guidelines prepared by Heritage NSW for the preparation of Heritage Impact Statements.

2.5 Limitations

At the time of the site visit in January 2022 a concept had not been formulated for the alterations and additions to the *Federal Hotel*. As comprehensive an inspection and documentation of the Hotel and No. 38 as could be performed without knowing exactly the areas that may be impacted by works was undertaken based on access. As such there is an absence of photos for the keg room, offices etc, some of the first floor accommodation rooms, and the structures at No. 38 which were fenced off following the fire on site. No. 40-42 was not in scope at the time; photos have since been supplied by the client.

2.6 Terminology

The terminology used in this report is consistent with the *NSW Heritage Manual* and the definitions of the *Burra Charter*.

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3. HISTORICAL EVIDENCE

3.1 Aboriginal Occupation

The area now known as Mudgee lies on the traditional lands of the Mudgee and Dabee clans of the Wiradjuri people.¹ The Cudgegong River was an important source of seasonal sustenance for this widespread Aboriginal group united by kinship and a common language. Surviving evidence in the Mudgee area of the occupation by the Wiradjuri people prior to European contact includes a 15-metre long rock art panel containing hand stencils of all shapes and sizes, thousands of years old.² Early white settlers remained apprehensive about the strong Wiradjuri presence until the 1840s; and while corroborees were still held on the hills around Mudgee in the 1850s, these were the last signs of an independent Aboriginal presence as they were further displaced by European encroachment.

3.2 Westward Expansion

In 1813 Gregory Blaxland, William Wentworth and William Lawson started their expedition to discover a path up and across the Blue Mountains. The expedition generally followed the path of the Great Western Highway, continuing to Mount Victoria, then down via Mount York, out to Hartley Vale on the tableland.

Once the route had been established, the job of constructing a road was awarded in 1814 to William Cox. He embarked on the construction campaign with a gang of 30 convict labourers to build the 4 metre-wide, 170-kilometre-long road that stretched from Emu Plains, over the mountain and out to Bathurst. It took his convict team just six months to build the road starting at Lapstone in July to get to the top of Mount York by early November. While Governor Macquarie's carriage was able to make the trip along the road and beyond the mountains in 1815, the constructed road could not really be considered a suitable highway; rushed and more than slightly treacherous.

With a way designated to cross the mountains, the central west plains were effectively opened up for exploration. Governor Macquarie rewarded Cox for his efforts with a grant of land at Bathurst in 1816, known as *Hereford*. Other early pastoralists included William Lawson at *Macquarie*. Lawson had a keen interest in opening up more pastoral land north of Bathurst, especially after a severe drought. On 29 August, Lawson mounted an expedition north from Bathurst but failed to discover Mudgee, instead coming upon "...very broken and mountainous country with steep perpendicular rocks...impossible to traverse with horses..."³

3.3 The Discovery of Mudgee

Around September 1821 James Blackman, the Bathurst police superintendent succeeded in sighting the Mudgee area from hills to the south-east, the name derived from the Aboriginal word, "moothi" meaning "nest among the hills". He was guided by Wiradjuri leader Aaron (Ering), and they discovered "...fine grazing country in the immediate vicinity of the native station called 'Mudgee'... 25 or 26 miles down the left bank of that secondary stream [of the Cudgegong] which latter tracts were soon occupied by the flocks of three individuals with the approval of the Colonial Government."⁴

Lawson's second expedition a few months later on the 30 November 1821, accompanied by Blackman's brother, John, reached the Mudgee area from Bathurst, following James Blackman's route.⁵ They and others initiated settlement over the next few years. Lawson's third expedition of January 1822 saw him

¹ Australian Institute of Aboriginal and Torres Strait Islander Studies: 'Map of Indigenous Australia', web, 14 August 2021, <aiatsis.gov.au>.

² Mudgee Museum: 'The Wiradjuri', web, 2 Feb 2022, <<https://mudgeemuseum.com/history/wiradjuri-ration/>>.

³ H. Selkirk, 'The Discovery of Mudgee', *JRAHS* 6 (6), 1920, p. 283.

⁴ H. Selkirk, 'The Discovery of Mudgee', *JRAHS* 6 (6), 1920, p. 284.

⁵ H. Selkirk, 'The Discovery of Mudgee', *JRAHS* 6 (6), 1920, p. 285.

SUE ROSEN ASSOCIATES

accompanied by a Mr. Christy, four other white men and an Aboriginal guide.⁶ This time he managed to pass through Mudgee both on the outward and return journey, describing it on January 12 as: "...a delightful place...it has everything man can desire."⁷

The flats by the Cudgegong were well-suited to growing fodder crops, while the uplands provided good grazing land. In February 1822, George and Henry Cox, sons of William Cox, followed the trails set up by Blackman and Lawson with 500 head of cattle, establishing their grazing property 3 kilometres north of the current town.⁸ The Coxes were soon in conflict with the Mudgee clan over area for stock grazing and the punitive rule of their overseer, Theophilus Chamberlain. Kangaroos and possums, major food sources, were slaughtered by whites. Sacred sites were destroyed, and prime riverside land was taken. In 1824, Martial Law was declared and armed settlers roamed the countryside with permission to murder Aboriginals on sight, thereby decimating the local tribes by the 1840s.⁹ A worker of the Coxes later described this period as one where "an immense number of natives, men, women and children were slaughtered" and "the bodies of the blacks were piled together and burnt...like old tar barrels".¹⁰ Cox claimed the last local Aboriginal person died in 1876, although there are many Aboriginal people alive today who can trace their ancestry back to the original inhabitants of Mudgee.

By 1837, James Blackman had erected a slab hut on the Mudgee town site and was operating a primitive general store. The town of Mudgee was demarcated by Surveyor Peter Grant Ogilvie the same year, and its location made it a significant staging post. Prices were fixed at £2 per acre and the first sale was held on the 9th August 1838.¹¹ A post office was established on 1st Jan 1840 with a weekly postal run from Hartley.¹² By 1841, there were 36 dwellings, three hotels, a hospital, a post office, two stores and an Anglican church.

In 1851 the population of Mudgee was 200. This skyrocketed with the discovery of gold in nearby Hargraves, leading to a gold rush. While no gold was found in Mudgee itself, the town is central to the goldfields of Gulgong, Hill End and Windeyer, and grew rapidly as a result. A public school was built in the 1850s together with the present Anglican, Catholic Methodist and Presbyterian churches. A new police station, courthouse, Mechanics' Institute and a town hall were built in the 1860s. There were four coach factories operating in Mudgee to cater for the demand of the nearby goldfields.

By 1860, Mudgee's population had grown to around 1500 leading to its declaration as a municipality the same year. It is therefore the second oldest settlement after Bathurst to be founded west of the Great Dividing Range. The arrival of the railway in 1884 also spurred development giving rapid access to wider markets for produce. Mudgee remains a thriving rural centre due to the diversity of its local produce, which includes: wine, beef, wool, fat lambs, cereal crops, lucerne and vegetables.¹³

⁶ Mudgee Guardian, 'A monumental effort to tell Aboriginal History', web, 8 Jul 2015 <www.mudgeeguardian.com.au/story/3194940/a-monumental-effort-to-tell-aboriginal-history/

⁷ H. Selkirk, 'The Discovery of Mudgee', *JRAHS* 6 (6), 1920, p. 286.

⁸ Mudgee District History, 'Historical Timeline of Mudgee Region', web, 9 Jul 2012: <www.mudgeehistory.com.au/whatson/whatson_pg1.html>.

⁹ *The Sydney Gazette and New South Wales Advertiser*, 19 Aug 1824, p. 1.

¹⁰ *The Bligh Watchman and Coonabarabran Gazette*, 29 Aug 1900, p. 2.

¹¹ *Mudgee Guardian and North-Western Representative*, 27 Mar 1933, p. 7.

¹² *Mudgee Guardian and North-Western Representative*, 27 Mar 1933, p. 7.

¹³ *Regional Histories*, 1996, pp. 90-92.

SUE ROSEN ASSOCIATES

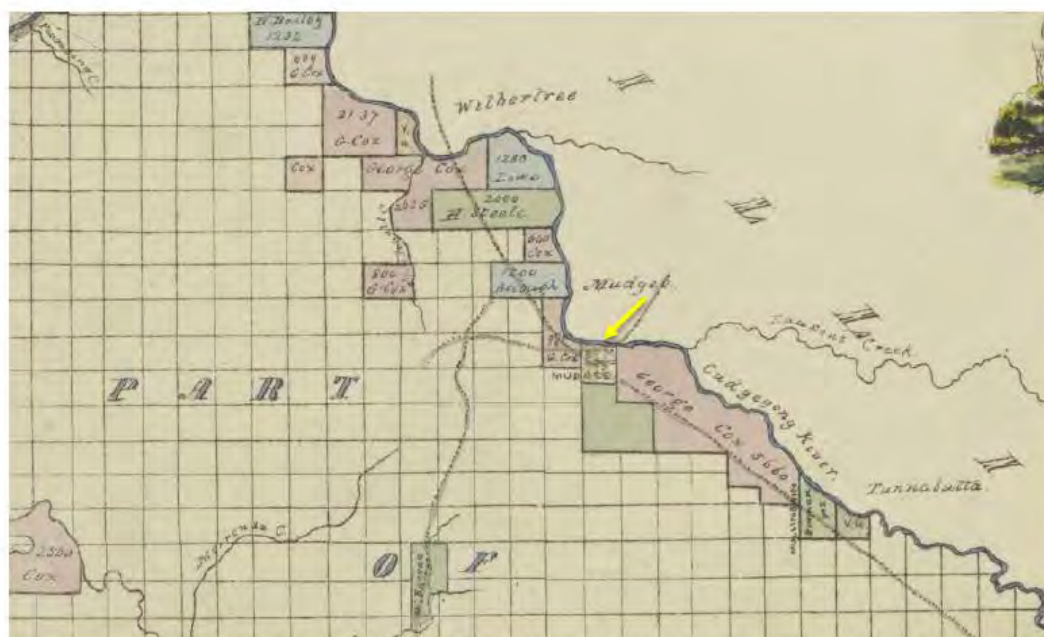


Figure 3.1 | Excerpt from an 1843 map of the County of Wellington. Mudgee Township Indicated in yellow, center.
[NLA: Baker, W and Mitchell, Thomas. *Map of the County of Wellington* dedicated by permission to Sir T.L. Mitchell, Knt., Surveyor General of New South Wales [Sydney: Printed and published by W. Baker, 1843, <http://nla.gov.au/nla.obj-2236342507>]

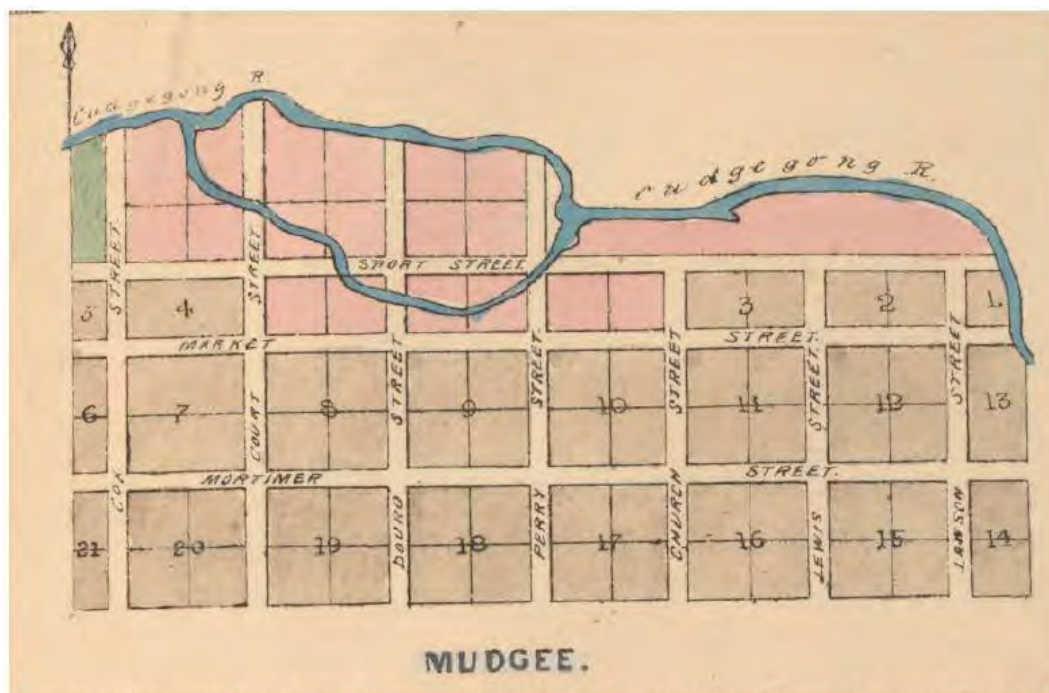


Figure 3.2 | 1843 map detail showing Mudgee town plan. [NLA: Baker, W and Mitchell, Thomas. *Map of the County of Wellington* dedicated by permission to Sir T.L. Mitchell, Knt., Surveyor General of New South Wales [Sydney: Printed and published by W. Baker, 1843, <http://nla.gov.au/nla.obj-2236342507>]

HERITAGE IMPACT STATEMENT | *Federal Hotel, Mudgee* | October 2023

SUE ROSEN ASSOCIATES

3.4 Land Grant

The land upon which the *Federal Hotel* now stands was originally sold as crown grants to John Russel Jones on 25 October 1858.¹⁴ His land comprised Allotment 20 and part of Allotment 19 of Section 43 of Mudgee township. All twenty allotments in Section 43 were originally of 1 rood (1/4 acre) in area. Allotment 19 was sold for £7 15s and Allotment 20, on the corner, was sold for £12 10s.¹⁵

In 1868, Jones sold the two allotments to John James Lee for £40. The price indicates that there were no structures on the land at the time of sale. In 1883 Lee sold the two allotments to Thomas Wilkins, licensed victualler, for £350, a price which suggests that the site was by now developed.¹⁶ The next year Thomas Wilkins sold the property to Henry John Hall, grazier of Mudgee, for £400.¹⁷

This area of town, away from the central business district down by the river, was sparsely developed until the arrival of the railway in 1884 which had a considerable impact on the town's economy. It soon became a focus area and a hive of activity, once construction of the railway station, station master's residence, workers' cottages, engine shed and goods shed etc was commenced.

3.5 The *Federal Hotel*

The earliest newsprint reference to the *Federal Hotel* comes from January 1887, touting:

*"The FEDERAL HOTEL, Mudgee. SITUATED Opposite the Railway Station. AT A LUMP SUM OR VALUATION. The above premises were built specially for a hotel about two years ago, now doing a good steady trade, but for satisfactory reasons the proprietor has placed the business in the market. For full particulars apply to ALEX. BERTRAM, Proprietor, or J. M. COX, Auctioneer, Mudgee."*¹⁸

It is therefore evident that the *Federal Hotel* was named in 1885, sixteen years before federation. However, impetus for Federation began well before the turn of the century, and the owner, Henry John Hall, was a patriotic citizen – his youngest son was named Australia Harold Hall. Although ideally located adjacent to Mudgee's grandiose railway station, the hotel could not be called the Railway Hotel, as one already existed. The first iteration of the *Federal* was only a single story, extended much later on to form the present-day double brick corner form.

In 1887, Henry John Hall's 89/90 year old elderly father, Thomas, who had been ill for some years prior, was tragically found dead in his private quarters in the hotel.¹⁹ One year later, on 25 May 1898, Henry's second wife Elizabeth also passed away there.²⁰

After his father and second wife died, Henry was the sole operator of the *Federal*. An indicator of its significance as a local meeting spot is the installation of a gas lamp at "...the corner of Lewis-street, opposite Hall's Federal Hotel" in 1899.²¹ At this time, travelers still reached the hotel by horse and cart, which could sometimes cause serious incidents.²²

¹⁴ LRS: OSD Bk. 1210, No. 825.

¹⁵ Heritage NSW: 'Federal Hotel', State Heritage Inventory database no. 2070086.

¹⁶ LRS: OSD Bk. 279, No. 207.

¹⁷ LRS: OSD Bk. 295, No. 944.

¹⁸ *Bathurst Free Press and Mining Journal*, 13 Jan 1887, p. 3.

¹⁹ *Wagga Wagga Advertiser*, 19 Aug 1887, p. 2.

²⁰ *The Australian Star*, 25 May 1899 p. 1.

²¹ *Mudgee Guardian and North-Western Representative*, 17 Mar 1899, p. 10.

²² *Mudgee Guardian and North-Western Representative*, 19 May 1899, p. 12.

SUE ROSEN ASSOCIATES

A notice placed in the local paper provides a glimpse into Henry's private life with his third wife Beatrice:

"I desire to Thank Dr. JAMES KEARNEY for his very skillful treatment of my wife, which has resulted in her complete restoration to health after many years of sickness and suffering. Also to express my appreciation of Nurses Heally and Birmingham for their attention.

*H. J. HALL. Federal Hotel, Mudgee, June 9, 1900."*²³

After ten years running an established and popular hotel by himself, Henry decided to sell the business. His sale notice of March 1910 reads: *"For Private Sale. AS a Going Concern, the Federal Hotel, together with the Freehold of same. Owing to ill health the owner is desirous of selling. Full particulars as to price, etc., apply — H. J. HALL, Federal Hotel, Mudgee."*²⁴ Unable to find a buyer after a month on the market, Henry leased the Federal to his brother-in-law Hubert William Franey.²⁵ The hotel soon became known as 'Franey's', and expanded to a few more staff including a housemaid waitress.²⁶

Henry's time off from work to recuperate was unfortunately cut short when, on the 8 Jan 1912, he died after a long battle with illness by intentionally self-administering Lysol.²⁷ His third wife Beatrice Jane Hall testified at the coronial inquest that "[Henry] had been in bad health for the last twelve months, and in consequence of that had retired from business."²⁸

Obviously traumatized, Hubert Franey met a similarly tragic end just two years later in 1914. The Wellington Times reported that:

*"...on board the steamer 'Themistocles', which arrived at Sydney on Monday from London via ports. It appears that a man named H. Franey, 38 years of age, married, late hotel proprietor at Mudgee, N.S.W., joined the vessel at Melbourne. Shortly afterwards it was noticed he was peculiar in his manner. He could not sleep, and wandered about the deck at night in a demented condition. ...the doctor administered frequent draughts to him. Three stewards were told off to keep watch over him. At 1.30 o'clock on Monday morning, when the steamer was about 50 miles from Sydney, Franey entered the lavatory. Almost immediately a commotion was heard inside, and before the stewards could ascertain what was the matter, Franey rushed out, frantically brandishing an iron bar, which he had wrenched from the fittings. He made a wild rush for the ship's side, attacking everyone who attempted to approach him. The third steward succeeded in grabbing him by the coat-tails, but was struck by the iron bar, and, compelled to release his hold. Franey then vaulted over the ship's side and disappeared. The night was black as pitch, and the rainstorm at its highest fury, and a swell running. Two lifebuoys, burning lights, were thrown overboard, the engines reversed, and the vessel was stopped. The lifeboat was lowered, and a search continued for over an hour, but no signs of the man could be seen. Examination of the man's effects revealed a letter bearing the address 'Federal Hotel, Mudgee'. Just before the tragedy, Franey informed the third officer he was anxious to get to Sydney in time to catch the 5 a.m. train, but did not say where he was going."*²⁹



Figure 3.4 | Alderman Henry John Hall in 1906. [Ancestry, via user janmh37, uploaded 11 May 2013].

²³ The Cumberland Argus and Fruitgrower's Advocate, 16 Jun 1900, p. 9.

²⁴ Mudgee Guardian and North-Western Representative, 14 Mar 1910, p. 3.

²⁵ Mudgee Guardian and North-Western Representative, 4 April 1910, p. 3.

²⁶ Mudgee Guardian and North-Western Representative, 25 April 1910, p. 2; Mudgee Guardian and North-Western Representative, 22 Jan 1912, p. 2.

²⁷ The Daily Telegraph, 13 Jan 1912, p. 21.

²⁸ Mudgee Guardian and North-Western Representative, 15 Jan 1912, p. 2.

²⁹ The Wellington Times, 21 May 1914, p. 5.

SUE ROSEN ASSOCIATES

Gerald Fitzgerald took over the business soon after. He placed numerous repeat advertisements trying to drum up business, claiming:

*"TO COUNTRY TRAVELLERS AND THE PUBLIC GENERALLY. Gerald Fitzgerald (Late of Green Hills). WISHES to notify the travelling and general public that he has taken over the above-named well-known Hotel. Everything will be carried out on up-to-date lines. The Stock has been replenished with only the best brands. The cuisine is under the personal supervision of Mrs Fitzgerald. Good Accommodation and Moderate Prices. Good Stabling. Trail Solicited. All Stock in splendid condition."*³⁰

Another genial attempt at garnering new customers and keeping up with trends in hoteliery was the installation of a cordial machine at the *Federal*:

*"Mr. Gerald Fitzgerald, who has made such a success of the old established Federal Hotel, close to the Mudgee railway station, has gone in for one of the latest machines for the manufacture of cordials and aerated waters. Mr. Fitzgerald is a very live businessman, and, no doubt, will do well with his new venture. He is glad to show visitors over his place and explain the working of the new machine, which is a similar one to that installed by Mr. Harry Smith, of the Oriental Hotel, a short time ago."*³¹

The Fitzgeralds enjoyed popularity as hosts but after the tragic death of their grandson in March 1916, who resided with the family in the *Federal's* staff quarters, they decided to take a step back from the daily operation of the pub.³² It seems the Fitzgeralds remained licencees but by October 1916, a J. Ashton was the manager of the business. He attracted interest with his offering of a car service at the *Federal*. Being located adjacent to the train station allowed Ashton to take advantage of tired workers looking for a way home, both before and after visiting the bar.



Figure 3.5 | Proprietor Gerald Michael Fitzgerald. [Ancestry, via user Craig Elbourn, uploaded 11 May 2017].



Figure 3.6 | Proprietor and cook Ada Louisa Fitzgerald (Bolton). [Ancestry via user Craig Elbourn, uploaded 11 May 2017].

³⁰ *Mudgee Guardian and North-Western Representative*, 14 Jan 1915, p. 24.

³¹ *Mudgee Guardian and North-Western Representative*, 24 Feb 1916, p. 9.

³² *Mudgee Guardian and North-Western Representative*, 16 Mar 1916, p. 22.

SUE ROSEN ASSOCIATES

Over the next couple of years, as a sign of increasing trade, the Federal's staff expanded to a cook, a housemaid, and a waitress.³³ In 1918, after Ashton moved on to new ventures, the responsibility for operating business at the federal, as well as the licence, passed to Mr Lionel Joel. Lionel Joel was previously a night watchman for Grace Brothers in Sydney, and was a Russian Pole by birth. He had left his country for England when he was only 11 years of age, becoming a naturalized subject, and lived in Australia for six years before moving to Mudgee.³⁴ He employed a trusted housekeeper, Miss Goldstein who advertised for "...a woman cook".³⁵ Joel only stayed at the *Federal* for a year, after which time it was taken over by Gerald Fitzgerald's nephew, Thomas Houlahan.

Houlahan only managed the business for three months, as, tragically, he passed away from pneumonia in July of 1919. The Mudgee Guardian reported:

*"The death occurred at 1.30 p.m. on Tuesday morning last of Mr. Thomas Jeremiah Houlahan, son of Mrs. James Fitzgerald, of Sydney, aged 23, the cause of death being pneumonia. The deceased had only been ailing for a short period. He was a very highly respected and esteemed resident of Mudgee, and the sad news of his death caused universal regret. For the past three months Mr. Houlahan conducted the Federal Hotel, Mudgee, previous to which he was the proprietor of the Hotel Metropole, Lismore. He was a fine sample of manhood. He is survived by his widow, and ...brothers and sisters ...The family have had a great deal of trouble of late. ...Mr. Gerald Fitzgerald and other members of the family are ill with influenza..."*³⁶

THE FEDERAL HOTEL
Mudgee.
T. HOULAHAN
(Late Hotelkeeper, Lismore)
WISHES to inform the general public that he has purchased the goodwill of the above hotel from Mr. Lionel Joel, and solicits a fair share of support.
All Spirits stocked guaranteed true to label.
Mudgee and Tooth's Beer on draught.
Excellent Cuisine.
Good Stabling.
Note Address: Corner of Lewis and Inglis Streets, Mudgee.

Figure 3.7 | Thomas Houlahan's notice to the public [Mudgee Guardian and North-Western Representative, 25 Sep 1919, p. 32].

THE FEDERAL HOTEL,
M u d g e e.
WILLIAM MATTERSON,
PROPRIETOR.
(LATE HOTELKEEPER,
LISMORE)
At this hotel, which is just across the road from the Railway Station, you can obtain the best drink of SPIRITS, BEERS, or ALES in the town.
Good Table. Good Stabling.
*** You will always receive a good welcome at the Federal Hotel.**

Figure 3.8 | William Matterson's advertisement for the Federal [Mudgee Guardian and North-Western Representative, 29 April 1920, p. 20].

³³ Mudgee Guardian and North-Western Representative, 14 Dec 1916, p. 27; Mudgee Guardian and North-Western Representative, 4 Jan 1917, p. 19; Mudgee Guardian and North-Western Representative, 22 Feb 1917, p. 16.

³⁴ Mudgee Guardian and North-Western Representative, 11 Feb 1918, p. 1.

³⁵ Mudgee Guardian and North-Western Representative, 3 May 1917, p. 21.

³⁶ Mudgee Guardian and North-Western Representative, 17 July 1919, p. 16.

SUE ROSEN ASSOCIATES

Upon Thomas' death, his trustees placed a sale advertisement in the local paper giving an indication of the scale of the business:

*"Goodwill Federal Hotel Mudgee. For Absolute Sale. On Monday, 13 December at 2:30. Wells & co. WILL sell for the executors of the Estate of Thomas Jeremiah Houlahan, the Goodwill and Furniture of the Federal Hotel, situated opposite the railway station..."*³⁷

There were no takers for the goodwill of the business, so owner of the building Beatrice Jane Hall (nee Gilligan) was forced to take up management.³⁸ She required the liquor licence to be transferred into her name: "In the Licensing Court at Mudgee on Friday Mrs. Beatrice Jane Hall applied to Mr. Walter Scott, P.M., for the transfer of the license of the Federal Hotel, Lewis-street, Mudgee, from Alfred Fitzgerald, executor of the estate of the late Thomas Houlahan, to herself. The application, which was unopposed, was granted."³⁹

So it was that in 1920 Beatrice Hall went into business with her stepson, Henry's youngest child from a previous marriage, Australia 'Aus' Harold Hall. According to the Mudgee Guardian;

*"'Aus.' is widely known throughout the Mudgee and adjoining districts and he should do very well in his new sphere. The table, which will be of the first-class order is under the personal supervision of Mrs. B. J. Hall, and old and new customers can rely on being excellently treated at the Federal Hotel. 'Aus,' one of the most popular young men in the Mudgee district, and his numerous friends will wish him success. In the olden days this well-known and old established hostelry was successfully conducted by 'Aus's' well known and esteemed father and mother. and it is certain that 'Aus' will conduct this fine hotel on the same excellent lines as his esteemed parents."*⁴⁰

THE FEDERAL HOTEL
Opposite Mudgee Railway Station.
AUS. H. HALL,
DESIRES to inform the public that the bar of this Hotel is under his personal supervision, and he will be pleased to meet his many Mudgee and District friends.
A First Class Table is under the personal superintendence of Mrs. B. J. Hall.
All Wines, Beers, and Spirits of the best brands stocked.

Figure 3.9 | Australia 'Aus' Hall takes over management [Mudgee Guardian and North-Western Representative, 6 Jan 1921, p. 8].

Three years after reinstating the Hall name to the *Federal Hotel*, again 'Hall's Federal Hotel', Beatrice and Aus remodelled the bar.⁴¹ Two years later, they were briefly caught up in trouble when charged with providing liquor on licensed premises to persons who were not bona-fide travellers.⁴² This did not do much to damage the bustling trade however, and in January 1926 the Halls called for tenders to erect a second storey to their premises:

³⁷ Mudgee Guardian and North-Western Representative, 25 Nov 1920, p. 16.

³⁸ LRS: OSD Bk. 1210, No. 825.

³⁹ Mudgee Guardian and North-Western Representative, 20 Dec 1920, p. 7.

⁴⁰ Mudgee Guardian and North-Western Representative, 23 Dec 1920, p. 20.

⁴¹ Mudgee Guardian and North-Western Representative, 10 Dec 1923, p. 12.

⁴² Mudgee Guardian and North-Western Representative, 19 Feb 1925, p. 8.

SUE ROSEN ASSOCIATES

*"TENDERS are invited for the erection and completion of an additional storey to the Federal Hotel, Mudgee, for Mrs. B. Hall. Plans and specifications can be obtained from the undersigned, to whom tenders must be sent in not later than 8th JULY, 1926. Lowest or any lender not necessarily accepted. HAROLD HARDWICK, Architect, Mudgee."*⁴³

The winning tenderer was a new contractor in town, a Mr. G. Neale.⁴⁴ About six months later, in January 1927, the half-complete *Federal Hotel* made front page news:

*"The work of remodelling the old established Federal Hotel, Mudgee, is proceeding satisfactorily. When completed the structure will be an imposing one, and a credit to builder and architect, besides providing up to date accommodation for the travelling public."*⁴⁵

The rebuild was completed in August 1927.

A 'new' hotel required a new proprietor, so while the Halls retained ownership, they hired William Small to be the face of the revamped pub from 1928. Small brought his own unique approach to business, as evidenced by a report that "Since coming to Mudgee Mr. Small, the genial proprietor of this popular house, has proved himself a good friend to the racing cyclists...The Mudgee Bicycle Club will, conduct a twelve miles race on Saturday afternoon next, starting and finishing at the *Federal Hotel*."⁴⁶

Winter Specials
AT THE
Federal Hotel
MUDGEE.

Red, White and Blue Draught Whisky	9d
Coffee Royal (Cafe Avac) ..	6d
Normandy Rum (Hot)	6d
Rum and Milk	6d
Tom and Jerry	6d

CALL ON ME
W. SMALL, Proprietor.
Federal Hotel, Mudgee.

Figure 3.10 | Winter Specials of 1927 [*Mudgee Guardian and North-Western Representative*, 25 July 1927, p. 15].

FEDERAL HOTEL
NEAR RAILWAY STATION
MUDGEE
Now Open for Guests

This hotel has been re-built and re-furnished, containing 20 large Bedrooms and Lock-up Garage.
New Bar stocked with all well-known and best brands of Spirits and Beers.

RED, WHITE and BLUE WHISKY and NORMANBY RUM a speciality.
W. SMALL, Proprietor.

Figure 3.11 | Description of the refurbished hotel [*Mudgee Guardian and North-Western Representative*, 18 Aug 1927, p. 1].

⁴³ *Mudgee Guardian and North-Western Representative*, 17 Jan 1926, p. 27.

⁴⁴ *Mudgee Guardian and North-Western Representative*, 4 Nov 1926, p. 26.

⁴⁵ *Mudgee Guardian and North-Western Representative*, 10 Jan 1927, p. 1.

⁴⁶ *Mudgee Guardian and North-Western Representative*, 5 Jul 1928, p. 24.

SUE ROSEN ASSOCIATES

From 1934, the new proprietor under Mrs Hall was Reginald Cummings, a popular local.⁴⁷ The same year, Mrs Hall invited tenders for the installation of a sewerage system.⁴⁸ By 1937, The hotel was situated on an area of 133 by 167 feet. It was two storeys, both of brick, and described as: "Sound & solid & true". Ten bedrooms, two parlours, a lounge and a dining room were available for guests. The upstairs dining room was not used for that purpose however no alternative is given. The furniture was "very good" and cold water basins in the upstairs bedrooms was a novel feature. The public bar was 45' in length, with a cellar of 12 x 12 ft. A garage was constructed of hardwood slats. The town water was hard, but the hotel's own underground well was soft. The septic tank sewerage system Mrs Hall tendered for in 1934 had been installed.⁴⁹ Mrs Hall retained ownership but resided at 2 Valencia Flats, 449 Glebe Point Road, Glebe so left her proprietors in charge of daily operations.

The *Federal* was auctioned on June 9, 1937: "*Hotel For Sale. THE old-established Federal Hotel, Mudgee, which is fitted with all the latest conveniences, will be submitted to auction in Sydney at 11 a.m. on June 9...*".⁵⁰ The bidding fell short of the reserve price at only £9000, and it was reported that Mrs Hall was negotiating with the prospective buyer, Tooheys, for a sale at an increased figure.⁵¹ Tooheys Ltd. became the lessee of the business, however Mrs Hall retained the physical building.⁵² The terms of the lease was rent of £823 per annum, payment of rates and taxes, and sufficient maintenance of the property. Sufficient maintenance included the painting of the exterior "at least every third year with two coats of oil paint of suitable colours."⁵³

With the successful lease of the hotel, Reginald Cummings decided to relinquish business. The community was sad to see him leave, after

*"...a lengthy spell, during which he earned an enviable reputation as a host. Capable and courteous, he made friends on a large scale, and conducted the business in a manner which more than satisfied his many patrons. It is to be sincerely hoped that he will settle down in our midst and acquire another business, for the town cannot afford to lose men of his calibre."*⁵⁴

After the transfer to Tooheys, proprietors and managers turned over frequently. The Hotel's license was transferred to Frederick John Elliott, of Randwick in 1937.⁵⁵ The following year in January, Tooheys called for tenders for repairs to the *Federal Hotel*.⁵⁶ By 1938, they had a new licensee, Leslie Parsons, who was unfortunately killed in a motor accident:

*"Mr. Leslie Parsons, licensee of the Federal Hotel, Mudgee, who fell from a motor car a few miles from Gulgong when he attempted to close the door in the back which flew open, died in Gulgong Hospital. Deceased, who sustained a fractured skull, was only 22 years of age. The deceased had only recently gone to Mudgee from Portland. He leaves a mother and father and several brothers and sisters."*⁵⁷

The license was then transferred to Arthur Henry McBeath.⁵⁸ Tooheys continued to update the premises, inviting tenders for internal renovations on Saturday, 24th June, 1939.⁵⁹ They hired a new manager, Hilton Delaney, in 1940.

⁴⁷ Mudgee Guardian and North-Western Representative, 12 Mar 1934, p. 4.

⁴⁸ Mudgee Guardian and North-Western Representative, 30 Apr 1934, p. 4.

⁴⁹ ANU; Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 2 slide 1.

⁵⁰ Mudgee Guardian and North-Western Representative, 27 May 1937, p. 4.

⁵¹ Sydney Morning Herald, 12 Jun 1937, p. 15.

⁵² LRS: OSD Bk. 1792, No. 561.

⁵³ LRS: OSD Bk. 1792, No. 561.

⁵⁴ Mudgee Guardian and North-Western Representative, 6 Sep 1937, p. 9.

⁵⁵ Mudgee Guardian and North-Western Representative, 9 Sept 1937, p. 4.

⁵⁶ Mudgee Guardian and North-Western Representative, 13 Jan 1938, p. 4.

⁵⁷ The North-Western Watchman, 1 Dec 1938, p. 9.

⁵⁸ Mudgee Guardian and North-Western Representative, 20 Feb 1939, p. 4.

⁵⁹ Mudgee Guardian and North-Western Representative, 15 Jun 1939, p. 4.

SUE ROSEN ASSOCIATES



Figure 3.12 | Federal Hotel under new management: "Every traveller, thirst quencher and reviver than a glass of cold, sparkling beer, as we serve it! Call in here for better beer...or any other drink you fancy. Try the "Traveller's hotel." [Mudgee Guardian and North-Western Representative, 11 Mar 1940, p. 1].



Figure 3.13 | Federal Hotel under new management: "We're extra fussy about our beer...about its quality, and about the way we draw it and serve it. We believe, too, that the rest of our very complete bar stocks is well out of the ordinary." [Mudgee Guardian and North-Western Representative, 7 Nov 1940, p. 5].

SUE ROSEN ASSOCIATES

A Mr Basil Barker and his wife took over operations around 1944, and during these war years they fundraised at the hotel: "...Mr. and Mrs. Barker, of the Federal Hotel, Mudgee, are organising a novel evening of cards, novelties and -free dancing, with a splendid supper..."⁶⁰ All records were broken at the Oddfellow's Hall when the Barkers' "...novel and entertaining carnival de luxe in aid of Miss Edith Kurtz" raised £109.⁶¹

Also in 1944, on the 16 December, longtime owner of Hall's Federal Hotel, Mrs Beatrice Jane Hall, passed away.⁶² She elected the Perpetual Trustee Company as executors of her estate, but they did not sell the hotel immediately. Instead, business continued with Tooheys as the lessees for many years.

In 1945, Tooheys again invited tenders, this time for the painting of the Hotel's exterior:

*"TENDERS are invited for External Painting to Federal Hotel, Mudgee. Specifications may be seen at Hotel. Tenders close with Toohey's Ltd., 300 Elizabeth St., Sydney, on Friday, 30th March, 1945, Lowest or any tender not necessarily accepted."*⁶³

The following year, Tooheys chose a new host, a Mr. David Lowe, of Dudley, Newcastle.⁶⁴ Around his period of management, in 1949, the hotel was noted as having "nil tiling", ten upstairs bedrooms, and four downstairs bedrooms for guests. There were 2 staff bedrooms and cold-water basins in all for washing. The cellar was still in use, as well as both dining rooms. However, there were now 7 garages/stables listed, up from just one in 1937. The hotel had been connected to town electricity, sewerage and water, but it still kept its underground well.⁶⁵

Six years after they had re-painted the exterior of the hotel, Toohey's advertised again for tenders to repaint their Mudgee assets:

*"TENDERS are invited for Internal & External painting and repairs at the Tattersalls, Federal and Club House Hotels, Mudgee. Specifications at the Hotels. Tenders close 11/6/51. ...The lowest or any tender not necessarily accepted..."*⁶⁶ Also in 1951, a Mr. and Mrs. Charles Bowden were mentioned as the managers of the Federal Hotel.⁶⁷

By 1962, the physical fabric of the hotel had not changed but the rooms purposes were reconfigured top better accommodate guests. Upstairs, there were 11 bedrooms, 2 guest lounges, 3 bathrooms, and a ladies and gents toilet. There was hot and cold water in the bathrooms but bedrooms only had cold water basins. The licensees' private quarters consisted of a flat with 4 rooms, a bathroom & toilet. A 'Donkey' hot water system had been installed and the number of garages was back down to 2. On the ground floor was the public bar, 2 lounges, 2 parlours and a beer garden.⁶⁸

On 7 June 1971, the Perpetual Trustee Company sold the Federal Hotel to Francis James Boyle, a licenced victualler, for \$55,000. He retained the hotel until 1978 when the leasehold was transferred to Peter Robert Dawson and Doreen Anne Dawson, both local publicans. Their mortgage was for the value of \$188,000.⁶⁹

⁶⁰ Mudgee Guardian and North-Western Representative, 31 July 1944, p. 3.

⁶¹ Mudgee Guardian and North-Western Representative, 7 Sep 1944, p. 13.

⁶² LRS: OSD Bk. 3012, No. 549.

⁶³ Mudgee Guardian and North-Western Representative, 15 Mar 1945, p. 5.

⁶⁴ Mudgee Guardian and North-Western Representative, 9 Dec 1946, p. 3.

⁶⁵ ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 3 side 1.

⁶⁶ Mudgee Guardian and North-Western Representative, 24 May 1951, p. 10.

⁶⁷ Mudgee Guardian and North-Western Representative, 28 Jun 1951, p. 8.

⁶⁸ ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 4 side 2.

⁶⁹ LRS: OSD Bk. 3313, No. 886.

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Table 3.1 | Chronological List of Licensees, Source: ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811.

Name of licensee	Date from
Alexander Bertram	17 Oct 1884 till 16 October 1885 and again from 17 Oct 1885 till 16 Oct 1886
William J Matterson	1 Jan 1920
Alfred Fitzgerald	23 Nov 1920
Beatrice Jane Hall	17 Dec 1920
Australia Harold Hall	21 Dec 1923 & 1927
William Small	25 Feb 1927
Reginald Gallo Cummings	22 Jun 1931 till 29 May 1935
Tooheys	August 1939 paid L100 p/m and L400 for furniture
Fredrick J. Elliott	6 Sep 1937
Archie Theodore Fuller of 'Winsome' Lismore	4 Oct 1937 for three years
Leslie V Parsons (dec. 24.11.38)	21 Apr 1938
Arthur M. McBeath	20 Feb 1939
Albert J. Dukes	5 Jun 1939
Hilton W Delaney	4 Mar 1940
Basil R Barker	1 Nov 1943
David J Cloughessy	5 Feb 1945
Marie Jessie Heuston	1 Apr 1946
Dave Lowe	17 Dec 1946
Kenneth Charles Bowden	18 May 1950
Francis James Boyle	8 Mar 1962
Peter Robert Dawson and Doreen Anne Dawson	9 Feb 1978
Ronald Henry Hill and Gail Yvonne Hill	22 Sep 1979
Reginald John Hughes	4 Dec 1980

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The following series of photographs illustrate the development of the site:



Figure 3.14 | Dec 1925 view of the *Federal Hotel*. [ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 1 side 2].



Figure 3.15 | August 1930 view of the *Federal Hotel*. [ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 2 side 2].

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Figure 3.16 | February 1938 view of the *Federal Hotel*. [ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 2 side 2].



Figure 3.17 | August 1939 view of the *Federal Hotel*. [ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 3 side 2].

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Figure 3.18 | 1949 view of the *Federal Hotel*. [ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 4 side 2].



Figure 3.19 | 1973 view of the *Federal Hotel*. [ANU: Noel Butlin Archives, Tooth & Company Limited yellow cards, Federal Hotel Mudgee, N60-YC-1811, card 6 side 2].

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Figure 3.20 | The *Federal Hotel*, September 1994. [[GdayPubs](#): photo by Lloyd Gerdes, 26/07/2010]



Figure 3.21 | The *Federal Hotel* in 2014. [[Flickr](#): photo by user Ivor Jones, 17/05/2013]

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Figure 3.22 | The *Federal Hotel* in 2015 . [[Facebook](#): photo by The Federal Hotel, Mudgee, 12//10/2015]



Figure 3.23 | The *Federal Hotel* on 4 October 2015. The workshop at No. 38 is visible at left, now gone. [[Wikimedia Commons](#): photo by contributor Mattinbgn 04/10/2015]

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Figure 3.24 | The Federal Hotel, April 23 2021. [Facebook: photo by The Federal Hotel, Mudgee, 23/04/2021]

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4. PHYSICAL EVIDENCE

This section builds on the documentary evidence to describe the local and streetscape context and the Hotel fabric.

4.1 The *Federal Hotel*: 34-36 Inglis Street

Description of the *Federal Hotel* from its State Heritage Inventory listing:

Single storey late Victorian brick (English Bond ground floor Stretcher Bond above painted Dado ground floor) Hotel (?) incl. Double hung sash windows with flat soldier course brick arches. First floor c.1915 addition⁷⁰ of brick with mixed window types incl. corner and alt. entry high multipaned sash windows to floor level and with render label mould and decorative above. Render string course at verandah roof level and above first floor window heads and rendered parapet with rendered arches and sash motives name in render.

The *Federal Hotel* consist of the original 1880s single storey sandstock brick structure at ground floor, with a 1927 second storey addition. The corner-splayed Hotel fronts both Inglis and Lewis Streets, with the total structure being a 'U' shape, with a wing extending to the north on both the eastern and western sides of the hotel. At rear is a ground floor central covered courtyard, with a wrap-around covered verandah at first. A timber and iron lean-to for a former WC/bathroom is at the northern end of the verandah of the NE wing. A post-August 1930, pre-February 1938 concrete-rendered 2 floor kitchen/ bathroom addition is adjoined as a mezzanine level to the Hotel at its NE rear. At NW rear is an early single storey sandstock brick and iron laundry/kitchen lean-to including an original sandstock brick fireplace, though its chimney is no longer extant. The lean-to has been altered and added on to over time. An early brick and iron lean-to addition is adjoined at the northern end of the western side of the hotel's NW wind. A modern brick lean-to addition for an outdoor gaming room is at the southern end of the western side of the hotel, near Inglis Street.

Bronze-coloured aluminum-framed doors and windows have been installed in original apertures variously across the site.

Rendered sections of the *Federal's* exterior are painted in a bottle green colour, with detail and window frames in white. The exterior brick walls of the ground floor rear courtyard are painted in an off-white colour.

Internally, while the hotel has been altered over time, it contains plenty of intact fabric, detailing and early spatial arrangement. The ground floor contains two early fireplaces, chimney breasts and chimneys, decorative plastered ceiling panels and cornicing, timber staircase with decorative tulip motifs, matching tulip motif timber archways at first floor, timber double hung sash windows variously at ground and first floor, original doors, architraves, skirting, light switches, continued use of the first floor accommodation suites, largely in the original floorplan. The timber door surround to the Inglis Street main hotel entrance is early fabric.

The wider site includes a c.1990 drive-through bottle shop accessed via Inglis Street; the concrete driveway sweeps through the lot to exit via Lewis Street. At the NW corner of the site is a 4-bay colorbond garage/shed. To the rear of the NW wing is a detached metal-framed awning over an outdoor beer garden seating area. The rear of the lot is a concrete paved carpark. The site has a colorbond boundary fence at Lewis Street and Lyons Lane.

⁷⁰ This is date is incorrect. Tenders were called for in 1926, with the first floor works completed by August 1927. See Section 3 for sources.

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4.2 38 and 40-42 Inglis Street

4.2.1 No. 38

This allotment adjoins the Federal Hotel site at the west, extending from its Inglis Street frontage throught to Lyons Lane at the rear.

The site contains the remnants of a brick and iron mechanics workshop which was destroyed by fire in 2021; a concrete slab, timber floor and concrete rendered brick fireplace/chimney breast.

At rear of site is a double-height 3-bay colorbond garage/shed, and single mature eucalypt tree next to the W boundary of the site. To the rear of this is 2 small lean-to corrugated metal sheds, which back on to the site's E boundary. Colorbond metal boundary fencing is at Lyons Lane, and the E boundary shared with the Hotel.

The site is otherwise devoid of extant structures and gardens etc.

4.2.2 No. 40-42

This site consists of two rectangular lots, which both front Inglis Street and extend to Lyons Lane at the rear.

A large red painted corrugated metal and brick, gable-roofed shed fronts Inglis Street at the SW corner of the site and extends N; at the rear is a modern colorbond lean-to addition. A driveway accesses the site at the SE corner of the lot. Between the red shed and the driveway is a single storey E-W oriented timber clad shed structure and some medium height trees/vegetation. A 3-bay colorbond garage/shed with lean-to awning is at the NE corner of the site. The site is otherwise dirt/gravel.

See following site photographs describing the interior and exterior of the *Federal Hotel*, No.s 38 and 40-42 Inglis Street, and the surrounding streetscape of the Mudgee Heritage Conservation Area.

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4.3 Site Photographs

4.3.1 Hotel - General Context



Figure 4.1 | Looking NE from Railway Station driveway across Inglis Street toward Hotel. No. 38 at left, bottleshop and hotel at right.



Figure 4.2 | View of corner splay of Hotel at Inglis St (left), Lewis St (right).



Figure 4.3 | SW end of the Inglis St frontage of Hotel.



Figure 4.4 | NE end of Lewis Street frontage of Hotel.



Figure 4.5 | Detail of above-awning corner splay.

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Figure 4.6 | Looking SW from Lewis Street to back of Hotel. 1930s bathroom/kitchen mezzanine addition at middle image (white).



Figure 4.7 | View SW from Lewis Street driveway to Hotel rear, carpark and covered beergarden structure.



Figure 4.8 | View S from Lyons Lane to rear of Hotel.



Figure 4.9 | View SE from bottle shop driveway to rear and W side of Hotel.



Figure 4.10 | N elevation of the drive-through bottle shop.



Figure 4.11 | S elevation of Bottle shop at Inglis Street.

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4.3.2 Hotel Exterior - Ground Floor



Figure 4.12 | View NE from Inglis Street to Bottleshop and wall adjoining Hotel.



Figure 4.13 | View NE to SW corner of Hotel.



Figure 4.14 | Looking N at contemporary wall which is to be demolished.



Figure 4.15 | Inglis Street, window to now-gaming room. To be replaced with timber-framed double-hung sash window.



Figure 4.15 | Inglis Street looking up to join in Brickwork showing the 1920s 1st floor addition to the 1880s Hotel.



Figure 4.16 | Inglis Street looking NE across main front door.

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Figure 4.17 | Inglis Street front door. Surround is early



Figure 4.18 | Modern door (black) to be replaced by an era-appropriate timber door



Figure 4.19 | Inglis Street detail of base of wall, window sills and wall vents.



Figure 4.20 | Inglis Street toward corner and public bar entrance.

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Figure 4.21 | Inglis St public bar window and door. To be replaced by era-appropriate timber framed windows and doors. Brickwork at base of wall to be re-pointed.



Figure 4.22 | Doors and window to be replaced with timber-framed era-appropriate doors and windows.



Figure 4.23 | Corner splay door. To be replaced with timber frame doors.



Figure 4.24 | View N up Lewis Street frontage.

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Figure 4.25 | View W down Inglis Street.



Figure 4.26 | Lewis Street frontage.



Figure 4.27 | Lewis Street original doorway that has been bricked up. Brickwork to be re-pointed.



Figure 4.28 | Mid-century WCs alteration removed an original window; header still evident. Remove 3 x high windows and sill. Reconstruct central timber-framed double-hung sash window and sill to match existing. Bricks to be re-pointed.

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Figure 4.29 | Lewis Street window at NE corner to be refurbished to original state. Brickwork to be re-pointed.



Figure 4.30 | NE corner showing join to 1930s WC addition.



Figure 4.31 | Looking E at 1930s WC addition. Storeroom and WC at ground. To be demolished.



Figure 4.32 | NE corner of the Hotel from the rear courtyard looking to the join of the 1930s WC addition.

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Figure 4.33 | Looking S at W side of the Lewis St wing. Paint to be removed to expose face brick. Windows to be refurbished to original state.

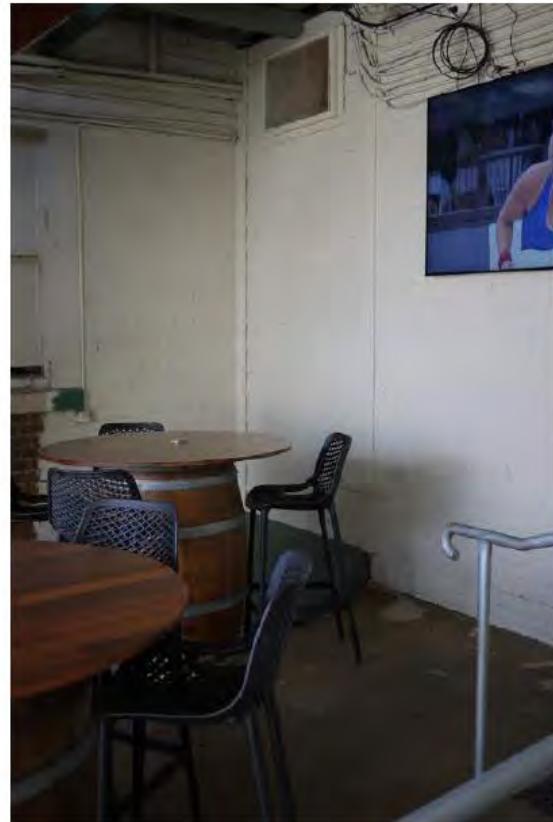


Figure 4.34 | Rear courtyard. Paint to be removed from brick, concrete ramps and stairs to be removed.

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Figure 4.35 | W side of Lewis Street wing. Window to be refurbished back to original state, doorway to be installed to its right.



Figure 4.36 | Rear courtyard looking at E wall of NW wing. Paint to be removed from brick and concrete ramps and stairs demolished.



Figure 4.37 | Rear courtyard. Door to Inglis Street entrance hallway at left. Aluminium window frame to be replaced with timber-framed double-hung sash.

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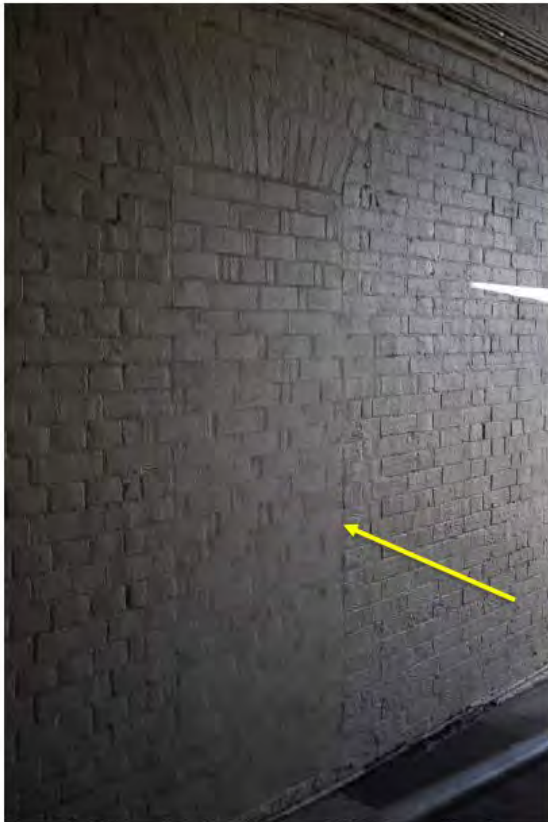


Figure 4.38 | E wall of the NW wing. Bricked-up original doorway. Paint to be removed from brick.



Figure 4.39 | E wall of the NW wing. Bricked-up original window. Paint to be removed from brick.



Figure 4.40 | NW wing Laundry/kitchen lean-to. This wall is to be partially retained with the door and window header & vent to be extant as a interpretive feature around the new bar.

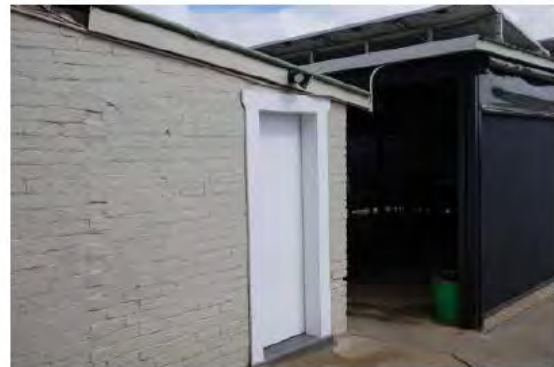


Figure 4.41 | NW wing Laundry/kitchen lean-to. This wall is to be partially retained with the door and window header & vent to be extant as a interpretive feature around the new bar. Covered beergarden structure at right to be demolished.

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Figure 4.42 | Rear of NW wing lean-to. Partially retained on left as interpretative feature, right to be demolished.



Figure 4.43 | Rear of NW wing lean-to. To be demolished, as is fence.



Figure 4.44 | W side of NW rear lean-to. To be demolished.



Figure 4.45 | View S at NW storeroom and W side of hotel. Walls to be partially retained and incorporated into new design.



Figure 4.46 | Detail of door to NW storeroom door. Walls to be partially retained and incorporated into new design.

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Figure 4.47 | S end of the NW storeroom. Walls to be partially retained and incorporated into new design. This window to be altered into a doorway.



Figure 4.48 | N end of the modern outdoor gaming room lean-to at SW corner, near Inglis St. To be demolished.



Figure 4.49 | View of roof to NW wing lean-tos. To be removed.



Figure 4.50 | View NW across rear yard to metal garage and drivethrough driveway, as well as the metal sheds on neighbouring No. 38. All to be removed.

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Figure 4.51 | Rear yard of Hotel, looking N toward Lyons Lane. Concrete and fences to be removed.



Figure 4.52 | Rear yard of hotel looking E. Beergarden, fencing, bottleshop and driveways to be removed.



Figure 4.53 | Covered Beergarden looking NE. All to be removed.



Figure 4.54 | Beergarden looking E. Remove, along with all concrete, carpark hardstands and boundary fencing.

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4.3.3 Hotel Exterior - First Floor



Figure 4.55 | Looking S at the rear of the Hotel and the first floor verandah.



Figure 4.56 | View E looking at the Lewis Street 1930s mezzanine addition, which is to be removed.



Figure 4.57 | View E looking at the Lewis Street 1930s mezzanine addition, which is to be removed, along with the stairs to it from the first floor verandah.

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Figure 4.58 | Former WC on the NE corner verandah. Enclosure to be removed and reconstructed to match rest of verandah form and detailing.



Figure 4.59 | NE wing windows to be reconstructed to timber-framed double-hung sash windows.



Figure 4.60 | Modern steel staircase to be removed and decking replaced over the void in the verandah.



Figure 4.61 | Intersecting corner with the Inglis St frontage. Windows at left to be replaced with windows like that at right.



Figure 4.62 | Underside of concrete stairs from former WC on verandah to the mezzanine addition. To be demolished and stair void replaced with decking to match.

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Figure 4.63 | Rear of Inglis Street frontage. Aluminium window at right to be replaced with a timber framed double-hung sash window like the one at left.



Figure 4.64 | Looking N from rear verandah to the carpark. The corrugated metal roof over the ground courtyard is to be removed. A double storey glazed wall will be erected across the end of the hotel and courtyard between the old, and the new bistro addition.



Figure 4.65 | Looking W at the NW wing. The 2 rooms at right will be converted in WCs.



Figure 4.66 | End of the NW wing verandah looking N. Profile of the timber balustrading.



Figure 4.67 | Looking S at the end of the NW wing of the Hotel, including the verandah awning end.



Figure 4.68 | Looking SE at the W side of the hotel. Timber windows to be refurbished where necessary.

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4.3.3 Hotel Interior - Ground Floor

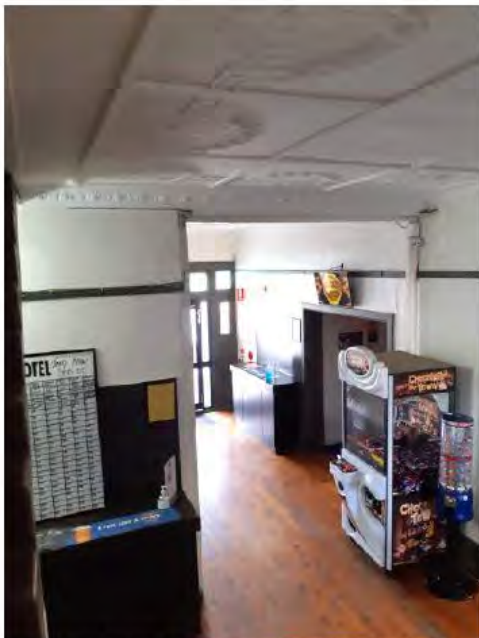


Figure 4.70 | View from staircase to the Inglis Street door and main entrance hallway, showing profile of paneled plastered ceiling and cornicing.

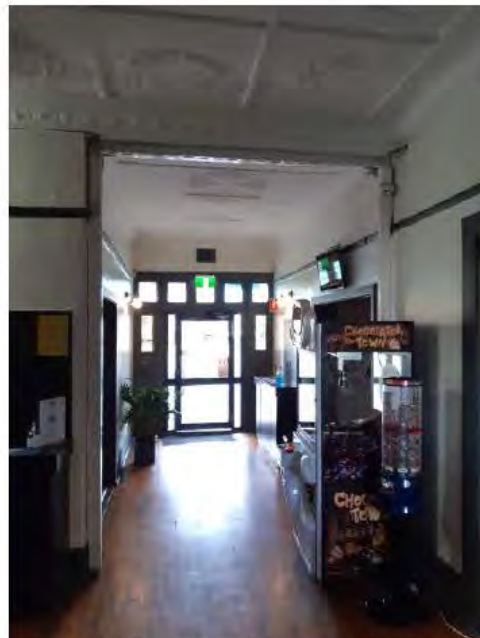


Figure 4.71 | View S down the entrance hallway to the Inglis St door. Gaming at right, Public Bar at Left.



Figure 4.72 | Decorative plastered ceiling near stairwell over entrance hall. Being retained and refurbished if required.



Figure 4.73 | Decorative plaster ceiling over the entrance hallway near the stairwell.

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Figure 4.74 | Decorative wall vent at stairwell.



Figure 4.75 | Detail of cornicing at stairwell.

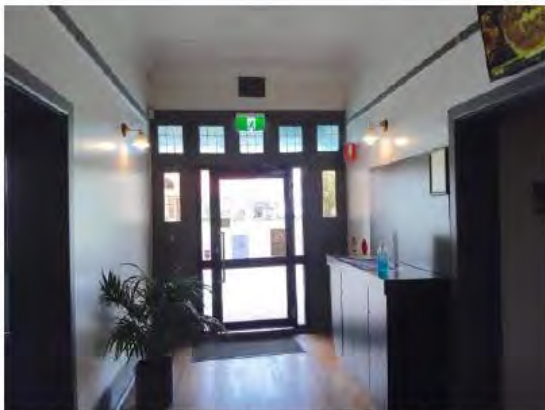


Figure 4.76 | View to Inglis Street from entrance hallway.

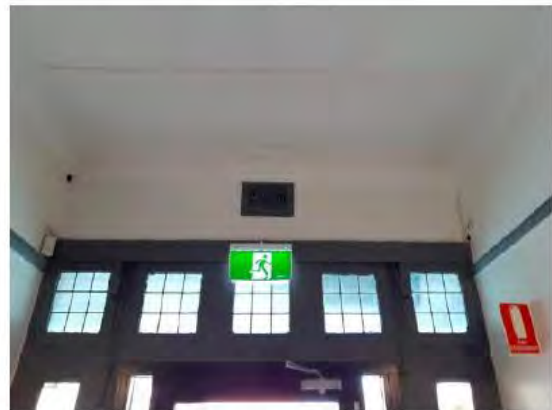


Figure 4.77 | Detail of entrance door fanlights, wall vent and ceiling panelling.

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Figure 4.78 | Detail of Inglis Street door surround and mechanisms to open the transom windows.



Figure 4.79 | Inglis St front door 'bell'



Figure 4.80 | Decorative plaster ceiling panels in entrance hallway next to Inglis St front door.



Figure 4.81 | Decorative plaster ceiling panels in entrance hallway next to Inglis St front door.

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Figure 4.82 | Decorative plaster ceiling panels in entrance hallway next to Inglis St front door.



Figure 4.83 | Decorative plaster cornicing in entrance hallway next to Inglis St front door.



Figure 4.84 | View N down Inglis St entrance hallway to staircase and door to rear courtyard.



Figure 4.85 | Ceiling panels next to stairwell. Looking W toward existing lounge.

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Figure 4.86 | Detail of staircase bottom newel post front.



Figure 4.87 | Side detail of bottom newel post.

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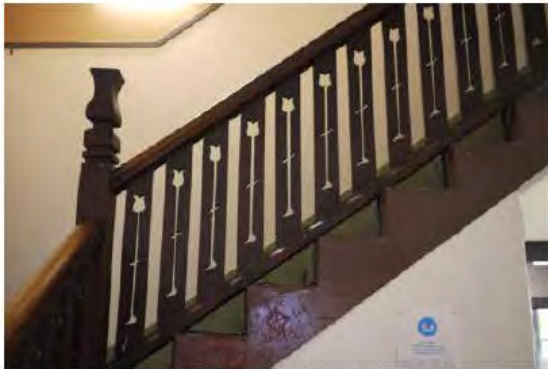


Figure 4.88 | Decorative balustrade on staircase.

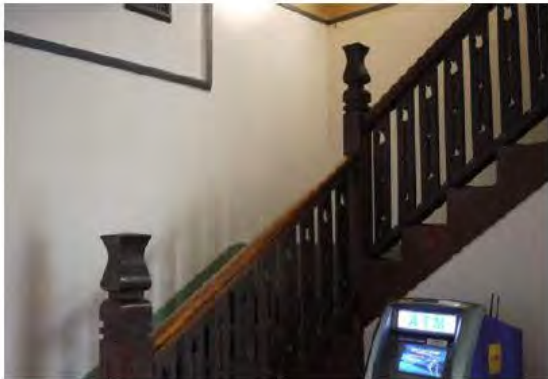


Figure 4.89 | Staircase from hallway.

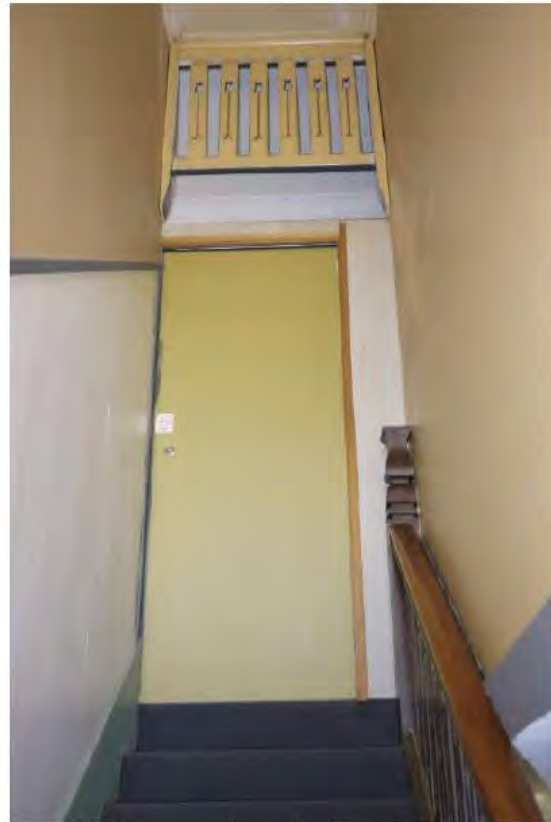


Figure 4.90 | View up to door at first floor. Door and surround to be removed. Timber arch to remain in situ.

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Figure 4.91 | Fireplace in existing NW wing lounge. WC's beyond at left.



Figure 4.92 | Fireplace in lounge. To be refurbished.



Figure 4.93 | NW wing WCs. Door and left part of wall to be removed for wider access to new WC fitout.

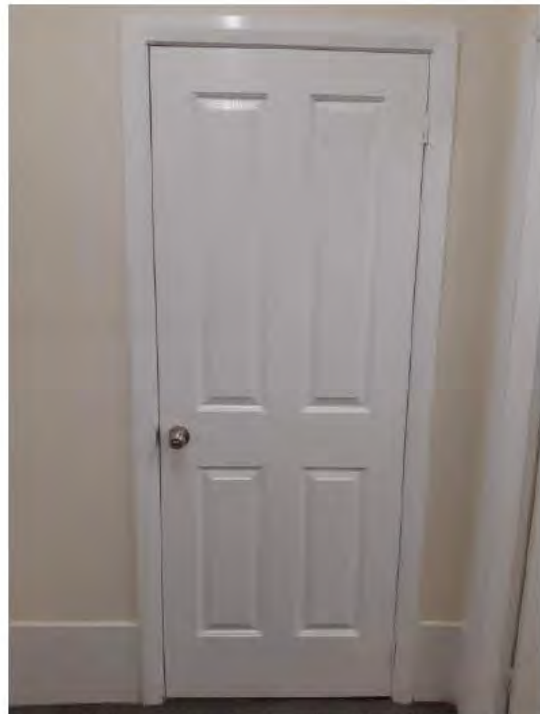


Figure 4.94 | Door through external wall to NW storeroom lean-to. Being removed and wall made good.

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Figure 4.95 | Contemporary fitout to WC's.

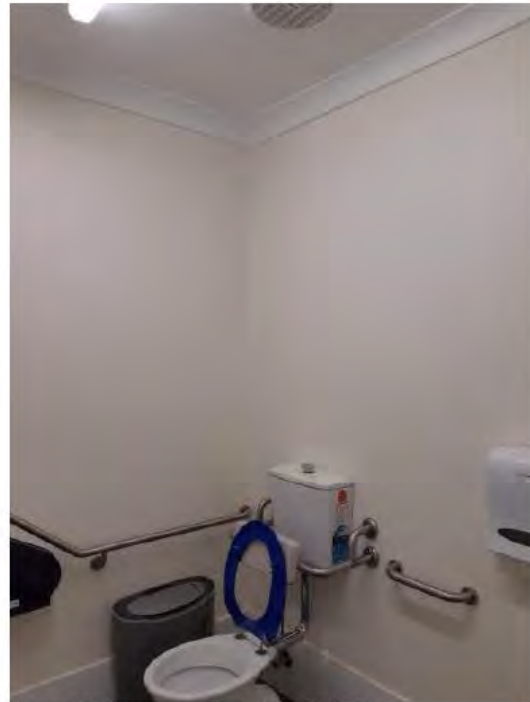


Figure 4.96 | Contemporary fitout to WC's.



Figure 4.97 | Contemporary fitout to WC's.

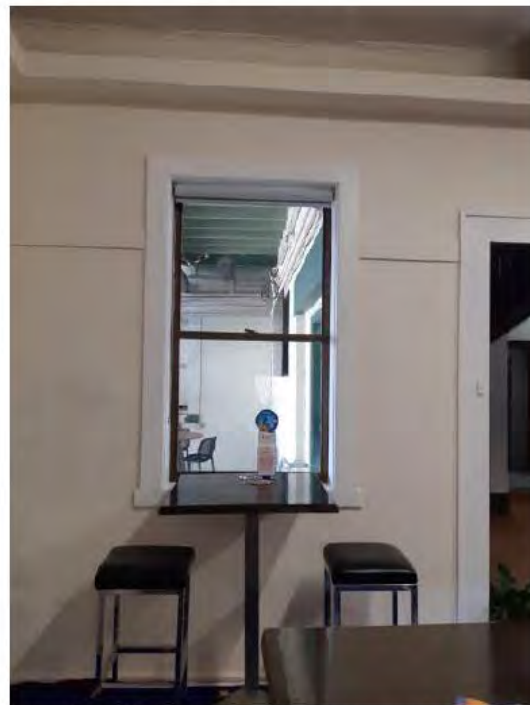


Figure 4.98 | Now-lounge looking E to rear courtyard.
Window to be replaced with a timber-frames double-hung sash.

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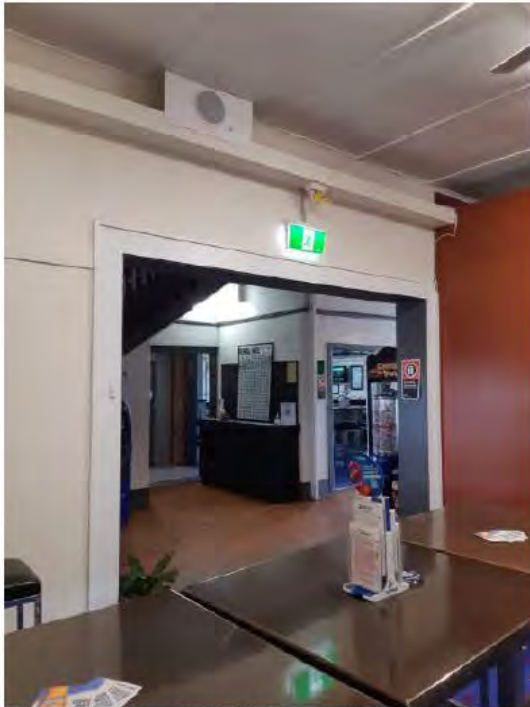


Figure 4.99 | Lounge looking SE into hallway and through to the public bar.

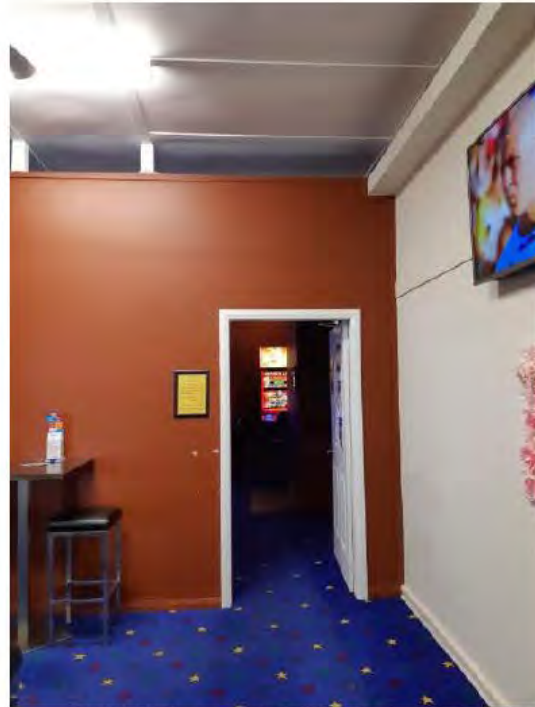


Figure 4.100 | Modern partition wall between lounge and gaming. To be removed.



Figure 4.101 | Entrance to gaming room from Inglis St hallway. Modern partition wall with VIP sign to be removed.



Figure 4.102 | Looking E at wall of gaming room shared with hallway. Partition walls at left and right to be removed.

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Figure 4.103 | Gaming, looking SE. Partition wall to be removed.



Figure 4.104 | Gaming, looking S. Window to Inglis Street.

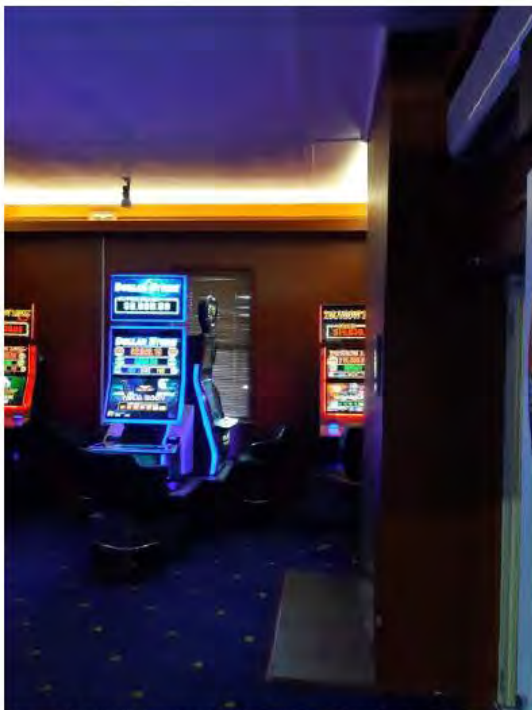


Figure 4.106 | Gaming, looking S. Fireplace being retained and refurbished.



Figure 4.107 | Gaming room window to Inglis St. To be replaced with a timber-framed double-hung sash.

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Figure 4.108 | Fireplace to be retained and refurbished.



Figure 4.109 | Door through exterior wall to outdoor gaming lean-to. Door to be removed, and aperture made good.

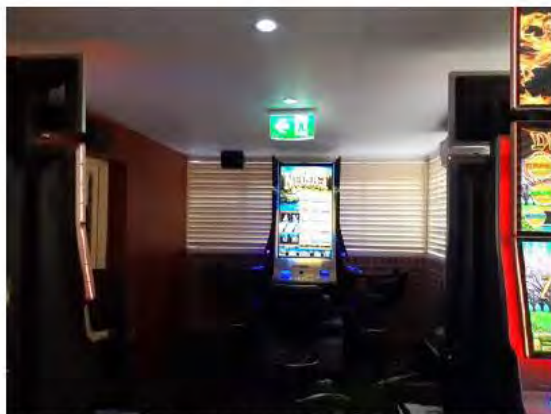


Figure 4.110 | Modern outdoor gaming room, looking S. To be demolished.

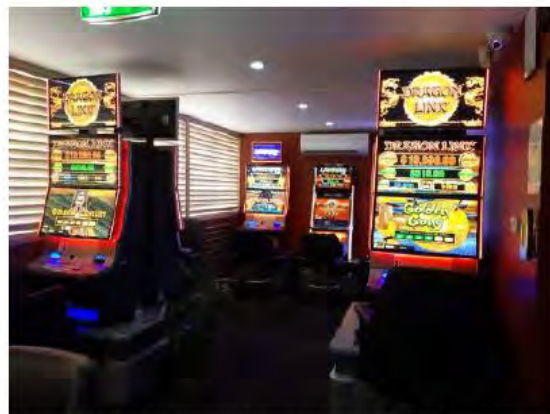


Figure 4.111 | Modern outdoor gaming room, looking NW. To be demolished.

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Figure 4.112 | Modern outdoor gaming room, looking N. To be demolished.

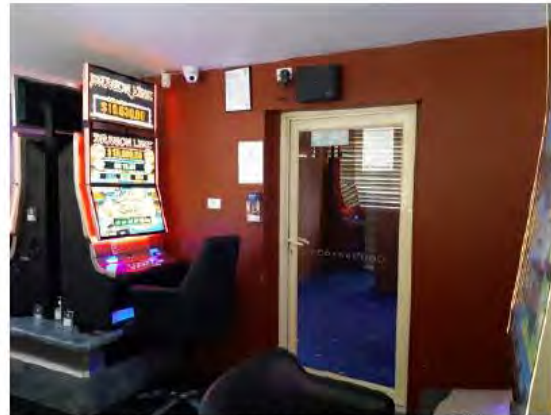


Figure 4.113 | Modern outdoor gaming room, looking E. Door to be removed and made wall made good.

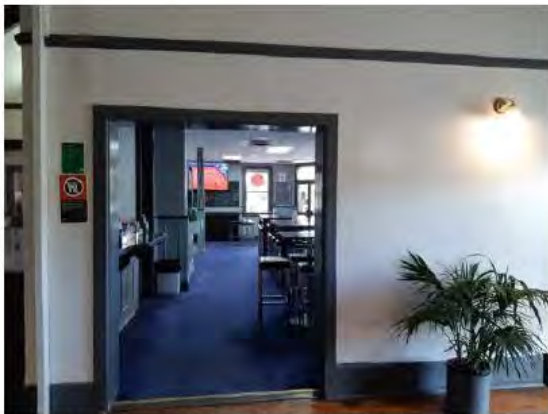


Figure 4.114 | View E into public bar from Inglis St hallway.

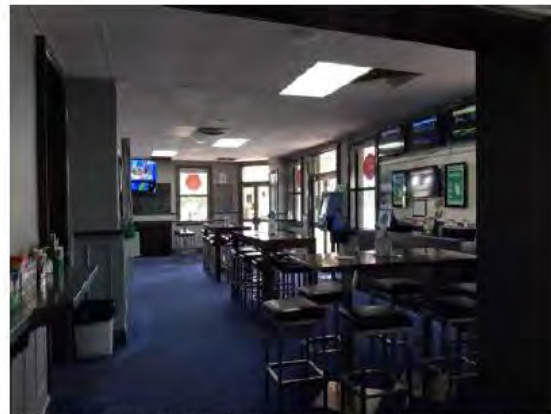


Figure 4.115 | Public bar looking SE toward the corner splay.

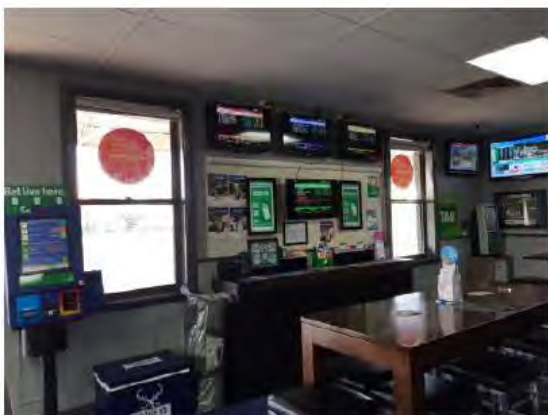


Figure 4.116 | Public Bar Looking SW toward Inglis St. Windows to be replaced with timber-framed double-hung sashes.

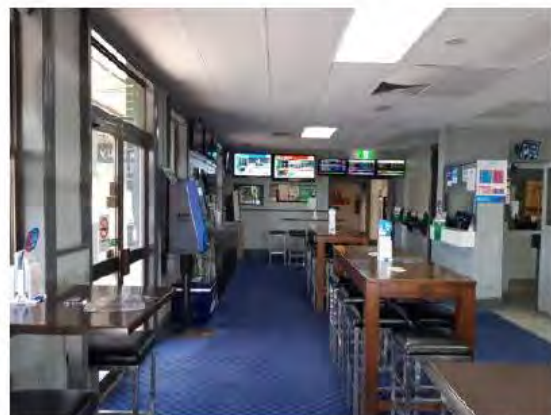


Figure 4.117 | Public Bar looking W. Suspended ceiling to be removed, external doors replaced with era-appropriate timber framed doors.

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Figure 4.118 | Public Bar looking NW. Remove modern fitout and replace with new.

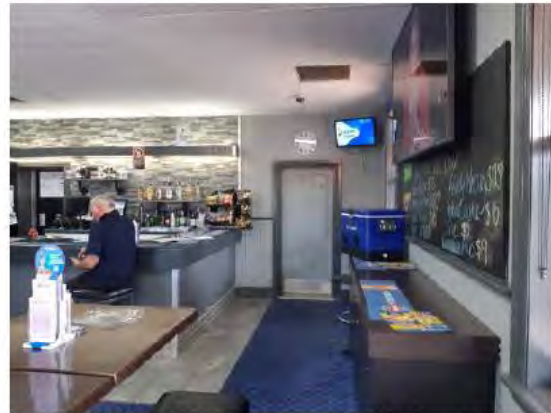


Figure 4.119 | Bar looking N. Door and wall to be partially removed. 300mm nibs to be retained to indicate former layout.



Figure 4.120 | Looking W at door to hallway at Keg room. Walls and door to be removed.



Figure 4.121 | Mens WC in NE wing. To be demolished including internal walls. Nib walls to be kept at external walls.

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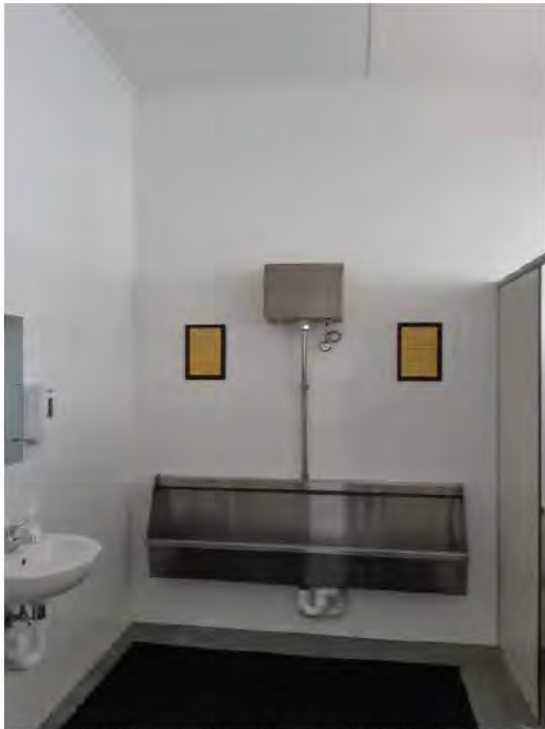


Figure 4.122 | NE wing Mens WCs. Paneled ceilings match thaty in lounge and gaming.

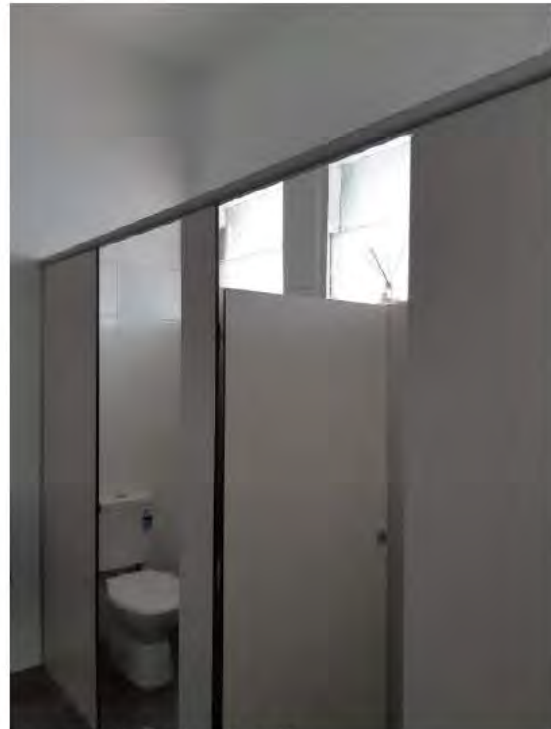


Figure 4.123 | NE wing Mens WCs.



Figure 4.124 | WC windows to be removed and made good. Central window to be re-instated as the originbal timber framed double-hung sash.

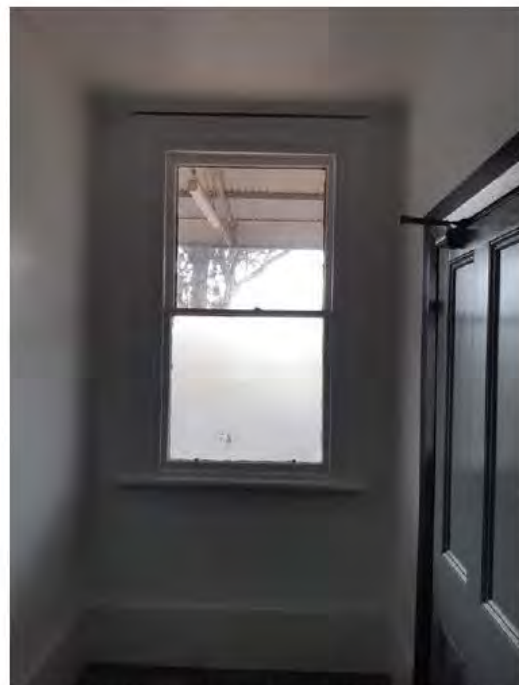


Figure 4.125 | Looking E at window to Lewis Street. Was originally a door.

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Figure 4.126 | Wall and door to bar area to be removed. 300 mm nib wall to be retained at left.



Figure 4.127 | Wall panneling and skirting in the public bar, Lewis Street frontage.

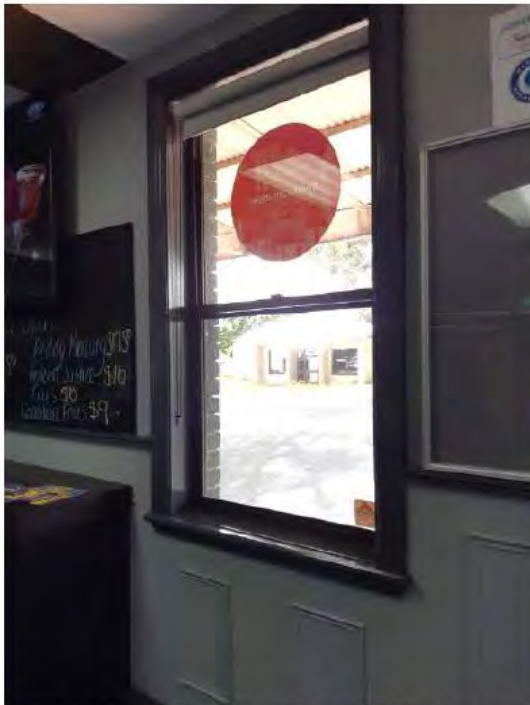


Figure 4.128 | Lewis St window to be replaced with timber-framed double-hung sash.

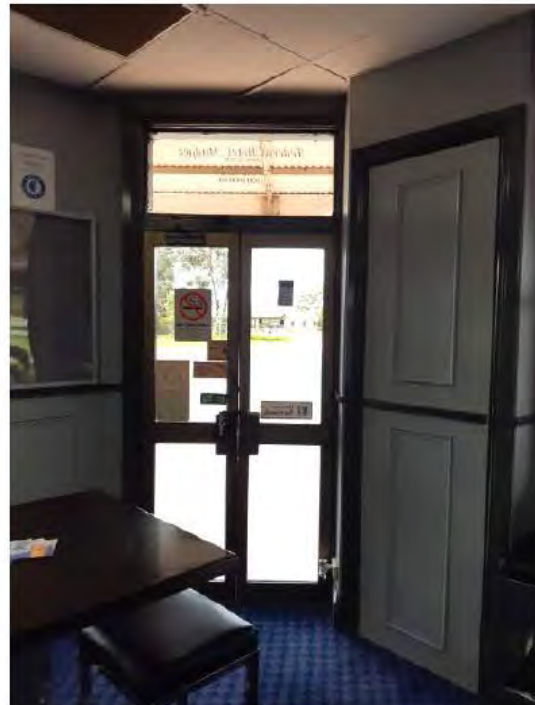


Figure 4.129 | Corner splay door to be replaced with era-appropriate timber framed glazed doors.

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Figure 4.130 | Public bar looking W.

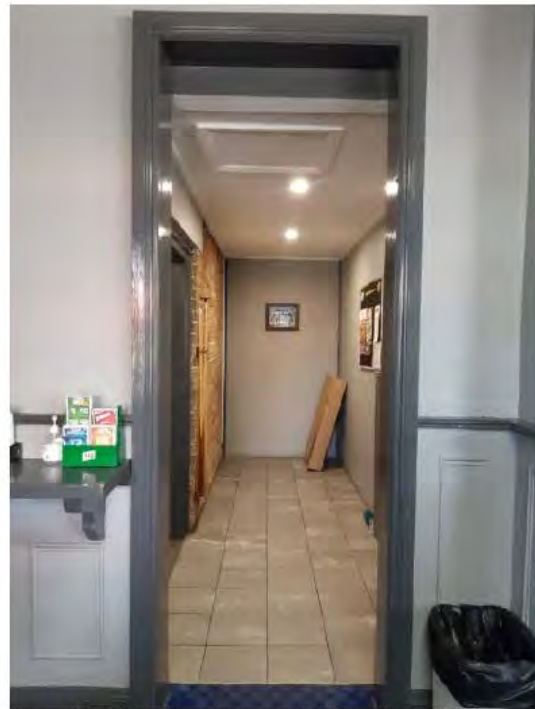


Figure 4.131 | Looking N from Public Bar. This hall to be incorporated into the behind-bar area.



Figure 4.132 | Hall to become part of the behind-bar space, looking S to Inglis St.



Figure 4.133 | Detail of 1880s sandstock brick at right of doorway.

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Figure 4.134 | Detail of 1880s brickwork at left of doorway.



Figure 4.135 | Join of bar hallway to the foyer area under the stairs.

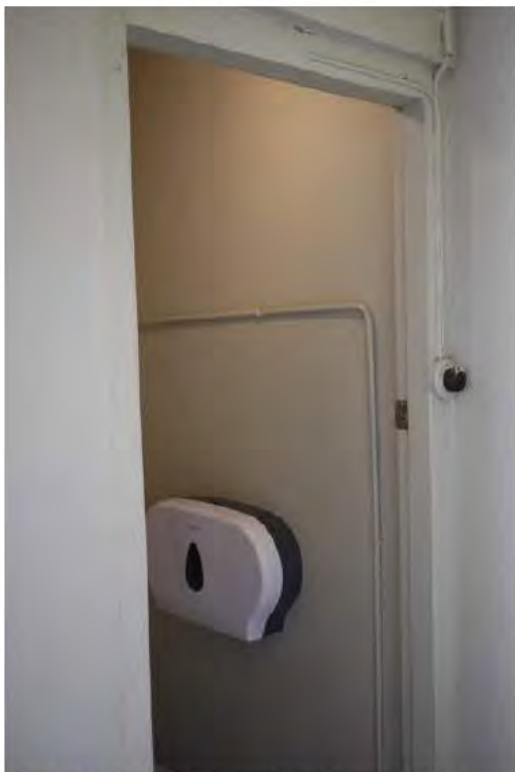


Figure 4.136 | 1930s mezzanine WC at ground. To be demolished.

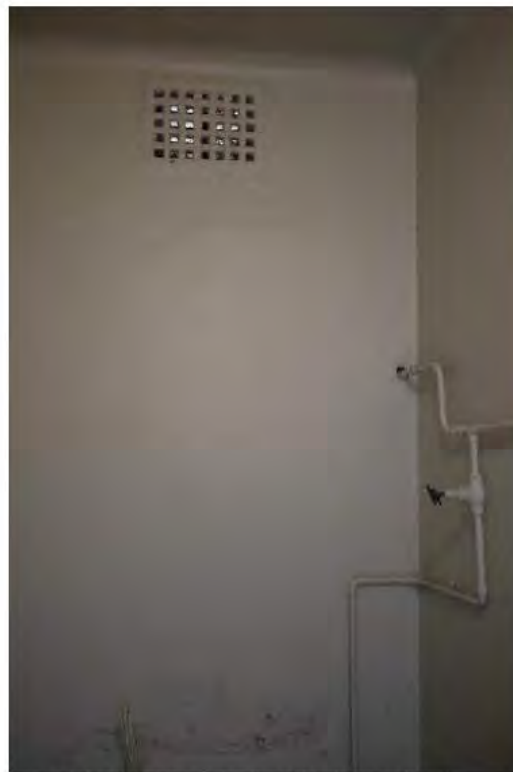


Figure 4.137 | 1930s mezzanine WC at ground. To be demolished.

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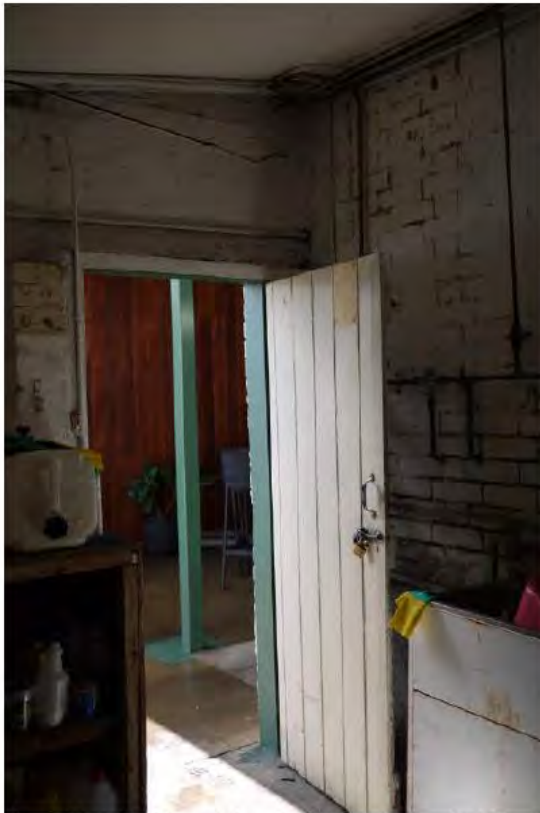


Figure 4.138 | Inside early laundry/kitchen lean-to in NW wing, looking SE to rear courtyard.



Figure 4. | Inside early laundry/kitchen lean-to in NW wing, looking SE. This wall to be retained as rear of Hotel.



Figure 4.139 | Inside early laundry/kitchen lean-to in NW wing, looking SE to rear courtyard.



Figure 4.140 | Inside early laundry/kitchen lean-to in NW wing, looking N. Chimney breast behind cupboard to be demolished. Wall at right to be partially retained.

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Figure 4.141 | Looking E at the base of the side of chimney breast. To be demolished.



Figure 4.142 | Looking E at the middle of the side of chimney breast. To be demolished.



Figure 4.143 | Looking E at wall shared with courtyard. To be partially retained as interpretative element.

4.3.4 Hotel Interior – First Floor and Mezzanine



Figure 4.144 | NE wing accommodation hallway (Lewis Street) looking S to room at corner splay, where hall continues around to the right.



Figure 4.145 | Inglis Street frontage accommodation hallway looking W. Entrances from internal ground floor and external verandah at right.

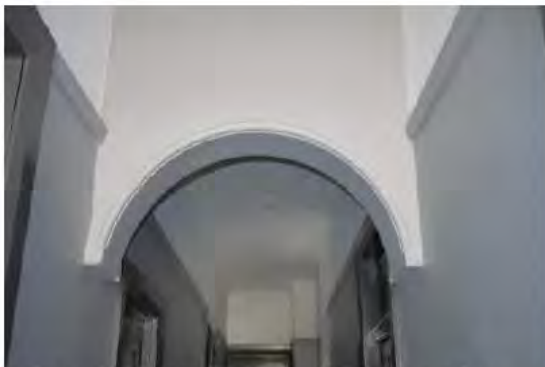


Figure 4.146 | Detail of masonry hallway arch in Inglis St wing.



Figure 4.147 | Detail of decorative timber doorway arches, one each over the entrance from ground and verandah. To be retained.

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Figure 4.148 | 1920s linen cupboard at right of room 1.



Figure 4.149 | Door to Room 1 at Inglis Street.



Figure 4.150 | 1920s linen cupboard at right of entrance to Room 1.



Figure 4.151 | Decorative timber archway over linen cupboard vestibule.

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Figure 4.152 | End of the Inglis Street hall looking W at infilled former doorway to the corner room.



Figure 4.153 | Door of Room 1A showing door frame, transom window and profile of door.



Figure 4.154 | Original door and frame to Room 2. Appears transom glazing has been retained and painted over.

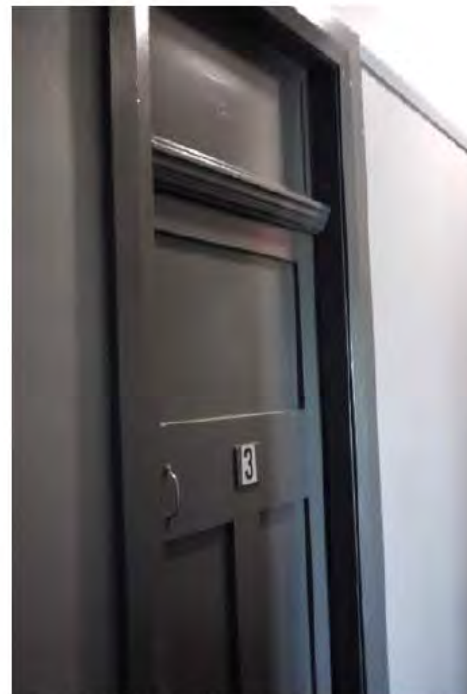


Figure 4.155 | Original door and frame to Room 3.

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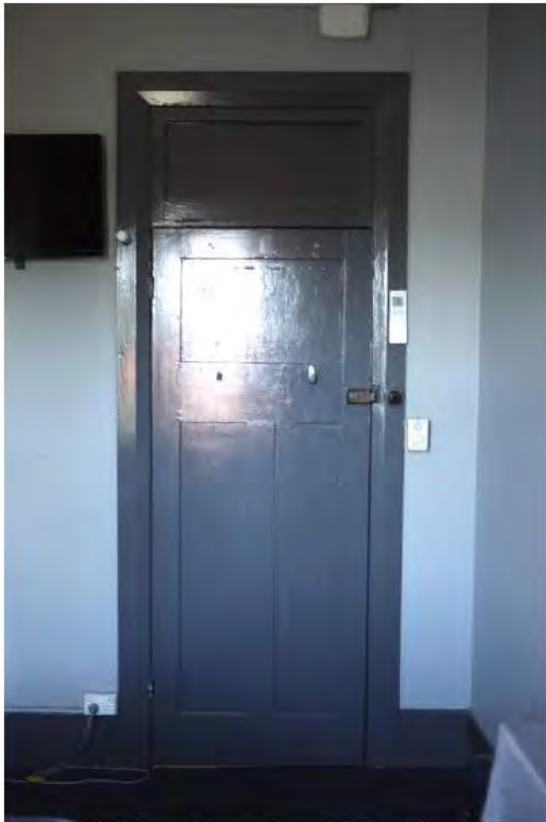


Figure 4.156 | Rear of door to Room 3. Original door hardware, light switch, skirting.



Figure 4.157 | Detail of original light switch.



Figure 4.158 | Ceiling profile in room 3



Figure 4.159 | Rear of transom indicates that the windows were once operable.

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Figure 4.160 | Decorative wall vent in Room 3



Figure 4.161 | Decorative wall vents in Room 3

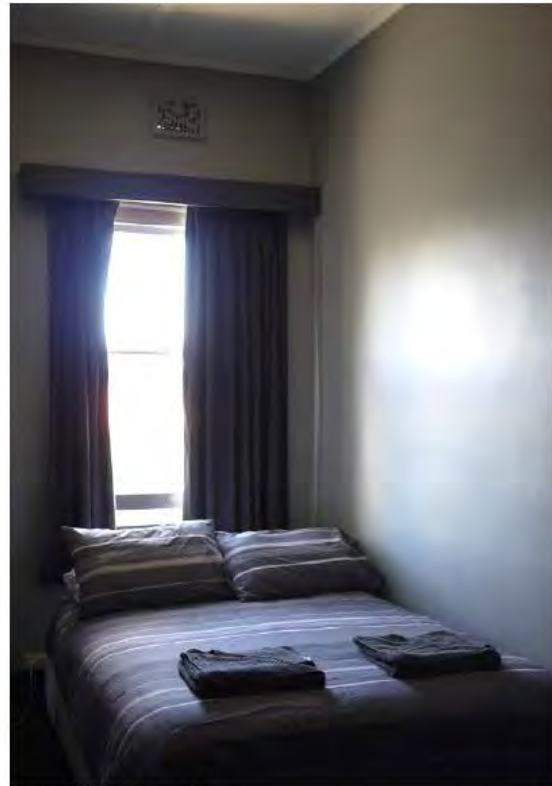


Figure 4.162 | Room 3.

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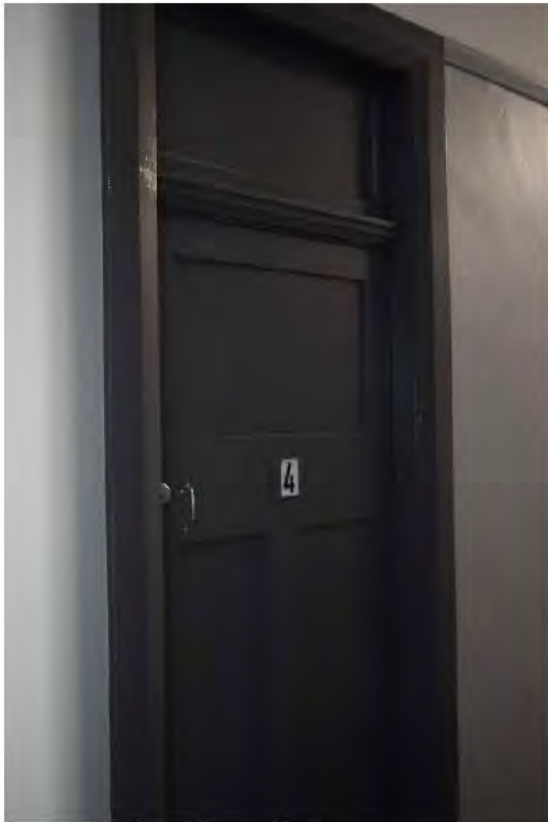


Figure 4.163 | Room 4 door, original.



Figure 4.164 | Room 5 at the corner splay. Original door



Figure 4.165 | Looking E to Lewis Street. Decorative wall vents and original windows.

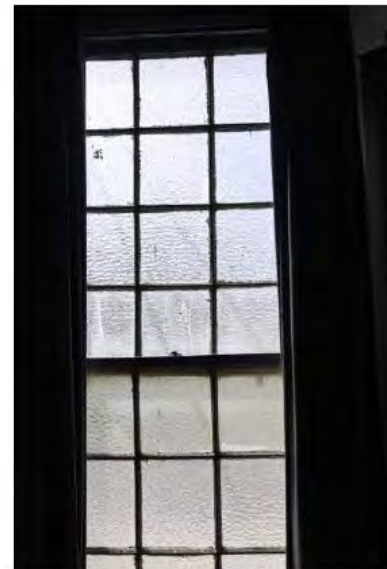


Figure 4.166 | Original window at corner splay.

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Figure 4.167 | Detail of window at Inglis Street



Figure 4.168 | Original decorative wall vent, Inglis St wall.



Figure 4.169 | Original lightswitch.

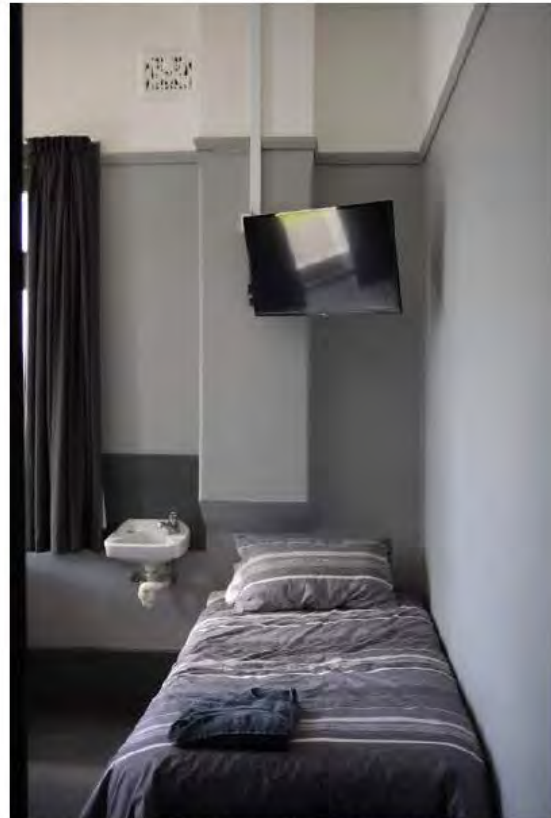


Figure 4.170 | Looking S toward Inglis St from Room 5 doorway.

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Figure 4.171 | Shared dining/common room at Lewis Street wing.

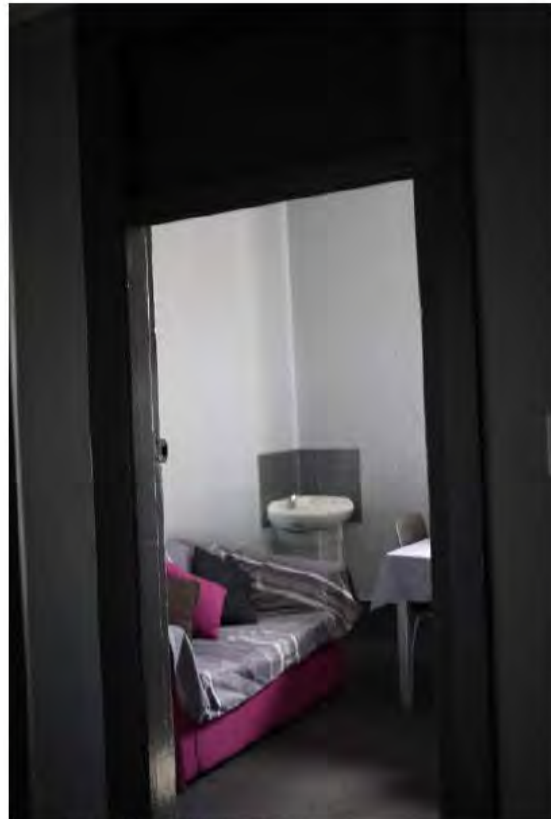


Figure 4.172 | View NE into the shared common room.



Figure 4.173 | Decorative ceiling vent and ceiling profile in Lewis St common room.



Figure 4.174 | Decorative ceiling vent and ceiling profile in Lewis St common room.

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Figure 4.175 | Rear of door to shared Lewis St bathroom.



Figure 4.176 | Window, architrave and wall vent in shared bathroom.



Figure 4.177 | Window frame, and modern tiling/ fitout in shared bathroom.



Figure 4.178 | Original door to Room 7.

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Figure 4.179 | Original door and doorway to Room 8, Lewis Street wing.



Figure 4.180 | Original door and doorway to Room 9.



Figure 4.181 | Detail of original timber framed sash window.

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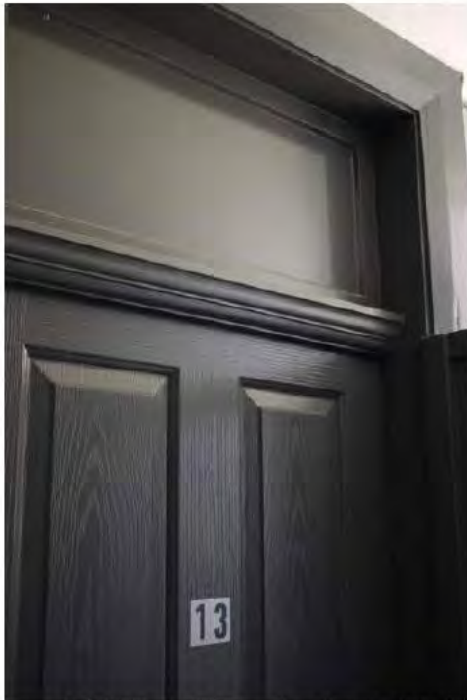


Figure 4.182 | Room 13 is a modern door in original doorframe.



Figure 4.183 | Room 14 is a modern door in original doorframe. Original lightswitch.



Figure 4.184 | Original timber window sill and architraves.



Figure 4.185 | Window to be replaced with timber-framed double-hung sash.

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Figure 4.186 | Original wall vent, Room 14.

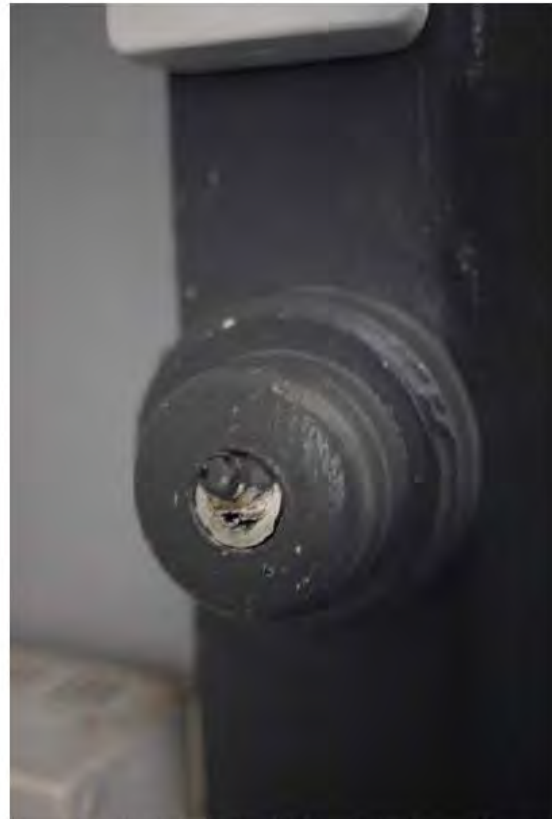


Figure 4.187 | Detail of original light switch in Room 14.

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Figure 4.188 | Looking N at the connection of the NE wing of hotel to the 1930s WC mezzanine addition. A doorway will be retained here and connected to a steel walkway from new stairs and lift in the bistro addition.

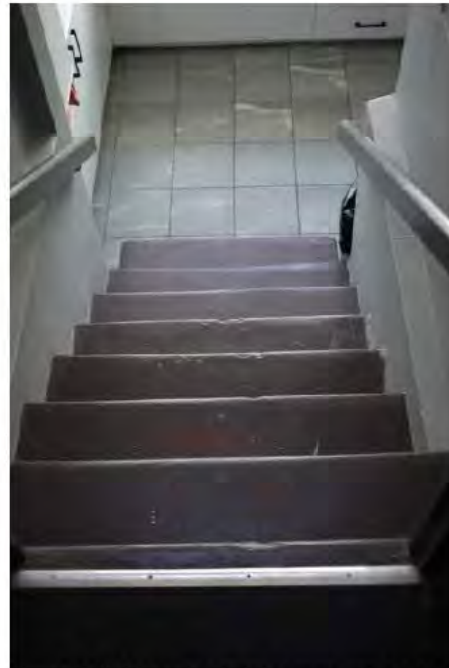


Figure 4.189 | Concrete stairs to mezzanine to be removed and hallway to be added over the void.

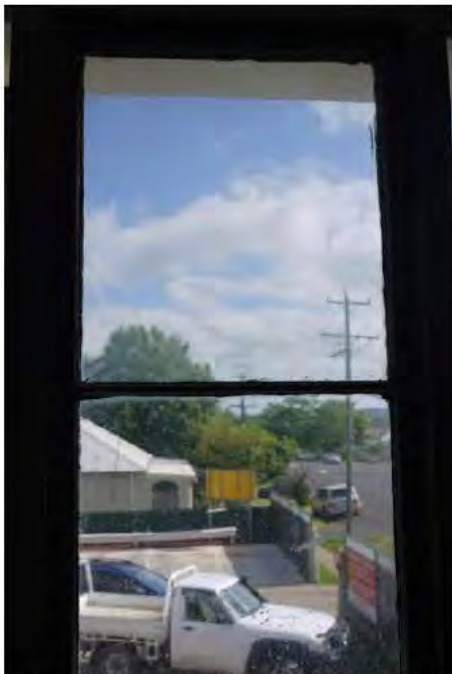


Figure 4.190 | Looking N out mezzanine window to Hotel carpark

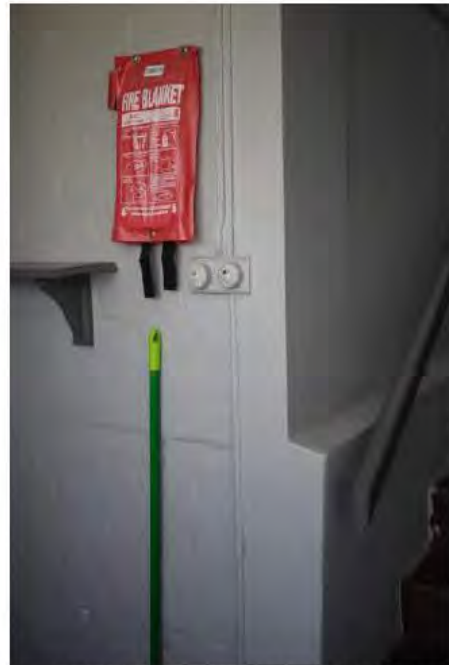


Figure 4.191 | Rear wall of the Lewis St (NE) wing that will be exposed when mezzanine addition is removed. Paint to be removed back to face brick. Stair void to be made good.

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Figure 4.192 | Bathroom in 1930s mezzanine. To be demolished.

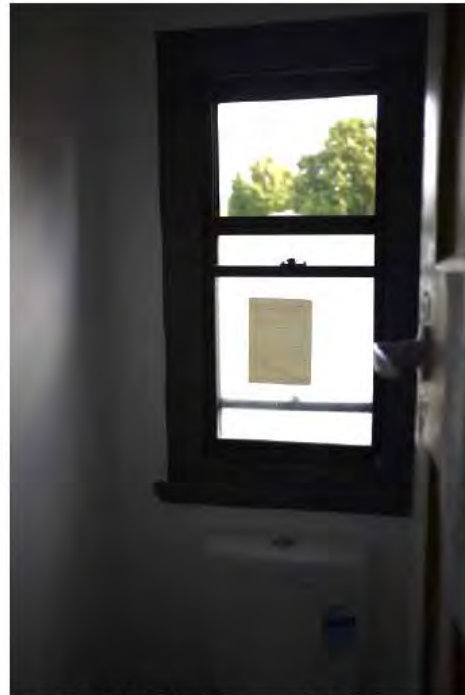


Figure 4.193 | Window in mezzanine WC.



Figure 4.194 | WC fitout in mezzanine.

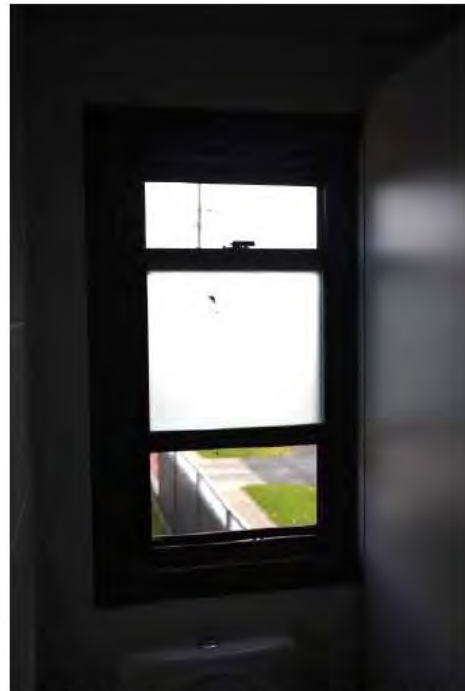


Figure 4.196 | Mezzanine Bathroom window looking N. Lewis Street at right.

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Figure 4.197 | Looking E into mezzanine kitchen area and stairs to first floor hallway. Original rear wall of hotel at left. Paint to be removed back to face brick.



Figure 4.198 | Original wall vent in hotel rear wall.



Figure 4.199 | 1930s light switches added at time of Mezzanine construction

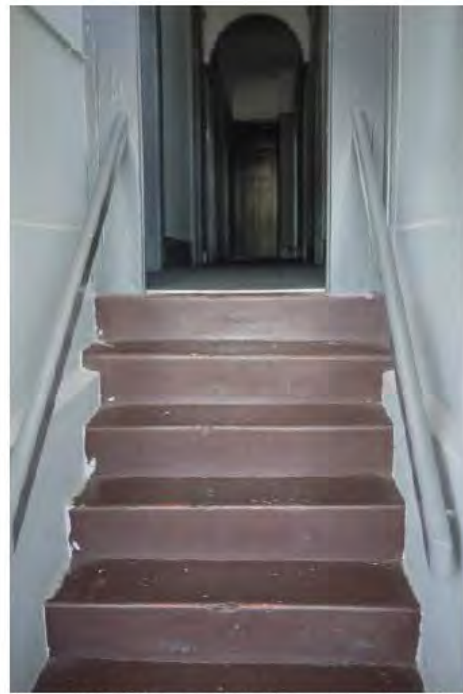


Figure 4.200 | Concrete stairs from mezzanine to first floor hallway. To be demolished and rear wall of hotel and hallway floor to be made good.

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Figure 4.201 | Inglis Street hallway door to rear verandah.



Figure 4.202 | View from Inglis Street hallway door to rear verandah. Looking N toward the NE wing former WC on verandah and entrance to mezzanine addition.

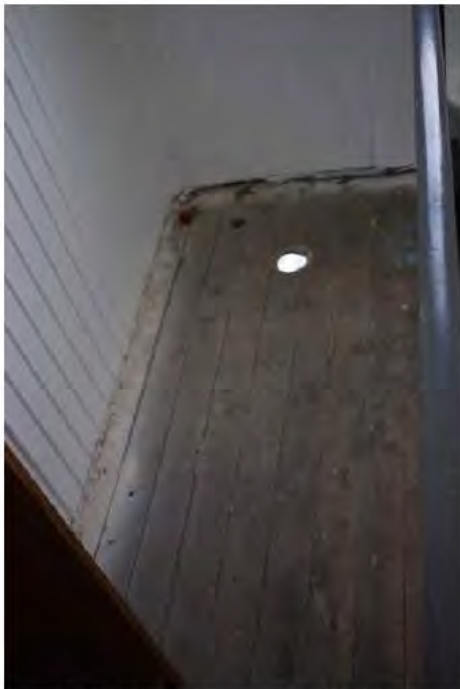


Figure 4.203 | Floor of former verandah WC.

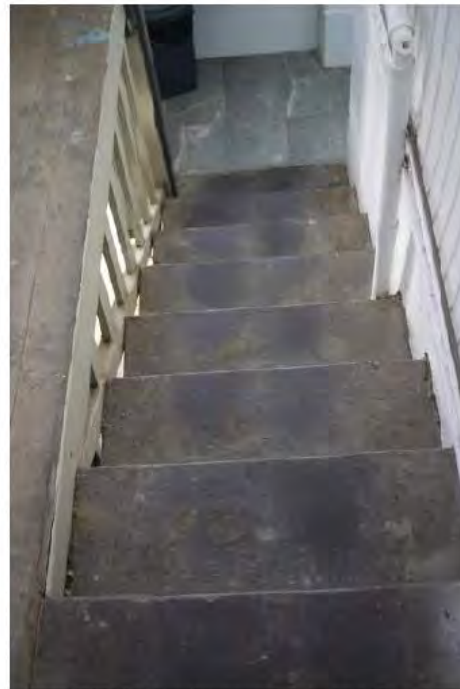


Figure 4.204 | Stairs from verandah to 1930s mezzanine addition. To be demolished and verandah made good.

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Figure 4.205 | Looking N at window of former WC on verandah. Doorway to the mezzanine addition at bottom right.

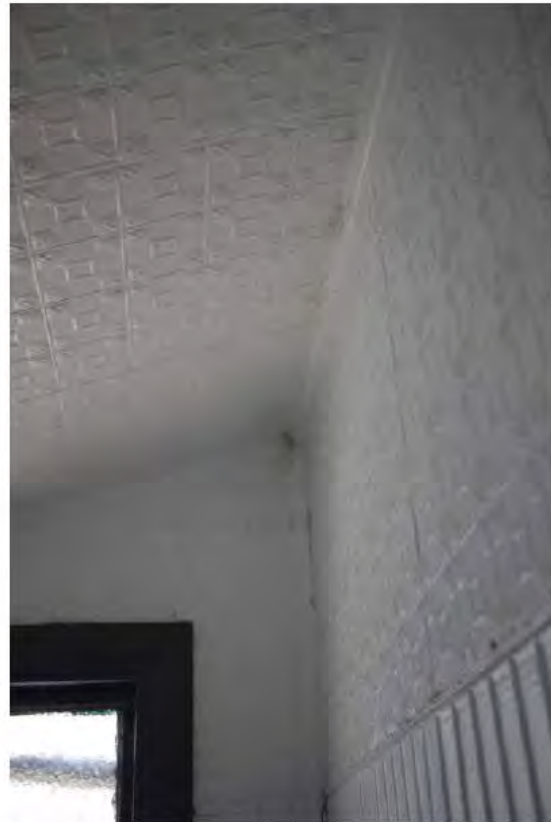


Figure 4.206 | Pressed metal lining of the former WC on verandah.



Figure 4.207 | Looking N at Mezzanine addition windows. To be demolished.

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Figure 4.208 | Looking NE at door to WC in 1930s mezzanine addition. To be demolished.

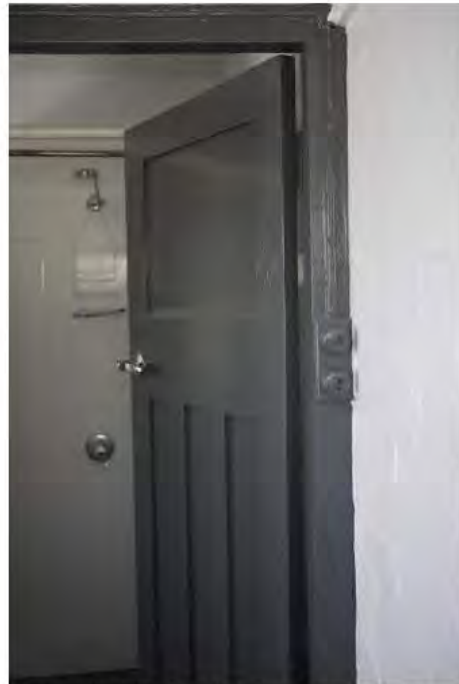


Figure 4.209 | Looking N at door to bathroom in mezzanine addition. To be demolished.



Figure 4.210 | Window in mezzanine WC

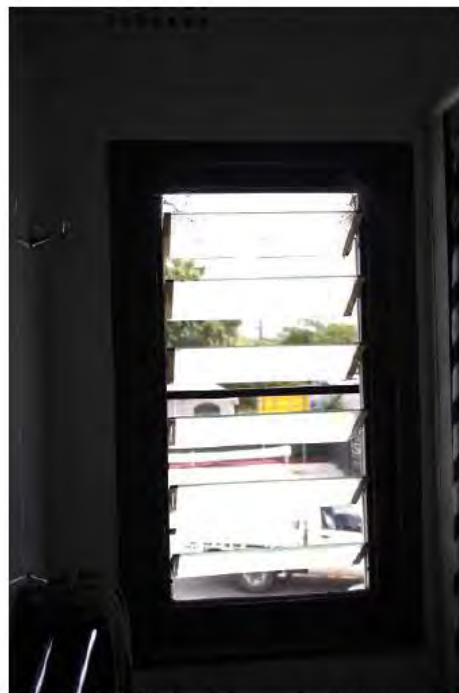


Figure 4.211 | Window in mezzanine bathroom

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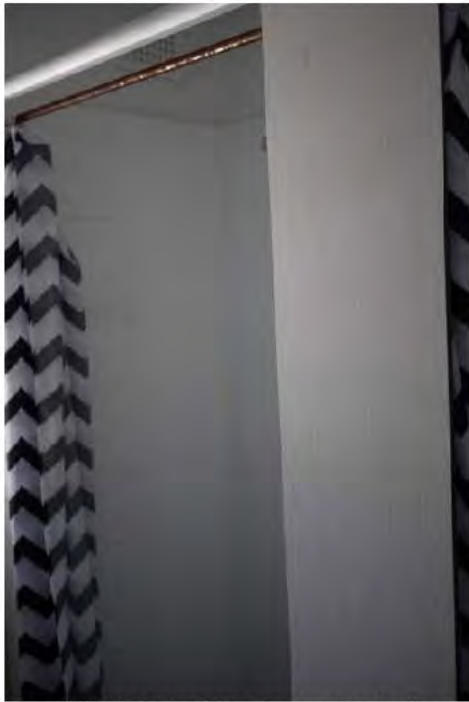


Figure 4.212 | Modern fitout in mezzanine bathroom.

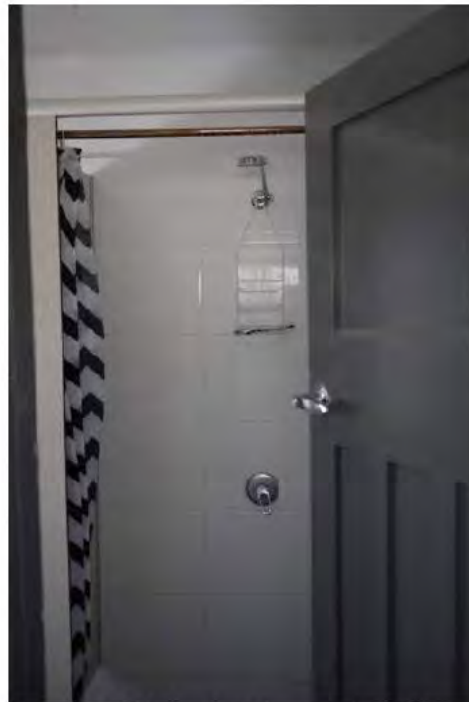


Figure 4.213 | Modern fitout in mezzanine bathroom.



Figure 4.214 | View S up to first floor verandah level from mezzanine.

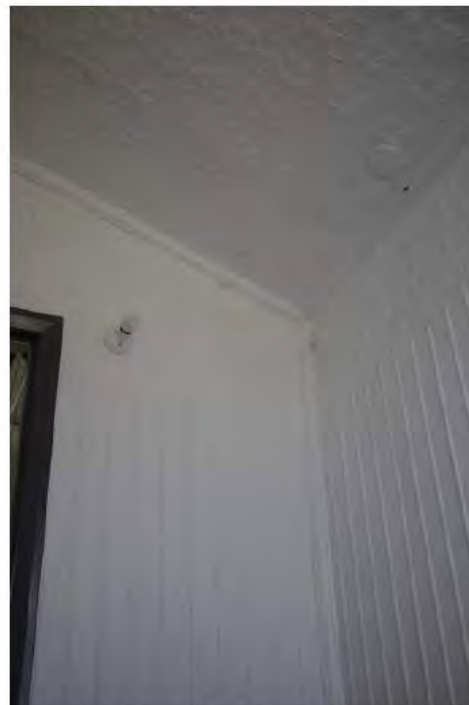


Figure 4.215 | Pressed metal lining of the former WC on verandah.

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4.3.5 38 Inglis Street



Figure 4.216 | Looking N at No. 38. Site contains a mature tree, large metal shed and the remains of the workshop that burnt down in 2021 adjacent to the bottleshop. The entire site is proposed to be cleared.



Figure 4.217 | Looking E across No. 38 to the wall shared with the current hotel bottleshop.



Figure 4.218 | Looking NW into No. 38 across site of workshop fire.



Figure 4.219 | View NW from Hotel. Arrow indicates metal sheds at rear of colorbond garage/shed at No. 38.



Figure 4.220 | Remains of workshop. To be demolished.



Figure 4.221 | Remains of workshop. To be demolished.

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Figure 4.222 | Tree to be cleared along with rest of site.

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4.3.6 40 - 42 Inglis Street



Figure 4.223 | Looking NW from Inglis Street. Site is red shed on right.



Figure 4.224 | Workshop to be demolished. Site of proposed bottleshop.



Figure 4.225 | Looking S at timber clad shed to be demolished.



Figure 4.226 | All structures and trees to be cleared.



Figure 4.227 | Looking SW at side of the red workshop. To be demolished.



Figure 4.228 | View W at rear of workshop, to be demolished.

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Figure 4.229 | View NW to far corner of the site, backing on to Lyon Lane. The proposed double storey accommodation hotel is proposed from the corner, heading E into No. 38.



Figure 4.230 | Looking N at metal shed to be demolished. Location of proposed accommodation hotel.



Figure 4.231 | Looking NE. Entire site to be cleared. Double storey hotel will continue E into No. 38 at right.

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4.3.7 Streetscape



Figure 4.232 | Looking SE from the front of No. 38 towards the S side of Inglis Street. Hotel at left.



Figure 4.233 | Looking SE from the front of No. 38 towards the S side of Inglis Street



Figure 4.234 | View SW from the Hotel toward the railway station and remainder of Street.



Figure 4.235 | Mudgee Railway Station. Station building is set back on the site, with a large driveway in front.



Figure 4.236 | Mudgee Railway Station Inglis Street elevation.



Figure 4.237 | View W along Inglis Street from the S side of street.

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Figure 4.238 | View N to N side of Inglis Street. Part of study site to right.



Figure 4.239 | Study site, No. 40-42 Inglis Street.



Figure 4.240 | Study site, No. 38 Inglis Street



Figure 4.241 | Study site, No. 34-36 Inglis Street



Figure 4.242 | Study site No. 34-46 at right, Lyon Lane beyond. View NE from Inglis Street to Lewis Street.



Figure 4.243 | E corner of Lewis and Inglis Street.

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Figure 4.244 | View NE up Inglis Street.



Figure 4.245 | View NE from Lyon Lane to the rear of 81-83 Horatio Street. [Google Maps]



Figure 4.246 | View NW from Lyons Lane at rear of 81-83 Horatio Street. [Google Maps]



Figure 4.247 | View SE from Lyon Lane toward Lewis Street. Study site at No. 40-42 Inglis Street at right. [Google Maps]



Figure 4.248 | View E down Lyons Lane to Lewis Street. [Google Maps]



Figure 4.249 | View S from Lyons Lane to rear of study site.

5. HERITAGE SIGNIFICANCE

5.1 Statement of significance

The following 2020 Statement of Significance is from the State Heritage Inventory listing for the *Federal Hotel*.⁷¹

Constructed originally as a single storied hotel in c.1881, the upper storey was added in 1927 by George Knight⁷² to a design by local architect Harold Hardwick creating an exceptional grand corner hotel. In the 1990s additions on the west side, by local architect B Hickson, provided a drive-through liquor shop. Constructed largely in English bond brickwork, the building features a high parapet wall to both Inglis and Lewis Streets. The parapet is finished with several large half round moulded tablets with the central one splayed and focussed on addressing the corner of Inglis and Lewis Streets with the words 'Federal Hotel' in relief. Windows are generally simple rectangular double hung sashes, except below the tablets where they are enlarged with upper sashes of small lights. The elevations are further decorated with raised string courses, moulded garlands and a suspended awning. The entrance doors below the awning have been modernised to full glass. A landmark building that contributes to the streetscapes of Lewis and Inglis Streets.

5.2 Assessment of significance - *Federal Hotel*

The *Federal Hotel* is significant under the following heritage assessment criterion defined in the NSW Heritage Manual (amended July 2002).

Criteria a) an item is important in the course, or pattern, of the LGA's cultural or natural history.

The total site (34-42 Inglis Street) is contained by the original boundaries of Lots 16-20 of Section 43 of the Town of Mudgee plan, as purchased in 1858.

The *Federal Hotel* is historically significant as a continuously trading public hotel since at least 1884. It reflects the NSW Historic Themes of leisure, commerce, accommodation, and labour.

Criteria b) an item has strong or special association with the life or works of a person, or group of persons, of importance in Mudgee's cultural or natural history.

The *Federal Hotel* has a strong association with the Hall family, who bought the hotel in 1884. Between Henry John Hall, second wife Beatrice Jane Hall, and son Australia Harold Hall, they owned, if not operated the Hotel for a continuous period of 60 years.

Beatrice and Aus Hall commissioned the addition of the second storey in 1926, as well as effected many alterations to the hotel's interior and amenities improvements across the site.

The second storey addition has a strong association with local architect Harold Hardwick, and contractor G. Neale.

Criteria c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the LGA.

The *Federal Hotel* has aesthetic significance as a landmark corner public hotel in the Federation Free Style. The *Federal* makes a strong contribution to the streetscape of the Mudgee Heritage Conservation Area.

⁷¹ Heritage NSW: 'Federal Hotel', State Heritage Inventory database no. 2070026

⁷² Sources indicate contractor was a Mr. G. Neale.

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Criteria d) an item has strong or special association with a particular community or cultural group in Mudgee for social, cultural or spiritual reasons.

Community consultation is required to establish significance under this criterion, though public hotels are generally highly valued by community groups as a place of gathering.

Criteria e) an item has potential to yield information that will contribute to an understanding of Mudgee's cultural or natural history.

The *Federal Hotel* has research potential in terms of the building techniques used to put the second storey addition onto the original 1880s single storey pub.

Criteria f) an item possesses uncommon, rare or endangered aspects of Mudgee's cultural or natural history.

Comprehensive comparative research is needed to be undertaken to establish significance under this criterion, however it is possible that the *Federal* is significant in Mudgee, if not the LGA, as an example of a hotel that has retained and incorporated its original 1880s single storey phase into the existing two storey structure (rather than complete demolition and reconstruction, common in the Inter-war period)

Criteria g) an item is important in demonstrating the principal characteristics of a class of Mudgee's cultural or natural places; or cultural or natural environments.

The *Federal Hotel* is significant as a representative example of the Federation Free Style hotel style as well as a country hotel which retains its original uses of bar and accommodation.

Heritage Listings are at **Appendix B**.

6. THE PROPOSAL

The proposed works are described in documentation prepared in the office of Bergstrom Architects. These include the following:

FEDERAL HOTEL

Conservation Works

- Lime mortar repointing of all sections of ground floor brickwork where mortar is observed to have failed.
- Remove 3 x WC windows and sill at Lewis Street ground floor. Make good with matching sandstock bricks and lime mortar
- Re-instate 1 x timber framed double-hung sash window under the original header, with sill to match rest of ground floor windows
- Remove all aluminium framed windows and replace with timber framed double-hung sash windows
- Removal all aluminium framed doors. Reinstall traditional timber-framed doors with glazed transoms (see 1949 Tooth & Co photo in Section 3)
- Restore existing timber-framed sash windows to original condition.
- Restore 2 x ground floor fireplaces, (and 1 x at first floor if extant)
- Retain and restore (if required) the decorative plaster ceilings and cornices in the entrance hallway and stairwell area
- Where existing painted brickwork is exposed, carefully remove paint with a fit-for-purpose solvent (or similar) back to face brick, or alternatively paint the brickwork to match the closest original colour, whichever is appropriate in existing context
- Salvage and reuse of existing materials where possible. Employ original materials and finishes in works to the Hotel

Ground Floor

Demolish

- Partially demolish NW lean-to store room and remove door at N end
- Partially demolish NW rear lean-to including laundry & pantry. Retain part of E wall with doorway and window including headers
- 1930's bathroom/loading dock addition at NE rear
- External metal staircase to 1st floor verandah
- Corrugated metal roof over the rear courtyard
- External door from main hall to rear courtyard
- Internals of WCs in NW corner, N end wall and door to W store
- Internal partition wall and door between lounge and gaming room
- Internal partition wall in gaming room entrance, and door to outdoor gaming
- Bar, joinery and ancillary furniture/fit out in the public bar area
- Suspended ceiling in public bar area
- Partially demolish internal walls in NE wing: keg room, store, office, Men's WC and part of wall between public bar and passage. Retain 300mm nib walls to indicate original layout of walls
- Outdoor gaming lean-to
- Bottle shop & drive through inc crossover
- Covered outdoor beer garden
- Metal garage/shed
- Demolish and remove existing structures and surfaces in yard including:
 - Brick wall at Inglis St boundary
 - Boundary fences and footings
 - Concrete hardstands and driveway
 - Concrete ramps

SUE ROSEN ASSOCIATES**Additions**

- Single floor addition at rear (N) of hotel to the boundaries with Lewis Street and Lyons Lane, housing bar, kitchen, bistro, covered beer garden and play area, WCs, store room, lift and stair to the Hotel's first floor.
 - Face brick, aluminium arched windows, aluminium framed glazed doors, gable & skillion roof form, aluminum tray roof sheeting, glazed entrance foyer/link, glazed wall to rear of hotel, and to the W side of new bistro.
- Basement keg room under new addition with goods lift to ground.
- Single floor addition to W side of hotel housing gaming room, bar, WCs and entrance foyer.
 - Face brick, aluminium arched windows, skillion roof form, aluminum tray roof sheeting, aluminium framed glazed doors.

Alterations

- New fit out in ground floor public bar area, and creation of an open lounge area in NE wing
- Door from new NE lounge to new smoking area in rear courtyard
- New WCs in NW wing
- New lounge fit out to ex-indoor gaming
- New door to rear courtyard from entrance hallway
- Infill door to ex-outdoor gaming
- Install door to new outdoor gaming wing through hotel exterior wall
- Construction of bar inside of partially retained walls of rear laundry wing

First Floor**Demolish**

- Former WC lean-to on NE verandah
- Concrete stairs from bathroom/kitchen mezzanine. Make good to match remainder of hallway
- Selection of walls in accommodation rooms. Retain 300mm nib walls to indicate former layout
- Shared bathroom fit out (NE wing)

Additions

- Steel framed staircase and walkway to access NE hall of first floor

Alterations

- Infill verandah staircase voids x 2 with new decking
- New support rood support post, matching balustrading and valance to NE side & end of verandah in place of removed lean-to WC structure
- New accessible WC in place of internal shared bathroom
- Conversion of 2 x accommodation rooms in NW wing to WCs
- New paint and signage to wrap-around awning fascia

38 INGLIS STREET

- Demolish and remove all structures, concrete slabs, footings, driveways, crossovers, footpath, and boundary fences
- Remove tree
- Construction of concrete surfaced carpark with 1 x entrance and 1 x exit crossovers

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40-42 INGLIS STREET

- Demolish and remove all structures, concrete slabs, footings, driveways, crossovers and footpath
- Demolish rear boundary fence including footings
- Remove all trees
- Construction of a single storey detached drive through bottle shop at SW corner, with associated driveway crossover:
 - Face brick, skillion tray metal sheeting roof, aluminium framed doors and windows and rollershutter doors to each side of drive through. Solar panels to roof
- Construction of a two storey accommodation hotel in NE corner (continues into lot of No. 38):
 - Face brick, aluminium framed doors and windows. Trafficable concrete roof with plant equipment and solar panels

New landscaping to entirety of combined site of 34-42 Inglis Street.

See Plans in **Appendix A**.

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7. PLANNING POLICY / ASSESSMENT OF HERITAGE IMPACT

7.1 Mid-Western Regional Local Environmental Plan 2012

Heritage provisions are contained in Clause 5.10 of the LEP 2012. The proposed development has been assessed against the following relevant provisions;

LEP Provision	Compliance Comments
<p>2. Requirement for consent</p> <p>Development consent is required for any of the following—</p> <p>(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)—</p> <p>(i) a heritage item,</p> <p>(iii) a building, work, relic or tree within a heritage conservation area,</p> <p>(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,</p> <p>(e) erecting a building on land—</p> <p>(i) on which a heritage item is located or that is within a heritage conservation</p>	<p>This Statement of Heritage Impact has been written to evaluate the effects of the proposed development at 34-36 Inglis St, Mudgee (<i>Federal Hotel</i>) and 38, and 40-42 Inglis Street on the Hotel, which is a local heritage item, the other local and state significant heritage items in the vicinity of the sites, which are all located in the Mudgee Heritage Conservation Area.</p>
<p>4. Effect on heritage significance</p> <p>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).</p>	<p>This Statement of Heritage Impact has been written to evaluate the effects of the proposed development at the <i>Federal Hotel</i>, on itself as a heritage item, the local and state significant heritage items in its vicinity and the character of the Mudgee HCA.</p>
<p>5. Heritage assessment</p> <p>The consent authority may, before granting consent to any development—</p> <p>(a) on land on which a heritage item is located</p> <p>(b) on land that is within a heritage conservation area</p> <p>(c) on land that is within the vicinity of (a) or (b),</p> <p>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.</p>	<p>This Statement of Heritage Impact has been written in satisfaction of this clause, as the study site is (a), (b) and (c).</p>

7.2 Mid-Western Regional Development Control Plan 2013

There are no specific heritage controls contained in the *Mid-Western Development Control Plan 2013*, however it does contain the following incentive for parking at a heritage item:

LEP Provision	Compliance Comments
<p>Part 5 Development Standards</p> <p>5.1 Car Parking</p> <p>Heritage Incentive</p> <p>The Mid-Western Regional Council may exempt development involving the restoration and/or conservation of a heritage item from part or all of the subject developments parking demand. The applicant shall make a claim for the exemption and the justification thereof in the development application.</p> <p>The Heritage Incentive will only be applied where the applicant can demonstrate that the conservation of the building depends upon the use of this clause.</p>	<p>The proposal complies with the conditions of the application of this incentive.</p> <p>Conservation works proposed to the Item are listed in Section 6, above.</p> <p>The proposal includes an increase in the number of accommodation rooms and a bistro addition; currently the Hotel does not have a proper kitchen and the food options at the site are limited. The conservation and ongoing essential maintenance of the Item is dependent on the proposed alterations and additions to improve the Hotel's commercial viability to generate funds for the same.</p>

7.3 Heritage Impact Assessment

The following heritage impact assessment has been undertaken using the 2023 *Guidelines for preparing a statement of heritage impact*, published by the Environment and Heritage branch of the NSW Department of Planning and Environment.⁷³ The assessment takes into account the impact on the heritage significance of the *Federal Hotel* as an item, including its character, setting and views, as well as that of the Mudgee HCA, and the items in the vicinity of the site, namely the state heritage listed Mudgee Railway Station, and locally significant terraces at 81-83 Horatio Street.

The proposed works at the study site have undergone several iterations since the initial concept to avoid, minimise and lastly mitigate impact on the Hotel site, especially, but also on views and the setting of the HCA and nearby items. Preliminary advice regarding appropriate **mitigative measures** included:

- Significantly reduce the extent of proposed demolition at ground floor which would have removed significant interior fabric, detailing, and readable elements of the surviving floorplan;
- Retain and incorporate parts of the Hotel's early outbuildings into the concept as an interpretative installation;
- Retain nib walls (and bulkheads if appropriate) to provide a readable vestige of the original floorplan;
- Minimise new apertures for doors/windows through original Hotel fabric;
- Re-construction of original doors and windows where missing/altered; and
- Retain views to the Hotel from Lewis Street by having a setback or separation between the connection of the new bistro addition and the rear of the Hotel, by way of a low-level link or similar.

⁷³ NSW Department of Planning and Environment: *Guidelines for preparing a statement of heritage impact*, 19 June 2023, pp. 18-20, <<https://www.environment.nsw.gov.au/research-and-publications/publications-search/statements-of-heritage-impact>>

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In response, the final proposal has retained significant **fabric and detailing** in the extant ground and first floor:

- Fireplaces, chimney breasts and chimneys
- Ornate plaster ceilings and cornices in the ground floor entrance hall and stairwell,
- Timber staircase newel posts and balustrade
- Timber hallway arches x 3 on the first floor
- Linen cupboard vestibule and 2 x 1920s linen cupboards on first floor.
- Decorative wall vents
- Original light switches
- Retention and refurbishment of the extant timber framed double-hung sash windows across the site
- Essential re-pointing of sections of the 1880s sandstock brickwork
- Salvage of and re-use of original elements such as doors and skirting boards if removal is proposed.

The **aesthetic significance** of the Hotel is being improved through the removal of the aluminium framed windows and doors from the Hotel building and the reconstruction of the windows with timber-framed double-hung sash windows to match existing on the site, and reconstruction of timber-framed doors based either on documentary evidence from the site, or where absent, of an era-appropriate form observed in similar public hotels. Positively, a double-hung sash window is going back into its original 1880s Lewis Street location in place of the window alterations made mid-century.

While the rear bathroom/kitchen mezzanine addition is an extant record of a novel 1930s solution to improve amenities for the accommodation, it is a detracting accretion that is incongruous with the Hotel's fabric and form. As such its demolition will improve views to the NE rear wall of the Hotel, which is further enhanced and framed by the double-height glazed entrance wall and roof in the bistro addition at Lewis Street.

The **demolition** of original elements has been minimized, and where unable to be fully incorporated into the new concept, walls of elements such as the early NW laundry/kitchen and W storeroom lean-tos have been partially retained as an interpretative installation; bringing the historic elements of the Hotel into the new addition.

New door apertures have been minimized to one only at ground floor, instead utilizing existing doorways to link to the new addition, or by altering an existing window to a doorway.

Where the proposal resulted in removal of walls, 300mm wall nibs are to be retained on the ground floor, and on the first floor to retain a record of the former **spatial arrangement**.

The proposed alterations and additions at the site ensure the continued **use** of the site as a public hotel by significantly improving the amenity of the site to suit modern expectations of such venues. The addition to the rear of the hotel will allow the Federal to provide a bistro service; which they had been unable to do at scale in the past due to not having an in-built kitchen. This will allow the site to better compete for local and tourist custom with the other pubs in Mudgee.

The construction of the purpose-built hotel/motel at the NE corner of the site continues the traditional use of the site for accommodation. It is expected that the accommodation suites on the first floor will cease being used for that purpose, with the new hotel to take over the everyday wear and tear of high-turnover short-term stays. The overall layout and traditional purpose of the first floor will be readily readable despite the alterations proposed; nib walls will be retained where internal dividing walls are to be removed and the vestibule containing the original linen cupboards retained with the cupboards to remain in situ. The addition of a lift outside of the internal hotel footprint allows greater accessibility to the first floor with no impact on the floorplan or fabric.

The contemporary design takes cues from the *Federal* to create links back to the traditional **form, detailing, materials and finishes** of the hotel. The frontages of the Bistro and gaming additions and the accommodation hotel all make a feature of arched windows that reference the Federal's half-round moulded parapet tablets. The new additions will be constructed out of two different colours of brick, with dark sheet

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metal roofing. The colours have been selected to have a tonal relationship with the hotel without resorting to mimicry or resulting in visual competition, with the roofing to, likewise, be a recessive element in site and HCA streetscape.

The **siting** of the double storey accommodation hotel at the NE corner of the total site, running E-W at the N boundary is appropriate; keeping the higher scale and bulkier massing away from the *Federal* and far removed from the Mudgee Railway Station. Likewise, the arrangement of the single storey bottle shop and gaming room addition has been done to ensure that the original hotel remains the dominant visual feature on its landmark corner site. The central carpark acts to separate the site into 4 distinct zones: SW bottle shop, NW accommodation, NE food and leisure, SE traditional public hotel. The **view corridor** between the station and the *Federal* remains largely unchanged, as the front wall and outdoor gaming is essentially being replaced with a similarly scaled structure. While the views from Lewis Street to the rear of the *Federal* are being partially blocked by the bistro addition, large sections of double-height glazed walls have been designed to retain the views of the rear wall from the street, and internally to the first floor verandah.

The proposed alterations and additions have no impact on the existing **setting and landscape** elements of the *Federal* as it is largely hardstand carparking and outbuildings. There is no vegetation on the *Federal's* lot, and minimal across the total space; all lots being used for commercial purposes and generally of a utilitarian/industrial nature.

There is currently no known identified historical or aboriginal **archaeology** at the study site, but given the long history of occupation of the Hotel site (especially), there is potential to discover things such as footings of non-extant buildings such as stables/garages, the hotel's well and old septic tank systems, and possibly refuse pits containing bottles and pottery etc. The Recommendations section below contains advice on what to do in that instance.

The proposed works have been arranged and designed to minimise impact on the **Heritage Conservation Area and heritage items in the vicinity**. In particular the massing at the site has been considered, with the two floor accommodation hotel sited at the furthest point away from the *Federal* and the Mudgee Railway Station. Traditional form, materials, detailing and colours have been interpreted to create a sympathetically contemporary design that is employed consistently across the site; this coherence will significantly improve the visual contribution of the site at large. View corridors have been maintained between the *Federal* and the Station by maintaining the existing single storey scale at Inglis Street, and including the carpark in the middle of the total site. The views to the rear of the *Federal* from Lewis Street have been improved by removing the 1930s mezzanine addition and the framing of view with a glazed double height entrance foyer and roof at the connection of the addition with the Hotel's NE wing.

The impact on the **views** of the Horatio Street terraces is assessed as being minimal, as in addition to the rear of the residences being substantially removed from the study site, the views are obscured by distance, large trees and a garage structure at Lyons Lane.

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8. CONCLUSION

The proposed works will retain significant fabric, form and detailing at the *Federal Hotel*, reconstruct missing fabric and undertake essential conservation works. Where change conflicts with original or early fabric, the proposal has made efforts to mitigate impact by partially retaining and incorporating fabric/layout into the new concept so that an interpretable vestige remains. There will be a visual improvement to the principal building facades of the *Federal* following the removal of detracting elements such as aluminium frames windows and doors, the rear 1930s mezzanine addition, and repointing of sections of the hotel's 1880s brick façade.

The bistro addition, new accommodation hotel and bottle shop allow the *Federal* to cater to a larger demographic of potential patrons, improving its commercial viability and ensuring its continued function as a public hotel and ability to fund ongoing essential maintenance of the building.

The *Federal Hotel* will continue to be a dominant landmark in the streetscape. There is considered to be minimal adverse impact on items in the immediate vicinity and the Mudgee Heritage Conservation Area.

Overall, the outcome of the proposal will be the revitalisation of a landmark venue and activation of a less-frequented section of the Mudgee Heritage Conservation Area. It has potential to also improve engagement with the historic Mudgee Railway Station buildings across the road.

9. RECOMMENDATIONS

It is, therefore, **recommended** that the proposed alterations and additions be approved, and the site considered for the car parking heritage incentive, as they will enhance the amenity of the *Federal Hotel* and its continued viability as a public bar and accommodation provider, which serves the needs of people who live in, work in and visit the greater Mudgee area.

Further, the following general recommendations are made:

1. **Traditional lime mortar** in a matching colour is used to repoint the required sections of the *Federal's* 1880s sandstock brick façade. Refer to David Young's technical guide to repointing mortar joints in older buildings: <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/heritage-maintenance-mortars-materials-mixes-methods-guide.pdf>
2. **Exterior walls having infill work done should be in matching type and colour brick to the surrounding area.** At ground floor the sandstock brick is typically in English bond pattern, though some walls (NW wing and Store lean-to) look to be Flemish bond. Stretcher bond is used at first floor.
3. **In the case that the first floor of the *Federal* is no longer used for accommodation,** remove paint from the glazing of the original transom windows on the first floor and refurbish transoms to original condition.
4. **If compliance with the NCC requires that the *Federal's* timber staircase have a higher balustrade,** that a free-standing slimline brass railing be installed inside of the existing balustrade if it can maintain stair width compliance (preferred). Otherwise install a slim brass railing between the newel posts to achieve height compliance.
5. **If original ceilings/cornicing or other original fabric/detailing are discovered** during works in the public bar and proposed lounge area, that they are made good and incorporated into the new fit-out of the area.
6. **Salvage pressed metal wall lining** from the former WC on verandah and re-use as an interpretative installation in the Hotel.

Continued over ->

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7. In the case that earthworks across the site discover suspected archaeological heritage:

All contractors involved in the construction works should be briefed on the possibility of relics being present and advised of their legal responsibilities:

- Historical archaeological features and deposits are afforded statutory protection by the 'relics provision'. Section 4(1) of the *Heritage Act 1977* defines 'relic' as any deposit, artefact, object or material that relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and is of State or Local heritage significance.
The 'relics provision' requires that no archaeological relics be disturbed or destroyed without prior consent from the Heritage Council of NSW; and
- The *National Parks and Wildlife Act 1974* protects Aboriginal cultural heritage in NSW. It is an offence to knowingly (or otherwise) harm or desecrate an Aboriginal object or Aboriginal place. Harm is defined to mean destroying, defacing, damaging or moving an object from the land. An Aboriginal object is legally protected irrespective of land tenure, the significance of the object and whether or not it has been recorded. The penalties for harming or desecrating Aboriginal objects and or places in NSW include significant monetary fines and the potential for imprisonment.

There are statutory protections in place for ALL archaeological features, deposits, relics and Aboriginal places; in the case that it is suspected that works have uncovered any of these, ***work should cease in that area immediately and, in the first instance, Council should be notified.***

Council is advised to then contact the Environment and Heritage Group of the NSW Department of Planning and Environment, and **works may only recommence** when relevant permits and an appropriate and approved management strategy are in place.

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APPENDIX A

ARCHITECTURAL DRAWINGS

ALTERATIONS & ADDITIONS

22-017 FEDERAL HOTEL

34-42 INGLIS STREET
MUDGEE, NSW, 2850

DEVELOPMENT APPLICATION

DRAWING LIST:

DA000	COVER SHEET & SITE LOCATION
DA001	SITE ANALYSIS
DA002	EXISTING PHOTOGRAPHS
DA010	EXISTING GROUND FLOOR PLAN
DA011	EXISTING LEVEL 1 PLAN
DA012	EXISTING ROOF PLAN
DA050	EXISTING ELEVATIONS - SHEET 01
DA051	EXISTING ELEVATIONS - SHEET 02
DA090	DEMOLITION PLAN - GROUND
DA091	DEMOLITION PLAN - LEVEL 1
DA100	PROPOSED LOWER GROUND FLOOR PLAN
DA101	PROPOSED GROUND FLOOR PLAN
DA102	PROPOSED LEVEL 1 PLAN
DA103	PROPOSED ROOF PLAN
DA500	PROPOSED ELEVATIONS - PUB
DA501	PROPOSED ELEVATIONS - HOTEL
DA502	PROPOSED ELEVATIONS & EXTERNAL FINISHES - BOTTLE SHOP
DA503	PROPOSED SIGNAGE DETAILS
DA510	PROPOSED SECTIONS - SHEET 01
DA511	PROPOSED SECTIONS - SHEET 02
DA512	PROPOSED SECTIONS - SHEET 03
DA520	3D VIEWS - SHEET 01
DA521	3V VIEWS - SHEET 02

AREA CALCULATIONS		ROOM CALCULATIONS	
PROPOSED GROSS FLOOR AREA		GROUND	
PUB		STANDARD 1 BEDROOM	18
LOWER GROUND FLOOR	150m ²	ACCESSIBLE 1 BEDROOM	1
GROUND FLOOR	1441m ²	TOTAL	19
LEVEL 1	285m ²	LEVEL 1	
TOTAL	1876m ²	STANDARD 1 BEDROOM	19
HOTEL		ACCESSIBLE 1 BEDROOM	1
GROUND FLOOR	780m ²	TOTAL	20
LEVEL 1	761m ²	TOTAL ROOMS	39
TOTAL	1541m ²		
BOTTLE SHOP			
GROUND FLOOR	411m ²		
TOTAL GFA	3828m ²		
PARKING CALCULATIONS			
STANDARD SPACES	35		
ACCESSIBLE SPACES	3		
TOTAL PARKING SPACES	38		



3D MONTAGE



LOCATION PLAN

DA ISSUE

This document is the property of the client and is not to be distributed or used for any other purpose without the written consent of the client. It is to be used for the purpose of the development application only and is not to be used for any other purpose.

PROJECT ADDRESS:
34 INGLIS STREET
MUDGEE, NSW, 2850



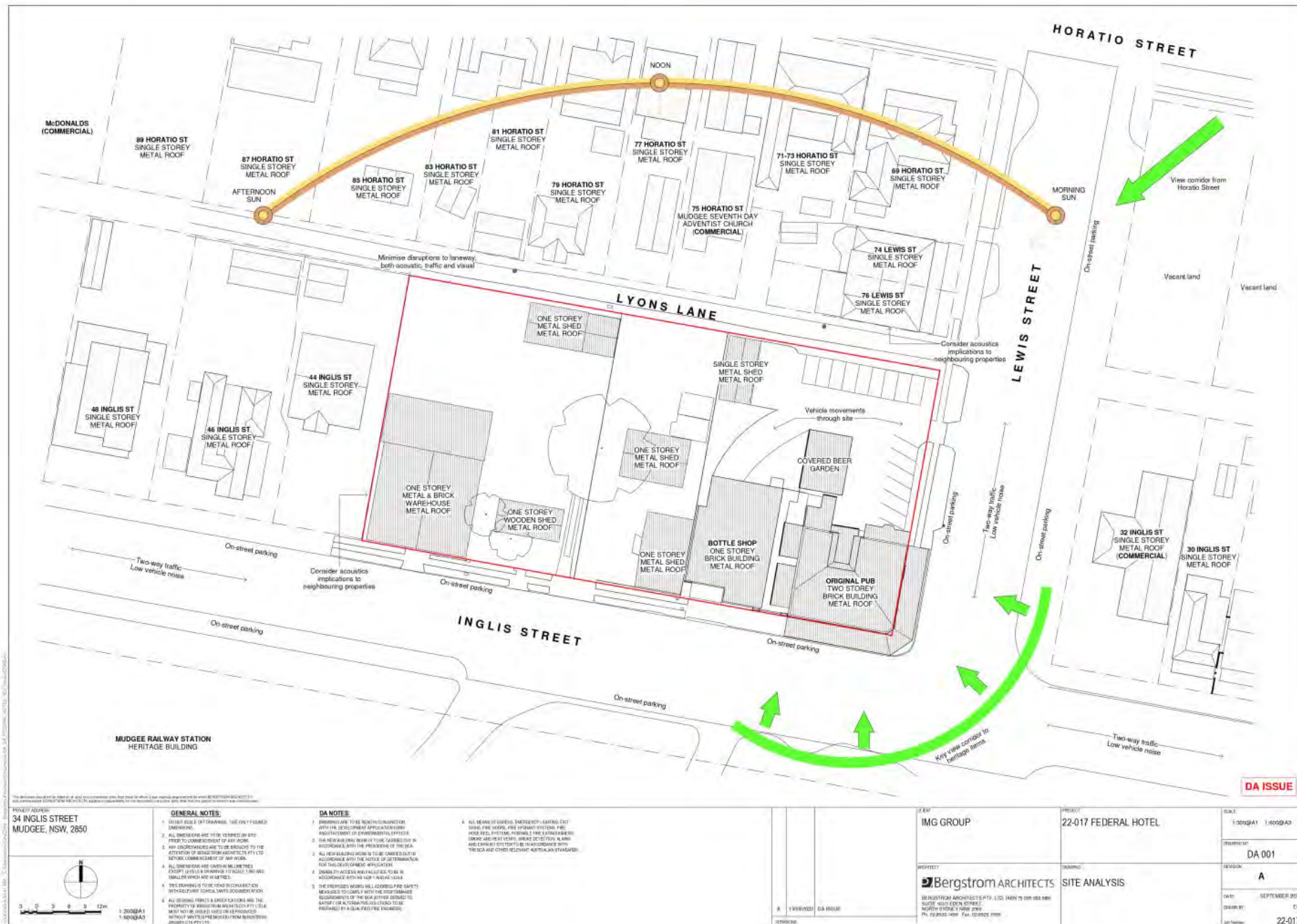
GENERAL NOTES:

1. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
2. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
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4. ALL DIMENSIONS ARE GIVEN IN METRES UNLESS OTHERWISE SPECIFIED TO THE CONTRARY.
5. THIS DRAWING IS TO BE USED IN CONNECTION WITH THE DEVELOPMENT APPLICATION ONLY.
6. ALL DIMENSIONS ARE GIVEN IN METRES UNLESS OTHERWISE SPECIFIED TO THE CONTRARY.
7. ALL DIMENSIONS ARE GIVEN IN METRES UNLESS OTHERWISE SPECIFIED TO THE CONTRARY.
8. ALL DIMENSIONS ARE GIVEN IN METRES UNLESS OTHERWISE SPECIFIED TO THE CONTRARY.

DA NOTES:

1. DIMENSIONS TO BE NOTED/CONFIRMED WITH THE DEVELOPMENT APPLICATION FORM AND ATTACHMENT OF ENVIRONMENTAL IMPACT.
2. THE NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF THE LOCAL GOVERNMENT ACT 1995 AND THE LOCAL GOVERNMENT (GENERAL) ACT 1995.
3. THE PROPOSED WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
4. DIMENSIONS TO BE NOTED/CONFIRMED WITH THE DEVELOPMENT APPLICATION FORM AND ATTACHMENT OF ENVIRONMENTAL IMPACT.
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CLIENT	IMG GROUP	PROJECT	22-017 FEDERAL HOTEL	SCALE	AS INDICATED
PROJECT	Bergstrom ARCHITECTS	DESIGN	COVER SHEET & SITE LOCATION	DRAWING NO.	DA 000
REVISION				DATE	SEPTEMBER 2023
				DRAWN BY	ECO
				APP. NAME	22-017





Photograph 1 - Federal Hotel East Elevation



Photograph 2 - Federal Hotel South Elevation



Photograph 3 - Federal Hotel North Elevation



Photograph 4 - Federal Hotel Entry Doors



Photograph 5 - Federal Hotel Carpark & Beer garden



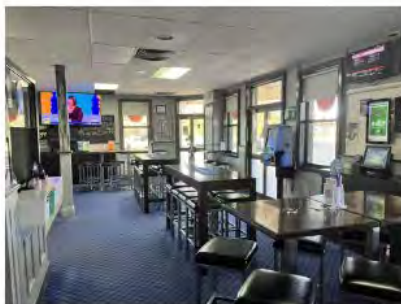
Photograph 6 - Federal Hotel Heritage



Photograph 7 - Federal Hotel Level 1 Verandah



Photograph 8 - Federal Hotel Lean-to Structure



Photograph 9 - Federal Hotel Front Bar



Photograph 10 - Bottle Shop



Photograph 11 - Bottle Shop



Photograph 12 - 42 Inglis Street Structure

DA ISSUE

This document is prepared in accordance with the provisions of the Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulation 2007.

PROJECT ADDRESS:
34 INGLIS STREET
MUDGEE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE OFF DRAWINGS. USE ONLY FIGURED DIMENSIONS.
2. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
3. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
4. ALL DIMENSIONS ARE GIVEN IN METRES UNLESS OTHERWISE STATED.
5. THIS DRAWING IS TO BE USED IN CONNECTION WITH THE ENVIRONMENTAL PLANNING AND ASSESSMENT DOCUMENTATION.
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DA NOTES:

1. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ENVIRONMENTAL PLANNING AND ASSESSMENT DOCUMENTATION.
2. THE NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF THE LOCAL ACTING BUILDING REGULATIONS.
3. ALL NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
4. DIMENSIONAL ACCESS REQUIREMENTS TO BE IN ACCORDANCE WITH NSW LGA 1959 AND LGA 1994.
5. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE PERFORMANCE REQUIREMENTS OF THE LOCAL ACTING BUILDING REGULATIONS AND THE LOCAL ACTING BUILDING REGULATIONS PREPARED BY A QUALIFIED FIRE ENGINEER.
6. ALL MEANS OF EGRESS, EMERGENCY EXITING EXIT DOORS, FIRE ESCAPES, FIRE PROTECTIVE SYSTEMS, FIRE ALARMS, FIRE EXTINGUISHERS, FIRE DETECTORS, FIRE ALARMS AND EXHAUST SYSTEMS TO BE IN ACCORDANCE WITH THE LOCAL ACTING BUILDING REGULATIONS.

CLIENT
IMG GROUP

ARCHITECT
Bergstrom ARCHITECTS

BERGSTROM ARCHITECTS PTY LTD, ABN 75 005 082 888
SUITE 10/10 EDITH STREET
NORTH SYDNEY NSW 2060
PH: 02 9550 1000 FAX: 02 9550 1000

PROJECT
22-017 FEDERAL HOTEL

DRAWING
EXISTING PHOTOGRAPHS

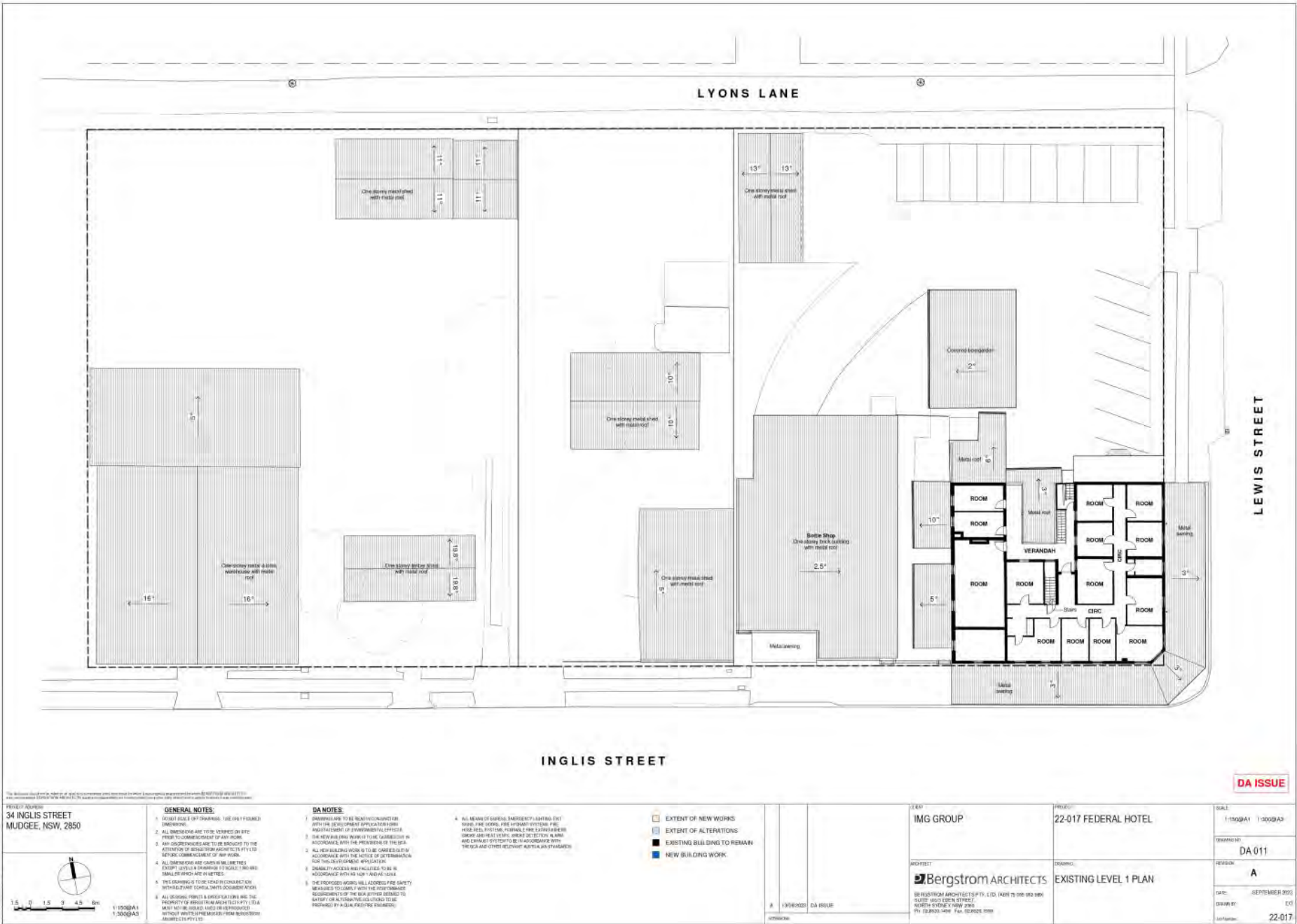
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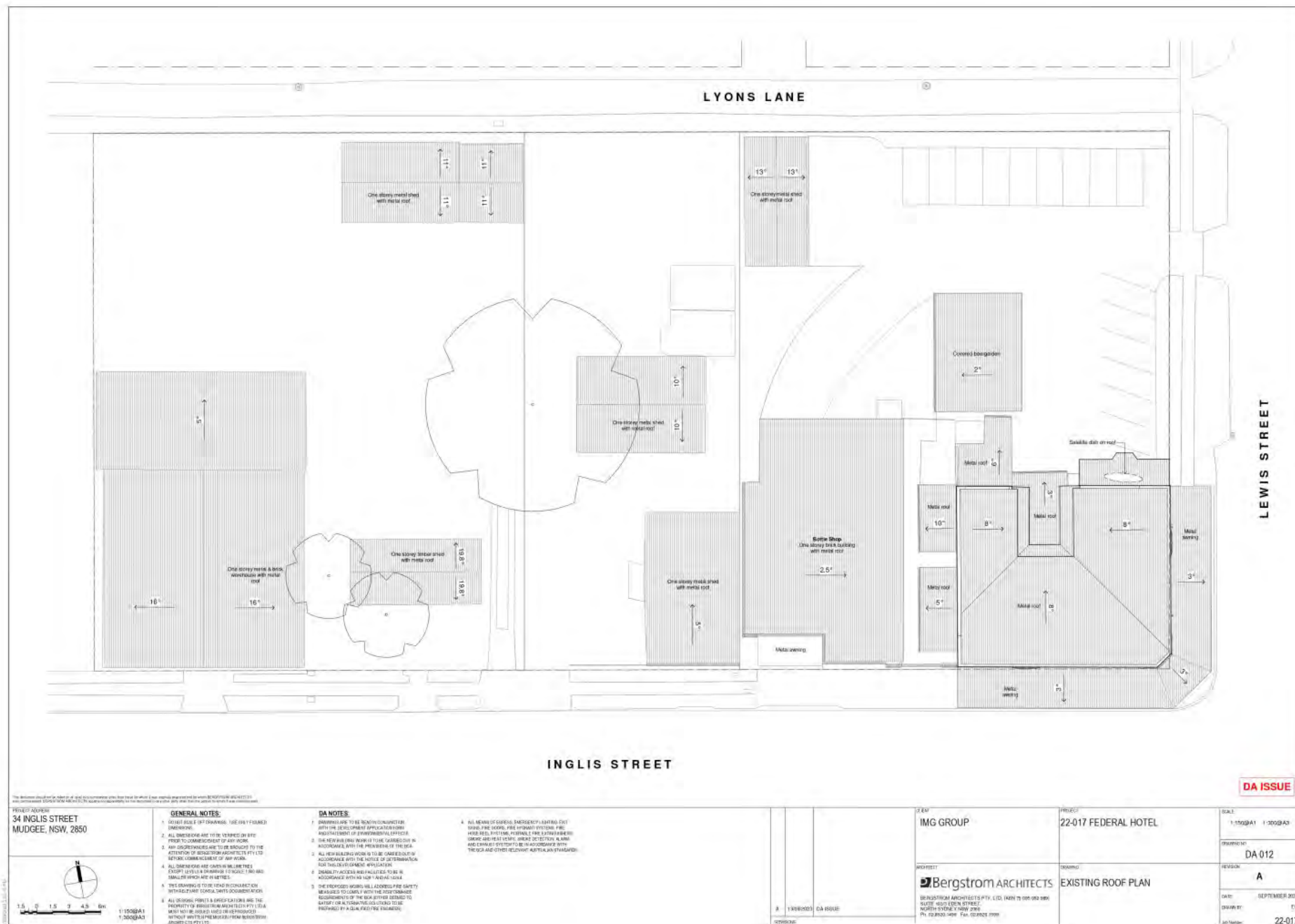
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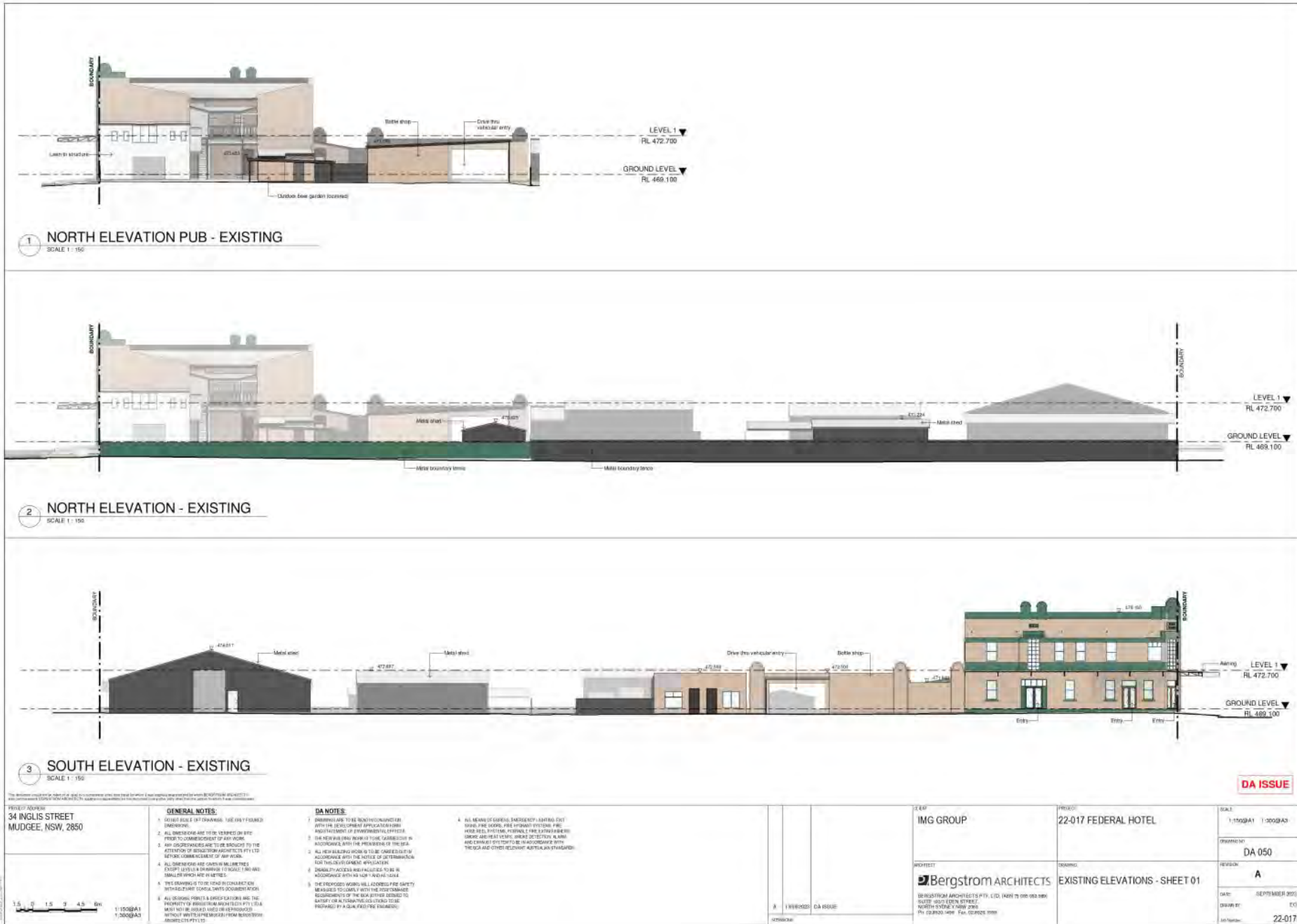
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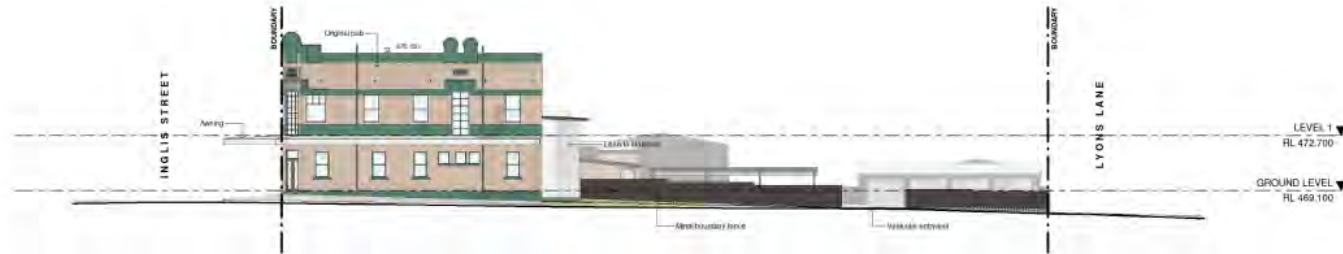
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DRAWN BY: EDO
JOB NUMBER: 22-017



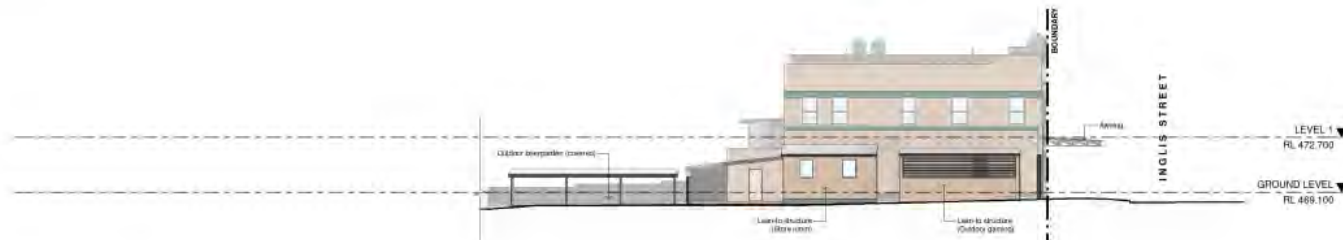




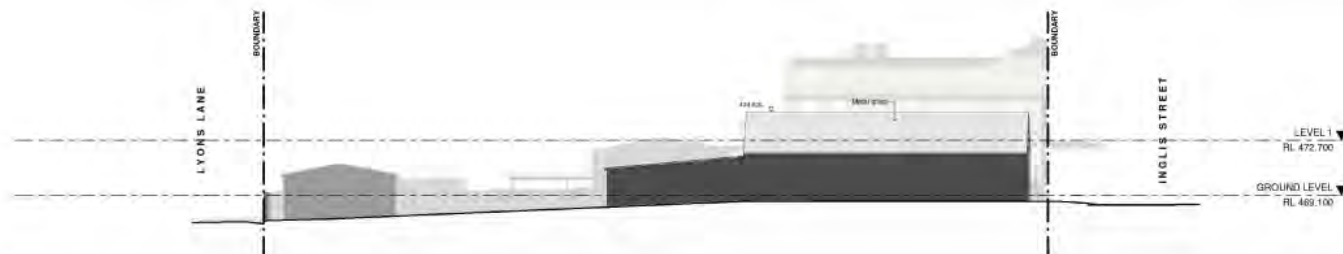




1 EAST ELEVATION - EXISTING
SCALE 1:150



2 WEST ELEVATION PUB - EXISTING
SCALE 1:150



3 WEST ELEVATION - EXISTING
SCALE 1:150

DA ISSUE

PROJECT ADDRESS:
34 INGLIS STREET
MUDGEE, NSW, 2850

GENERAL NOTES:

1. EXISTING BUILDING IS A THREE-STORY BRICK BUILDING WITH A FLAT ROOF.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
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DA NOTES:

1. DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
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CLIENT
IMG GROUP

ARCHITECT
Bergstrom ARCHITECTS

22-017 FEDERAL HOTEL
EXISTING ELEVATIONS - SHEET 02

PROJECT
22-017 FEDERAL HOTEL

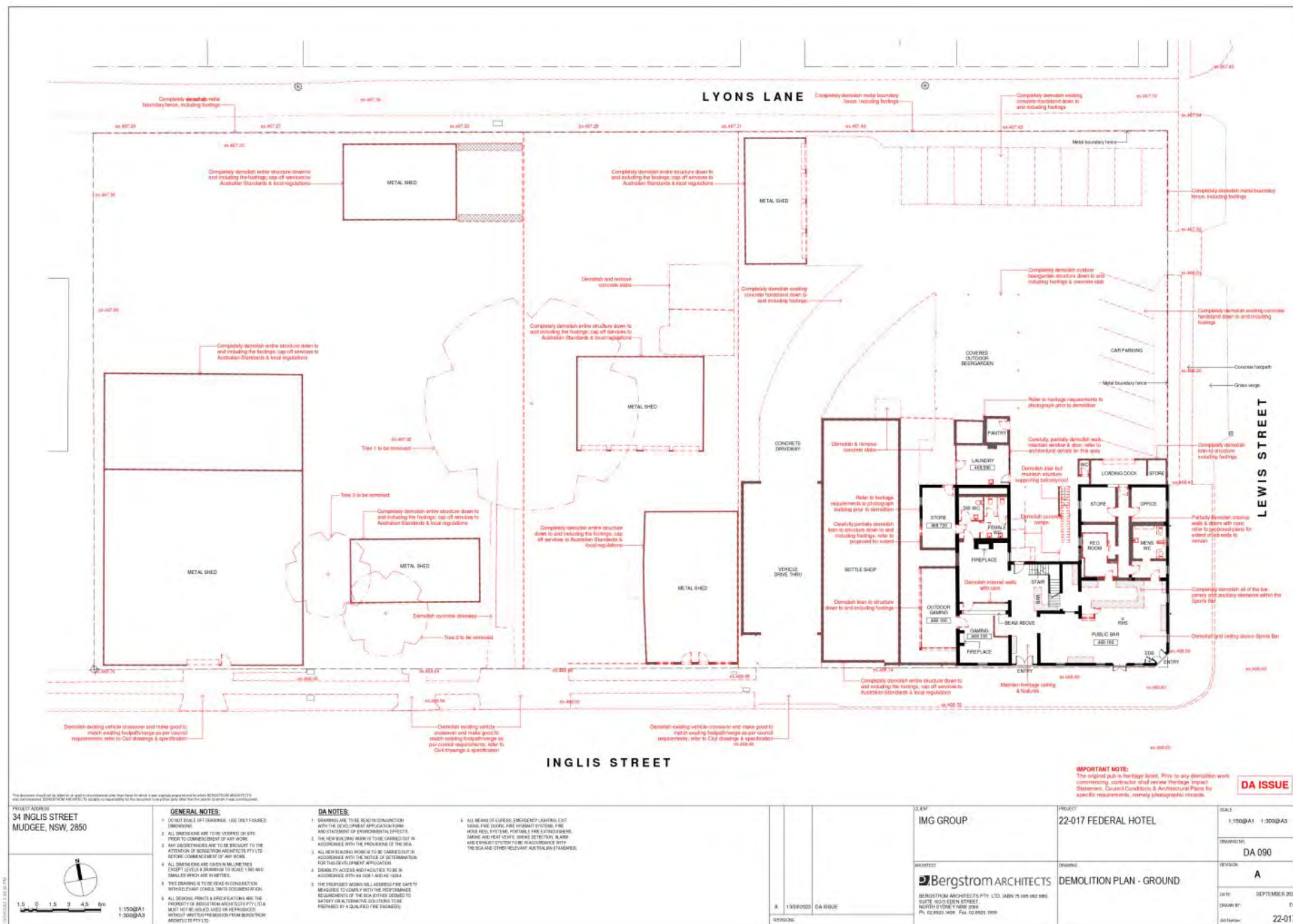
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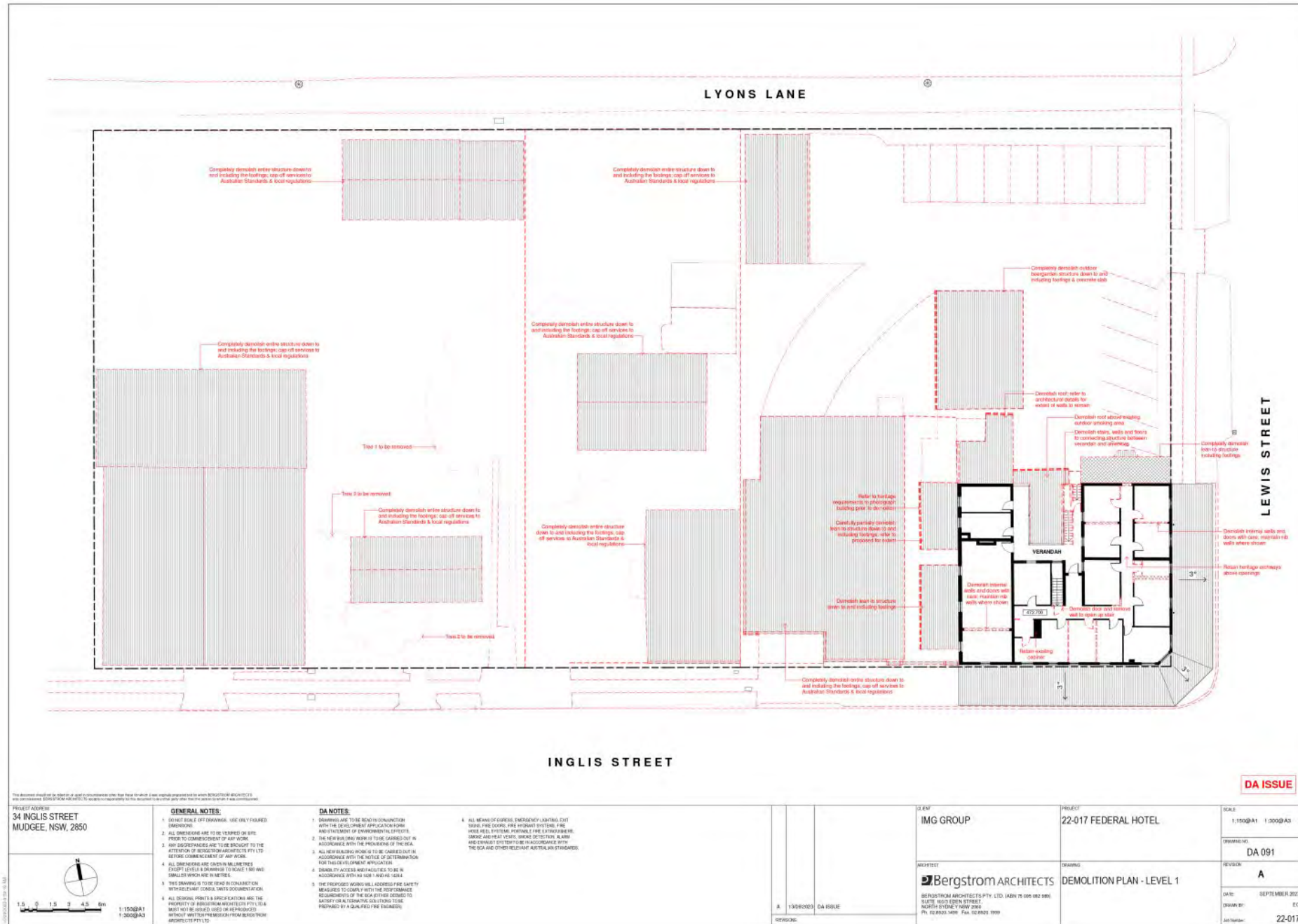
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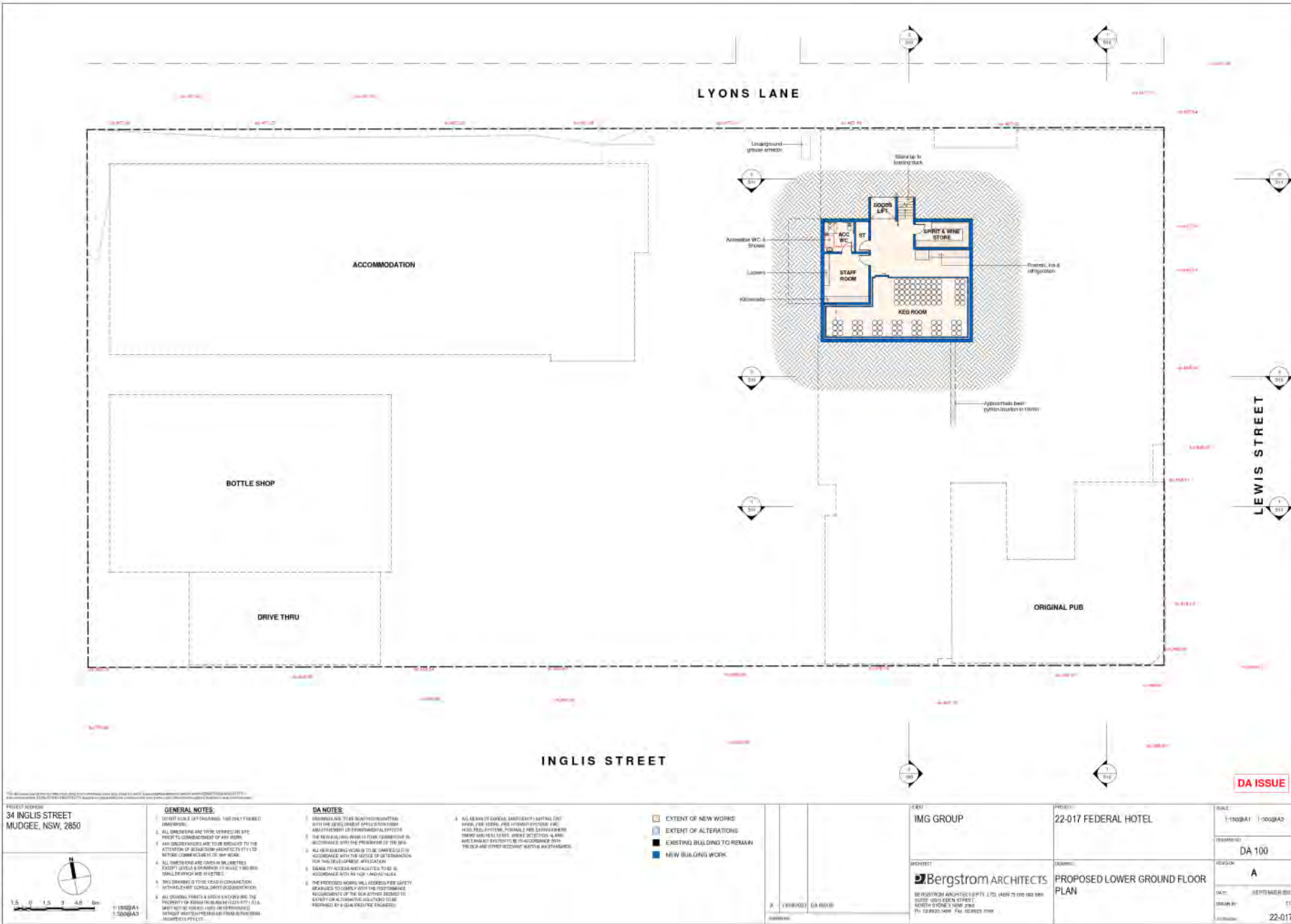
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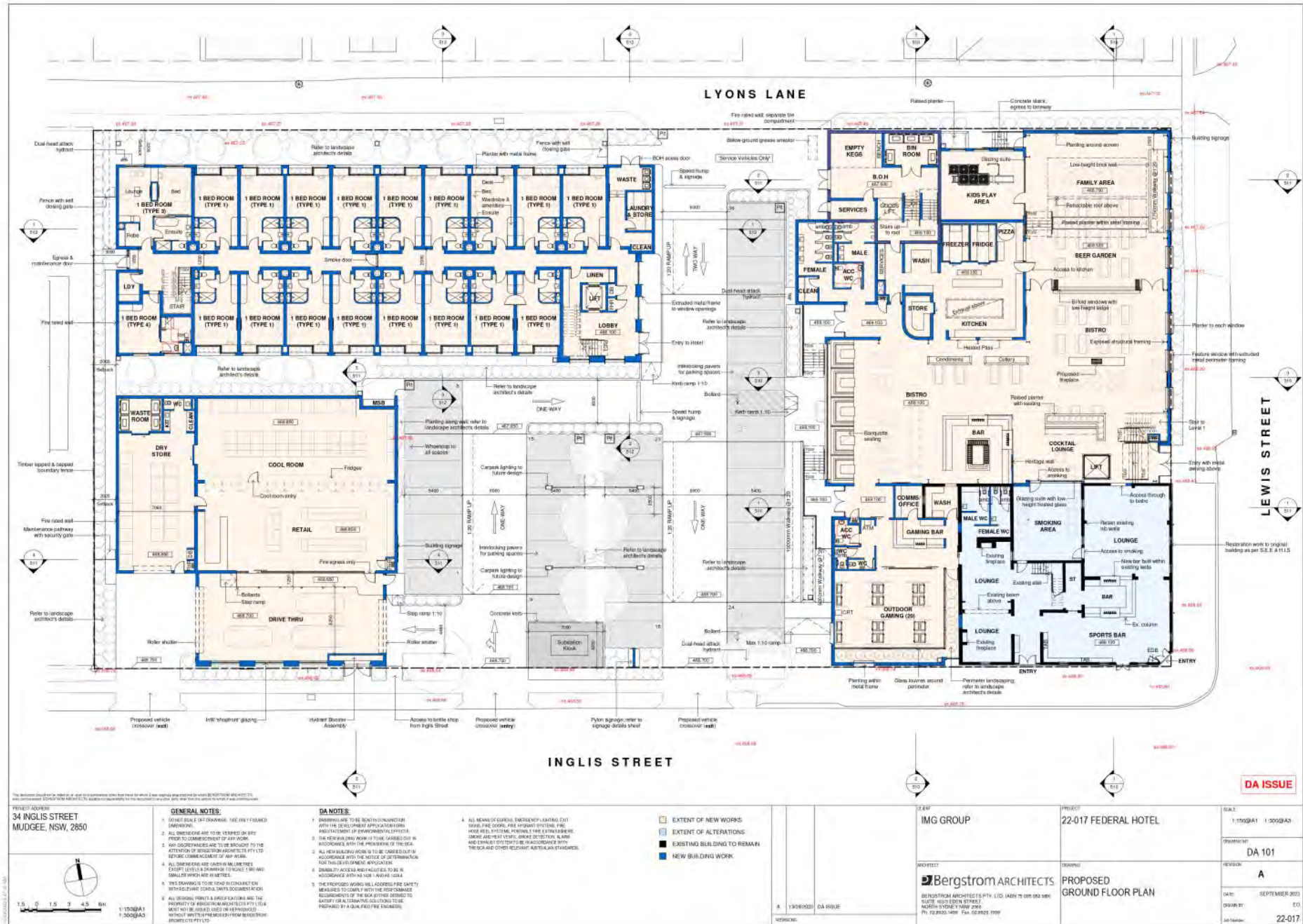
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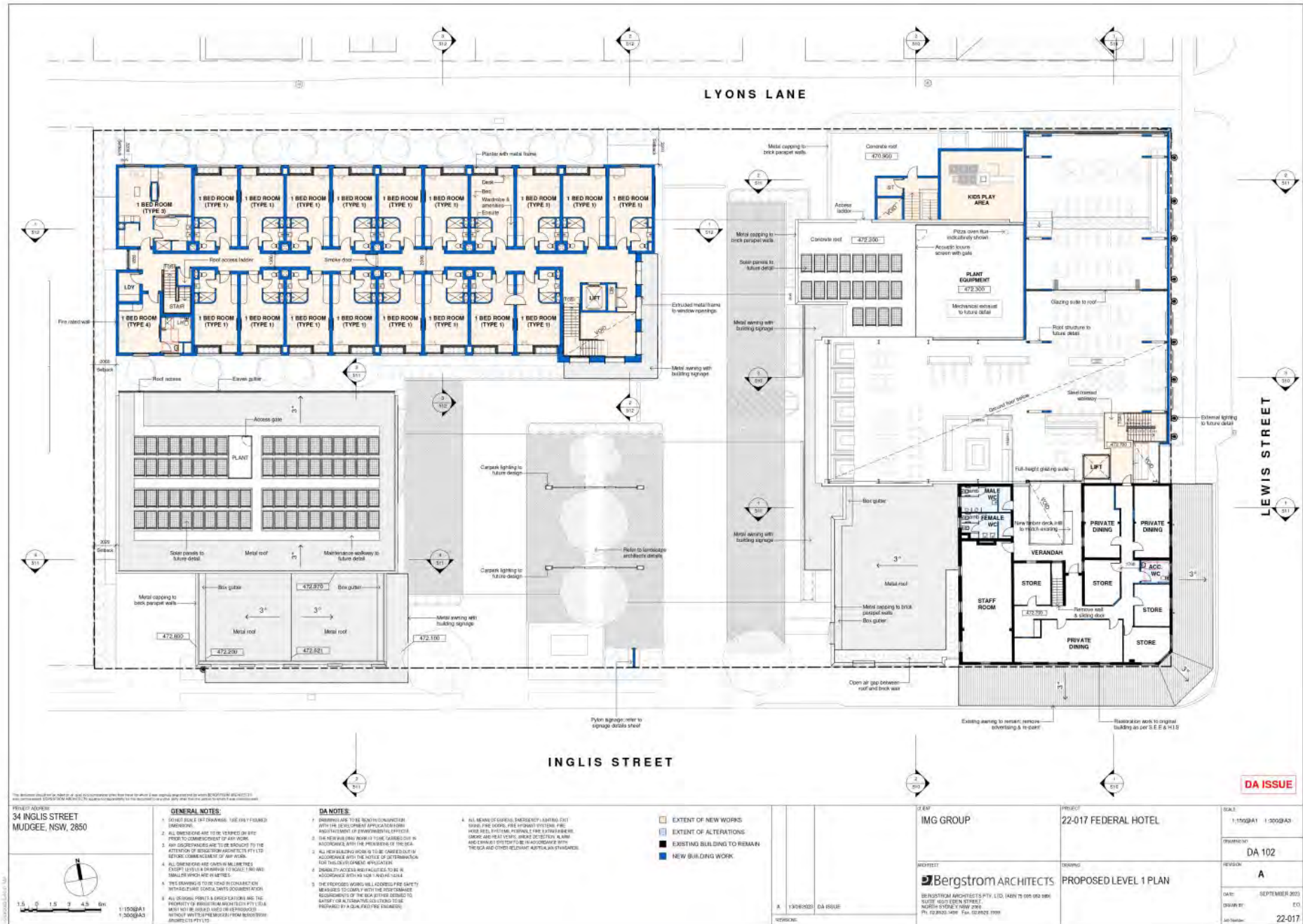
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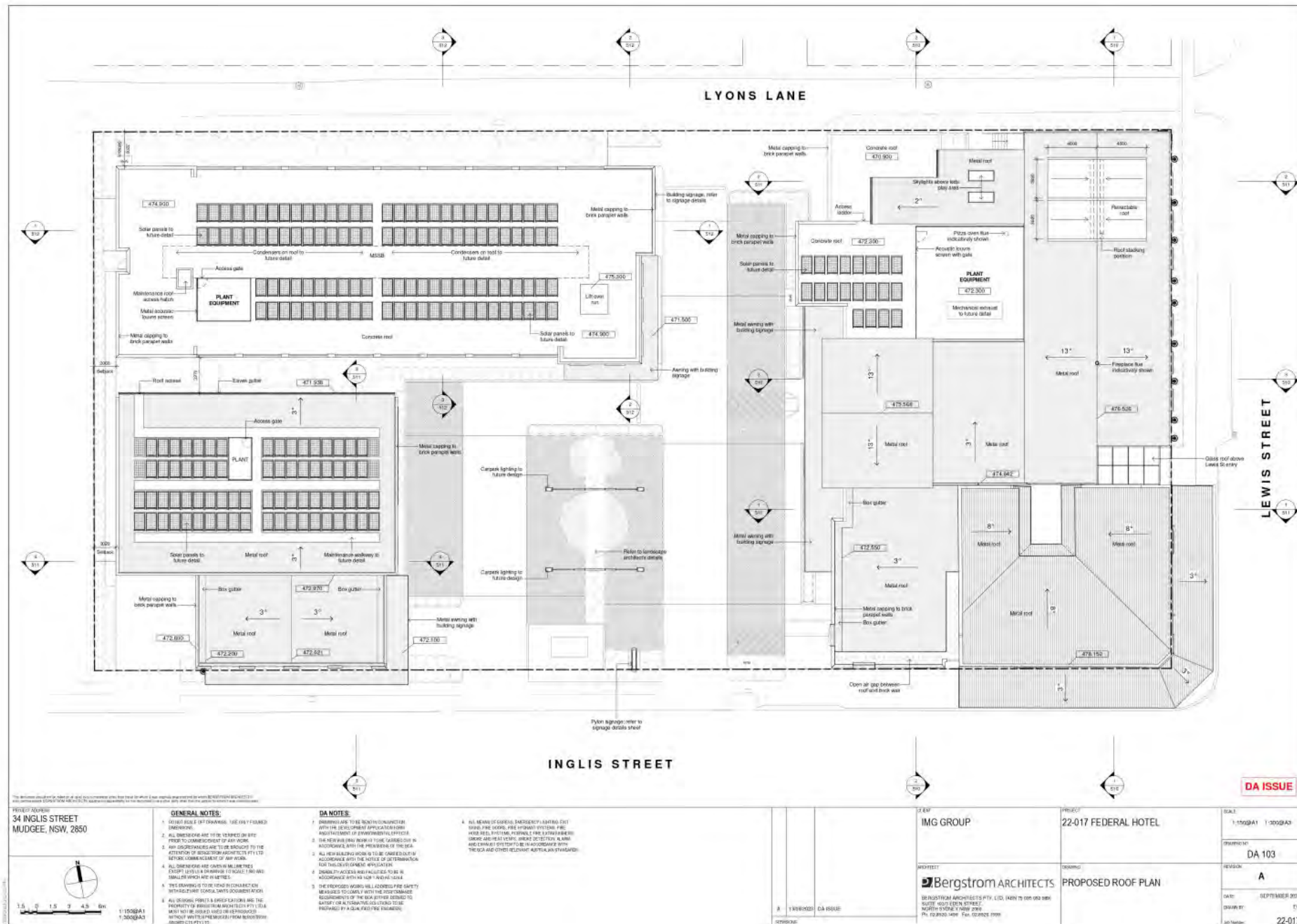














SOUTH ELEVATION HOTEL - PROPOSED



WEST ELEVATION HOTEL - PROPOSED



EAST ELEVATION HOTEL - PROPOSED



NORTH ELEVATION HOTEL - PROPOSED

DA ISSUE

34 INGLIS STREET
MUDGEEE, NSW, 2850

GENERAL NOTES:

- THIS DRAWING IS TO BE USED IN CONNECTION WITH THE FOLLOWING CONTRACT DOCUMENTS:
 (1) BID SPECIFICATIONS
 (2) GENERAL CONDITIONS
 (3) SPECIAL CONDITIONS
 (4) ADDENDUM NO. 1
 (5) ADDENDUM NO. 2
 (6) ADDENDUM NO. 3
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DA NOTES

7. DRAWINGS ARE TO BE REVISIONED IN ACCORDANCE WITH THE RECOMMENDED APPLICATION AND ADJUSTMENT OF ENVIRONMENTAL EFFECTS.
8. THE NEW BUILD WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE PROVISIONS OF THE BCA.
9. ALL NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
10. DISABILITY ACCESS AND FACILITIES ARE TO BE IN ACCORDANCE WITH N.S.W.1 AND N.S.W.2.
11. THE PROPOSED WORK WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE PERFORMANCE REQUIREMENTS OF THE BCA EITHER DESIGNED TO SATISFY OR ALTERNATIVE SOLUTIONS TO BE APPROVED BY A QUALIFIED FIRE ENGINEER.

4. ALL MEANS OF EGRESS, EMERGENCY EXITING, EXIT SIGNS, FIRE DOORS, FIRE HYDRANT SYSTEMS, FIRE HOSE REEL SYSTEMS, PORTABLE FIRE EXTINGUISHERS, SMOKE AND HEAT VENTS, SMOKE DETECTION, ALARMS AND EXHAUST SYSTEMS TO BE IN ACCORDANCE WITH THE U.S.A. AND OTHER RELEVANT AUSTRALIAN STANDARDS.

IMG GROUP

ARCHITECT
Bergstrom ARCHITECTS

DEBUSTHAM ARCHITECTS PTY. LTD. (ABN 75 009 052 589)
SUITE 100/5 EDEN STREET,
NORTH SYDNEY NSW 2060
Ph: (02) 9523 3490 Fax: (02) 9523 3999

22-017 FEDERAL HOTEL

TS	PROPOSED ELEVATIONS - HOTEL
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SCALE	
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DA 501

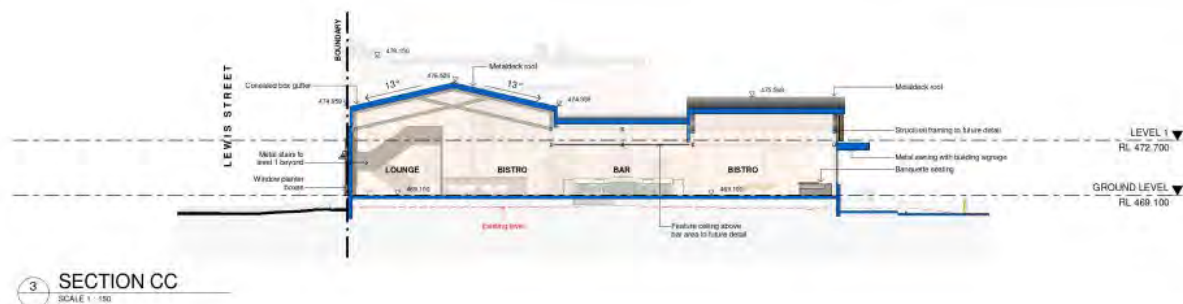
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DATE: SEPTEMBER 2020

DRAWN BY: _____ E.C. _____

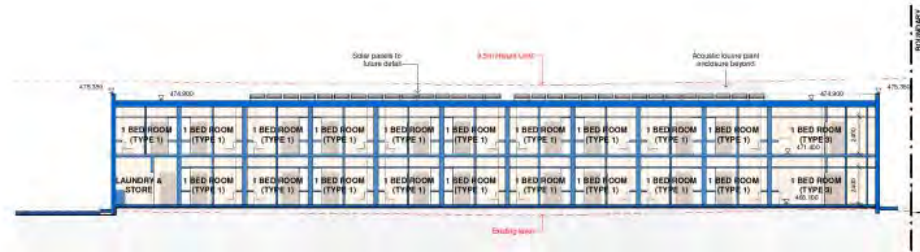








22-017



1 SECTION HH
SCALE: 1:150



2 SECTION JJ
SCALE: 1:150



3 SECTION KK
SCALE: 1:150

DA ISSUE

PROJECT ADDRESS:
34 INGLIS STREET
MUDGE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE (NOT DIMENSIONED) THE ONLY DIMENSIONED DIMENSIONS ARE TO BE TAKEN FROM THE SITE PRIOR TO COMMENCEMENT OF ANY WORK.
2. ANY DIMENSIONS ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECTS PRIOR TO THE COMMENCEMENT OF ANY WORK.
3. ALL DIMENSIONS ARE GIVEN IN MILLIMETRES EXCEPT LEVELS WHICH ARE IN METRES.
4. THIS DRAWING IS TO BE USED IN CONNECTION WITH THE FINAL CONTRACT DOCUMENTS.
5. THE ARCHITECTS ACCEPT NO LIABILITY FOR THE CONSEQUENCES OF ANY WORK NOT BEING DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE FINAL CONTRACT DOCUMENTS.
6. THE ARCHITECTS ACCEPT NO LIABILITY FOR THE CONSEQUENCES OF ANY WORK NOT BEING DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE FINAL CONTRACT DOCUMENTS.

DA NOTES:

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2. ANY DIMENSIONS ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECTS PRIOR TO THE COMMENCEMENT OF ANY WORK.
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6. THE ARCHITECTS ACCEPT NO LIABILITY FOR THE CONSEQUENCES OF ANY WORK NOT BEING DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE FINAL CONTRACT DOCUMENTS.

4. ALL NEW WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE FINAL CONTRACT DOCUMENTS.
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- EXTENT OF NEW WORKS
- EXTENT OF ALTERATIONS
- EXISTING BUILDING TO REMAIN
- NEW BUILDING WORK

ARCHITECT

Bergstrom ARCHITECTS

18 INGLIS STREET PTY LTD (ABN 75 105 080 080)
SUITE 40/50 INGLIS STREET
NORTH SYDNEY NSW 2060
PH: 02 9550 1000 FAX: 02 9550 1000

PROJECT

22-017 FEDERAL HOTEL

PROPOSED SECTIONS - SHEET 03

SCALE:

1:150 (A1) 1:300 (A3)

DRAWING NO:

DA 512

REVISION

A

DATE:

SEPTEMBER 2023

DRAWN BY:

ECO

Job Number:

22-017



View - East elevation of pub (Lewis Street)

DA ISSUE

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PROJECT ADDRESS
34 INGLIS STREET
MUDGEE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE OFF DRAWINGS. USE ONLY FIGURED DIMENSIONS.
2. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
3. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
4. ALL DIMENSIONS ARE GIVEN IN MILLIMETRES EXCEPT LEVELS & DIMENSIONS TO ROAD (1000MM) SMALLER WORK ARE IN METRES.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEERING CONSULTANTS DOCUMENTATION.
6. ALL DRAWING PRINTS & SPECIFICATIONS ARE THE PROPERTY OF BERGSTROM ARCHITECTS PTY LTD. THEY MUST NOT BE REPRODUCED, COPIED OR REPRODUCED WITHOUT WRITTEN PERMISSION FROM BERGSTROM ARCHITECTS PTY LTD.

DA NOTES:

1. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION FORM AND STATEMENT OF ENVIRONMENTAL EFFECTS.
2. THE NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF THE LOCAL ACT.
3. ALL NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
4. DIMENSIONAL ACCESS MUST ADHERE TO BE IN ACCORDANCE WITH AS 1531 AND AS 1534.
5. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE PERFORMANCE REQUIREMENTS OF THE LOCAL ACT AND DEEMED TO SAFETY OR A QUALIFYING ALTERNATIVE AS PREPARED BY A QUALIFIED FIRE ENGINEER.
6. ALL MEANS OF EGRESS, EMERGENCY EXITING EXIT, EXISTING FIRE EXITS, FIRE PROTECTIVE SYSTEMS, FIRE ALARM, SMOKE DETECTION, PORTABLE FIRE EXTINGUISHERS, SMOKE AND HEAT EXHAUST, SMOKE DETECTION ALARM AND EXHAUST SYSTEMS TO BE IN ACCORDANCE WITH THE LOCAL ACT AND OTHER RELEVANT AUSTRALIAN STANDARDS.

CLIENT
IMG GROUP

PROJECT
22-017 FEDERAL HOTEL

SCALE
N.T.S.

DRAWING NO.
DA 520

REVISION
A

DATE
SEPTEMBER 2023

DRAWN BY
EYO

Job Number
22-017

ARCHITECT
Bergstrom ARCHITECTS
BERGSTROM ARCHITECTS PTY LTD, ABN 75 095 082 888
SUITE 10/10 EDEN STREET
NORTH SYDNEY NSW 2060
PH: 02 9550 1000 FAX: 02 9550 1000

DRAWING
3D VIEWS - SHEET 01

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REVISION:



View 1



View 2



View 3



View 4

DA ISSUE

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PROJECT ADDRESS
34 INGLES STREET
MUDGE, NSW, 2850

GENERAL NOTES:

1. DO NOT SCALE OFF DRAWINGS. USE ONLY FIGURED DIMENSIONS.
2. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.
3. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BERGSTROM ARCHITECTS PTY LTD BEFORE COMMENCEMENT OF ANY WORK.
4. ALL DIMENSIONS ARE GIVEN IN MILLIMETRES (3000 (EIGHT) IS SHOWN AS TO SCALE 1:500 AND SMALLER WORK ARE IN METRES).
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEERING CONSULTANTS DOCUMENTATION.
6. ALL DRAWING PRINTS & REPLICATIONS ARE THE PROPERTY OF BERGSTROM ARCHITECTS PTY LTD. MAY NOT BE REPRODUCED, COPIED OR REPRODUCED WITHOUT WRITTEN PERMISSION FROM BERGSTROM ARCHITECTS PTY LTD.

DA NOTES:

1. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION FORM AND STATEMENT OF ENVIRONMENTAL EFFECTS.
2. THE NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF THE LOCAL ACT AND OTHER RELEVANT AUSTRALIAN STANDARDS.
3. ALL NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE NOTICE OF DETERMINATION FOR THIS DEVELOPMENT APPLICATION.
4. DRAINAGE ACCESS AND FACILITIES TO BE IN ACCORDANCE WITH AS 1546 AND AS 1547.
5. THE PROPOSED WORKS WILL ADDRESS FIRE SAFETY MEASURES TO COMPLY WITH THE PERFORMANCE REQUIREMENTS OF THE LOCAL ACT AND AS 1546. PREPARED BY A QUALIFIED FIRE ENGINEER.
6. ALL MEANS OF EGRESS, EMERGENCY EXITING, EXIT SIGNS, FIRE EXITS, FIRE EXTINGUISHING, FIRE ALARM, FIRE DETECTION, PORTABLE FIRE EXTINGUISHING, SMOKE AND HEAT EXHAUST, SMOKE DETECTION ALARM AND EXHAUST SYSTEMS TO BE IN ACCORDANCE WITH THE LOCAL ACT AND OTHER RELEVANT AUSTRALIAN STANDARDS.

CLIENT
IMG GROUP

ARCHITECT
Bergstrom ARCHITECTS

BERGSTROM ARCHITECTS PTY LTD, ABN 75 005 082 888
SUITE 10/101 EDEN STREET
NORTH SYDNEY NSW 2060
PH: 02 9550 1000 FAX: 02 9550 1000

PROJECT
22-017 FEDERAL HOTEL

DRAWING
3D VIEWS - SHEET 02

SCALE

DRAWING NO.
DA 521

REVISION
A

DATE: SEPTEMBER 2023

DRAWN BY: ETO

Job Number: 22-017

Federal Hotel | Landscape DA Package
34-36 Inglis Street, Mudgee NSW 2850

Drawing register:

Drawing No.:	Drawing title:
2401-01	Titlesheet, Drawing Register, General Notes & Extent of Works Plan
2401-02	Landscape DA Plan 1 of 1
2401-03	Planting DA Plan 1 of 1
2401-04	Plant DA Schedule, Plant Images
2401-05	Planting Specification Requirements, Planting Maintenance & Establishment Requirements

Project information:

Client:	IMG Group
Site:	Lot 16-18 on DP758721 & Lot 10 on DP1275386, known as 4-36 Inglis Street, Mudgee NSW 2850
LGA:	Mid-Western Regional Council
Landscape architect:	Paddock Landscape Architects
Architect:	Bergstrom Architects
Planner:	TBC
Surveyor:	VMark Survey Pty Ltd
Traffic consultant:	SCT Consulting
Civil engineer:	TBC
Access consultant:	Vista Access
Arborist:	McArdle and Sons Arboricultural Services Pty Ltd

General notes:

- + Not for construction or pricing.
- + Subject to detailed design and documentation.
- + Subject to Council approvals.
- + Refer to 'Bergstrom Architects' documentation for all building works.
- + Refer to engineer documentation for all external services including stormwater drainage, irrigation, hydraulic etc.
- + All existing site levels within landscape softscape zones to be retained, unless otherwise documented.
- + Structures, fences, walls, balustrades, furniture etc. subject to detailed design and engineering design.
- + Planning subject to availability at time of tender and construction.
- + Indicative planting extent and amount documented - may vary onsite due to site conditions.
- + Construction works to include sediment and erosion control fencing along lower boundary to ensure all sediment runoff contained on-site.
- + All podium planters or planters integrated within buildings to include a fully automated irrigation system subject to detailed design by irrigation consultant.



Site plan - Extent of New Landscape Works



© 2024 Paddock
Landscape Architecture
Paddock Landscape Architects
Paddock Landscape Architects
Paddock Landscape Architects



Mid-Western Regional Council
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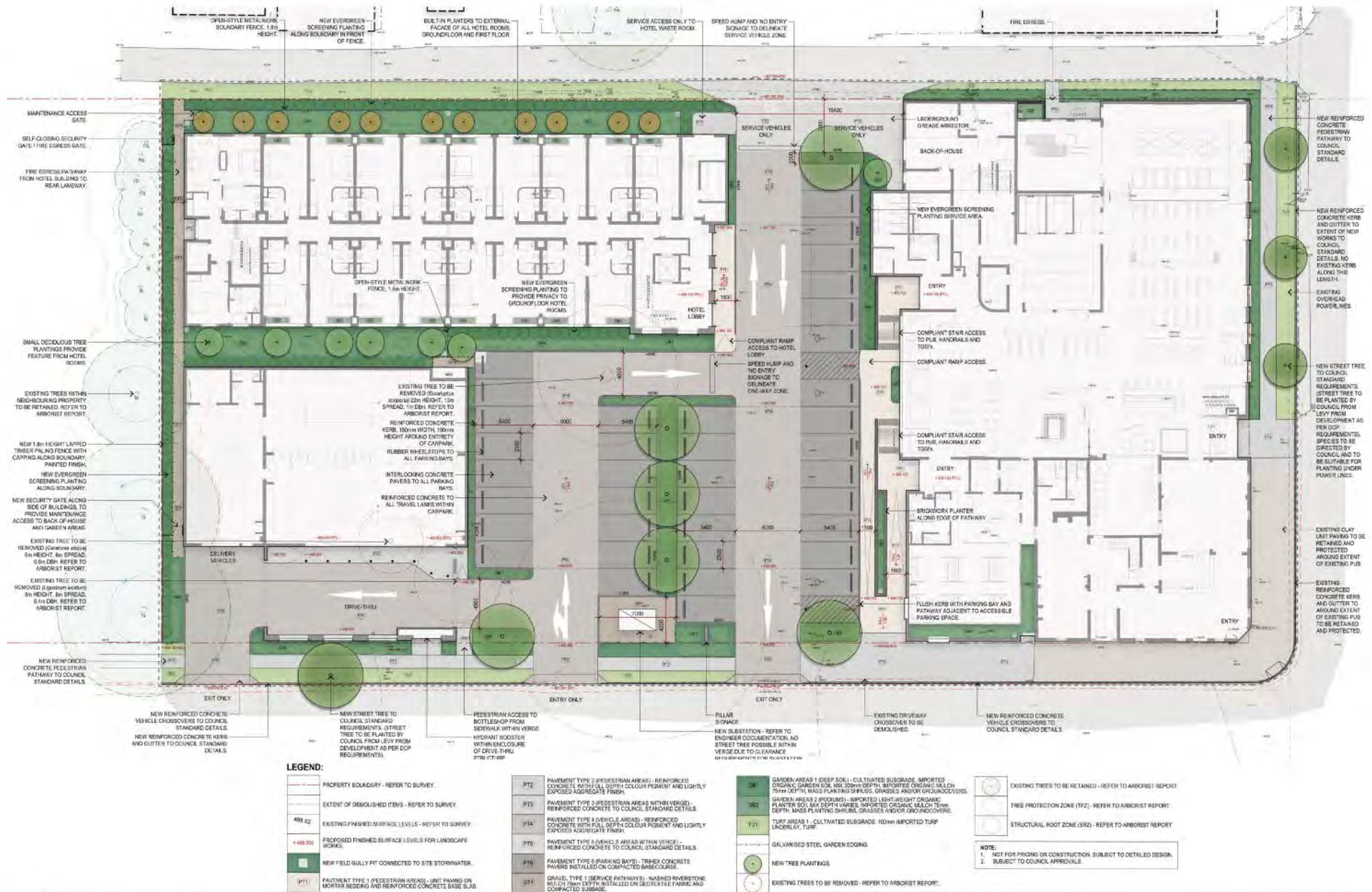
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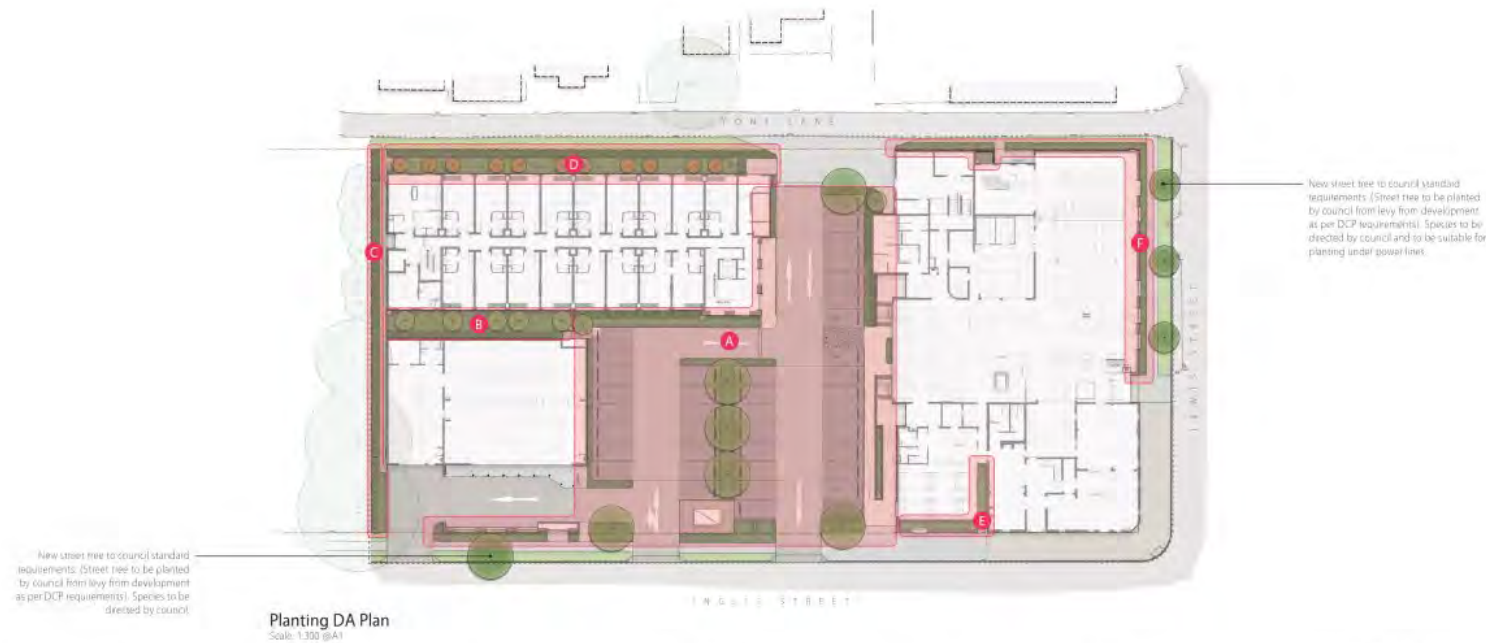
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Area A

Plant Code	Quantity
Groundcovers:	
BRA mul	40
CAS gra C	18
DIC rep	25
GRE ten MT	20
HR rep	18
MFO par	24
RDS arb P	18
HSP vna M	24
VIO hed	75
Grasses:	
ANJ Av	24
DIA cde U	48
LR mus EG	40
LOM ten T	70
PSN arb H	50
POA lab K	40
Broadleaf:	
CLJ min	35
CR ped	18
DOR exc	12
PHO ten BB	38
Shrubs + Screening:	
BUX msc J	30
BALH can	9
CAC vna B	18
COV arb	12
LAV vna A	25
PT ten GP	30
PRV vna SM	20
SZF arb R	18
VRB vna B	4
WDS fru GB	30
Trees:	
PLC leu	5
PLC exc	5
MAG gra LG	5

Area B

Plant Code	Quantity
Groundcovers:	
DIC rep	25
HR rep	12
MFO par	9
VRB ped	25
HAB vna M	12
VIO hed	25
Grasses:	
DIA cde U	32
LR mus EG	32
LOM ten T	25
LOM ten	18
Broadleaf:	
CLJ min	18
CR ped	12
DOR exc	9
PHO ten BB	15
Shrubs + Screening:	
BUX msc J	12
PRV vna SM	12
SZF arb R	10
VRB vna B	10
Trees:	
MAG gra LG	5

Area C

Plant Code	Quantity
Groundcovers:	
DIC rep	40
GR PBA	15
HR rep	9
MFO par	15
HAB vna M	9
VIO hed	40
Grasses:	
DIA cde U	10
LR mus EG	30
LOM ten T	30
LOM ten	15
POA lab K	10
Broadleaf:	
CLJ min	5
DOR exc	60
Shrubs + Screening:	
BUX msc J	6
PT ten GP	42
PRV vna SM	6
SZF arb R	11
VRB vna B	6

Area D

Plant Code	Quantity
Groundcovers:	
BRA mul	12
CAS gra C	35
DIC rep	38
GRE ten MT	22
HR rep	25
RDS arb P	35
HAB vna M	15
VIO hed	38
Grasses:	
ANJ Av	20
DIA cde U	35
LR mus EG	35
LOM ten T	30
PSN arb H	30
POA lab K	25
Broadleaf:	
CLJ min	25
CR ped	15
DOR exc	6
PHO ten BB	15
Shrubs + Screening:	
BUX msc J	18
BALH can	5
CAC vna B	15
COV arb	12
GRE arb	5
LAV vna A	28
PT ten GP	30
PRV vna SM	18
VRB vna B	27
WDS fru GB	18
Trees:	
LAC hed T	4
PRV arb C	7

Area E

Plant Code	Quantity
Groundcovers:	
DIC rep	25
HR rep	5
VRB ped	15
VIO hed	25
Grasses:	
DIA cde U	15
LR mus EG	15
Broadleaf:	
CLJ min	8
CR ped	5
PHO ten BB	5
Shrubs + Screening:	
BUX msc J	8
SZF arb R	6

Area F

Plant Code	Quantity
Groundcovers:	
BRA mul	25
CAS gra C	28
DIC rep	40
GRE ten MT	28
HR rep	18
MFO par	18
RDS arb P	28
VIO hed	40
Grasses:	
DIA cde U	15
LR mus EG	30
LOM ten T	15
POA lab K	30
Broadleaf:	
CLJ min	9
PHO ten BB	12
Shrubs + Screening:	
BUX msc J	18
CAC vna B	15
COV arb	5
LAV vna A	28
PT ten GP	7
PRV vna SM	18
WDS fru GB	18

Planting General Notes:

- Refer to drawing 2401-04 for the Plant Schedule & Maintenance Notes/Requirement.
- Planting design subject to detailed design, not for pricing or construction.
- All new deep soil garden areas: subgrade to be cultivated prior to installation of new imported organic garden soil.
- All new deep soil garden areas to include minimum 300mm depth of imported organic garden soil mixed through existing site soil where possible.
- All garden areas to be mulched with 75mm depth of imported organic garden mulch.
- All new lawn areas to include minimum 100mm depth of imported turf underlay.
- Sub-surface drainage to all garden areas, connected to site stormwater.
- All garden and lawn areas to be irrigated with a fully automated drip irrigation system. Irrigation system design subject to detailed design.



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Mid-Western Regional Council
Ordinary Meeting - 20 March 2024
Report 8.2 - Attachment 1
Planting DA Plan

Author: [Name]
Date: [Date]
Version: [Version]
Reviewed by: [Name]
Date: [Date]
Approved by: [Name]
Date: [Date]

Project: [Project Name]
Location: [Location]
Client: [Client Name]

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Client: [Client Name]

Plant Schedule & Maintenance Requirements:

(to be read in conjunction with drawing 2401-03)

Code	Scientific name:	Common name:	Pot Size:	Mature height & spread*:	Density:	Quantity:	Maintenance requirements:
Groundcovers + Vines:							
BRA mu	Brachycome multifida	Curl-leaf Daisy	140mm Pot	0.4 x 0.2m	5 / m ²	77	Seasonal maintenance to promote new growth.
CAS gya O	Casuarina glauca 'Cousin It'	Cousin It	140mm Pot	0.5 x 0.5m	3 / m ²	81	Seasonal maintenance to promote new growth. Allow to cascade down face of walls.
DIC wip	Dichondra repens	Kidney Weed	Tubestock	0.1 x 0.3m	6 / m ²	243	Allow to form a natural weed-cover within garden areas.
GRE lan MT	Grevillea lanigera 'Mr Tamboritha'	Spider Flower	140mm Pot	0.2 x 1m	3 / m ²	88	Seasonal maintenance to promote new growth.
GRE PRM	Grevillea 'Robynia Royal Mantle'	Grevillea	140mm Pot	0.2 x 1m	3 / m ²	15	Seasonal maintenance to promote new growth. Maintain to garden extent if it begins encroaching on paths/lawn areas.
HIB sca	Hibbertia scandens	Goldens Guinea Flower	140mm Pot	0.5m x 1m	3 / m ²	87	Seasonal maintenance to promote new growth. Maintain to garden extent if it begins encroaching on paths/lawn areas.
MYO gai	Myoporum laetifolium	Redbilla	140mm Pot	0.5m x 1m	3 / m ²	66	Seasonal maintenance to promote new growth. Maintain to garden extent if it begins encroaching on paths/lawn areas.
PRA pen	Pratia pedunculata	Trailing Pratia	Tubestock	0.1 x 0.3m	6 / m ²	40	Allow to reform a natural weed-cover within garden areas.
RCS off P	Rochmansia officinalis 'Prostratus'	Creeping Ruyamary	140mm Pot	0.1 x 0.3m	4 / m ²	871	Seasonal maintenance to promote new growth. Allow to cascade down face of walls.
HAR via M	Hardenbergia violacea 'Meema'	Hardenbergia Meema	140mm Pot	0.5 x 0.5m	3 / m ²	60	Seasonal maintenance to promote new growth.
VIO hed	Viola hederacea	Native Violet	Tubestock	0.1 x 0.3m	6 / m ²	243	Allow to form a natural weed-cover within garden areas.
Grasses:							
AM wv	Angostemmas 'Amber Velvet'	Kangaroo Paw (Orange-Red)	140mm Pot	0.5 x 0.5m	5 / m ²	44	Seasonal maintenance to remove dead flowers.
DIA via LJ	Dianella caerulea 'Little Jess'	Blue Fox Lily	140mm Pot	0.4 x 0.4m	5 / m ²	192	
LI mu EG	Liriodendron muscari 'Evergreen Giant'	Liriodendron	140mm Pot	0.5 x 0.5m	4 / m ²	197	
LOM lan T	Lomandra longifolia 'Tanki'	Tanki	140mm Pot	0.5 x 0.5m	4 / m ²	180	
LOM lan	Lomandra longifolia	Spry Manakin	140mm Pot	0.8 x 0.8m	3 / m ²	38	
REN ab N	Remmisium alopecuroides 'Nufay'	Footstall Grass	140mm Pot	0.6 x 0.6m	5 / m ²	85	Seasonal maintenance to promote new growth.
POA lab K	Poa labillardieri 'Kingsdale'	Common Tussock Grass	140mm Pot	0.6 x 0.6m	4 / m ²	112	Seasonal maintenance to promote new growth.
Broadleafed:							
CL mu	Clivia miniata	Clivia	200mm pot	0.5 x 0.5m	4 / m ²	93	Seasonal maintenance to remove dead flowers.
CR ped	Cimicifuga pedunculata	Swamp Lilly	200mm pot	0.8 x 0.8m	3 / m ²	50	Seasonal maintenance to remove dead flowers.
DOR evc	Dorothy's evc	Gymea Lily	200mm Pot	1.5 x 1.0m	1 / m ²	88	Seasonal maintenance to remove dead flowers. Maintain compact form by removing lower leaves.
PHO lan BB	Phoradendron lanigera 'Bronze Baby'	Phoradendron	200mm Pot	0.8 x 0.8m	3 / m ²	75	
Shrubs + Screening:							
BUX mic J	Buxus microphylla 'japonica'	Buxus	200mm Pot	0.8 x 0.8m	2 / m ²	95	Seasonal maintenance to maintain compact, ball form, 0.8m height by 0.8m spread.
BAN rob	Banksia robur	Swamp Banksia	200mm Pot	2.0 x 2.0m	2 / m ²	14	Seasonal maintenance to maintain compact form, 1m height by 0.8m spread.
CAL vnt B	Callistemon viminalis 'Better John'	Bear Callistemon	200mm Pot	0.8 x 0.8m	2 / m ²	48	Seasonal maintenance to maintain compact, ball form, 0.8m height by 0.8m spread.
COM ab	Correa alba	White Correa	200mm Pot	1.0 x 1.5m	1 / m ²	29	Seasonal maintenance to maintain compact, ball form, 0.8m height by 0.8m spread.
GRE lan	Grevillea lanigera	Juniper-leaved Grevillea	200mm Pot	0.5 x 1.5m	3 / m ²	35	
LAV via B	Levanthia viciae 'Acacia'	Lavender	200mm Pot	0.5 x 0.5m	3 / m ²	8	
PIE lan GP	Pittosporum tenuifolium 'Green Ruler'	Pittosporum Green Pillar	25L	2.0 x 1.5m	1 / m ²	94	Seasonal maintenance to maintain informal hedge to height of boundary fence 1.8-2m height by 0.7m spread.
RHA ynd SM	Rhaphephile indica 'Snow Maiden'	Snow Maiden	200mm Pot	0.8 x 0.8m	2 / m ²	88	Seasonal maintenance to maintain compact, ball form, 0.8m height by 0.8m spread.
SYZ auu B	Syzygium australe 'Resilience'	Lilly Pilly	25L	2.0 x 1.5m	1 / m ²	30	Seasonal maintenance to maintain informal hedge to height of boundary fence 1.8-2m height by 0.7m spread.
VIB odo G	Viburnum odoratissimum 'Emerald Lustre'	Viburnum	25L	2.0 x 1.5m	1 / m ²	43	Seasonal maintenance to maintain informal hedge to height of boundary fence 1.8-2m height by 0.7m spread.
WES fru GR	Westringia fruticosa 'Grey Box'	Compact Coastal Rosemary	140mm Pot	0.5 x 0.5m	4 / m ²	74	Seasonal maintenance to maintain compact form, 0.4m height by 0.4m spread.
Trees:							
EUC lev	Eucalyptus leucylon	Yellow Gum	75L	12 x 5m	—	3	
EUC sco	Eucalyptus scoparia	Wallangarra White Gum	75L	12 x 8m	—	3	
MAG gra LG	Magnolia grandifolia 'Little Gem'	Magnolia	75L	6 x 3m	—	6	Maintain compact with clear trunk 1.5m height.
LAG ind T	Lagerstroemia indica 'Tuscadero'	Crepe Myrtle	75L	5 x 4m	—	4	Maintain compact with clear trunk 1.5m height.
PYR cal C	Pyrus calleryana 'Capital'	Capital Pear	75L	6 x 3m	—	7	Maintain compact with clear trunk 1.5m height.
Turf Planting:							
VUJ	Village Green 'Yikaya'		—	—	—	—	Maintain as required to pile height of approximately 40mm.

Notes:

- * Nominal height / spread at maturity and vary based on maintenance regime and site growing conditions.
- Planting angles subject to approval design and documentation.
- Spreading capacity subject to availability at time of planting and circumstances.

Groundcovers + Vines:



Grasses + Broadleafed:



Shrubs:



Trees:



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Maintenance Requirements & Management Plan:

General:

The landscape works shall be maintained for the full life of the landscape. The frequency of maintenance shall occur every fortnight and works include, but are not limited to, weeding, pruning, debris removal, fertilising, pest and disease control, plant replacement and staking.

Ensure the general appearance and presentation of the landscape and the quality of plant material at date of installation is maintained for the full life of the landscape.

Refer to AS1733, and the following requirements as published within the Plant Schedule on Drawing 2401-04.

Fertilising:

Fertiliser shall be an approved controlled release type, such as native plant food, a 1/2" or supplied by the manufacturer or equivalent with a N:P:K:5 ratio of 19:1:8:5:25/50/1. It is applied at the rate specified by the manufacturer. Apply all-purpose fertiliser to mass planting areas annually in both bands and subsoil into the soil 100 mm deep.

Season: fertilise all planting in September and March according to their seasonal growth requirement.

Insect & Disease Control:

Examine and fungicide treatments, if considered necessary, shall be conducted in accordance with the manufacturer's instructions. The maintenance contractor shall report all occurrences of insect attack or disease to plant material.

Period for treatment: until the problem has been eliminated.

Chemical spray: avoid wind/drip or if too likely to follow within 12 hours. Apply to the manufacturer's instructions and material data and safety sheets.

Weeding:

Weeds: unwanted plants and grasses not planted as part of the original work. Progress: as required for planted and mulched areas to be weed free when observed at fortnightly maintenance intervals.

Method: pull and keep clear. Vigorous ground covers 200 mm from the base of any large shrub, palm or tree. To be completed by hand.

Herbicide application: avoid windy days, or if rain is likely to follow within 12 hours. Apply to the manufacturer's instructions and material data and safety sheets.

Apply when the weather is humid with moderate temperatures and maximum sunlight. Apply when the ground has the recommended soil moisture.

Stakes & Ties:

Adjust and/or replace stakes and ties where required. Remove all stakes and ties when the planting has fully established and is self-sustaining.

Generally, if plants are unable to be self-sufficient or if stakes are damaged, stake or tie stake the plants are required.

Removal: if plants are robust with well-developed systems and are doing enough to no longer require support, remove stakes and ties.

Mulched areas:

Maintain mulched areas in a downward tidy condition. Reinstall mulch to specified depths and extents. The maintenance contractor is to allow in up all mulch areas at least once every three months.

Depth: maintain a minimum depth of 75mm for organic mulch. Maintain the original ground levels around the base of plants.

Grass Areas - General:

Lawn: remove litter and fallen branches before mowing.

Grass height: consistent with the growth habit of the grass variety and maintained at 25 mm to 55 mm throughout the year.

Flooding: weekly during the mowing season, November to March, and at bi-weekly intervals during April to October. Do not mow under wet conditions.

Mowing: once every month before mowing, during the mowing season with a flexible rake. On alternate mowings, adopt a north-south and east-west pattern. Edge at the same time & mowing, trim lawn edges to plant beds, pathways, base of trees and other obstacles. Ensure trees and shrubs are not damaged. Clipping distribution: off-site.

Grass Areas - Topdressing:

Topdressing material for established lawns: weed free imported sandy loam (0-5 mm depth) of 5 mm.

Program: the spring following establishment.

Topdressing material for remediation of all depressions or irregularities, apply coarse or medium soil type (M1) suitable for application to put or grass seeded areas.

Grass Areas - Fertilising:

Fertilising: apply lawn fertiliser at the completion of the first and last mowing of the plant establishment period, and at other times as required to maintain healthy grass cover.

Watering:

Watering programme: minimum three complete waterings daily to a depth of 100 mm at fortnightly intervals for the first 6 weeks of plant establishment irrespective of natural rainfall. Mass planted areas including trees shall be watered regularly with an even/deep penetrating application to ensure continuous healthy growth. Avoid frequent dampening of the surface. Allow the surface of the soil to partially or fully dry between waterings.

Water quality: pH between 5.5 and 7.5. Total soluble salts less than 1000 mg/L. No substances that would be toxic to plant growth.

Water restrictions: coordinate the water supply and confirm the watering regime against state and territory legislation and restrictions at the time.

Irrigation:

End irrigation system for all mass planted areas is included for all plantings, connected to the site-drainwater harvesting system. Regularly inspect the irrigation system to ensure it is functioning appropriately as per the manufacturer's requirements.

Replacement planting:

Immediately replace plants, which die or fail to thrive or are damaged or broken, with plants of same size and quality unless otherwise directed. All plantings are to be within compliant accessible tracks.

Waste removal:

Remove all green waste and general waste from ongoing maintenance responsibilities via the building waste management system. Green waste is to be disposed in appropriate green waste systems for recycling. Any large limbs of foliage that is removed is to be broken down to a manageable size and disposed as required via the building waste management system.

Completion:

- Generally, plant maintenance period shall be deemed complete, subject to the following:
 - Replant to planting media completed.
 - Pests, diseases, or nutrient deficiencies or shortages are not evident.
 - Organic and rock mulched surfaces have been maintained to a weed free and tidy condition and to the specified depth.
 - Vegetation is established and well formed.
 - Plants have healthy root systems that have penetrated into the surrounding undisturbed ground and not able to be pulled out of its planting hole.
 - Collection and removal of litter.
 - Removal of mulch from damage with accessions.

Immediately replace plants, which die or fail to thrive or are damaged or broken, with plants of same size and quality unless otherwise directed. In the case of plants or established plants the contractor will be required to replace the plants a minimum of once for each plant.

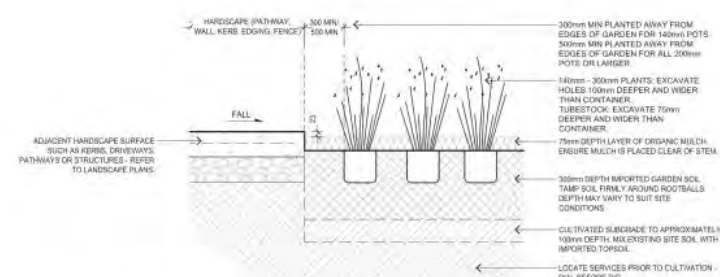
Plant establishment compliance table:

Plant material:	Acceptable failure per area:	Acceptable concentration of failure:
Tree stock	≤ 10%	≤ 10% in any given location
140mm	≤ 5%	≤ 10% in any given location
300mm or larger	≤ 0%	≤ 0%
Turf	≤ 5%	≤ 0%



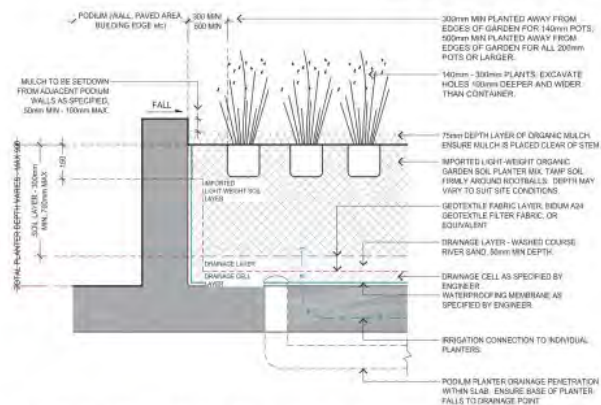
Turf Planting - Typical Detail:

Scale: 1:10 @A1



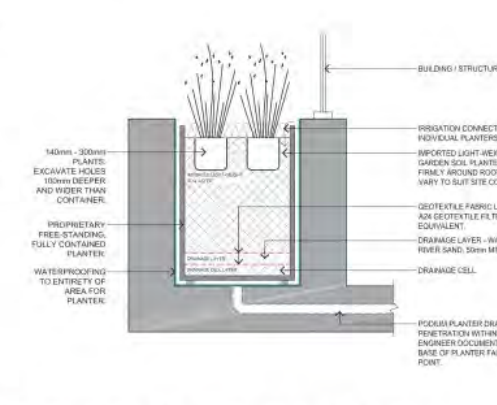
Mass Planting (Deep soil) - Typical Detail:

Scale: 1:10 @A1



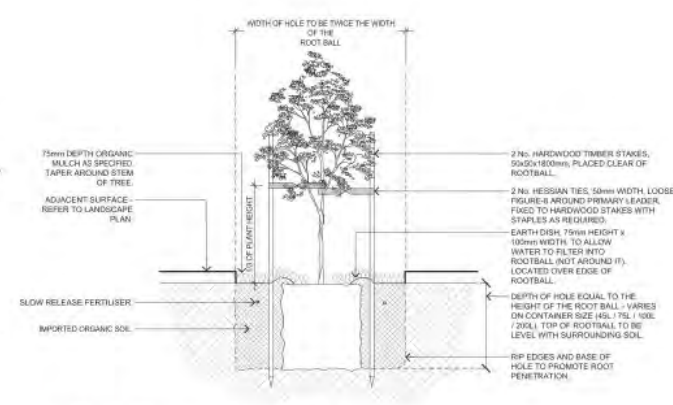
Mass Planting (Built-in Podium Planters) - Typical Detail:

Scale: 1:10 @A1



Mass Planting (Stand-alone Podium Planters) - Typical Detail:

Scale: 1:10 @A1



Tree Planting (Deep soil) - Typical Detail:

Scale: 1:10 @A1



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SUE ROSEN ASSOCIATES

APPENDIX B

HERITAGE LISTINGS

Item Details

Name

Hotel

SHR/LEP/S170

LEP #186

Address

34-36 Inglis Street MUDGEE NSW 2850

Local Govt Area

Mid-Western Regional

Local Aboriginal Land Council

Unknown

Item Type

Built

Group/Collection

Commercial

Category

Hotel

All Addresses

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
34-36	Inglis Street	MUDGEE/NSW/2850	Mid-Western Regional	Unknown	Mudgee	Wellington	Unknown	Primary Address

Significance

Statement Of Significance

Constructed originally as a single storied hotel in c. 1881, the upper storey was added in 1927 by George Knight to a design by local architect Harold Hardwick creating an exceptional grand corner hotel. In the 1990s additions on the west side, by local architect B Hickson, provided a drive-through liquor shop.

Constructed largely in English bond brickwork, the building features a high parapet wall to both Inglis and Lewis Streets. The parapet is finished with several large half round moulded tablets with the central one splayed and focussed on addressing the corner of Inglis and Lewis Streets with the words 'Federal Hotel' in relief.

Windows are generally simple rectangular double hung sashes, except below the tablets where they are enlarged with upper sashes of small lights. The elevations are further decorated with raised string courses, moulded garlands and a suspended awning.

The entrance doors below the awning have been modernised to full glass.

A landmark building that contributes to the streetscapes of Lewis and Inglis Streets.(Ref: Snapshot MWRC)

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer Builder/Maker

Architect Harold Hardwick
(1927)

Physical Description Updated

Single storey late Victorian brick (English Bond ground floor Stretcher Bond above painted Dado ground floor) Hotel (?) incl. Double hung sash windows with flat soldier course brick arches. First floor c.1915 addition of brick with mixed window types incl. corner and alt. entry high multipaned sash windows to floor level and with render label mould and decorative above. Render string course at verandah roof level and above first floor window heads and rendered parapet with rendered arches and sash motives name in render.

Physical Condition Updated

Modifications And Dates

Aluminium entrance doors - Inappropriate.
CC-N0201/99 - Alterations
DA27/1990 - Bottle Shop
DA259/1990 - Garage
DA119/1992 - Awnings

Further Comments

Integrity: Good. Condition: Fair. Conservation Area.

Current Use

Former Use

Listings

Listings

Records Retrieved: 2					
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Mid-Western Regional Local Environmental Plan 2012	186	8/10/2012 12:00:00 AM		
Heritage study					

Procedures/Exemptions

Records Retrieved: 0

Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History

Historical Notes or Provenance

Updated

The Federal Hotel stands on the north-western corner of Inglis and Lewis Streets, Mudgee. It is the youngest of all Mudgee's surviving hotels, although it has not yet been established precisely when it was constructed.

The hotel and its adjoining bottle shop stand on Allotment 20 and part of Allotment 19 of Section 43 of Mudgee township. All twenty allotments in Section 43 were originally of 1 rood (1/4 acre) in area. Both Allotments 19 and 20 were sold as crown grants to John Russell Jones in 1858. Allotment 19 was sold for £7 15s and Allotment 20, on the corner, was sold for £12 10s. In 1868 Jones sold the two allotments to John James Lee for £40. The price indicates that there were no structures on the land at the time of sale. In 1883 Lee sold the two allotments to Thomas Wilkins, licensed victualler, for £350, a price which suggests that the site was by now developed. The next year Thomas Wilkins sold the property to Henry John Hall, grazier of Mudgee, for £400. Licensing records in our archives are patchy. This area of town, away from the central business district down by the river, was sparsely developed until the arrival of the railway in 1884 which had a considerable impact on the town's economy. This part of town became a focus area and a hive of activity, once construction of the railway station, station master's residence, workers' cottages, engine shed and goods shed etc was commenced. The town's hospital, built in 1874, was now situated directly opposite the new railway station.

Unusually, Henry John Hall appears to have been both owner and licensee of the Federal Hotel for a number of years, although not necessarily continuously. Henry John Hall died in 1912, leaving the hotel to his wife Beatrice Jane Hall who died in 1944. The hotel remained as part of her estate until it was sold in 1971.

The ground floor is in a brown brick in English bond, while the ponderous upper floor, added in 1927 to the design by Mudgee architect Harold Hardwick, is in a lighter brick in stretcher bond. Revamps to the ground floor disguise the fact that the building is actually a late nineteenth century structure. However, some of the building's original features remain, and the upper floor remains relatively intact with its Arts and Crafts interior. A cellar under the main bar was accessed via a trapdoor just inside the double doors on the southern facade. During renovations in the 1980s, this cellar was filled in with granite.

The hotel has long been called the Federal Hotel, although it appears to have pre-dated Federation (1901) by almost two decades. However, impetus for Federation began well before the turn of the century. It also appears that Henry John Hall was a patriotic citizen. A son, born in Mudgee in 1895, was called Australia Harold Hall, who managed the hotel for a time in the 1920s. Although ideally located in relation to Mudgee's grandiose railway station, the hotel could not be called the Railway Hotel, as a hotel which stood on the south-eastern corner of Lewis and Gladstone Streets and which was demolished in the 1940s, was already known by that name; this single-storey hotel, constructed in the late 1850s, was previously known by several names.

Ref The Muse : Published by the Mudgee Historical Society Inc June 2012

Historic Themes

Records Retrieved: 0

National Theme	State Theme	Local Theme
No Results Found		

Recommended Management

Management Summary

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 0

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
No Results Found					

Reference & Internet Links

References

Records Retrieved: 1

Type	Author	Year	Title	Link
Written	Hughes Trueman Ludlow	1985	Mudgee Heritage Study	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Local Government	Mid-Western Regional Council	2070086

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Item Details

Name

Mudgee Railway Station, yard and locomotive yard

SHR/LEP/S170

SHR #01204

Address

Wallerawang-Gwabegar railway MUDGEE NSW 2850

Local Govt Area

Mid-Western Regional

Local Aboriginal Land Council

Mudgee

Item Type

Complex / Group

Group/Collection

Transport - Rail

Category

Railway Platform/ Station

All Addresses

Addresses**Records Retrieved: 1**

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Wallerawang-Gwabegar railway	MUDGEE/NSW/2850	Mid-Western Regional	Mudgee			DUBBO	Primary Address

Significance

Statement Of Significance

Mudgee station and yard group is one of the best surviving Victorian station and yard groups in which most of the components are intact with major structures surviving from the time of opening and from early in the 1900's. It exhibits the confidence in railway construction in the 1880's and the continuation of that confidence by the quality of the extensions to the station building in 1913 when most railway buildings were standardised and of cheaper construction. It is one of the very few similar buildings to survive without exterior masonry being painted. The station building, although added to, retains its early form and is a major civic building in Mudgee. It marks an important phase in railway construction at the end of the boom period, following the goldrushes to western NSW.

Criteria c)**Aesthetic/Technical Significance**

The Mudgee Railway Station is of State significance as a fine example of a Victorian boom style railway station.

The Railway Station is of local significance as a town landmark.

Criteria f)**Rarity**

The Mudgee Railway Station and yard are of State significance as a rare surviving example of original railway line and siding arrangements. The Railway Station is rare in the degree and extent to which it retains its original fabric and character.

Criteria g)**Representative**

The Mudgee Railway Station and yard are of State significance as being representative of large country railway stations erected in the late Victorian period. It is a fine example of its type due to its integrity and the retention of original fabric, particularly in relation to the layout of the rails and sidings.

Owners

Records Retrieved: 0		
Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer

John Whitton

Builder/Maker

Physical Description

Updated

Yard

The yard runs east-west in an elongated form matching the railway line. It terminates at the eastern end with a concrete overbridge. To the west of the station building is the foot warming furnace and coal bins, which have been roofed. The Station is surrounded by a gravelled parking area and nature strip to the north, by the goods yard to the east, which includes the dock, crane, weighbridge and office. Further east is the Engine Running Shed and associated buildings. A range of residences and the Barracks line Inglis Street. To the south of the Station, and across the tracks, is a park-like area leased to the Mudgee Base Hospital.

Station Building

The Station is a break fronted building of red brick with sandstone foundations and quoins. A massing of roof structure in the centre of the building provides a focus, being decorated with cast iron finials and crestings. A date plaque sits underneath this central moulded pediment. The roof is hipped corrugated iron with ridge vents and is also broken by elaborately moulded chimneys. A band of painted renderwork decorates the exterior at cornice level. Wings at either end of the building form the termination of the cast iron verandah on the Inglis Street face, while facing the tracks an elaborate awning runs the length of the building. Pavilions at either end of the Station were once free standing, but have been linked by later infill.

Internally, a sense of space is created by the use of high ceilings. The walls are plastered and many rooms retain their hardwood floors. Externally the windows and fanlights have arched heads, but internally are finished horizontally with squared architraves. One room appears to have retained its original chimney piece, but all other fixtures have been removed.

List of associated buildings and structures:

Western Area

Foot warmer furnace and coal bins
Church Street overbridge
Former Church Street Gatehouse (1883), 162 Church Street (not in SHR curtilage?)

Eastern Area

Underground brick tanks, one near goods yard entrance and the other near barracks building
Barracks building (1987)
Weighbridge (stamped H. Pooley & Son Ltd., Birmingham and London No.524) and Weighbridge Office
Goods Shed and platform (1883)
Jib Crane (10 ton steel crane stamped H.P. Gregory & Co., San Francisco Cal.)
Group of small timber framed buildings used by staff
Engine Shed (1891) Loco Store (1891), tanks (1883) and associated pits, water columns and coal stages.
Railway staff (former Guards, Engine Driver's and Porter's Cottages - 1883), Cottages 9-15 Inglis Street
Former Barracks and Staff Residence (1883), 5-7 Inglis Street
60 foot turntable (1903)

Physical Condition**Updated****Modifications And Dates**

1883-4 Construction according to original plans
1911 Addition of Refreshment Room and Parcel office in adjoining yard.
1917 Old 'Out Of' room converted into a bar
1920 Telegraph Office inserted in enclosed verandah. Further enclosures were undertaken to augment staff facilities. Main facade altered through the creation of doors from windows and rendering and painting the brickwork.
1944 Present Parcels Office and 'Out Of' room constructed.

Further Comments**Current Use**

Restaurant, Bar, Lounge

Former Use

Railway Station

Listings

Listings

Records Retrieved: 4					
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Potential Heritage Item	H				
Heritage Act - State Heritage Register		01204	4/2/1999 12:00:00 AM	27	1546
Local Environmental Plan	Mid-Western Regional Local Environmental Plan 2012	183 & 184	8/10/2012 12:00:00 AM		
Heritage Act - s.170 NSW State agency heritage register					

Procedures/Exemptions

Records Retrieved: 1					
Section of Act	Description	Title	Comments	Action Date	Outcome
57(2)	Exemption to allow work	Standard Exemptions		11/9/2020 12:00:00 AM	

History

Historical Notes or Provenance

Updated

Mudgee residents made representations during the planning of the Great Western Railway to have the line built from Newcastle to Singleton and on to Mudgee. Bathurst, however, was successful in having the line extended from Penrith, which was completed in 1876.

The residents of Mudgee continued to lobby for their own line and formed a committee in 1870 to advance their cause. In 1873 the Government proposed a line between Kelso and Mudgee, but when nothing happened, residents formed the Mudgee Railway league in 1875. Small progress was made in 1876, when a survey was undertaken, but work did not progress until 1879 when Parliament voted for the construction of a line between Wallerawang and Mudgee. This bill was mainly due to the efforts of Sir John Robertson, member for Mudgee and Chairman of the Mudgee Railway League. Sir John was honoured for his efforts, turning the first sod for the line on 23 September 1880.

The line, however, was not officially opened until 11 September 1884. Extravagant celebrations marked the opening of the line, beginning with the arrival of the decorated mail train on the morning of the 10 September. This was followed by a picnic at Market Square, now Robertson Park. The official opening followed on the 11th with a procession of bands through the streets to the station where the ministerial train broke the ribbon. Celebrations continued at Market Square with an outdoor feast and a banquet and ball in the evening. Sheedy (1988:15) states that the opening of the railway "was the climax of one of the greatest days in the history of Mudgee and saw the realization of nearly 25 years hard and persistent representation by the citizens for 'their' railway."

The station building was designed by John Whitton, Engineer and built according to his plan. Whitton seems to have realised the importance of the railway to people of Mudgee and created a building in scale and grandeur that was only surpassed by the Devonshire Street Terminus and the station buildings in Newcastle, Albury and Hay.

The yard layout has not altered greatly since 1883, although the Station Master's Residence, Railway Institute, Signal's and Examiner's Cabins and Garages have been demolished.

Historic Themes

Records Retrieved: 2

National Theme	State Theme	Local Theme
3. Economy	Transport	Public tramline system
3. Economy	Aboriginal pre-contact	Public tramline system

Recommended Management

Management Summary

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 0

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
No Results Found					

Reference & Internet Links

References

Records Retrieved: 3

Type	Author	Year	Title	Link
Tourism		2007	Mudgee Railway Station, yard and locomotive yard	http://www.visitnsw.com.au/Operator.aspx?ProductId=9019529
Tourism	Attraction Homepage	2007	Mudgee Railway Station, yard and locomotive yard	http://www.mudgeerailway.com.au/index.html
Written	David Sheedy Pty Ltd Architects	1988	Mudgee Station Conservation & Management Plan	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Heritage NSW	Heritage NSW	5012115

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Item Details

Name

Terrace houses

SHR/LEP/S170

LEP #174

Address

81-83 Horatio Street MUDGEE NSW 2850

Local Govt Area

Mid-Western Regional

Local Aboriginal Land Council

Unknown

Item Type

Built

Group/Collection

Residential buildings (private)

Category

House

All Addresses

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
81-83	Horatio Street	MUDGEE/NSW/2850	Mid-Western Regional	Unknown	Mudgee	Wellington	Unknown	Primary Address

Significance

Statement Of Significance

A pair of mid-Victorian terrace houses constructed in the 1870s. These are good examples of workers houses of the era and display typical attributes including a symmetrical facade with double-hung windows each side of the entry door and central chimneys. Walls are rendered masonry and pseudo ashlar block. The roof is hipped corrugated iron with a separately supported bull-nosed iron roofed verandah supported on timber posts.

Located within the conservation area of Mudgee, the terraces add to the variety of period house styles in Mudgee. Set behind a picket fence on one side, and hedge on the other, they contribute strongly to the heritage streetscape of Horatio Street. (Ref: Snapshot MWRC)

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Designer

Builder/Maker

Updated

Physical Condition

Updated

Further Comments

Current Use

Former Use

Listings

Procedures/Exemptions

History

Historical Notes or Provenance

Updated

Historic Themes

Records Retrieved: 0

National Theme	State Theme	Local Theme
No Results Found		

Recommended Management

Management Summary

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 0

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
No Results Found					

Reference & Internet Links

References

Records Retrieved: 2

Type	Author	Year	Title	Link
Written	Barbara Hickson	2018	Snapshot: Statements of Significance	
Written	Hughes Trueman Ludlow	1985	Mudgee Heritage Study	

Data Source

The information for this entry comes from the following source:

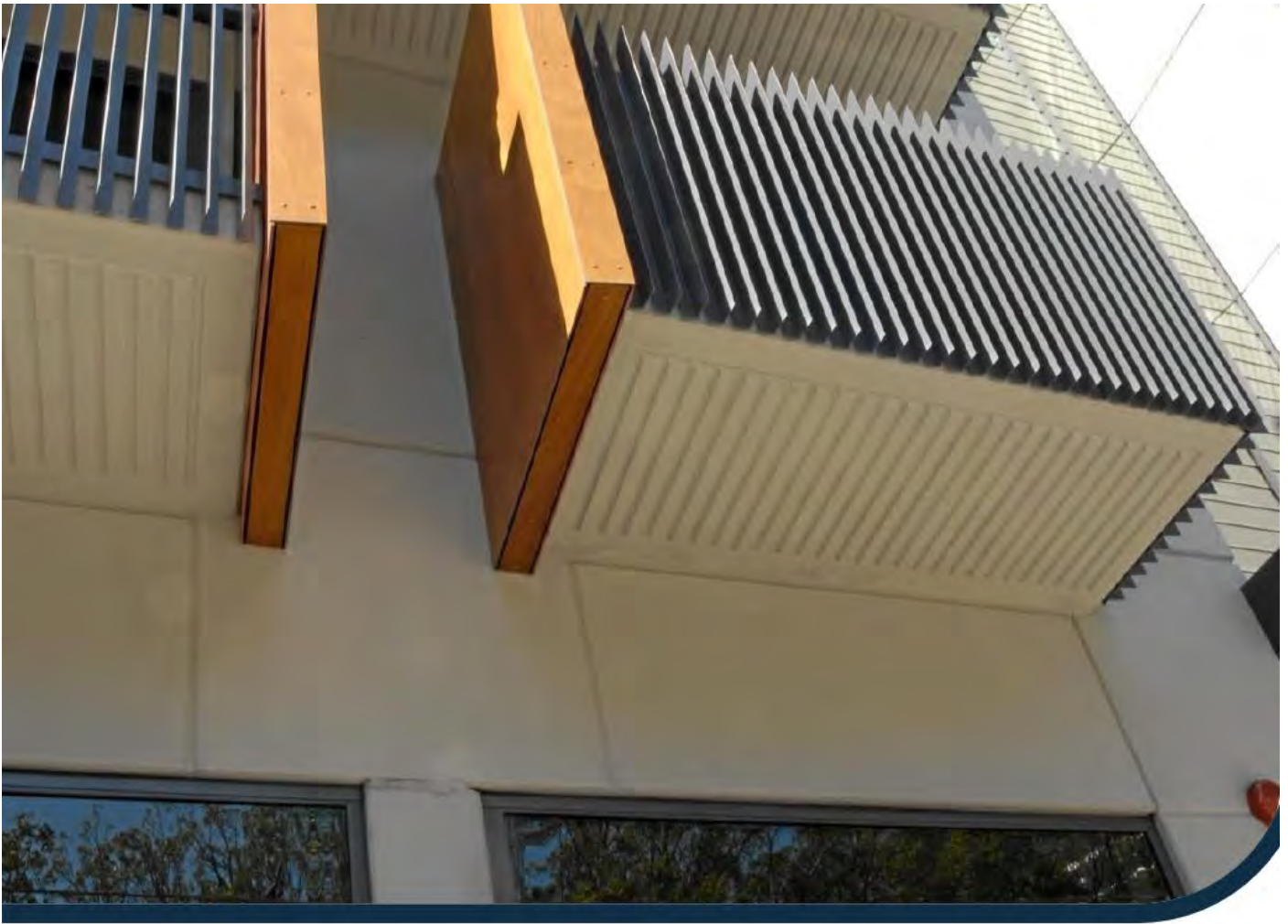
Data Source	Record Owner	Heritage Item ID
Local Government	Mid-Western Regional Council	2070074

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SUE ROSEN ASSOCIATES

END OF REPORT



REPORT

Noise Impact Assessment

Federal Hotel Mudgee
Canberra Airport Group

CONFIDENTIAL

Revision: 3.1 – For Information | Issued: 5 September 2023

Document name: rp230705c0029

NDY
A TETRA TECH COMPANY

VERIFICATION

REVISION	DATE ISSUED	PREPARED BY	VERIFIED BY	AUTHORISED BY	COMMENT
1.0	07/07/2023	Cameron Walbran	Victoria Rastelli	Nan Ye	Draft for comment
2.0	13/07/2023	Cameron Walbran	Victoria Rastelli	Nan Ye	For Information
3.0	04/08/2023	Cameron Walbran	Thomas Warren	Nan Ye	For Information
3.1	05/09/2023	Cameron Walbran	Thomas Warren	Nan Ye	For Information

STAKEHOLDERS

ROLE	TEAM MEMBER	ORGANISATION
Client Representative	Andrew Connor	Canberra Airport Group
Architect	Elliot Oxley	Bergstrom Architects
Services Engineer	Nan Ye	NDY

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1 EXECUTIVE SUMMARY	1
1.1 INTRODUCTION	1
1.2 AUTHORITY	1
1.3 INFORMATION SOURCES	1
2 PROJECT INFORMATION	2
2.1 SITE LOCATION	2
2.2 SITE LAYOUT	3
2.3 SENSITIVE RECEIVERS	5
3 NOISE AND VIBRATION CRITERIA	7
3.1 NSW NOISE POLICY FOR INDUSTRY 2017	7
3.2 MID-WESTERN REGIONAL COUNCIL	7
3.3 DETERMINATION OF PROJECT NOISE TRIGGER LEVELS (PNTL)	7
3.4 HOTEL INTERNAL NOISE LEVELS	8
3.5 CONSTRUCTION NOISE AND VIBRATION CRITERIA	9
4 OPERATIONAL NOISE IMPACT ASSESSMENT	14
4.1 NOISE EMISSION FROM MECHANICAL AND BUILDING SERVICES	14
4.2 NOISE EMISSION FROM WASTE COLLECTION	15
4.3 NOISE EMISSION FROM THE CARPARK	15
4.4 NOISE EMISSIONS FROM OUTDOOR AREAS	16
5 NEW HOTEL ARCHITECTURAL ITEMS	17
5.1 NATIONAL CONSTRUCTION CODE	17
5.2 FAÇADE	18
6 CONSTRUCTION NOISE AND VIBRATION	19
6.1 PRELIMINARY NOISE ASSESSMENT	19
6.2 PREDICTED CONSTRUCTION NOISE	19
6.3 PRELIMINARY VIBRATION ASSESSMENT	20
6.4 CONSTRUCTION ACTIVITIES AND MITIGATION	21
7 CONCLUSIONS	24
7.1 OPERATIONAL NOISE	24
7.2 CONSTRUCTION NOISE	24
7.3 CONSTRUCTION VIBRATION	24



1 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The proposed development is for the construction of an extension to the existing Federal Hotel and a new drive-thru bottle shop and new hotel. The project is located on the corner of Inglis and Lewis St, Mudgee, 2850 NSW. This report has been prepared for submission as part of the applicable planning pathway to Mid-Western Regional Council.

1.2 AUTHORITY

Authority to undertake this report was provided by Andrew Connor of Canberra Airport Group.

1.3 INFORMATION SOURCES

The report is based upon the following information:

- NSW Noise Policy for Industry 2017
- NSW Interim Construction Noise Guideline 2009
- NSW Road Noise Policy 2011
- AS/NZS 2107:2016 *Acoustics – Recommended design sound levels and reverberation times for building interiors*
- AAAC Technical Guideline for Child Care Centre Noise Assessment 2008
- Assessing Vibration: A Technical Guideline 2006
- Vibrations in Buildings, DIN4150.3-1999
- BS 5228 – 2:2009 part II Vibration
- Bergstrom Architects plans, Rev A and B, dated May 2023.
- NDY Mechanical and electrical concept Markups, dated 20.07.23.
- Comments from client dated 10.07.23.

2 PROJECT INFORMATION

2.1 SITE LOCATION

The site is located on the corner of Inglis St and Lewis St, Mudgee, NSW, in the Mid-Western Regional Council (Figure 1). The site bounded by residential buildings to the north, east, south and west.

The current zoning of the lots are as follows (Figure 2):

- 34-36 Inglis St: SP3 Tourist zone
- 38-42 Inglis St: Mixed Use zone

The existing approval for 34-36 Inglis St is for hotel use. Fencing runs along the north side of the property to a height of approximately 1.5m from ground. The site currently includes a car park at the rear/north and has an outdoor area which has regularly housed approximately 100 people as well as a food truck with no existing complaints or concerns from neighbouring properties. A drive-thru bottle shop and a fabrication shop currently operates on 38-42 Inglis St sites.



FIGURE 1 LOCALITY MAP

It is important to note that 32 Inglis is being used as a commercial business and 19 Inglis is a mixed use with heritage overlay, used also as a commercial business.

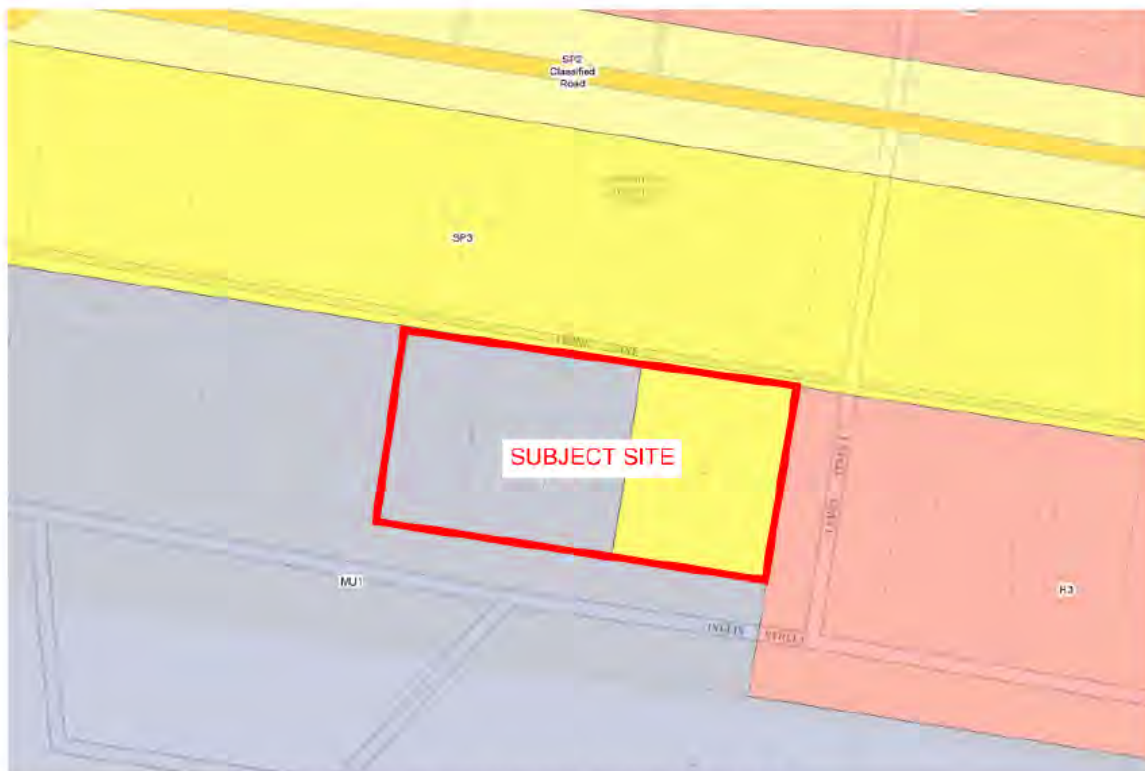


FIGURE 2 SITE LOCATION (TAKEN FROM THE NSW SPATIAL PLANNING VIEWER)

2.2 SITE LAYOUT

The existing Federal Hotel currently lies on the eastern-most lot of the site, along with a drive through bottle shop and several buildings on the adjacent lots. The proposed layout includes the following buildings/spaces:

- Refurbished and extended Federal Hotel pub:
 - Bistro
 - Lounge
 - Sports bar
 - Gaming bar
 - Outdoor gaming
 - Banquette seating
 - Beer garden
 - kitchen
 - Family area including kids play area
 - Back of house spaces
- Bottle shop:
 - Relocated bottle shop
 - Drive thru
 - Cool room and dry store
- Hotel:
 - Entry foyer
 - Hotel rooms over two floors
 - Carpark with entry / exit through Inglis Street

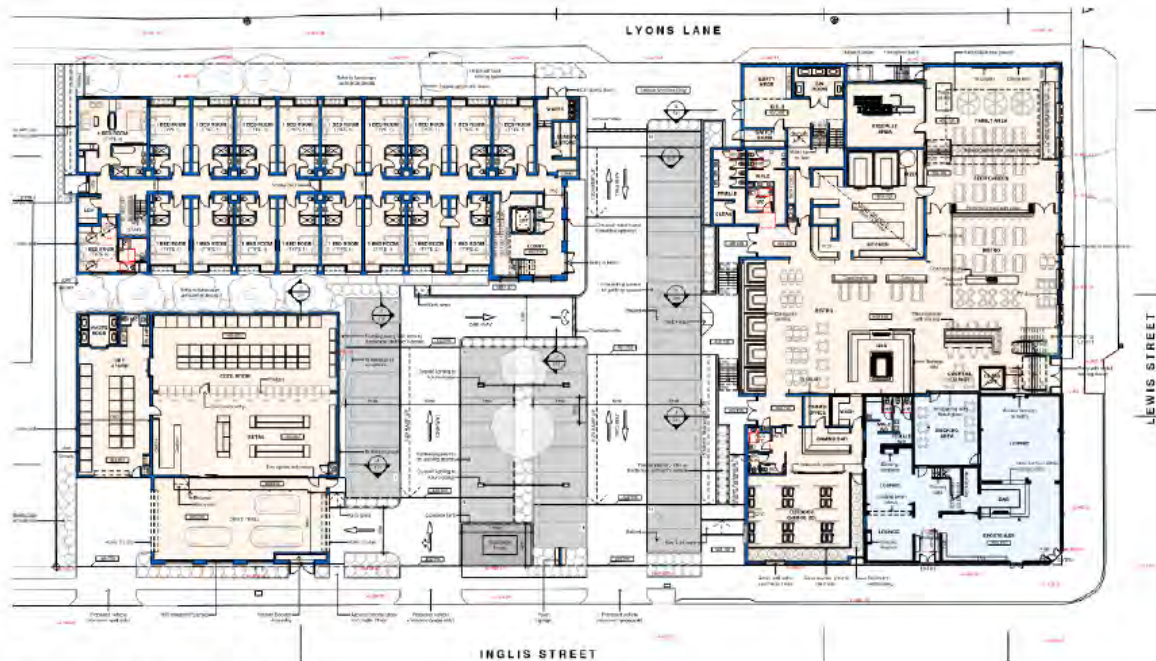


FIGURE 3 GROUND FLOOR PLAN

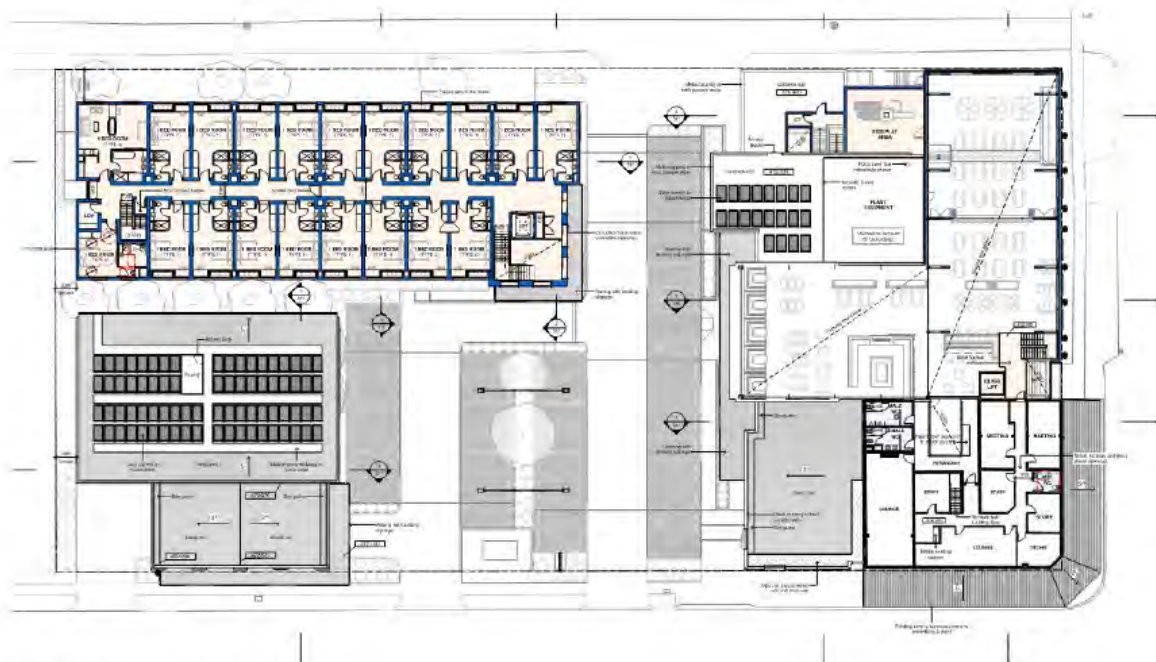


FIGURE 4 LEVEL 1 PLAN

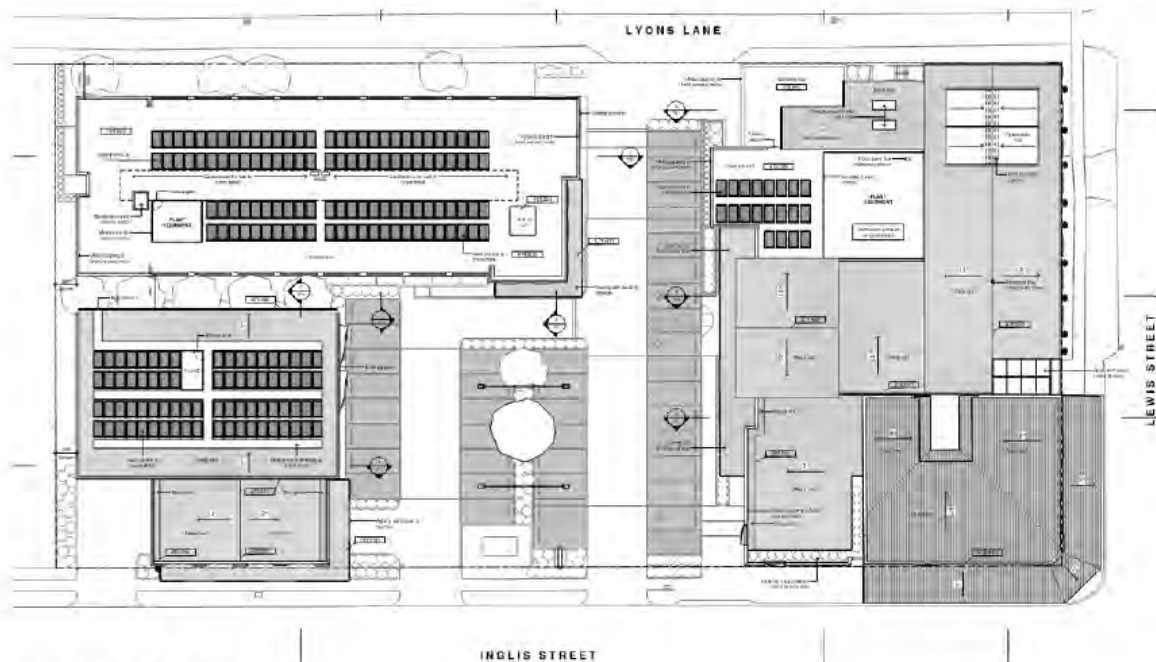


FIGURE 5 ROOF PLAN

2.3 SENSITIVE RECEIVERS

The sensitive receivers surrounding the site area as follows (Figure 6):

- 74 Lewis St to the north (Residential) / approximately 20 m
- 76 Lewis St to the north (Residential) / approximately 20 m
- 75 Horatio St to the north (Places of worship) / approximately 30 m
- 44 Lyons Ln to the north (Residential) / approximately 20 m
- 44 Inglis St to the west (Residential) / approximately 20 m
- 19 Inglis St to the south (Mixed Use zone, commercial use) / approximately 40 m
- 32 Inglis St to the east (Residential zone, commercial use) / approximately 30 m



FIGURE 6 NEAREST RECEIVERS



3 NOISE AND VIBRATION CRITERIA

3.1 NSW NOISE POLICY FOR INDUSTRY 2017

3.1.1 AMENITY AND INTRUSIVENESS CRITERIA

The NSW Noise Policy for Industry (NPfI) provides assessment methodologies, criteria and detailed information on the assessment of environmental noise emissions in NSW. The NSW NPfI criteria for noise sources consider two components:

- Controlling **intrusive** noise impacts for residential receivers. Assessing intrusiveness generally requires noise measurements to quantify background (LA90) noise levels at a location considered representative of the most potentially affected residential receiver(s). The intrusiveness criterion essentially means that the equivalent continuous noise level (L_{aeq}) of the source(s) under consideration should be controlled to not exceed background noise levels by more than 5 dB(A).
As the subject site and surrounding land is either empty or under construction, to carry out background noise level measurements at this stage would result in intrusiveness criteria that is not representative of the developed area. As such we have not carried out background noise level measurements and recommend that at this stage only the amenity noise level criteria is applied to the project, as described below.
- Maintaining noise **amenity** for various categories of land use (including residential receivers and other sensitive receivers). The amenity criterion is based on the sensitivity of a particular land use to industrial-type noise. The recommended amenity noise levels detailed in Table 2.2 of NSW NPfI represent the objective for total industrial noise at a receiver location, whereas the project amenity noise level represents the objective for noise from a single industrial development at a receiver location. This is to ensure that industrial noise levels (existing plus new) remain within the recommended amenity noise levels for an area. The project amenity criteria for each new source of industrial noise is equal to the recommended amenity noise level minus 5dB(A).
- A +3dB(A) to be added to project amenity noise level for conversion from a period level to a 15-minutes level. Where the resultant project amenity noise level is 10dB or more below the existing industrial noise level, the project amenity noise levels can be set at 10 dB below existing industrial noise levels if it can be demonstrated that existing industrial noise levels are unlikely to reduce over time.

Table 1 provides the amenity noise level for different receiver types.

TABLE 1 AMENITY NOISE LEVELS

TYPE OF RECEIVER	INDICATIVE NOISE AMENITY AREA	TIME OF DAY	RECOMMENDED L _{AEQ} NOISE LEVEL, DB
Residence	Suburban	Day 7:00 to 18:00	55
		Evening 18:00 to 22:00	45
		Night 22:00 to 7:00	40

3.2 MID-WESTERN REGIONAL COUNCIL

Mid-Western Regional Council has no noise requirements specifically applicable to the site.

3.3 DETERMINATION OF PROJECT NOISE TRIGGER LEVELS (PNTL)

Ordinarily the project trigger noise levels are the most stringent noise levels of the NSW NPfI project intrusiveness and project amenity noise levels. For this project, given the remote nature of the development, we have elected to utilise the amenity noise levels as the Project Noise Trigger Levels at this stage. As described in Section 3.1.1 we have subtracted 5 dB from the amenity noise level to account for cumulative noise sources and added 3 dB to convert from a period level to 15-minute level.



Amenity levels for a Suburban residential zoning were used for this location as the description fits table 2.3 of the NPfI (area dominated by natural sounds, little traffic noise and low background noise levels). Table 2 presents the project noise trigger level (PNTL) for the closest receivers.

TABLE 2 EXTERNAL PROJECT TRIGGER NOISE LEVEL (PTNL) FOR OPERATIONAL NOISE

TYPE OF RECEIVER	INDICATIVE NOISE AMENITY AREA	TIME OF DAY	PROJECT NOISE TRIGGER LEVEL, DB
Residence	Suburban	Day 7:00 to 18:00	53
		Evening 18:00 to 22:00	43
		Night 22:00 to 7:00	38

3.3.1 SLEEP DISTURBANCE NOISE LIMITS

In accordance with NSW NPfI 2017, the potential for sleep disturbance from maximum noise level events from premises during the night-time period needs to be considered. Sleep disturbance is both awakenings and disturbance to sleep stages.

"Where the subject development/premises night-time noise levels at a residential location exceed:

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

a detailed maximum noise level event assessment should be undertaken."

Table 3 details the sleep disturbance noise limits for the nearest residential receivers adjacent to the proposed development. As with the intrusive noise impacts, carrying out noise monitoring to establish the RBL would be inappropriate at this stage; sleep disturbance limits are therefore governed by the absolute values provided by the NPfI.

TABLE 3 SLEEP DISTURBANCE NOISE LIMITS

LOCATION	DESCRIPTOR	SLEEP DISTURBANCE NOISE LIMITS (DBA)
All identified receivers	$L_{eq, 15min}$, night	40
	L_{fmax} , night	52

3.4 HOTEL INTERNAL NOISE LEVELS

Table 4 sets the recommended internal design noise levels for hotel spaces, which are based on AS/NZS 2107:2016 – Acoustics – Recommended design sound levels and reverberation times for building interiors. The overall criteria are inclusive of both external noise intrusion and internal building services noise contributions.

TABLE 4 HOTEL INTERNAL NOISE LEVEL CRITERIA

LOCATION	INTERNAL NOISE LEVEL CRITERIA, LEQ
Hotel sleeping areas	35 dBA
Hotel living areas	40 dBA



3.5 CONSTRUCTION NOISE AND VIBRATION CRITERIA

3.5.1 INTERIM CONSTRUCTION NOISE GUIDELINE

The NSW Interim Construction Noise Guideline was developed by the NSW-Department of Environment & Climate Change DECC, NSW which incorporates the EPA. The Guideline contains detailed procedures for the assessment and management of construction noise impacts.

The guideline presents two ways of assessing construction noise impacts – the quantitative method, which is generally suited to longer term construction works and the qualitative method, which is generally suited to short term works (usually not more than 3 weeks) such as infrastructure maintenance.

It is expected that the length of the construction works associated with the development would be more than 3 weeks and therefore a quantitative method has been used for this assessment.

Table 5 sets out the management levels for noise at residence and sensitive land uses, respectively. Restrictions to the hours of construction may apply to activities that generate noise at residences above the 'highly noise affected management level' which is >75dBA. Affected properties above 75 dBA might require community consultation and a Construction Noise & Vibration Management Plan (CNVMP). The recommended noise management level during all aspects of the construction program are summarised in Table 6 below.

TABLE 5 NOISE AT RESIDENCES USING QUANTITATIVE ASSESSMENT

RECOMMENDED HOURS	EXTERNAL MANAGEMENT LEVEL	HOW TO APPLY
Recommended standard hours Monday – Friday 7am to 5pm Saturday 8am to 3pm No work on Sundays or Public Holidays	Noise Affected RBL + 10	<p>The noise affected level represents the point above which there may be some community reaction to noise.</p> <ul style="list-style-type: none"> Where the predicted or measured Laeq (15 minutes) noise level is greater than the affected level, the proponent should apply all feasible and reasonable* work practices to meet the noise affected level. The proponent should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
	Highly noise affected 75 dB(A)	<p>The highly noise affected level represents the point above which there may be strong community reaction to noise.</p> <ul style="list-style-type: none"> Where noise is above this level, the relevant authority (consent, determining or regulatory) may require respite period by restricting hours that the very noisy activities can occur, taking into account: <ol style="list-style-type: none"> Times identified by the community when they are less sensitive to noise (such as before and after school for works near schools, or mid-morning or mid-afternoon for works near residences); If the community is prepared to accept a longer period of construction in exchange for restrictions on construction times.
Outside Recommended standard hours	53 dBA	<ul style="list-style-type: none"> A strong justification would typically be required for works outside the recommended standard hours. The proponent should apply all feasible and reasonable work practices to meet the noise affected level. Where all feasible and reasonable practices have been applied and noise is more than 5 dB(A) above the noise affected level, the proponent should negotiate with the community.



*Section 6, 'work practices' of the Interim Construction Noise Guideline, states: "there are no prescribed noise controls for construction works. Instead, all feasible and reasonable work practices should be implemented to minimise noise impacts.

This approach gives construction site managers and construction workers the greatest flexibility to manage noise".

Definitions of the terms feasible and reasonable are given in Section 1.4 of the Guideline.

The external noise levels should be assessed at the most affected occupied point on the premises. A conservative estimate of 10 dB is generally applied as the difference between the external and internal level for noise sensitive uses that require internal noise measurement.

3.5.2 NOISE MANAGEMENT LEVELS

Noise Management Levels (NML) associated with the construction works on the project site are presented in Table 6. Note that for the noise affected level, we have implemented the project amenity noise level in lieu of the RBL + 10 methodology.

TABLE 6 NOISE MANAGEMENT LEVELS

RECEIVERS	RECOMMENDED HOURS	PERIOD	EXTERNAL NOISE MANAGEMENT LEVEL [DBA]
All identified receivers	Day time (standard construction hours)	When in use	53 dBA (Noise affected) 75 dB(A) (Highly noise affected)

3.5.3 CONSTRUCTION VIBRATION CRITERIA

The effects of construction vibration upon buildings can be separated into three main categories:

- Perceptibility of the occupants to the vibration and the possibility of them being disturbed or annoyed.
- Vulnerability of the building structures to vibration induced damaged.
- Vulnerability of the contents of the building that includes types of equipment, activities and processes.

HUMAN RESPONSE TO VIBRATION

Humans are very sensitive to vibration, and they can be disturbed, annoyed and have their work activities interfered with if the levels are too high. The Interim Construction Noise Guideline references "Assessing Vibration: a technical guideline" (Vibration Guideline) issued by the Department of Environment and Conservation NSW for measurement and assessment of vibration. The Vibration Guideline provides vibration criteria for continuous, impulsive and intermittent vibration.

Continuous vibration	Impulsive vibration	Intermittent vibration
Machinery, steady road traffic, continuous construction activity (such as tunnel boring machinery).	Infrequent: Activities that create up to 3 distinct vibration events in an assessment period, e.g. occasional dropping of heavy equipment, occasional loading and unloading. Blasting is assessed using ANZECC (1990).	Trains, nearby intermittent construction activity, passing heavy vehicles, forging machines, impact pile driving, jack hammers. Where the number of vibration events in an assessment period is three or fewer this would be assessed against impulsive vibration criteria.

The criteria are discussed in more detail in the following sections.

CONTINUOUS AND IMPULSIVE VIBRATION (1-80 HZ)

According to the Vibration Guideline for continuous and impulsive vibration, assessment of impact should be considered on the basis of weighted root-mean-square acceleration values and results are to be compared against the following preferred and maximum values given for each orthogonal axis. The frequency weightings as per BS6841:1987 (reproduced in Appendix B3 of the guideline) are to be applied to the RMS measurement values (1-80Hz).



The criteria in the Vibration Guideline are derived from the limiting values of the assessment curves and multiplying factors from BS 6472:1992 (the curves are no longer referenced in the superseded version of the standard BS 6472:2008).

The Vibration Guideline notes “Activities should be designed to meet the preferred values where an area is not already exposed to vibration. Where all feasible and reasonable measures have been applied, values up to the maximum value may be used if they can be justified. For values beyond the maximum value, the operator should negotiate directly with the affected community. Situations exist where vibration above the preferred values can be acceptable, particularly for temporary disturbances and infrequent events of short-term duration. An example is a construction or excavation project.”

Table 2.2 Preferred and maximum weighted rms values for continuous and impulsive vibration acceleration (m/s²) 1–80 Hz

Location	Assessment period ¹	Preferred values		Maximum values	
		z-axis	x- and y-axes	z-axis	x- and y-axes
Continuous vibration					
Critical areas ²	Day- or night-time	0.0050	0.0036	0.010	0.0072
Residences	Daytime	0.010	0.0071	0.020	0.014
	Night-time	0.007	0.005	0.014	0.010
Offices, schools, educational institutions and places of worship	Day- or night-time	0.020	0.014	0.040	0.028
Workshops	Day- or night-time	0.04	0.029	0.080	0.058
Impulsive vibration					
Critical areas ²	Day- or night-time	0.0050	0.0036	0.010	0.0072
Residences	Daytime	0.30	0.21	0.60	0.42
	Night-time	0.10	0.071	0.20	0.14
Offices, schools, educational institutions and places of worship	Day- or night-time	0.64	0.46	1.28	0.92
Workshops	Day- or night-time	0.64	0.46	1.28	0.92

¹ Daytime is 7.00 am to 10.00 pm and night-time is 10.00 pm to 7.00 am.

² Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring. There may be cases where sensitive equipment or delicate tasks require more stringent criteria than the human comfort criteria specified above. Stipulation of such criteria is outside the scope of this policy, and other guidance documents (e.g. relevant standards) should be referred to. Source: BS 6472–1992.

INTERMITTENT VIBRATION (1-80 HZ)

According to the Vibration Guideline for intermittent vibration, assessment of impact should be considered on the basis of vibration dose values (VDV). Acceptable values of vibration dose are given as follows.

Table 2.4 Acceptable vibration dose values for intermittent vibration (m/s^{1.75})

Location	Daytime ¹		Night-time ¹	
	Preferred value	Maximum value	Preferred value	Maximum value
Critical areas ²	0.10	0.20	0.10	0.20
Residences	0.20	0.40	0.13	0.26
Offices, schools, educational institutions and places of worship	0.40	0.80	0.40	0.80
Workshops	0.80	1.60	0.80	1.60

¹ Daytime is 7.00 am to 10.00 pm and night-time is 10.00 pm to 7.00 am.

² Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring. These criteria are only indicative, and there may be a need to assess intermittent values against the continuous or impulsive criteria for critical areas. Source: BS 6472–1992.

STRUCTURAL RESPONSE TO VIBRATION – GERMAN STANDARD DIN 4150-3:1999

The German Standard DIN 4150-3 Structural Vibration Part 3: Effects on building and structures is commonly used in Australia to evaluate the effects of vibration on structures primarily used for static loading.



The response of a building to vibration is affected by several factors that include its type of foundation, the underlying ground conditions, its construction and the state of the building. Please note the construction vibration limits are designed to ensure the structural integrity of nearby buildings and are not for human comfort. The limits are well above perceptibility.

According to DIN 4150 short term vibration refers to vibration which does not occur often enough to cause structural fatigue, and which does not produce resonance in the structure being evaluated. Long-term vibration refers to all types of vibration not covered by the definition of 'short-term vibration'. The criteria for short-term and long-term vibration are listed in the following.

GUIDELINE VALUES FOR EVALUATION OF SHORT-TERM VIBRATION – DIN 4150-3:1999

The vibration limits of Table 1 in DIN 4150-3:1999 (replicated in Table 7 below) refer to the evaluation of the effects of short-term vibration on structures. The criteria are the peak particle velocities (PPV) measured on any foundation or uppermost full storey of any building not related to the site.

It should however be noted that compliance with the vibration limits to avoid structural damage of buildings, cannot provide certainty. If damage occurs despite compliance with the standard, it is to be assumed that other causes are responsible, however, further investigations are necessary. And on the other hand, exceeding the limits does not necessarily lead to damage.

TABLE 7 DIN 4150-3 CONSTRUCTION VIBRATION LIMITS – SHORT TERM

	GUIDELINE VALUES FOR VIBRATION VELOCITY (MM/S)			
	VIBRATION AT THE FOUNDATION AT A FREQUENCY OF 1HZ TO 10HZ	10 TO 50 HZ	50 TO 100HZ (AND ABOVE)	VIBRATION AT HORIZONTAL PLANE OF HIGHEST FLOOR AT ALL FREQUENCIES
Buildings for commercial purposes, Industrial building and building of similar design	20	20 to 40	40 to 50	40
Dwellings and buildings of similar design and/or occupancy	5	5 to 15	15 to 20	15
Structures that because of their particular sensitivity to vibration, cannot be classified as above and are of great intrinsic value (e.g. listed buildings under preservation order)	3	3 to 8	8 to 10	8

GUIDELINE VALUES FOR EVALUATION OF LONG-TERM VIBRATION – DIN 4150-3:1999

The vibration limits of Table 3 in DIN 4150-3:1999 refer to the evaluation of the effects of long-term vibration on structures (Table 8).

According to the standard, exceeding the values listed below does not necessarily lead to damage.

If a building is subject to harmonic vibration, then maximum values can occur in floors other than the top floor, or in the foundation. The values given also apply in these cases.

TABLE 8 DIN 4150-3 CONSTRUCTION VIBRATION LIMITS – LONG TERM

TYPE OF STRUCTURES	GUIDELINE VALUES FOR VELOCITY, V_L IN MM/S OF VIBRATION IN HORIZONTAL PLANE OF HIGHEST FLOOR, AT ALL FREQUENCIES
Buildings for commercial purposes, Industrial building and building of similar design	10
Dwellings and buildings of similar design and/or occupancy	5



TYPE OF STRUCTURES	GUIDELINE VALUES FOR VELOCITY, V_L , IN MM/S OF VIBRATION IN HORIZONTAL PLANE OF HIGHEST FLOOR, AT ALL FREQUENCIES
Structures that because of their particular sensitivity to vibration, cannot be classified as above and are of great intrinsic value (e.g. listed buildings under preservation order)	2.5

In summary, we consider that for this project the vibration criteria are per DIN 4150 – 3 construction vibration limits – long term. Residential receivers in the area are predicted to have a maximum vibration velocity criterion of 5 mm/s² and commercial buildings of 10 mm/s peak particle velocity criteria.

4 OPERATIONAL NOISE IMPACT ASSESSMENT

The following sections present our assessment of noise emission impacts. Predicted noise levels and associated mitigation measures are also provided according to the noise assessment and criteria.

4.1 NOISE EMISSION FROM MECHANICAL AND BUILDING SERVICES

There are three principal outdoor plant areas across the development, one associated with each building (Figure 7). Each plant area is assessed in the following sections based on preliminary plant selections.

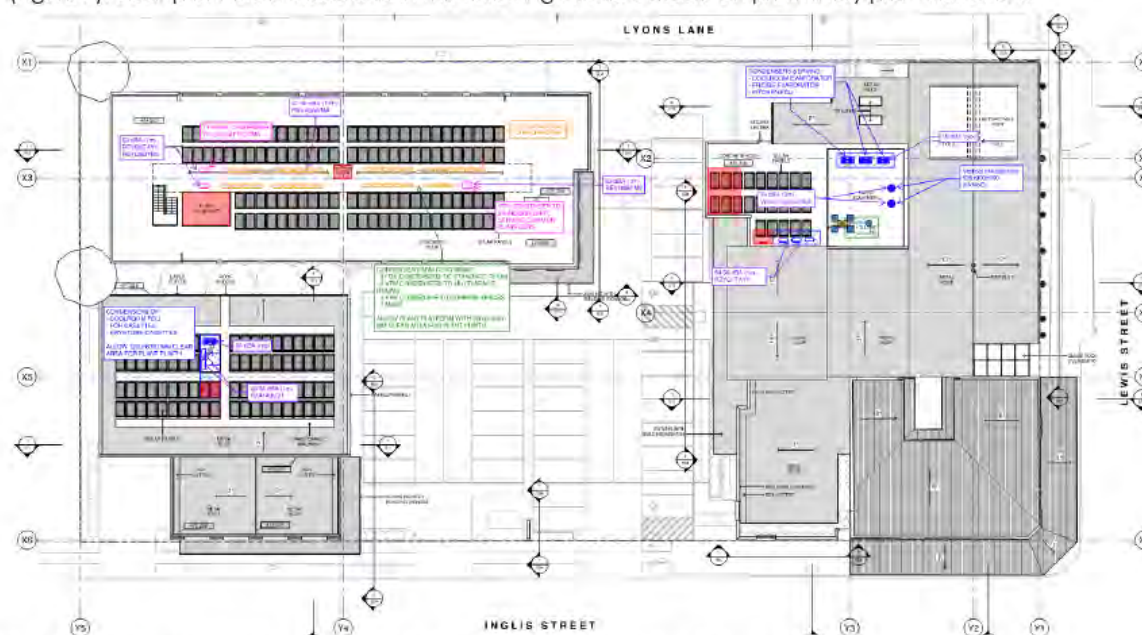


FIGURE 7 MECHANICAL SERVICES OUTDOOR EQUIPMENT LAYOUT (INDICATIVE)

4.1.1 FEDERAL HOTEL PUB PLANT AREA

A plant area is located on the roof of the Federal Hotel with outdoor condenser units, packaged air conditioning units and extract fans being the principal sources of noise. Some condenser units, the fans and the PAC are located within an enclosure with solid walls to the north, south and east faces and a louvre to the west face. 3x smaller condenser units are located outside the enclosure against the southern wall of the plant area.

In order to control noise to the nearest residential receiver located at 76 Lewis St we recommend that the west louvre be acoustically rated 300mm deep (Table 9).

TABLE 9 FEDERAL HOTEL PLANT ACOUSTIC LOUVRE

RESIDENTIAL RECEIVERS	MINIMUM INSERTION LOSS VALUES, DB							
	63 HZ	125 HZ	250 HZ	500 HZ	1000 HZ	2000 HZ	4000 HZ	8000 HZ
300mm acoustic louvre	3	6	8	12	19	20	18	18

4.1.2 DRIVE-THRU BOTTLE SHOP PLANT AREA

Three outdoor condenser units are to be located on the rooftop of the bottle shop. In order to comply with the NPI noise rules at the nearest residential receiver located at 44 Inglis St we recommend allowing for acoustic treatment to the north and west faces of the plant area. The acoustic treatment is to comprise either a 300mm



acoustic louvre where air flow is required (Table 10) or a solid blockwork wall or similar extending to the top of the condenser units at a minimum. The south and east faces may be open.

TABLE 10 DRIVE-THRU BOTTLE SHOP PLANT ACOUSTIC LOUVRE

RESIDENTIAL RECEIVERS	MINIMUM INSERTION LOSS VALUES, DB							
	63 HZ	125 HZ	250 HZ	500 HZ	1000 HZ	2000 HZ	4000 HZ	8000HZ
300mm acoustic louvre	3	6	8	12	19	20	18	18

4.1.3 NEW HOTEL PLANT AREA

A condenser farm is to be located on the rooftop of the new hotel. In order to comply with the NPfl noise rules at the nearest residential receiver located at 44 Inglis St and 44 Lyons Ln we recommend allowing for acoustic treatment to the north and west faces of the plant area. The acoustic treatment is to comprise either a 300mm acoustic louvre where air flow is required (Table 10) or a solid blockwork wall or similar extending to the top of the condenser units at a minimum. The south and east faces may be open.

We expect that this unit will work on a partial load during night time. However the design was done so it can meet criteria for 100% operation.

TABLE 11 NEW HOTEL PLANT ACOUSTIC LOUVRE

RESIDENTIAL RECEIVERS	MINIMUM INSERTION LOSS VALUES, DB							
	63 HZ	125 HZ	250 HZ	500 HZ	1000 HZ	2000 HZ	4000 HZ	8000HZ
300mm acoustic louvre	3	6	8	12	19	20	18	18

4.2 NOISE EMISSION FROM WASTE COLLECTION

An assessment of the bin/waste collection has been made to take into consideration the potential noise emissions from commercial waste collection vehicles.

Using a sound power level of 89 dBA (typical commercial truck), it is predicted that noise emissions from waste collection vehicles (including loading activities) will comply with the day time noise criteria but not evening or night time. As such we recommend the waste collection occurs during the day time period only.

4.3 NOISE EMISSION FROM THE CARPARK

Drawings indicate that the carpark will have approximately 40 parking spaces including two accessible parking spaces. The carpark will be used patrons of the hotel, bottle shop and pub and entry will be via Inglis St. Noise emissions from the carpark were calculated to consider any possible noise impacts at the nearest residential receivers. We have assumed that the car park will fully turnover during the peak hour, i.e. 40 car park movements per hour.

Noise levels from a moving car at slow speed have been previously measured by NDY at L_{Aeq} 50 dBA at 2m over 1 minute. This was corrected for the car numbers, duration, and the distance to calculate the overall noise level. To calculate the noise levels, we have considered the existing carpark with capacity of 17 parking space at an average distance of approximately 65m to 74 Lewis St and approximately 75m to 19 Inglis St. We have also accounted for shielding provided by the new hotel building and the pub extension.

A summary of results is presented in Table 12.

TABLE 12 CAR PARK NOISE EMISSION PREDICITON

RESIDENTIAL RECEIVERS	PTNL	PREDICTED NOISE LEVEL FROM CAR PARK	COMPLIANCE
74 Lewis St	38 (night period)	34 dBA	Complies



RESIDENTIAL RECEIVERS	PTNL	PREDICTED NOISE LEVEL FROM CAR PARK	COMPLIANCE
71-73 Horatio St	38 (night period)	38 dBA	Complies
19 Inglis St	65 (when in use)	36 dBA	Complies

The above summary results predict that noise emissions from the carpark will comply with criteria at the nearest residential boundary, hence all noise levels will comply with criteria.

4.4 NOISE EMISSIONS FROM OUTDOOR AREAS

Several outdoor areas and open-top areas are planned. Amplified music / patron noise from premises including those licensed by liquor and Gaming NSW is not covered by the NPfl and we are currently not aware of any legislation that addresses crowd noise emission. Crowd noise is therefore not considered in this report. We understand however that the northern façade of the Federal Hotel will not have operable windows in order to control crowd noise emissions.

The local Development Control Plan does not address this either.



5 NEW HOTEL ARCHITECTURAL ITEMS

5.1 NATIONAL CONSTRUCTION CODE

The National Construction Code (NCC) sets minimum building construction performance requirements for multiple occupancy dwellings to control the standard of sound isolation between Sole Occupancy Units. Compliance with the NCC requires either that the adopted constructions are those scheduled as "Deemed to Satisfy" within the NCC, or if alternative constructions are implemented, that these achieve a specified acoustic rating. The methods of verifying the constructions as satisfactory for compliance with the NCC may require verification testing.

Table 13 summarises the performance requirements for the development based on NCC Design Requirements. This table presents the minimum recommended requirements, and higher performance will result in a better acoustic environment. Consideration may be given to more stringent criteria to increase the acoustic quality of the project, bearing in mind that this may have a considerable impact on construction cost.

The new hotel will be designed to achieve these standards.

TABLE 13 NCC SOUND INSULATION REQUIREMENTS

	MINIMUM AIRBORNE INSULATION RATING	MAXIMUM IMPACT INSULATION RATING
Sound Insulation of Floors		
Separating SOUs	R _w + Ctr 50	L _{n,w} 62
Separating a dwelling from a plantroom, lift shaft, stairway, public corridor, public lobby, etc.	R _w + Ctr 50	L _{n,w} 62
Separating a balcony from a dwelling below	-	L _{n,w} 62 [L _{n,w} +CI 55 for Green Star]
Sound Insulation of Walls		
Separating dwellings, generally	R _w + Ctr 50	-
Separating a habitable room in one dwelling from a bathroom, sanitary compartment, laundry or kitchen in an adjoining dwelling	R _w + Ctr 50	Discontinuous
Separating a dwelling from a stairway, public corridor, public lobby, etc.	R _w 50	-
Separating a dwelling from a plantroom or lift shaft	R _w 50	Discontinuous
Between a car park and a dwelling	R _w 50	Discontinuous
Separating rooms within the same dwelling	No specific requirements	-
Door separating a dwelling from a stairway, public corridor, public lobby, etc.	R _w 30	-
Sound Insulation of Services		
Riser, wall or ceiling construction separating a duct, soil, waste, storm water or water supply pipe passing through more than one dwelling from -		
- A habitable room	R _w + Ctr 40	-
- A non-habitable room or kitchen	R _w + Ctr 25	-
Circulating or other pumps	Flexible coupling required	



	MINIMUM AIRBORNE INSULATION RATING	MAXIMUM IMPACT INSULATION RATING
Electrical outlets located in a wall separating dwellings	Electrical outlets must be offset from each other: <ul style="list-style-type: none">• In masonry walling, not less than 100mm; and• In timber or steel framed walling, not less than 300mm.	

5.2 FAÇADE

As a preliminary advice for façade construction. In order to control external noise emission into internal hotel spaces we recommend implemented an acoustic glazed façade comprising the following system:

- 6.38mm laminate/12mm air gap/6mm float Rw 35 for the rooms facing the renovated pub area (East) and the rooms facing the bottle shop (south)
- 6.38 mm lam Rw 33 for the rooms facing Lyons Lane residential properties (North)

This assumes a minimum construction for the non-glazed façade of external cladding (min. 7.5 Kg/m2), min 90 mm stud with insulation and 1 x 13 mm Pb lining. This will have to be confirmed later in the project.



6 CONSTRUCTION NOISE AND VIBRATION

6.1 PRELIMINARY NOISE ASSESSMENT

The following has been assumed with regard to noise intensive equipment/activities:

- Excavations may be undertaken.
- Loading and unloading will be part of general construction activities.

For the assessment reference sound levels for representative equipment have been taken from the DEFRA, BS5228 and AS2436 databases. The documents include extensive databases of sound data covering trucks, excavators, hand tools and all manner of other construction equipment and activities. The ratings listed in Table 14 are for individual pieces of equipment at constant operation.

TABLE 14 TYPICAL EXTERNAL NOISE LEVELS OF SIT PREPARATION AND CONSTRUCTION ACTIVITIES

ITEM #	ACTIVITY /MACHINERY	SOURCE AND REFERENCE NUMBER	LEQ SOUND PRESSURE LEVEL AT 10M (DBA)
Site Establishment			
1	Heavy rigid truck	BS5228-2009 Table C5 Ref 16	75
2	Semi-trailer	BS5228-2009 Table C2 Ref 32	81
3	14T Excavator	BS5228-2009 Table C2 Ref 25	69
Ground works			
4	Heavy goods vehicle	BS5228-2009 Table C2 Ref 32	81
5	14T Excavator	BS5228-2009 Table C2 Ref 25	69
6	Mini piling rig	BS5228-2009 Table C3 Ref 18	60
Install buildings			
7	Articulated Truck	BS5228-2009 Table C5 Ref 16	75
8	Mobile Crane	BS 5228 – 1:2009 Table C4 Ref 50	71
9	Concrete truck	BS 5228 – 1:2009 Table C4 Ref 28	75
10	Handheld nail gun	BS 5228 – 1:2009 Table C4 Ref 95	78
11	Angle grinder	BS 5228 – 1:2009 Table C4 Ref 93	70
Finishing works			
12	Medium goods vehicle	BS5228-2009 Table C2 Ref 32	81

•NSW DECC 2009 Construction noise Guideline quotes on Appendix B Equipment Noise levels, the DEFRA 2005 database, which includes the above referenced BS 5228 – 1:2009 noise levels.

6.2 PREDICTED CONSTRUCTION NOISE

Based upon the above plant sound levels, predicted construction noise levels for the various works phases are presented below in Table 15. Note that the predicted noise levels are inclusive of site hoarding effects. As such the proponent will be required to erect hoarding around the site.

As shown construction noise levels during all phases were predicted to exceed the noise affected level but not to exceed 75 dBA when site hoarding is implemented. Under the ICNG, this means there is no requirement for a construction noise to be managed as part of a construction noise and vibration management plan.



However, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. The proponent should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.

TABLE 15 PREDICTED CONSTRUCTION NOISE, LEQ, 15MIN

CONSTRUCTION STAGE	RECOMMENDED HOURS	TIME PERIOD	PREDICTED CONSTRUCTION NOISE LEVEL (DBA)	EXTERNAL NOISE MANAGEMENT LEVEL	COMPLIANCE
Site Establishment			55	53* (Noise affected)	Does not comply
Ground works	Monday Friday 7am to 5pm	Day	56	53* (Noise affected)	Does not comply
	Saturday 8am to 5pm				
Install buildings	No work on Sundays or Public Holidays		59	53* (Noise affected)	Does not comply
Finishing works			54	53* (Noise affected)	Does not comply

Notes:

- * Construction noise levels are above 53 dBA, however they comply with 75 dBA for highly noise affected.
- We assume that all construction stages equipment will work during 25% of the time. As mentioned above, the construction will need a perimeter hoarding (2 m height) constructed with a solid material with minimum surface weight 8.5 kg/m², e.g. 17mm plywood, or 9mm cement sheet (critical boundary will be to Lyons Ln)
- Piling note: we expect that piling will also be time managed, particularly for the north boundary (Lyons Lane) and piling will only work for 20% of the time.

6.3 PRELIMINARY VIBRATION ASSESSMENT

Based on the information available at this stage, the construction activities expected to occur on the site are likely to have little to no impact on the surrounding buildings on a vibration basis. Compliance with vibration limits is expected based on ensuring ground compacting equipment is selected to adhere to minimum safe working distances.

It is important to note that construction vibration levels depend on several factors. These include the activity, the machine, the geology of the ground and the distance between the building and the source. Surface works are expected to have a lower vibration impact than ground compacting/breaking works.

NSW RMS provides safe operating distances as per the CNVG for cosmetic damage to the building and for human response to vibration which has been used as a guideline at this stage. Table 16 lists minimum safe working distances for critical equipment.

TABLE 16 RMS SAFE OPERATING DISTANCES – CONSTRUCTION NOISE AND VIBRATION GUIDELINE 2016

PLANT ITEM	RATING/DESCRIPTION	MINIMUM WORKING DISTANCE	
		COSMETIC DAMAGE (BS 7385)	HUMAN RESPONSE (OH&E VIBRATION GUIDELINE)
Vibratory Roller	< 50 kN (Typically 1 – 2 tonnes)	5 m	15 m to 20 m
	< 100 kN (Typically 2 – 4 tonnes)	6 m	20 m
	< 200 kN (Typically 4 – 6 tonnes)	12 m	40 m
	< 300 kN (Typically 7 – 13 tonnes)	15 m	100 m



PLANT ITEM	RATING/DESCRIPTION	MINIMUM WORKING DISTANCE	
		COSMETIC DAMAGE (BS 7385)	HUMAN RESPONSE (OH&E VIBRATION GUIDELINE)
Small Hydraulic	(300 kg - 5 to 12t excavator)	2 m	7 m
Hammer	(900 kg – 12 to 18t excavator)	7 m	23 m

Piling activities vibration estimations are included below, using Table E.1 Empirical Predictors for ground borne vibration arising from mechanized construction works of the BS 5228 – 2.2009 part II Vibration, using a critical horizontal distance of 20 m, vertical depth of 9 m using Table E.1 Empirical Predictors for groundborne vibration arising from mechanized construction works.

The estimated vibration levels in the closest receiver were 0.2 PPV, considering soft soils and a W factor of 85kJ. This level is below the criteria.

6.4 CONSTRUCTION ACTIVITIES AND MITIGATION

The following has been assumed with regard to vibration intensive equipment/activities:

- Drum roller are expected to be non – vibratory.
- Any excavations on the site are expected using conventional earthmoving equipment such as a hydraulic excavator with bucket attachment.
- Use of a small piling rig and a non-vibratory piling method.

The following general construction noise source control measures may be required:

- During extended construction hours, less intrusive works will be scheduled to be carried out and/or works will be carried out away from sensitive receivers.
- Activities that approach the highly noise affected criteria for the residential receivers to be carried out during times where receivers are less sensitive to noise.
- Avoid unnecessary revving of engines and turn off plant that is not being used/required.
- Where possible organise the site so that delivery trucks and haulage trucks only drive forward to avoid the use of reversing alarms.
- Where possible, avoid using tonal reverse alarm outside standard construction hours.
- Organise and schedule the equipment operations to limit the noisiest machines operating simultaneously.
- Site set up/ movement of plant / delivery of material/ waste removal to site should generally be restricted to day period.
- Truck drivers are to be informed of site access routes, acceptable delivery hours and must minimise extended periods of engine idling.
- Ensure there is no unnecessary shouting or loud stereo/radios on site. There must be no dropping of metal from heights, throwing of metal items or slamming of doors.
- Use less noise intensive equipment where reasonable and feasible.
- Where practical fixed plant should be positioned as far as possible from the sensitive receivers.
- Use temporary site buildings and material stockpile as noise barrier.
- Employ the use of solid barrier plywood hoardings if required.
- Where practical, a partial enclosure shall be used to minimise noise levels.

Table 17 lists specific construction noise mitigation measures applicable to the equipment listed above.

TABLE 17 CONSTRUCTION NOISE MITIGATION MEASURES

ITEM #	ACTIVITY /MACHINERY	
Site Establishment		
1	Heavy rigid truck	Trucks arrive at site at staggered intervals where possible. Switch off truck when loading/unloading goods. Site access for trucks to be away from sensitive receiver



ITEM #	ACTIVITY /MACHINERY	
2	Semi-trailer	Trucks arrive at site at staggered intervals where possible. Switch off truck when loading/unloading goods. Site access for trucks to be away from sensitive receiver
3	14T Excavator	Time limit use of excavator. When not in use switch off excavator to reduce idling noise
Ground works		
4	Heavy goods vehicle	Vehicles arrive at site at staggered intervals where possible. Switch off truck when loading/unloading goods. Site access for trucks to be away from sensitive receiver
5	14T Excavator	Time limit use of excavator. When not in use switch off excavator to reduce idling noise
Install buildings		
6	Articulated Truck	Switch off truck when loading/unloading goods
7	Mobile Crane	Locate crane as far away from sensitive receiver as practical; if crane needs to be set-up near the receiver it may need to be time managed, to be carried out during standard hours
8	Concrete truck	Locate as far from sensitive receiver as possible. Site access for concrete trucks to be away from sensitive receiver
9	Handheld nail gun	Compliance expected if carried out within enclosed building
10	Angle grinder	Compliance expected if carried out within enclosed building
Finishing works		
11	Medium goods vehicle	Vehicles arrive at site at staggered intervals where possible. Switch off truck when loading/unloading goods. Site access for trucks to be away from sensitive receiver

6.4.1 GENERAL/SITE MANAGEMENT ISSUES

As the construction methodology of the proposed development is yet to be finalised, NDY has provided general recommendations to manage the construction noise and vibration in the section below. A detailed construction noise and vibration management plan and a quantitative construction noise assessment should be considered in the later stage of the project with the consultant team and contractor.

All employees, contractors and subcontractors are to receive an environmental induction and should instruct all persons at the site with regard to all relevant project specific and standard noise mitigation measures, including but not limited to permissible hours of work, limitation of high noise generating activities, location of nearest affected noise receivers, construction employee parking areas, designated loading/unloading areas and procedures, site opening/closing times (including deliveries) and environmental incident procedures.

A dedicated person will form a point of contact for dissemination of general information regarding site operations. Contact persons will also be defined to receive comment or complaints from the community.

6.4.2 HOURS OF WORK

All activities associated with the construction shall take place within the standard hours as shown below:

- 7:00 am to 6:00 pm, Monday to Friday inclusive; and
- 8:00 am to 1:00 pm, Saturday.
- No Planned Work on Sundays or public holidays.



6.4.3 CONSULTATION

Consultation process is recommended for construction. Notification to residents of proposed works:

- A letter to be distributed to neighbouring sites/residents in advance of the works to notify them of the nature and estimated timescales for completion of the proposed works.

Project information line and construction response line:

- A 24-hour contact point shall be provided for any complaints regarding the construction works and a project representative shall respond to all complaint as soon as possible.



7 CONCLUSIONS

A new hotel is being developed on the corner of Inglis and Lewis St, known as the Federal Hotel Mudgee. This report addresses operational noise and operational noise and vibration emissions as received at the most affected receivers, located around the subject site:

- 76 Lewis St to the north (Residential) / approximately 20 m
- 44 Lyons Ln to the north (Residential) / approximately 20 m
- 44 Inglis St to the west (Residential) / approximately 20 m
- 19 Inglis St to the south (Mixed Use zone, commercial use) / approximately 40 m
- 32 Inglis St to the east (Residential zone, commercial use) / approximately 30 m

7.1 OPERATIONAL NOISE

- Operational noise criteria were set using a modified approach to the NSW NPfI where the project amenity noise level is adopted as the project trigger noise levels.
- The main contributors of operational noise emission are expected to be building services equipment, the waste collection area and car park.
- Outdoor condensers are predicted to comply with the PTNL based on distance propagation and acoustic treatment.
- Waste collection activities will comply with project trigger noise levels assuming sound power level of 89 dBA and an acoustic barrier at the northern boundary.
- Car park noise is predicted to comply with the PTNL with an acoustic barrier at the northern boundary.
- Noise from outdoor gaming area will also meet the project criteria, administrative control measures are recommended for evening and night time.

7.2 CONSTRUCTION NOISE

- Construction noise criteria have been set in general accordance with NSW Interim Construction Noise Guideline, again adopting the project amenity noise level as the noise affected level.
- Construction noise is predicted to exceed the noise affected level, indicating reasonable steps to reduce noise should be taken.
- Construction noise is not, however, predicted to exceed the highly noise affected level (75 dBA) when site hoarding is implemented, indicating a construction noise and vibration management plan is not required.
- Construction noise will be controlled using time management per phase and a perimeter hoarding as indicated.

7.3 CONSTRUCTION VIBRATION

- Construction vibration has been assessed against British Standard BS 7385:1993 Evaluation and measurement for vibration in buildings – Part 2: Guide to damage levels from ground-borne vibration “Assessing Vibration: a technical guideline” issued by the Department of Environment and Conservation NSW for measurement and assessment of vibration, and German Standard DIN 4150-3 Structural Vibration Part 3: Effects on building and structures.
- The main sources of construction vibration emission from the site are expected to be vibratory rollers and piling works.

Based on the above conclusions noise and vibration impacts on the surrounding community from the proposed Federal Hotel Mudgee will be compliant with noise and vibration regulations. As such NDY supports the applicable planning pathway for the proposed hotel.

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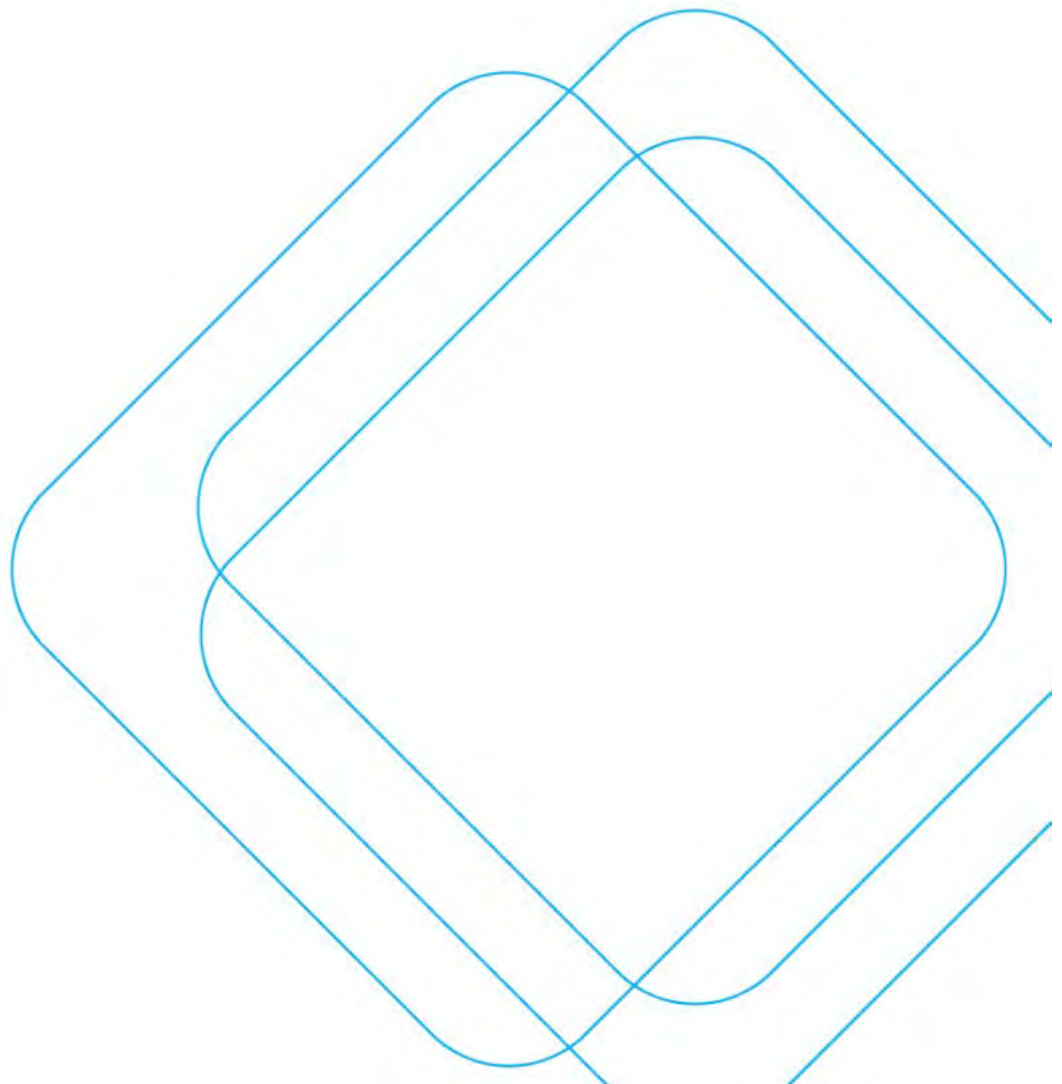


FEDERAL HOTEL MUDGEES DEVELOPMENT APPLICATION

Traffic and Parking Impact
Assessment

5 OCTOBER 2023

SCT Consulting acknowledges the traditional owners of the lands on which we work.
We pay our respects to Elders past, present and emerging.



IMG Hotels Group



Quality Assurance

Project:	Federal Hotel Mudgee Development Application		
Project Number:	SCT_00421		
Client:	IMG Hotels Group	ABN:	206 99 153 548
Prepared by:	SCT Consulting PTY. LTD. (SCT Consulting)	ABN:	53 612 624 058

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Federal Hotel Mudgee Development Application

IMG Hotels Group



Contents

1.0	Introduction	1
1.1	Background	1
1.2	Development context	1
1.3	Purpose of report	2
2.0	Existing conditions	3
2.1	Existing site	3
2.2	Road network	3
2.3	Public transport network	4
2.4	Active transport	4
2.5	Intersection performance	6
2.5.1	Traffic surveys	6
2.5.2	Traffic modelling	6
2.5.3	Intersection performance	6
3.0	Proposed modifications	8
3.1	The Proposal	8
3.2	Trip generation and distribution	8
4.0	Traffic and transport impact assessment	10
4.1.1	Intersection modelling results	10
4.1.2	Signal Warrants	11
5.0	Parking impact assessment	12
5.1	Development parking requirements	12
5.2	Historical parking precedent	12
5.3	On street parking capacity	13
5.4	On-street parking plan	13
5.5	Heritage incentive and car parking credits	14
5.6	Development parking impact	15
6.0	AS2890 review	16
6.1	Carpark	16
6.2	Service vehicle area	17
7.0	Conclusion	20

Appendices

Appendix A	Detailed SIDRA Outputs
Appendix B	Swept Paths and parking plan

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Executive Summary

IMG Hotels Group has engaged SCT Consulting to conduct a traffic and parking impact assessment as part of a development application (DA) for the Federal Hotel, Mudgee. The proposed development would amalgamate four existing lots at the intersection of Inglis Street and Lewis Street.

The existing Federal Hotel is situated at the intersection of Inglis Street and Lewis Street and occupies a site area of approximately 584m². It consists of a pub/hotel space with 15 rooms for guest accommodation and a drive through liquor store located on the western edge of the site.

The proposed redevelopment is set to include:

- An additional 23 rooms.
- An Increase in the licensed Gross Floor Area (GFA) to 791m² with a new bistro and dining area.
- The provision of 38 onsite car parking spaces.
- Relocation of the drive through liquor store to the southwest corner of the development site.

The redevelopment is expected to generate 78 additional trips during peak periods. SIDRA modelling was carried out for three intersections in the vicinity of the proposed development site. The following four scenarios were assessed:

- **Base Case** using existing vehicle volumes and intersection configurations.
- **Base Case + Development** using Base Case conditions plus additional traffic generated from the development.
- **Future Base Case** using Base Case conditions plus a 10-year compounding annual growth rate.
- **Future Base Case + Development** considers the cumulative or ultimate impact using Future Base conditions plus additional traffic generated from the development.

The intersection modelling results indicate very minor increases in delay as a result of the development, with a maximum increase in delay of 1.3 seconds over base case conditions. The Degree of Saturation accounting for future network growth and additional development traffic was 0.57 indicating the network still has significant spare capacity. Warrants for signals were not met from the vehicle volume criteria given in *Austroads Guide to Traffic Management Part 6* and *Guide to Road Design Part 4A*.

The development meets Mid-Western Regional Council DCP parking rate requirements for staff and accommodation guests. The development site is eligible for parking credits and meets criteria for the 'Heritage Incentive' under the Mid-Western Regional Council Development Control Plan. The net increase in parking demand from pub/restaurant patrons can be satisfied by on-street parking in the vicinity of the site which has sufficient capacity to accommodate increased demand because of the development. Especially as proposed street upgrades, which are part of the parking plan will likely increase on street parking capacity. The implementation of a 'courtesy bus' will act as a crucial road safety measure and will aim to reduce the number of patrons choosing to drive to the pub. As part of the development, the Federal Hotel will upgrade Inglis Street from Church Street to Lewis Street with the following:

- Providing a footpath
- Providing time limit signage
- Providing line marking to formalise parking arrangements within 200m of the site, increasing capacity to 162 spaces
- Targeted resurfacing on the south side.

This outcome improves the streetscape around the site, benefitting the community in a way that increased on-site parking does not.

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1.0 Introduction

1.1 Background

IMG Hotels Group owns the Federal Hotel located in Mudgee, and is preparing a Development Application (DA) for the Mid-Western Regional Council to expand the hotels' pub facilities and accommodation.

1.2 Development context

The proposed development would amalgamate four existing lots at the intersection of Inglis Street and Lewis Street in the town of Mudgee. These are:

- Lot 10 DP 1275386 - 14-36 Inglis Street (the existing Federal Hotel)
- Lot 16 DP 758721 - 40-42 Inglis Street
- Lot 17 DP 758721 - 40-42 Inglis Street
- Lot 18 DP 758721 - 38 Inglis Street.

The lot in which the federal hotel is currently situated is zoned as SP3-Tourist Use. The proposed development would extend to Lots 16 – 18 which are currently zoned as MU1-mixed use. The current lot boundaries are shown in **Figure 1-1**.

Figure 1-1 Site Boundary of the proposed Federal Hotel



Source: Nearmaps, 2023

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1.3 Purpose of report

SCT Consulting has been engaged by IMG Hotels Group to undertake a traffic and parking impact assessment to support the Development Application (DA) for the Federal Hotel in Mudgee (the site).

This document has accounted for the following scope of works:

- A review of existing conditions.
- Future vehicle trip generation from the proposed development and distribution to the surrounding road network based on preferred access strategies and travel patterns.
- SIDRA intersection modelling for the following scenarios:
 - Base case
 - Base case and development
 - Future year without development
 - Future year with development
- Assessment of impacts on the road, active transport, and public transport network.
- A review of parking facilities in accordance with AS2890 and the Mid-Western Regional Council DCP.

2.0 Existing conditions

2.1 Existing site

The Federal Hotel is situated at the intersection of Inglis Street and Lewis Street and occupies a site area of approximately 584m². It consists of a pub/hotel space with 15 rooms for guest accommodation and a drive through liquor store located on the western edge of the site. 15 marked parking spaces are provided onsite, including one disabled car space. The drive through liquor store is accessed via Inglis Street, with vehicles exiting from Lewis Street.

Figure 2-1 Existing Federal Hotel



Source: Nearmap, 2023

2.2 Road network

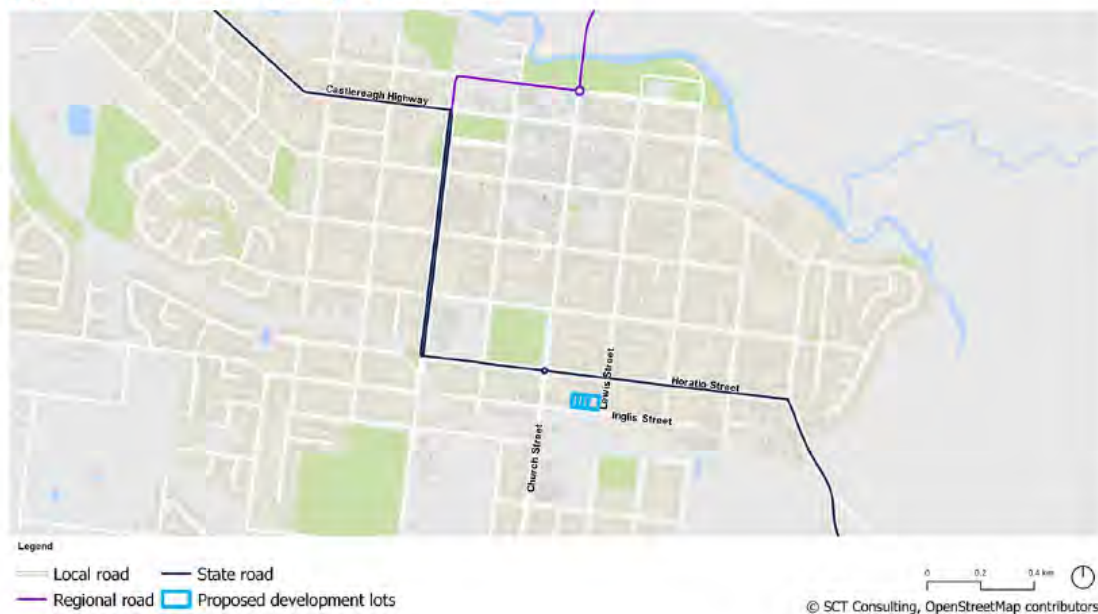
Key roads in the vicinity of the site are shown in **Figure 2-2** and are listed below:

- **Inglis Street** is a local no through road where the proposed development is located. It extends from Perry Street in the west to Lawson Street in the east. It is assumed to have a sign-posted speed limit of 50km/h. Coach services operate from Mudgee station located on Inglis Street, adjacent to the development site.
- **Lewis Street** is a north-south local road that bounds the eastern frontage of the development site. It extends from Inglis Street to Short Street in the northern extent of Mudgee. It is assumed to have a sign-posted speed limit of 50km/h. Lewis Street connects to the Castlereagh Highway, a major state road, and Ulan Road a regional Road that extends northeast.
- **Castlereagh Highway/Horatio Street** is a state road that bisects Mudgee from the southeast to the northwest of the town. It is an important link road connecting Sydney with regional town centres such as Gulgong, Gilgandra, and Mudgee. Horatio Street forms the east to west section of the Castlereagh Highway through Mudgee. It is an approved b-double route and has a posted speed limit of 50km/h, along with the rest of the Castlereagh Highway that runs through the town centre of Mudgee. The 560 and 561 bus routes run along the Castlereagh Highway and Horatio Street.
- **Church Street** is a local road that spans a significant length of Mudgee from Spring Road in Mudgee South to Short Street and Ulan Road. Church Street provides north-south access to the development and intersects with most of the key local and state roads in Mudgee. Church Street contains Mudgee's primary retail/business district and contains establishments such as Kellys Irish Pub. Church Street has a posted speed limit of 50km/h.

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Figure 2-2 Road network surrounding the Federal Hotel



Source: Transport for New South Wales, 2023

2.3 Public transport network

Public transport in Mudgee consists of four bus services that operate Monday to Friday, as shown in **Figure 2-3**. The closest bus stops to the site are located at the intersection of Horatio Street/Church Street (I) and Horatio and Lawson Street (W). These stops are serviced by the 560 and 561 routes which operate between 9:31am and 5:21pm. Service frequencies for all bus services within Mudgee are 3-4 per day.

2.4 Active transport

The site can be accessed by footpaths on the west side of Lewis Street and the north side of Inglis Street. Horatio Street has footpaths on both sides from Lawson Street to Perry Street, whilst Church Street has footpaths on both sides along its length.

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Figure 2-3 Mudgee bus services and routes



Source: Ogden Coaches, 2021

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2.5 Intersection performance

2.5.1 Traffic surveys

Traffic volumes were surveyed at three priority-controlled intersections in the vicinity of the Federal Hotel, during the afternoon network peak (3pm – 6pm) on a typical Friday and a daytime peak on a Saturday (11am – 1pm). These periods were considered to coincide with the road network peak and higher patronage at the Federal Hotel. The vehicle volumes using the drive through liquor store were also collected during these times. The intersections surveyed are listed below:

- Horatio Street / Lewis Street
- Inglis Street / Church Street
- Horatio Street / Church Street

2.5.2 Traffic modelling

SIDRA 9.1 modelling was used to assess the road network performance. SIDRA models the delays to road users (cars, trucks, buses, pedestrians, cyclists) based on the demands and geometry of intersections. It is a typical software used for a development application of this scale. Four scenarios were modelled, these were:

- **Base Case** using existing vehicle volumes and intersection configurations.
- **Base Case + Development** using Base Case conditions plus additional traffic generated from the development.
- **Future Base Case** using Base Case conditions plus a 10-year compounding annual growth rate of 0.77%¹ to the state road.
- **Future Base Case + Development** considers the cumulative or ultimate impact using Future Base conditions plus additional traffic generated from the development.

2.5.3 Intersection performance

Intersection Level of Service (LOS) is a tool to measure the level of congestion at an intersection as well as to identify locations requiring further investigations. The LOS as defined in the Traffic Modelling Guidelines is summarised in Table 2-1.

Table 2-1 Level of Service definitions

Level of Service (LOS)	Average Delay per Vehicles (sec/h)	Performance explanation
A	Less than 14.5	Good operation
B	14.5 to 28.4	Good with acceptable delays and spare capacity
C	28.5 to 42.4	Satisfactory
D	42.5 to 56.4	Operating near capacity
E	56.5 to 70.4	At capacity, at signals incidents will cause excessive delays. Roundabouts require other control method.
F	70.5 or greater	At capacity, at signals incidents will cause excessive delays. Roundabouts require other control method.

Source: Roads and Maritime Services, 2002

The Traffic Modelling Guidelines produced by Transport for New South Wales (formerly Roads and Maritime Services) provide guidance on applying average delays for signalised and priority-controlled intersections. Level of Service for signalised intersections is taken as the average delay of all approaches, whilst LOS for priority intersections is taken as the worst movement on an approach.

¹ Mid-Western Regional Population Projection, Department of Planning NSW.

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Intersection Degree of Saturation (DOS) is another metric to measure the performance of isolated intersections and approaches. DOS is a ratio of traffic demand to capacity. For intersections controlled by traffic signals, both queue length and delays typically increase rapidly as DOS approaches 1.0.

Intersection performance results are shown in **Table 2-2**. The detailed SIDRA results are shown in **Appendix A**.

Table 2-2 Base year PM and day peak intersection performance

Intersection	Weekday PM peak				Weekend day peak			
	Volume (veh/hr)	Delay (sec)	DOS	LOS	Volume (veh/hr)	Delay (sec)	DOS	LOS
Horatio St / Church St	1,851	14.7	0.52	B	1,509	11.7	0.37	A
Horatio St / Lewis St	1,247	58.4	0.25	E	1,048	24.3	0.2	B
Church St / Inglis St	1,042	9.3	0.28	A	696	6.4	0.17	A
Drive Through	40	-	-	-	15	-	-	-

The intersections are performing well with generally low delays. DOS for each intersection is also low indicating significant capacity on the network. The Intersection of Horatio Street / Lewis Street is observed to have higher delays than the other intersections with an LOS of E.

As shown in **Appendix A**, the delay is caused by six vehicles turning right from Lewis Street onto Horatio Street. This is confirmed by the low DOS of 0.25 indicating significant spare capacity and minimal delay on the other approaches.

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3.0 Proposed modifications

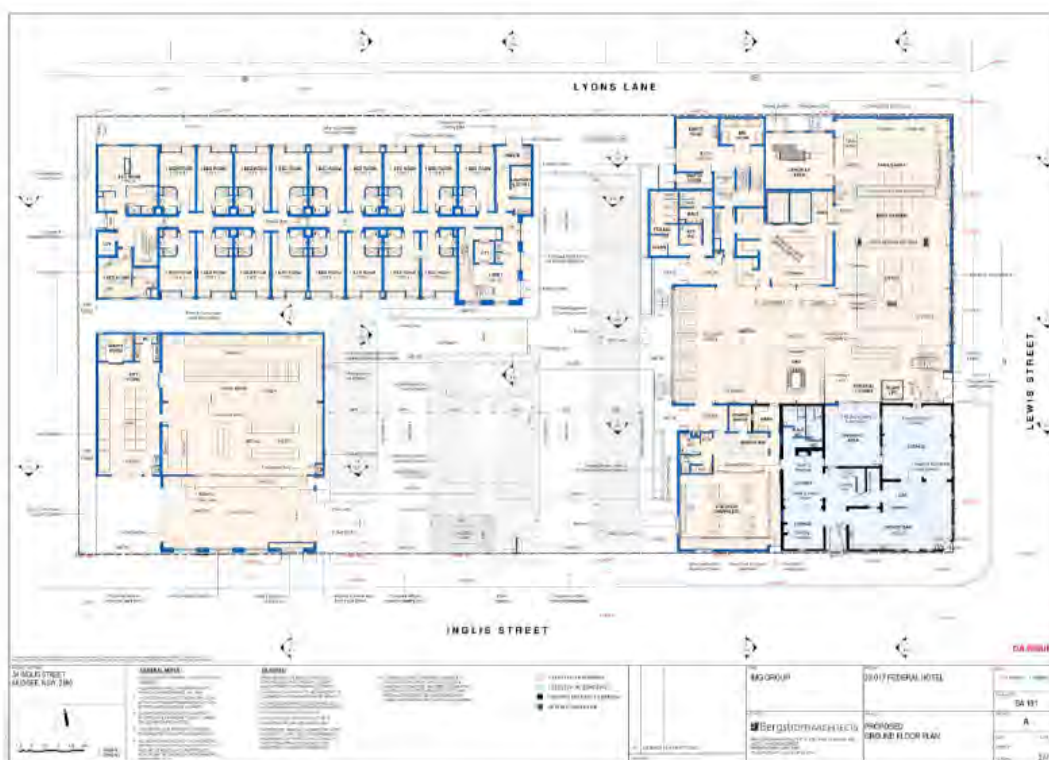
3.1 The Proposal

IMG Hotels Group is preparing a DA that seeks to expand the Federal Hotel facilities notably:

- The hotel will relocate and expand its accommodation to 38 new one-bedroom units located on the northwest corner of the development, an increase of 23 rooms from the existing 15 rooms.
- Increase the licensed Gross Floor Area (GFA) to 791m². This will include a new bistro and dining area.
- The provision of 38 onsite car parking spaces.
- Relocation of the drive through liquor store to the southwest corner of the development site. The entry and exit point will be reconfigured with vehicles circulating west, entering, and exiting onto Inglis Street.

The concept plan can be seen in **Figure 3-1**.

Figure 3-1 Federal Hotel redevelopment concept plan



Source: Bergstrom Architects, 2023

3.2 Trip generation and distribution

The *Guide to Traffic Generating Developments* (GTGD) outlines trip generation rates for various development types. No trip generation rates are provided for pubs/hotels or drive through liquor stores. As such, the various land uses for the proposed development have been segregated, each with its own trip generation rate. The GTGD provides rates for motels which were used to inform the trip generation for accommodation, as well as rates for restaurants.

The restaurant trip generation rate was used for any part of the development outside of the accommodation and drive through. This was considered conservative as the GTGD outlines that trip generation for pubs is highly variable and has declined over time, given the illegality of driving under the influence of alcohol, enforcement of drink-driving

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laws², and the prevalence of designated drivers. The latter is confirmed by a study conducted in two towns in Queensland that surveyed 405 individuals at 16 drinking venues and found that 14 per cent of individuals reported being designated drivers³. It is therefore likely that applying the restaurant rate to the entire development GFA outside of the drive through or accommodation provides a conservative approximation of trips generated.

It was assumed that trip rates during day and evening peak periods would be similar and therefore, the rate provided by the GTGD was used for both the AM and PM periods. Vehicle trip generation rates for restaurants from the GTGD assume that patrons must travel to reach the destination. Restaurants with adjoining accommodation are not considered in the formulation of trip generation rates. It was therefore assumed that guests using the accommodation would likely represent a proportion of the patrons using the restaurant/pub. The trip generation rate for the accommodation component was subtracted from the restaurant/pub generation, as only one trip to the destination will be made.

Vehicle trips to the current drive through liquor store during peak periods shown in **Table 2-2** were assumed not to increase to a degree that it would impact the surrounding road network, given the drive through capacity is not proposed to change. Therefore, no additional trips due to the drive through were considered to be generated. The trip generation and rates for the proposed development are summarised in **Table 3-1**.

Table 3-1 Trip generation for the proposed redevelopment

Development type	Trip rate	Trip generation
Motel/accommodation	0.4 per unit (peak hour, assuming 100% occupancy)	15 trips during the peak hour
Restaurant	5 per 100m ² of gross floor area (peak hour)	63 trips during the peak hour (subtracting the accommodation trips)
Drive through liquor store	-	No change

Source: Guide to Traffic Generating Developments, 2002

The trip distribution for the accommodation and pub is shown in **Table 3-2** and **Table 3-3**. Trips for the accommodation were distributed northwest and southeast, as guests are expected to be predominantly out of town visitors using the state road network to travel to and from Mudgee. An 80% / 20% in / out directional split was used for the Weekday PM peak period accounting for patrons and staff arriving. A 50% / 50% directional split was used for the weekend day peak representing a flatter profile of arrivals and departures.

Table 3-2 Accommodation traffic distribution

Development type	Weekday PM peak		Weekend day peak	
	Northwest	Southwest	Northwest	Southwest
Accommodation	50%	50%	50%	50%
Total trips (in)	6	6	4	4
Total trips (out)	2	2	4	4

*Northwest travel direction is via Church and Horatio Streets, Southwest travel direction is via Lewis and Horatio Streets

Table 3-3 Pub/restaurant traffic distribution

Development type	Weekday PM peak				Weekend day peak			
	North	South	West	East	North	South	West	East
Pub/restaurant	30%	30%	30%	10%	30%	30%	30%	10%
Total trips (in)	15	15	15	5	9	3	9	9
Total trips (out)	4	1	4	4	9	3	9	9

North is via Church Street, South is also via Church Street, west is via Church and Horatio Streets and East is via Lewis and Horatio Streets

² Guide to Traffic Generating Developments, Transport for New South Wales formerly the Road Traffic Authority (2002)

³ A Profile of designated drivers and the people who use them: A survey of two provincial cities, Queensland University of Technology (2008)

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4.0 Traffic and transport impact assessment

4.1.1 Intersection modelling results

SIDRA modelling results for the future base case and development scenarios under existing base case and future base case are shown in **Table 4-1**. Future base case is created using base case conditions plus a 10-year compounding annual growth rate of 0.77% to the state road.

Table 4-1 Intersection modelling results

Intersection	Weekday PM peak				Weekend day peak			
	Volume	Delay	DOS	LOS	Volume	Delay	DOS	LOS
Base case with development								
Horatio St / Church St	1,897	15.7s	0.55	B	1,553	12.3s	0.38	A
Horatio St / Lewis St	1,258	59.4s	0.25	E	1,062	24.3s	0.2	B
Church St / Inglis St	1,107	9.6s	0.3	A	758	7.5ss	0.18	A
Future base case: Base case with future traffic growth								
Horatio St / Church St	1,883	15.1s	0.54	B	1,534	12.2s	0.38	A
Horatio St / Lewis St	1,309	70.6s	0.27	F	1,101	27.2s	0.21	B
Church St / Inglis St	1,042	9.3s	0.28	A	696	6.5s	0.17	A
Future base case with development: Base case with development and future growth								
Horatio St / Church St	1,929	16.3s	0.57	B	1,578	12.3	0.39	A
Horatio St / Lewis St	1,320	72s	0.27	F	1,114	27.2s	0.22	B
Church St / Inglis St	1,107	9.6s	0.3	A	758	7.5s	0.18	A

The increase in delay associated with the development (assessed from the future year scenario) is:

- Horatio Street / Church Street: +1.2s (weekday PM), +0.1s (weekend midday)
- Horatio Street / Lewis Street: +1.4s (weekday PM), +0.0s (weekend midday)
- Church Street / Inglis Street: +0.3s (weekday PM), +1.0s (weekend midday).

The increase in traffic volume because of the development will have an insignificant impact on delays for current road network volumes evidenced by the largest increase in delays being 1.1 seconds. The road network still has significant spare capacity with a maximum increase in DOS of 0.03.

Under the base case + future growth scenario increases in delays are generally small, with DOS for each intersection indicating capacity under future traffic conditions. Horatio Street / Lewis Street is observed to have a larger increase in delay of 12.2 seconds and an LOS of F. However, similar to the base case this is a result of six vehicles turning right onto Horatio Street. The increase in delays for this minor movement is a result of greater through traffic volumes on Horatio Street. As it represents a small fraction of vehicles using the intersection, this delay should not be taken as an indication of overall intersection performance given the average delay is three seconds.

With the addition of development traffic, the largest increase in delay and DOS is 1.4 seconds and 0.03 respectively. This indicates that with future background the development will have minimal impact on traffic conditions. Furthermore, vehicles wishing to travel east from Lewis Street, can turn left from Lewis Street and use the roundabout at Horatio Street / Church Street to do a U-turn, with each movement having an LOS of A and B respectively.

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4.1.2 Signal Warrants

Transport for New South Wales *Traffic Signal Design Section 2 -Warrants* presents considerations for signal treatments at intersections. These are:

- **Traffic Demand** – if traffic volume is the principal reason for a control device (signals), the major road should carry at least 600 veh/hour (two-way) and the minor road concurrently should carry 200 veh/hour for each of four one hour periods.
- **Continuous traffic** – If the speed of traffic on the major road or limited sight distance on the minor road is sufficient to cause undue delay or hazard for traffic on the minor road, signals may be considered when the major road carries 900 veh/hour and 100 veh/hour are present on the minor road for each of four one hour periods. This warrant applies provided that the installation would not disrupt progressive traffic flow and that no alternative and reasonably accessible signalised intersection is present on the major road
- **Pedestrian safety** – To help pedestrians cross a road safely, signals should be considered when over any four hours of an average day, the major road carries 450 veh/hour (two-way), or where there is a central pedestrian refuge at least 1.2 m wide, the major road flow exceeds 750 veh/hour, and 150 pedestrians per hour or more cross the major road, or where the 85th percentile speed on the major road exceeds 75km/h.
- **Crashes** – Where the intersection has an average of three or more reported tow-away or casualty crashes per year over a three-year period where the crashes could have been prevented by traffic signals, and traffic flows are at least 80% of the volume warrants given in 'Traffic Volume' and 'Continuous traffic' and an assessment concludes that no new serious or fatal crash types are likely to be introduced.

An assessment was undertaken of the traffic volumes to determine if criteria for warrants were met (**Table 4-2**).

Table 4-2 Approach volumes for warrants assessment (cells in blue meet criteria for major road)

Intersection	Weekday PM peak				Weekend day peak			
	North	South	East	West	North	South	East	West
Horatio St / Church St	608	468	501	419	473	404	421	473
Horatio St / Lewis St	117	53	711	444	103	44	568	402
Church St / Inglis St	606	474	60	25	381	356	51	11

None of the intersections meet the criteria for major road in both directions ('Traffic Demand' criteria). None of the approaches have a demand of 900 veh/h required for continuous traffic.

Pedestrian crossing data is unavailable for Horatio Street and there have been no crashes causing casualty along Horatio Street in the last five years.

It is therefore concluded that signal warrants are not met for three intersections analysed as part of this report.

5.0 Parking impact assessment

5.1 Development parking requirements

Mid-Western Regional Council Development Control Plan (DCP) outlines the following parking requirements:

- **Pubs** – 1 space per 5m² of public/licensed area plus 2 spaces per 3 guest rooms plus 2 spaces per 3 employees
- **Auto electric shop (existing use to be removed)** – 5 spaces per vehicle work bay
- **Cabinet maker (existing use to be removed)** – 1 space per 75m² of GFA ('manufacturing').

The council does not provide parking requirements for drive through liquor stores. The GTGD provides the following design principles for drive through liquor stores:

- The internal roadway must be a minimum of 2 lanes wide, each lane being at least 3 metres wide, with one way circulation. Off-street parking spaces for browse-room customers and employees must also be provided which must not inhibit the free flow of vehicles.
- Separate entry / exit driveways are recommended, each with a minimum width of 4 metres and with a minimum separation of 1 metre.

The current and proposed parking requirements under the council's DCP (if applicable), are outlined in **Table 5-1**.

Table 5-1 Current and proposed parking yields

Use	Current		Proposed		Change in parking required
	Yield	Parking	Yield	Parking	
Licensed areas	340m ²	68 spaces	791m ²	158 spaces	+90 spaces
Employees	7	4 spaces	10	7 spaces	+3 spaces
Accommodation (guest rooms)	15	10 spaces	38	26 spaces	+16 spaces
Drive through liquor store	1	3 spaces	1	8 spaces	(self-contained)
Auto-electric repair shop bays	4	20 spaces	-	-	-20 spaces
Cabinetmaker	550m ²	8 spaces	-	-	-8 spaces
Total		113 spaces		199 spaces	+81 spaces

The Federal Hotel and the adjoining land uses that form the proposed development in their current state would require 113 car spaces under the Mid-Western Regional Council DCP. Notably, the licensed pub space would require 68 spaces. This indicates that current parking demands from patrons are serviced via on street parking given the 15 marked onsite parking spaces currently provided.

Given the change of use of the adjoining businesses, the net parking increase because of the development (under the DCP) is 81 spaces. A total of 38 parking spaces are proposed to be provided. This would be sufficient for the accommodation and staff onsite.

5.2 Historical parking precedent

Mudgee is home to several pubs, bars, and hotels. Establishments of similar scale to that of the proposed redevelopment are:

- **Paragon Hotel** – Approximately 710m² building footprint, 13 rooms, and 16 unmarked parking spaces
- **Kelly's Irish Pub** – Approximately 950m² building footprint, 16 rooms, and 7 marked car spaces
- **Woolpack Hotel** – Approximately 800m² building footprint, 13 rooms, and 9 unmarked car spaces
- **Three Tails Brewery** – Approximately 650m² building footprint, no onsite parking spaces.

Of these examples, the Paragon Hotel is the only establishment that would likely provide adequate parking for accommodation guests and staff at a rate consistent with the council DCP. Conservatively assuming for an

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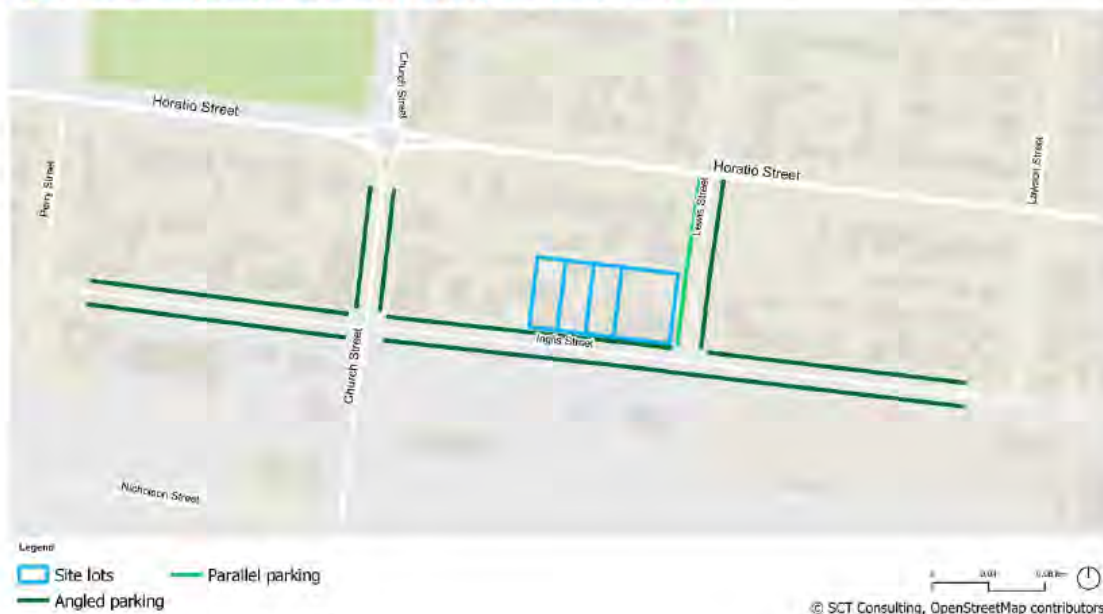
establishment such as Kelly's Irish Pub, that half the building footprint on the ground floor only is licensed, DCP parking rates would stipulate 11 car spaces for accommodation guests and 95 spaces for pub patrons. For all venues, patron parking is serviced by on street parking.

The intended use for the proposed development is not anticipated to change. Further, as the aforementioned establishment's operations are of the same nature and of similar scale, on street parking impacts for these existing pubs/hotels would be congruent to those of the proposal.

5.3 On street parking capacity

Within a 400m radius of the Federal Hotel (not including north of Horatio Street where there are limited pedestrian crossing points), the current on-street parking has a full capacity of 300 spaces with a mix of parallel and angular parking as shown in **Figure 5-1**.

Figure 5-1 On-street parking in the vicinity of the proposed development site



5.4 On-street parking plan

Figure 5-2 (also shown in **Appendix B**) shows the proposed parking plan in the vicinity of the site. 162 line marked parking spaces will be formalised along Lewis Street and Inglis Street, resulting in more efficient utilisation of kerb side parking and therefore a greater on street parking capacity. 'Give way' lines and a painted median are proposed at the intersection of Lewis and Inglis Street to improve vehicle and pedestrian safety.

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Figure 5-2 On street car parking plan



Source: IMG Hotel Group, 2023

5.5 Heritage incentive and car parking credits

Under (Part 5 Development Standards – 5.1 Car Parking - Heritage Incentives) in the Mid-Western Development Control Plan 2013, historical parking credits for lawfully established uses are recognised. This would yield a parking credit of 98 spaces, based on 15 marked spaces currently provided on site, and supports the assumption that current parking demand for the site is predominantly accommodated by on-street parking. Frontage parking credits are recognised under the DCP relating to parking availability on-street. The frontage credit is the subject lot width reduced by the extent of driveways and no parking zones. The formalisation of parking along the frontage of the proposed development outlined in **Section 5.4**, would yield a credit of 22 parking spaces.

The site for the proposed DA is therefore eligible for a combined total historical and frontage parking credit of 120 spaces.

Under the DCP, a 'Heritage Incentive' provides concession for premises in which part, or all of the developments parking demand may be exempt if it involves the restoration and/or conservation of a heritage listed property such as the Federal Hotel. Under current conditions, the Federal Hotel and the adjoining lots would require 120 car spaces under the DCP. If this resulted in the construction of onsite parking, it would undoubtedly result in a considerable portion of the site being utilised for parking, which could impact the heritage listed building that may need to be altered to accommodate the required parking spaces.

Given that the site under current conditions would require considerable on site parking under the DCP, it is therefore considered appropriate to utilise on street parking to preserve the heritage characteristics of the Federal Hotel as part of the DA. This is because the additional parking demand of 81 vehicles is accounted for from the 120 DCP parking credits and can be accommodated given the on-street parking capacity and planned upgrades to the surrounding streets.

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5.6 Development parking impact

The proposed development will provide 38 on site parking spaces. This satisfies the council DCP requirement for the accommodation and staff parking component of a pub development with a provision of 31 spaces for guests and seven for staff. In addition, the on-street environment along Inglis Street from Lewis Street to Church Street will be upgraded to accommodate future parking demands as a result of the development. This will result in an increase of on street parking to 162 spaces within approximately 200m of the site. Namely, providing line marking to formalise parking arrangements, for more efficient use of on street parking space, centre line road marking on Lewis Street, a painted median on Inglis Street, providing a footpath, and installing time limit signage to prevent long stay parking from affecting neighbouring dwellings.

The drive through has capacity for approximately eight B99 vehicles whilst still allowing for one-way circulation. A maximum of 12 vehicles (during the peak period) were observed entering the current bottle store in any 15-minute period with 10 exiting in the same period. This indicates a high turnover rate with parking capacity freeing up quickly. Therefore, the drive through bottle store redevelopment is viewed as not requiring additional onsite parking or the use of on street parking.

From **Table 5-1** and the provision of 120 parking credits outlined in **Section 5.5**, this leaves an increase in 41 parking spaces to be accounted for. With 300 on-street parking spaces in the vicinity of the development site (**Figure 5-1**) at present, the additional parking demand can comfortably be accommodated by on street parking, given the additional spaces produced from on street formalisation of parking.

The heritage incentive under the DCP is considered appropriate for this DA to preserve and revitalise the Federal Hotel. An extra on street parking demand of 41 additional vehicles, can comfortably be accommodated in the surrounding street environment. This will assist in maintaining the heritage characteristics of the hotel, by not turning over the majority of the lot for patron parking.

As part of the redevelopment plan, the Federal Hotel will run a 'night rider' courtesy bus. This is an important road safety measure to discourage patrons from 'Driving Under the Influence' (DUI's) of alcohol. A similar service in neighbouring Gulgong has been operating for 15 years, with widespread community support in helping to reduce alcohol-related traffic accidents. A courtesy bus that operates from the Federal Hotel will encourage patrons to access the venue through alternative and safer means of transport. Furthermore, the study produced by the Queensland Institute of Technology mentions (**Section 3.2**) that in non-metropolitan areas designated driver rates are approximately 15%, indicating at least 30% of patrons will be sharing a vehicle trip to the venue.

As part of the development, the Federal Hotel will upgrade Inglis Street from Church Street to Lewis Street with the following:

- Providing a footpath
- Road line markings
- Providing time limit signage
- Providing line marking to formalise parking arrangements
- Targeted resurfacing on the south side.

This outcome improves the streetscape around the site, benefitting the community in a way that increased on-site parking does not.

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6.0 AS2890 review

6.1 Carpark

The proposed layout for the accommodation and staff parking was reviewed in compliance with *AS2890.1 Off Street car parking*. B99 vehicle swept paths were undertaken (**Appendix B**) as part of this process. The outcomes of this audit are summarised in **Table 6-1**.

Table 6-1 AS2890.1 hotel parking review

AS2890.1 section	Consistent	Comment
2.3.2 parking angle	Yes	<ul style="list-style-type: none"> – Carpark layout uses 90 degree angle parking that accommodates two-way movements – 38 car spaces are proposed.
2.3.3 Parking aisle length	Yes	<ul style="list-style-type: none"> – The parking aisle length is less than 100m. Therefore, traffic control devices such as speed humps are not required under AS2890.1.
2.4.1 Angle parking spaces	Yes	<ul style="list-style-type: none"> – Parking spaces are 5.4m in length (compliant with user class 2) – Parking space widths are 2.5m (compliant with user class 2).
2.4.2 Angle parking aisle	Yes	<ul style="list-style-type: none"> – Aisle widths are greater than 5.8m (user class 2).
2.4.3 Angle parking module layout	Yes	<ul style="list-style-type: none"> – Parking layout consistent AS2890.1 'typical' two-way aisle, angled parking module.
2.4.5 Physical controls	Yes	<ul style="list-style-type: none"> – Wheel stops are provided for parking spaces – Wheel stops are 1650mm wide and will need to be between 90mm – 100mm high.
2.4.6 Gradients within parking modules	Yes	<ul style="list-style-type: none"> – The gradient within the parking modules is 1 in 20, within the maximum and minimum gradient requirements for drainage.
2.5.2 Layout design of circulation roadways and ramps	N/A	<ul style="list-style-type: none"> – No ramps or circulating roadways are provided.
2.5.3 Circulation roadway and ramp grades	N/A	<ul style="list-style-type: none"> – No ramps or circulating roadways are provided.
2.6 Design of domestic driveways	N/A	<ul style="list-style-type: none"> – Not a domestic premise.
3.1 General	-	<ul style="list-style-type: none"> – Access facility category 2 (Local road access with between 25 and 100 spaces).
3.2 Access driveways – width and location	N/A	<ul style="list-style-type: none"> – The carpark is accessed from the street via two driveways on Inglis Street – Driveway widths are compliant - between 6.0-9.0m – Driveway widths driveway width complies with entry width criteria – Driveway is located a sufficient distance from the closest intersection
3.3 Gradients of access driveways	Assumed to satisfy	<ul style="list-style-type: none"> – Gradient of entry driveways complies

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AS2890.1 section	Consistent	Comment
3.4 Queueing areas	Yes	– There is no vehicular control point.
3.5 Access to mechanical parking installations	N/A	– N/A
4.1 Pedestrian service	Yes	– Pedestrian access is separated from vehicular access. – A stairway provides access for pedestrians between carpark levels.
4.2 Bicycle parking	N/A	– N/A
4.3 Signposting	Future design consideration	– Signage shall comply with AS2890.1 section 4.3.
4.4 Pavement markings	Future design consideration	– Markings of parking spaces shall be in accordance with AS2890.1 section 4.4.1 – No pedestrian crossing are proposed – Pavement arrows should try to align with 4.4.3.
4.5 Parcel pick-up	N/A	– N/A
4.6 Shopping trolley requirements	N/A	– N/A
4.7 Lighting	Future design consideration	– Lighting to follow AS1680.2.1 as required.
4.8 Landscaping	Future design consideration	– Trees and shrubs should not impact safety aspects for vehicles and pedestrians such as sight distances.
4.9 Humps	N/A	– Speed humps are not proposed as positive speed control is unlikely to be necessary given the aisle length.
4.10 Special loading/unloading parking spaces	N/A	– Special spaces for loading and unloading are not proposed.
5.2 Column location and spacing	N/A	– Columns not proposed for ground level car parking
5.3 Headroom	N/A	– Open air car park with no roofing or overhead obstacles.
5.4 Design of enclosed garages	N/A	– N/A

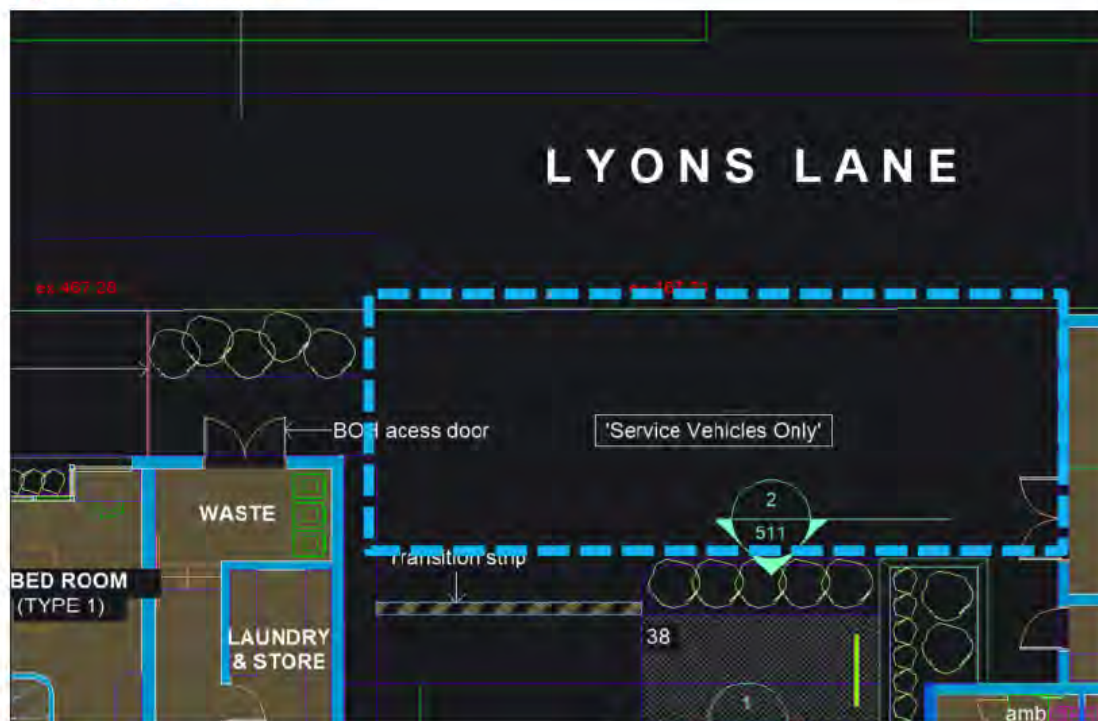
6.2 Service vehicle area

A dedicated service area/bay, for waste collection and delivery is proposed as part of the new layout for the Federal Hotel as shown in **Figure 6-1**. The service area is accessed via Lyons Lane at the rear of the development. It runs parallel to Lyons Lane, with vehicles pulling in and out from both directions through the installation of a roll kerb. The service area was reviewed in compliance with *AS2890.2 Off-street vehicle facilities*. Medium Rigid Vehicles (MRV's) are expected to be the largest vehicle size to access the service area. As such MRV swept paths were undertaken (**Appendix B**). The outcomes of this audit are summarised in **Table 6-2**.

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Figure 6-1 Proposed service area



Source: Bergstrom Architects, 2023

Table 6-2 AS2890.2 Off-street commercial Vehicle audit

AS2890.2 section	Consistent	Comment
3.2 Design Principles	Yes	<ul style="list-style-type: none"> Designed for the maximum vehicle size (MRV) Vehicle can stand entirely within site Manoeuvring takes place within the site.
3.3.1 Circulation roadway width	Yes	<ul style="list-style-type: none"> Service area entry runs parallel to Lyons Lane with intervisibility Service area 'single lane' road width is compliant at 5.6m.w
3.3.2 Parking on a circulation roadway	N/A	<ul style="list-style-type: none"> Parking not proposed on a roadway
3.3.3 Maximum grades on circulation roadways	Yes	<ul style="list-style-type: none"> Roll kerb to be provided assuming kerb height of 150mm Service area grade assumed consistent with carpark at 1:20 compliant with maximum grade of 1:6.5 for MRV's. Assumed no change of grade in service area greater than 1:16 for 7.0m of travel.
3.4.1 Access Driveways - General	Yes	<ul style="list-style-type: none"> An MRV is capable of entering and leaving the access driveway without infringing on the roadway boundary
3.4.2 Provision of one-way access driveways	N/A	<ul style="list-style-type: none"> Driveway does not lead to or from a major road and does not serve a major service area
3.4.3 Layout design requirements	N/A	<ul style="list-style-type: none"> Access driveway does not share design characteristics with those in Figure 3.1.

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AS2890.2 section	Consistent	Comment
4.1 Service Areas – General	Yes	<ul style="list-style-type: none"> – Service bay area is designed for largest design vehicle (MRV) and to accommodate peak loading demand for this vehicle type (one vehicle) – Service area is separate from car parking and pub pedestrian activity.
4.2 Dimensions of service bays	Yes	<ul style="list-style-type: none"> – Service bay meets the minimum dimensions for an MRV - greater than 3.5m in width and 8.8m in length
4.3 Service area layout	Yes	<ul style="list-style-type: none"> – MRV vehicle can manoeuvre into service bay/area without infringing on its boundary – Assumed no change of grade in service bay greater than 1:6.5.

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7.0 Conclusion

IMG Hotels Group owns and operates the heritage listed Federal Hotel in the town of Mudgee. IMG Hotels Group is preparing a DA application to support its redevelopment. The redevelopment will amalgamate three neighbouring lots, expanding its facilities to 38 guest rooms, a licenced pub/dining GFA of 791m² and a reconfiguration and expansion of its drive through liquor store.

The redevelopment is expected to generate 78 additional trips during peak periods. The traffic impact assessment confirms that the redevelopment will have minimal impact on the road network with a maximum delay of 1.3 seconds accounting for future growth on the state road network. Similarly, the Degree of Saturation is at a maximum of 0.57 in the 10-year future growth scenario with the development scenario modelled using SIDRA 9.1. This indicates that network capacity will remain concurrent with existing conditions.

The development meets Mid-Western Regional Council DCP parking rate requirements for staff and accommodation guests. The development site is eligible for parking credits and meets criteria for the 'Heritage Incentive' under the Mid-Western Regional Council Development Control Plan. The net increase in parking demand from pub/restaurant patrons can be satisfied by on-street parking in the vicinity of the site which has sufficient capacity to accommodate increased demand as a result of the development, especially as proposed street upgrades as part of the parking plan will likely increase on street parking capacity. The implementation of a 'courtesy bus' will act as a crucial road safety measure and will aim to reduce the number of patrons choosing to drive to the pub. As part of the development, the Federal Hotel will upgrade Inglis Street from Church Street to Lewis Street with the following:

- Providing a footpath
- Providing time limit signage
- Providing line marking to formalise parking arrangements within 200m of the site, increasing capacity to 162 spaces
- Targeted resurfacing on the south side.

This outcome improves the streetscape around the site, benefitting the community in a way that increased on-site parking does not.



Expansion of the drive through liquor store will deliver an extra five spaces which given its high turnover, will be able to accommodate the steady stream of vehicles using this service without impacting traffic on the public road network.

An AS2890 review of the carpark and service area undertaken shows compliance with relevant clauses of Australian standards related to off street and commercial vehicle parking.

APPENDIX A

DETAILED SIDRA OUTPUTS

MOVEMENT SUMMARY

 Site: 1PM [HOR_CHU_23_BY_PM (Site Folder: Weekday PM 2023 base)]  Network: N101 [Weekday PM (Network Folder: 2023 Base)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total Veh/h]	[HV %]	[Total Veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
South: Church Street														
1	L2	95	3.3	95	3.3	0.176	9.2	LOS A	1.1	8.0	0.77	0.78	0.77	35.5
2	T1	268	0.4	268	0.4	0.403	7.1	LOS A	3.4	23.8	0.84	0.78	0.84	34.8
3	R2	93	1.1	93	1.1	0.403	10.9	LOS A	3.4	23.8	0.84	0.78	0.84	26.8
3u	U	2	0.0	2	0.0	0.403	12.5	LOS A	3.4	23.8	0.84	0.78	0.84	26.8
Approach		458	1.1	458	1.1	0.403	8.3	LOS A	3.4	23.8	0.83	0.78	0.83	33.8
East: Horatio Street														
4	L2	65	4.8	65	4.8	0.132	10.1	LOS A	0.8	5.8	0.77	0.79	0.77	31.1
5	T1	232	5.9	232	5.9	0.521	9.5	LOS A	5.1	36.7	0.92	0.92	1.03	38.3
6	R2	197	2.1	197	2.1	0.521	13.1	LOS A	5.1	36.7	0.92	0.92	1.03	35.6
6u	U	7	0.0	7	0.0	0.521	14.7	LOS B	5.1	36.7	0.92	0.92	1.03	30.9
Approach		501	4.2	501	4.2	0.521	11.1	LOS A	5.1	36.7	0.90	0.90	0.99	36.5
North: Church Street														
7	L2	136	3.1	136	3.1	0.220	8.4	LOS A	1.4	10.2	0.74	0.76	0.74	25.1
8	T1	366	0.6	366	0.6	0.469	6.8	LOS A	4.0	28.4	0.83	0.76	0.83	26.8
9	R2	80	0.0	80	0.0	0.469	10.6	LOS A	4.0	28.4	0.83	0.76	0.83	38.6
9u	U	11	0.0	11	0.0	0.469	12.3	LOS A	4.0	28.4	0.83	0.76	0.83	29.2
Approach		593	1.1	593	1.1	0.469	7.8	LOS A	4.0	28.4	0.81	0.76	0.81	29.2
West: Horatio Street														
10	L2	42	0.0	42	0.0	0.078	9.3	LOS A	0.5	3.2	0.73	0.73	0.73	35.4
11	T1	207	14.7	207	14.7	0.422	8.1	LOS A	3.4	25.7	0.85	0.82	0.85	32.6
12	R2	145	3.6	145	3.6	0.422	11.5	LOS A	3.4	25.7	0.85	0.82	0.85	32.6
12u	U	2	0.0	2	0.0	0.422	13.0	LOS A	3.4	25.7	0.85	0.82	0.85	40.8
Approach		397	9.0	397	9.0	0.422	9.5	LOS A	3.4	25.7	0.83	0.81	0.83	33.0
All Vehicles		1948	3.5	1948	3.5	0.521	9.1	LOS A	5.1	36.7	0.84	0.81	0.87	33.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2PM [HOR_LEW_23_BY_PM (Site Folder: Weekday PM 2023 base)] Network: N101 [Weekday PM (Network Folder: 2023 Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total Veh/h]	[HV %]	[Total Veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
South: Lewis Street														
1	L2	29	7.1	29	7.1	0.030	6.5	LOS A	0.1	0.8	0.46	0.62	0.46	30.1
2	T1	17	0.0	17	0.0	0.185	25.1	LOS B	0.6	4.5	0.89	0.95	0.92	16.8
3	R2	6	33.3	6	33.3	0.185	58.4	LOS E	0.6	4.5	0.89	0.95	0.92	21.3
Approach		53	8.0	53	8.0	0.185	18.7	LOS B	0.6	4.5	0.65	0.77	0.67	21.5
East: Horatio Street														
4	L2	15	7.1	15	7.1	0.247	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	47.5
5	T1	465	4.5	465	4.5	0.247	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.5
6	R2	219	4.3	219	4.3	0.141	6.0	LOS A	0.7	5.4	0.51	0.63	0.51	38.5
Approach		699	4.5	699	4.5	0.247	2.0	NA	0.7	5.4	0.16	0.21	0.16	44.5
North: Lewis Street														
7	L2	99	8.5	99	8.5	0.093	6.2	LOS A	0.4	2.7	0.44	0.63	0.44	38.8
8	T1	9	0.0	9	0.0	0.115	23.2	LOS B	0.4	2.6	0.87	0.93	0.87	19.4
9	R2	8	0.0	8	0.0	0.115	31.7	LOS C	0.4	2.6	0.87	0.93	0.87	12.1
Approach		117	7.2	117	7.2	0.115	9.5	LOS A	0.4	2.7	0.50	0.67	0.50	34.7
West: Horatio Street														
10	L2	57	0.0	57	0.0	0.228	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.3
11	T1	378	9.2	378	9.2	0.228	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.0
12	R2	9	0.0	9	0.0	0.006	5.8	LOS A	0.0	0.2	0.49	0.54	0.49	39.0
Approach		444	7.8	444	7.8	0.228	0.7	NA	0.0	0.2	0.01	0.08	0.01	48.6
All Vehicles		1313	6.0	1313	6.0	0.247	2.9	NA	0.7	5.4	0.16	0.23	0.16	44.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3PM [CHU_ING_23_BY_PM (Site Folder: Weekday PM 2023 base)] Network: N101 [Weekday PM (Network Folder: 2023 Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
South: Church Street														
1	L2	12	0.0	12	0.0	0.222	6.2	LOS A	0.2	1.5	0.07	0.03	0.07	48.5
2	T1	431	1.0	431	1.0	0.222	0.1	LOS A	0.2	1.5	0.07	0.03	0.07	48.9
3	R2	16	6.7	16	6.7	0.222	6.9	LOS A	0.2	1.5	0.07	0.03	0.07	48.3
Approach		458	1.1	458	1.1	0.222	0.5	NA	0.2	1.5	0.07	0.03	0.07	48.9
East: Inglis Street														
4	L2	38	5.6	38	5.6	0.043	6.1	LOS A	0.2	1.2	0.48	0.63	0.48	42.6
5	T1	1	0.0	1	0.0	0.043	6.0	LOS A	0.2	1.2	0.48	0.63	0.48	41.3
6	R2	6	16.7	6	16.7	0.043	9.3	LOS A	0.2	1.2	0.48	0.63	0.48	36.2
Approach		45	7.0	45	7.0	0.043	6.5	LOS A	0.2	1.2	0.48	0.63	0.48	42.2
North: Church Street														
7	L2	53	4.0	53	4.0	0.276	5.2	LOS A	0.3	2.0	0.08	0.07	0.08	46.7
8	T1	494	1.9	494	1.9	0.276	0.1	LOS A	0.3	2.0	0.08	0.07	0.08	48.7
9	R2	22	0.0	22	0.0	0.276	6.3	LOS A	0.3	2.0	0.08	0.07	0.08	46.7
Approach		568	2.0	568	2.0	0.276	0.8	NA	0.3	2.0	0.08	0.07	0.08	48.5
West: Inglis Street														
10	L2	15	0.0	15	0.0	0.026	5.7	LOS A	0.1	0.6	0.44	0.62	0.44	36.3
11	T1	4	0.0	4	0.0	0.026	6.0	LOS A	0.1	0.6	0.44	0.62	0.44	41.5
12	R2	6	0.0	6	0.0	0.026	8.2	LOS A	0.1	0.6	0.44	0.62	0.44	42.8
Approach		25	0.0	25	0.0	0.026	6.4	LOS A	0.1	0.6	0.44	0.62	0.44	39.8
All Vehicles		1097	1.8	1097	1.8	0.276	1.1	NA	0.3	2.0	0.10	0.09	0.10	48.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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Project: S:\Projects\SCT_00421_Mudgee Federal Hotel DA\3. Technical Work Area\1. Network Optimisation\Federal Hotel

Mudgee_2023_08011.sip9

MOVEMENT SUMMARY

 Site: 1W [HOR_CHU_23_BY_WE (Site Folder: Weekend MD 2023 base)]

 Network: N101 [Weekend day (Network Folder: 2023 Base)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
South: Church Street														
1	L2	69	0.0	69	0.0	0.115	8.1	LOS A	0.7	4.9	0.69	0.71	0.69	36.7
2	T1	240	0.0	240	0.0	0.313	6.3	LOS A	2.4	16.9	0.73	0.70	0.73	35.9
3	R2	71	1.5	71	1.5	0.313	10.1	LOS A	2.4	16.9	0.73	0.70	0.73	27.9
3u	U	1	0.0	1	0.0	0.313	11.7	LOS A	2.4	16.9	0.73	0.70	0.73	27.9
Approach		381	0.3	381	0.3	0.313	7.3	LOS A	2.4	16.9	0.73	0.70	0.73	35.0
East: Horatio Street														
4	L2	44	0.0	44	0.0	0.071	7.7	LOS A	0.4	2.9	0.66	0.66	0.66	34.1
5	T1	178	2.4	178	2.4	0.370	6.3	LOS A	2.9	20.6	0.73	0.73	0.73	40.5
6	R2	183	1.7	183	1.7	0.370	10.1	LOS A	2.9	20.6	0.73	0.73	0.73	38.2
6u	U	16	0.0	16	0.0	0.370	11.7	LOS A	2.9	20.6	0.73	0.73	0.73	33.7
Approach		421	1.8	421	1.8	0.370	8.3	LOS A	2.9	20.6	0.73	0.72	0.73	38.9
North: Church Street														
7	L2	138	0.0	138	0.0	0.172	6.5	LOS A	1.1	7.8	0.64	0.66	0.64	28.2
8	T1	249	0.0	249	0.0	0.300	5.6	LOS A	2.3	15.9	0.66	0.65	0.66	28.2
9	R2	61	0.0	61	0.0	0.300	9.4	LOS A	2.3	15.9	0.66	0.65	0.66	39.6
9u	U	15	0.0	15	0.0	0.300	11.1	LOS A	2.3	15.9	0.66	0.65	0.66	30.1
Approach		463	0.0	463	0.0	0.300	6.6	LOS A	2.3	15.9	0.66	0.65	0.66	30.8
West: Horatio Street														
10	L2	44	0.0	44	0.0	0.077	8.7	LOS A	0.4	3.1	0.70	0.70	0.70	36.0
11	T1	169	3.7	169	3.7	0.295	6.9	LOS A	2.2	15.6	0.75	0.73	0.75	33.7
12	R2	108	0.0	108	0.0	0.295	10.5	LOS A	2.2	15.6	0.75	0.73	0.75	33.7
12u	U	1	0.0	1	0.0	0.295	12.2	LOS A	2.2	15.6	0.75	0.73	0.75	41.7
Approach		323	2.0	323	2.0	0.295	8.4	LOS A	2.2	15.6	0.74	0.73	0.74	34.1
All Vehicles		1588	0.9	1588	0.9	0.370	7.6	LOS A	2.9	20.6	0.71	0.70	0.71	35.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2W [HOR_LEW_23_BY_WE (Site Folder: Weekend MD 2023 base)]

Network: N101 [Weekend day (Network Folder: 2023 Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total HV veh/h]	[%]				[Veh. veh]	[Dist. m]				
South: Lewis Street														
1	L2	22	0.0	22	0.0	0.019	5.9	LOS A	0.1	0.5	0.41	0.57	0.41	30.6
2	T1	6	16.7	6	16.7	0.075	20.1	LOS B	0.2	1.8	0.81	0.91	0.81	21.6
3	R2	8	0.0	8	0.0	0.075	22.9	LOS B	0.2	1.8	0.81	0.91	0.81	27.0
Approach		37	2.9	37	2.9	0.075	12.2	LOS A	0.2	1.8	0.57	0.71	0.57	26.9
East: Horatio Street														
4	L2	13	0.0	13	0.0	0.199	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	48.3
5	T1	381	1.7	381	1.7	0.199	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.5
6	R2	167	2.5	167	2.5	0.100	5.7	LOS A	0.5	3.8	0.47	0.59	0.47	38.8
Approach		561	1.9	561	1.9	0.199	1.8	NA	0.5	3.8	0.14	0.19	0.14	44.8
North: Lewis Street														
7	L2	89	7.1	89	7.1	0.079	5.9	LOS A	0.3	2.3	0.40	0.60	0.40	39.0
8	T1	5	20.0	5	20.0	0.073	20.1	LOS B	0.2	1.9	0.81	0.91	0.81	20.9
9	R2	8	12.5	8	12.5	0.073	24.3	LOS B	0.2	1.9	0.81	0.91	0.81	13.9
Approach		103	8.2	103	8.2	0.079	8.1	LOS A	0.3	2.3	0.46	0.64	0.46	35.9
West: Horatio Street														
10	L2	52	0.0	52	0.0	0.197	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.4
11	T1	339	2.2	339	2.2	0.197	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.0
12	R2	8	0.0	8	0.0	0.009	5.5	LOS A	0.0	0.3	0.46	0.56	0.46	38.8
12u	U	3	0.0	3	0.0	0.009	8.4	LOS A	0.0	0.3	0.46	0.56	0.46	35.9
Approach		402	1.8	402	1.8	0.197	0.8	NA	0.0	0.3	0.01	0.09	0.01	48.6
All Vehicles		1103	2.5	1103	2.5	0.199	2.4	NA	0.5	3.8	0.14	0.21	0.14	44.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3W [CHU_ING_23_BY_WE (Site Folder: Weekend MD 2023 base)]

Network: N101 [Weekend day (Network Folder: 2023 Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV veh/h	%				[Veh. veh	Dist] m				
South: Church Street														
1	L2	1	0.0	1	0.0	0.164	5.6	LOS A	0.1	0.5	0.03	0.01	0.03	48.9
2	T1	337	0.3	337	0.3	0.164	0.0	LOS A	0.1	0.5	0.03	0.01	0.03	49.5
3	R2	8	0.0	8	0.0	0.164	5.6	LOS A	0.1	0.5	0.03	0.01	0.03	48.9
Approach		346	0.3	346	0.3	0.164	0.2	NA	0.1	0.5	0.03	0.01	0.03	49.5
East: Inglis Street														
4	L2	12	0.0	12	0.0	0.015	5.3	LOS A	0.1	0.4	0.35	0.55	0.35	43.2
5	T1	1	0.0	1	0.0	0.015	4.8	LOS A	0.1	0.4	0.35	0.55	0.35	41.9
6	R2	5	0.0	5	0.0	0.015	6.5	LOS A	0.1	0.4	0.35	0.55	0.35	37.0
Approach		18	0.0	18	0.0	0.015	5.6	LOS A	0.1	0.4	0.35	0.55	0.35	42.1
North: Church Street														
7	L2	34	0.0	34	0.0	0.170	4.7	LOS A	0.1	0.5	0.03	0.06	0.03	47.4
8	T1	318	0.0	318	0.0	0.170	0.0	LOS A	0.1	0.5	0.03	0.06	0.03	49.1
9	R2	6	0.0	6	0.0	0.170	5.6	LOS A	0.1	0.5	0.03	0.06	0.03	47.2
Approach		358	0.0	358	0.0	0.170	0.6	NA	0.1	0.5	0.03	0.06	0.03	49.0
West: Inglis Street														
10	L2	6	0.0	6	0.0	0.009	5.4	LOS A	0.0	0.2	0.36	0.55	0.36	37.0
11	T1	1	0.0	1	0.0	0.009	4.8	LOS A	0.0	0.2	0.36	0.55	0.36	41.9
12	R2	3	0.0	3	0.0	0.009	6.4	LOS A	0.0	0.2	0.36	0.55	0.36	43.2
Approach		11	0.0	11	0.0	0.009	5.6	LOS A	0.0	0.2	0.36	0.55	0.36	40.4
All Vehicles		733	0.1	733	0.1	0.170	0.6	NA	0.1	0.5	0.04	0.06	0.04	48.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1PM [HOR_CHU_23_DEV_PM (Site Folder: Weekday PM Network: N101 [Weekday PM 2023 Development])]
(Network Folder: 2023 With Development)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
South: Church Street														
1	L2	101	3.1	101	3.1	0.185	9.2	LOS A	1.2	8.5	0.77	0.78	0.77	35.8
2	T1	273	0.4	273	0.4	0.411	7.1	LOS A	3.5	24.3	0.85	0.78	0.85	34.8
3	R2	93	1.1	93	1.1	0.411	10.9	LOS A	3.5	24.3	0.85	0.78	0.85	26.8
3u	U	2	0.0	2	0.0	0.411	12.5	LOS A	3.5	24.3	0.85	0.78	0.85	26.8
Approach		468	1.1	468	1.1	0.411	8.3	LOS A	3.5	24.3	0.83	0.78	0.83	33.9
East: Horatio Street														
4	L2	65	4.8	65	4.8	0.138	10.6	LOS A	0.8	6.1	0.79	0.80	0.79	30.6
5	T1	232	5.9	232	5.9	0.546	10.6	LOS A	5.5	40.2	0.95	0.97	1.10	37.4
6	R2	197	2.1	197	2.1	0.546	14.2	LOS A	5.5	40.2	0.95	0.97	1.10	34.6
6u	U	7	0.0	7	0.0	0.546	15.7	LOS B	5.5	40.2	0.95	0.97	1.10	29.8
Approach		501	4.2	501	4.2	0.546	12.1	LOS A	5.5	40.2	0.93	0.94	1.06	35.6
North: Church Street														
7	L2	136	3.1	136	3.1	0.230	8.8	LOS A	1.5	10.7	0.76	0.78	0.76	24.6
8	T1	382	0.6	382	0.6	0.499	7.4	LOS A	4.5	31.8	0.86	0.80	0.89	26.5
9	R2	80	0.0	80	0.0	0.499	11.2	LOS A	4.5	31.8	0.86	0.80	0.89	38.4
9u	U	11	0.0	11	0.0	0.499	12.8	LOS A	4.5	31.8	0.86	0.80	0.89	29.1
Approach		608	1.0	608	1.0	0.499	8.3	LOS A	4.5	31.8	0.83	0.80	0.86	28.8
West: Horatio Street														
10	L2	42	0.0	42	0.0	0.079	9.3	LOS A	0.5	3.3	0.74	0.73	0.74	35.4
11	T1	207	14.7	207	14.7	0.451	8.4	LOS A	3.7	28.2	0.86	0.84	0.88	32.3
12	R2	167	3.1	167	3.1	0.451	11.9	LOS A	3.7	28.2	0.86	0.84	0.88	32.3
12u	U	2	0.0	2	0.0	0.451	13.3	LOS A	3.7	28.2	0.86	0.84	0.88	40.6
Approach		419	8.5	419	8.5	0.451	9.9	LOS A	3.7	28.2	0.85	0.83	0.86	32.7
All Vehicles		1997	3.4	1997	3.4	0.546	9.6	LOS A	5.5	40.2	0.86	0.84	0.90	33.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2PM [HOR_LEW_23_DEV_PM (Site Folder: Weekday PM Network: N101 [Weekday PM (Network Folder: 2023 With Development))]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deq Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No. Cycles	Aver Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh veh	Dist m				km/h
South: Lewis Street														
1	L2	29	7.1	29	7.1	0.030	6.5	LOS A	0.1	0.8	0.46	0.62	0.46	30.1
2	T1	17	0.0	17	0.0	0.188	25.5	LOS B	0.6	4.6	0.90	0.95	0.93	16.6
3	R2	6	33.3	6	33.3	0.188	59.4	LOS E	0.6	4.6	0.90	0.95	0.93	21.1
Approach		53	8.0	53	8.0	0.188	19.0	LOS B	0.6	4.6	0.65	0.77	0.67	21.3
East: Horatio Street														
4	L2	26	4.0	26	4.0	0.253	4.6	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
5	T1	465	4.5	465	4.5	0.253	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.4
6	R2	219	4.3	219	4.3	0.141	6.0	LOS A	0.7	5.4	0.51	0.63	0.51	38.5
Approach		711	4.4	711	4.4	0.253	2.1	NA	0.7	5.4	0.16	0.22	0.16	44.5
North: Lewis Street														
7	L2	99	8.5	99	8.5	0.093	6.2	LOS A	0.4	2.7	0.44	0.63	0.44	38.8
8	T1	9	0.0	9	0.0	0.117	23.8	LOS B	0.4	2.6	0.87	0.93	0.87	19.2
9	R2	8	0.0	8	0.0	0.117	31.7	LOS C	0.4	2.6	0.87	0.93	0.87	12.0
Approach		117	7.2	117	7.2	0.117	9.5	LOS A	0.4	2.7	0.50	0.67	0.50	34.6
West: Horatio Street														
10	L2	57	0.0	57	0.0	0.228	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.3
11	T1	378	9.2	378	9.2	0.228	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.0
12	R2	9	0.0	9	0.0	0.006	5.9	LOS A	0.0	0.2	0.50	0.54	0.50	38.9
Approach		444	7.8	444	7.8	0.228	0.7	NA	0.0	0.2	0.01	0.08	0.01	48.6
All Vehicles		1324	6.0	1324	6.0	0.253	2.9	NA	0.7	5.4	0.16	0.23	0.16	43.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 3PM [CHU_ING_23_DEV_PM (Site Folder: Weekday PM 2023 Development)] □ Network: N101 [Weekday PM (Network Folder: 2023 With Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV] veh/h	%				[Veh. veh	Dist] m				
South: Church Street														
1	L2	12	0.0	12	0.0	0.235	6.7	LOS A	0.4	2.8	0.13	0.05	0.13	48.2
2	T1	431	1.0	431	1.0	0.235	0.3	LOS A	0.4	2.8	0.13	0.05	0.13	48.4
3	R2	32	3.3	32	3.3	0.235	7.6	LOS A	0.4	2.8	0.13	0.05	0.13	49.2
Approach		474	1.1	474	1.1	0.235	0.9	NA	0.4	2.8	0.13	0.05	0.13	48.5
East: Inglis Street														
4	L2	42	5.0	42	5.0	0.065	6.2	LOS A	0.2	1.6	0.48	0.67	0.48	43.1
5	T1	1	0.0	1	0.0	0.065	6.2	LOS A	0.2	1.6	0.48	0.67	0.48	41.5
6	R2	17	6.3	17	6.3	0.065	9.6	LOS A	0.2	1.6	0.48	0.67	0.48	36.4
Approach		60	5.3	60	5.3	0.065	7.2	LOS A	0.2	1.6	0.48	0.67	0.48	42.0
North: Church Street														
7	L2	91	2.3	91	2.3	0.295	5.4	LOS A	0.3	2.1	0.07	0.10	0.07	47.9
8	T1	494	1.9	494	1.9	0.295	0.1	LOS A	0.3	2.1	0.07	0.10	0.07	48.4
9	R2	22	0.0	22	0.0	0.295	6.3	LOS A	0.3	2.1	0.07	0.10	0.07	46.4
Approach		606	1.9	606	1.9	0.295	1.1	NA	0.3	2.1	0.07	0.10	0.07	48.3
West: Inglis Street														
10	L2	15	0.0	15	0.0	0.027	5.7	LOS A	0.1	0.6	0.44	0.63	0.44	36.2
11	T1	4	0.0	4	0.0	0.027	6.3	LOS A	0.1	0.6	0.44	0.63	0.44	41.4
12	R2	6	0.0	6	0.0	0.027	8.3	LOS A	0.1	0.6	0.44	0.63	0.44	42.7
Approach		25	0.0	25	0.0	0.027	6.4	LOS A	0.1	0.6	0.44	0.63	0.44	39.7
All Vehicles		1165	1.7	1165	1.7	0.295	1.5	NA	0.4	2.8	0.13	0.12	0.13	47.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.


NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 1W [HOR_CHU_23_DEV_WE (Site Folder: Weekend MD 2023 Development)]  Network: N101 [Weekend day (Network Folder: 2023 With Development)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh veh]	[Dist m]				
South: Church Street														
1	L2	83	0.0	83	0.0	0.136	8.3	LOS A	0.8	5.8	0.70	0.72	0.70	37.3
2	T1	249	0.0	249	0.0	0.323	6.3	LOS A	2.5	17.6	0.74	0.70	0.74	35.9
3	R2	71	1.5	71	1.5	0.323	10.1	LOS A	2.5	17.6	0.74	0.70	0.74	27.9
3u	U	1	0.0	1	0.0	0.323	11.7	LOS A	2.5	17.6	0.74	0.70	0.74	27.9
Approach		404	0.3	404	0.3	0.323	7.4	LOS A	2.5	17.6	0.73	0.71	0.73	35.3
East: Horatio Street														
4	L2	44	0.0	44	0.0	0.073	8.0	LOS A	0.4	2.9	0.67	0.67	0.67	33.8
5	T1	178	2.4	178	2.4	0.378	6.5	LOS A	3.0	21.1	0.75	0.74	0.75	40.4
6	R2	183	1.7	183	1.7	0.378	10.3	LOS A	3.0	21.1	0.75	0.74	0.75	38.0
6u	U	16	0.0	16	0.0	0.378	11.9	LOS A	3.0	21.1	0.75	0.74	0.75	33.5
Approach		421	1.8	421	1.8	0.378	8.5	LOS A	3.0	21.1	0.74	0.73	0.74	38.7
North: Church Street														
7	L2	138	0.0	138	0.0	0.176	6.7	LOS A	1.1	8.0	0.65	0.67	0.65	27.8
8	T1	259	0.0	259	0.0	0.313	5.8	LOS A	2.4	16.8	0.68	0.66	0.68	28.1
9	R2	61	0.0	61	0.0	0.313	9.5	LOS A	2.4	16.8	0.68	0.66	0.68	39.5
9u	U	15	0.0	15	0.0	0.313	11.2	LOS A	2.4	16.8	0.68	0.66	0.68	30.1
Approach		473	0.0	473	0.0	0.313	6.7	LOS A	2.4	16.8	0.67	0.66	0.67	30.6
West: Horatio Street														
10	L2	44	0.0	44	0.0	0.078	8.8	LOS A	0.4	3.1	0.71	0.71	0.71	35.9
11	T1	169	3.7	169	3.7	0.312	7.0	LOS A	2.3	16.7	0.76	0.75	0.76	33.6
12	R2	122	0.0	122	0.0	0.312	10.8	LOS A	2.3	16.7	0.76	0.75	0.76	33.6
12u	U	1	0.0	1	0.0	0.312	12.3	LOS A	2.3	16.7	0.76	0.75	0.76	41.6
Approach		337	1.9	337	1.9	0.312	8.6	LOS A	2.3	16.7	0.75	0.74	0.75	34.0
All Vehicles		1635	0.9	1635	0.9	0.378	7.7	LOS A	3.0	21.1	0.72	0.71	0.72	35.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2W [HOR_LEW_23_DEV_WE (Site Folder: Weekend MD 2023 Development)]

Network: N101 [Weekend day (Network Folder: 2023 With Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Move ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	V/C	sec		[Veh. veh]	[Dist. m]				km/h
South: Lewis Street														
1	L2	22	0.0	22	0.0	0.019	5.9	LOS A	0.1	0.5	0.41	0.57	0.41	30.6
2	T1	6	16.7	6	16.7	0.115	20.5	LOS B	0.4	2.8	0.82	0.92	0.82	21.3
3	R2	16	0.0	16	0.0	0.115	23.9	LOS B	0.4	2.8	0.82	0.92	0.82	27.2
Approach		44	2.4	44	2.4	0.115	14.4	LOS A	0.4	2.8	0.62	0.74	0.62	27.0
East: Horatio Street														
4	L2	20	0.0	20	0.0	0.202	4.6	LOS A	0.0	0.0	0.00	0.03	0.00	48.3
5	T1	381	1.7	381	1.7	0.202	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.4
6	R2	167	2.5	167	2.5	0.100	5.7	LOS A	0.5	3.8	0.47	0.59	0.47	38.8
Approach		568	1.9	568	1.9	0.202	1.9	NA	0.5	3.8	0.14	0.19	0.14	44.8
North: Lewis Street														
7	L2	89	7.1	89	7.1	0.079	5.9	LOS A	0.3	2.3	0.40	0.60	0.40	39.0
8	T1	5	20.0	5	20.0	0.073	20.4	LOS B	0.2	1.9	0.82	0.91	0.82	20.9
9	R2	8	12.5	8	12.5	0.073	24.3	LOS B	0.2	1.9	0.82	0.91	0.82	13.9
Approach		103	8.2	103	8.2	0.079	8.2	LOS A	0.3	2.3	0.46	0.64	0.46	35.9
West: Horatio Street														
10	L2	52	0.0	52	0.0	0.197	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.4
11	T1	339	2.2	339	2.2	0.197	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.0
12	R2	8	0.0	8	0.0	0.009	5.6	LOS A	0.0	0.3	0.46	0.56	0.46	38.8
12u	U	3	0.0	3	0.0	0.009	8.4	LOS A	0.0	0.3	0.46	0.56	0.46	35.9
Approach		402	1.8	402	1.8	0.197	0.8	NA	0.0	0.3	0.01	0.09	0.01	48.6
All Vehicles		1118	2.4	1118	2.4	0.202	2.6	NA	0.5	3.8	0.14	0.22	0.14	44.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: S:\Projects\SCT_00421_Mudgee Federal Hotel DA\3. Technical Work Area\1. Network Optimisation\Federal Hotel

Mudgee_2023_08011.sip9

MOVEMENT SUMMARY


Site: 3W [CHU_ING_23_DEV_WE (Site Folder: Weekend MD 2023 Development)] Network: N101 [Weekend day (Network Folder: 2023 With Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
South: Church Street														
1	L2	1	0.0	1	0.0	0.170	5.7	LOS A	0.1	1.1	0.06	0.03	0.06	48.7
2	T1	337	0.3	337	0.3	0.170	0.1	LOS A	0.1	1.1	0.06	0.03	0.06	49.2
3	R2	18	0.0	18	0.0	0.170	6.3	LOS A	0.1	1.1	0.06	0.03	0.06	49.8
Approach		356	0.3	356	0.3	0.170	0.4	NA	0.1	1.1	0.06	0.03	0.06	49.3
East: Inglis Street														
4	L2	21	0.0	21	0.0	0.050	5.8	LOS A	0.2	1.1	0.38	0.64	0.38	45.8
5	T1	1	0.0	1	0.0	0.050	4.9	LOS A	0.2	1.1	0.38	0.64	0.38	43.1
6	R2	28	0.0	28	0.0	0.050	7.5	LOS A	0.2	1.1	0.38	0.64	0.38	38.9
Approach		51	0.0	51	0.0	0.050	6.7	LOS A	0.2	1.1	0.38	0.64	0.38	43.1
North: Church Street														
7	L2	57	0.0	57	0.0	0.182	5.1	LOS A	0.1	0.5	0.03	0.09	0.03	48.5
8	T1	318	0.0	318	0.0	0.182	0.0	LOS A	0.1	0.5	0.03	0.09	0.03	48.8
9	R2	6	0.0	6	0.0	0.182	5.6	LOS A	0.1	0.5	0.03	0.09	0.03	46.9
Approach		381	0.0	381	0.0	0.182	0.9	NA	0.1	0.5	0.03	0.09	0.03	48.8
West: Inglis Street														
10	L2	6	0.0	6	0.0	0.009	5.4	LOS A	0.0	0.2	0.37	0.55	0.37	37.0
11	T1	1	0.0	1	0.0	0.009	4.9	LOS A	0.0	0.2	0.37	0.55	0.37	41.9
12	R2	3	0.0	3	0.0	0.009	6.5	LOS A	0.0	0.2	0.37	0.55	0.37	43.1
Approach		11	0.0	11	0.0	0.009	5.7	LOS A	0.0	0.2	0.37	0.55	0.37	40.4
All Vehicles		798	0.1	798	0.1	0.182	1.1	NA	0.2	1.1	0.07	0.11	0.07	48.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1PM [HOR_CHU_33_PM_No_Development (Site Folder:  Network: N101 [Weekday PM Weekday PM 2033 No Development])] **Network:** N101 [Weekday PM (Network Folder: 2033 No Development)]

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total HV]		ARRIVAL FLOWS [Total HV]		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE [Veh Dist]		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Church Street														
1	L2	95	3.3	95	3.3	0.180	9.5	LOS A	1.1	8.2	0.78	0.79	0.78	35.3
2	T1	268	0.4	268	0.4	0.411	7.3	LOS A	3.5	24.5	0.86	0.79	0.86	34.7
3	R2	93	1.1	93	1.1	0.411	11.1	LOS A	3.5	24.5	0.86	0.79	0.86	26.7
3u	U	2	0.0	2	0.0	0.411	12.7	LOS A	3.5	24.5	0.86	0.79	0.86	26.7
Approach		458	1.1	458	1.1	0.411	8.5	LOS A	3.5	24.5	0.84	0.79	0.84	33.6
East: Horatio Street														
4	L2	65	4.8	65	4.8	0.132	10.1	LOS A	0.8	5.9	0.78	0.79	0.78	31.1
5	T1	249	5.9	249	5.9	0.544	9.9	LOS A	5.5	40.0	0.93	0.94	1.07	37.9
6	R2	197	2.1	197	2.1	0.544	13.6	LOS A	5.5	40.0	0.93	0.94	1.07	35.2
6u	U	7	0.0	7	0.0	0.544	15.1	LOS B	5.5	40.0	0.93	0.94	1.07	30.5
Approach		519	4.3	519	4.3	0.544	11.4	LOS A	5.5	40.0	0.91	0.92	1.03	36.3
North: Church Street														
7	L2	136	3.1	136	3.1	0.225	8.6	LOS A	1.5	10.5	0.75	0.77	0.75	24.8
8	T1	366	0.6	366	0.6	0.478	7.0	LOS A	4.2	29.3	0.84	0.78	0.85	26.7
9	R2	80	0.0	80	0.0	0.478	10.8	LOS A	4.2	29.3	0.84	0.78	0.85	38.5
9u	U	11	0.0	11	0.0	0.478	12.5	LOS A	4.2	29.3	0.84	0.78	0.85	29.1
Approach		593	1.1	593	1.1	0.478	8.0	LOS A	4.2	29.3	0.82	0.78	0.83	29.0
West: Horatio Street														
10	L2	42	0.0	42	0.0	0.078	9.3	LOS A	0.5	3.2	0.74	0.73	0.74	35.4
11	T1	223	14.7	223	14.7	0.443	8.2	LOS A	3.6	27.5	0.86	0.83	0.86	32.5
12	R2	145	3.6	145	3.6	0.443	11.6	LOS A	3.6	27.5	0.86	0.83	0.86	32.5
12u	U	2	0.0	2	0.0	0.443	13.1	LOS A	3.6	27.5	0.86	0.83	0.86	40.7
Approach		413	9.2	413	9.2	0.443	9.5	LOS A	3.6	27.5	0.84	0.82	0.85	32.9
All Vehicles		1982	3.6	1982	3.6	0.544	9.3	LOS A	5.5	40.0	0.85	0.83	0.89	33.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2PM [HOR_LEW_33_PM_No_Development (Site Folder: Network: N101 [Weekday PM Weekday PM 2033 No Development])]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total HV]	[%]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Lewis Street														
1	L2	29	7.1	29	7.1	0.032	6.7	LOS A	0.1	0.9	0.48	0.64	0.48	29.7
2	T1	17	0.0	17	0.0	0.219	30.0	LOS C	0.7	5.3	0.91	0.97	0.97	14.8
3	R2	6	33.3	6	33.3	0.219	70.6	LOS E ¹¹	0.7	5.3	0.91	0.97	0.97	19.1
Approach		53	8.0	53	8.0	0.219	21.8	LOS B	0.7	5.3	0.67	0.78	0.70	19.6
East: Horatio Street														
4	L2	15	7.1	15	7.1	0.266	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	47.5
5	T1	501	4.5	501	4.5	0.266	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.5
6	R2	219	4.3	219	4.3	0.146	6.2	LOS A	0.8	5.5	0.53	0.65	0.53	38.4
Approach		735	4.5	735	4.5	0.266	2.0	NA	0.8	5.5	0.16	0.20	0.16	44.6
North: Lewis Street														
7	L2	99	8.5	99	8.5	0.096	6.4	LOS A	0.4	2.8	0.46	0.64	0.46	38.7
8	T1	9	0.0	9	0.0	0.134	26.4	LOS B	0.4	2.9	0.89	0.94	0.89	17.8
9	R2	8	0.0	8	0.0	0.134	36.4	LOS C	0.4	2.9	0.89	0.94	0.89	10.9
Approach		117	7.2	117	7.2	0.134	10.2	LOS A	0.4	2.9	0.52	0.69	0.52	34.0
West: Horatio Street														
10	L2	57	0.0	57	0.0	0.243	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.4
11	T1	407	9.2	407	9.2	0.243	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.0
12	R2	9	0.0	9	0.0	0.006	6.0	LOS A	0.0	0.2	0.51	0.55	0.51	38.9
Approach		473	7.9	473	7.9	0.243	0.7	NA	0.0	0.2	0.01	0.08	0.01	48.7
All Vehicles		1378	6.0	1378	6.0	0.266	3.0	NA	0.8	5.5	0.16	0.22	0.16	43.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

Site: 3PM [CHU_ING_33_PM_No_Development (Site Folder: Network: N101 [Weekday PM
Weekday PM 2033 No Development)) (Network Folder: 2033 No
Development)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	v/c	Sec		[Veh veh]	[Dist m]				km/h
South: Church Street														
1	L2	12	0.0	12	0.0	0.222	6.2	LOS A	0.2	1.5	0.07	0.03	0.07	48.5
2	T1	431	1.0	431	1.0	0.222	0.1	LOS A	0.2	1.5	0.07	0.03	0.07	48.9
3	R2	16	6.7	16	6.7	0.222	6.9	LOS A	0.2	1.5	0.07	0.03	0.07	48.3
Approach		458	1.1	458	1.1	0.222	0.5	NA	0.2	1.5	0.07	0.03	0.07	48.9
East: Inglis Street														
4	L2	38	5.6	38	5.6	0.043	6.1	LOS A	0.2	1.2	0.48	0.63	0.48	42.6
5	T1	1	0.0	1	0.0	0.043	6.0	LOS A	0.2	1.2	0.48	0.63	0.48	41.3
6	R2	6	16.7	6	16.7	0.043	9.3	LOS A	0.2	1.2	0.48	0.63	0.48	36.2
Approach		45	7.0	45	7.0	0.043	6.5	LOS A	0.2	1.2	0.48	0.63	0.48	42.2
North: Church Street														
7	L2	53	4.0	53	4.0	0.276	5.2	LOS A	0.3	2.0	0.08	0.07	0.08	46.7
8	T1	494	1.9	494	1.9	0.276	0.1	LOS A	0.3	2.0	0.08	0.07	0.08	48.7
9	R2	22	0.0	22	0.0	0.276	6.3	LOS A	0.3	2.0	0.08	0.07	0.08	46.7
Approach		568	2.0	568	2.0	0.276	0.8	NA	0.3	2.0	0.08	0.07	0.08	48.5
West: Inglis Street														
10	L2	15	0.0	15	0.0	0.026	5.7	LOS A	0.1	0.6	0.44	0.62	0.44	36.3
11	T1	4	0.0	4	0.0	0.026	6.0	LOS A	0.1	0.6	0.44	0.62	0.44	41.5
12	R2	6	0.0	6	0.0	0.026	8.2	LOS A	0.1	0.6	0.44	0.62	0.44	42.8
Approach		25	0.0	25	0.0	0.026	6.4	LOS A	0.1	0.6	0.44	0.62	0.44	39.8
All Vehicles		1097	1.8	1097	1.8	0.276	1.1	NA	0.3	2.0	0.10	0.09	0.10	48.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 1W [HOR_CHU_33_WE_No Development (Site Folder: Weekend MD 2033 No Development)]

 Network: N101 [Weekend day (Network Folder: 2033 No Development)]

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Church Street														
1	L2	69	0.0	69	0.0	0.117	8.3	LOS A	0.7	4.9	0.70	0.71	0.70	36.6
2	T1	240	0.0	240	0.0	0.317	6.4	LOS A	2.5	17.3	0.75	0.71	0.75	35.8
3	R2	71	1.5	71	1.5	0.317	10.2	LOS A	2.5	17.3	0.75	0.71	0.75	27.8
3u	U	1	0.0	1	0.0	0.317	11.8	LOS A	2.5	17.3	0.75	0.71	0.75	27.8
Approach		381	0.3	381	0.3	0.317	7.4	LOS A	2.5	17.3	0.74	0.71	0.74	34.9
East: Horatio Street														
4	L2	44	0.0	44	0.0	0.071	7.7	LOS A	0.4	2.9	0.66	0.66	0.66	34.1
5	T1	192	2.4	192	2.4	0.384	6.4	LOS A	3.0	21.6	0.74	0.73	0.74	40.5
6	R2	183	1.7	183	1.7	0.384	10.1	LOS A	3.0	21.6	0.74	0.73	0.74	38.2
6u	U	16	0.0	16	0.0	0.384	11.7	LOS A	3.0	21.6	0.74	0.73	0.74	33.7
Approach		435	1.8	435	1.8	0.384	8.3	LOS A	3.0	21.6	0.73	0.72	0.73	39.0
North: Church Street														
7	L2	138	0.0	138	0.0	0.174	6.7	LOS A	1.1	7.9	0.65	0.67	0.65	27.9
8	T1	249	0.0	249	0.0	0.303	5.7	LOS A	2.3	16.2	0.68	0.66	0.68	28.1
9	R2	61	0.0	61	0.0	0.303	9.5	LOS A	2.3	16.2	0.68	0.66	0.68	39.5
9u	U	15	0.0	15	0.0	0.303	11.2	LOS A	2.3	16.2	0.68	0.66	0.68	30.0
Approach		463	0.0	463	0.0	0.303	6.7	LOS A	2.3	16.2	0.67	0.66	0.67	30.7
West: Horatio Street														
10	L2	44	0.0	44	0.0	0.077	8.7	LOS A	0.4	3.1	0.70	0.70	0.70	36.0
11	T1	183	3.7	183	3.7	0.309	6.9	LOS A	2.3	16.5	0.75	0.74	0.75	33.7
12	R2	108	0.0	108	0.0	0.309	10.6	LOS A	2.3	16.5	0.75	0.74	0.75	33.7
12u	U	1	0.0	1	0.0	0.309	12.2	LOS A	2.3	16.5	0.75	0.74	0.75	41.7
Approach		336	2.0	336	2.0	0.309	8.3	LOS A	2.3	16.5	0.75	0.73	0.75	34.1
All Vehicles		1615	1.0	1615	1.0	0.384	7.6	LOS A	3.0	21.6	0.72	0.70	0.72	35.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2W [HOR_LEW_33_WE_No Development (Site Folder: Weekend MD 2033 No Development)]

Network: N101 [Weekend day (Network Folder: 2033 No Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Lewis Street														
1	L2	22	0.0	22	0.0	0.020	6.0	LOS A	0.1	0.5	0.42	0.58	0.42	30.4
2	T1	6	16.7	6	16.7	0.084	22.3	LOS B	0.3	2.0	0.84	0.92	0.84	20.3
3	R2	8	0.0	8	0.0	0.084	25.5	LOS B	0.3	2.0	0.84	0.92	0.84	25.7
Approach		37	2.9	37	2.9	0.084	13.3	LOS A	0.3	2.0	0.59	0.72	0.59	25.9
East: Horatio Street														
4	L2	13	0.0	13	0.0	0.213	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	48.4
5	T1	410	1.7	410	1.7	0.213	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.5
6	R2	167	2.5	167	2.5	0.103	5.8	LOS A	0.5	3.8	0.48	0.60	0.48	38.7
Approach		590	1.9	590	1.9	0.213	1.8	NA	0.5	3.8	0.14	0.18	0.14	45.0
North: Lewis Street														
7	L2	89	7.1	89	7.1	0.081	6.1	LOS A	0.3	2.3	0.42	0.61	0.42	39.0
8	T1	5	20.0	5	20.0	0.082	22.5	LOS B	0.3	2.1	0.84	0.92	0.84	19.6
9	R2	8	12.5	8	12.5	0.082	27.2	LOS B	0.3	2.1	0.84	0.92	0.84	12.8
Approach		103	8.2	103	8.2	0.082	8.6	LOS A	0.3	2.3	0.47	0.65	0.47	35.5
West: Horatio Street														
10	L2	52	0.0	52	0.0	0.210	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.4
11	T1	365	2.2	365	2.2	0.210	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.1
12	R2	8	0.0	8	0.0	0.010	5.6	LOS A	0.0	0.3	0.48	0.57	0.48	38.7
12u	U	3	0.0	3	0.0	0.010	8.7	LOS A	0.0	0.3	0.48	0.57	0.48	35.7
Approach		428	1.9	428	1.9	0.210	0.8	NA	0.0	0.3	0.01	0.08	0.01	48.6
All Vehicles		1159	2.5	1159	2.5	0.213	2.4	NA	0.5	3.8	0.14	0.20	0.14	45.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3W [CHU_ING_33_WE_No Development (Site Folder: Weekend MD 2033 No Development)]

Network: N101 [Weekend day (Network Folder: 2033 No Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Church Street														
1	L2	1	0.0	1	0.0	0.164	5.6	LOS A	0.1	0.5	0.03	0.01	0.03	48.9
2	T1	337	0.3	337	0.3	0.164	0.0	LOS A	0.1	0.5	0.03	0.01	0.03	49.5
3	R2	8	0.0	8	0.0	0.164	5.6	LOS A	0.1	0.5	0.03	0.01	0.03	48.9
Approach		346	0.3	346	0.3	0.164	0.2	NA	0.1	0.5	0.03	0.01	0.03	49.5
East: Inglis Street														
4	L2	12	0.0	12	0.0	0.015	5.3	LOS A	0.1	0.4	0.35	0.55	0.35	43.2
5	T1	1	0.0	1	0.0	0.015	4.8	LOS A	0.1	0.4	0.35	0.55	0.35	41.9
6	R2	5	0.0	5	0.0	0.015	6.5	LOS A	0.1	0.4	0.35	0.55	0.35	37.0
Approach		18	0.0	18	0.0	0.015	5.6	LOS A	0.1	0.4	0.35	0.55	0.35	42.1
North: Church Street														
7	L2	34	0.0	34	0.0	0.170	4.7	LOS A	0.1	0.5	0.03	0.06	0.03	47.4
8	T1	318	0.0	318	0.0	0.170	0.0	LOS A	0.1	0.5	0.03	0.06	0.03	49.1
9	R2	6	0.0	6	0.0	0.170	5.6	LOS A	0.1	0.5	0.03	0.06	0.03	47.2
Approach		358	0.0	358	0.0	0.170	0.6	NA	0.1	0.5	0.03	0.06	0.03	49.0
West: Inglis Street														
10	L2	6	0.0	6	0.0	0.009	5.4	LOS A	0.0	0.2	0.36	0.55	0.36	37.0
11	T1	1	0.0	1	0.0	0.009	4.8	LOS A	0.0	0.2	0.36	0.55	0.36	41.9
12	R2	3	0.0	3	0.0	0.009	6.4	LOS A	0.0	0.2	0.36	0.55	0.36	43.2
Approach		11	0.0	11	0.0	0.009	5.6	LOS A	0.0	0.2	0.36	0.55	0.36	40.4
All Vehicles		733	0.1	733	0.1	0.170	0.6	NA	0.1	0.5	0.04	0.06	0.04	48.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 1PM [HOR_CHU_33_DEV_PM (Site Folder: Weekday PM ▣ Network: N101 [Weekday PM (Network Folder: 2033 With Development)]]

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Church Street														
1	L2	101	3.1	101	3.1	0.189	9.4	LOS A	1.2	8.7	0.78	0.79	0.78	35.6
2	T1	273	0.4	273	0.4	0.420	7.3	LOS A	3.6	25.1	0.86	0.80	0.86	34.7
3	R2	93	1.1	93	1.1	0.420	11.1	LOS A	3.6	25.1	0.86	0.80	0.86	26.7
3u	U	2	0.0	2	0.0	0.420	12.7	LOS A	3.6	25.1	0.86	0.80	0.86	26.7
Approach		468	1.1	468	1.1	0.420	8.5	LOS A	3.6	25.1	0.85	0.80	0.85	33.8
East: Horatio Street														
4	L2	65	4.8	65	4.8	0.139	10.6	LOS A	0.8	6.2	0.79	0.80	0.79	30.6
5	T1	249	5.9	249	5.9	0.570	11.1	LOS A	6.1	43.9	0.96	0.99	1.15	37.0
6	R2	197	2.1	197	2.1	0.570	14.7	LOS B	6.1	43.9	0.96	0.99	1.15	34.1
6u	U	7	0.0	7	0.0	0.570	16.3	LOS B	6.1	43.9	0.96	0.99	1.15	29.4
Approach		519	4.3	519	4.3	0.570	12.5	LOS A	6.1	43.9	0.94	0.97	1.11	35.4
North: Church Street														
7	L2	136	3.1	136	3.1	0.235	8.9	LOS A	1.5	10.9	0.77	0.79	0.77	24.3
8	T1	382	0.6	382	0.6	0.509	7.8	LOS A	4.7	33.4	0.87	0.82	0.92	26.3
9	R2	80	0.0	80	0.0	0.509	11.5	LOS A	4.7	33.4	0.87	0.82	0.92	38.2
9u	U	11	0.0	11	0.0	0.509	13.2	LOS A	4.7	33.4	0.87	0.82	0.92	29.0
Approach		608	1.0	608	1.0	0.509	8.6	LOS A	4.7	33.4	0.85	0.82	0.89	28.6
West: Horatio Street														
10	L2	42	0.0	42	0.0	0.079	9.3	LOS A	0.5	3.3	0.74	0.73	0.74	35.4
11	T1	223	14.7	223	14.7	0.472	8.8	LOS A	4.1	30.8	0.87	0.86	0.92	32.0
12	R2	167	3.1	167	3.1	0.472	12.2	LOS A	4.1	30.8	0.87	0.86	0.92	32.0
12u	U	2	0.0	2	0.0	0.472	13.6	LOS A	4.1	30.8	0.87	0.86	0.92	40.3
Approach		435	8.8	435	8.8	0.472	10.2	LOS A	4.1	30.8	0.86	0.85	0.90	32.4
All Vehicles		2031	3.5	2031	3.5	0.570	9.9	LOS A	6.1	43.9	0.87	0.86	0.94	32.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2PM [HOR_LEW_33_DEV_PM (Site Folder: Weekday PM Network: N101 [Weekday PM
2033 Development]) (Network Folder: 2033 With Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total HV]	[%]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Lewis Street														
1	L2	29	7.1	29	7.1	0.032	6.7	LOS A	0.1	0.9	0.48	0.64	0.48	29.7
2	T1	17	0.0	17	0.0	0.222	30.5	LOS C	0.7	5.3	0.92	0.97	0.98	14.6
3	R2	6	33.3	6	33.3	0.222	72.0	LOS E ¹¹	0.7	5.3	0.92	0.97	0.98	18.9
Approach		53	8.0	53	8.0	0.222	22.2	LOS B	0.7	5.3	0.67	0.79	0.70	19.4
East: Horatio Street														
4	L2	26	4.0	26	4.0	0.272	4.6	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
5	T1	501	4.5	501	4.5	0.272	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	49.4
6	R2	219	4.3	219	4.3	0.146	6.2	LOS A	0.8	5.5	0.53	0.65	0.53	38.4
Approach		746	4.4	746	4.4	0.272	2.0	NA	0.8	5.5	0.16	0.21	0.16	44.6
North: Lewis Street														
7	L2	99	8.5	99	8.5	0.096	6.4	LOS A	0.4	2.8	0.46	0.64	0.46	38.7
8	T1	9	0.0	9	0.0	0.135	27.1	LOS B	0.4	3.0	0.89	0.94	0.89	17.7
9	R2	8	0.0	8	0.0	0.135	36.4	LOS C	0.4	3.0	0.89	0.94	0.89	10.8
Approach		117	7.2	117	7.2	0.135	10.3	LOS A	0.4	3.0	0.52	0.69	0.52	34.0
West: Horatio Street														
10	L2	57	0.0	57	0.0	0.243	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.4
11	T1	407	9.2	407	9.2	0.243	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.0
12	R2	9	0.0	9	0.0	0.007	6.0	LOS A	0.0	0.2	0.52	0.55	0.52	38.8
Approach		473	7.9	473	7.9	0.243	0.7	NA	0.0	0.2	0.01	0.08	0.01	48.7
All Vehicles		1389	6.0	1389	6.0	0.272	3.0	NA	0.8	5.5	0.16	0.23	0.16	43.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

MOVEMENT SUMMARY

Site: 3PM [CHU_ING_33_DEV_PM (Site Folder: Weekday PM 2033 Development)] Network: N101 [Weekday PM (Network Folder: 2033 With Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total HV]	[HV %]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Church Street														
1	L2	12	0.0	12	0.0	0.235	6.7	LOS A	0.4	2.8	0.13	0.05	0.13	48.2
2	T1	431	1.0	431	1.0	0.235	0.3	LOS A	0.4	2.8	0.13	0.05	0.13	48.4
3	R2	32	3.3	32	3.3	0.235	7.6	LOS A	0.4	2.8	0.13	0.05	0.13	49.2
Approach		474	1.1	474	1.1	0.235	0.9	NA	0.4	2.8	0.13	0.05	0.13	48.5
East: Inglis Street														
4	L2	42	5.0	42	5.0	0.065	6.2	LOS A	0.2	1.6	0.48	0.67	0.48	43.1
5	T1	1	0.0	1	0.0	0.065	6.2	LOS A	0.2	1.6	0.48	0.67	0.48	41.5
6	R2	17	6.3	17	6.3	0.065	9.6	LOS A	0.2	1.6	0.48	0.67	0.48	36.4
Approach		60	5.3	60	5.3	0.065	7.2	LOS A	0.2	1.6	0.48	0.67	0.48	42.0
North: Church Street														
7	L2	91	2.3	91	2.3	0.295	5.4	LOS A	0.3	2.1	0.07	0.10	0.07	47.9
8	T1	494	1.9	494	1.9	0.295	0.1	LOS A	0.3	2.1	0.07	0.10	0.07	48.4
9	R2	22	0.0	22	0.0	0.295	6.3	LOS A	0.3	2.1	0.07	0.10	0.07	46.4
Approach		606	1.9	606	1.9	0.295	1.1	NA	0.3	2.1	0.07	0.10	0.07	48.3
West: Inglis Street														
10	L2	15	0.0	15	0.0	0.027	5.7	LOS A	0.1	0.6	0.44	0.63	0.44	36.2
11	T1	4	0.0	4	0.0	0.027	6.3	LOS A	0.1	0.6	0.44	0.63	0.44	41.4
12	R2	6	0.0	6	0.0	0.027	8.3	LOS A	0.1	0.6	0.44	0.63	0.44	42.7
Approach		25	0.0	25	0.0	0.027	6.4	LOS A	0.1	0.6	0.44	0.63	0.44	39.7
All Vehicles		1165	1.7	1165	1.7	0.295	1.5	NA	0.4	2.8	0.13	0.12	0.13	47.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.



NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 1W [HOR_CHU_33_DEV_WE (Site Folder: Weekend MD 2033 Development)]  Network: N101 [Weekend day (Network Folder: 2033 With Development)]

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Church Street														
1	L2	83	0.0	83	0.0	0.138	8.4	LOS A	0.8	5.9	0.71	0.73	0.71	37.1
2	T1	249	0.0	249	0.0	0.327	6.4	LOS A	2.6	18.0	0.75	0.71	0.75	35.8
3	R2	71	1.5	71	1.5	0.327	10.2	LOS A	2.6	18.0	0.75	0.71	0.75	27.8
3u	U	1	0.0	1	0.0	0.327	11.8	LOS A	2.6	18.0	0.75	0.71	0.75	27.8
Approach		404	0.3	404	0.3	0.327	7.5	LOS A	2.6	18.0	0.74	0.71	0.74	35.1
East: Horatio Street														
4	L2	44	0.0	44	0.0	0.073	8.0	LOS A	0.4	2.9	0.67	0.67	0.67	33.8
5	T1	192	2.4	192	2.4	0.392	6.6	LOS A	3.1	22.2	0.76	0.74	0.76	40.4
6	R2	183	1.7	183	1.7	0.392	10.3	LOS A	3.1	22.2	0.76	0.74	0.76	38.0
6u	U	16	0.0	16	0.0	0.392	11.9	LOS A	3.1	22.2	0.76	0.74	0.76	33.5
Approach		435	1.8	435	1.8	0.392	8.5	LOS A	3.1	22.2	0.75	0.74	0.75	38.8
North: Church Street														
7	L2	138	0.0	138	0.0	0.179	6.8	LOS A	1.2	8.1	0.67	0.68	0.67	27.6
8	T1	259	0.0	259	0.0	0.317	5.9	LOS A	2.4	17.1	0.69	0.67	0.69	27.9
9	R2	61	0.0	61	0.0	0.317	9.6	LOS A	2.4	17.1	0.69	0.67	0.69	39.4
9u	U	15	0.0	15	0.0	0.317	11.3	LOS A	2.4	17.1	0.69	0.67	0.69	30.0
Approach		473	0.0	473	0.0	0.317	6.8	LOS A	2.4	17.1	0.69	0.67	0.69	30.5
West: Horatio Street														
10	L2	44	0.0	44	0.0	0.078	8.8	LOS A	0.5	3.2	0.71	0.71	0.71	35.9
11	T1	183	3.7	183	3.7	0.327	7.0	LOS A	2.5	17.7	0.77	0.75	0.77	33.6
12	R2	122	0.0	122	0.0	0.327	10.8	LOS A	2.5	17.7	0.77	0.75	0.77	33.6
12u	U	1	0.0	1	0.0	0.327	12.3	LOS A	2.5	17.7	0.77	0.75	0.77	41.7
Approach		350	1.9	350	1.9	0.327	8.6	LOS A	2.5	17.7	0.76	0.75	0.76	34.0
All Vehicles		1661	0.9	1661	0.9	0.392	7.8	LOS A	3.1	22.2	0.73	0.71	0.73	35.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 2W [HOR_LEW_33_DEV_WE (Site Folder: Weekend MD 2033 Development)]

■ Network: N101 [Weekend day (Network Folder: 2033 With Development)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	v/c	sec		[Veh veh]	[Dist m]				km/h
South: Lewis Street														
1	L2	22	0.0	22	0.0	0.020	6.0	LOS A	0.1	0.5	0.42	0.58	0.42	30.4
2	T1	6	16.7	6	16.7	0.130	22.8	LOS B	0.4	3.1	0.85	0.93	0.85	20.0
3	R2	16	0.0	16	0.0	0.130	26.6	LOS B	0.4	3.1	0.85	0.93	0.85	25.8
Approach		44	2.4	44	2.4	0.130	15.8	LOS B	0.4	3.1	0.63	0.75	0.63	25.9
East: Horatio Street														
4	L2	20	0.0	20	0.0	0.217	4.6	LOS A	0.0	0.0	0.00	0.03	0.00	48.3
5	T1	410	1.7	410	1.7	0.217	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.4
6	R2	167	2.5	167	2.5	0.103	5.8	LOS A	0.5	3.8	0.48	0.60	0.48	38.7
Approach		598	1.8	598	1.8	0.217	1.8	NA	0.5	3.8	0.14	0.19	0.14	45.0
North: Lewis Street														
7	L2	89	7.1	89	7.1	0.081	6.1	LOS A	0.3	2.3	0.42	0.61	0.42	39.0
8	T1	5	20.0	5	20.0	0.083	22.8	LOS B	0.3	2.1	0.84	0.92	0.84	19.6
9	R2	8	12.5	8	12.5	0.083	27.2	LOS B	0.3	2.1	0.84	0.92	0.84	12.8
Approach		103	8.2	103	8.2	0.083	8.6	LOS A	0.3	2.3	0.47	0.65	0.47	35.4
West: Horatio Street														
10	L2	52	0.0	52	0.0	0.210	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.4
11	T1	365	2.2	365	2.2	0.210	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.1
12	R2	8	0.0	8	0.0	0.010	5.7	LOS A	0.0	0.3	0.48	0.57	0.48	38.7
12u	U	3	0.0	3	0.0	0.010	8.7	LOS A	0.0	0.3	0.48	0.57	0.48	35.7
Approach		428	1.9	428	1.9	0.210	0.8	NA	0.0	0.3	0.01	0.08	0.01	48.6
All Vehicles		1173	2.4	1173	2.4	0.217	2.5	NA	0.5	3.8	0.14	0.21	0.14	44.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: S:\Projects\SCT_00421_Mudgee Federal Hotel DA\3. Technical Work Area\1. Network Optimisation\Federal Hotel

Mudgee_2023_08011.sip9

MOVEMENT SUMMARY

Site: 3W [CHU_ING_33_DEV_WE (Site Folder: Weekend MD 2033 Development)]

Network: N101 [Weekend day (Network Folder: 2033 With Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn	Aver Delay	Level of Service	95% BACK OF QUEUE		Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed
		[Total veh/h]	[HV %]	[Total HV]	[%]	v/c	sec		[Veh. veh]	[Dist m]				km/h
South: Church Street														
1	L2	1	0.0	1	0.0	0.170	5.7	LOS A	0.1	1.1	0.06	0.03	0.06	48.7
2	T1	337	0.3	337	0.3	0.170	0.1	LOS A	0.1	1.1	0.06	0.03	0.06	49.2
3	R2	18	0.0	18	0.0	0.170	6.3	LOS A	0.1	1.1	0.06	0.03	0.06	49.8
Approach		356	0.3	356	0.3	0.170	0.4	NA	0.1	1.1	0.06	0.03	0.06	49.3
East: Inglis Street														
4	L2	21	0.0	21	0.0	0.050	5.8	LOS A	0.2	1.1	0.38	0.64	0.38	45.8
5	T1	1	0.0	1	0.0	0.050	4.9	LOS A	0.2	1.1	0.38	0.64	0.38	43.1
6	R2	28	0.0	28	0.0	0.050	7.5	LOS A	0.2	1.1	0.38	0.64	0.38	38.9
Approach		51	0.0	51	0.0	0.050	6.7	LOS A	0.2	1.1	0.38	0.64	0.38	43.1
North: Church Street														
7	L2	57	0.0	57	0.0	0.182	5.1	LOS A	0.1	0.5	0.03	0.09	0.03	48.5
8	T1	318	0.0	318	0.0	0.182	0.0	LOS A	0.1	0.5	0.03	0.09	0.03	48.8
9	R2	6	0.0	6	0.0	0.182	5.6	LOS A	0.1	0.5	0.03	0.09	0.03	46.9
Approach		381	0.0	381	0.0	0.182	0.9	NA	0.1	0.5	0.03	0.09	0.03	48.8
West: Inglis Street														
10	L2	6	0.0	6	0.0	0.009	5.4	LOS A	0.0	0.2	0.37	0.55	0.37	37.0
11	T1	1	0.0	1	0.0	0.009	4.9	LOS A	0.0	0.2	0.37	0.55	0.37	41.9
12	R2	3	0.0	3	0.0	0.009	6.5	LOS A	0.0	0.2	0.37	0.55	0.37	43.1
Approach		11	0.0	11	0.0	0.009	5.7	LOS A	0.0	0.2	0.37	0.55	0.37	40.4
All Vehicles		798	0.1	798	0.1	0.182	1.1	NA	0.2	1.1	0.07	0.11	0.07	48.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

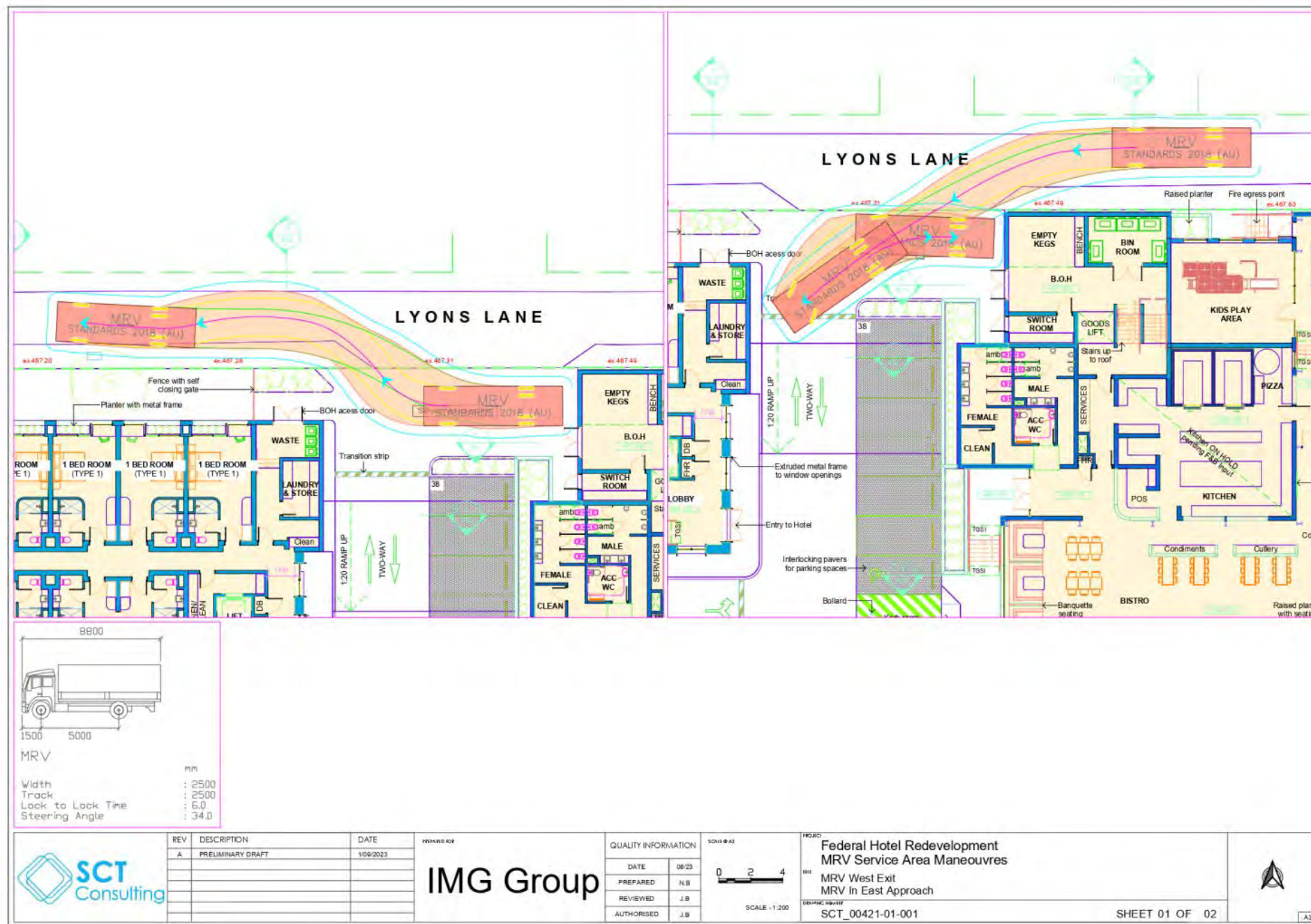
Delay Model: SIDRA Standard (Geometric Delay is included).

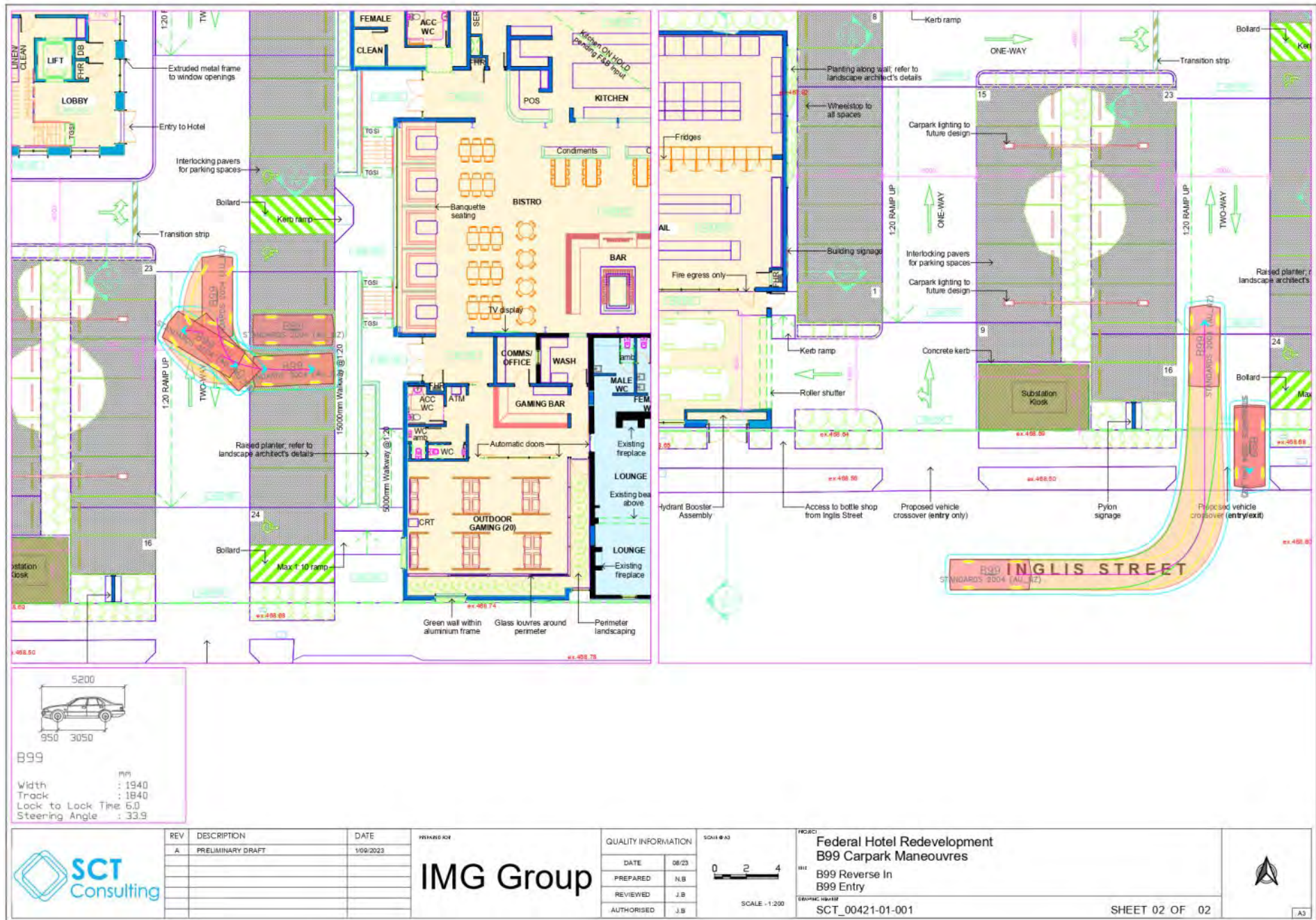
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX B

SWEPT PATHS AND PARKING PLAN







	APPROVED	DATE	22.05.2023	PROJECT	FEDERAL HOTEL MUDGE, NEW SOUTH WALES	DRAWING TITLE		
	CHECKED	DATE				CARPARKING LAYOUT PLAN		
	DESIGNED BY							
	DRAWN BY	A.BJELIC						
	CHECKED							
	SCALE	SHEET NO.						
						PROJECT NO.	DRAWING NO.	SHEET
							001	B



Thoughtful Transport Solutions

Suite 4.03, Level 4, 157 Walker Street, North Sydney NSW 2060
sctconsulting.com.au

Tree Assessment Report

Prepared for

IMG Group Canberra Airport
Level 4 / 21 Terminal Ave, Plaza Office
West Canberra Airport ACT 2609

CONTACT: *Planning & Environment Manager:* Mr Andrew Connor

M:0428 171 487 T:02 6275 2207

EMAIL: A.Connor@canberraairport.com.au

Site Address: 34-36 Inglis St Mudgee NSW 2850.

(Lot 10, DP 1275386; LOTS 16, 17, 18 & 20. SEC43 DP758721)

Date of Inspection: 2nd August 2023

Report date: 5th October 2023 (Version 1)

PREPARED BY

McArdle and Sons Arboricultural Services Pty Ltd (since 1956)

ACN 094 297 408

PO Box 4060 Tamworth NSW Phone: 02 6769 0372

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TABLE OF CONTENTS

SUMMARY	3
INTRODUCTION	4
AIMS	4
METHODOLOGY	4
THE SITE	5
SITE LOCATION MAP	6
TREE LOCATION MAP	7
PROPOSED PLAN	8
EXISTING PLAN	9
HARITAGE CONSERVATION MAP	10
TREE SURVEY	11
TREE ANALYSIS PHOTOS	13
DISCUSSIONS	15
DEVELOPMENT IMPACT	16
CONCLUSION	16
RECOMMENDATIONS	17
GLOSSARY	18
BIBLIOGRAPHY	19
SECTION II	
APPENDIX A (TULE)	20
APPENDIX B HEALTH AND STRUCTURAL CONDITION	21
APPENDIX C RETENTION VALUE TABLE	22
APPENDIX D Disclaimer	23

SUMMARY

IMG Group Canberra Airport Planning & Environment Manager Mr Andrew Connor has commissioned McArdle and Sons Arboriculture Services Pty Ltd to conduct a Tree Assessment and Report for the Federal Hotel proposed development at 34- 36 Inglis Street Mudgee NSW.

Mr Dan McArdle holds the qualification of AQF level 5 Consulting Arborist, attended the site and conducted the inspection on the 2nd of August 2023.

Document History

Date	Version	Company	Arborist AQF5
14 th August 2023	Draft 0.1	McArdle and Sons	Dan McArdle
5 th October 2023	Version 1	McArdle and Sons	Dan McArdle

All trees have been tagged and assigned a number and referenced on the Tree Location Map (Fig 2) of its approximate location on the site and referenced in the Tree Survey Table.

Where noted in the Tree Survey Table, trees that have been identified with significant faults and or may require remediation for retention or removal. This assessment report is not including a risk assessment and only attention is noted where a fault or structural damage / dead wood is present and observed.

AIMS

The aim of this report is to inspect and document all trees for Health, Structure, Tree Useful Life Expectancy, Retention value and Tree protection Zones and make recommendations relating to the proposed development.

IN BRIEF

- Trees impacted by the proposed construction identified for removal: TREES # 1,2 & 3; and minor pruning 10% maximum of branch overhang of TREES: 4, 5, 6, 7, 8, 9, 10, 11, 12 & 13.
- Tree Protection fencing is required for TREES: 4, 5, 6, 7, 8, 9, 10, 11, 12,13 & 14. *(TPZ /SRZ) measurements located in the Tree Survey Table*. Installation of tree protection fencing must be prior to any construction or demolition works All Tree Protecting Fencing must comply with AS 4970 2009 Protection of Tree on Development Sites & AS 4687.1 2003 Temporary Fencing & hoardings.

HERITAGE: Research of Mid-Western Regional Council's LEP 2012 was undertaken to establish Heritage Conservation area and Heritage items. (See fig 3 Map HER 006 LEP 2012). *Lot 10, DP 1275386; LOTS 16, 17, 18 & 20. SEC 43 DP758721* shown to be in the Heritage conservation area and a Heritage item (I81) is listed for the site "Lot 20 SEC 43 DP758721 Federal Hotel (Attached plans Fig 4 do not include Lot 20 SEC 43 DP758721).

Habitat: Several hollows were observed in (Tree #1) which is listed for removal.

Special Notes:

- Trees # 4, 5, 6, 7, 8, 9, 10, 11, 12,13 & 14 are in the adjacent properties and tree protection is required, minor pruning may be required over the proposed construction.
- This report does not include a risk assessment, only comments have been made as a point of reference to the trees condition and TULE rating applied.

Further information regarding this report please contact our office on 02 6769 0372.

Dan McArdle Dip Arb, Dip Ag
McArdle and Sons Arboricultural Services Pty Ltd

INTRODUCTION

IMG Group Canberra Airport Planning & Environment Manager Mr Andrew Connor has commissioned McArdle and Sons Arboriculture Services Pty Ltd to conduct a Tree Assessment and Report of the site known as Federal Hotel at 34 Inglis Street Mudgee NSW. *Lot 10, DP 1275386; LOTS 16, 17, 18 & 20. SEC43 DP758721*

Mr Dan McArdle AQF level 5 holds the qualification of AQF level 5 Consulting Arborist has over 35 years of Arboricultural Industry experience conducted the site inspection and evaluation using Visual Tree Assessment (VTA) method and best industry practices. The systems are in accordance with industry best practice and impact assessments are based upon the Australian Standards, AS 4970 2009 Protection of Tree on Development Sites and guidelines set down by TCAA of Australia.

AIMS

The aim of this report is to inspect and document all trees that may be impacted by the proposed construction. The VTA includes Health, Structure, Tree Useful Life Expectancy, Retention value and Tree protection Zones and make recommendations relating to the proposed development impact.

METHODOLOGY

The collection of data is performed in the field by an AQF Level 5 arborist. The assessment summarises the species, height and diameter, the trees health and structural condition for each tree, hazards, Tree useful life expectancy and retention categories were assigned to each tree. Determine tree protection zones and structural root zones of trees that can be affected by construction.

Testing on site may include:

Mallet impact sounding, non-invasive testing for hollows or decay by probing of cavities, white ant infestation and or other. Invasive tests will determine depth of decay around cavities.

All inspections and testing are ground based. It should be noted that this Tree Assessment Report cannot be considered final until all aerial inspections if noted in the tree survey have been completed, as these may reveal further defects.

This data was recorded in a Tree Survey Table and various assessment methods were used including:

1. *Tree Useful Life Expectancy (TULE) (Burrell Approved TCAA use 2014)*. The rating is of the expected life span of the tree and takes into account age, life span of the species, local environmental conditions, location, and tree safety.
2. *Health & Structural Condition of Tree Assessment*. This describes the vigour and vitality of the tree.
3. *Tree Hazard & Site Assessment*. This assessment identifies structural defects that predispose a tree to failure located near a target. It is a useful WH&S requirement. *(Only comments have been included in this report)*
4. Some trees have special restrictions including cultural, historical or threatened category and may be reviewed as part of this report or further reporting.

THE SITE

The collection of data was comprehensive on 14 x trees and shrubs. The inspection was conducted on the 2nd of August 2023.

- All trees within the specific site have been surveyed and referenced in this report, Trees # 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14, located in the adjacent properties.

All trees have been tagged and assigned a number and referenced on the Tree Location Map (Fig 2) of its approximate location on the site.

- TREE #1 is the largest tree located in the centre of the site; all ascending tag numbers are in a clockwise direction.

PLANS

Building plans have not been confirmed as final for the proposed construction on the site (Fig 3-4).

HERITAGE

Research of Mid-Western Regional Council's LEP 2012 was undertaken to establish Heritage Conservation area and Heritage items. Map HER 006 LEP 2012. (See fig 5). Heritage item I81 listed for Lot 20 SEC 43 DP758721 Federal Hotel (*Attached plans Fig 4 do not include Lot 20 SEC 43 DP758721*) and the site is included in the Heritage Conservation Area.

HABITAT

All trees referred in this report have been inspected for habitat and where habitats are located, specific tree's identification number has been listed in the tree survey with reference to habitat if applicable.

MATURE TREES: The trees and shrubs inspected are planted trees and not endemic to the Mudgee area.

EXISTING TREE AND REMEDIATION'S

Where noted in the Tree Survey several trees have significant faults and or require remediation of the canopy for retention or removal, this tree survey is not including a risk assessment and only attention is noted where a fault or structural damage / dead wood is present.

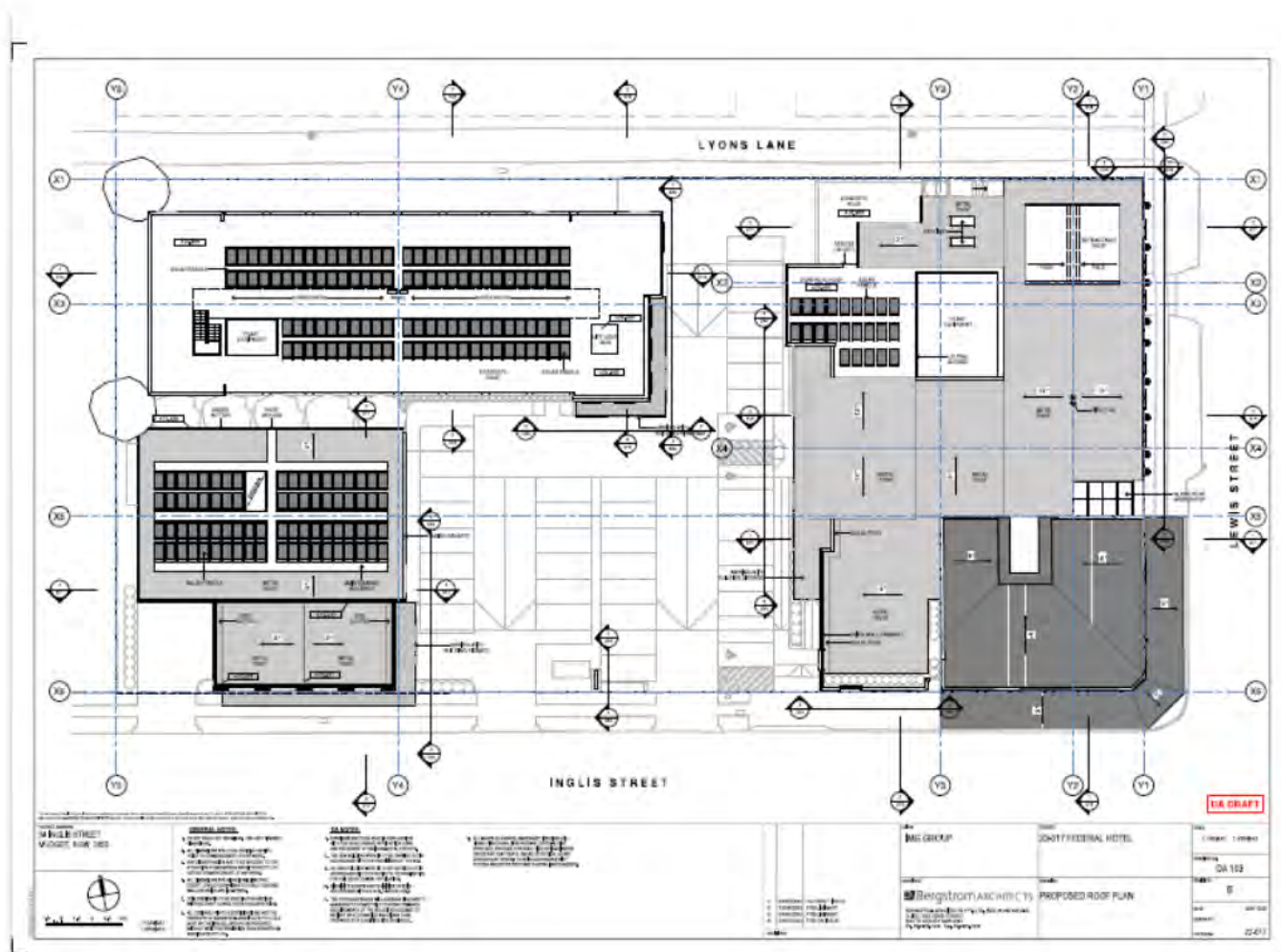
SITE MAPS



Site Location Map: Federal Hotel boundary overlay map(Fig 1).



Tree Location Map: Federal Hotel trees inspected (Fig 2).



PROPOSED PRELIMINARY PLAN (Fig 3)





(Fig 5) Heritage Map: Mid Western Regional Council (LEP 2012 HER_006c)

TREE SURVEY

Tree No.	Location GPS	Scientific & Common Name	Height (m)	DBH (cm)	Crown spread (m)	Condition of Tree (Health & Structure) (Defect & Measurements)	Basal Flare (cm)	SRZ (m) Radius	TPZ (M) Radius	TULE & Retention Value	OBSERVATIONS RECOMMENDATIONS
1	S32. 600 37° E149. 588 64°	<i>Eucalyptus scoparia</i> Wallangarra white gum	22	100	13	Mature moderate condition, 15% dead wood in canopy, hollows, apical stem decayed, white ant active in base, cavity in base and @8m. Structural integrity concerns from active white ant nest & damage to root ball.	1.4	-	-	D3-C4 High	Tree impacted in build zone. REMOVAL
2	S32. 600 54° E149. 588 46°	<i>Ligustrum lucidum</i> Broad leaf privet	8	40	8	Mature good condition Declared Weed	60	-	-	F5 LOW	Tree impacted in build zone. REMOVAL
3	S32. 600 57° E149. 588 29°	<i>Ceratonia siliqua</i> Carob	6	multi	6	Semi mature good condition	40	-	-	A2 LOW	Tree impacted in build zone. REMOVAL
4	S32. 600 54° E149. 588 06°	<i>Quercus robur</i> English Oak	14	60	16	Mature good condition in adjacent property, within 1m of boundary alignment.	90	3.2	7.2	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
5	S32. 600 40° E149. 588 07°	<i>Gleditsia triacanthos</i> Honey Locust	14	60	14	Mature good condition in adjacent property, within 1m of boundary alignment.	80	3.0	7.2	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
6	S32. 600 22° E149. 588 18°	<i>Melaleuca quinquenervia</i> Paperbark	8	40/40	10	Mature good condition in adjacent property, within 1.5m of boundary alignment.	55	2.6	6.8	A2 HIGH	RETAIN minor pruning overhang. Tree protection required

7	S32. 600 22° E149. 588 18 °	Melaleuca quinquenervia Paperbark	10	30	4	Mature good condition in adjacent property, within 1.5m of boundary alignment.	60	2.7	3.6	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
8	S32. 600 23° E149. 588 18 °	Melaleuca quinquenervia Paperbark	10	30	4	Mature good condition in adjacent property, within 3m of boundary alignment.	50	2.5	3.6	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
9	S32. 600 25° E149. 588 17°	Callistemon <i>saligna</i>	7	15	2	Mature good condition in adjacent property, within 1m of boundary alignment.	25	1.8	1.8	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
10	S32. 600 23° E149. 588 20°	Callistemon <i>saligna</i>	8	35	3	Mature good condition in adjacent property, within 1m of boundary alignment.	40	2.3	4.2	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
11	S32. 600 22° E149. 588 29°	Jacaranda <i>mimosaeifolia</i>	8	40	4	Mature good condition in adjacent property, within 3m of boundary alignment.	50	2.5	4.8	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
12 x4	S32. 600 22° E149. 588 20 °	Callistemon <i>saligna</i>	10	40	4	Mature good condition in adjacent property	55	2.6	4.8	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
13	S32. 600 16° E149. 588 20°	Callistemon <i>saligna</i>	8	30	4	Mature good condition in adjacent property	50	2.5	3.6	A2 HIGH	RETAIN minor pruning overhang. Tree protection required
14	S32. 600 05 ° E149. 588 67°	Liquid amber	10	40	12	Mature good condition in adjacent property opposite side of the lane.	70	2.8	4.8	A2 HIGH	RETAIN Tree protection required

TREE ANALYSIS PHOTOS



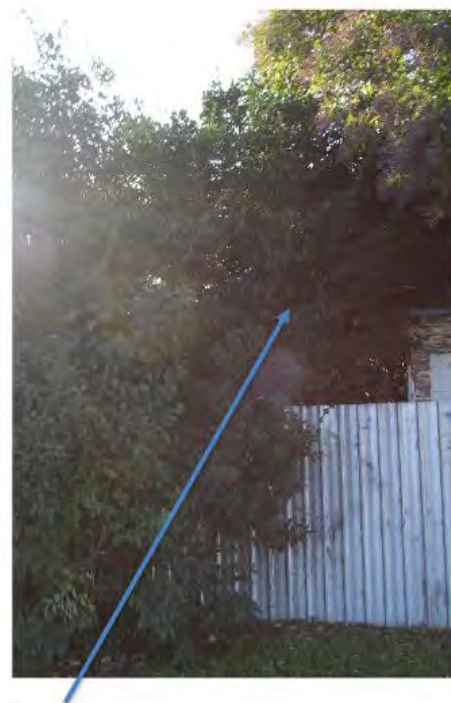
Tree 1



Tree 1 cavity at base



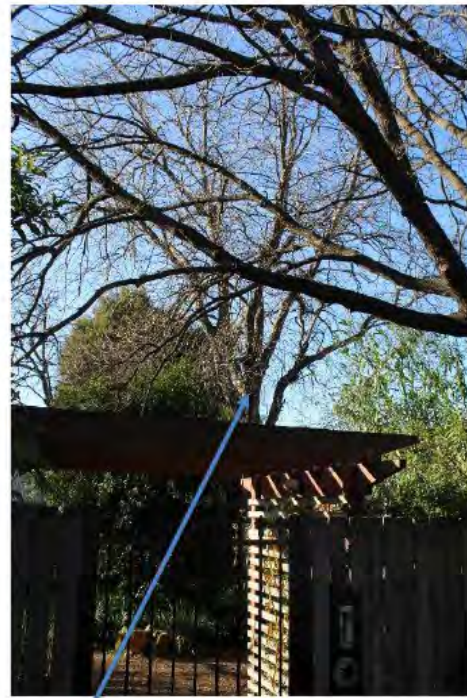
Tree 2



Tree 3



Tree 4



Tree 5



Tree: 6, 7 ,8 & 9



Tree 10, 11, 12 & 13



Tree 14

DISCUSSION

Research of the Mid-Western Regional Council (MWRC) LEP 2012, I have concluded that the Federal Hotel 24-36 Inglis St Mudgee is listed as a heritage item (I 86) (*Attached plans Fig 4 do not include Lot 20 Sec 43 DP 758721*).

The Lots 10, DP 1275386; LOTS 16, 17 & 18. SEC43 DP758721; Lot 20 Sec 43 DP 758721 are in the Heritage Conservation Area (Heritage Conservation area Map HER 006c LEP 2012 **Council approval is required for Tree Trimming and Removals.**

All the trees on site have been planted and not endemic to the Mudgee area.

- *Eucalyptus scoparia* is listed as Endangered and endemic to the New England districts, significant planting are common in Mudgee.

All trees inspected have been GPS located and assigned a number and referenced on the TREE LOCATION MAP (Fig 2) of its approximate location on the site.

- **Tree Useful Life expectancy** has been applied and rated in TULE column of the Tree Survey.
- **Tree Retention Value** (also in the same column above) applied at High, Medium and Low.
- **Tree Protection Zones/Structural Root Zones** are listed for trees to be protected where they may be impacted by construction, all measurements noted in the Tree Survey Table TPZ or SRZ are from the centre of the tree.

Where noted in the Tree Survey several trees have significant faults and or require remediation of the canopy or removal, this tree survey is not including a risk assessment and only attention is noted where a fault or structural damage / dead wood is present, general tree maintenance is not part of the aims of this report.

DEVELOPMENT IMPACTS

From the site inspection and attached Proposed Plan (Fig 3) there are 3 x trees (1, 2 & 3) that will be impacted by the proposed building.

- Tree 1 is a large mature eucalyptus with significant infestation of termite and decay damage in the lower trunk and would more likely extend into the root plate below soil level, probing of the cavity indicated depth and activity of termite. The tree is not suitable for retention in development.
- Tree 2 is a proclaimed weed species.
- Tree 3 is healthy and not compatible with the proposed development.
- Trees: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14 are in adjacent properties all trees are documented in the Tree Survey Table, minor pruning up to maximum 10% of branch overhang for building and working clearance is required.

CONCLUSIONS

The site has been identified with a Heritage item and the site is in the Heritage Conservation Area. There is an approval requirement to remove the trees by MWRC.

No trees on sites are indigenous to the area of Mudgee and not listed as a threatened species.

There are several trees within the site impacted by the proposed plan (fig 3) for the development construction and will require removal all other trees in the adjacent properties will require tree protection.

- Trees impacted by the proposed plan construction and identified for removal are numbered: TREES # 1, 2 & 3.
- Tree to be protected from development impacts are TREES # 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14.

The amenity of the site is consistent with the surrounding area, there is a large tree on the site identified for removal assessed as High Retention, the landscape plan must take this into consideration in the replanting. All trees have been allocated a retention value, the trees for removal are (18) in total and their retention value is as follows:

- HIGH: 1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14.
- Medium: NIL
- Low: 2 & 3

TREE PROTECTION ZONES AND STRUCTURAL ROOT ZONES (TPZ/ SRZ)

Tree protection is important in preventing physical damage to trees and their root systems, implementing Tree Protection Zones by installing fencing at the specified radius distance (*see Tree Survey Table for details*) (Ref AS 4970 2009 Protection of Trees on Development Sites & AS 4687.1 2003 Temporary Fencing & hoardings).

- Trees #: 4, 5, 6, 8, 9, 10, 11, 12, 13 & 14 will require approved protection fencing 1.8m in height placed at the defined TPZ measurement and must be installed prior to any demolition or earthworks. (*TPZ are noted in the Tree Survey as radius measurements from the centre of the tree trunk*)

AMENITY REDUCED BY THE FOLLOWING

In terms of the trees numbered for removal they have little or no scientific historical, cultural or social value. Several species have a contribution to the landscape which will be removed. Replenishment of desirable tree species is required in order to ensure biodiversity is kept within the local environment.

VALUATION

The value for each tree is based on size, useful life expectancy, importance of position in landscape, presence of other trees, relation of the species to the garden setting, the form of the tree and in rare cases historical associations or botanical interest.

If these trees are reported as having historical, cultural, social or scientific value, in addition to any contribution for the landscape and scenic value of the land, then special consideration and further investigation is essential. The intrinsic value to public amenity and any contribution to the local ecosystem or to biodiversity must be noted.

RECOMMENDATIONS

- 1 Appoint a Project Arborist for the site and duration of the development. Supervise all installation of tree protection fencing and all excavations where encroachment into the TPZ and Pruning of adjacent trees that overhang the site from adjoining properties is required up to 10% maximum of branch overhang maintaining tree shape.
- 2 Install tree protection fencing prior to **any construction work**, all fencing must comply with AS 4970 2009 Protection of Tree on Development Sites & AS 4687.1 2003 Temporary Fencing & hoardings.
 - Trees requiring protection fencing are number as follows: Trees # 4, 5, 6, 8, 9, 10, 11, 12, 13 & 14. Signs must be erected on the fences “NO ENTRY” with the Project Arborist phone number.
- 3 Apply to MWRC for approval to and remove only the trees specified: TREES # 1, 2 & 3, and pruning of Trees # 4, 5, 6, 8, 9, 10, 11, 12 & 13 by 10% maximum of overhang to prevent damage by construction equipment.
- 4 A suitable qualified licenced AQF 3 Arborist contractor must be engaged to complete the works and all pruning work to the Australia Standards AS 4373 2007 Pruning of Amenity Trees. Also (see *Safe work NSW engaging a contractor*)
- 5 All tree waste can be mulched and stockpiled on site as per Environment Protection Authority (EPA) Raw mulch Order 2016. The generated mulch is to be used on site.
- 6 Excavations or entry within the tree protection zones must be undertaken with the AQF 5 Consulting Arborist on site and or consult with the AQF 5 Arborist prior to any attempt to enter the enclosed TPZ's.
- 7 The development approval must include a tree planting programme to replace 1 x High Retention Value tree with recommended and suitable species.

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SECTION II APPENDIX A TULE – TREE USEFUL LIFE EXPECTANCY

McArdle and sons Categories	1 Long TULE	2 Medium TULE	3 Short TULE	4 Remove	5 No Potential for Retention REMOVE IMMEDIATELY	6 Small, Young or regularly clipped:
	Trees that appeared to be retainable at the time of assessment for more than 40 years with low level of risk	Trees that appeared to be retainable at the time of assessment for 15 to 40 years with and with low to medium level risk	Trees that appeared to be retainable at the time of assessment for 5 to 15 years with medium to high level of risk	Trees that should be removed within the next 5 years High to Very high level of risk	Trees that must be removed immediately. Very high to Extreme level of risk	Trees that can be easily transplanted or replaced.
A	Structurally sound trees located in positions that can accommodate future growth	Trees that may only live for between 15 and 40 more years	Trees that may only live for between 5 and 15 more years	Dead, dying, suppressed or declining trees through disease or inhospitable conditions.	Dead, dying or declining trees diseased or inhospitable conditions.	Small trees less than 5 meters in height
B	Trees that could be made suitable for retention in the long term by Intervention Works.	Trees that may live for more than 40 years, but would need to be removed for safety or Nuisance reasons	Trees that may live for more than 15 years, but would need to be removed for safety or nuisance reasons	Dangerous trees through instability or recent loss of adjacent trees	Dangerous trees through instability or recent loss of adjacent trees	Young trees less than 15 years old but over 5 meters in height
C	Trees of special significance for historical, commemorative or rarity reasons that would warrant extraordinary efforts to secure their long term retention	Trees that may live for more than 40 years, but should be removed to prevent interference with more suitable individuals or to provide space for new planting	Trees that may live for more than 15 years, but should be removed to prevent interference with more suitable individuals or to provide space for new planting	Dangerous trees through structural defects including cavities, decay, included bark, wounds or poor form	Dangerous trees through structural defects including cavities, decay, included bark, wounds or poor form	Trees that have been regularly pruned to artificially control growth
D		Trees that could be made suitable for retention in the medium term by Intervention Works.	Trees that require substantial Intervention Works, and are only suitable for retention in the short term	Damaged trees that are clearly not safe to retain	Damaged trees that are clearly not safe to retain and must be removed immediately	
E				Trees that may live for more than 5 years, but should be removed to prevent interference with more suitable individuals or to provide space for new planting	High Toxicity Allegheny trees, asthmatic and poisonous trees and must be removed immediately.	
F				Trees that may cause damage to existing structures within 5 years	OTHER with legitimate explanation to be removed immediately	
G				Trees that will become dangerous after removal of other trees for reasons given in 1A-1F		
INSPECTION FREQUENCY	Inspection frequency 1-5 Years by competent inspector unless event monitored.	Inspection frequency 1-5 Years by competent inspector unless event monitored.	Inspection frequency 1-3 years by competent inspector unless event monitored.	Inspection frequency to 1 year by competent inspector unless event monitored.	1-7 days by competent inspector and event monitored	Inspection frequency Biannually by competent inspector

TULE Adapted with permission Jeremy Burrell 2014 for TCAA licensed Climbing Arborist.

APPENDIX B HEALTH & STRUCTURAL CONDITION OF TREE - Visual
McArdle & Sons Arboricultural Services Pty Ltd

Health & Structural Condition of Tree	
1.	<i>J- Juvenile; Im- Immature; SM-Semi- Mature; M-Mature</i>
2.	Excellent Condition
3.	Good Condition but Poor Development / Habit
4.	Dieback is more than 20%. 4b Epicormics
5.	Sparse Foliage Crown 5b Unbalanced Canopy
6.	Physical Damage
7.	Cavity
8.	Lean
9.	Heavily Pruned
10.	Inclusions
11.	Damage to roots
12.	Insect Damage 12b Borers
13.	Termite Damage
14.	Fungal Attack
15.	Parasitic Vine Present
16.	Damage by Climbing Plant
17.	Habitat Tree

Developed by Claus Mattheck in: *The Body Language of Trees* (1994) which have adapted versions from Hornsby Shire Council.

Appendix C RETENTION VALUE TABLE

Useful life expectancy (ULE) – ULE is measured as:

- long term (greater than 40 years),
- medium term (15 to 40 years),
- short term (5 to 15 years), and
- plan for removal (less than 5 years).

ULE is the period for which the tree can practically be retained. It is affected by the tree’s health and vigour, its structural condition, risk it may present, conflict with infrastructure, suitability in its location and conflict with changing land use.

Landscape significance – A tree’s significance in the landscape relates to the amenity it provides, its environmental value and its contribution to heritage. These are affected by the tree’s species, its ecological importance, its size and form, its location and its visual prominence. Landscape significance is categorised on a seven-point scale of significant, very high, high, moderate, low, very low and insignificant. Heritage listed trees have the highest rating and weed species have the lowest rating.

Tree retention value – Tree Retention Value is based on a tree’s ULE and the landscape significance of the tree. The matrix at table 1 below is used to determine the retention value, which is rated as high, moderate, low or very low.

Table 1 Methodology used to assess Tree Retention Values¹

Tree sustainability period	Landscape Significance Rating						
	1 significant	2 very high	3 high	4 moderate	5 low	6 very low	7 insignificant
greater than 40 years	high						
15 to 40 years			moderate				
5 to 15 years				low			
less than 5 years						very low	

APPENDIX D DISCLAIMER

McArdle & Sons Arboricultural Services Pty Ltd

McArdle & Sons Arboricultural Services Pty Ltd does not assume responsibility for liability associated with the tree on or adjacent to this project site, their future demise and/or any damage, which may result therefrom.

Any legal description provided to McArdle & Sons Arboricultural Services Pty Ltd is assumed to be correct. Any titles and ownerships to any property are assumed to be good and sound. McArdle & Sons Arboricultural Services Pty Ltd takes care to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant can neither guarantee nor be responsible for the accuracy of information provided by others.

McArdle & Sons Arboricultural Services Pty Ltd reports and recommendations shall not be viewed by others or for any other reason outside its intended target, either partially or whole, without the prior written consent of the consultant. Unauthorised alteration or separate use of any section of the report invalidates the whole report. McArdle & Sons Arboricultural Services Pty Ltd cannot be held responsible for any consequences as a result of work carried out outside specifications, not in compliance with Australian Standards or by inappropriately qualified staff.

Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale. All recommendations contained within this report represent the current industry best practice methods of inspection. McArdle & Sons Arboricultural Services Pty Ltd shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services.

LIMITS OF OBSERVATION

McArdle & Sons Arboricultural Services Pty Ltd makes every effort to accurately identify current tree health and safety issues. Results may or may not correlate to actual tree structural integrity. There are many factors that may contribute to limb or total tree failure. Not all these symptoms are visible. There can be hidden defects that may result in a failure even though it would seem that other, more obvious defects would be the likely cause of failure.

All standing trees have an element of unpredictable risk. McArdle & Sons Arboricultural Services Pty Ltd endeavours to identify the risk that the tree represents; however, a level of risk associated with every tree will remain. McArdle & Sons Arboricultural Services Pty Ltd does not provide any warranty or guarantee that problems, deficiencies or failures with regard to the plant/s, property or building/s will not arise in the future.

Ongoing monitoring may foresee deterioration of a tree and allow remedial action to be taken to prevent injury or damage. The timing for re-inspection on individual trees is subjective and will vary however an annual inspection is advisable for trees in subsequent years.

FURTHER RESEARCH The report does not cover threatened, heritage or existing trees in relation to remnant forest. Further reporting may be considered as part of the relevant RISK ASSESSMENT.

LIMIT OF OBSERVATIONS BY RODNEY M. PAGE

"There are many factors that may contribute to limb or total tree failure. Factors include, decay (in the trunk, crown or branch junctions), external damage to branches leading to decay, poor branch taper, included bark, root rot/ decay. Not all these symptoms are visible i.e. internal decay; of these some external symptoms may indicate the presence of Dead wood but not the extent of decay. The most solid looking piece of timber may be riddled with breaks in continuity of growth caused by insect damage or poor pruning practices or other physical damage caused many years previous. Trees don't heal; they simply box in the damaged area ((CODIT) Compartmentalization of Decay In Trees.) and continue to expand in girth, completely disguising the fact that the branch or trunk has a hollow or decayed section. Having said this, not all areas, of decay past or present suggest a point of failure."

In addition to this information, other variables that can contribute to limb or total tree failure are tree species, wood densities, weight, age, location, exposure to the elements, soil types, disease and pests, birds using trees as habitat and food sources, termites causing structural problems and human influences such as, altered drainage, compaction or leaching of minerals.

1 November 2023

The General Manager
Mid-Western Regional Council
86 Market Street
Mudgee NSW 2850



Dear Sir,

RE: Development Application DA0140/2024 – Alteration and additions to Federal Hotel and Hotel/Motel accommodation @ 34-42 Inglis Street Mudgee

We write as the immediate neighbours of the above property, our address being
The development application includes a number of items that directly impact the common boundary fence line. We make the following comments:

1. We are not opposed to the development. In fact we believe it will add to the general amenity of the street.
2. It is proposed there be a new lapped timber paling fence erected, to which we agree. The height of the new fence is documented as 1.8m. The current fence is over 2m in height. We ask the height in the application be changed to the height it is now.
3. The application notes the fence will be painted. We do not want it painted on our side of the fence. We want it to remain natural so it weathers to grey in time.
4. We note that the current boundary fencing may differ from the correct survey line. We want to know where we stand with this in relation to the proposed new fencing.
5. In relation to the new fencing following the actual survey line, if any of the tree trunks are in both properties, is it intended that any intruding tree trunk be retained as directed by the arborist report?
6. The trees along the side of our property – trees T4 to T13 – are detailed in the “Observations/Recommendations” section on pages 11 and 12 in the Arborists report. We make the following observations:
 - (a) Tree T4 Quercus Robur, English Oak. This tree is on the southern boundary of the two properties and there is no reason to prune anything from it. It is a mature balanced tree with a high crown. It will overhang the exit from the bottle shop. The crown will not be any hindrance to the bottle shop building and any pruning will ruin the shape.
 - (b) The remaining trees in the report – we accept minor pruning be carried out as directed in the arborist’s report.
 - (c) There are several trees that are along the boundary that are not mentioned in the report – 1. Laurus Nobilis – Bay Tree. This tree has a high crown that is virtually confined to our side of the boundary. 2. Hawthorn in the Rosaceae family. This tree has a high and light crown that would not interfere with roof line of the proposed



building 2m from the fence. 3. Two more Callistemon Saligna, which can be reduced in height.

7. We ask that we are involved in consultation with the Arborist and/or the developer prior to any action that would affect our trees – such as pruning and protection etc.
8. We note that the western end of the motel and of the dry store of the bottle shop is against our boundary. Please note our concern that there be no motor noise from air conditioners, cool room motors and any other motor that would generate continuous or intermittent noise that would affect us adversely. We ask that all motors for these purposes be located well away from our shared boundary line.
9. All care and prevention of any demolition dust and total avoidance of asbestos dust must be observed so we, as neighbours, are not affected.
10. Please note the electricity supply for _____ comes from the power pole on the street immediately in front of 40-42 Inglis Street and runs underground on the footpath in front of the proposed bottle shop.

Yours Faithfully

Peter Windeyer

Louise Windeyer

16/11/23

The General Manager
Mid-Western Regional Council
86 Market Street
Mudgee NSW 2850

Via NSW Planning Portal and Email: council@midwestern.nsw.gov.au

To Whom It May Concern,

**RE: Applicant Responses to Public Submission on DA-0140/2024 at
34-36 Inglis Street Mudgee NSW 2850 - Federal Hotel
Redevelopment**

Thank you for the opportunity to review and provide responses to the public submission received by Council during the public notification period for DA-0140/2024 at 34-36 Inglis Street Mudgee (Federal Hotel redevelopment).

The public submission appears to be from the owners of adjoining site to the west at 44 Inglis Street and the submission is not an objection to the proposed development. The submission states general support for the proposed development stating the development will “add to the general amenity of the street”, we thank the submitters for this supportive commentary.

The matters raised in the submission relates primarily to the location, materials and height of the proposed new western boundary fence, tree pruning/management and protection measures and protection of acoustic privacy from mechanical plant. The applicant has considered these matters and would like to work proactively with the neighbours to address all matters prior to and during construction of the development. The applicant believes that the matters are covered in considerable detail in the tree assessment report, landscape plans and acoustic report submitted with the DA. In addition, the applicant believes these matters are best addressed through the imposing conditions of consent as part of the DA approval. The table below details the submission matters and provides an applicant response.

1.	<i>We are not opposed to the development. In fact, we believe it will add to the general amenity of the street.</i>
Applicant Response	
The applicant thanks the submitters for not objecting/opposing the proposed development and comments of support. The proposed development has been thoughtfully designed and sited to provide cohesive response to neighbouring properties, Inglis and Lewis Streetscape, the Mudgee Heritage Conservation Area and Heritage Listed Federal Hotel. The proposed development and land uses will provide a range of economic and tourism benefits to the Mid-Western Regional Council local government area.	

2. *It is proposed there be a new lapped timber paling fence erected, to which we agree. The height of the fence is documented as 1.8 metres. The current fence is over 2 metres in height. We ask the height in the application be changed to the height it is now shown.*

Applicant Response

The applicant is willing to accommodate a boundary fence height to the satisfaction of the owners of 44 Inglis Street. We request that Council address this matter by imposing a condition of consent regarding fence height, materials and finishes.

3. *The application notes the fence will be painted. We do not want it painted on our side of the fence. We want it to remain natural, so it weathers to grey in time.*

Applicant Response

The applicant agrees not to paint the submitters side (44 Inglis Street) of the timber fence. We request that Council address this matter by imposing a condition of consent regarding fence finishes.

4. *We note that the current boundary fencing may differ from the correct survey line. We want to know where we stand with this in relation to the proposed new fencing.*

Applicant Response

The new boundary fencing is proposed to be constructed along the surveyed west boundary of the site. The fencing location will take into consider the location of existing trees and will incorporate advice and recommendations from a qualified arborist. We request that Council address this matter by imposing a condition of consent regarding boundary fencing location.

5. *In relation to the new fencing following the actual survey line, if any of the tree trunks are in both properties, is it intended that any intruding tree trunk be retained as directed by the arborist report.*

Applicant Response

The new boundary fencing is proposed to be constructed along the surveyed west boundary of the site. The fencing location will take into consider the location of existing trees and will incorporate advice and recommendations from a qualified arborist. We request that Council address this matter by imposing a condition of consent regarding boundary fencing location.

6. *The trees along the site of our property – trees T4 to T13 -are detailed in the "observations/recommendations" section on pages 11 and 12 in the Arborist report. We make the following observations:*

- a) *Tree 14 Quercus Robur, English Oak. This tree is on the southern boundary of the two properties and there is no reason to prune anything from it. It is a mature balanced tree with a high crown. It will overhang the exit from the bottle shop. The crown will not be any hindrance to the bottle shop building and any pruning will ruin the shape.*

Applicant Response

Tree 14 Quercus Robur, English Oak is a well-established tree that contributes to the streetscape and area. The tree has grown and established itself over many years around and over the existing warehouse building on 42 Inglis Street. It is requested that consent is granted to allow for the minimum amount of pruning to tree branches over the site and location for the new drive through bottle shop. We request that Council address this matter by imposing a condition of consent requiring a qualified arborist to assess tree branches required for pruning and undertake the work. The conditions should also include tree management and protection measures which are outlined in the tree assessment report and landscape plans submitted with the DA.

<p><i>b) The remaining trees in the report – we accept minor pruning be carried out as directed in the arborist's report.</i></p>
<p>Applicant Response The tree assessment report and landscape plans submitted with the DA request consent to undertake minimal pruning of branches of trees from the neighbouring property. We request that Council address this matter by imposing a condition of consent requiring a qualified arborist to assess tree branches required for pruning and undertake the work.</p>
<p><i>c) There are several trees that are along the boundary that are not mentioned in the report.</i></p>
<p>Applicant Response The tree assessment report was prepared by a suitably qualified arborist, and the landscape plans provide further detail on tree locations both on the site and the adjoining property. The report and drawings are considered accurate for the purposes of assessing tree impacts and enabling a full and proper assessment of the DA.</p>
<p><i>7. We ask that we are involved within consultation with the Arborist and/or developer prior to any work that would affect our trees – such as pruning and protection etc.</i></p>
<p>Applicant Response The tree assessment report and landscape plans submitted with the DA request consent to undertake minimal pruning of branches of trees from the neighbouring property. We request that Council address this matter by imposing a condition of consent requiring a qualified arborist to assess tree branches required for pruning and undertake the work. We are happy to undertake this work in consultation with the neighbours at 44 Inglis Street.</p>
<p><i>8. We note that the western end of the motel and of the dry store of the bottle shop is against cool room motors and any other motor that would generate continuous or intermittent noise that would affect us adversely. We ask that all motors for these purposes be located well away from our shared boundary line.</i></p>
<p>Applicant Response The proposed development has been designed and sited to ensure no adverse environmental impacts (visual nor acoustic impacts) are generated nor transmitted to neighbouring properties or residences both during construction and during operation of the development. The DA is accompanied by a detailed acoustic impact assessment. All recommendations of the acoustic assessment are incorporated into the development and compliance with the report will be conditioned by Council. Accordingly, the proposed development is acceptable having regard to the potential acoustic privacy impacts on surrounding land uses and buildings, including between buildings and uses within the development.</p>
<p><i>9. All care and prevention of any demolition dust and total avoidance of asbestos dust much be observed so we, as neighbours, are not affected.</i></p>
<p>Applicant Response All demolition and construction work will be undertaken in a professional and safe manner to ensure no impacts on the neighbouring property at 44 Inglis Street, surrounding properties and public areas. This includes undertaking demolition and construction works in accordance with the requirements of Council and NSW Environment Protection Authority. We request that Council address this matter by imposing standard conditions of consent regarding demolition and construction works.</p>

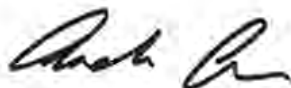
10. *Please note the electricity supply for 44 Inglis Street comes from the power pole on the street immediately in front of 40-42 Inglis Street and runs underground on the footpath in the front of the proposed bottle shop.*

Applicant Response

All works proposed to the electricity network are subject an assessment by Essential Energy and standard conditions of consent. We are not seeking consent to impact or alter electricity supply to 44 Inglis Street. We request that Council address this matter by imposing recommended conditions of consent from Essential Energy.

Thank you again for the opportunity to consider and respond to the public submission matters, should Council or the neighbour wish to discuss any of the applicant responses we would be happy to meet (ideally virtually) at a convenient time.

Yours faithfully,



Andrew Connor RIA
Consultant Planner on behalf of IMG Group

Bathla6th March 2024

The General Manager
Mid-Western Regional Council
Attention: Development Planner
86 Market St
Mudgee NSW 2850

Attention: Ms Sarah Hopkins

RE: 26 HONE CREEK DRIVE, CAERLEON (Lot 930 DP1274170)**Stage 13 DA 0052/204 - PAN-358619**

We refer to this development application and Council's Meeting 21 February 2024 and deferral as described in the Unconfirmed Meeting Minutes. We have responded to the items list regarding compliant road widths and lot sizes.

The amended submission attached has addressed this by

1. Widening lot frontages with resultant lot size increases.
2. Widening roads to comply with the recently amended and adopted DCP road widths of 22m, 18m and 16m. One exception being the western road, running North-South has been maintained at 15.5m to match the existing adjacent constructed road within completed Stage 9.

Our amended subdivision plan is enclosed being Drawing Stg 13_R03_SK-01 Rev 07.

Please report on this amended submission at the next Council meeting, with the request to adopt it, as we have responded to Councillors request. Any referral to Rural Fire Service would be expected to be supported as the road widths have widened, and if required could be conditioned as a deferred commencement condition (to obtain updated General Terms of Approval).

If you have any further queries, please feel free to email me on paul.solomon@bathla.com.au or phone me on 0414 154 842.

Sincerely,



Paul Solomon

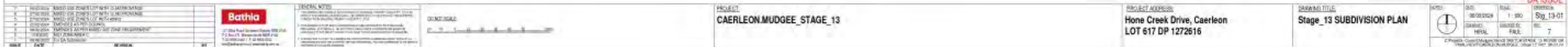
Development Director

bathla.com.au

02 9636 2465
info@bathla.com.au

137 Gilba Road, Girraween
NSW 2145

Bathla



8.3 DA0052/2024 - Subdivision (70 Residential Lots) Stage 13 -
Caerleon Estate - 40 Hone Creek Drive, Caerleon

REPORT BY THE TOWN PLANNER
TO: 21 FEBRUARY 2024 ORDINARY MEETING
OOV400105 DA0052/2024

RECOMMENDATION

That Council:

- A. receive the report by the Town Planner on the DA0052/2024 - Subdivision (70 Residential Lots) Stage 13 - Caerleon Estate - 40 Hone Creek Drive, Caerleon; and
- B. that DA0052/2024 - Subdivision (70 Residential Lots) Stage 13 - Caerleon Estate - 40 Hone Creek Drive, Caerleon be approved subject to the following conditions and statement of reasons:

APPROVED PLANS

- 1. Development must be carried out in accordance with the following approved plans and documents, except where the conditions of this consent expressly require otherwise.

Title / Name:	Drawing No / Ref:	Rev	Date:	Prepared by:
Stage_13 SUBDIVISION PLAN	Stg_13-01	3	09.02.24	Bathla
Subdivision Plan	MKRV0036-113-C0020	4	18.01.24	Maker Eng
Civil Key Plan	MKRV0036-113-C0040	4	18.01.24	Maker Eng
Lot Layout Plan Sheet 1 of 2	MKRV0036-113-C0050	4	18.01.24	Maker Eng
Lot Layout Plan Sheet 2 of 2	MKRV0036-113-C0051	4	18.01.24	Maker Eng
Civil Works Layout Plan Sheet 1 of 2	MKRV0036-113-C0100	4	18.01.24	Maker Eng
Civil Works Layout Plan Sheet 2 of 2	MKRV0036-113-C0101	4	18.01.24	Maker Eng
Typical Sections Layout Plan	MKRV0036-113-C0300	4	18.01.24	Maker Eng
Typical Sections Sections Plan Sheet 1 of 2	MKRV0036-113-C0310	4	18.01.24	Maker Eng
Typical Sections Sections Plan Sheet 2 of 2	MKRV0036-113-C0311	4	18.01.24	Maker Eng
Temporary Basin Layout Plan	MKRV0036-113-C1200	4	18.01.24	Maker Eng

Title / Name:	Drawing No / Ref:	Rev	Date:	Prepared by:
Temporary Basin Sections	MKRV0036-113-C1210	4	18.01.24	Maker Eng
Swept Path Analysis Layout Plan	MKRV0036-113-C1706	4	18.01.24	Maker Eng
Biodiversity Development Assessment Report Stage 13 Caerleon Estate Mudgee	ENS5848	1.0	07.08.23	Biodiversity Australia Pty Ltd

In the event of any inconsistency with the approved plans / document and a condition of this consent, the condition prevails.

GENERAL

2. In accordance with Section 7.4 of the Environmental Planning and Assessment Act 1979, the development is to be undertaken in accordance with the executed Voluntary Planning Agreement.
3. All lots not fully located within “Area C” identified under Clause 4.1C of the Mid-Western Regional Local Environmental Plan 2012 must have a minimum lot size of at least 450m².
4. All General Terms of Approval issued in relation to the approved development, shall be complied with prior, during and at the completion of the development, as required.

The General Terms of Approval include the following:

- a) General Terms of Approval, issued by NSW Rural Fire Service, for a Bush Fire Safety Authority to be issued in accordance with Section 100B of the Rural Fires Act 1997.

A copy of the General Terms of Approval is attached to this determination notice.

5. The development is to be undertaken at all times in accordance with the mitigation measures and environmental controls set out in Section 5.4 “Measures to Minimise Impact” of the Biodiversity Development Assessment Report, prepared by Biodiversity Australia.
6. Any necessary alterations to, or relocations of, public utility services to be carried out at no cost to council and in accordance with the requirements of the relevant authority including the provision of easements over existing and proposed public infrastructure.
7. In the event of any Aboriginal archaeological material being discovered during earthmoving/construction works, all work in that area shall cease immediately and the Office of Environment and Heritage (OEH) notified of the discovery as soon as practicable. Work shall only recommence upon the authorisation of the OEH.
8. All earthworks, filling, building, driveways or other works, are to be designed and constructed (including stormwater drainage if necessary) so that no time will any ponding of stormwater occur on adjoining land as a result of this development.

9. A temporary bus turning area is to be provided off/at the end of Hone Creek Drive, in accordance with one of the options shown on the approved plans. All costs associated with the construction and ongoing maintenance of the temporary turning area is to be borne by the developer until such time as it is no longer required.

PRIOR TO ISSUE OF SUBDIVISION WORKS CERTIFICATE

10. Prior to issue of the Subdivision Works Certificate, the lot layout of the subdivision is to be updated on all civil plans (prepared by Maker Eng) to be in accordance with the approved Subdivision Plan prepared by Bathla (identified as "Stage_13 Subdivision Plan" Revision 3 and dated 09/02/2024).
11. Prior to issue of the Subdivision Works Certificate the class and number of ecosystem credits in the following table must be retired to offset the residual biodiversity impacts of the development.

The requirement to retire credits may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the class and number of ecosystem credits, as calculated by the Biodiversity Offsets Payment Calculator.

Evidence of the retirement of credits or payment to the Biodiversity Conservation Fund must be provided to Council prior to Subdivision Works Certificate.

Table: Ecosystem credits required to be retired – like for like:

Impacted plant community type	Number of ecosystem credits	IBRA sub-region
<p>PCT266 – White Box Grassy woodland in the upper slopes sub-region of the NSW South Western Slopes Bioregion</p> <p>(Like for Like offset trading groups include: White Box - Yellow Box – Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands This includes PCT's: 74, 75, 83, 250, 266, 267, 268, 270, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 286, 298, 302, 312, 341, 342, 347, 350, 352, 356, 367, 381, 382, 395, 401, 403, 421, 433, 434, 435, 436, 437, 451, 483, 484, 488, 492, 496, 508, 509, 510, 511, 528, 538, 544, 563, 567, 571, 589, 590, 597, 599, 618, 619, 622, 633, 654, 702, 703, 704, 705, 710,</p>	18	<p>Inland Slopes, Bogan-Macquarie, Bondo, Capertee Uplands, Capertee Valley, Crookwell, Hill End, Kerrabee, Lower Slopes, Murray Fans, Murrumbateman, Orange, Pilliga, Talbragar Valley and Wollemi. or</p> <p>Any IBRA subregion that is within 100 kilometres of the outer edge of the impacted site.</p>

711, 796, 797, 799, 847, 851, 921, 1099, 1303, 1304, 1307, 1324, 1329, 1330, 1332, 1383, 1606, 1608, 1611, 1691, 1693, 1695, 1698, 3314, 3359, 3363, 3373, 3376, 3387, 3388, 3394, 3395, 3396, 3397, 3398, 3399, 3406, 3415, 3533, 4147, 4149, 4150)		
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12. Prior to issue of the Subdivision Works Certificate the class and number of species credits in the following table must be retired to offset the residual biodiversity impacts of the development.

The requirement to retire credits may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the class and number of species credits, as calculated by the Biodiversity Offsets Payment Calculator.

Evidence of the retirement of credits or payment to the Biodiversity Conservation Fund in satisfaction of the requirements in the following table must be provided to Council prior to Subdivision Works Certificate.

Table: Species credits required to be retired – like for like

Impacted species credit species	Number of species credits	IBRA sub-region
<i>Anthochaera phrygia</i> / Regent Honeyeater	4	Anywhere in NSW

13. A detailed engineering design with plans, and “AutoCAD compatible” Plan, (in .dwg format including pen-map), material samples, test reports and specifications are to be prepared in accordance with current AUS-SPEC specifications (as modified by Mid-Western Regional Council) and the conditions of this development consent. The engineering design is to be submitted to and approved by Council prior to the issue of a Subdivision Works Certificate.
14. All finished surface levels shall be shown on the plans submitted for the Subdivision Works Certificate. Where it is proposed to import fill, the material shall be certified as free of hazardous materials and contamination by a suitably qualified geotechnical engineer. Fill placed in residential or commercial lots shall be compacted in accordance with AS3798- 2007 Guidelines on Earthworks for Commercial and residential Developments.
15. A site supervisor is to be nominated by the applicant prior to the issue of the Subdivision Works Certificate.
16. Existing and proposed contours are to be shown on detailed engineering plans.
17. Prior to the issue of a Subdivision Works Certificate, all details relating to the decommissioning of any farm dam in preparation for a residential site, including methods, materials and equipment shall be provided to Council.

Stormwater Drainage

18. Prior to the issue of a Subdivision Works Certificate the applicant is to submit a Drainage Report and civil design plans prepared in accordance with the current published version of Australian Rainfall and Runoff for approval prior to the release of the Subdivision Works Certificate. The report must demonstrate that

stormwater runoff from the site is not increased beyond the existing undeveloped state up to and including a 100-year ARI. All storm water detention details including analysis shall be included with the drainage report. The Drainage Report shall include:

- Catchment plans;
- Hydrological calculations;
- Hydraulic calculations;
- Pit, pipe and headwall locations shown on plans;
- Gutter flow does not exceed 80 litres/sec or 2.5m in width;
- Pit bypass less than 15% of flow;
- Pit spacing less than 75m;
- Pipe class is appropriate given cover or depth;
- Pipe grade allows for self-cleansing at low flow velocities;
- Longitudinal sections of all pipelines showing pipe grades and classes, pit names/numbers and type, hydraulic grade etc.
- Plan and sectional views of non-standard drainage structures.
- Downstream owners consent to discharge of stormwater.

19. The trunk drainage system must be designed such that discharge from the subdivision satisfies the following water quality targets:

Post Development Stormwater Pollution Reduction Targets	
•	Total Suspended Solids (TSS) – 85% reduction of the typical annual load
•	Total Phosphorus (TP) – 65% reduction of the typical annual load
•	Total Nitrogen (TN) – 45% reduction of the typical annual load
•	90% of gross pollutant loads, oil and grease retained on-site

Note: Results from MUSIC modelling or equivalent shall be supplied with Subdivision Works Certificate Issue plans demonstrating that the design meets the above criteria.

20. All internal roads shall comprise roll back concrete kerb and gutter. Sub-surface drainage is required where gutter flows exceed 2.5m width during minor events (1 in 5yr ARI). If required, sub-surface drainage shall be located behind the kerb.
21. Inter-allotment drainage is to be provided to remove stormwater from any lots that cannot discharge to the street in accordance with AusSpec #1. An easement not less than 1.0m shall be created in favour of the upstream allotments for any inter-allotment drainage.
22. One (1) roof-water outlet per allotment is to be provided in the kerb and gutter 2m from the downhill boundary at the time of the installation of the kerb and gutter.
23. An Erosion and Sediment Control Plan for the development is to be prepared and implemented in accordance with the LANDCOM guidelines and requirements as outlined in the latest edition of "Soils and Construction – Managing Urban Stormwater". Points to be considered include, but are not limited to:
- drainage reserves are to be turfed;
 - single strip of turf to be laid behind kerb and gutter;

- saving available topsoil for reuse in the revegetation phase of subdivision;
- using erosion control measure to prevent on-site damage;
- rehabilitating disturbed areas quickly;
- maintenance of erosion and sediment control structures; and
- a schedule of operations is to be submitted to ensure all appropriate works are undertaken at the correct stage.

24. All stormwater runoff is to be piped into Detention Basins. No outfall using open channel will be permitted except between the lowest detention basin to the culvert under the rail corridor. The use of grassed swales with batter slopes no greater than 1:6 to provide for an overland flow path in the event of very large storms (< 1:100 year ARI) will be permitted.

Road Works

25. Internal road pavements shall be designed by a suitably qualified engineer in accordance with AustRoads procedures. Materials and testing requirements shall comply with those set out in AUSPEC Construction Specification C242 with sample locations selected as per RMS Specification Q4. All flexible pavements to be sealed with a two coat Class C170 bitumen flush seal (14/7mm double/double).

26. Internal road reserve and pavement widths for Stage 13 are to conform with the following requirements:

Road	Classification	Road Reserve	Carriageway	Verge	Footpath	Kerb Type
Road No. 1	Local Residential	15.5m and 12.5m	7.5m and 7m	4m and 1.5m	1 x 1.2m	Roll top
Road No. 2	Local Residential	15.5m	7.5m	4m	1 x 1.2m	Roll top
Road No. 3	Local Residential	15.5m	7.5m	4m		Roll top
Hone Creek Drive (Neighbourhood Centre)	Neighbourhood Centre	22.6m	3m median with landscaping and pedestrian refuge; 2 x 3.5m travel lanes; and 2 x 2.3m parking lanes	1 x 3.5m (west side) 1 x 4.5m (east side)	1 x 1.2m (west side) 1 x 1.5m (east side)	Upright

27. The internal road network must be designed with sufficient width to accommodate turning paths for service vehicles, with particular attention to cul-de-sac court bowls that must be provided with a radius suitable for rubbish collection vehicles and that require no reversing movements for collection of rubbish.

28. Internal cross road intersections are to be designed to have:
- Give Way signs, and
 - Linemarking.
29. On the lesser priority road for pedestrian and cycle safety in accordance with Figure 2.1(a) of AS1742.2-2009 Manual of uniform traffic control devices, part 2 Traffic control devices for general use.

Water and Sewer

30. Water reticulation shall connect to the trunk main at four points: two where the trunk main enters the development (from the south) and two near its terminal point (in the north). The connections are required to be staggered (i.e. not through cross tee fittings) and the cost of the connections borne by the developer. The developer shall obtain a private works quotation from Council when ready to connect reticulation to the trunk main. All works are to be completed prior to the issue of a Subdivision Certificate.

Note: Council does not permit other bodies to connect into 'live' water mains.

31. Water services are to be located on alternate property boundaries to Telstra / Electricity. The Developer will construct water service to the water meter and prior to the issue of a Subdivision certificate pay for the Water Meter Assembly fee as specified in the current Schedule of Council Fees and Charges for Council to supply and install a meter only for each Lot in the Subdivision.
32. Water supply for Stage 13 is to be obtained by extension of mains constructed within Stage 9 of Neighbourhood 1.
33. Direct connection to the Trunk Main that generally follows proposed spine road alignment is NOT permitted except at existing connection points or as advised by Council's Water and Waste Water directorate.

Footpaths and Cycle Ways

34. Footpaths no less than 1.2 metres wide are to be provided on at least one side of Road No. 1, 2 and 3, and 1.2 metre (west side) and 1.5 metre (east side) footpaths on Hone Creek Drive (neighbourhood centre).

Street trees

35. Prior to issue of subdivision works certificate a landscape plan is to be prepared by a qualified landscape architect and approved by Council. Street trees of a species approved by Council are to be provided to all streets with an average of one tree per lot frontage. Corner lots are to have a minimum of two street trees on the secondary frontage. The location of street trees must complement proposed driveway locations and other elements in the public domain (i.e. light poles); maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners; provide appropriate shade; and provide an attractive and interesting landscape character
36. Street trees are to be approximately 1.5m - 2m in height when planted.

PRIOR TO COMMENCEMENT OF WORK

37. No construction is to commence before a Subdivision Works Certificate is issued for the subdivision works. The works are to be constructed in accordance with the plans and specifications referred to in the Subdivision Works Certificate.
Note: The Subdivision Works Certificate may be issued by Council. Council's fee for this service is set out in Council's fees and charges.
38. A Traffic Guidance Scheme (TGS) completed by the "Certified Person" for implementing during works is to be submitted to Mid-Western Regional Council prior to any work commencing.
39. Contractor's insurance cover for a minimum of \$20,000,000 is to be sighted and to be shown to Mid-Western Regional Council as an interested party.

DURING WORKS

40. Any soil / water retention structures are to be constructed prior to the bulk stripping of topsoil, to ensure sediment from the whole site is captured.
41. All construction works shall be undertaken in accordance with the Preliminary Soil Salinity Assessment prepared by Minespex dated May 2012 as approved under DA0428/2013 (and subsequently modified).
42. All utility crossings are to be perpendicular to the road centreline and performed prior to the addition of the base-course.
43. Street signs necessitated by the subdivision are to be installed in accordance with AUS- SPEC Specification and Council's requirements.
44. The subdivision works are to be inspected by Council (or an Accredited Certifier on behalf of Council) to monitor compliance with the consent and the relevant standards of construction, encompassing the following stages of construction:
- installation of sediment and erosion control measures;
 - water and sewer line installation prior to backfilling;
 - stormwater pipes installation prior to backfilling;
 - water and sewer lines pressure testing;
 - sewer manholes vacuum testing;
 - establishment of line and level for kerb and gutter replacement;
 - road pavement construction;
 - road pavement compaction testing;
 - road pavement surfacing;
 - practical completion
45. Upon completion of each stage of construction, the Developer is also required to ensure that adequate provisions are made for the following:
- Sediment and erosion control measures;
 - Traffic control measures; and
 - Maintenance of public areas free from unauthorised materials, waste or other obstructions.

46. The applicant shall repair, in accordance with AUS-SPEC Specification and Council Standard Drawings, any part of Council's property damaged during the course of the development.
47. Following the completion of subdivision works, one set of Works As Executed Drawings in PDF format, AutoCAD compatible files in .dwg format, MapInfo files (MGA GDA94 Zone 55/56) and completed Asset Data Template spreadsheets in MS Excel format, are to be submitted to Council. All Works As Executed plans shall bear the consulting engineer's or consulting surveyor's certification stating that all information shown in the plans are accurate.

COVERSHEET

- Project Address
- Client/Developer
- DA Number
- Lot Numbers
- Subdivision Stage Number (If Applicable)

INDEX

- Section Numbers

CONTRACTOR DETAILS

- Contractor Representative
- Contractor Contact Details

SCOPE OF WORKS

- Enter description outlining scope of works completed

Records to be included as applicable:

- Material Certification and Material Test Reports (Sub base, Base course, Water, Sewer, Stormwater, Bitumen etc. for supplied materials)
- Concrete mix Details (Concrete Register/ Concrete Test Results required) Bitumen Sealing Reports/Records
- Earthworks/Civil Test Reports e.g. compaction tests - (Coordinates and RL required for each test required to be shown on a .dwg)
- Dimensional and Tolerance Records (Survey Conformance Reports)
- Inspection Documentation (Development Engineer Inspections, ITP's, Lot Identification) Non-conformance reports (Major non-conformances not detailed on council inspections) Work As Executed Drawings must be received and approved by Council. Documents to be submitted to be as follows:
 - One set of Work As Executed Drawings in PDF soft and hard copy.
 - AutoCAD compatible files in .dwg format of WAE constructions.
 - MapInfo files (MGA GDA94 Zone 55/56) of WAE constructions.
 - Asset Data Spreadsheets with all the asset details in Excel format. (Council will provide the template Excel sheet).
 - MapInfo files (MGA GDA94 Zone 55/56) Note: Ensure all WAE assets data in Excel
 - sheets correlate with WAE Drawings, AutoCAD and MapInfo files.
 - Copy of final inspection report from Council's Development Engineer.

PRIOR TO THE ISSUE OF THE SUBDIVISION CERTIFICATE

48. Under the Environmental Planning & Assessment Act 1979, a Subdivision Certificate is required before the linen plan of subdivision can be registered with NSW Land Registry Services.

Note: The fee to issue a Subdivision Certificate is set out in Council's Fees and Charges.

49. This development consent requires a Certificate of Compliance under the Water Management Act 2000 to be obtained prior to the issue of a Subdivision Certificate.

Please refer to the Advisory Notes for the contribution to be made to Council in accordance with the Voluntary Planning Agreement for Caerleon.

50. The developer is to meet the full cost of water and sewerage reticulations to service the new lots prior to the release of the Subdivision Certificate. Each lot must be provided with separate water and sewer services. All water and sewerage work is required to be carried out in accordance with the requirements of Mid-Western Regional Council (as the Water Supply Authority under the Local Government Act, 1993) and in accordance with the National Specification – Water & Sewerage Codes of Australia.

51. Where infrastructure services cross through private land three metre wide easements, including associated Section 88B of the Conveyancing Act 1919 instruments, are to be created in favour of Council over any existing or newly constructed water, or sewerage reticulation components located within the subject property, or extended through adjoining private properties as a result of this subdivision.

52. If the Subdivision Certificate is not issued, for any reason, within twelve (12) months of the date of determination, then the charges and contributions contained in this consent will be increased to the current rate at the time of payment.

53. Prior to issue of the Subdivision Certificate

- All contributions must be paid to Council and all works required by the consent be completed in accordance with the consent, or
- An agreement be made between the developer and Council; be paid to Council in accordance with this condition for the purpose of:
 - As to the security to be given to Council that the works will be completed or the contribution paid and
 - As to when the work will be completed or the contribution paid.

54. Following completion of all engineering works, a defect liability bond of 5% of the value of such works (not carried out by Council) shall be lodged with Council to ensure that any defects in such works are remedied by the developer. The bond shall be lodged with Council, prior to issue of the Subdivision Certificate.

55. The developer is to ensure that all defects in the works that become apparent within twelve (12) months of Council accepting the works on maintenance are remedied to Council's satisfaction. If these defects are not satisfactorily remedied, Council may use bond money to carry out rectification works.

Note: Any unspent bond money will be returned to the developer at the end of the twelve (12) months period, less the estimated cost of any outstanding works.

56. The applicants shall, at their own expense, engage a registered surveyor to relocate any survey marks that may be distributed by the development or any associated work. Any information regarding location should be supplied to the Land Titles Office and Council.
57. Underground electricity, street lighting and telecommunication are to be supplied to the subdivision. Prior to issue of the Subdivision Certificate, Council is to be supplied with:
 - a) A Notice of Arrangements from the appropriate power authority indicating that satisfactory arrangements have been made for provision of electricity supply to the subdivision; and
 - b) A certificate from the appropriate telecommunications authorities indicating that satisfactory arrangements have been made for provision of telephone and internet services to the subdivision that are NBN compliant.
58. All roadworks and other associated traffic control measures are to be completed with each stage of the development and prior to the release of the Subdivision Certificate.
59. The developer must provide Council and land purchasers with a site classification for each lots within the subdivision. The classification is to be carried out at a suitable building site on each lot and is to be carried out by a NATA registered laboratory using method (a) of Clause 2.2.3 of AS2870-1996. Results are to be submitted to Council prior to the issued of the Subdivision Certificate.
60. A registered surveyor shall provide certification that all services (e.g. drainage, stormwater, water supply, gas, electricity, telephone) as constructed are contained within each lot, or within appropriate easements to accommodate such services. The certification is to be provided to the PCA, prior to the issue of a Subdivision Certificate.
61. Prior to the issue of the Subdivision Certificate, the applicant must demonstrate that the General Terms of Approval issued by the NSW Rural Fire Service dated 20 October 2023 have been complied with.
62. The developer shall contact Council's Property and Rating Department to ensure that the Street Addressing for each lot is correctly allocated in accordance with AS4819, prior to issue of the Subdivision Certificate.

ADVISORY NOTES

1. This development consent requires a Certificate of Compliance under the *Water Management Act 2000* to be obtained prior to the issue of a Subdivision Certificate. Please be advised that as a precondition to the granting of a Compliance Certificate, the following is to occur:
 - a) A monetary contribution in accordance with the following Schedule of Contributions must be paid in full (including indexation, where applicable) which has been calculated in accordance with the VPA endorsed by Council:

Section 64 Contributions					
Total of 70 residential lots (69 x small and 1 x medium)					
		ET/ Unit	Per Lot	No. lots	Total
Water Headworks	Residential allotment (small) <650m ²	0.75	\$6,802. 33	69	\$469,360.8 2
	Residential allotment (medium) 650m ² - 1200m ²	1	\$9,069. 77	1	\$9,069.77
	Water Headworks Subtotal				\$478,430.5 9
Sewer Headworks	Residential allotment (small) <650m ²	0.75	\$3,088. 26	69	\$213,089.9 3
	Residential allotment (medium) 650m ² - 1200m ²	1	\$4,117. 68	1	\$4,117.68
	Sewer Headworks Subtotal				\$217,207.6 1
TOTAL HEADWORKS					\$695,638.2 1

Note: Section 64 Developer Contributions are subject to Consumer Price Index increase at 1 July each year.

- The removal of trees within any road reserve requires the separate approval of Council in accordance with the policy "Tree Removal and Pruning - Public Places".
- The land upon which the subject building is to be constructed may be affected by restrictive covenants. This approval is issued without enquiry by Council as to whether any restrictive covenant affecting the land would be breached by the construction of the building, the subject of this approval. Persons to whom this approval is issued must rely on their own enquiries as to whether or not the building breaches any such covenant.
- Division 8.2 of the Environmental Planning and Assessment Act 1979 (EP&A Act) gives you the ability to seek a review of the determination. This request is made to Council and must be made within 6 months after the date on which you receive this notice. The request must be made in writing and lodged with the required fee; please contact Council's Development Department for more information or advice.
- If you are dissatisfied with this decision section 8.7 of the EP&A Act gives you the right to appeal to the Land and Environment Court within 6 months after the date on which you receive this notice, pursuant to section 8.10(1)(b).
- To ascertain the extent to which the consent is liable to lapse, refer to Section 4.53 of the EP&A Act.

STATEMENT OF REASONS

The determination decision was reached for the following reasons:

1. The proposed development complies with the requirements of the applicable environmental planning instruments and Mid-Western Regional Development Control Plan 2013.
2. The proposed development is considered to be satisfactory in terms of the matters identified in Section 4.15 of the Environmental Planning & Assessment Act 1979.
3. No submissions were received during the public notification period.

Executive summary

OWNER/S	Caerleon Mudgee Pty Ltd ATF Caerleon Mudgee Trust
APPLICANT:	Universal Property Group Pty Ltd
PROPERTY DESCRIPTION	Lot 930 DP1274170 Caerleon Estate Development Block 40 Hone Creek Drive, CAERLEON NSW 2850
PROPOSED DEVELOPMENT	Subdivision of land (70 residential lots)
ESTIMATED COST OF DEVELOPMENT:	\$1,703,668.00
REASON FOR REPORTING TO COUNCIL:	The application exceeds staff's <i>Delegation of Authority</i> , in that it is for a subdivision creating more than 20 allotments.
PUBLIC SUBMISSIONS:	Nil

Council is in receipt of Development Application DA0052/2024 that seeks approval for Torrens Title subdivision (70 residential lots plus residual), located at Caerleon Estate Development Block 40 Hone Creek Drive CAERLEON NSW 2850, Lot 930 DP 1274170, and received by Council on 21 September 2023.

The Greenfield subdivision is Stage 13 of the Caerleon Estate and will be located on the south side of the estate below Stage 9. Stages 1-11 were approved under the DA0428/2013 with all lots approved now released. Consent for stages 12A, 12B and 12C has also been granted with construction works currently being undertaken.

Consent for Stage 13, DA0093/2022, has previously been approved providing for the creation of 46 residential lots, no works have commenced. The current development application proposes to replace this consent, utilising the same footprint and general road layout as the previous approval, but increasing the overall lot yield to 70 lots. The new residential lots proposed will range in size from 300m² to 686m².

The application was advertised and neighbour notified, in accordance with Mid-Western Regional Community Participation Plan 2019, for a period of 14 days, ending 6 October 2023. During the notification period, no submission/s were received.

The proposed development has been assessed in accordance with Council's Development Control Plan, 2013 (DCP 2013) and the Mid-Western Regional Local Environmental Plan 2012 (MWLEP).

The proposed development is considered generally consistent with Council's planning controls. Noting that a variation is proposed to the road widths which were the subject of an amendment to the DCP in July 2023. The road widths are proposed to be in accordance with previous approvals and will match the existing road network. Future stages will be required to comply with the updated road width standards.

The application has been referred to Council for consideration as it exceeds staff's *Delegation of Authority*, in that the application is for a subdivision creating more than 20 allotments.

The application is recommended for Approval.

Disclosure of Interest

Nil

Detailed report

Proposed Development

The proposal seeks to subdivide part of the land into 70 new residential lots ranging in size from 300m² to 686m² including new roads, temporary detention basin and temporary bus turning area.

The subdivision is identified as Stage 13 of the Caerleon Estate and will expand on the existing approved subdivision, and is located to the south of Stage 9. The main trunk road of the subdivision (Hone Creek Drive) will be extended and new roads will provide access to the proposed lots. All new residential lots will be serviced with reticulated water and sewer services.

The site contains an existing dam and is mostly cleared grassland with scattered trees throughout.

It should be noted that development consent DA0093/2022 has already been issued for Stage 13 which approved the creation of 45 residential lots ranging in size from 450m² to 1035.2m² with a similar road layout to the proposed development. The new application will increase the overall yield by 25 lots with an overall reduction in lot sizes.

A Location Plan and proposed subdivision plan is provided in Figures 1 and 2. A full set of the plans is in Attachments 1 and 2.



Figure 1: Location of development site (Source: Figure 1 SEE prepared by Universal Property Group)

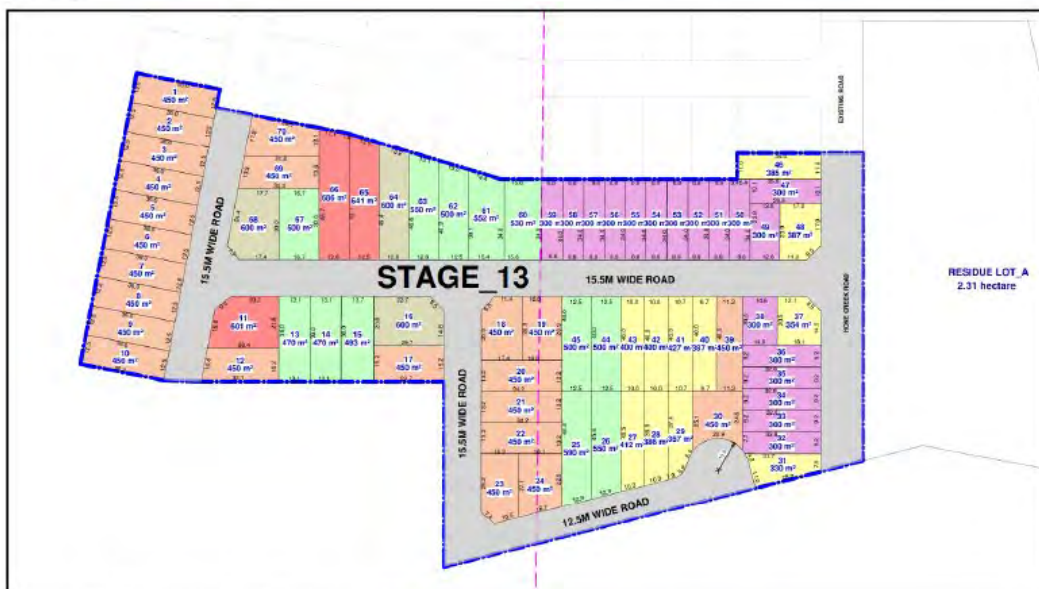


Figure 2: Proposed subdivision plan

Environmental Planning and Assessment Act 1979

Designated Development

The development proposal is not considered to be Designated Development, in accordance with Schedule 3 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regs).

Integrated Development

The development proposal is considered to be Integrated Development, in accordance with Section 4.46 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The subject land is partially mapped as being bushfire prone, as such the development is integrated pursuant to Section 100B of the Rural Fires Act requiring a Bushfire Safety Authority. The application was referred to the Rural Fire Services who issued General Terms of Approval on 20 October 2023 (Attachment 3).

Biodiversity Conservation Act 2016 (BC Act)

The development triggers the Biodiversity Offset Scheme pursuant to Part 7 of the BC Act as:

- The site contains an area mapped on the Biodiversity Values Map as important habitat for a threatened species (shown in Figure 3), this coincides with mapping for Important Habitat for *Anthochaera phrgia* (Regent Honeyeater); and
- the extent of clearing of vegetation is approximately 4.5ha which is above the area clearing threshold of 0.25ha.

A Biodiversity Development Assessment Report (BDAR) was submitted with the application which assessed the impact of the proposal on biodiversity values according to the NSW Biodiversity Assessment Method (BAM) in accordance with the Biodiversity Conservation Act 2016 (BC Act).

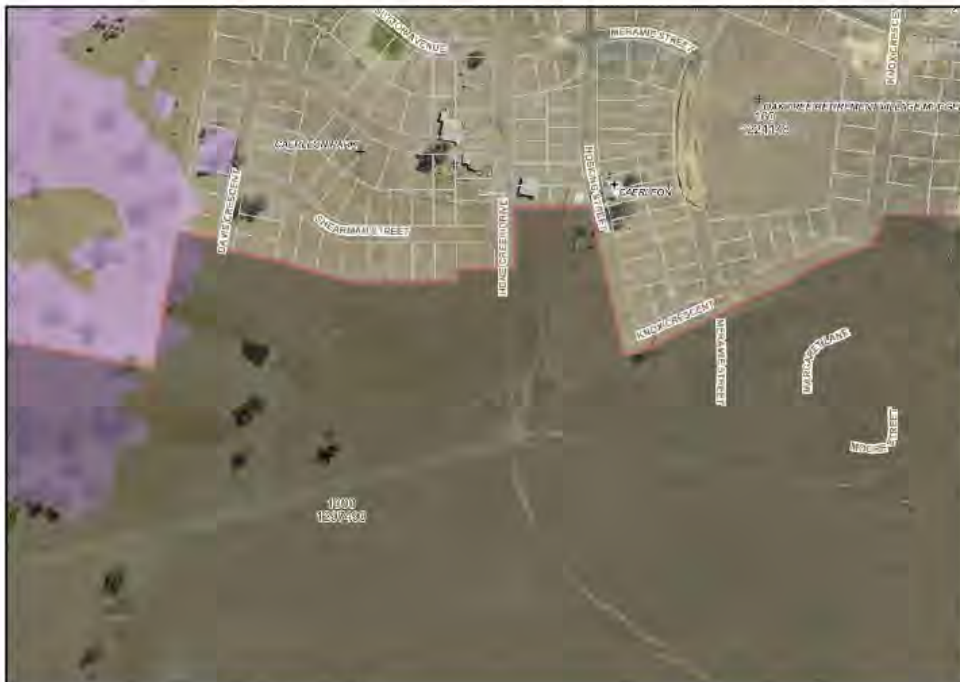


Figure 3: Biodiversity Values Map

The BDAR, prepared by Biodiversity Australia identified two vegetation communities within the Development footprint as shown in Figure 4 with the total area of vegetation (comprised of 4.15ha) to be removed for the proposed subdivision. This impact is proposed to be offset through the

purchase and retirement of appropriate ecosystem credits. A suitable condition has been recommended.



Figure 4: Extract from BDAR prepared by Biodiversity Australia (Figure 7) showing vegetation zones

The BDAR also identified that species credits will be required in relation to the Regent Honeyeater, a suitable condition for the retirement of these credits will also be included as a condition of consent.

Measures to minimise impacts identified in Section 5.4 of the report will also be required to be implemented as a condition of consent.

Section 4.15 Evaluation of the *Environmental Planning & Assessment Act 1979*

The application has been assessed in accordance with **Section 4.15** of the *Environmental Planning & Assessment Act 1979*. The main issues are addressed below as follows.

4.15(1)(a) Requirements of Regulations and Policies

(i) Do any environmental planning instruments (SEPP, REP or LEP) apply to the land to which the Development Application relates?

State Environmental Planning Policy (Resilience and Hazards) 2021 Assessment of the contamination status of the land was undertaken with the rezoning of the site, the report (identified as Preliminary Contamination Assessment prepared by Envirowest Consulting and dated 20 July 2012) included the area of the proposed subdivision. The report identified that the site has historically been used for sheep and cattle grazing. Some areas of potential contamination were identified in the vicinity of the existing dwelling and sheds; however, the existing dwelling and sheds are not located within the boundaries of Stage 13. Based on this report it is considered unlikely that the subject land has been used for any potentially contaminating activities and accordingly, no further consideration is considered necessary.

State Environmental Planning Policy (Biodiversity and Conservation) 2021 *Chapter 4 Koala Habitat Protection 2021*

The Biodiversity and Conservation SEPP applies to the proposal as the area of land associated with the proposal is greater than 1 hectare in size including adjoining land within the same ownership and does not have an approved koala plan of management applying to the land.

The Biodiversity Development Assessment Report (BDAR) prepared by Biodiversity Australia confirmed that koala food trees were present within the development footprint. Targeted koala surveys were undertaken which did not locate any koalas or koala signs.

State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2: Infrastructure

Division 5 Electricity transmission or distribution

Section 2.48 Determination of development applications—other development

Pursuant to Section 2.48, the development will not have impact on underground electricity power lines, distribution pole or tower. There are no electrical easements that constrain the development area and therefore no further consideration of this Division is considered necessary.

Chapter 2: Infrastructure

Division 15 Railways and rail infrastructure facilities

Pursuant to Section 2.97 and Section 2.98, the development is not located adjacent to the railway corridor and does not involve the penetration of ground to a depth of more than 2m within 25m of the railway corridor and therefore no further consideration of this Division is considered necessary.

Chapter 2: Infrastructure

Division 17 Roads and road infrastructure facilities

Pursuant to Section 2.121 the development is not considered to be a traffic-generating development given the number of lots being created is less than 200.

Upgrades to the intersection of Hone Creek Road/Hill End Road and the intersection of Hill End Road/Castlereagh Highway have been completed under the approval for Neighbourhood 1 (DA0423/2013) which was identified as traffic generating development and required concurrence of RMS (now Transport for NSW).

State Environmental Planning Policy (Industry and Employment) 2021

The proposed development does not involve Advertising or Signage nor is impacted by any other requirements of this Policy. Therefore, no further consideration of this SEPP is considered necessary.

State Environmental Planning Policy (Planning Systems) 2021

The proposed development is not State or Regionally Significant Development nor is impacted by any other requirements of this Policy. Therefore, no further consideration of this SEPP is considered necessary.

State Environmental Planning Policy (Precincts—Regional) 2021

The proposed development is not impacted by any requirements of this Policy. Therefore, no further consideration of this SEPP is considered necessary.

MID-WESTERN REGIONAL LOCAL ENVIRONMENTAL PLAN 2012 (MWRLEP 2012)

The following clauses of Mid-Western Regional Local Environmental Plan 2012 have been assessed as being relevant and matters for consideration in assessment of the Development Application.

Clause 1.2 Aims of Plan

The application is not contrary to the relevant aims and objectives of the plan.

Clause 2.2 Zoning of Land to Which Plan Applies

The land is zoned R1 General Residential and MU1 Mixed Use is therefore subject to the Plan. The zoning of the development is shown below in Figure 5.

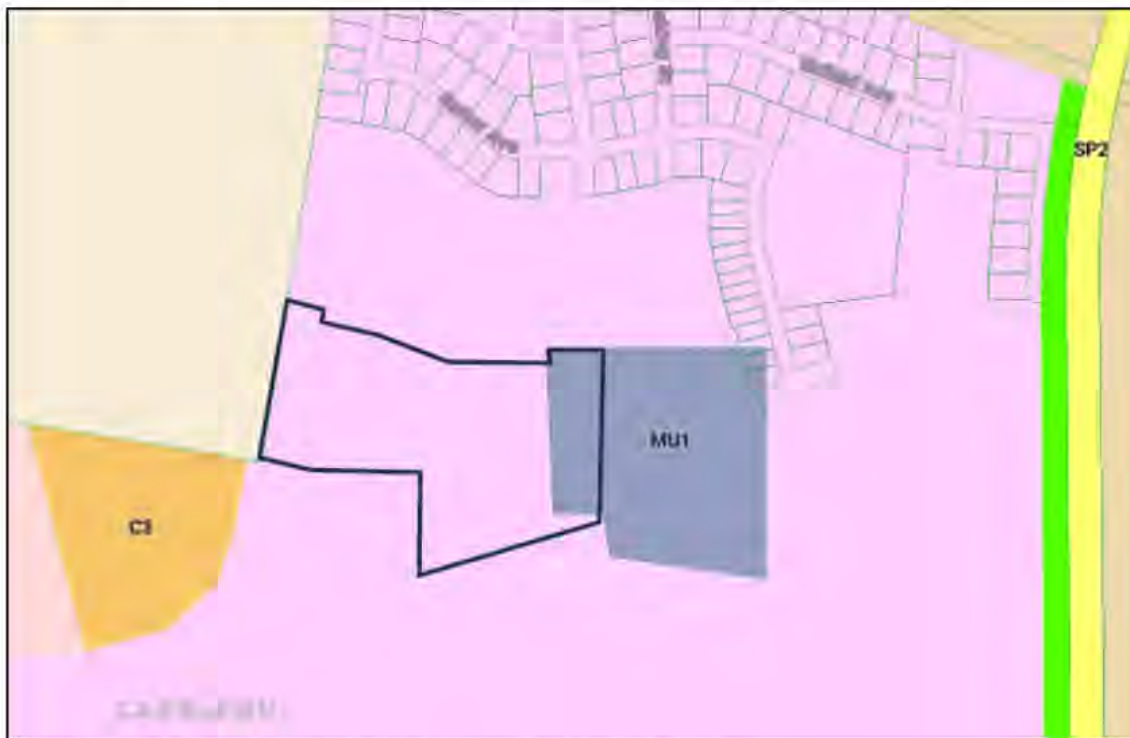


Figure 5: Land Zoning overlayed with proposed Stage 13 layout
(Source: extract from SEE provided with application)

Clause 2.3 Zone objectives and Land Use table

The land is zoned R1 General Residential and MU1 Mixed Use pursuant to MWRLEP 2012. The objectives of the zones and how the proposal satisfies the objectives is addressed below:

R1 General Residential

1. To provide for the housing needs of the community.

Comment The proposal will contribute to the housing needs of the community.

2. To provide for a variety of housing types and densities.

Comment The proposal will contribute to the variety of housing types and densities within the R1 zone.

3. To enable other land uses that provide facilities or services to meet the day to day needs of residents.

Comment The proposal is not expected to hinder other possible permissible land uses within the immediate area.

MU1 Mixed Use

1. To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.

2. To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and contribute to vibrant, diverse and functional streets and public spaces.

3. To minimise conflict between land uses within this zone and land uses within adjoining zones.

4. To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
5. To ensure development is consistent with the character of adjoining residential neighbourhoods.

Comment The proposal will provide lots to contribute to a mixture of compatible land uses within the Mixed Use Zone. Lots are intended for residential development on the edge of the Neighbourhood Centre integrating with residential development on the west side of Hone Creek Drive and the Neighbourhood Centre to be located on the east side of Hone Creek Drive.

Clause 2.6 Subdivision – consent requirements

As the proposal involves subdivision this will require development consent under this clause and as discussed throughout the report.

Clause 4.1 Minimum subdivision lot size

The proposed subdivision generally meets the objectives of the clause as the proposal will promote further suitable land uses that can be accommodated on the site whilst complying with all the relevant planning controls.

The minimum lot size pursuant to the mapping is 450m² where the land is zoned R1 General Residential. There is no minimum lot size where the land is zoned MU1 Mixed Use as shown in Figure 6.



Figure 6: Lot Size Map. The area shown as green and marked as “G” has a minimum lot size of 450m²

As indicated in the table below, the proposed lots are able to meet the minimum lot size, except for those lots utilising Clause 4.1C.

Lot number	Proposed Size (m ²)	Minimum Lot Size	Complies?
Lots 1-10	450	450	Yes
Lot 11	601	450	Yes
Lot 12	450	450	Yes
Lot 13, Lot 14	470	450	Yes
Lot 15	493	450	Yes

Lot 16	600	450	Yes
Lot 17-24	450	450	Yes
Lot 25	590	450	Yes
Lot 26	550	450	Yes
Lot 27	412	450	No – utilising Clause 4.1C exception
Lot 28	386	450	No – utilising Clause 4.1C exception
Lot 29	357	450	No – utilising Clause 4.1C exception
Lot 30	450	450	Yes
Lot 31	330	No MLS	Yes
Lot 32-36	300	No MLS	Yes
Lot 37	354	No MLS	Yes
Lot 38	300	No MLS	Yes
Lot 39	450	450	Yes
Lot 40	387	450	No – utilising Clause 4.1C exception
Lot 41	427	450	No – utilising Clause 4.1C exception
Lot 42, Lot 43	400	450	No – utilising Clause 4.1C exception
Lot 44, Lot 45	500	450	Yes
Lot 46	385	No MLS	Yes
Lot 47	300	No MLS	Yes
Lot 48	387	No MLS	Yes
Lot 49	300	No MLS	Yes
Lot 50	300	No MLS	Yes
Lot 51-59	300	450	No – utilising Clause 4.1C exception
Lot 60	530	450	Yes
Lot 61	552	450	Yes
Lot 62	500	450	Yes
Lot 63	550	450	Yes
Lot 64	600	450	Yes
Lot 65	641	450	Yes
Lot 66	686	450	Yes
Lot 67	500	450	Yes
Lot 68	600	450	Yes
Lot 69, Lot 70	450	450	Yes

Clause 4.1C Exception to minimum subdivision lot sizes around Zone MU1

The objective of this clause is to enable medium density housing on a range of lots around land in Zone MU1 Mixed Use.

This clause allows for no minimum subdivision lot size for the subdivision of land identified as "Area C" on the Lot Size Map and within 100 metres of land in Zone MU1 Mixed Use, if the subdivision is for the purposes of residential accommodation. Figure 7 shows the location of "Area C".

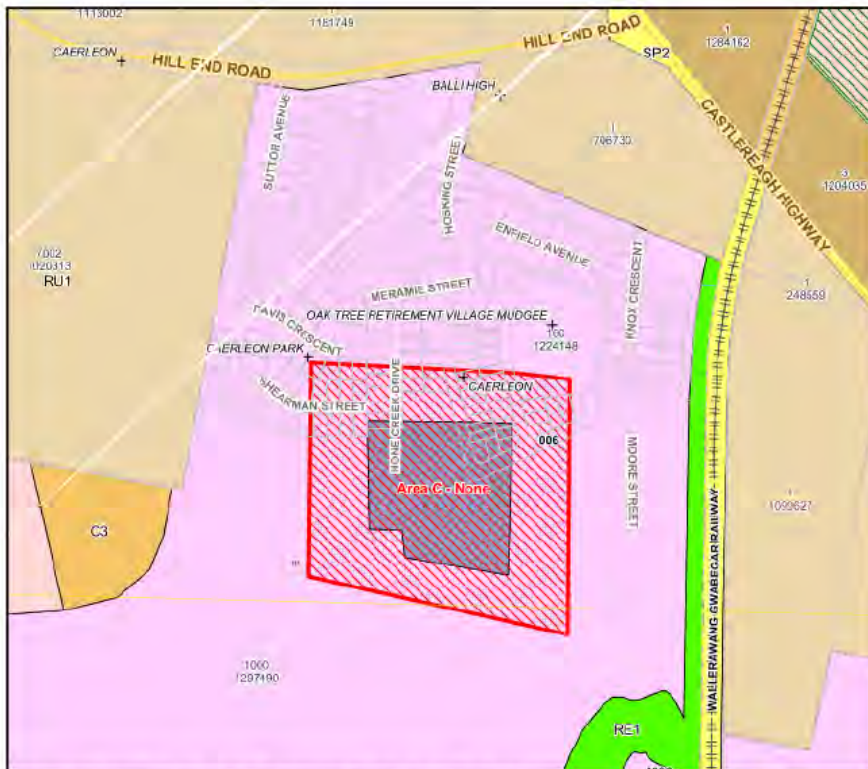


Figure 7: Lot Size Map showing "Area C" 100m around the MU1 Zone.

A total of 17 lots (identified as Lots 27-29, Lots 40-43 and Lots 50-59) located within Area C will utilise the provisions of Clause 4.1C requiring no minimum lot size. The lots range in size from 300m² to 427m² and are able to accommodate a dwelling.

Clause 4.3 Height of buildings

The subject site is mapped for a maximum height limit of 8.5 metres above existing ground level. The application is for subdivision only and accordingly further consideration of this clause is not necessary.

Clause 5.4 Controls relating to miscellaneous permissible uses

The proposal does not include any of the listed uses contained under this clause.

Clause 5.10 Heritage Conservation

No items of aboriginal significance or a heritage item are recorded on the site or in the vicinity. Notwithstanding this, a condition will be placed upon the consent ensuring that work is ceased should an item be discovered during construction.

Clause 5.21 Flood planning

The subject site is identified mapped under the Mudgee Flood Study 2021 as being partially affected by flooding as shown in Figure 8 below.



Figure 8: Flood Mapping (Mudgee Flood Study 2021)

Council's Development Engineers have advised that the affectation of the site is limited to overland flow and is located at the top of the current study catchment. Previous stages and approvals have seen the approval of a drainage channel to divert the external catchment and overland flows. This channel is to be constructed in conjunction with the Stage 12 works.

An additional channel is proposed to divert the external catchment around the temporary OSD and water quality basin.

The application is considered acceptable from a flooding perspective.

Clause 6.1 Salinity

A Preliminary Soil Salinity Assessment (identified as Preliminary Soil Salinity Assessment prepared by Minespex dated May 2012) was prepared and submitted under DA0428/2013 and the rezoning of the land. This report covered the whole of the Caerleon Estate including the area of the proposed Stage 13 subdivision. The report concluded that the current salinity levels were low at that time and suitable for residential use, however, it was identified that the construction of subdivisions has the potential to alter existing salinity levels. Accordingly, a number of recommendations were suggested during the subdivision works and will be included as a condition of approval.

Clause 6.3 Earthworks

The proposal involves earthworks to prepare the site for the subdivision. The works are not expected to generate any significant impacts as listed in Clause 6.3(3). Conditions of consent have been included to ensure any earthworks related activities are carried out appropriately and minimise impacts upon neighbouring properties.

Clause 6.4 Groundwater vulnerability

The site is identified as groundwater vulnerable in accordance with Council's mapping. No broad excavation is needed to facilitate the proposal and no significant impacts upon those matters

contained within clause 6.4(3) is expected as a result of the proposed development. Given the extent of excavation, it is considered that the development would not cause groundwater contamination, adversely affect any groundwater dependent ecosystems, will not cumulatively impact potable water supply, and therefore no special measures, or conditions of consent would be considered necessary.

Clause 6.5 Terrestrial biodiversity

The site is partially affected by an area of 'Moderate Biodiversity Sensitivity' as shown Figure 9 below:

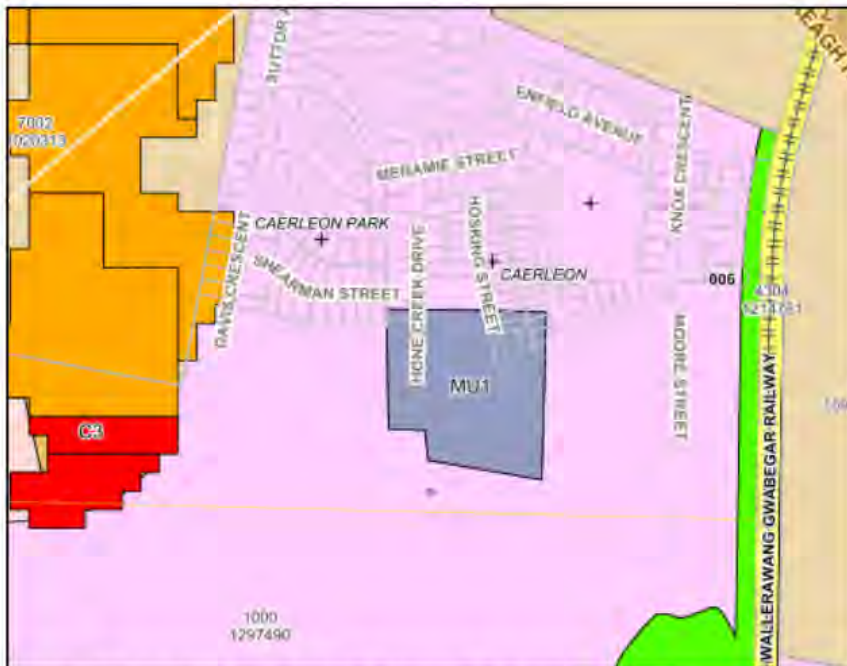


Figure 9: Terrestrial biodiversity mapping identified as the red and orange areas

Native vegetation will be removed in this area mapped to accommodate the subdivision including native grassland and two scattered trees. The removal of the vegetation has been considered previously in this report under the requirements of the BC Act. The impact cannot be avoided in this case and credits under the Biodiversity Offset Scheme (BOS) will be required by a condition of consent to offset the impact.

Clause 6.8 Airspace operations – Mudgee Airport

The proposal will not penetrate the relevant height limits for safe operation of the Mudgee Airport.

Clause 6.9 Essential Services

All essential services that are relevant to the proposal are available or will be available as a result of the proposed development.

Clause 6.10 Visually sensitive land near Mudgee

The land is not located within the area identified within the visually sensitive land map.

4.15(1)(a) Requirements of Regulations and Policies

(ii) Draft environmental planning instruments (EPI)

No draft environmental planning instruments apply to the land to which the Development Application relates.

*(iii) Any development control plans***MID-WESTERN REGIONAL DEVELOPMENT CONTROL PLAN 2013 (DCP 2013)**

An assessment is made of the relevant chapters and sections of this DCP. Those chapters or sections not discussed here were considered not specifically applicable to this application or are discussed elsewhere in this report.

Part 4.7 Tree Preservation Order

The trees to be removed are not listed on the Tree Preservation Order.

Part 5.2 Flooding

As discussed earlier in this report, the site is partially identified as being subject to flooding under the Mudgee Flood Study 2021. This impact will be mitigated through existing and proposed drainage channels which will divert the external catchment and overland flows.

Part 5.3 Stormwater Management

Council's Development Engineer has provided comments and conditions concerning adequate disposal of stormwater. A temporary OSD and water quality basin is proposed adjacent to the intersection of Roads 1 and 3. Full details will be required as a condition of approval prior to the issue of the Subdivision Works Certificate.

Part 5.4 Environmental Controls

All the relevant considerations have been discussed elsewhere in this report or dealt with through conditions of consent.

PART 8.3 CAERLEON RESIDENTIAL AREA**APPENDIX C: CAERLEON DEVELOPMENT CONTROL PLAN**

An assessment is made of Appendix C of the MWRDCP, relating to development controls for the land known as the Caerleon site. Those chapters or sections not discussed here were considered not specifically applicable to this application or are discussed elsewhere in this report.

Part 1.1 Land to which this DCP Applies

These controls apply to the land shown in Figure 1 of Appendix C.

Part 2.1 Vision and Principles**DEVELOPMENT CONTROL REQUIREMENT****COMPLIES?****Vision**

Sensitive areas developed with a 'rural' character

Not applicable

Range of residential Character Areas

Complies

Safe and connected street network provides connections between residential areas and to Mudgee CBD without reliance on Castlereagh Highway

Not applicable to this stage – planned alternative connection via Fairydale Lane to be provided in future stages.

Public open space designed for social activity, entertainment, recreation and conservation.

Not applicable – no public open spaces proposed in this stage.

Balanced mix and distribution of land uses

Complies

Variety of housing types and sizes

Complies

Neighbourhood centre provide opportunities for small-scale retail to allow residents to meet their daily needs located within 400m of majority of homes within the 'urban' area of the site.

Not applicable – neighbourhood centre not included in this stage.

Retains important environmental and cultural features of the site

Complies

Part 2.2 Indicative Concept Plan

Development to be undertaken is generally in accordance with Indicative Concept Plan located in Figure 2.

Part 2.3 Character Areas

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Neighbourhood Centre Character Area

Has an urban character.

Not applicable – an area for the neighbourhood centre has been reserved for future development and will be the subject of a separate development application

Provides a community hub with small-scale retail focus.

Not applicable

Located in the northern part of the site within 400m of the majority of houses.

Not applicable.

Maximum Building Height: 2 storeys

Not applicable

General Residential Character Area

Articulated house frontages

Not applicable

High-quality durable fencing materials

Not applicable

Small lot housing from 450m² to 600m².

Complies – small lot housing located within close proximity to future neighbourhood centre / open space and along main road.

Traditional detached dwellings on lots of 600m² – 800m² or more.

Complies – the subdivision will also accommodate for lots >600sqm

Large Lot Residential Character Area

Larger-style residential development

Not applicable

Minimum lot size 600m² on flat areas

Not applicable

On steeper land up to 520m counter line; Minimum lot size 1200m²

Not applicable

Rural Residential Character Area

Residential development permissible only on lots 4,000m² and above.

Not applicable

One or two storey detached dwellings with generous setbacks

Not applicable

Development above the 520m contour line be sited on the lowest part of a lot.

Not applicable

Part 3.1 Street Network and Design

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Street Network and Design

Primary access to the site is to be via Hill End Road to north and Fairydale Lane to the southeast.

Complies – access will be retained via Hill End Road. Links to Fairydale Lane to be developed in future stages.

Verges abutting open space and riparian areas may be reduced to 1m in width providing no servicing infrastructure is installed on the non-residential side of the road.

Road 01 (Cul-de Sac) will abut a channel and the verge has been reduced in accordance with this standard.

Cul-de-sacs only where traffic volumes are very low and there is low parking demand

Complies – one cul-de-sac proposed to service 8 lots.

Cul-de-sac greater than 100m in length are provided with a wider carriageway.

Not applicable

DEVELOPMENT CONTROL REQUIREMENT**COMPLIES?**

Residential Local Streets are designed to slow residential traffic and give priority to pedestrians and cyclists.

Complies

Residential Collector Street runs through the Neighbour Centre at a four-way intersection.

Not applicable

Residential Collector Street with Median provides a wider road reserve to accommodate a median

Not applicable

Neighbourhood Centre Road is specially designed to create a comfortable and safe pedestrian environment.

Complies – conditions will be included to comply with DCP requirements – see below.

Laneway

8.0m Road Reserve

6.0m Carriageway

2x 1.0m Nature Strip

Not applicable

No Parking Permitted

Barrier Kerb Type

Minor Access Street – Cul-de-sac (including longer than 100m)

17.0m Road Reserve

9.0m Carriageway

2 x 4.0m Nature Strip (Verge)

Carriageway Parking

Roll Kerb Type

New local roads and cul-de-sac within the subdivision (identified as Roads 01, 02 and 03) do not meet the road requirements specified in the current DCP. The road widths, at 15.5m align with the previously approved development consent for Stage 13 and historical DCP requirements. The road standards were changed as part of Amendment No. 6 in July 2023.

Residential Road – serves 31-120 dwellings

18.0m Road Reserve

9.0m Carriageway

2 x 4.5m Nature Strip

1 x 1.5 Footpath

Carriageway Parking

Roll Kerb Type

The proposed road widths will match the existing network and is consistent with the existing approval for Stage 13. The variation to the road widths is accepted in this case. Future stages (on the southern side of the channel) will adopt the wider road requirements under the amended DCP.

Major Residential Road (Collector Road) – serves >120 dwellings

Not Applicable

Sub-arterial Road (Collector Road)

Not Applicable

Sub-arterial Road (Collector Road) with Median

Not Applicable

Neighbourhood Centre Road**Sub-arterial Road with Median**

23.6m Road Reserve

5.8m Carriageway for both directions.

The Neighbourhood Centre Road carriageway incorporates parallel car parking bays + 3.5m travel lanes in both directions.

2 x 4.5m Nature Strip

2 x 1.5 Footpath

3.0m with landscaping and pedestrian refuge median

Barrier Kerb Type

Plans indicate the road will be 21m and will provide a painted median rather than landscaping / pedestrian refuge as required. It also does not extend the full length of the road. A condition will be included to ensure compliance with DCP requirements except for the verge and footpath on the western side, which will be conditioned to require 3.5m verge and footpath at 1.2m to match the existing development on this side.

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Minor Rural Access Street – Cul-de-sac

Not applicable

Rural Road

Not applicable

Part 3.2 Pedestrian and Cycle Network

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Off-road shared pedestrian and/or cycle paths are to be provided along the railway line corridor and drainage corridor.

Not applicable

Off-road shared pedestrian and/or cycle paths are to be no wider than 3.0m

Not applicable

Path/cycle ways in the drainage corridor should be located in the outer 50 per cent of the corridor.

Not applicable

All footpaths are to be a minimum of 1.5m wide.

Footpath widths will be required to match the existing network which is generally 1.2m. Future stages will be required to meet the standard.

Part 4.1 Public Open Space

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Public open space is located within 400m of the majority of housing in the General Residential Character Area

Generally, complies – The public open space within the Caerleon Estate is to be developed in accordance with Indicative Open Space Plan (Figure 5) which will ensure majority of residential lots in Stage 13 are within 400m of public open space.

It is noted, however, that some lots in this stage will rely on the development of future public open space in proposed upcoming stages to achieve this standard,

Open space is provided within or adjacent to the Neighbourhood Centre

Not applicable

Open space is highly accessible, co-located with active and link to pedestrian and/or cycle path.

Not applicable

Dwellings are oriented towards public open space.

Not applicable

A 40m-wide open space buffer is to be provided along the railway line (can include road reserve, open space, drainage landscaping and underground services).

Not applicable

Housing adjacent to the buffer is to be oriented towards the street/buffer, where possible

Not applicable

Drainage corridors provide opportunities for appropriately located pedestrian and cycle paths, walking trails and additional open space.

Not applicable

Part 4.1 Street Trees and Landscaping

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Street tree planting is provided to all streets with an average of one tree per lot frontage.

Complies subject to condition

Corner lots have a minimum of two street trees on the secondary frontage.

Complies subject to condition

Street trees complement proposed driveway locations and other elements in the public domain

Complies subject to condition

Street trees maintain adequate lines of sight for vehicles and pedestrian

Complies subject to condition

Street trees provide appropriate shade	Complies
Street trees provide an attractive and interesting landscape character	Complies
Street trees are generally to be 1.5 – 2m in height when planted	Complies subject to condition
Landscape Plan is prepared by a qualified landscape architect	Not application – no public open space in this Stage

Part 5.1 Subdivision**DEVELOPMENT CONTROL REQUIREMENT****COMPLIES?****R1 General Residential Zone**

Minimum lot size is the same as in the MWRLEP.

Complies – all lots comply with the minimum lot size requirements under the LEP.

Small lot housing to a minimum of 450m² is to be located adjacent to areas of high amenity.

Complies – Lots within walking distance (200m) of the Neighbourhood Centre zone, and/or along the main spine road.

Refer to Section 5.2 of this DCP for building design controls for small lot housing

Not applicable

B4 Mixed Use Zone

Subdivisions resulting in lot sizes less than 450m² are demonstrated to be consistent with objectives of the Neighbourhood Centre Character Areas OR are created in the shared areas in the Indicative Density Allocation Plan.

Lots less than 450m² are created in accordance with the Indicative Density Allocation Map (within 100m of the Mixed Use Zone)

R5 Large Lot Residential Zone

Buildings are sited in an accessible and practical location suitable for residential building construction.

Not applicable

On sloping sites at or above the 520m contour line, buildings are sited such that they cannot be viewed, or have minimum visibility, from any urban area of Mudgee.

Not applicable

Minimum Lot Width

Complies – all lots outside of the shaded area surrounding the mixed use zone will have a minimum frontage width of 12.5m and are generally rectangular in shape.

Residential lots within the R1 General Residential Zone have a minimum lot width of 12.5m at the building line (except land in the shaded area surrounding the B4 Mixed Use, as illustrated in the Indicative Density Allocation Plan), and are generally rectangular in shape.

Frontage widths within the shaded area (where lots are <450sqm) have a width of 9.2m or more, which is considered adequate for future residential development of the lots in accordance with the Building Design standards (Part 5.2) including provisions for lots <300sqm and 301-649sqm

Residential lots in cul-de-sac streets are designed to create as regular a lot shape as possible around the cul-de-sac head.

Complies

Residential lots within the R5 Large Lot Residential Zone must have minimum lot width of 25m at the building line.

Not applicable

Subdivision - Earthwork

Where land forming in association with subdivision works is proposed, it contributes to the overall design quality of the development.

Complies

Part 5.2 Building Design

Not Applicable

Part 6.1 Land Use

Not Applicable

Part 6.2 Built Form and Streetscape

Not Applicable

Part 6.3 Public Domain

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Landscape design is high quality design, including planting, street furniture, and lighting that enhances the character of the area.

Complies

Street tree planting is provided with an appropriate height and permeability to maintain views and establish shade for pedestrians.

Complies

Open space area adjoins the Neighbourhood Centre Character Area in a prominent location, and is designed to accommodate activities such as outdoor eating, pedestrian movement, or seating areas.

Not applicable

Part 6.4 Parking and Access

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

At-Grade Parking areas are generally behind building lines and screened from the Residential Collector Road.

Not applicable

On-street car parking is provided as 60° rear to kerb parking along the Neighbourhood Centre Road to contribute to street life and surveillance.

Parallel parking on the Neighbourhood Centre Road to be provided in accordance with the requirements set out under Table 2 of the DCP.

Laneways may be used to provide access to parking areas and waste collection areas. Laneways are designed to accommodate heavy vehicles where access to the rear of shops for deliveries and waste collection is required.

Not applicable

Shade trees are provided along the footpath adjacent to any on-street rear-to-kerb car parking, at a rate of 1 tree for every 8 car parking spaces.

To be included as a condition

Where the need for a bus stop at the site is identified by Council, details of the location and design of the bus stop are provided with the development plans submitted to Council for approval.

Not applicable to this stage, however bus stop likely to be required for future stages.

Part 7.1 Stormwater Management

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Buffers are provided along the drainage lines in accordance with the Strahler-based methodology.

Complies

Stormwater from the site is managed through on-site detention basins in the indicative location.

Complies

Principles of Water Sensitive Urban Design (WSUD) are incorporated across the site.

Complies

Development complies with relevant stormwater management objects in the most up to date revision of *Managing urban Stormwater: Soils and Construction* (NSW Department of Housing).

Complies

Applicant demonstrates that any potential impacts on groundwater and salinity can be managed to mitigate environmental impacts.

Complies

Erosion and sediment control measures are implemented and regularly maintained during construction. Sediment trapping devices are located at all points where stormwater runoff may leave the site during construction.

Complies

Driveways on steep slopes are designed to minimise erosion.

Not applicable

Part 7.2 Biodiversity**DEVELOPMENT CONTROL REQUIREMENT****COMPLIES?**

Native vegetation and remnant trees in areas of high ecological constraints are retained and protected in large lot lands

Not applicable

Any development within the Large Lot Residential character Area and Rural Residential Character Area are positioned to avoid the removal of remnant trees.

Not applicable

Development that affects areas of high ecological constraint sets out the methods used to encourage natural regeneration.

Not applicable

Dwelling is not within the 40m environmental buffer area along the southern boundary of the land.

Complies

Part 7.3 Bushfire**DEVELOPMENT CONTROL REQUIREMENT****COMPLIES?**

If necessary, a Bush Fire Safety Authority is obtained from NSW Rural Fire Service at the subdivision and/or development application stage.

Complies – Bush Fire Safety Authority has been obtained.

Part 7.4 Odour**DEVELOPMENT CONTROL REQUIREMENT****COMPLIES?**

There is no development within the 1 odour unit contour shown in the Indicative Odour Plan.

Not applicable – the proposed subdivision does not affect this area.

Part 7.5 Contamination**DEVELOPMENT CONTROL REQUIREMENT****COMPLIES?**

Further investigation into contamination at the Machinery Shed and Sheep Dip sites must be undertaken prior to development.

Not applicable to this stage

Part 7.6 Aboriginal Heritage**DEVELOPMENT CONTROL REQUIREMENT****COMPLIES?**

All sites of Aboriginal objects are avoided in development of land unless resolved through the following controls.

Complies

Where an Aboriginal object site cannot be avoided, further investigations have been undertaken and an Aboriginal Heritage Impact Permit has been attained.

Not applicable

Aboriginal Consultation has been undertaken prior to the Subdivision Application process where an AHIP application is required.

Not applicable

Part 8 Utilities**DEVELOPMENT CONTROL REQUIREMENT****COMPLIES?****8.1 Water Supply**

Potable water is supplied from existing water treatment facility in Mudgee or (during initial development stages) from the existing potable water reticulation system located adjacent to the southern boundary of the site.

Complies

8.3 Electricity and Telecommunications

Primary utilities such as electricity and telecommunications are available to the development.

Complies

Part 9. Torrens, Strata and Community Title Subdivision

DEVELOPMENT CONTROL REQUIREMENT

COMPLIES?

Allotments on land where free standing dwelling houses, dual occupancy dwellings or multiple dwellings (such as terraces that share a boundary wall) are proposed or exist may be Torrens Title.	Not applicable
Where buildings are attached or share common areas, allotments may be Torrens Title or be subdivided under a Community or Strata Scheme.	Not applicable
Proposed Torrens Title allotments that are attached or share common areas provide easements for right of way (where relevant) registered as a right of way on a survey or registered on title.	Not applicable

Section 7.11 Contributions

MID-WESTERN REGIONAL CONTRIBUTIONS PLAN 2019

The Caerleon Voluntary Planning Agreement, endorsed by Council, excludes the proposed subdivision from the levying of Section 7.11 Contributions under the Contributions Plan 2019 in accordance with Section 5.3 of the Plan whereby the developer has entered into a planning agreement to under works, make monetary contributions, dedicate land or provide other material public benefit and has made this offer prior to the issue of the development consent.

Section 84 - Water/Sewer Developer Services Charges

Pursuant to the Caerleon Voluntary Planning Agreement in place and endorsed by Council, the proposed development is liable for water and sewer headworks charges in accordance with Schedule 5 of the VPA with a credit applied for the 1 large lot. A condition of consent has been imposed accordingly based on the following calculated charge including CPI to today's date:

Section 64 Contributions

Total of 70 residential lots (69 x small and 1 x medium)

		ET/Unit	Per Lot	Number of lots	Total
Water Headworks	Residential allotment (small) <650m ²	0.75	\$6,802.33	69	\$469,360.82
	Residential allotment (medium) 650m ² - 1200m ²	1	\$9,069.77	1	\$9,069.77
Sewer Headworks	Residential allotment (small) <650m ²	0.75	\$3,088.26	69	\$213,089.93
	Residential allotment (medium) 650m ² - 1200m ²	1	\$4,117.68	1	\$4,117.68
Total Headworks					\$695,638.21

4.15(1)(a) Provisions of any Planning Agreement or Draft Planning Agreement – (1)(a)(iia)

The application is subject to the requirements of the Caerleon Estate Voluntary Planning Agreement that was endorsed by Council and therefore the requirements of the VPA (Particularly Schedule 3 - Development Contributions & Schedule 5 Water and Sewerage Charges) apply to the proposed development. This relates to the provision of infrastructure and services such as water, sewer, drainage and public open space or community facilities for the Estate and the VPA excludes the application of Section 94 and 94A to the proposed development and development consents.

Regulations – 4.15(1)(a)(iv)

ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2021

No matters prescribed by the Regulations impact determination of the Development Application.

Likely impacts of the development – 4.15(1)(b)¹

¹ Including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

a) Context and Setting

The proposal is appropriate with regards to the surrounding context and setting.

b) Access, Transport and Traffic

The implications of additional traffic and suitable access are discussed throughout this report. Swept paths have been provided to indicate that buses will be able to access Hone Creek Drive within the subdivision. A temporary bus turning area is proposed either at the end of Hone Creek Drive or off Hone Creek Drive within the future area of the neighbourhood centre. A suitable condition has been included in relation to the construction and ongoing maintenance of the temporary bus turning area. The proposal is considered appropriate.

c) Public Domain

The development will not adversely impact the public domain in terms of recreation opportunities, the amount, location, design, use and management of public spaces, or pedestrian linkages between public spaces.

d) Utilities

All relevant utilities are available or can be made readily available to the site.

e) Heritage

Not Applicable

f) Other Land Resources

No impact expected on the conserving and the use of valuable land, such as productive agricultural land, mineral or extractive resources, or water supply catchments.

g) Water

No significant impact expected.

h) Soils

No significant impact expected. The land is not known to be affected by subsidence, slip or mass movement, subject to contamination, and will not result in significant soil erosion or degradation.

i) Air and Microclimate

The development is not expected to impact air quality or microclimatic conditions.

j) Flora and fauna

The vegetation proposed to be removed has been discussed throughout this report.

k) Waste

Waste services available – a condition will be included to ensure that new roads are able to accommodate waste trucks.

l) Energy

Not Applicable

m) Noise and Vibration

Not Applicable

n) Natural Hazards

The site is identified as bushfire prone and flood prone.

The applicant has provided a bushfire risk assessment that demonstrates the risk has been minimised subject to incorporating the appropriate measures with the development. The application was referred to the NSW RFS pursuant to Section 100B of the Rural Fires Act. General Terms of Approval have been issued accordingly subject to conditions. A condition will be included to ensure that the GTA requirements are met prior to the issue of a Subdivision Certificate.

As discussed earlier in this report, the site is partially identified as being subject to flooding under the Mudgee Flood Study 2021. This impact will be mitigated through existing and proposed drainage channels which will divert the external catchment and overland flows.

o) Technological Hazards

There are no known risks to people, property or the biophysical environment, resulting from technological or industrial hazards, or building fire risk.

p) Safety, Security and Crime Prevention

Increased passive surveillance as a result of the proposed development.

q) Social Impact in the Locality

Generally positive

r) Economic Impact in the Locality

Generally positive

s) Site Design and Internal Design

Adequate as discussed throughout this report.

t) Construction

To comply with the BCA where relevant.

u) Cumulative Impacts

Nil. There are no known impacts that have the potential to act in unison, in terms of space or time, or owing to their repetitive nature, that would produce an effect greater or different than the sum of the separate parts.

Suitability of Site for Development – 4.15(i) (c)

a) Does the proposal fit in the locality?

Yes. There are no hazardous land uses or activities nearby, there are no constraints posed by adjacent developments and there are adequate utilities and transport facilities in the area available for the development.

b) Are the Site Attributes conducive to Development?

Yes. The site is not subjected to any natural hazards, and the project will not impact any critical habitat, threatened species, populations, ecological communities or endangered habitats on the site.

Submissions made in accordance with Act or Regulations – 4.15(i)(d)

Public Submissions

The application was advertised and neighbour notified, in accordance with Mid-Western Regional Community Participation Plan 2019, for a period of 14 days, ending 6 October 2023. During the notification period, no submission/s were received.

Submissions from Public Authorities

The application was referred to NSW RFS pursuant to Section 100B of the Rural Fires Act and General Terms of Approval have been issued as discussed throughout this report.

Crown Land as an adjoining landholder has confirmed that they have no objections to the proposal.

The Public Interest – s 15(1)(e)

Federal, State and Local Government interests and Community interests

No significant issues in the interests of the public are expected as a result of the proposed development.

Consultations

Health and Building

No consultation necessary.

Technical Services

Council's Development Engineer has not raised any concerns with the proposal subject to conditions.

Environmental Services

Council's Environmental Services team have reviewed the BDAR and not raised any concerns with the proposal subject to compliance with mitigation measures set out in Section 5.4 of the report.

Community Plan implications

Theme	Looking After Our Community
Goal	Vibrant towns and villages
Strategy	Make available diverse, sustainable, adaptable and affordable housing options through effective land use planning

Strategic implications

Council Strategies

Not Applicable

Council Policies

- Mid-Western Development Control Plan 2013
- Community Participation Plan 2019
- Mid-Western Regional Contributions Plan 2019

Legislation

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulations 2021
- Mid-Western Regional Local Environmental Plan 2012

Other Documents / Agreements

Planning Agreement between Mid-Western Regional Council and Caerleon Mudgee Pty Limited and Caerleon Mudgee Trust dated 2013

Financial implications

Not Applicable

MID-WESTERN REGIONAL COUNCIL | ORDINARY MEETING – 21 FEBRUARY 2024
REPORT 8.3

113

Associated Risks

Should Council refuse the application, the applicant may seek a further review of this decision or appeal through the Land & Environment Court.

SARAH HOPKINS
TOWN PLANNER

LINDSAY DUNSTAN
MANAGER PLANNING

ALINA AZAR
DIRECTOR DEVELOPMENT

6 February 2024

- Attachments:*
1. Proposed Subdivision Plan. (separately attached)
 2. Proposed Civil Plans. (separately attached)
 3. General Terms of Approval – Rural Fire Service. (separately attached)

APPROVED FOR SUBMISSION:

BRAD CAM
GENERAL MANAGER



67 MARKET STREET, MUDGEE, NSW 2850

ISSUE FOR DA
REV C

[illegible]

EJE

RL	REDUCED LEVEL
RS	ROLLER SHUTTER
ISO	ISO/ASA
TSR	TECHNICAL: ONLY NO SURFACE ANTI-CRACK
TY	TYPICAL
UR	UPPER
VS	WELL STOP

LEGEND

	EXISTING PAVEMENT
	NEW LANDSCAPED AREAS
	NEW ASPHALT



ACM 102 512 563 | ABN 82 646 646 949-Nominated Architect - Diamond Ceiling VDFP Architects Registration No 4438
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JO	DJW	
JO	DJW	DJW

CLIENT: JAMIE FITZGERALD
ADDRESS, CITY, STATE,
POSTCODE

FILENAME : 14282 - Woodpac Hater v2a.pdf

PROJECT No:	PHASE	DRAWING No:	REV
14282	DA	A01	B

SITE PLAN - EXISTING

EJE

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PL	REDUCED LEVEL
PS	ROLLER SHUTTER
XS	BRIGHT
TSR	SHUTTER DRAG AND BLENDED MOVEMENTS
TV	TYPICAL
LR	SPINAL
VS	WHEEL STOP

LEGEND

EXISTING PAVING

NEW LANDSCAPED AREAS

NEW ASPHALT



SPATIAL BREAKDOWN - GFA			
GROUND FLOOR	EXISTING	PROPOSED	GFA DIFFERENCE
TAB / SPORTS LOUNGE	5m ²	66m ²	+ 61m ²
DINING	66m ²	448m ²	+ 382m ²
BAR	42m ²	63m ²	+ 21m ²
BEER GARDEN / SMOKING	98m ²	139m ²	+ 41m ²
GAMING	96m ²	190m ²	+ 94m ²
STORES	79m ²	85m ²	+ 6m ²
WC's	25m ²	49m ²	+ 24m ²

SPATIAL BREAKDOWN - GFA			
FIRST FLOOR	EXISTING	PROPOSED	GFA DIFFERENCE
MANAGERS FLAT	85m ²	79m ²	-6m ²
ACCOMMODATION	247m ²	301m ²	+ 54m ²
OFFICE	17m ²	10m ²	- 7m ²
STORES	23m ²	17m ²	- 6m ²

ROOM NUMBERS			
FIRST FLOOR	EXISTING	PROPOSED	DIFFERENCE
MANAGERS FLAT	1	1	
ACCOMMODATION	14	14	
ENSUITES	4	10	+ 6 ENSUITES

CAR PARKING		
	EXISTING	PROPOSED
WOOLPACK	6 SPACES	10 SPACES
ADJACENT LOT	1 SPACE	N/A
TOTAL	7 SPACES	10 SPACES
ADDED PARKING	3 SPACES	

TOTAL GROSS FLOOR AREA			
	EXISTING	ADJACENT	PROPOSED
GROUND FLOOR	691m ²	214m ²	937m ²
FIRST FLOOR	519m ²	214m ²	590m ²
TOTAL	1,210m²	428m²	1,527m²
	1,638m ²		1,527m ²
TOTAL GFA REDUCTION		111m²	

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ACN 122 542 042 | ABN 82 644 048 949 Licensed Architect - David Collins VSBF Architects Registration No 4428
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ID#	DATE	COMMENTS
A	17/03/2023	ISSUE TO PLANNER (WP)
B	8/03/2023	ISSUE FOR QA CHECK
C	15/03/2023	ISSUE FOR PRE-DA
D	10/08/2023	ISSUE FOR QA CHECK
E	15/08/2023	ISSUE FOR DA

DRM	CHRD	VRPD
JO	DJW	
JO	DJW	
JO	DJW	
JO	DJW	
JO	DJW	DJW

PROJECT: WOOLPACK HOTEL
67 MARKET STREET, MUDGEE,
NSW 2850

CLIENT: JAMIE FITZGERALD
ADDRESS, CITY, STATE,
POSTCODE

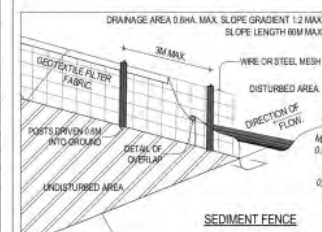
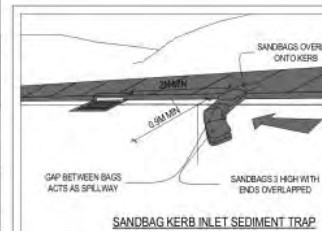
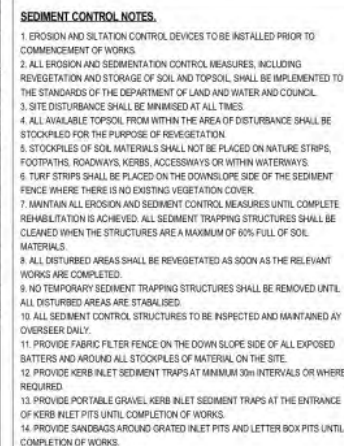
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PROJECT No : 14282	FWARC DA	DRAWING No A02	REV : E

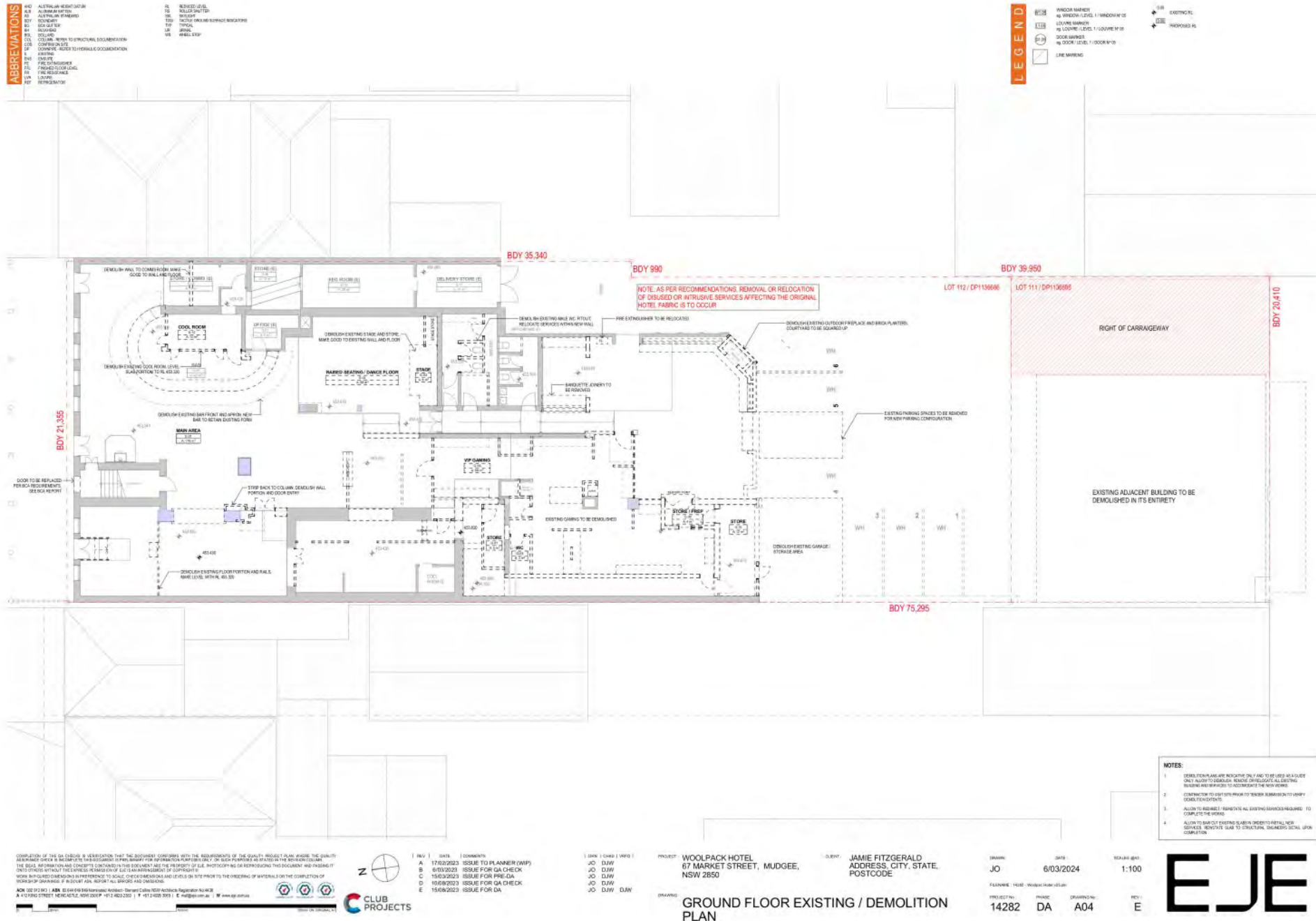
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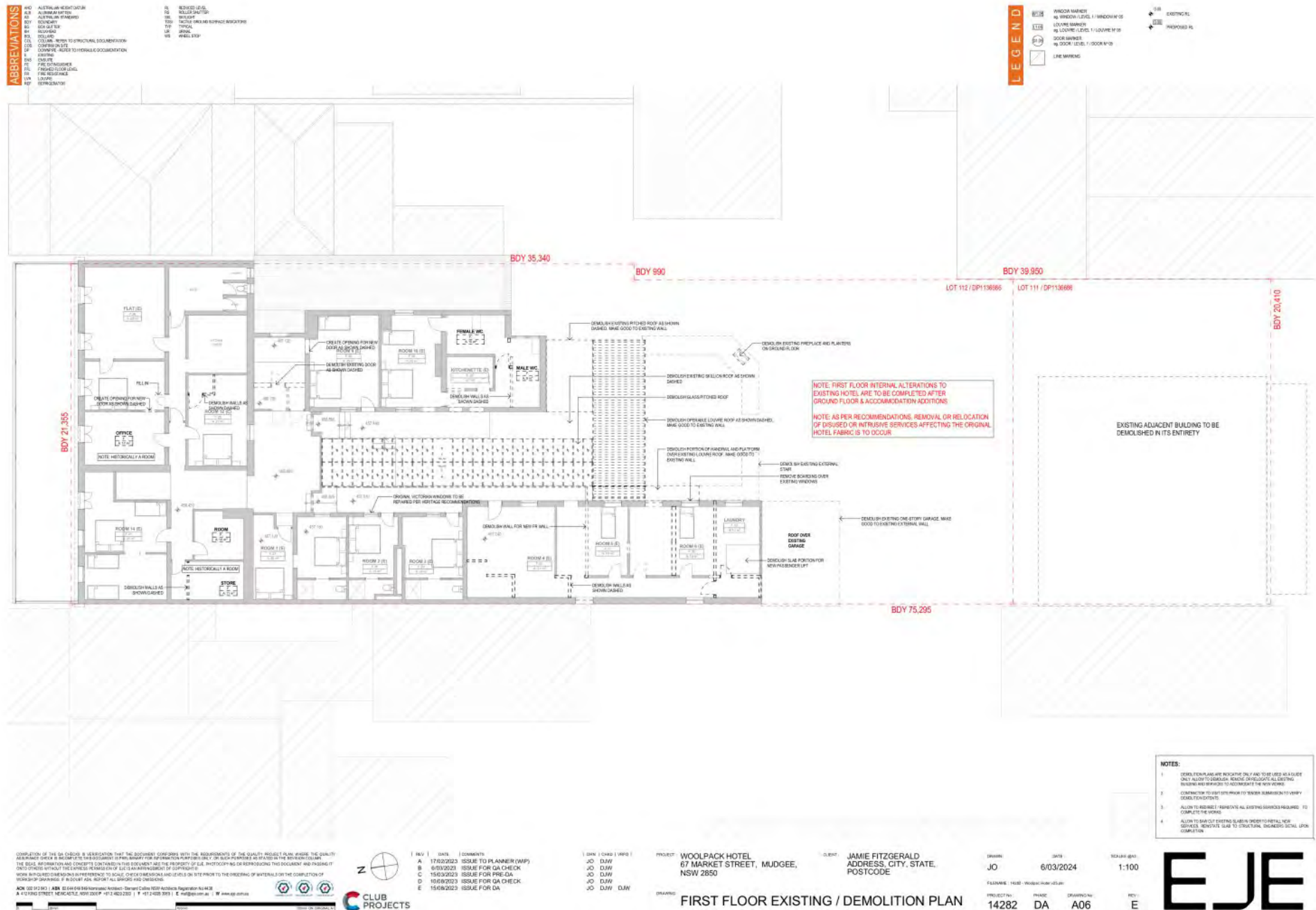
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NEW LANDSCAPED AREAS
NEW ASPHALT

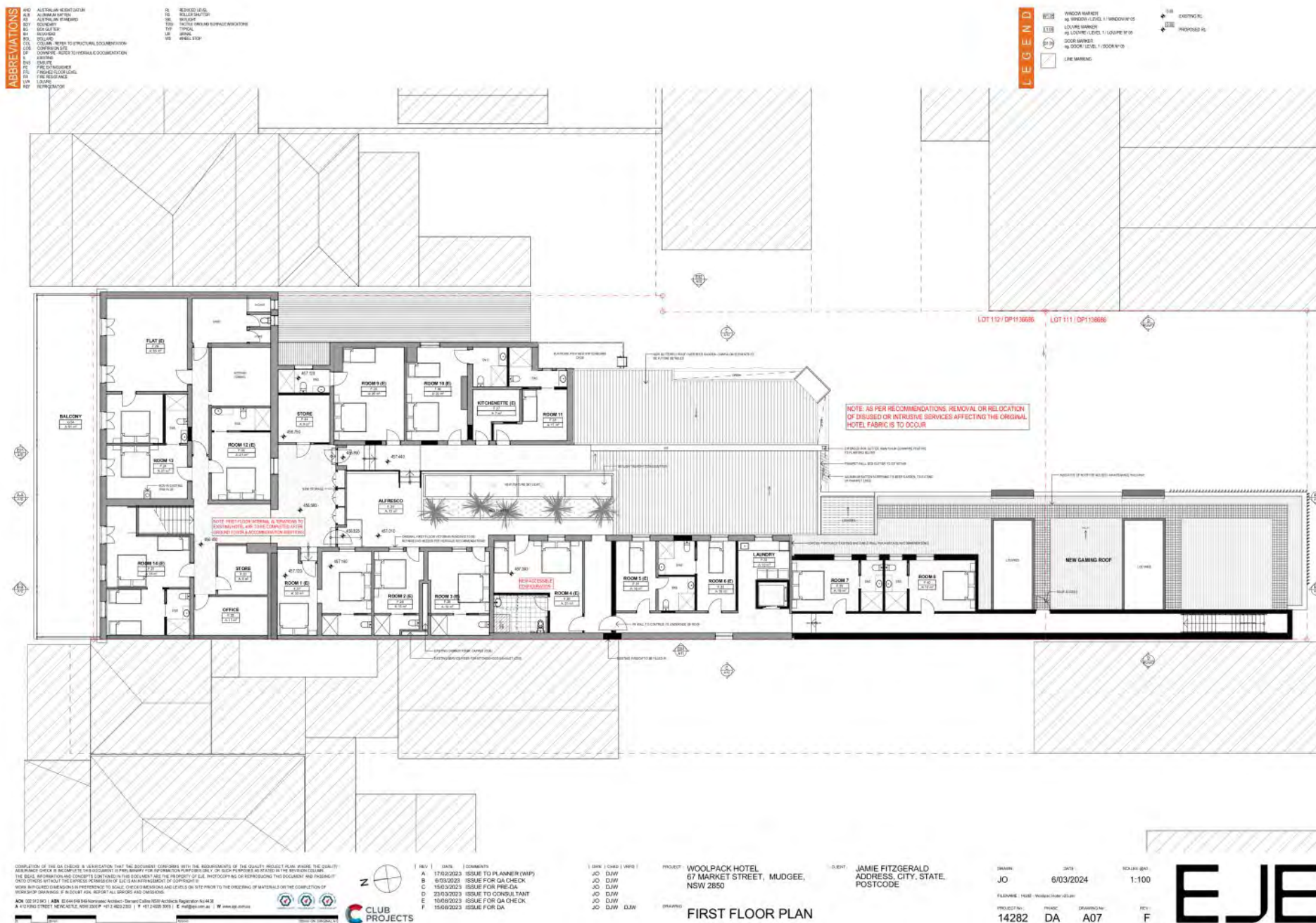


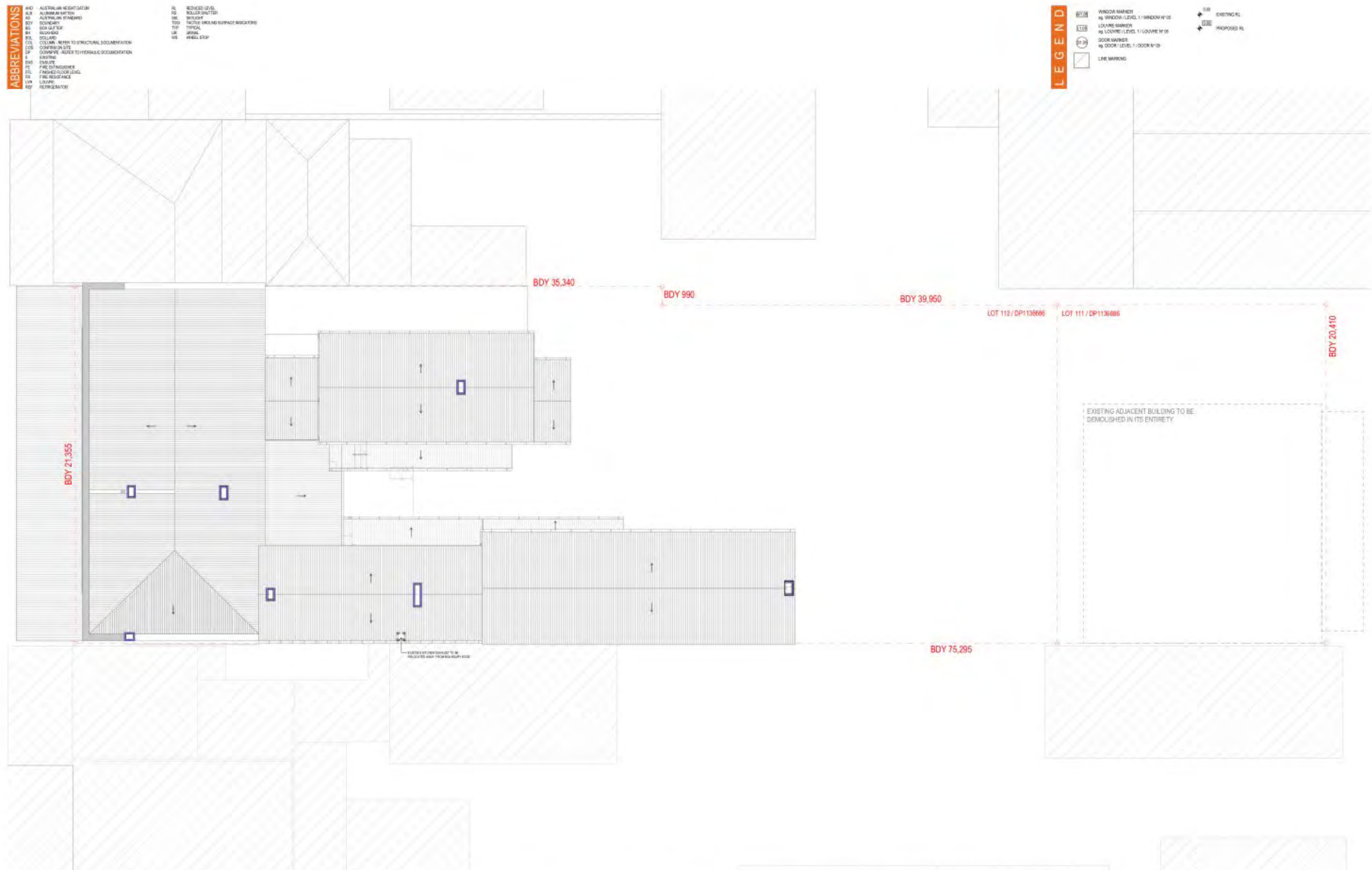
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AKN 020 012 801 | AKN 020 040 040 | Nominated Architect - Daniel Collins NSW Architects Registration No 4438



REV	DATE	COMMENTS
A	17/02/2023	ISSUE TO PLANNER (WIP)
B	6/03/2023	ISSUE FOR QA CHECK
C	15/03/2023	ISSUE FOR PRE-DA
D	10/08/2023	ISSUE FOR QA CHECK
E	15/08/2023	ISSUE FOR DA

DRM	CHRD	VRFD
JO	DJW	
JO	DJW	
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JO	DJW	
JO	DJW	DJW

PROJECT: WOOLPACK HOTEL
67 MARKET STREET, MUDGEE,
NSW 2850

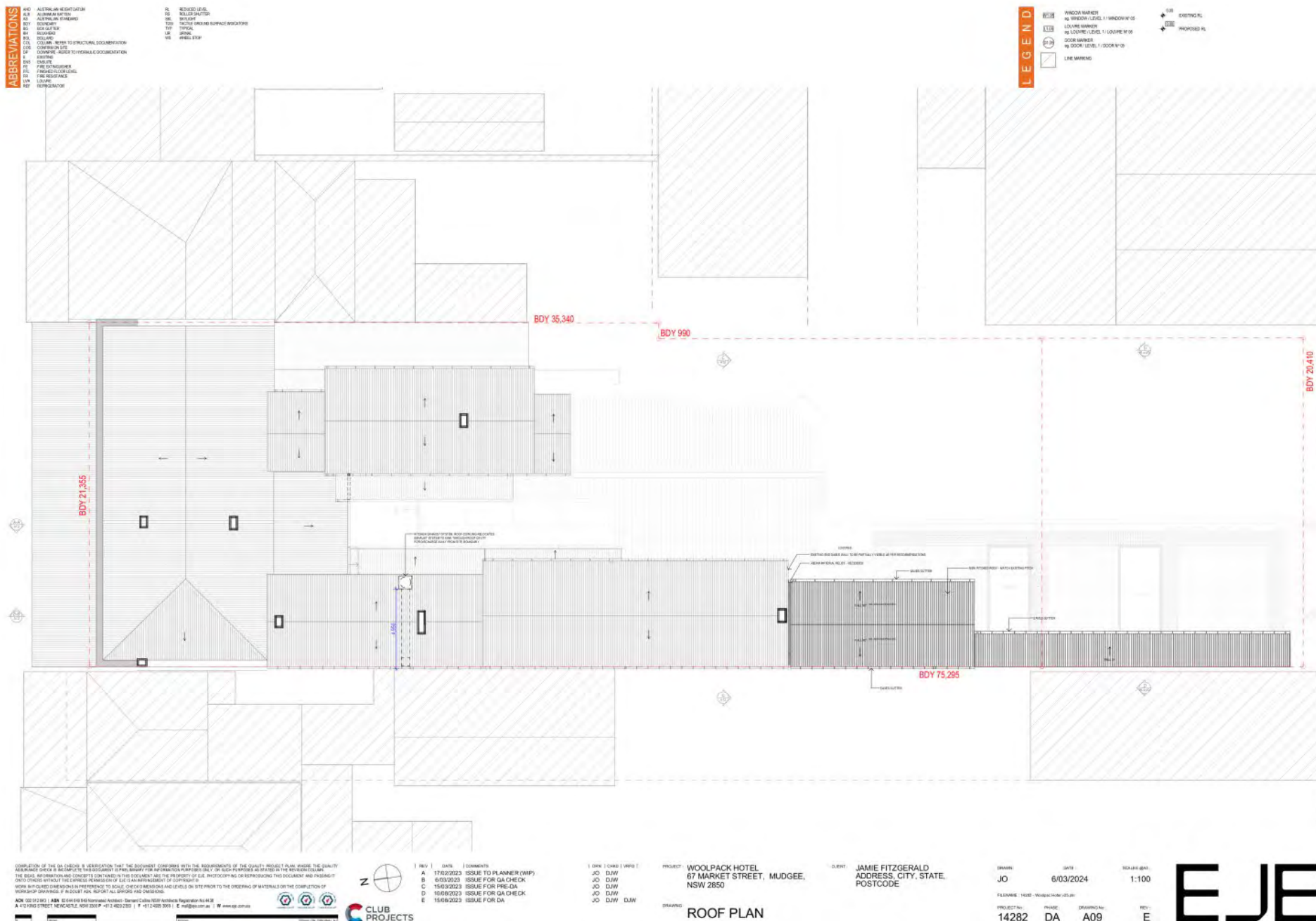
CLIENT: JAMIE FITZGERALD
ADDRESS, CITY, STATE,
POSTCODE

DRAWN	DATE	SCALE (AS)
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PROJECT No	PHASE	DRAWING No	REV
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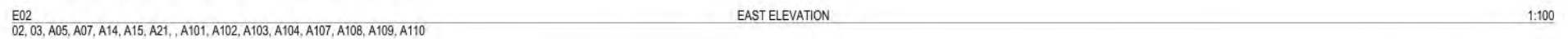
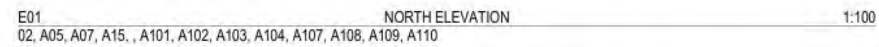
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LEGEND

 WINDOW HANDLE
eg. WINDOW LEVEL 1 / WINDOW W 05

 DOOR HANDLE
eg. DOOR LEVEL 1 / DOOR W 05



EJE

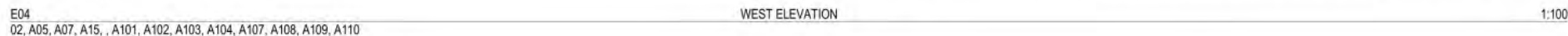
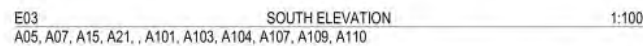
NORTH & EAST ELEVATIONS

RL	REDUCED LEVEL
RG	ROLLER SHUTTER
RI	ROTARY
TR	TRACER, ONE AND TWO PHASE AND OTHERS
TR	TYPICAL
UR	URINAL
VS	WALL STOP

LEGEND

 WINDOW
eg. WINDOW / LEVEL 1 / WINDOW W 02

 DOOR
eg. DOOR / LEVEL 1 / DOOR W 02



EJE

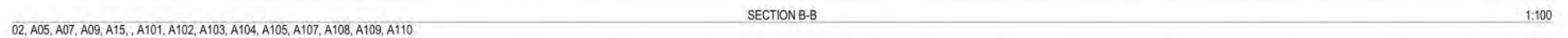
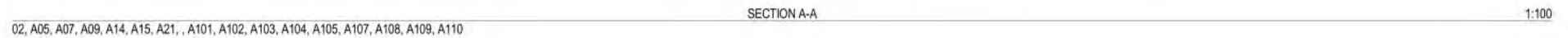
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RL 4-SHEDD LEVEL
TG ROLLER SHAFTER
SHL 800/800
TYP TYPICAL
UR 30000
VIB 0.001/0.002

LEGEND

 WINDOW MARKER
eg. WINDOW LEVEL 1 / WINDOW W 05

 DOOR MARKER
eg. DOOR LEVEL 1 / DOOR W 15



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A - EXISTING STRUCTURE: TEL: 011-4002-2030 - 011-4002-2031 - E: info@acn.com.br - W: www.acn.com.br

REV	DATE	COMMENTS
A	17/02/2023	ISSUE TO PLANNER (WFP)
B	6/03/2023	ISSUE FOR QA CHECK
C	15/03/2023	ISSUE FOR PRE-DA
D	10/06/2023	ISSUE FOR QA CHECK
E	15/06/2023	ISSUE FOR DA
F	6/03/2024	ISSUE TO COUNCIL (RPT)

JO	DJW	WFO
JO	DJW	
JO	DJW	
JO	DJW	
JO	DJW	
JO	DJW	DJW
JO	DJW	

PROJECT: WOOLPACK HOTEL
67 MARKET STREET, MUDGEE,
NSW 2850

SECTION A-A & B-B

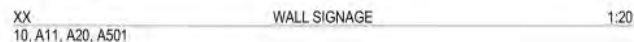
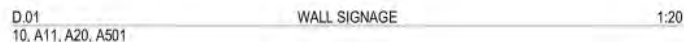
DATE	DATE	SCALE (A4)
JO	6/03/2024	1:100
FILENAME : H002 - Modulo H002.dwg		
PROJECT No.	PHASE	DRAWING No.
14282	DA	A12
		REV :
		F

EJE

LEGEND

RTS
D1.20

WINDOW MARKER
eg. WINDOW 1: LEFT // WINDOW 2: RIGHT
DOOR MARKER
eg. DOOR 1: LEFT // DOOR 2: RIGHT



ABBREVIATIONS

AND	AUTOMATIC WEATHER DATA
ALB	ALUMINUM ALLOY
AO	AUTOMATIC STIMULATOR
BDY	BOUNDARY
BL	BLENDED TEST
BM	BOMB
BSL	DISORDER
COL	COMBINATION REFER TO STRUCTURAL DOCUMENTATION
CON	CONSTRUCTION SITE
CP	CONVENTION AGREE TO FEDERAL DOCUMENTATION
E	EMERGENCY
DND	EMULATE
FE	FIRE DETECTOR
FM	FIRE PROOFING LOGS
FR	FIRE RESISTANCE
LUN	LEAD
REF	REFERENCE

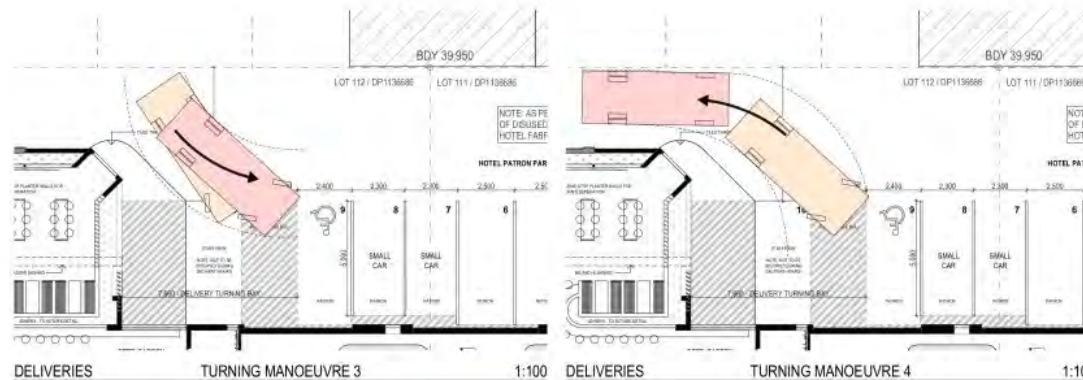
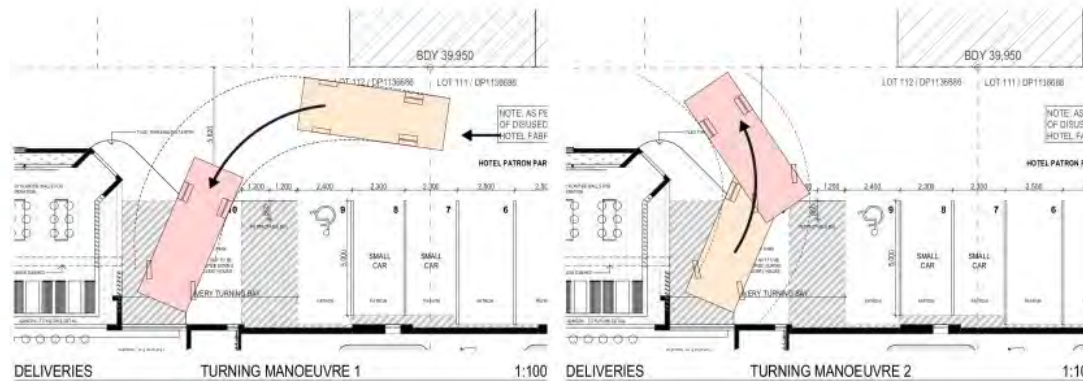
PL	REDUCED LEVEL
PS	ROLLER SHUTTER
HL	BRIGHT
TSR	SHARP, FAST AND SMOOTH MOVEMENT
TF	TYPICAL
LR	ORIGINAL
VS	WALL STOP

NOTE:

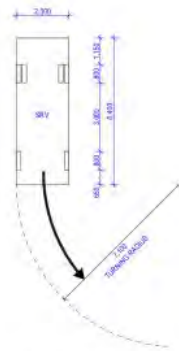
SMALL RIGID VEHICLES (SRV) ARE THE LARGEST VEHICLE TO ENTER THE SITE. DIMENSIONS TO AS2890.2.

ANY DELIVERY VEHICLES LARGER THAN SRV DIMENSIONS ARE TO UNLOAD FROM THE ADJACENT **PUBLIC LOADING BAY** OFF BYRON PLACE (SEE SITE PLAN). THIS OCCURS OFF-SITE.

WASTE COLLECTION OCCURS WITHIN THE ADJACENT LOADING ZONE OFF BYRON PLACE. HOTEL BINS ARE BROUGHT HERE AT TIME OF COLLECTION AND STORED BACK ON SITE DIRECTLY AFTER COLLECTION.

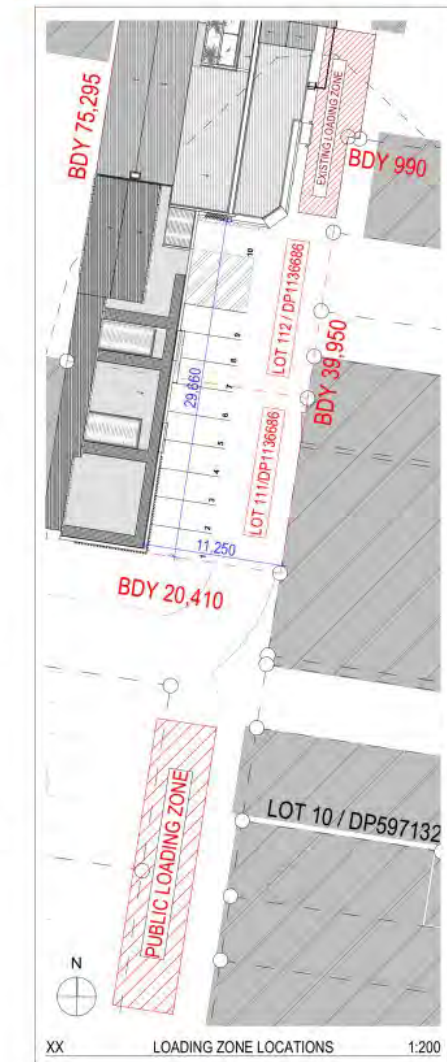


W9 SRV DIMENSIONS 1:100



STARTING POSITION

END POSITION



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A-137330 STREET MAPS AND PLANS - A-137330-001 - A-137330-002 - A-137330-003 - A-137330-004 - A-137330-005 - A-137330-006 - A-137330-007 - A-137330-008 - A-137330-009 - A-137330-010 - A-137330-011 - A-137330-012 - A-137330-013 - A-137330-014 - A-137330-015 - A-137330-016 - A-137330-017 - A-137330-018 - A-137330-019 - A-137330-020 - A-137330-021 - A-137330-022 - A-137330-023 - A-137330-024 - A-137330-025 - A-137330-026 - A-137330-027 - A-137330-028 - A-137330-029 - A-137330-030 - A-137330-031 - A-137330-032 - A-137330-033 - A-137330-034 - A-137330-035 - A-137330-036 - A-137330-037 - A-137330-038 - A-137330-039 - A-137330-040 - A-137330-041 - A-137330-042 - A-137330-043 - A-137330-044 - A-137330-045 - A-137330-046 - A-137330-047 - A-137330-048 - A-137330-049 - A-137330-050 - A-137330-051 - A-137330-052 - A-137330-053 - A-137330-054 - A-137330-055 - A-137330-056 - A-137330-057 - A-137330-058 - A-137330-059 - A-137330-060 - A-137330-061 - A-137330-062 - A-137330-063 - A-137330-064 - A-137330-065 - A-137330-066 - A-137330-067 - A-137330-068 - A-137330-069 - A-137330-070 - A-137330-071 - A-137330-072 - A-137330-073 - A-137330-074 - A-137330-075 - A-137330-076 - A-137330-077 - A-137330-078 - A-137330-079 - A-137330-080 - A-137330-081 - A-137330-082 - A-137330-083 - A-137330-084 - A-137330-085 - A-137330-086 - A-137330-087 - A-137330-088 - A-137330-089 - A-137330-090 - A-137330-091 - A-137330-092 - A-137330-093 - A-137330-094 - A-137330-095 - A-137330-096 - A-137330-097 - A-137330-098 - A-137330-099 - A-137330-100 - A-137330-101 - A-137330-102 - A-137330-103 - A-137330-104 - A-137330-105 - A-137330-106 - A-137330-107 - A-137330-108 - A-137330-109 - A-137330-110 - A-137330-111 - A-137330-112 - A-137330-113 - A-137330-114 - A-137330-115 - A-137330-116 - A-137330-117 - A-137330-118 - A-137330-119 - A-137330-120 - A-137330-121 - A-137330-122 - A-137330-123 - A-137330-124 - A-137330-125 - A-137330-126 - A-137330-127 - A-137330-128 - A-137330-129 - A-137330-130 - A-137330-131 - A-137330-132 - A-137330-133 - A-137330-134 - A-137330-135 - A-137330-136 - A-137330-137 - A-137330-138 - A-137330-139 - A-137330-140 - A-137330-141 - A-137330-142 - A-137330-143 - A-137330-144 - A-137330-145 - A-137330-146 - A-137330-147 - A-137330-148 - A-137330-149 - A-137330-150 - A-137330-151 - A-137330-152 - A-137330-153 - A-137330-154 - A-137330-155 - A-137330-156 - A-137330-157 - A-137330-158 - A-137330-159 - A-137330-160 - A-137330-161 - A-137330-162 - A-137330-163 - A-137330-164 - A-137330-165 - A-137330-166 - A-137330-167 - A-137330-168 - A-137330-169 - A-137330-170 - A-137330-171 - A-137330-172 - A-137330-173 - A-137330-174 - A-137330-175 - A-137330-176 - A-137330-177 - A-137330-178 - A-137330-179 - A-137330-180 - A-137330-181 - A-137330-182 - A-137330-183 - A-137330-184 - A-137330-185 - A-137330-186 - A-137330-187 - A-137330-188 - A-137330-189 - A-137330-190 - A-137330-191 - A-137330-192 - A-137330-193 - A-137330-194 - A-137330-195 - A-137330-196 - A-137330-197 - A-137330-198 - A-137330-199 - A-137330-200 - A-137330-201 - A-137330-202 - A-137330-203 - A-137330-204 - A-137330-205 - A-137330-206 - A-137330-207 - A-137330-208 - A-137330-209 - A-137330-210 - A-137330-211 - A-137330-212 - A-137330-213 - A-137330-214 - A-137330-215 - A-137330-216 - A-137330-217 - A-137330-218 - A-137330-219 - A-137330-220 - A-137330-221 - A-137330-222 - A-137330-223 - A-137330-224 - A-137330-225 - A-137330-226 - A-137330-227 - A-137330-228 - A-137330-229 - A-137330-230 - A-137330-231 - A-137330-232 - A-137330-233 - A-137330-234 - A-137330-235 - A-137330-236 - A-137330-237 - A-137330-238 - A-137330-239 - A-137330-240 - A-137330-241 - A-137330-242 - A-137330-243 - A-137330-244 - A-137330-245 - A-137330-246 - A-137330-247 - A-137330-248 - A-137330-249 - A-137330-250 - A-137330-251 - A-137330-252 - A-137330-253 - A-137330-254 - A-137330-255 - A-137330-256 - A-137330-257 - A-137330-258 - A-137330-259 - A-137330-260 - A-137330-261 - A-137330-262 - A-137330-263 - A-137330-264 - A-137330-265 - A-137330-266 - A-137330-267 - A-137330-268 - A-137330-269 - A-137330-270 - A-137330-271 - A-137330-272 - A-137330-273 - A-137330-274 - A-137330-275 - A-137330-276 - A-137330-277 - A-137330-278 - A-137330-279 - A-137330-280 - A-137330-281 - A-137330-282 - A-137330-283 - A-137330-284 - A-137330-285 - A-137330-286 - A-137330-287 - A-137330-288 - A-13



REV	DATE	COMMENTS
A	23/03/2023	ISSUE TO CONSULTANT
B	10/08/2023	ISSUE FOR QA CHECK
C	15/08/2023	ISSUE FOR DA
D	13/12/2023	ISSUE TO COUNCIL (RFI)

DATE	CHRG	VRPO
JO	DJW	
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JO	DJW	

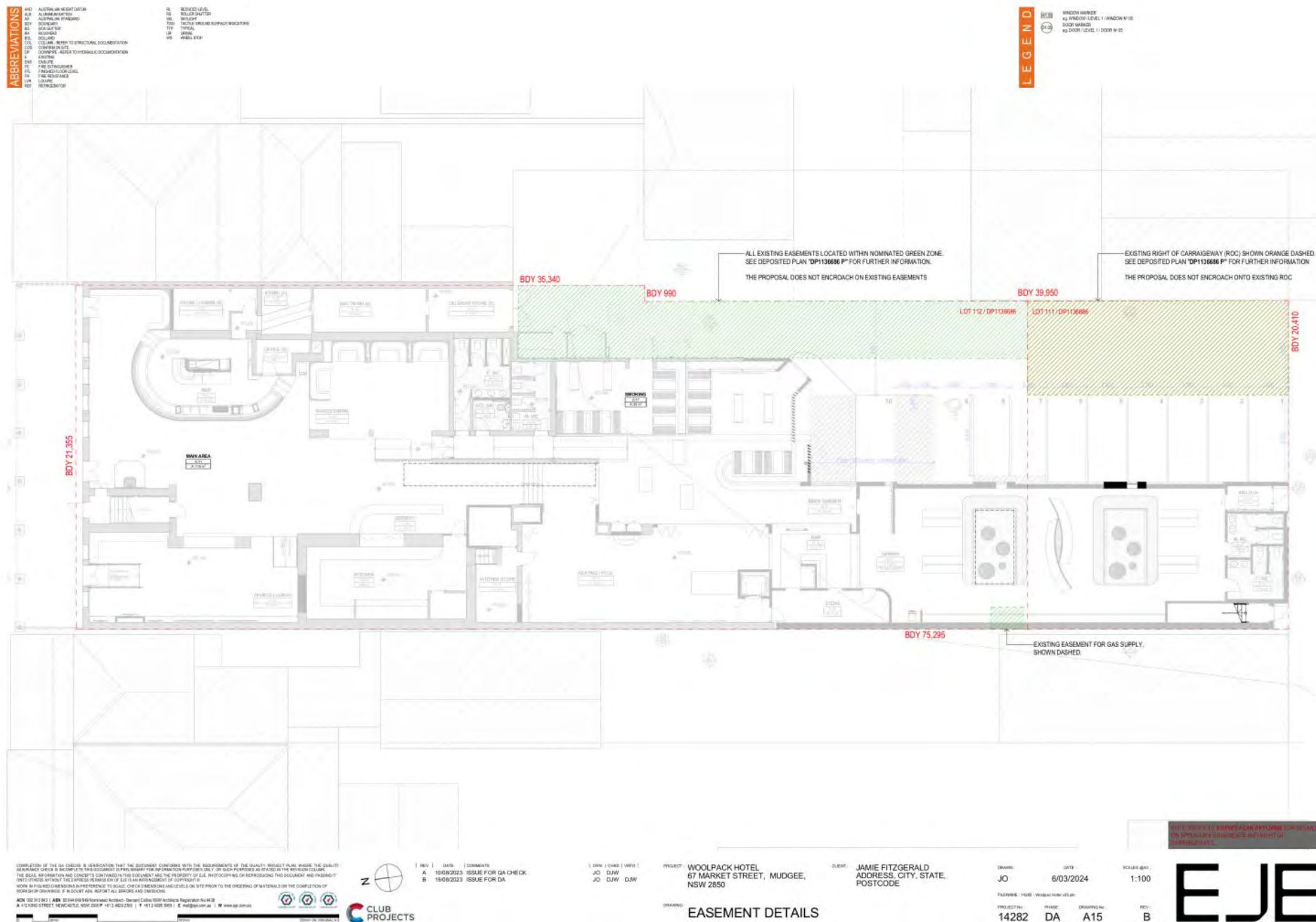
PROJECT WOOLPACK HOTEL
67 MARKET STREET, MUDGEE,
NSW 2850

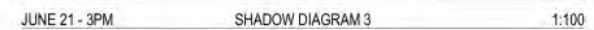
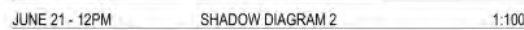
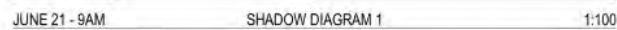
DRAWING PARKING DETAILS

CLIENT: JAMIE FITZGERALD
ADDRESS, CITY, STATE,
POSTCODE

DRAWN	DATE	REVISION
JO	6/03/2024	1:100, 1:200
FILENAME: 14282 - Woodside Home v2.dwg		
PROJECT NO.	DRAWN	DRAWING NO.
14282	DA	A14
		REV
		D

EJE





ACM 102 162 M2 | AEN 02 644 648 844 Sustainable Architect - Earned Online RIBA Architect Registration 53 4438



ID#	DATE	COMMENTS
A	17/03/2023	ISSUE TO PLANNER (WP)
B	8/03/2023	ISSUE FOR QA CHECK
C	15/03/2023	ISSUE FOR PRE-DA
D	10/08/2023	ISSUE FOR QA CHECK
E	15/08/2023	ISSUE FOR DA

Y	1990	1992	1995
JO	DJW		
JO	DJW		
JO	DJW		
JO	DJW		
JO	DJW	DJW	

PROJECT WOOLPACK HOTEL
87 MARKET STREET, MUDGEE,
NSW 2850

AGENT: JAMIE FITZGERALD
ADDRESS, CITY, STATE,
POSTCODE

NAME	DATE	TIME
JO	6/03/2024	1:100

PROJECT NO:	PRINC:	Drawings No:
14282	DA	A16

EJE

SHADOW DIAGRAMS

LEGEND

 WINDOW
eg. WINDOW / LEVEL 1 / WINDOW W 05

 DOOR
eg. DOOR / LEVEL 1 / DOOR W 10



MUDGEES OFFERS AN ESCAPE FROM THE HIGHLY POPULATED AREAS OF SYDNEY AND NEWCASTLE, AND THE NEWLY PROPOSED WOOLPACK HOTEL WILL BE PART OF THAT ESCAPE

EJE

3D PERSPECTIVES 01

ALD	AUTISM AND LEARNING DISORDERS	RG	REDUCED LEVEL
AN	ANALYTICAL METHOD	RL	REDUCED LEVEL
AS	ANALYTICAL STANDARDS	RM	REDUCED LEVEL
BS	BIOASSAY	TSN	TESTING UNDER UNUSUAL CIRCUMSTANCES
GL	GLASS	TOP	TOPICAL
GR	GRANULAR	UP	UPPER
IR	IRRADIATION	VS	VERSUS, EXCEPT
COL	COLOR, REFER TO STRUCTURAL DOCUMENTATION		
CON	CONSTRUCTION		
CP	COMPUTER, REFER TO TERMINAL DOCUMENTATION		
EN	ENGINE		
ENV	ENVIRONMENT		
FE	FEED TECHNOLOGIES		
FL	FLUORESCENCE ANALYSIS		
FR	FRIGID RESISTANCE		
LS	LOSS		
REP	REPRODUCTION		

LEGEND

 WINDOW MARKER
eg WINDOW / LEVEL 1 / WINDOW N° 05

 DOOR MARKER
eg DOOR / LEVEL 1 / DOOR N° 10



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(4/08) | ACKN 059 (4/08) | ACKN 060 (4/08) | ACKN 061 (4/08) | ACKN 062 (4/08) | ACKN 063 (4/08) | ACKN 064 (4/08) | ACKN 065 (4/08) | ACKN 066 (4/08) | ACKN 067 (4/08) | ACKN 068 (4/08) | ACKN 069 (4/08) | ACKN 070 (4/08) | ACKN 071 (4/08) | ACKN 072 (4/08) | ACKN 073 (4/08) | ACKN 074 (4/08) | ACKN 075 (4/08) | ACKN 076 (4/08) | ACKN 077 (4/08) | ACKN 078 (4/08) | ACKN 079 (4/08) | ACKN 080 (4/08) | ACKN 081 (4/08) | ACKN 082 (4/08) | ACKN 083 (4/08) | ACKN 084 (4/08) | ACKN 085 (4/08) | ACKN 086 (4/08) | ACKN 087 (4/08) | ACKN 088 (4/08) | ACKN 089 (4/08) | ACKN 090 (4/08) | ACKN 091 (4/08) | ACKN 092 (4/08) | ACKN 093 (4/08) | ACKN 094 (4/08) | ACKN 095 (4/08) | ACKN 096 (4/08) | ACKN 097 (4/08) | ACKN 098 (4/08) | ACKN 099 (4/08) | ACKN 100 (4/08) | ACKN 101 (4/08) | ACKN 102 (4/08) | ACKN 103 (4/08) | ACKN 104 (4/08) | ACKN 105 (4/08) | ACKN 106 (4/08) | ACKN 107 (4/08) | ACKN 108 (4/08) | ACKN 109 (4/08) | ACKN 110 (4/08) | ACKN 111 (4/08) | ACKN 112 (4/08) | ACKN 113 (4/08) | 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REV	DATE	COMMENTS
A	17/02/2023	ISSUE TO PLANNER (WIP)
B	6/03/2023	ISSUE FOR QA CHECK
C	15/03/2023	ISSUE FOR PRE-DA
D	10/06/2023	ISSUE FOR QA CHECK
E	15/06/2023	ISSUE FOR DA

DRM	CHRD	WRFO
JO	DJW	
JO	DJW	
JO	DJW	
JO	DJW	
JO	DJW	DJW

PROJECT: WOOLPACK HOTEL
67 MARKET STREET, MUDGEE,
NSW 2850

3D PERSPECTIVES 02

CLIENT: JAMIE FITZGERALD
ADDRESS, CITY, STATE,
POSTCODE

DRAWN: **JO**
 DATE: **6/03/2024**

FILENAME : 14282 - Woolpac Hotel v25.pdf

PROJECT No	PHASE	DRAWING No
14282	DA	A18

SCALE 10 (GAS)

REV: E

EJE

LEGEND

 WINDOW NUMBER
eg WINDOW LEVEL 1 / WINDOW N° 05

 DOOR NUMBER
eg DOOR LEVEL 1 / DOOR N° 05



LIGHTWEIGHT STEEL GATE TO GARDEN
ENTRY - TO FUTURE DETAIL



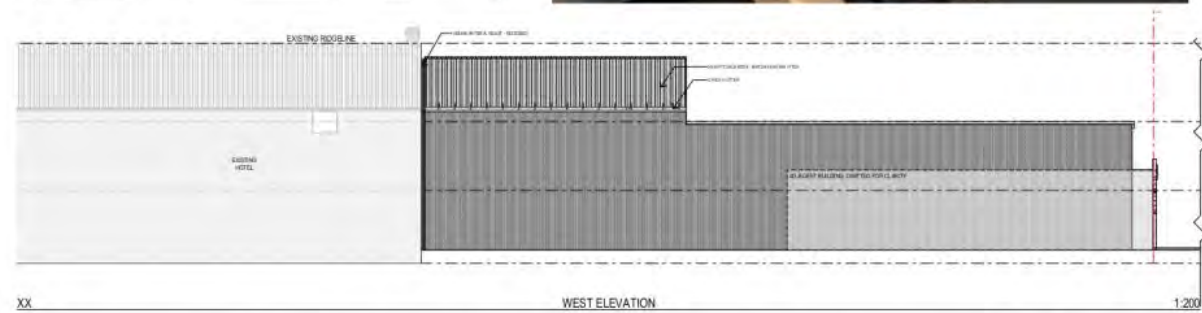
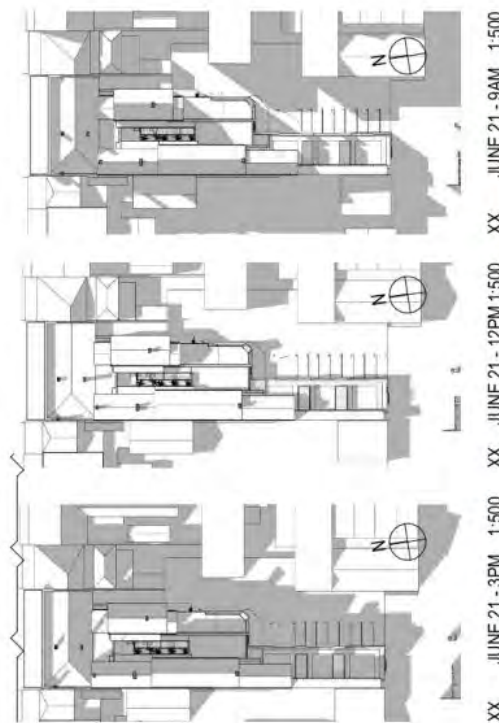
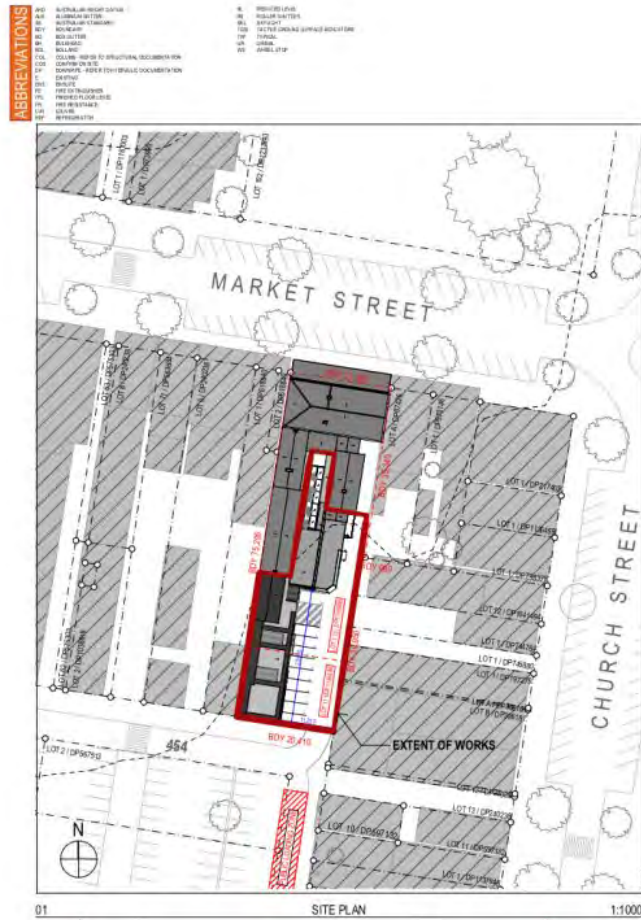
FROSTED GLASS DOOR - PATTERN TO
FUTURE DETAIL



RAIN CHAIN - TO FUTURE DETAIL



EJE



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ACN 302124283 | ABN 96 302 124 283 | Registered Address: 1000 North Street, Suite 1000, Melbourne, VIC 3000 | Phone: +61 3 9246 9000 | Email: info@acn.com.au | Website: www.acn.com.au

REV	DATE	COMMENTS	BY	CHKD	APPD
A	6/03/2023	ISSUE FOR QA CHECK	JO	D/R	
B	15/03/2023	ISSUE FOR PRE-QA	JO	D/R	
C	10/08/2023	ISSUE FOR QA CHECK	JO	D/R	
D	15/08/2023	ISSUE FOR QA	JO	D/R	D/W

PROJECT: WOOLPACK HOTEL
67 MARKET STREET, MUDGEE,
NSW 2850

GRANTED: NOTIFICATION PLAN

5.887 JAMIE FITZGERALD
ADDRESS, CITY, STATE,
POSTCODE

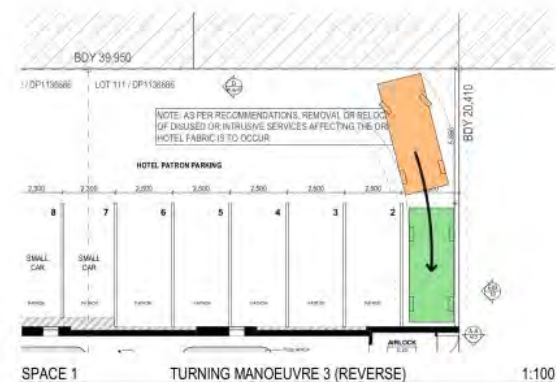
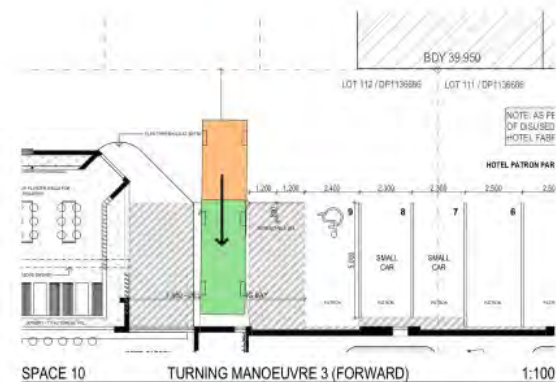
DRAWING: DK12 SHEET: 002
 JO: 6/03/2020 10:00, 1:200, 1:500
 FILENAME: 14282 - Waterfall column
 PROJECT NO: 14282 IMAGE: DA DRAWING No: A20 REV: D

EJE

PL	REDUCED LEVEL
PG	ROLLER SHUTTER
NB	NOISE
FSO	TACTILE (FINGER) SURFACE INDICATION
TYF	TYPICAL
LR	LEVEL
VE	WALL STOP

LEGEND

	WINDOW MARKER
	eg. WINDOW LEVEL 1 / WINDOW W 2
	DOOR MARKER
	eg. DOOR LEVEL 1 / DOOR W 20



STARTING POSITION

END POSITION

REV

PARKING DETAILS 2

EJE

COMMUNITY GRANTS



Application Form

APPLICANTS DETAILS

Name of Organisation	Mudgee Show Society
Contact Person	AllisonBeer
Address	[REDACTED]
Phone	[REDACTED]
Email	[REDACTED]
ABN	43081690052
Bank Account Name	[REDACTED]
BSB	[REDACTED]
Account Number	[REDACTED]

PROJECT / ACTIVITY DETAILS

Name of Project / Activity	Mudgee Show And Rodeo	
Amount of funding requested	\$ 5,000.00	
Start and Finish date	START (click to tick)	FINISH (click to tick)
	1st March 2024	3rd March 2024
Briefly, describe Project / Activity	<p>The Mudgee Show Strives to bring community together and showcase our region. Enables to showcase local livestock, arts and crafts, foods and talent. Provides comeptitons which enables further levels of competition to places like sydney royal easter show. We need our smaller shows to have competitors elegible to compete at the big show being the Sydney Royal.</p>	

COMMUNITY GRANTS

ADDRESS CRITERIA

How will your project benefit the Mid-Western Region Community?

(Note: limited number of characters)

Mudgee Show Strives to bring community together and showcase our region. Enables to showcase local livestock, arts and crafts, foods and talent. Provides competitions which enables further competition to places like Sydney Royal Easter Show. We need our smaller ag shows to have competitions eligible to compete at the Royal. Provides knowledge for areas of interest - livestock, plants, machinery, arts crafts etc. With approx 5000 spectators and competitors arriving at the gates, Mudgee Benefits from Tourists spending in our region. A great Family event and competition time and showcasing our beautiful region.

What is the expected amount of resident participation?

(Please provide no. of estimated participants)

(Note: limited number of characters)

We believe majority of spectators are from our LGA. There is approx 5000 people through the gates for the 2 major day event. Our LGA have three consecutive weekends in a row of local Shows and I know I attend all three most years to support our community.

What level of consultation and collaboration with other local groups has your organisation undertaken?

(ie what other local community groups are or will be involved in this project?)

(Note: limited number of characters)

Contact through Social Media, phone calls, and emails has brought our community together and our local business are keen to support our local event. The Lions Club, Dance Schools, Cudgegong Cruisers, Local Horse Groups, Riding for the Disabled, poultry club, Local emergency services, local stalls all come together to be part of the Mudgee Show in some way. The Mudgee Show is a major fundraiser for the Lions Club Annually.

Outline your organisation's capacity to deliver the Project / Activity OR describe previous experiences.

(Note: limited number of characters)

The Mudgee Show is growing each year and bigger and better attractions are being provided. We are a small committee annually but there always is support from locals that come together and look forward to assisting with bringing together a successful event annually. Financial assistance and in kind assistance are a huge part of bringing the Mudgee Show together each year. Local Support is absolutely sort after each year.

COMMUNITY GRANTS

Project Income	Community Grant (amount sought from Council)	\$ 5,000.00
	Expected Sales Revenue i.e. Entry Fee, Membership Sales	\$ 46,000.00
	Other Income	\$ 20,000.00
TOTAL INCOME		\$ 71,000.00

List proposed cash expenditure (provide copies of quotes for equipment)

Project Expenditure	prize money	\$ 10,000.00
	entertainment	\$ 21,000.00
	Rodeo	\$ 25,000.00
	Insurances	\$ 7,000.00
	Community Group Support	\$ 8,000.00
TOTAL EXPENDITURE		\$ 71,000.00
TOTAL SURPLUS / DEFICIT		\$ 0.00

If positive or surplus budget, please provide further details/explanation what this surplus will be used for.

Pending the Generosity of our sponsors. Any Surplus is put back into the next event or running of extra events in the year. Any surplus is put back into the event to improve or add extra sections.

(Note: Unspent grants >\$200 will be required to be returned to MWRC)

FINANCIAL DETAILS

Is your group/organisation Incorporated?

YES (click to tick)



NO (click to tick)



Have you registered for Goods & Services Tax (GST) purposes?



Do you have an Australian Business Number (ABN)? Note: If you do not have an ABN please attach a 'Statement by Supplier' form



COMMUNITY GRANTS

Has your organisation/group previously received a Community Grant from Council?

YES (click to tick)



NO (click to tick)



If yes, please advise date and amount

DATE / YEAR

AMOUNT

\$

Did your group return the acquittal form?

YES (click to tick)



NO (click to tick)



Closing bank balance from the most recent bank statement or treasurer's report

Comment on cash set aside for specific projects (optional)

APPLICATION CHECKLIST

If the following are not attached with the application, this may result in the application not being considered.

A copy of the group's/organisation's most recent bank statement or treasurer's report

YES



SUPPLIED? (click to tick)

NO



A copy of the group's/organisation's public liability insurance



Where the group intends to purchase equipment, a copy of the quote/s obtained



Where the groups/organisations does not have an ABN, 'Statement by Supplier' is required



If your group is not incorporated, please supply a letter from your auspicing body



AUTHORISATION OF APPLICANT

Name

Position

Date



I confirm that the information contained in the application form and within the attachments are true and correct.



I confirm that this application has been submitted with the full knowledge and support of the applicant.



I acknowledge the Community Grants Program acquittal requirements and understand that surplus funds may be required to be returned to Council.



I am aware that this application will be reproduced in the Council Business Paper, and authorise public release of information provided.



SUBMIT YOUR APPLICATION

EMAIL: After you complete this digital form, please save it to your computer and email to council@midwestern.nsw.gov.au

DELIVER TO: Customer Service Locations

86 Market Street
MUDGEE

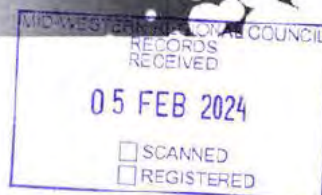
109 Herbert Street
GULGONG

77 Louee Street
RYLSTONE

MAIL TO: Mid-Western Regional Council
Attn: Finance Department
PO Box 156
MUDGEE NSW 2850

[SUBMIT ONLINE](#)[COMMUNITY GRANTS POLICY](#)[PRINT MY APPLICATION](#)

COMMUNITY GRANTS



Application Form

APPLICANTS DETAILS

Name of Organisation	fitnesswhipped personal training
Contact Person	lauren reed
Address	[REDACTED]
Phone	[REDACTED]
Email	[REDACTED]
ABN	87321141434
Bank Account Name	[REDACTED]
BSB	[REDACTED]
Account Number	[REDACTED]

PROJECT / ACTIVITY DETAILS

Name of Project / Activity	Hyrox World Championships	
Amount of funding requested	\$2,000	
Start and Finish date	START (click to tick)	FINISH (click to tick)
	07/06/24	10/06/24
Briefly, describe Project / Activity	I am representing Australia as one of two females in my age group at the hyrox world championships in Nice, France. What is Hyrox? It is a functional fitness race. - 1km ski erg	



COMMUNITY GRANTS

ADDRESS CRITERIA

How will your project benefit the Mid-Western Region Community?

(Note: limited number of characters)

I am Representing Australia as a young female in a niche sport. I completed my education in the LGA and work for a small business at Funk Fitness, Mudgee. The sport has increased majority in Australia in the last year leading the gym industry. It will be massive for Mudgee to have a local girl competing to represent Australia over in Europe. Increasing the Attraction to Mudgee's booming sports sector.

What is the expected amount of resident participation?

(Please provide no. of estimated participants)

(Note: limited number of characters)

I am the only one to represent Australia in Mudgee in this niche sport.

People in the community will watch the Race. Some are coming to France to watch.

- Sport Massage Therapist Elisha Rzesky
- Mindset Coach ED TURNER

What level of consultation and collaboration with other local groups has your organisation undertaken?

(ie what other local community groups are or will be involved in this project?)

(Note: limited number of characters)

I work along side many business owners at Funk Fitness. I am apart of the local triathlon club. I did rep sport at Mudgee High school. Worked with Soul mamas catering a local business. I bake healthy gluten free dairy free high protein snacks raising over \$2,000 for the Startlight foundation. I came first in the Australian triathlon championships in my age group in 2022. I am an athlete for East Coast Supplements Mudgee representing them.

I Model for girl with a pearl a local Small Jewellery Brand in mudgee.

Outline your organisation's capacity to deliver the Project / Activity OR describe previous experiences.

(Note: limited number of characters)

I am training 2 hours a day 7 days a week to deliver the activity at a high standard aiming to podium over in Europe at the world championships.

Bringing eyes to our small town - Increasing Tourism.

COMMUNITY GRANTS

Project Income	Community Grant (amount sought from Council)	<input type="text"/>
	Expected Sales Revenue i.e. Entry Fee, Membership Sales	<input type="text"/>
	Other Income	<input type="text"/>
TOTAL INCOME		\$ 0.00

List proposed cash expenditure (provide copies of quotes for equipment)

Project Expenditure	flights and travel- \$3,600	<input type="text"/>
	accommodation- \$ 4,000	<input type="text"/>
	coaching- \$2,500	<input type="text"/>
	time of work-\$3,000	<input type="text"/>
	food expenses- \$2,000	<input type="text"/>
	materials- \$1,000	<input type="text"/>
TOTAL EXPENDITURE		\$ 0.00
TOTAL SURPLUS / DEFICIT		\$ 0.00

If positive or surplus budget, please provide further details/explanation what this surplus will be used for.

(Note: Unspent grants >\$200 will be required to be returned to MWRC)

FINANCIAL DETAILS

	YES (click to tick)	NO (click to tick)
Is your group/organisation Incorporated?	<input type="radio"/>	<input checked="" type="radio"/>
Have you registered for Goods & Services Tax (GST) purposes?	<input type="radio"/>	<input checked="" type="radio"/>
Do you have an Australian Business Number (ABN)? Note: If you do not have an ABN please attach a 'Statement by Supplier' form	<input checked="" type="radio"/>	<input type="radio"/>

COMMUNITY GRANTS

Has your organisation/group previously received a Community Grant from Council?

YES (click to tick)

NO (click to tick)

☐
☒

If yes, please advise date and amount

DATE / YEAR

AMOUNT

Did your group return the acquittal form?

YES (click to tick)

NO (click to tick)

☐
☒

Closing bank balance from the most recent bank statement or treasurer's report

Comment on cash set aside for specific projects (optional)

APPLICATION CHECKLIST

If the following are not attached with the application, this may result in the application not being considered.

A copy of the group's/organisation's most recent bank statement or treasurer's report

SUPPLIED? (click to tick)

YES

NO

☒
☐

A copy of the group's/organisation's public liability insurance

☒
☐

Where the group intends to purchase equipment, a copy of the quote/s obtained

☒
☐

Where the groups/organisations does not have an ABN, 'Statement by Supplier' is required

☒
☐

If your group is not incorporated, please supply a letter from your auspicing body

☒
☐

AUTHORISATION OF APPLICANT

Name

Position

Date

- ☒ I confirm that the information contained in the application form and within the attachments are true and correct.
- ☒ I confirm that this application has been submitted with the full knowledge and support of the applicant.
- ☒ I acknowledge the Community Grants Program acquittal requirements and understand that surplus funds may be required to be returned to Council.
- ☒ I am aware that this application will be reproduced in the Council Business Paper, and authorise public release of information provided.

COMMUNITY GRANTS

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MAIL TO: Mid-Western Regional Council
Attn: Finance Department
PO Box 156
MUDGEE NSW 2850

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[PRINT MY APPLICATION](#)





Application Form

APPLICANTS DETAILS

Name of Organisation	Rylstone Rodeo
Contact Person	Margaret Colley
Address	[REDACTED]
Phone	[REDACTED]
Email	[REDACTED]
ABN	56347937995
Bank Account Name	[REDACTED]
BSB	[REDACTED]
Account Number	[REDACTED]

PROJECT / ACTIVITY DETAILS

Name of Project / Activity	Bullarama	
Amount of funding requested	\$ 2,226.00	
Start and Finish date	START (click to tick)	FINISH (click to tick)
	13/4/24	13/4/24
Briefly, describe Project / Activity	To purchase and supply 12 long distance walkie Talkies to ensure the safety of participants and ensure crowd control	

COMMUNITY GRANTS

ADDRESS CRITERIA

How will your project benefit the Mid-Western Region Community?

(Note: limited number of characters)

To improve the safety of participants and spectators during the bull ride and entertainment at the event
to ensure crowd control throughout the whole show ground during the event
to ensure if there is an issue help can be easily accessed

What is the expected amount of resident participation?

(Please provide no. of estimated participants)

(Note: limited number of characters)

3000 crowd and 200 bull riders, contractors, stall holders, entertainment

What level of consultation and collaboration with other local groups has your organisation undertaken?

(ie what other local community groups are or will be involved in this project?)

(Note: limited number of characters)

We are a sub committee of the Rylstone show society, Kandos charity shop is involved organising the recycling of cans and bottles as the local high school helps out managing the kids entertainment, Local primary school manages the gates, the RFS is in control of parking, other local organisations also help out on the day

Outline your organisation's capacity to deliver the Project / Activity OR describe previous experiences.

(Note: limited number of characters)

Last year we raised and donated \$29500.00 to our local charity groups, combined with local consultation and planning our last 2 years hosting this event went without a problem
Donated Last Year \$10000 Rylstone hospital auxiliary, \$10000. Nanas Eats Program, \$2500 to Rylstone P&C, \$2500 to pre school, \$2500 Rylstone Scouts, \$1000 to Clandulla Bush Fire Brigade, \$1000 To Kandos street Machine

COMMUNITY GRANTS

Project Income	Community Grant (amount sought from Council)	\$ 2,226.00
	Expected Sales Revenue i.e. Entry Fee, Membership Sales	\$ 35,000.00
	Other Income	\$ 20,000.00
TOTAL INCOME		\$ 57,226.00

List proposed cash expenditure (provide copies of quotes for equipment)

Project Expenditure	ground hire	\$ 2,450.00
	prize money	\$ 14,000.00
	judges, medic, bull fighters, announcer	\$ 4,500.00
	music & entertainment	\$ 8,700.00
	BBA Fees	\$ 2,200.00
	equipment hire	\$ 2,200.00
TOTAL EXPENDITURE		\$ 34,050.00
TOTAL SURPLUS / DEFICIT		\$ 23,176.00

If positive or surplus budget, please provide further details/explanation what this surplus will be used for.

the profits will go to local charities including Rylstone/Kandos primary and high schools ,Kandos pre school and any extra will be used to improve event next year 2025

(Note: Unspent grants >\$200 will be required to be returned to MWRC)

FINANCIAL DETAILS

Is your group/organisation Incorporated?

YES (click to tick)



NO (click to tick)



Have you registered for Goods & Services Tax (GST) purposes?



Do you have an Australian Business Number (ABN)? Note: If you do not have an ABN please attach a 'Statement by Supplier' form



COMMUNITY GRANTS

Has your organisation/group previously received a Community Grant from Council?

YES (click to tick)



NO (click to tick)



If yes, please advise date and amount

DATE / YEAR

AMOUNT

\$

Did your group return the acquittal form?

YES (click to tick)



NO (click to tick)



Closing bank balance from the most recent bank statement or treasurer's report

\$ 52,000.00

Comment on cash set aside for specific projects (optional)

cash set aside to pay for the up coming event

APPLICATION CHECKLIST

If the following are not attached with the application, this may result in the application not being considered.

A copy of the group's/organisation's most recent bank statement or treasurer's report

YES



SUPPLIED? (click to tick)

NO



A copy of the group's/organisation's public liability insurance



Where the group intends to purchase equipment, a copy of the quote/s obtained



Where the groups/organisations does not have an ABN, 'Statement by Supplier' is required



If your group is not incorporated, please supply a letter from your auspicing body



AUTHORISATION OF APPLICANT

Name

Position

Date



I confirm that the information contained in the application form and within the attachments are true and correct.



I confirm that this application has been submitted with the full knowledge and support of the applicant.



I acknowledge the Community Grants Program acquittal requirements and understand that surplus funds may be required to be returned to Council.



I am aware that this application will be reproduced in the Council Business Paper, and authorise public release of information provided.



SUBMIT YOUR APPLICATION

EMAIL: After you complete this digital form, please save it to your computer and email to council@midwestern.nsw.gov.au

DELIVER TO: Customer Service Locations

86 Market Street
MUDGEE

109 Herbert Street
GULGONG

77 Louee Street
RYLSTONE

MAIL TO: Mid-Western Regional Council
Attn: Finance Department
PO Box 156
MUDGEE NSW 2850

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MID-WESTERN REGIONAL COUNCIL

PO Box 156, MUDGEES NSW 2850

86 Market Street, Mudgee | 109 Herbert Street, Gulgong | 77 Louisa Street, Rylstone

T 1300 765 002 or 02 6378 2850 | F 02 6378 2815

E council@midwestern.nsw.gov.au

Mid-Western Sports Advisory Group Application for Funding

This Program provides funding to individual from affiliated Sports Advisory Group members who satisfy the below criteria. A maximum of \$500 per individual may be approved. Applications for funding from sporting teams will be considered under the special assistance clause.

- Be registered with a sporting club or association that is affiliated with a Mid-Western Sports Advisory Group and pays an annual membership fee for all members.
- Qualify for a National or State competition either as an individual or as part of a team (representing Australia, NSW or NSW Country).
- Have the application signed by a representative of the local sporting club or association.
- Must not have received funding under this program in the preceding 12 months for the sport that the application refers to
- Under special circumstances funding may be provided for circumstances not meeting the above criteria. Requests made under this special provision should be accompanied by detailed reasons

Name of Athlete:	TULLY ROBERTSON		
Address:	[REDACTED]		
Telephone number:	[REDACTED]		
Full description of team selected for:	NSW COUNTRY, NSW WARATAHS RUGBY		
Date(s) of competition:	JUNE 2023, SEPT 2023.		
Venue:	GRANVILLE, CAMDEN, SYDNEY.		
Breakdown of costs incurred, e.g. travel & accommodation (attach a separate page if required):	FUEL \$250 ACCOMMODATION \$250		
Comments in support of application (attach a separate page if required):			
Support Funding application has been completed by:	[REDACTED]		
Endorsed By (sporting club or association representative):	NSW COUNTRY RUGBY NSW RUGBY.		
Signed:	[Signature]	Date:	19/1/24
Position:		Contact number:	[REDACTED]
Outcome (office use only):			

Please return completed form to council@midwestern.nsw.gov.au. Reviewed 26 September 2022.

www.midwestern.nsw.gov.au

*Looking after
Our Community*



Application Form

APPLICANTS DETAILS

Name of Organisation	Kanandah Retirement Limited
Contact Person	Sue Pearce
Address	[REDACTED]
Phone	[REDACTED]
Email	[REDACTED]
ABN	85002535846
Bank Account Name	[REDACTED]
BSB	[REDACTED]
Account Number	[REDACTED]

PROJECT / ACTIVITY DETAILS

Name of Project / Activity	Quiet Room	
Amount of funding requested	\$ 20,000.00	
Start and Finish date	START (click to tick)	FINISH (click to tick)
	Jan 2024	March 2024
Briefly, describe Project / Activity	<p>Kanandah Retirement Limited is seeking a grant to assist with the costs of setting up a "Quiet Room". A Quiet Room is a dedicated room where family members can rest, whilst remaining close to their loved one during the end stage of the palliative care. This room will be fully equipped and offer overnight accommodation at no cost.</p>	

COMMUNITYGRANTS

ADDRESS CRITERIA

How will your project benefit the Mid-Western Region Community?

(Note: limited number of characters)

Kanandah Retirement Limited is an approved aged care provider for 96 residential aged care places. Most residents who enter Kanandah will, due to the trajectory of their advanced age and chronic ill health, require end of life care.

Kanandah's end-of-life care focuses on providing support to ensure each resident's physical, emotional, social, and spiritual/existential concerns are identified. Often it is the emotional support provided by their family which provides comfort for the resident as they approach death. The value and benefit to the members of Mid - Western Region will be ongoing for many years and will provide a much needed service currently not available in the region.

What is the expected amount of resident participation?

(Please provide no. of estimated participants)

(Note: limited number of characters)

Whilst it is not possible to state the exact number of residents and their families that will benefit from having access to a " Quiet Room" , notionally every resident that enters the facility will require end of life care at some stage during their tenure.

Since the implementation of the Aged Care Act in 1997, all residents accommodated in Commonwealth funded aged care facilities are encouraged and supported, to consider the facility their home and have their family involved in the care they receive, particularly during end-of-life care.

Over the past five years 155 residents have passed away at Kanandah.

What level of consultation and collaboration with other local groups has your organisation undertaken?

(ie what other local community groups are or will be involved in this project?)

(Note: limited number of characters)

Prior to applying for a grant, extensive consultation was undertaken to ensure the feasibility of this project, including:

1. Interviewing residents, families, and staff
2. Discussing the proposal with the Kanandah Board of Directors who voted unanimously to support the project.
3. Enquiries found that no other aged care facility in Mudgee or the local area, has a designated " Quiet Room" .
4. Numerous local businesses expressed support for concept of developing a " Quiet Room" .

Outline your organisation's capacity to deliver the Project / Activity OR describe previous experiences.

(Note: limited number of characters)

Kanandah's Resident Support Officer (Polly Harvey) has been appointed to coordinate and oversee this project. Before joining the Kanandah team, Polly was employed by the Mudgee Hospital as an Enrolled Nurse, and during her many years of service to the hospital was instrumental in creating a palliative care " Quiet Room" for the Mudgee Hospital. Along with Polly' s nursing skills, she has completed the National Association of Loss and Grief (NALAG) Grief Support Worker Training and a Diploma in Counselling. Kanandah is fortunate to have such an experienced and dedicated employee who will ensure Kanandah's " Quiet Room" becomes a reality for Kanandah residents, their families, and the broader Mudgee community.



Project Income	Community Grant (amount sought from Council)	\$ 20,000.00
	Expected Sales Revenue i.e. Entry Fee, Membership Sales	\$ 0.00
	Other Income	\$ 0.00
TOTAL INCOME		\$ 20,000.00

List proposed cash expenditure (provide copies of quotes for equipment)

Project Expenditure	Furniture and window coverings	\$ 23,371.00
	White goods (TV, small refrigerator, kettle)	\$ 1,888.00
	Flooring	\$ 1,050.00
	Bedspread, linen and towels.	\$ 500.00
TOTAL EXPENDITURE		\$ 26,809.00
TOTAL SURPLUS / DEFICIT		-\$ 6,809.00

If positive or surplus budget, please provide further details/explanation what this surplus will be used for.

Kanandah is not anticipating any surplus as the amount of grant applied for is less than the total expenditure quoted (see above).

(Note: Unspent grants >\$200 will be required to be returned to MWRC)

FINANCIAL DETAILS

Is your group/organisation Incorporated?

YES (click to tick)



NO (click to tick)



Have you registered for Goods & Services Tax (GST) purposes?



Do you have an Australian Business Number (ABN)? Note: If you do not have an ABN please attach a 'Statement by Supplier' form



COMMUNITYGRANTS

Has your organisation/group previously received a Community Grant from Council?

YES (click to tick)

☐

NO (click to tick)

☒

If yes, please advise date and amount

DATE / YEAR

AMOUNT

\$

Did your group return the acquittal form?

YES (click to tick)

☐

NO (click to tick)

☒

Closing bank balance from the most recent bank statement or treasurer's report

\$ 142,909.00

Comment on cash set aside for specific projects (optional)

Kanandah will contribute \$6,809.00

APPLICATION CHECKLIST

If the following are not attached with the application, this may result in the application not being considered.

A copy of the group's/organisation's most recent bank statement or treasurer's report

SUPPLIED? (click to tick)

YES

☒

NO

☐

A copy of the group's/organisation's public liability insurance

☒
☐

Where the group intends to purchase equipment, a copy of the quote/s obtained

☒
☐

Where the groups/organisations does not have an ABN, 'Statement by Supplier' is required

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☐

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MUDGEES CBD

MORTIMER STREET | MUDGEES FOR MID-WESTERN COUNCIL





Prepared by:

INTEGRATED DESIGN GROUP PTY LTD | ABN 84 115 006 329
Nominated Architect | Simon Thorne #7093
info@idgarchitects.com.au | www.idgarchitects.com.au

1 INTRODUCTION

INTRODUCTION

Scope of proposal

The proposal considers the development of a key CBD site in such a manner to achieve 'highest and best use'. It also seeks to strategically anchor the SW extent of the CBD through motivating desire lines and pedestrian movement to enhance activation of the existing commercial zone.

While being cognoscente of both objectives and metrics within the various Codes applicable to the site and type of proposal, this conceptual exercise explores *potential* in preference to *limitations*. Realisation of the proposal may require Code adjustments together with consideration of precedent.

The heritage of Mudgee, local character and expanding tourism potential each inform the concept as it explores a significant and complimentary contribution to the CBD.

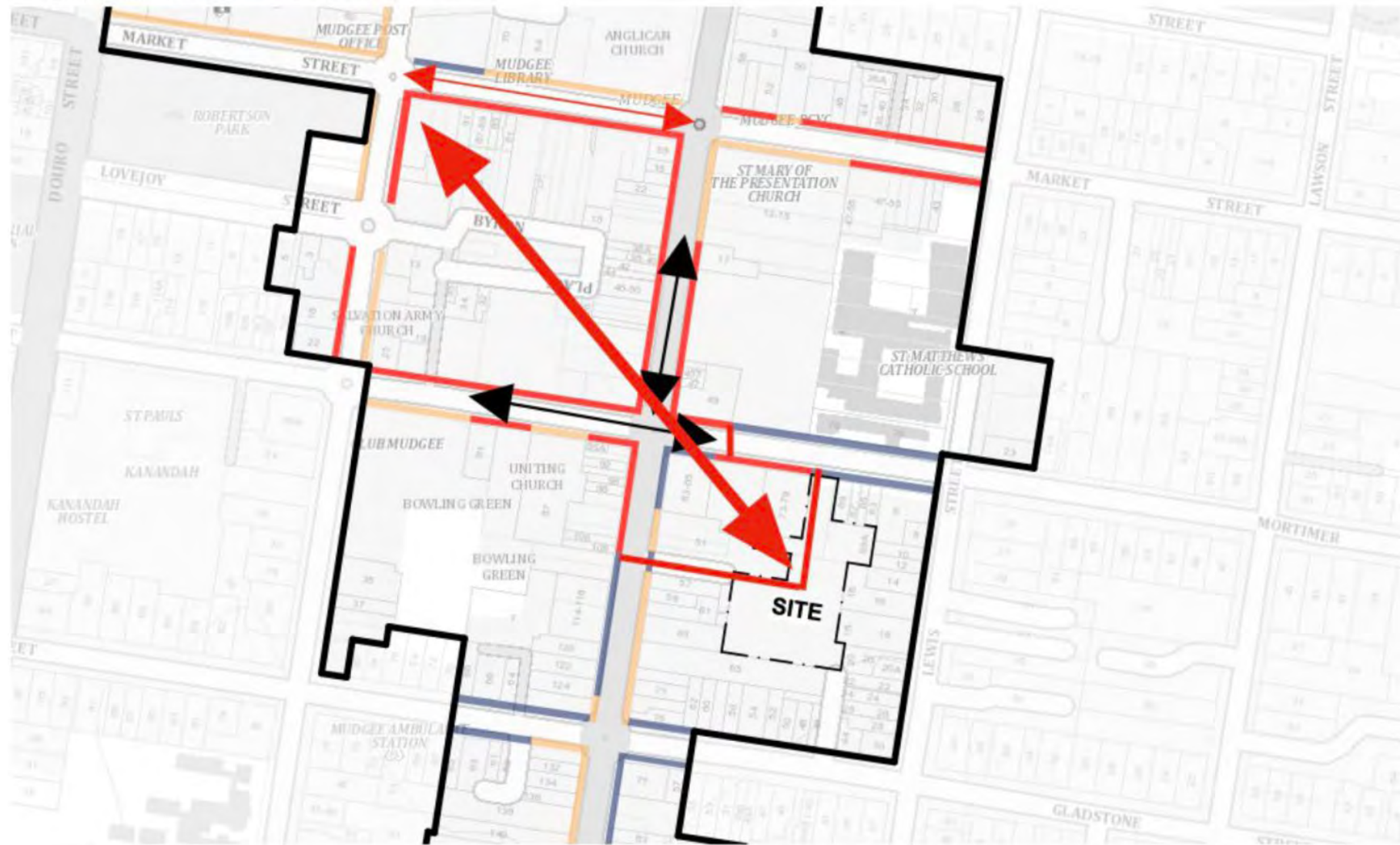
2 ANALYSIS

- PROPOSED
SITE**
- MUDGEES
CBD**

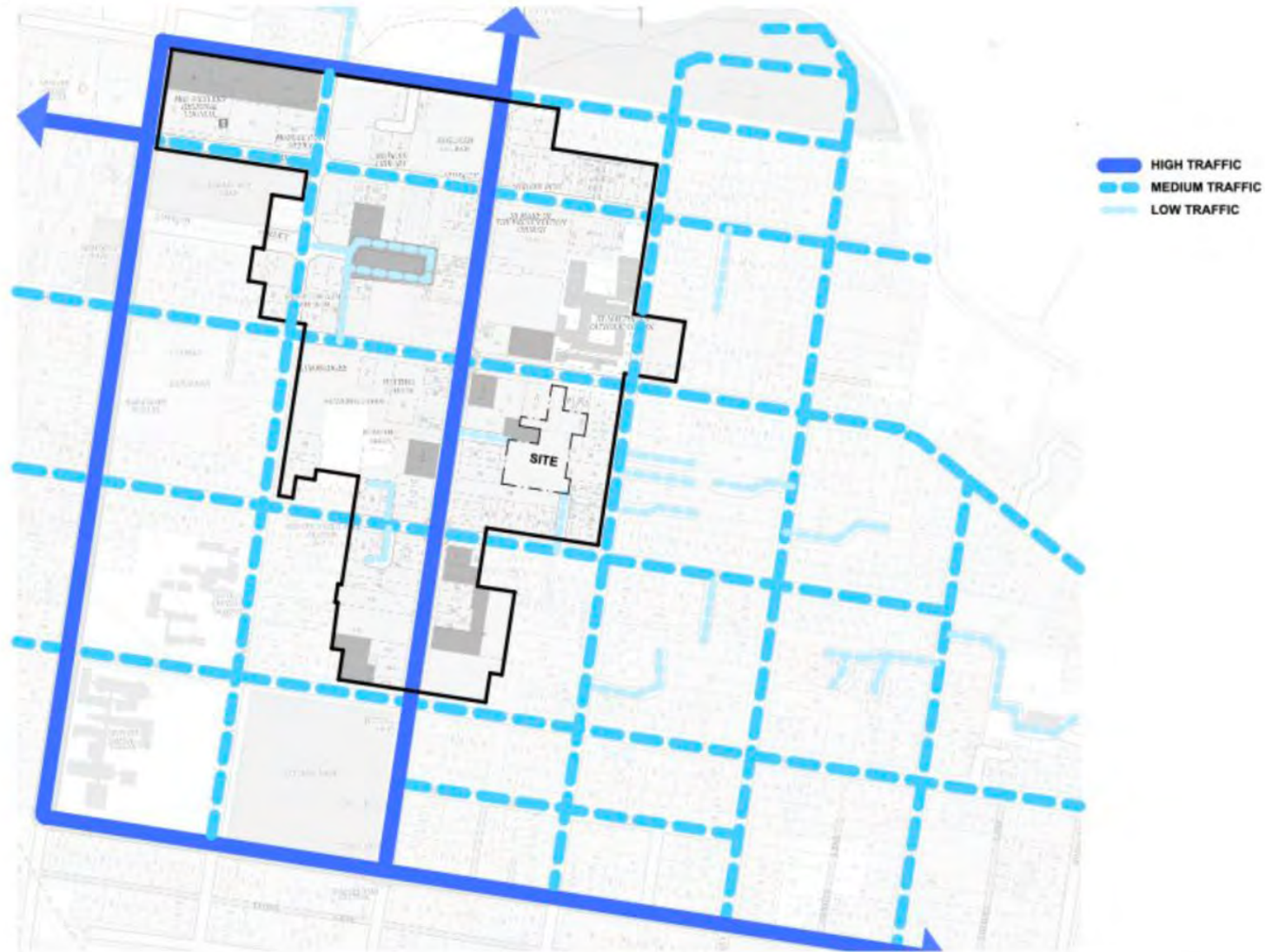
STREET ACTIVITY



STREET ACTIVITY



TRAFFIC



BUILDING FOOTPRINT

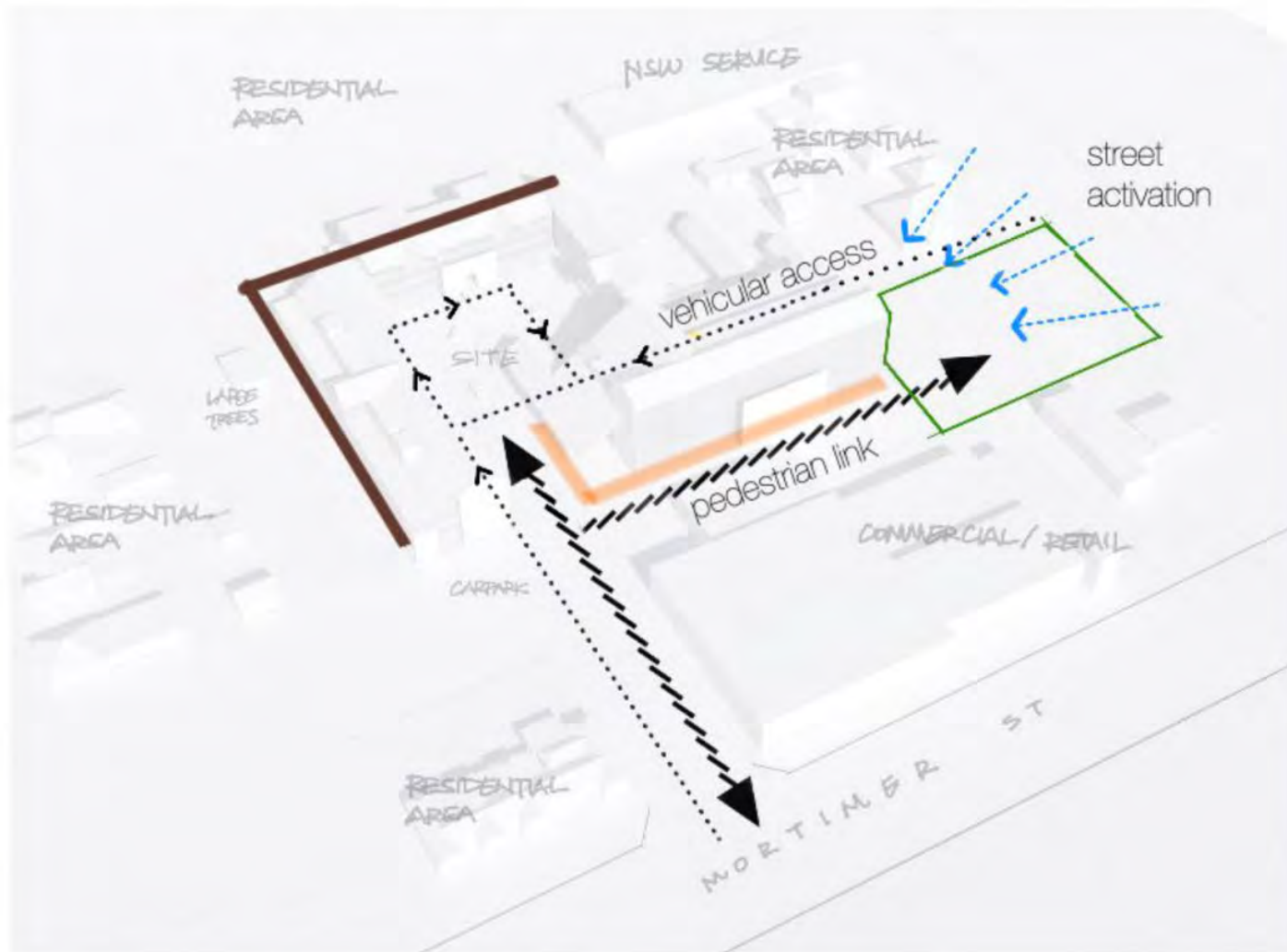


3 DESIGN PRINCIPLES

SITE EXISTING



SITE OPPORTUNITIES



4

CONCEPT PLANS

GROUND



The map shows the University City area with the following details:

- Streets:** Mortimer Street (top), Church Street (left), and Lewis Street (right).
- Site B:** A large rectangular area in the center, outlined in black. It contains a grid of parking spaces with dimensions. A yellow highlighted area within Site B is labeled "SITE B".
- Site A:** A smaller area to the south of Site B, outlined in black. It contains a grid of parking spaces with dimensions. A yellow highlighted area within Site A is labeled "SITE A".
- Other Features:** Existing buildings are shown in grey and orange. Trees are represented by green circles. A small car icon is shown on a road between Site A and Site B.

LEVEL 2



The map shows a section of downtown St. Louis, Missouri, with the following details:

- Streets:** Church Street (vertical, left), Mortimer Street (horizontal, top), and Lewis Street (vertical, right).
- Site A:** A large rectangular area outlined in black, located in the lower right quadrant. It contains several green circular tree symbols and a small white car icon.
- Site B:** A rectangular area outlined in black, located in the upper left quadrant. It contains a yellow horizontal bar and the text "SITE B".
- Buildings:** Various gray and orange rectangular shapes representing buildings are scattered throughout the map.
- Trees:** Numerous green circular symbols of varying sizes representing trees are distributed across the map, particularly around Site A and along the streets.
- Parking Lot:** A small area with a grid pattern, located between Site A and Site B, contains a small white car icon.

The map shows the University City area with the following details:

- Streets:** Mortimer Street (top), Church Street (left), and Lewis Street (right).
- Site A:** A large rectangular area in the center, outlined in black, containing a building footprint and a parking lot.
- Site B:** A smaller rectangular area to the west of Site A, outlined in black, containing a building footprint and a parking lot.
- Proposed Road:** A road labeled "Proposed Road" runs north-south through the center of the map, passing between Site A and Site B.
- Existing Buildings:** Various building footprints are shown in grey and orange, representing existing structures.
- Trees:** Numerous green circles represent trees scattered throughout the area, particularly along the streets and around the sites.
- Other Features:** A "Proposed Road" label is also present near the bottom center of the map.

SECTION



YIELD

SITE	A (8060m2 approx)	B (1545m2 approx.)
GROUND	retail 170m2, 7 x 1B (60m2), 13 x 3B (100m2)	retail 225m2
LEVEL 1	3 x 1B (60m2), 4 x 2B (80m2), 14 x 3B (100m2)	2 x 1B (60m2), 10 x 2B (80m2)
LEVEL 2	4 x 2B (80m2), 10 x 3B (100m2)	2 x 1B (60m2), 10 x 2B (80m2)
LEVEL 3	N/A	2 x 1B (60m2), 10 x 2B (80m2)
LEVEL 4	N/A	2 x 1B (60m2), 10 x 2B (80m2)
	<u>55 dwellings</u>	<u>48 serviced apartments</u>

Note:
Site A to have semi below ground parking to be developed during detailed design
Dwellings areas are approximate and to be developed during detailed design

5 VISION

PRECEDENTS



1. High street pedestrian mall BOWRAL
2. Yeates Winery and accommodation MUDGEE
3. Gawthorne's Hut MUDGEE
4. Market street cafe MUDGEE
5. Cade Kitchen & Bar MUDGEE









2023-24 MRT Quarterly Operational Report
October to December 2023

prepared for

Mid-Western Regional Council

PURPOSE

Mudgee Region Tourism (MRT) CEO tables this quarterly operational report to the MRT Board.

BOARD + EXECUTIVE TEAM

- Held AGM on 28 November '23
- Held Stat of Play event on 28 November '23
- Facilitated a Famil for Tourism Australia and Destination NSW
- Delivered marketing for Lane Cove Food & Wine by the River
- Launched itineraries on the [visitmudgeeregion.com.au](https://www.visitmudgeeregion.com.au) website
- Visitation down for the VIC compared to last year (25% down for December YoY), which resulted in less VIC shop sales

FINANCIAL SNAPSHOT UPDATE

- It is the first time that MRT is operating without grant support since FY2017/18
- Partnerships are settled but we are expecting to see difficulties in 2024/25 due to the impact of both the Renewable Energy Zone (REZ) and digitisation
- Additional marketing opportunities for Partners to take up has slowed in the current environment, which continues to make it harder to achieve additional revenues
- VIC sales are much slower than last year and are moving back towards pre-pandemic numbers. We are monitoring closely
- We have restructured staffing and are reducing magazine and map costs to alleviate pressures
- We have streamlined some of our outsourced marketing services and brought in house to reduce costs and increase staff capabilities

GRANTS & FUNDING

Currently no marketing grants available through State or Federal government. Financial year 2023–2024 is the first time since 2017–2018 that MRT doesn't have any active grants to support marketing and industry development.

PROGRESS // 2020–25 DESTINATION MANAGEMENT PLAN GOALS & ACTIVITY

Goal	Measurable Objectives (KPIs) (over the period 2020 to 2025)	Footnotes
A. Leverage existing visitor markets to encourage increased length of stay and yield.	Increase the visitor economy spend by 20% or 200,000 visitor nights.	With the use of Localis (accommodation capacity and occupancy tool), we see increased accommodation supply and from MWRC Spendmapp data we spend has continued to increase throughout Q2 of 2023/24. <i>This objective is currently being met.</i>
B. Encourage greater regional dispersal to share the benefits of tourism across the entire Mudgee Region.	Increase in participation in events and tickets sales at museums and attractions by 10% in centres such as Gulgong, Kandos and Rylstone.	We can see increased spend (from Spendmapp data) in the regions from visitors and are tracking to ensure the visitors through to Gulgong, Kandos and Rylstone are from the key target markets that are visiting Mudgee. <i>The increased regional dispersal is currently being met, but the metric of ticket sales and event tickets is a poor metric.</i>
C. Strengthen the appeal of the region year-round to contribute to the viability of local businesses and to support vibrant communities.	Increase in positive sentiment achieved as measured by an analysis of social media and online media sentiment. Increase in digital content delivered for multichannel distribution relating to low and shoulder seasons.	We will re-record the sentiment index in October 2024 to see how the region is being received. Most negative impacts in media are due to solar and mining projects. Our new social media strategy has significantly increased our engagement and distribution of content to potential visitors. We have seen a 225% increase in Q2 on last year. <i>The objective is currently being met.</i>
D. Focus on higher-yield markets by enriching the experience offer.	Increase in the number of higher-yield products, tours and experiences listed on the Australian Tourism Data Warehouse (ATDW) and on online booking platforms.	Every Partner listing on ATDW has been reviewed. We are also ensuring non-Partner activities, such as walks and public attractions such as Art, are on ATDW. There has been an increase in high-end accommodation and the development of new products in the region. MRT is working with these businesses as they come online. ATDW listings have increased in the region in the past 12 months. <i>This objective is currently being met.</i>

E. Enhance collaboration and partnerships to support the visitor economy.	Increase partnership engagement and resulting financial contribution to MRT by 10%.	<p>We have restructured MRT to ensure we can engage with Partners and non-Partners more.</p> <p>Partnerships is going to be a challenge for the next 12–24 months to ensure we can stay relevant plus make financial outcomes.</p> <p><i>This objective is being met based on increased engagement but will likely not be met based on increased financial contribution.</i></p>
---	---	--

TOURISM OPPORTUNITIES

Identify potential tourism infrastructure or opportunities that would secure a stronger tourism economy. Work with Council on identifying new opportunities or gaps that would improve tourism offering on the region. Provide a quarterly report with findings. Include number of new tourism businesses opened and those closed in the region in the quarter.

New Tourism Business Open in Q2	Tourism Business Closed in Q2
3 x arts + recreational	5 x arts + recreational
10 x accommodation + food services	7 x accommodation + food services
14 x retail	10 x retail
Total @ 27 businesses	Total @ 22 businesses

* Remplan data provided by MWRC.

Visitation Spend Q2	Total Spend	Visitor Spend	Visitor Spend %
October '23	\$71.9 million	\$23.8 million	33%
November '23	\$70.0 million	\$21.3 million	30%
December '23	\$76.9 million	\$22.6 million	29%

* Data provided by MWRC (Spendmapp by Geografia)

Potential Tourism Infrastructure	Weakness or Gap	Opportunity
Accommodation	Limited commercial accommodation options and range or types of accommodation, especially outside of Mudgee township. High occupancy rates during peak periods is also a challenge for growing the visitor economy.	Encourage further investment in accommodation on vineyards or within wineries to enhance the range of small-scale and boutique accommodation on offer, reinforcing the more intimate setting of the region (Hero)
Dining	Demand for hospitality can exceed availability and often leads to visitors or guests being disappointed. Encouraging pre-booking of hospitality, especially restaurants as well as seven-day week trading would help to alleviate this problem.	Encourage the development of more on-vineyard dining experiences. This could include investment in a significant new wine and food experience space or centre, which integrates the landscape, produce and culture of the Mudgee Region through high-quality design (Hero)
Health + Wellness	Increasing interest in health and well-being provides an opportunity to enhance and promote the wellness offering of the region, including accommodation, activities and packages that take advantage of the quality local produce and rural and nature-based settings of the region.	<p>Develop and promote wellness tourism experiences, including encouraging investment in wellness retreats or centres. This should leverage the region's outstanding local produce, arts, music and creativity (Hero)</p> <p>Council to support (where appropriate) initiatives to leverage the interest in leisure cycling, mountain biking, the existing mountain biking trail network and events (Supporting)</p>

Transport	Transport within the Mudgee Region is largely perceived as a barrier to tourism, especially after hours and to support wine tourism and visitor dispersal to towns and villages	Increasing connectivity between the towns of the Mudgee Region would significantly enhance the appeal of attending live music, sporting events or art exhibitions etc. It would also enable visitors to plan an extended stay, especially for those who arrive by air
Directional and welcome signage	Poor signage including limited signage for Mudgee VIC	Investigate opportunities to improve signage for the region and Mudgee VIC

- MRT CEO has monthly Economic Development catch ups with MWRC.
- MRT helped organise Christmas late night shopping with Business Mudgee and MWRC.
- MRT facilitated a State-of-Play event to discuss current and future tourism trends and local projects including the REZ
- MRT CEO reached out to Business NSW and Destination NSW regarding additional support in the future years of the REZ projects

DESTINATION MARKETING

MARKETING PLAN

With our marketing now operating without grant support we have a refined focus on raising brand awareness of the region.

The five key primary experience themes that come from our DMP are:

- Wine lovers + foodie delights
- Health + well-being
- Remarkable Arts, Music + Creativity
- Vibrant Heritage
- Engaging, Inspiring + Sporting Events

We also focus on accommodation.

We have updated our content marketing strategy to deliver better outcomes for businesses locally. We have seen a significant increase in visitors acting on Partners listings, and now that we have incorporated the booking function on MRT's website, with links to all Partner's preferred booking site, this has grown to over 2K visitors using this function per month.

MARKETING CAMPAIGN RESULTS

Key metrics of success of the marketing plan are:

MRT Marketing KPIs		2022/23		2023/24	
1. Magazine	Distribute 40,000 copies of the magazine in the Mudgee Region and surrounds	Different type of magazine production		4,040 distributed in Q2	
2. Social media followers	Increase social media followers by 15% (Facebook, Instagram)	October	49,418	October	51,763
		November	49,555	November	51,983
		December	49,572	December	52,169
3. Social media reach	Increase reach of social channels to key markets	October	249,642	October	788,851
		November	194,312	November	936,821
		December	194,312	December	369,201
3. Website visitor	Secure >20K unique website visitors per month during campaign term.	October	19,999	October	24,025
		November	17,514	November	24,836
		December	15,419	December	24,971

WEBSITE + SOCIAL MEDIA DATA

Website Unique Visitors	2021	2022	2023	Total
Total	21,313	230,652	269,291	711,256

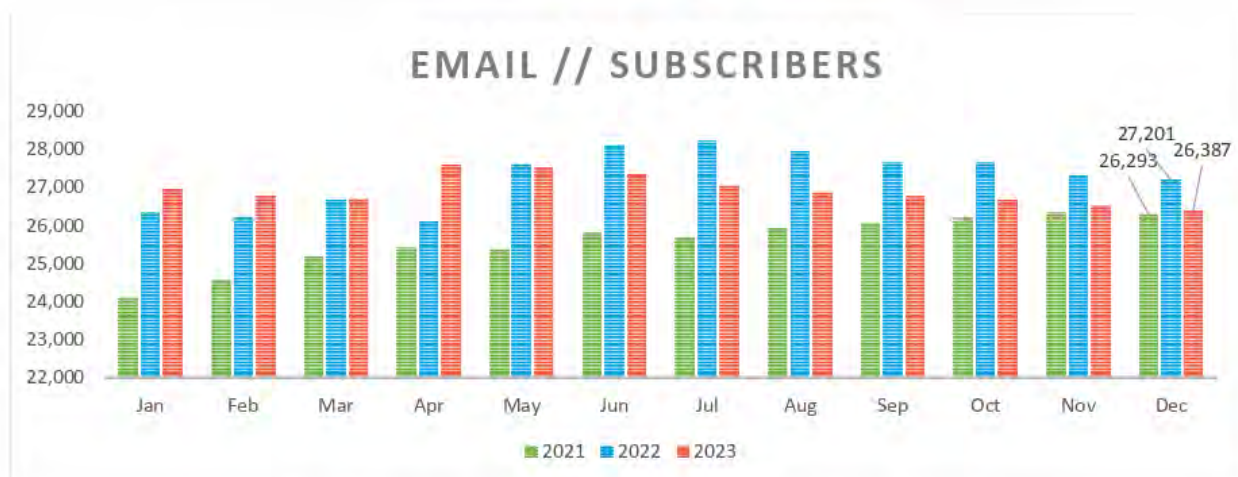
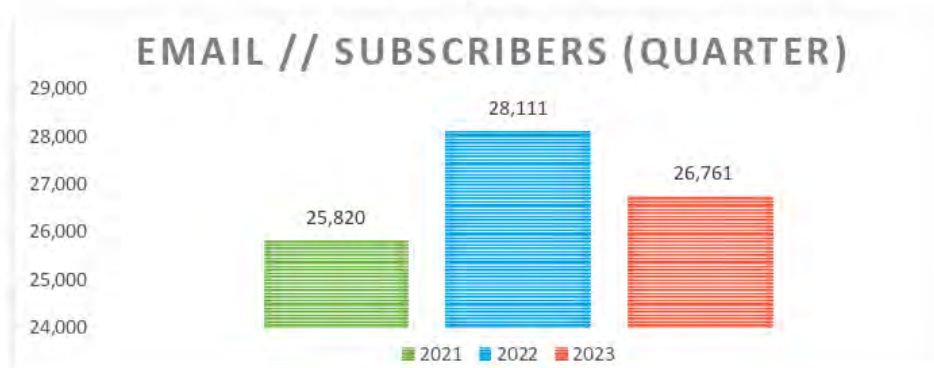
* 2023 total to date @ December '23 (YTD)

* Includes website traffic to the new What's On Mudgee Region event website from June '23

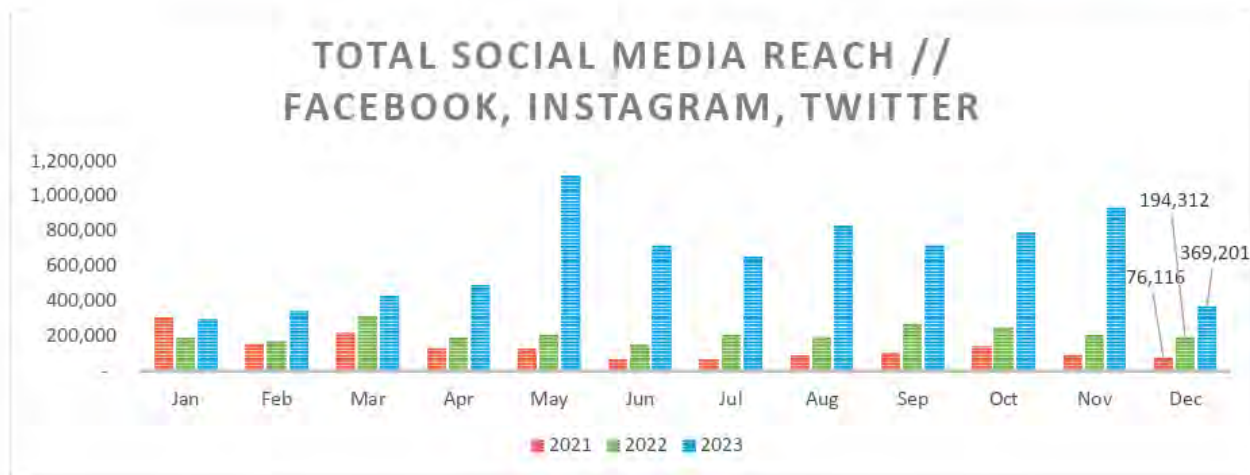
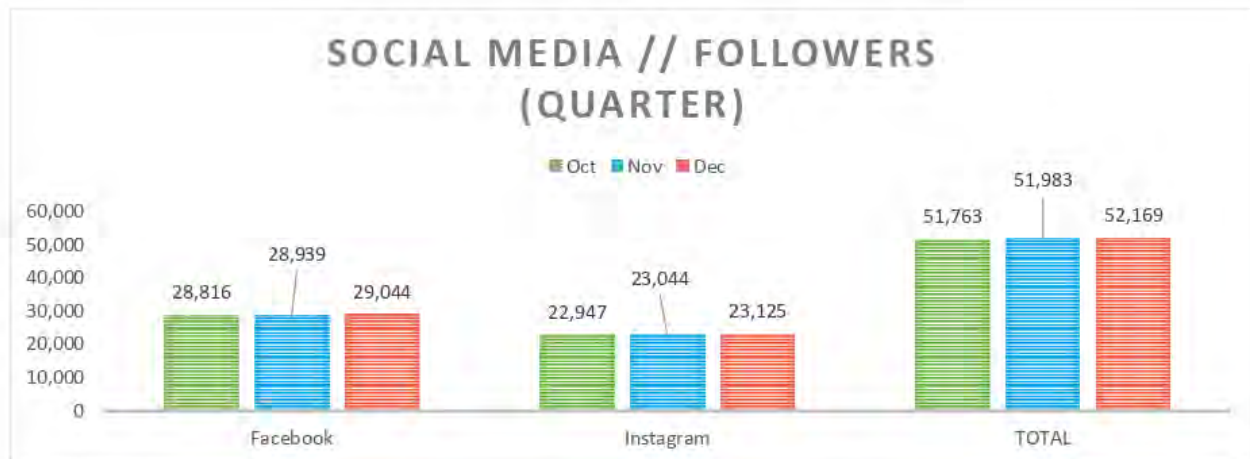


Website Page Views	2021	2022	2023	Total
Total	666,094	690,198	760,931	1,907,329

* 2023 total to date @ December '23 (YTD)



Email Subscribers	2021	2022	2023
Accumulative totals	25,820	28,111	26,761

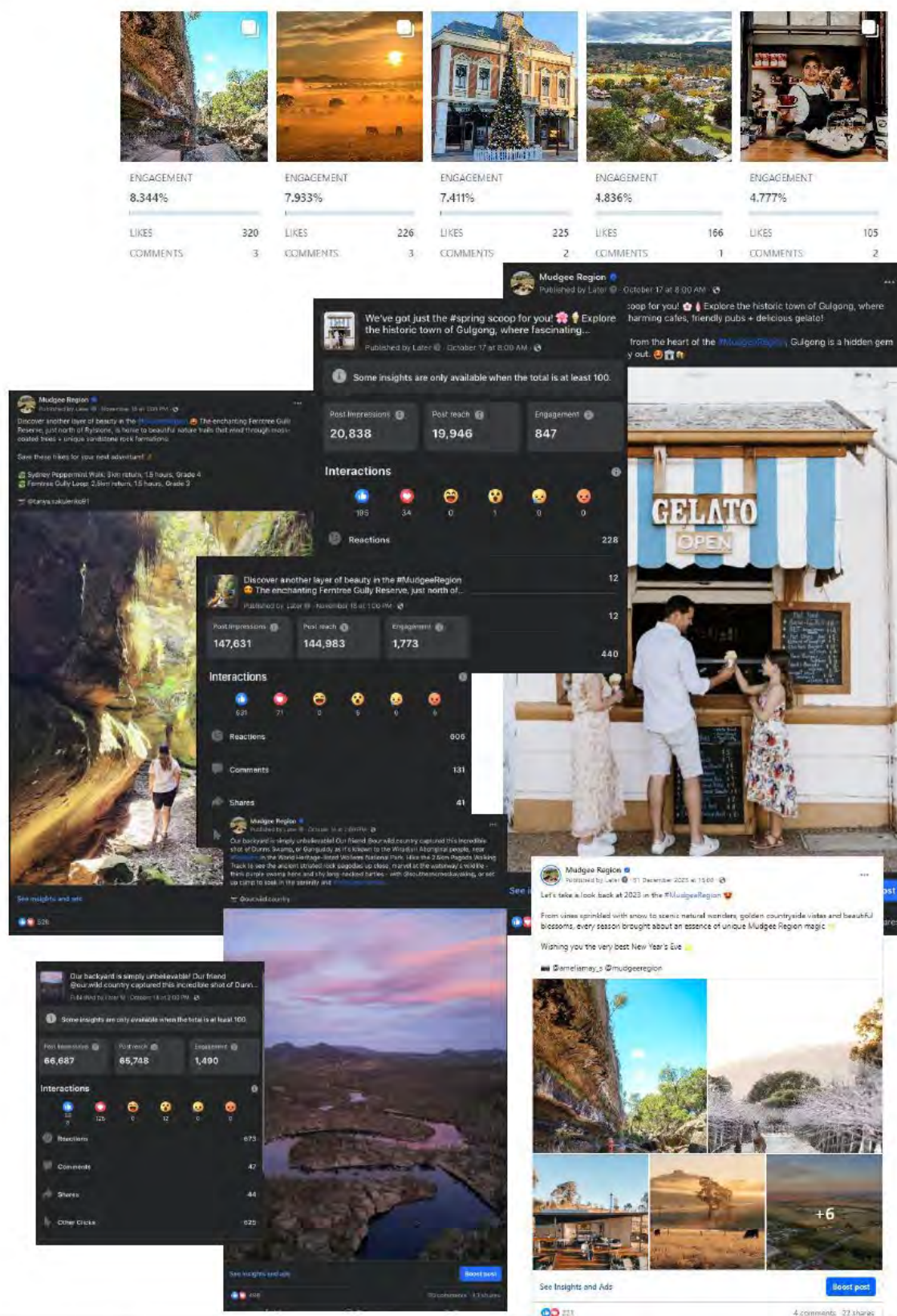


Social Media Reach	2021	2022	2023	Total
Total	1,569,333	2,527,840	7,667,347	9,669,647

* 2023 total to date @ December '23 (YTD)

POPULAR SOCIAL MEDIA POSTS

The most high-performing FB + Instagram posts for the quarter



MAGAZINE + MAP DISTRIBUTION (QUARTER)



- Unique website visitation was up 39% on Q2 previous year
- 9,787 external websites click-throughs for the quarter
- Top 3 referral sites:
 - October: Google, Facebook, Direct
 - November: Google, Facebook, Direct
 - December: Google, Facebook, Direct
- Top 3 landing pages:
 - October: Mudgee Region homepage, Things to do, Lane Cove Food & Wine by the River
 - November: Mudgee Region homepage, Things to do, Winning Post Motor Inn
 - December: Things to do, Mudgee Region homepage, Things to do – walks
- Email subscribers down 5% on Q2 last year
 - We are currently running less competitions so that we can make the prizes more meaningful. Competitions are our keyway of increasing this database.
- Social Media followers was up 5% on Q2 last year
- Most popular posts: Femtree Gully @ 18 November (144,983), Dunns Swamp @ 14 October (65,748), Gulgong @ 17 October (19,946)
- Magazine distribution was down 60% on Q2 last year due to the change from being an out-of-region magazine to an in-region magazine for 2023–24. Rather than taking the magazine to Lane Cove Food & Wine by the River, we trialled producing an out-of-region specific brochure showing accommodation Partner businesses.
- Map distribution was significantly down at 44% on Q2 the previous year.

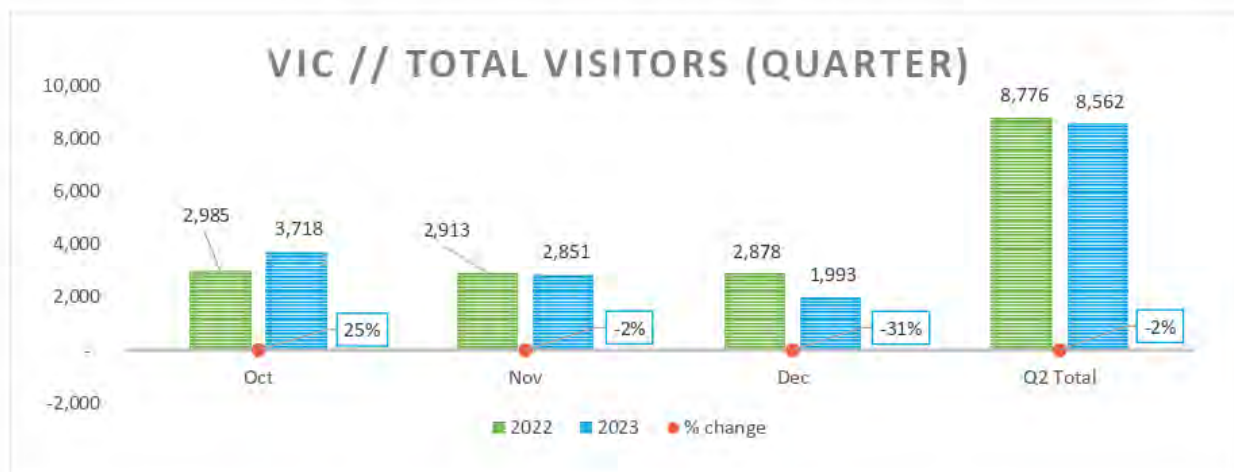
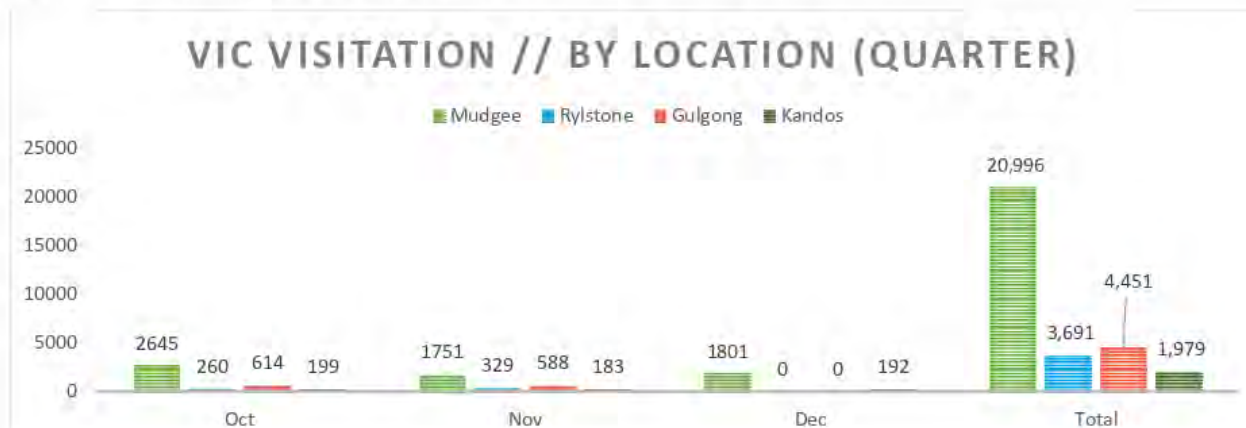
PUBLIC RELATIONS + MEDIA COVERAGE

From January 2023 MRT ceased recording traditional public relations media matrix data including EAV and PRV, based on the advice of Klick X, MRT's previous Public Relations Consultant, and is focusing on digital marketing. The advice is that without significant dollar spend on traditional media the impact will be minimal and that big news stories will be followed and captured by the media. Going forwards, MRT will include details of any media coverage and articles facilitated and paid for by MRT.

There was no paid media coverage or paid articles between October and December '23, however, MRT was involved in the following visitor social media influencers programs.

13–14 November 2023: Luke Lambley, social media influencer (163K followers on Instagram) stayed at Glenayr Farm. MRT provided Partner itinerary suggestions, allowing Luke and his party to explore at their own pace and itinerary.

24–27 October 2023: Megan Pustetto, host of the SoDramatic! Podcast (@sodramaticpodcast_ 62k followers and @meganpustetto 18.5k followers) arranged a two-night stay at Sierra Escape. MRT facilitated an additional one-night stay in the Mudgee Region with Bliss Stays, and a 4-day itinerary with cellar door visits, a farm tour and balloon flight (flight cancelled due to weather).

VISITOR INFORMATION CENTRES (VIC)

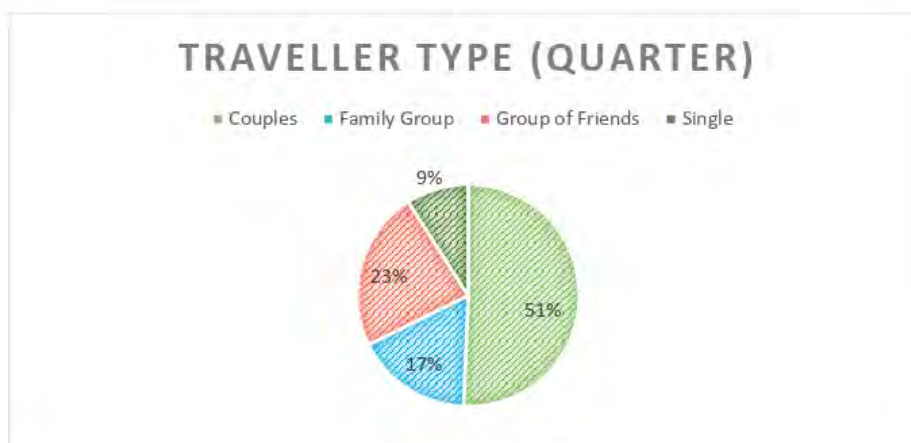
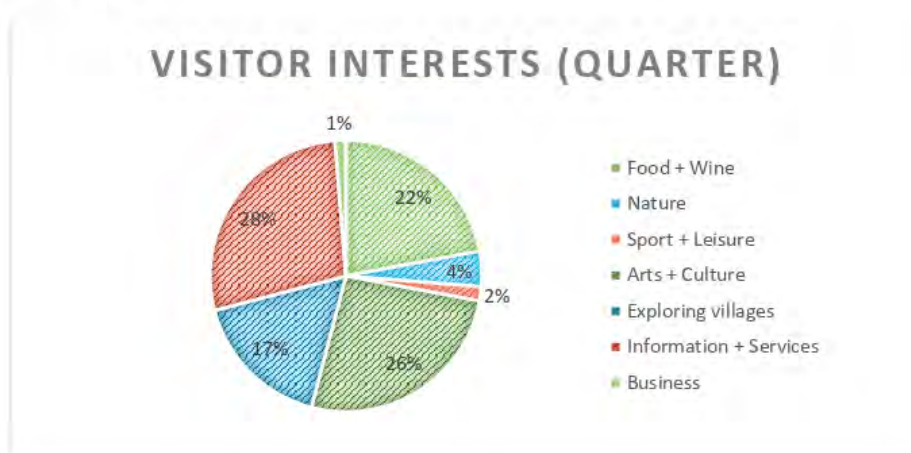
VIC Total Visitors	2021	2022	2023	Total
Visitors	28,053	32,873	31,114	92,040

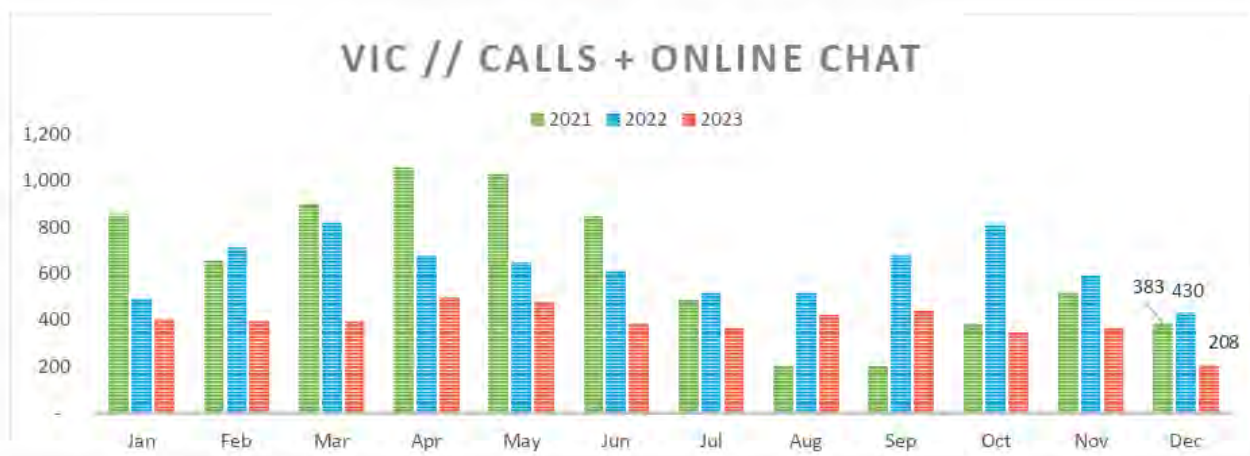
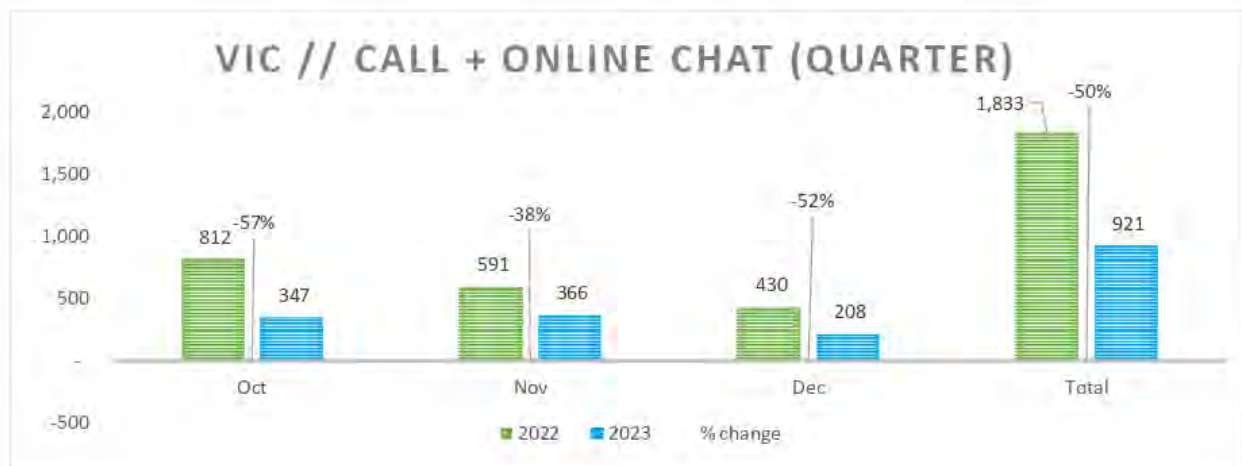
* 2023 total to date @ December '23 (YTD)

** The VIC was closed September '21 due to COVID-19



VISITOR INFORMATION





VIC Calls + Online Chat	2021	2022	2023	Total
Total	7,501	8,694	3,780	18,778

* 2023 total to date @ December '23 (YTD)

** MRT ceased using PureChat for online chat in December '23

VISITOR SATISFACTION

MRT implemented at the beginning of 2023–24 financial year a new visitor satisfaction recording specifically the Visitor Information Centre visitors' happiness ratings – Very Happy, Happy Neutral, Unhappy and Very Unhappy – producing an overall happiness score.

The happiness scores for Q2: October @ 98, November @ 100 and December @ 100

- VIC visitation was down 2% on Q2 last year across all three locations. Visitation in Mudgee VIC continues to trend down with 7% fewer visitors for the quarter.
- Calls + online chat was down 50% compared to Q2 last year. We cancelled our subscription to PureChat as a cost efficiency due to the decline in usage. Over 90% of enquiries of previous website were where to find things on the website. These enquiries dropped off and therefore no longer needed.
- Net retail sales down 40% on Q2, reflecting both the drop in visitation and the mines not ordering hampers this year. The online hamper sales have continued to grow since upgrading to Shopify with over \$1k worth of hampers purchased online.
- Gross event ticket sales were down on Q2 last year (44%).

VISITOR DEMOGRAPHICS + GEOGRAPHICAL DATA

We are now utilising Localis to monitor where visitors are coming from. This data tools tracks mobile phones place of origin.

We use mobility data to view source markets for the Mudgee Region and find out what day of the week/hour has the highest visitation.

Demographics // Geosource Markets (Quarter)

Top 20 Visiting LGAs to Mudgee Region FY24 / Q2			
Blacktown City Council	Central Coast Council	Lake Macquarie City Council	Newcastle City Council
Penrith City Council	Dubbo Regional Council	Orange City Council	The Council of the Shire of Hornsby
The Hills Shire Council	Bathurst Regional Council	Liverpool City Council	Blue Mountains City Council
Northern Beaches Council	City of Parramatta Council	Council of the City of Sydney	Wollongong City Council
Canterbury-Bankstown Council	Sutherland Shire Council	Cumberland Council	Hawkesbury City Council

* Chronologically listed down each column then from left to right

Top 20 Visiting LGAs to Mudgee Region FY23 / Q2			
Blacktown City Council	Central Coast Council	Lake Macquarie Council	Liverpool City Council
Penrith City Council	Northern Beaches Council	Council of the City of Sydney	Sutherland Shire Council
Dubbo Regional Council	The Hills Shire Council	Cumberland Council	Blue Mountains City Council
Bathurst Regional Council	Orange City Council	Hawkesbury City Council	Lithgow City Council
Canterbury-Bankstown Council	City of Parramatta Council	Newcastle City Council	Wollongong City Council

* Chronologically listed down each column then from left to right

- Top Interstate visitation October to December '23: QLD @ 5.38%, VIC @ 5.01%, SA @1.48%
- Top interstate visitation October to December '22: Qld @ 4.64%, VIC @ 4.18%, ACT @ 1.10%

Traveller Type (Quarter)

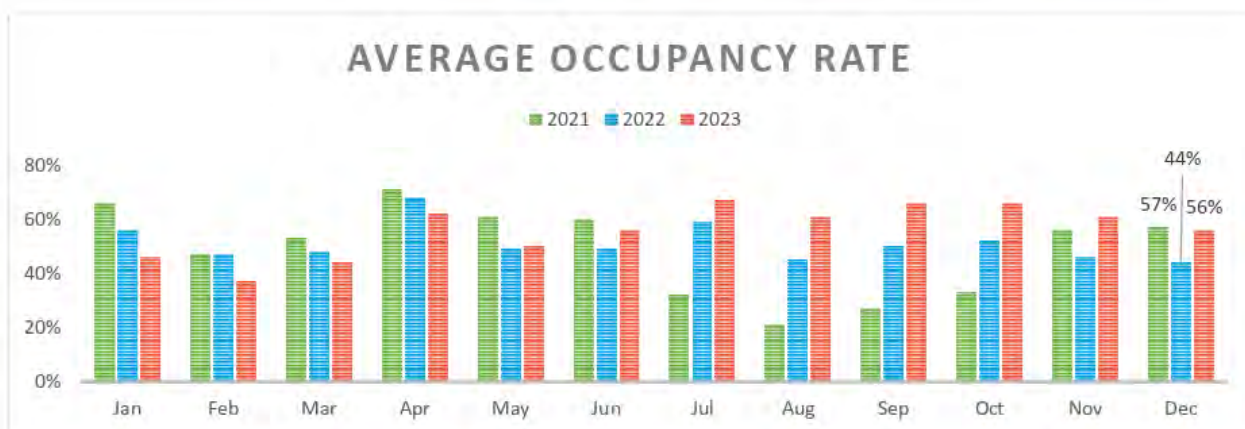
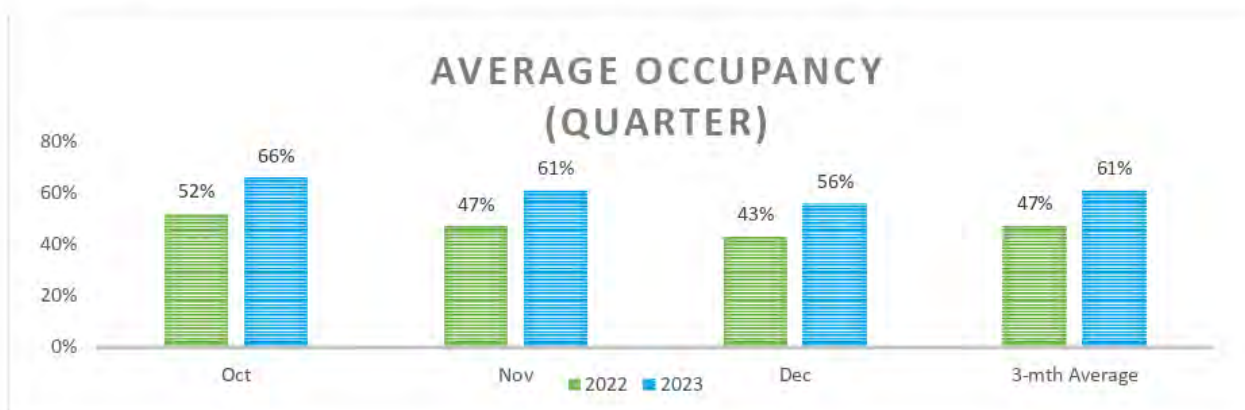
Average Visitor Profile for the Top 20 Visiting LGAs FY24 / Q2	
October to December '23	October to December '22
Average weekly household income: \$2,319.07	Average weekly household income: \$2,265.10
Average household size: 2.7	Average household size: 2.6 people
Average visitor age: 39.5	Average visitor age: 39.7 years

OVERNIGHT VISITATION

Localis allows us to monitor occupancy, supply and future forecast. This data is now replacing the 35% sample we have had previously and allows us to monitor all sectors and give us live and up to date data for our accommodation sector.

Property type breakdown at December '23

Property Type	Platform	Property Count
1 Self Contained	AIRBNB	326
2 Self Contained	BOOKING	106
3 Self Contained	HOMEAWAY	75
4 Self Contained	TRIPADVISOR	62
5 Hotel/Motel	BOOKING	61
6 Hotel/Motel	AIRBNB	26
7 Holiday Park	AIRBNB	23
8 Hotel/Motel	HOMEAWAY	8
9 Hotel/Motel	TRIPADVISOR	5
10 Holiday Park	BOOKING	3
11 Holiday Park	HOMEAWAY	2



Average Occupancy Rate	2021	2022	2023
Annual Average Occupancy	49%	55%	56%

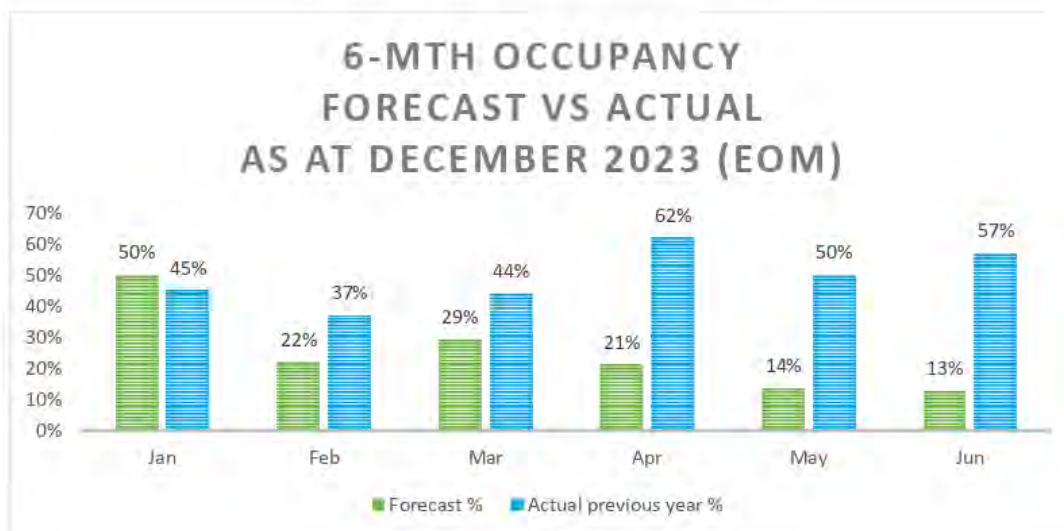
* 2023 total to date @ December '23 (YTD)

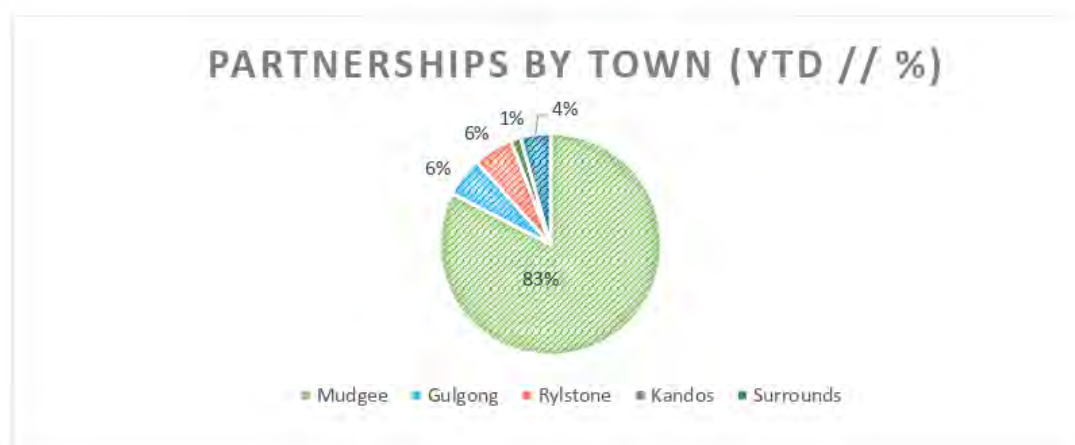
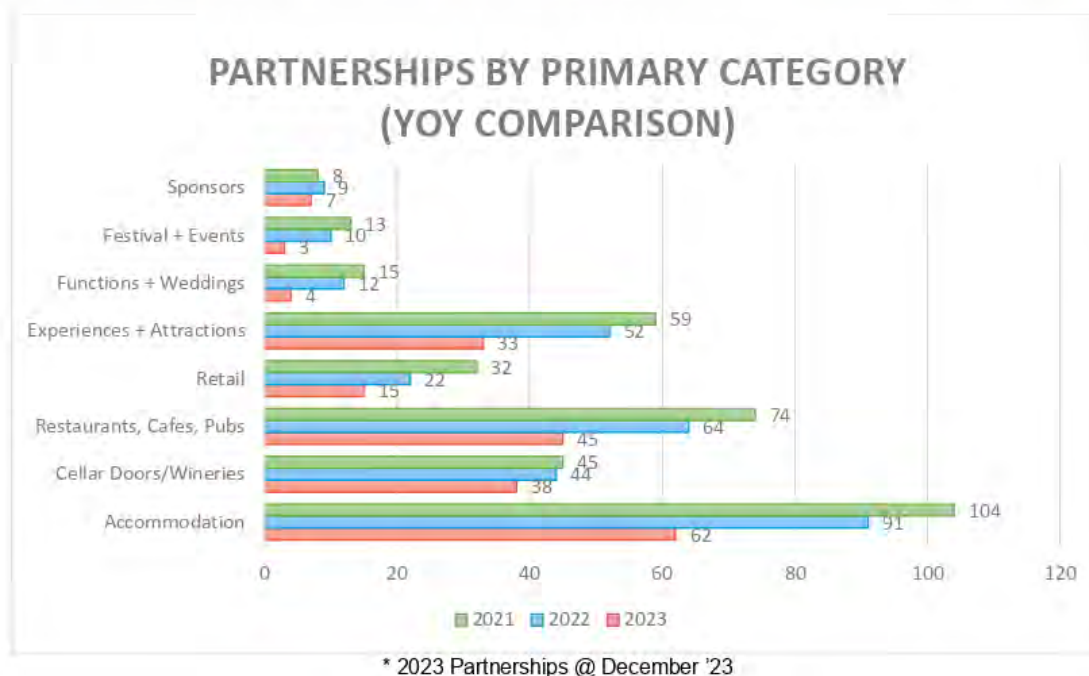
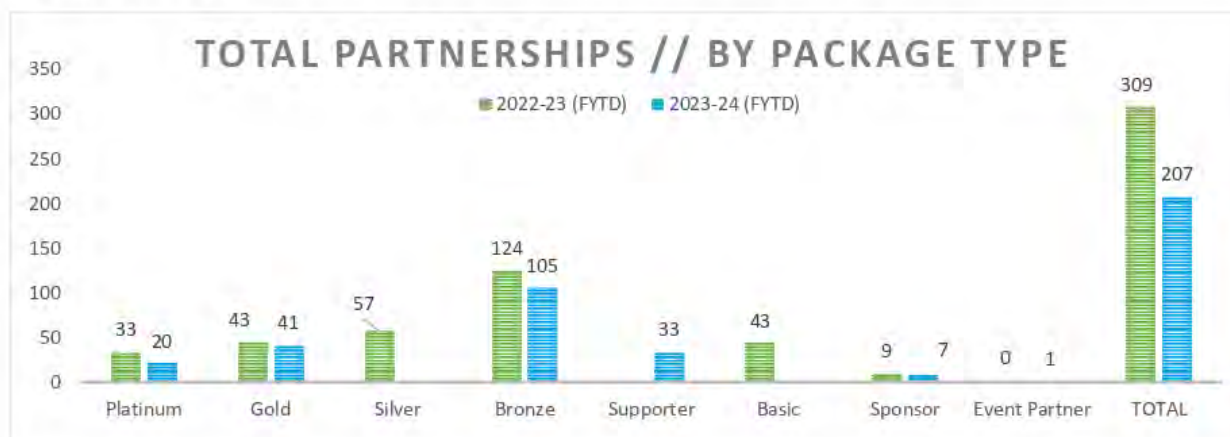


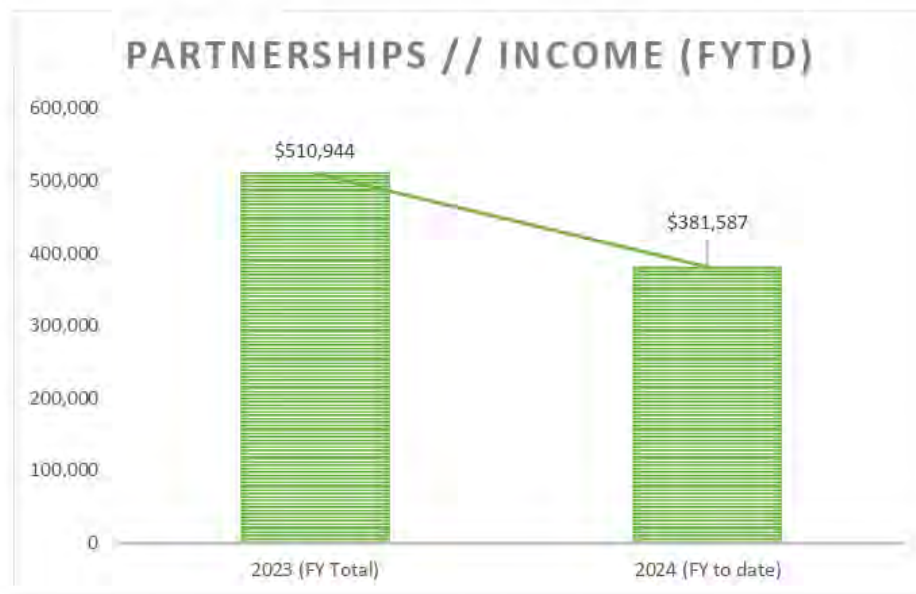
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2019	2,391	2,424	2,381	2,453	2,424	2,391	2,450	2,430	2,502	2,497	2,526	2,534
2020	2,539	2,586	2,575	2,557	2,641	2,563	2,536	2,573	3,090	2,671	2,835	2,928
2021	2,996	3,226	3,140	3,110	3,174	3,232	3,158	3,122	3,101	3,136	3,140	3,071
2022	3,042	3,139	3,174	3,300	3,432	3,606	4,062	3,607	3,740	3,803	3,817	3,795
2023	3,849	3,910	3,935	3,942	3,963	4,021	4,261	4,017	4,074	4,074	4,024	4,022

Accommodation Supply	2019	2020	2021	2022	2023
Average Monthly Supply of Bed	2,450	2,675	3,134	3,543	4,002

* 2023 average to date @ December '23



PARTNERSHIPS



Note: **New** matrix established after organisational restructure in August '23

- Total Partnership packages tracking behind last year result 33%
- Total Partnership income FYTD behind last year result 25%
- Breakdown of the partnerships by town as of December '23 was Mudgee 171, Gulgong 12, Rylstone 12 and Kandos 3
- Four new Partners in the Quarter.
- Partner visitations lower in October as the Community Engagement Specialist role was still being established and then in December due to Christmas – Partners too busy and holidays.

FINANCIAL PERFORMANCE

1. **Nature of Report**

a. This is the financial report for the second quarter of the MRTI 2023–24 financial year, given to Mid-Western Regional Council (MWRC) under the reporting format as agreed under the contract executed between MWRC and MRTI.

b. The report demonstrates the preliminary trading result for the financial quarter ended December 31, 2023.

2. **Accounting Conventions**

a. The attached P&L and Balance Sheet have been prepared from the Xero General Ledger with no external intervention other than formatting.

b. Accrual accounting is used under GAAP.

Overall Result

Operating Profit/Net Income at end of Q2 \$25K, \$35K behind budget.

3. **Trading Income**

Retail trading income at end Q2 \$97K, \$24K behind budget.

4. **Total Revenue**

Overall revenue at end of Q2 \$908K, \$22K behind budget.

Gross Profit \$838K at end of Q2, \$6K behind budget.

5. **Total Expenses**

a. Total expenses over budget \$29K. The staff restructure was the additional project undertaken that wasn't budgeted for. We will see this number reduce over the coming quarters. VIC sales are down on last year and expectations for this year is this will continue due to declining visitation; cost of goods are being managed accordingly.

b. The organisation continues to be under financial control.

6. **Cash Funds**

At the end of Q2 of the 2023–24 Financial Year, cash-on-hand is the primary current asset \$186K.

7. **Balance Sheet**

A balance sheet is included as part of this report.

CONSOLIDATED PROFIT + LOSS – DECEMBER '24 YTD VS BUDGET YTD

Consolidated Q2 YTD vs Budget YTD // Q2 Previous Year Comparison

BALANCE SHEET	Q2 2023/2024
ASSETS	
Cash & Equivalents	
Visa Debit Cards	-\$116
NAB 14-080-1731	\$190,670
NAB Savings Acc	\$540
Visa CC NEW TOM	-\$4,317
Total Cash & Equivalents	\$186,777
Accounts Receivable	
Trade Debtors	\$2,834
Trade Debtors - Sub Account	-\$2,195
Total Accounts Receivable	\$640
Inventory	
Stock On Hand Mudgee	\$15,130
Stock on Hand - Consignment	-\$25
Stock on Hand Mudgee - GST Free	\$6,532
Total Inventory	\$21,637
Other Current Assets	
ING Management Account	\$7
Float	\$600
Membership Fees Clearing Account	\$4,025
Prepayments [13505]	\$18,579
Retail Manager Clearing Acc G	\$100
123Tix Ticket Sales	-\$200
FBT Prepayment	\$2,022
Events Float	\$200
Total Other Current Assets	\$25,332
Total Current Assets	\$234,386
Fixed Assets	
Motor Vehicle	\$55,327
Accum Depn - Motor Vehicle	-\$491
Plant & Equipment	\$53,556
Accum Depn - Plant & Equipment	-\$28,292
Office Equipment	\$23,810
Accum Depn - Office Equipment	-\$8,319
Furniture & Fittings @ Cost	\$60,878
Accum Depn - Furniture & Fittings	-\$22,857
Total Fixed Assets	\$133,612
Investments or Other Non-Current Assets	
Intangible Asset - Web update	\$114,253
Accum Depn - Intangible Assets	-\$83,578
Total Investments or Other Non-Current Assets	\$30,675
Total Non-Current Assets	\$164,287
Total Assets	\$398,673
LIABILITIES	
Accounts Payable	
Trade Creditors	\$14,940
Visa CC BDM	\$671
Visa CC CEO	\$4,279

	Q2 2023/2024
Total Accounts Payable	\$19,890
Tax Liability	
PAYG Withholding Tax	\$14,044
Other Current Liabilities	
Suspense [13600]	\$1,601
GST	-\$8,470
Superannuation Payable	\$7,533
Rounding	\$0
Conversion clearing account	\$100
Accruals	\$16,886
Provision for Holiday Pay & TIL	\$39,499
Countrylink Tickets	\$621
Undeposited Funds	\$2,727
Total Other Current Liabilities	\$60,497
Total Current Liabilities	\$94,431
Other Non-Current Liabilities	
Business Vehicle Loan	\$43,114
Total Non-Current Liabilities	\$43,114
Total Liabilities	\$137,545
EQUITY	
Retained Earnings	
Retained Earnings	\$235,892
Current Earnings	
Current Year Earnings	\$25,236
Total Equity	\$261,128
Total Liabilities & Equity	\$398,673

PROFIT & LOSS	2023/2024 (YTD)	Budget	Budget Variance	2022/2023 (YTD)	This year vs last year (\$ YTD)
Revenue					
Retail Sales	\$96,598	\$120,200	-\$23,602	\$158,536	-\$61,938
Ticket and Booking Income	\$3,132	\$2,720	\$412	\$3,929	-\$797
Partnership Income	\$381,587	\$385,000	-\$3,413	\$509,825	-\$128,238
Mid Western Regional Council	\$411,094	\$411,096	-\$2	\$381,900	\$29,193
Grants & Other Income	\$16,042	\$11,740	\$4,302	\$65,740	-\$49,698
Total Revenue	\$908,453	\$930,756	-\$22,303	\$1,119,930	-\$211,477
Cost of Sales					
COGS Mudgee	\$67,014	\$83,138	-\$16,124	\$117,155	-\$50,141
COGS Partnership	\$3,068	\$3,250	-\$182	\$4,728	-\$1,660
Total Cost of Sales	\$70,081	\$86,388	-\$16,307	\$121,882	-\$51,801
Gross Profit	\$838,371	\$844,368	-\$5,997	\$998,048	-\$159,677
Expenses					
Bank and Professional / Consultant Fees	\$39,951	\$41,833	-\$1,882	\$32,945	\$7,006
Computer & IT Expenses	\$22,498	\$18,960	\$3,538	\$7,154	\$15,345
Depreciation	\$7,459	\$10,054	-\$2,595	\$12,522	-\$5,064
Partner Costs	\$117	\$5,450	-\$5,333	\$4,254	-\$4,138
Operating Costs	\$19,462	\$18,725	\$737	\$24,913	-\$5,451
Regional Marketing	\$167,114	\$178,800	-\$11,686	\$112,875	\$54,238
Staff & Board Costs (not Salaries & Wages)	\$15,710	\$19,250	-\$3,540	\$8,160	\$7,550
Staff Wages & Salaries	\$417,404	\$368,852	\$48,552	\$363,413	\$53,992
Magazine and Map	\$99,890	\$105,580	-\$5,690	\$147,675	-\$47,785
Dep'n Office Equipment	\$0	\$2,055	-\$2,055	\$0	\$0
Suspense	\$0	\$0	\$0	-\$199	\$199
Recruitment	\$0	\$0	\$0	\$5,689	-\$5,689
Events	\$7,329	\$0	\$7,329	\$0	\$7,329
Research	\$15,000	\$15,000	\$0	\$0	\$15,000
MV Loan Establishment Fee	\$1,201	\$0	\$1,201	\$0	\$1,201
Total Expenses	\$813,135	\$784,559	\$28,576	\$719,401	\$93,734
Operating Profit	\$25,236	\$59,809	-\$34,573	\$278,647	-\$253,411
Net Income	\$25,236	\$59,809	-\$34,573	\$278,647	-\$253,411