Item 10.3. Dargues Reef Gold Project

Exhibition of proposed Dargues Reef Gold Project Lots 102, 210 DP755934, Lots 1-5 DP986483, Lot 104 DP1100849 and Lot 1021 DP1127185 Majors Creek

FILE NO. LP0030
DIVISION Planning & Environmental Services

Attachments
1. Location plan
2. Letter from Cortona accepting the proposed Planning Agreement for Road Upgrading and Community Facilities

Synopsis
Big Island Mining Pty Ltd has lodged a major project application and environmental assessment (EA) under part 3A of the Environmental Planning and Assessment Act 1979 for the extraction of up to 354 000t of ore per year from an underground gold mine, together with construction and operation of associated infrastructure, including a temporary waste rock emplacement, run-of-mine pad, processing plant, tailings storage facility, site access road and ancillary infrastructure. The EA was publicly notified from 29 September to 1 November 2010. This report presents a submission on the project. Council has been given an extension to 5 November 2010 to lodge the submission.

Recommendation
Recommended that Council lodge the submission provided within this report with the NSW Department of Planning.

Report
The proponent is seeking approval under Part 3A of the Environmental Planning and Assessment Act 1979 for the extraction of up to 354 000t of ore per year from an underground gold mine, together with construction and operation of associated infrastructure, including a temporary waste rock emplacement, run-of-mine pad, processing plant, tailings storage facility, site access road and ancillary infrastructure.

An Environmental Assessment (EA) of the project was completed by R.W. Corkery & Co Pty Limited which has been provided to Councillors previously on CD.

Whilst project determination will be by the Department of Planning, a variety of approvals are required from other agencies. These are as follows:-

An Environment Protection Licence from the Department of Environment, Climate Change and Water
- A Mining Lease from Industry and Investment NSW
- Water Access Licences from NSW Office of Water
- Dam Safety Approval from the NSW Dam Safety Committee
- Explosives Storage and Use Licence from WorkCover Authority NSW
- A Section 138 Permit from Palerang Council.

Whilst many of the issues and approvals are the responsibility of a variety of state agencies, Council still has the opportunity to lodge a submission and request for conditions to be included in any approval issued by the Department of Planning.
Council is the Consent Authority for any roadworks associated with the proposal, and therefore a 138 permit will need to be issued by Council prior to any roadworks occurring within the Majors Creek road reserve.

Below are the issues identified by staff as being of concern in relation to road usage, waste management and the potential effect on the amenity of the surrounding locality.

1. Road Access
The traffic counts for the study were undertaken over a seven day period only. Conclusions drawn that there will not be a significant increase in heavy vehicle movements cannot be made with any accuracy from this extremely limited traffic count. Majors Creek Road is currently not a haulage route for heavy vehicles. There are no quarries or timber operations using the road. Most of those counted as heavy vehicles in the applicant’s count would be light trucks, usually fairly empty, used by tradespeople and local rural properties.

It is clear that there will be a significant increase in laden semitrailer movements on the route to and from the mine, post approval. The EA indicates that there will be 9 extra movements in each direction.

Obviously this will have a significant impact on the roads leading to the mine and especially on Majors Creek Rd. The passing of extra vehicles on the narrow crests and curves are a particular safety concern. The fairly light pavement of the road will also be damaged by the trucks delivering materials and plant to the mine and hauling the concentrate from the mine.

However, Council is satisfied that the applicant will address these issues as Cortona has recently written with an offer, that Council has subsequently accepted, to enter into a planning agreement, where Cortona will make payments to Council for it to carry out necessary road upgrading to deficient parts of the route and for Council to also make repairs to the pavement resulting from the haulage operations. These arrangements are as contained in the attachment (letter from Cortona dated 24 September 2010).

A planning agreement is currently being developed between the parties and it should now be listed as a condition of consent (if DA approved) to ensure that road impacts are addressed to Council’s satisfaction.

2. Haulage Operations
Council is in agreement with the Operation Controls listed in Section 4.9.4.2 relating to truck movements. It would particularly like to see a condition requiring the movement of heavy vehicles, to and from the Project Site, not to be permitted during the hours of 7.00am to 8.30am and 3.00pm to 5.00pm on school days to avoid potential conflict with the local school bus services.

3. Entrance to Mine
The applicant has proposed an entrance point to the mine off Majors Creek Road approximately 9.3 km south of Araluen Rd. While the sight distances at this location appear to be adequate for the design speed of the road, the applicant’s proposal to provide only a BAR/BAL standard treatment is in conflict with recommendations made by the Local Traffic Committee. Considering the area that potential employees may be sourced from, Council does not believe that the statement that a bus will transport the majority of employees, adequately reflects what the traffic movements will actually be. Individual staff vehicle trips need to be factored into the assessment, especially in relation to numbers of vehicles turning at intersections.

Council has accepted advice from the local traffic committee that, due to the intersection being on a 6% grade, the treatment at the intersection needs to be an AUR/BAL configuration with an acceleration lane uphill towards Braidwood.

The additional acceleration lane for the loaded trucks leaving the site up hill is required to reduce the impact on the existing road users (e.g. residents of Majors Creek and beyond). While motorists will be delayed behind the slow trucks, it is also likely that the truck drivers will want to be
courteous and will tend to leave as much space as possible to be overtaken. However this will mean that the trucks will travel at the western edge of the road including on the inadequate shoulder area and cause edge break and deformed shoulders. For these reasons there needs to be a purpose-built, separate acceleration lane for the trucks towards the top of the hill. These works are not part of the planning agreement.

The existing southern access to the site is at a poor location and is very sub-standard. It should be closed as an access point to the mine. All traffic should be required to enter the mine site from the northern entrance.

Considering the heavy vehicles that will be using the internal road, it is Council’s opinion that this internal road should be sealed to reduce the impact of dust on the locality and the potential for erosion of the road.

It is noted that the applicant has made statements at 2 different places in the EA about the distance from the intersection that the internal access road will be sealed. At page 2-9 it advises 200m and at page 4-141 it advises 50m. Council prefers the full length to be sealed but at least 200m as a minimum.

4. Community Benefit

The mine’s employees are likely to live in Braidwood and surrounding areas. The extra residents will increase the demand for public facilities. The regular passing of mine haulage trucks through Braidwood to access the Kings Highway will also have some detrimental impact on the local amenity. Council considers that it would be reasonable that these impacts be addressed by compensatory contribution towards better community facilities.

It was pleased therefore to receive the attached letter from Cortona of 24 September 2010 offering to contribute to the upgrading of facilities at the Braidwood Recreation Ground. This offer has subsequently been accepted by Council.

A planning agreement is currently being developed between the parties and it should now be listed as a condition of consent (if DA approved) to ensure that the applicant follows up on its offer.

5. Waste Disposal

Council requests that the EA make it very clear that no waste from the mine is taken to the Majors Creek landfill. Arrangements have been negotiated between the applicant and Council for the disposal of putrescible waste at the Braidwood landfill for a fee.

6. Hours of Operation

The EA states that the hours of operation for the mine, once the box cut has been constructed and the vegetation cleared, will be 24 hours per day, 7 days per week. Whilst DECCW are responsible for issuing a licence that will stipulate hours of operation, Council staff attended a community meeting at Majors Creek on the 18th October 2010, where it became very apparent that the community is very concerned about the hours of operation and the impact it will have on the amenity of the village of Majors Creek and surrounding areas. Many community members felt that the noise from the recent drilling exploration was bad enough without the potential for further noise volumes 24 hours a day.

The environment surrounding the mine has an existing noise level below 30dB(A). The Guideline used to assess the impact of the proposed development on the surrounding area is the NSW Industrial Noise Policy (INP) produced by DECCW. The INP specifies two noise criteria – an intrusiveness criterion and an amenity criterion. Pg 4-29 of the EA states that only the intrusiveness criterion was considered in setting the project operational noise levels. Whilst Council staff are concerned that the EA sets a sleep disturbance criterion of 45dB(A) when the existing background noise is 30dB(A). There appears to be an error in the report, as the maximum 45dB(A) which has been adopted for the EA was taken from Table 2.1 on page 16 of the INP, which relates to Amenity Criteria, which the EA states was not used as a criteria due to there being no existing major industry dominating noise levels at residences. Therefore staff consider that the
appropriate noise level for evenings would be 35dB(A) (5dB(A) above normal background noise) as set on page 14 of the INP.

Table 4.10 of the EA has the predicted operational noise levels for a variety of residences in Majors Creek and all of them are over 35dB(A). It is considered that the prudent thing would be to restrict the hours of operation to 15 hours per day (6.00am to 9.00pm) for above surface works, until the site is operational and further noise testing can be carried out to ensure that the night time disturbance meets the required dB(A). This precautionary approach would allow the mine to become operational and real data used to determine the noise levels, as opposed to the modelling contained within the EA.

7. Water Quality and Quantity

The proposed project relies heavily on the use of groundwater extracted from old workings and de-watering of the proposed mine itself. Table 5 section 3.32 of the EA reproduces water quality data that was measured from groundwater at the site. The method used to obtain the samples appears to comply with accepted monitoring standards. However, the water quality itself is of concern. The water in 2 samples appears to be basic (alkaline) and in one case extremely basic. This water with a pH value of 12.2 would be toxic to aquatic organisms and highly corrosive. The EC of the groundwater is consistently above ANZECC 2000 guidelines and would appear to be highly saline/sodic. The nutrients Nitrate and Phosphorus generally exceed the ANZECC guidelines and if that water was introduced at surface would result in further eutrophication of receiving waters. The Water quality objectives for the Moruya River are quoted in the EA and yet the groundwater they are proposing to use to replenish lost water from Majors Creek has significantly higher concentrations of Nitrogen and Phosphorus than is required under those same objectives for upland rivers.

The modelling completed to predict how much water was going to be used to replenish surface flow lost to Majors Creek is flawed by the omission of recent rainfall data, therefore implying greater reliance on groundwater than is reported.

The EA uses Braidwood Rainfall Data and state that in 1981 (665mm) was the worst year on record. The assessment then states that the harvestable right dams would run dry for 182 days (EA 4-25)

Rainfall records used in the water modelling for the EA stop at 2002, which is very perplexing considering records are available to 2009. The Braidwood Rainfall Data from 2003-2009 that was not included in the assessment states the yearly rainfall as follows:

- 2003 – 647mm
- 2004 – 539mm
- 2005 – 666mm
- 2006 – 474mm
- 2007 – 806mm
- 2008 – 602mm
- 2009 – 438mm

Average rainfall for 2002-2009 = 575mm. The average for the whole period that the weather station has been in operation 1887-2010 is 717mm. This is lower than the 728mm for their selected 100 year period. This means the dams would run dry for longer periods of time and that more polluted water for environmental flows would have to be pumped from the old mines. The additional volume that they pump out will have to be compensated by additional environmental flows. The figures also haven’t factored in Climate Change which has resulted in a reduction of 40-50mm in rainfall over the last 4 decades.

7. Effect on the visual amenity of the surrounding locality
Whilst the mine will be screened by some vegetation and mounds, it is considered that there will be an impact on the visual amenity on the surrounding locality. It is considered appropriate to request further tree planting as part of any approval, especially along the southern edge of the property which is bounded by the Majors Creek Road.

**Conclusion**

Whilst the mine will generate employment and income in the locality, it is also important to consider the impacts of the proposal on the existing environment, road network and amenity of the residents within close proximity to the site. Therefore the recommendation requests that Council forward this submission to the Department of Planning, and also request that the following conditions be included in any consent issued for the site.

**Conditions of Consent to be forwarded to the Department of Planning to be included in any consent given for the Dargues Reef Gold Project:**

**Planning Agreement with Palerang Council**

1. The applicant is to enter into a planning agreement with Palerang Council to address impacts to the public road network with the details to be in accordance with Cortona’s letter of offer to Council dated 24 September 2010.
   
   *Reason: To ensure road impacts are addressed to Council’s satisfaction*

2. The applicant is to enter into a planning agreement with Palerang Council to provide a financial contribution towards the upgrading of the Braidwood Recreation Grounds in order to address impacts of increased demand on public facilities. The details of the agreement are to be in accordance with Cortona’s letter of offer dated 24 September 2010.
   
   *Reason: To ameliorate against the increased demand on public facilities*

**Roadworks**

3. The following treatments be constructed by the applicant at the site of the entrance from Majors Creek Road, in accordance with RTA’s Road Design Guide:
   
   a) Intersection in accordance with RTA’s AUR/BAL standard treatment
   
   b) Acceleration lane on Majors Creek Road on the up-grade towards Braidwood.

   *Reason: To provide for safe access to egress to the development site.*

**Construction certificate for Roadworks**

4. Obtain a construction certificate from Palerang Council or an appropriately accredited private certifier before undertaking any roadworks. Forward a copy of any construction certificate issued by a private certifier to Palerang Council at least 2 days before undertaking any work in accordance with that construction certificate.

   As consent is required under section 138 of the *Roads Act 1993* i (for works within the public road reserve) provide a copy of construction drawings to Palerang Council for approval prior to issue of any construction certificate.

   *Reason: To ensure compliance with Section 81A(4) of the Environmental Planning and Assessment Act 1979.*

**Section 138 consent**

5. Obtain consent under section 138 of the *Roads Act 1993* from Palerang Council before any work is undertaken in the public road reserve. A security deposit of $5000 is required to be lodged with Council prior to the issue of the S138 consent.

   *Reason: To ensure that works carried out comply with the Roads Act.*
Design drawings

6. Provide engineering design drawings, and supporting information, to standards in AUS-SPEC #1 as amended by Council, for all proposed roadworks for approval by the principal certifying authority prior to issue of any construction certificate.

Engineering drawings are to include a note that “All work is to be constructed in accordance with AUS-SPEC#1 Development Specification Series as amended by Palerang Council, and the terms of the Development Consent.”

*Reason: To ensure that works are designed to cater for the demands generated by the development in accordance with Council’s standards.*

Certification of completed civil works:

7. At the completion of works the superintendent of works shall present to Palerang Council a Certification Report for Construction Works as set out in AusSpec#1 Clause CQC7(1), and will also include copies of any approvals outlined in this development consent and report on the current status of environmental restoration and revegetation. The superintendent of works shall be a Civil Engineer or suitably experienced and accredited Registered Surveyor as set out in AusSpec#1 Clause CQC7(3).

*Reason: To ensure compliance of the works with the terms of the development consent.*

Works as-executed plans

8. Provide one copy of works as-executed plans to Palerang Council, showing any variations from the approved designs. The works as-executed plans are to be prepared in accordance with the requirements set out in Aus-Spec #1 as amended by Council.

*Reason: To provide a record of works for future technical reference.*

Internal Road

9. The access road within the development site to be bitumen sealed for a minimum of 200m from the entrance on Majors Creek Road.

10. The existing southern entrance to the property is to be closed and all traffic to and from the site is to gain access via the main entrance.

*Reason: To reduce dust and the impact on the amenity of the surrounding locality*

Dust Suppression

11. Respond to Councils direction to provide dust suppression on roads leading to, adjacent to and within the development site in the event that weather conditions and construction traffic are giving rise to abnormal generation of dust.

*Reason: To ensure that local residents and activities are not disadvantaged by dust during construction.*

Haulage Trucks Hours of Operation

12. Haulage truck operations on the public roads are to cease during the period when school buses may be encountered on the roads - between the hours of 7.30 - 9.00 am and 3.00-5.00 pm on school days.

*Reason: To avoid potential conflict with existing local traffic*

Hours of operation for Processing

13. Hours of operation for above surface processing will be 6.00 am to 9.00 pm for the first full year of operation to allow for real data to be used to determine the noise levels after 9.00 pm.
Waste Management

14. The applicant is to prepare a waste management plan with objectives to minimise waste and maximise recycling at the site. Under no circumstances shall waste from the mine be taken to any of Council’s landfills except for the Braidwood landfill where putrescible waste may be dumped under a fee for service arrangement with Council.

Reason: To ensure waste is disposed of appropriately from the site.

Landscaping

15. Provide a landscaped buffer to the southern edge of the property to reduce the visual appearance of the built form within the landscape. The landscape buffer is to be planted with advanced stock and incorporate native species including trees capable of achieving mature heights of at least 5 m and understorey vegetation capable of achieving heights of 1.5-2.0m. Details of the proposed landscaping are to be approved by Palerang Council prior to commencement of planting.

Landscaping is to be carried out prior to the commencement of operation of the mine.

Reason: To minimise the visual impact of the development on the surrounding locality.

Local approval – on-site sewage management system

16. Prior to the installation of any on-site sewerage management system, a Local Approval under s.68 of the Local Government Act 1993, must be obtained from Palerang Council.

Reason: To ensure compliance with AS1547-2000.

Construction certificate & occupation certificate for building works

17. Obtain a construction certificate from Palerang Council or an appropriately accredited private certifier before undertaking any building work. Forward a copy of any construction certificate issued by a private certifier to Palerang Council at least 2 days before undertaking any work in accordance with that construction certificate.

Reason: To ensure that work is undertaken in accordance this consent & relevant construction standards.

18. Appoint a principal certifying authority before any building work is undertaken. Provide details of the appointed principal certifying authority (if not Palerang Council) to Palerang Council at least 2 days prior to any work being undertaken.

Reason: To ensure compliance with the Environmental Planning & Assessment Act 1979.

19. Do not occupy or use the premises until an occupation certificate has been issued by Palerang Council or an appropriately accredited private certifier. Provide a copy of any occupation certificate, issued by a private certifier, to Palerang Council no later than 2 days after the occupation certificate is issued.

Reason: To ensure that the development is safe & appropriate for occupation.

20. The final occupation certificate must not be issued until all conditions of consent have been satisfactorily complied with and all mandatory stage/required plumbing inspections undertaken. Plumbing and drainage must be inspected by Palerang Council at the relevant stages of construction in accordance with the required Local Approval and a final plumbing certificate obtained prior to issue of any occupation certificate.

Reason: To ensure that the development is safe & appropriate for occupation.

21. All work is to comply with the current edition of the Building Code of Australia.

Reason: To ensure all building work is carried out in accordance with relevant construction standards.
Attachment 1: Location plan
Mr Bill Ellison  
Director of Infrastructure Planning  
Palerang Council  
PO Box 348  
Bungendore NSW 2621  

24 September 2010  

Dear Bill  

RE: PROPOSED PLANNING AGREEMENT  

As per the discussions in relation to the Road Upgrade and Maintenance related to our Dargues Reef project and also for the Braidwood Recreation Ground upgrade, Cortona is committed to both proposals in principle, both in regard to the work proposed and the financial arrangements discussed, subject to contract. The rates detailed below are our initial considerations for the agreement.  

**Proposed Planning Agreement**  

With reference to the above, it is proposed that the following items be included in a planning agreement:  

<table>
<thead>
<tr>
<th>A. Payment towards roads at time of approval of Construction Certificate</th>
<th>Amount (as at March 2010)</th>
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| i) For road upgrading works along the haulage route to/from the mine, including widening of seal over crests and around curves and linemarking of Majors Creek Road. | $559,000 widening  
$15,000 Line marking |
| i) For pavement upkeep during mine construction | $78,000 |
| Subtotal | $652,000 |
B. Annual payment towards ongoing pavement upkeep along haulage route and towards improvements to intersections if possible within the limit of funds  $78,000

C. Community benefit payment at time of approval of Construction Certificate towards upgrade of Braidwood Recreation Ground  $375,000

D. Payment for disposal of putrescible waste at Braidwood landfill (Strictly no waste to be taken to other Council landfills)  $120 per tonne

The rates are as per March 2010 and will be CPI indexed for upcoming years.

We look forward to finalising the Memorandum of Understanding with the council as soon as practicable.

Please feel free to contact me if you require any further information.

Kind Regards,

Peter van der Borgh
Managing Director
Cortona Resources
Item 10.4. Consideration of Minor Boundary Adjustments

SUBJECT
Consideration of Two Minor Adjustments to the boundary with Goulburn Mulwaree Council

FILE NO.
GV0001
DIVISION
General Manager

Attachments
1. Letter from Division of Local Government
2. Plan of Veolia-related adjustment

Synopsis
Following discussions at staff level, Goulburn Mulwaree Council has lodged a request for a minor boundary adjustment to place all holdings of one property within Goulburn Mulwaree.

Recommendation
Recommended that Council:
1. Support Goulburn Mulwaree Council’s application for a minor boundary adjustment as detailed in letter from the Division of Local Government dated 7 October 2010
2. Request a further minor change to adjust the boundary to place Lot 1 DP 322052 within the Goulburn Mulwaree local government area.

Report
The background to the Goulburn Mulwaree request is provided in attachment 1. It was a basic principle of all earlier discussions that, wherever possible, single holdings would be located within the one local government area. It is therefore an oversight from the original boundary adjustment that the related properties of Mr & Mrs Fisher and Jasuka Pty Ltd.

The writer is advised that Lot 1 DP 322052, owned by Veolia, remains in Palerang was an error in the drafting of the metes and bounds of the last boundary adjustment between Goulburn Mulwaree and Palerang. It is therefore proposed that the property be formally transferred to Goulburn Mulwaaere.

Financial considerations
The transfer of the Fisher property will result in the loss of bout $2 700 in rates for the 2010 / 2011 year. The Valuer General has already incorporated the Veolia land into Gouldburn Mulwaree for rating purposes and therefore presents no financial loss.

Policy implications
The adjustments are consistent with Council’s previous decisions, including the agreement with neighbouring Councils on how to resolve split property issues.

Social implications
Resolves an anomalous situation to the satisfaction of the affected ratepayers.

Environmental considerations
Nil
Dear Mr Bascomb

The Division of Local Government, Department of Premier and Cabinet has received a minor boundary alteration proposal dated 17 August 2010 from Goulburn Mulwaree Council (GMC) to alter the local government boundaries of the areas of Goulburn Mulwaree and Palerang. A copy of that proposal is enclosed.

GMC has provided the Division with a copy of your letter of 8 July 2009 supporting the boundary alteration. As this letter is more than a year old, I ask that Council now confirm its position on the proposal.

If Council still supports the proposal, I ask that you provide the Division with the following:

- A copy of a resolution of Council supporting the proposal
- An adequate property description of all land affected by the proposal, and
- Advice as to whether or not Council requires a provision for rates and charges to be included in a separate schedule in the proclamation. To assist you in this regard, I have enclosed a draft rates provision for your consideration.

I have also written to GMC seeking its advice in relation to a provision for rates and charges for inclusion in the proclamation.

On receipt of the above information from both Councils, I will request from the Land and Property Management Authority a metes and bounds survey description of the lands to be transferred, which I will forward to both Councils for review.

I would appreciate receiving Council’s comments on the proposal within 28 days of the date of this letter.

Yours sincerely

Ross Woodward
Chief Executive, Local Government
A Division of the Department of Premier and Cabinet
Draft provision relating to rates and charges

(1) Appropriate arrangements are to be made in relation to the rates and charges over the rateable parcels of land affected by this Proclamation. The General Manager of [Council name] and the General Manager of [Council name] are to reach a negotiated agreement on the nature of those arrangements.

(2) In the event that the General Managers of [Council name] and [Council name] cannot come to a negotiated agreement on the matter of rates and charges, the Minister for Local Government will make a determination on that matter. Such a determination may be made:

(a) by referral to the Minister for Local Government by [Council name] or [Council name] or by both of those Councils; or

(b) without referral from those Councils if the Minister for Local Government is satisfied that the matter of rates and charges cannot be determined by agreement between [Council name] and [Council name] or if the Minister is not satisfied with an agreement between [Council name] and [Council name] Council.
17 August 2010

Chief Executive
Division of Local Government,
NSW Department of Premier and Cabinet
Legal Branch
Locked Bag 3015
NOWRA NSW 2541

Dear Sir

Subject: Request for Non Contentious Boundary Alteration
Property Owner: CF & DP Fisher and Jasuka Pty Ltd
Title: DP Fisher (Part Lot 154 DP 750047, Part Lot 190 DP 750047) – 1698 Currawang Road, Currawang and 1 more
Jasuka Pty Ltd (Part Lot 1 DP 590583, Part Lot 187 DP 750047 and 2 more) – 1801 Currawang Road, Currawang

Further to my discussions with Doug Friend from your department last week, this letter serves as a further reminder to process a boundary alteration request that both Palerang Council and Goulburn Mulwaree Council agreed to in 2009. Whilst a number of discussions took place with officers at your department in late 2009, please ensure this boundary alteration is processed in a timely manner.

Copies of the Rates Notices relating to the 2 properties in question are enclosed for your reference.

Copies of additional supporting documentation are also enclosed for your reference, namely:

- Letters from Goulburn Mulwaree Council (dated 25 June, 3 July and 6 July 2009) and the attached "hatched in red" plans illustrating a) the original proclaimed boundary and b) the current LGA boundary (i.e. bold line)
- Letters from Palerang Council (dated 8 July, 9 July and 25 August 2009)
- Letter from Department of Local Government (dated 25 June 2009)

Council looks forward to receiving your department's confirmation of these parcels of land being transferred to the Goulburn Mulwaree Local Government Area.

If you require any further information please do not hesitate to contact the undersigned on 4823 4484.

Yours faithfully

Ken Wheeldon
Manager Land and Property Services

cc: CF & DP Fisher
"The Glen"
1698 Currawang Road
CURRAWANG NSW 2580

RECEIVED
19 AUG 2010

The Hon. Barbara Perry MP
Minister for Local Government
Parliament House
Macquarie Street
SYDNEY NSW 2000
25 June 2009

C F & D P Fisher
"The Glen"
1698 Currawang Road
via GOULBURN NSW 2580

Dear Mr and Mrs Fisher

Subject: Proposed Boundary Alteration

Reference is made to your letter 11 June 2009.

Please find attached a copy of the letter Council forwarded to Palerang Council in support of your claim to have all your holdings placed within the Goulburn Mulwaree Local Government Area.

If you require any further information regarding the above please contact the undersigned during office hours on 4823 4481.

Yours faithfully

Ken Wheeldon
Manager Economic Development and Administration

cc: Palerang Council
    Minister for Local Government, The Honourable Barabara Perry MP
    Member for Goulburn, The Honourable Pru Goward MP
Ordinary Meeting

Ordinary Meeting

04 November 2010

Page 37

Contact: Ken Wheeldon
Reference: KW/VF

3 July 2009

The General Manager
Palerang Council
PO Box 346
BUNGENDORE NSW 2621

Dear Mr Bascomb

Subject: Request for Boundary Alteration – C F & D P Fisher

Please find attached copy of correspondence received from Mr and Mrs Fisher seeking the support of Council to have all of their land placed within the Goulburn Mulwaree Local Government Area.

A map of the area indicating the Fisher’s holdings, the existing boundary, and the boundary proposed by the Boundaries Commission is attached for your reference.

It is apparent from the correspondence that the Fisher’s would have a claim to make under section 263 (3) (a) (b) (c) & (d) of the Local Government Act 1993.

Council is seeking your support to have the remaining land (marked in red on the attached map) transferred to the Goulburn Mulwaree Local Government Area.

If you require any further information regarding the above please contact the undersigned during office hours on 4823 4481.

Yours faithfully

Ken Wheeldon
Manager Economic Development
and Administration

Cc: CF&DP Fisher
Member for Goulburn, The Honourable Pru Goward MP
Minister for Local Government, The Honourable Barbara Perry MP