

2 April 2018

**By email:** [council@begavalley.nsw.gov.au](mailto:council@begavalley.nsw.gov.au)

The General Manager  
Bega Valley Shire Council  
PO Box 492  
BEGA NSW 2550

**Our Reference**  
180589

**Your Reference**  
2017.445

Dear Madam

**Development Application 2017.445 for Recreational Flight School at Lot 1 DP 109606, 1070 Princes Highway, Frogs Hollow**

1. We act for Sports Aviation Flight College Australia Limited.
2. We have been provided with a copy of the Council's email correspondence to our client dated 15 March 2018. That correspondence indicates that the Council has formed the view that the development proposed by our client is prohibited and invites our client to make representations in response to that position. This letter contains those representations.
3. Our client disagrees with the Council's assessment of the permissibility of the development. For the reasons outlined in this letter, the proposed development is permissible on the subject land with development consent.

**PERMISSIBILITY UNDER THE LEP**

**Framework**

4. The land is within Zone SP2 under the *Bega Valley Local Environmental Plan 2013 (the LEP)*. On land within that zone development may be carried out with development consent for the following purpose:

*The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose.* (emphasis added)

5. The purpose nominated on the relevant Land Zoning Map for the subject land is 'air transport facility'. That expression is defined as follows:

***air transport facility*** means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures.

6. The LEP includes the following definition of "airport":

***airport*** means a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes **associated** buildings, installations, facilities and movement areas and any heliport that is part of the airport. (emphasis added)

7. The word "associated" in the definition of "airport" is important and its meaning straightforward. Various dictionary definitions of "associated" reflect a common meaning along the lines of: "correlated with, allied with, related to" and "connected with something else" (these examples from the Oxford English dictionary). The key consequence of the use of the word "associated" is that use of the word "associated" does not import notions of subservience or dominance,

which are irrelevant to that concept – it is, rather, a concept centred on a form of connection or relationship of any type.

8. When its components are read together, and having regard to the straightforward meaning of the word "associated" in the definition of "airport", the effect of the drafting in the LEP is that development may be carried out with development consent under the LEP if the proposed development satisfies any of the following four criteria:

- (a) it is for the purpose of a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes (**"criteria 1 – a place used for the taking off and landing etc of aeroplanes"**); or
- (b) it is for the purpose of buildings, installations, facilities and movement areas that are correlated with, allied with, related to or connected with [by virtue of the word "associated" in the definition of "airport"] a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes (**"criteria 2 – buildings/facilities, including for flight training, related to a place used for the taking off and landing etc of aeroplanes"**); or
- (c) it is ordinarily incidental or ancillary to development for the purpose of a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes (**"criteria 3 – ordinarily incidental or ancillary to a place used for the taking off and landing etc of aeroplanes"**); or
- (d) it is ordinarily incidental or ancillary to development for the purpose of buildings, installations, facilities and movement areas that are correlated with, allied with, related to or connected with a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes (**"criteria 4 – ordinarily incidental or ancillary to buildings/facilities etc, including for flight training, that are related to a place used for the taking off and landing etc of aeroplanes"**).

### Characterising development

9. We agree that *Chamwell Pty Ltd v Strathfield Council* [2007] 151 LGERA 400 sets out the principles relevant to the characterisation of development and that, in planning law, use must be for a purpose. As Preston CJ explained in that case, the purpose of a use is the end to which the development is seen to serve and which describes the character which is 'imparted to the land at which the use is pursued'.
10. The crux of the Council's argument in its letter of 15 March 2018 is where the Council states:

*While the proposed development involves [taking off and landing etc of aeroplanes] the sole purpose of those activities and the building proposed to house those activities is the training of future pilots. The purpose of the proposed development is not the landing, taking off etc of aeroplanes.*

In advancing this argument, and especially when the Council says, as the basis for its decision, *"the purpose of the proposed development is not the landing, taking off etc of aeroplanes"*, the Council has presented an analysis based on an erroneous assumption that this (the mere "landing, take off etc of aeroplanes") is the full extent of the definition of "airport". The Council has overlooked the fact that the definition of airport explicitly also includes 'buildings, installations, facilities and movement areas that are related or connected in some way (by virtue of the inclusion of "associated" in the definition of airport, as outlined in paragraphs 7 and 12) with a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes'. That is:

- (a) the Council has focused its analysis on only:
  - (i) criteria 1 outlined in paragraph 8 ("a place used for the taking off and landing etc of aeroplanes"); and

- (ii) criteria 3 outlined in paragraph 8 ("development ordinarily incidental or ancillary to a place used for the taking off and landing etc of aeroplanes"), but
- (b) the Council has failed to have any regard to:
  - (i) criteria 2 outlined in paragraph 8 ("buildings/facilities, including for flight training, related to a place used for the taking off and landing etc of aeroplanes"); or
  - (ii) criteria 4 outlined in paragraph 8 ("ordinarily incidental or ancillary to buildings/facilities etc that are related to a place used for the taking off and landing etc of aeroplanes"),

and as outlined in paragraph 8, the framework in the LEP permits development satisfying any one of the four criteria outlined in paragraph 8, and so the Council is required to consider all of them (including criteria 3 and 4, which it overlooked) when assessing the permissibility of the proposed development.

11. In *Chamwell*, the Court did not accept an argument that proposed ramps, driveways and forecourt areas were actually a "road" (which was clearly a very long bow for the developer to draw on the facts in that case). The Court held that those things were for the purposes of a [prohibited] shopping centre. The Court's approach in *Chamwell* is reasonable on its facts, but in our view a correct application of the principles in *Chamwell* would not produce the same result suggested by the Council in its letter of 15 March 2018, especially when all four criteria from paragraph 8 are considered, as required.
12. As noted in paragraph 7, the key consequence of the use of the word "associated" is that use of the word "associated" does not import notions of subservience or dominance. Subservience and dominance are irrelevant to that concept. Instead, the word "associated" introduces a concept centred on a form of connection or relationship of any type. An abattoir, for example, would not be considered to be something associated with a place used for the taking off and landing etc of aeroplanes, as there is simply no connection between the two; nor would a scuba diving school or a fishing school or a dental school be considered to be associated with a place used for the taking off and landing etc of aeroplanes.
13. On the other hand, a flight training school clearly would be related to or otherwise allied, connected or associated with a place used for the taking off and landing etc of aeroplanes. This is because, in order to learn to become pilots, trainee pilots need to (amongst other things):
  - (a) learn about and master the layout and operation of the place used for the landing, taking off, parking, maintenance and repair of aeroplanes;
  - (b) learn about the aspects and physical configuration of the aircraft located at the place used for the landing, taking off, parking, maintenance and repair of aeroplanes;
  - (c) conduct mandatory pre-flight safety briefings in the presence of the aircraft as part of their flight training;
  - (d) conduct mandatory pre-flight physical safety inspections on the physical aircraft as part of their flight training;
  - (e) take off, land, taxi and park at the place used for the landing, taking off, parking, maintenance and repair of aeroplanes; and
  - (f) learn about, and conduct, the service and repair of aircraft located at the place used for the landing, taking off, parking, maintenance and repair of aeroplanes.

All these activities are clearly in some way related to, or associated with, a place used for the landing, taking off, parking, maintenance or repair of aeroplanes. These activities cannot be

conducted anywhere else. For example, it is not possible to conduct, anywhere other than at an airport as defined, a mandatory pre-flight inspection of an aeroplane that is about to be flown. Conversely, an airport is not necessary or appropriate for the conduct of other forms of training – for example, a scuba diving training facility could not be said to be related in any way to an airport, as noted above. The point here is that there is an undeniably clear association between a flight school and a place for the landing, taking off, parking, maintenance or repair of aeroplanes (as per the definition of "airport" in the LEP).

14. Accordingly, development for the purposes of a flight training school is development for the purpose of buildings, installations, facilities and movement areas that are *related to, or otherwise associated with*, a place used for the landing, taking off, parking, maintenance or repair of aeroplanes. We note this satisfies criteria 2 ("related to a place used for the taking off and landing etc of aeroplanes") and arguably even criteria 1 ("a place used for the taking off and landing etc of aeroplanes", especially if one considers that an airport can be a training airport). There is no requirement in the definition that an airport only, or predominantly, provides for regular passenger transport.
15. The proposed use does not change the character which is, per *Chamwell*, "imparted to the land at which the use is pursued". Specifically, the land will still be used by planes taking off and landing etc and, moreover, will continue to be available for use by existing users of the airport and other members of the public for the purposes of taking off and landing their aircraft etc, in the way they have been and will be doing prior to the establishment of any flight school by our client. Even if the proposed flight school could be said to change the character imparted on the land (which is not accepted), the character that would be imparted would still be consistent with the purpose of the use of the land as an airport.
16. This approach to characterisation is consistent with the approach in *Chamwell*. At paragraph [46] in *Chamwell*, the Court said:

*The retail customers who [use the driveways/ramps/parking facilities etc] would not consider they had driven on a road.... The customers of the supermarket who [use the forecourt/tramps/parking etc] would not describe the route they had passed as a road. Similarly, customers using the ... forecourt ... would not consider that they were sitting on a road.*

This is all very reasonable and highlights the long bow the developer was drawing in that case. On the other hand, it is eminently reasonable to assert that a trainee pilot would consider that they were learning to fly "at the airport". A reasonable statement would be "I'm learning to fly at Frogs Hollow airport", as opposed to what would be a ridiculous "I'm on the road [while seated in the forecourt]" in the *Chamwell* case, as identified by the Court. This analysis is consistent with the requirement in *Chamwell* that "*the characterisation of the purpose of development must also be done in a common sense and practical way*" (at [45]) and further reinforces the satisfaction of criteria 2 and arguably criteria 1 as noted in paragraph 14.

17. The Council has placed emphasis on the difference in scale of the proposed development compared to the activities undertaken at the existing aerodrome. However, a comparison of the scale of the existing use against what is proposed does not assist in determining the characterisation of the development. If a hangar housing one aeroplane is characterised as falling within the defined permitted uses, then a hangar housing 10 aeroplanes is also permissible. The same applies to characterisation of all other features of the flight school, which in our view all satisfy at least criteria 2 and arguably also criteria 1 as outlined in paragraph 14.

#### **Ancillary use**

18. In the SP2 zone under the LEP the purpose for which development may be carried out includes both the purpose shown on the Land Zoning Map and also development that is ordinarily incidental or ancillary to development for that purpose.

19. A use is "ancillary" to another primary use if it is inspired by the same purpose as the other use, or if it subserves the other use or if the use could not function without the primary use (*Foodbarn Pty Ltd v Solicitor-General* (1975) 32 LGRA 157). We also draw Council's attention to the decision of the NSW Court of Appeal in *Macquarie International Health Clinic Pty Ltd v University of Sydney* (1998) 98 LGRA 218. In that case Stein JA held (with Mason P and Meagher JA concurring) [at 223]:

*... an ancillary use does not necessarily need to be a subordinate or subservient one. It may be more than a minor use. It seems to me that an ancillary or incidental use is not capable of being reduced to a mathematical formula. It may also be noted that among the relevant dictionary meanings of ancillary are "auxiliary" and "accessory".*

20. As a use will be ancillary if it is inspired by the same purpose as another use or requires another use to function, or is auxiliary or an accessory to another use (as per paragraph 19), then the flight school's activities and uses can be considered:

- (a) ancillary to development for the purpose of a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes ("**criteria 3**" from paragraph 8); or
- (b) ancillary to development for the purpose of buildings, installations, facilities [including for flight training] and movement areas that are correlated with, allied with, related to or connected with a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes ("**criteria 4**" from paragraph 8).

Only pilots will be trained. Only material relating to flying and airports will be taught. It cannot happen anywhere other than at an airport, including for the reasons outlined in paragraph 13. The activities are therefore properly characterised either as being for the purposes of an "airport" as defined (and as outlined in paragraphs 9 to 17), or as ancillary to that purpose (as outlined in (a) and (b) in this paragraph 20).

21. Furthermore, in the context of the development proposed by our client, only those who are involved in the pilot training will make use of the proposed accommodation facilities, and only for the duration of their involvement in the training. No other person will be able to make use of the accommodation facilities. This all means they are not general accommodation facilities. This fact, and the fact that housing trainee pilots learning to fly at remotely located airports is inspired by the same purpose as training them, further reinforces that the accommodation is ancillary to the flight training school, consistent with criteria 4 as outlined in paragraph 20 above (ie "ordinarily incidental or ancillary to buildings/facilities [including training facilities] that are related to a place used for the taking off and landing etc of aeroplanes").
22. We draw the Council's attention to recent decision of the Land and Environment Court of NSW in *Nessdee Pty Limited v Orange City Council* [2017] NSWLEC 158 (*Nessdee*). In that case Preston CJ considered a development application for a heliport at Fredricks Valley. Significantly, in addition to helicopter flights the development for which consent had been sought included classroom-based pilot training and accommodation for trainee pilots. Preston CJ accepted that these components could be understood as being ancillary components of the heliport and that a condition of consent could be imposed which limited the use of the pilot accommodation and classrooms to pilots undergoing training. The same reasoning applies to our client's application.
23. The classroom-based pilot training and pilot accommodation approved in *Nessdee* was of a smaller scale than that proposed by our client. However, the Council would be wrong to use this as a basis to distinguish the case from the development proposed, as outlined at paragraph 19.

#### PERMISSIBILITY UNDER ISEPP

24. Clause 23 of the *State Environmental Planning Policy (Infrastructure) 2007* ("**ISEPP**") provides that development for a range of additional purposes may be carried out on land within the boundaries of an existing "air transport facility", if the development is ancillary to the air transport facility. Those additional purposes include, relevantly: (d) "*premises for retail,*

*business, recreational, residential or industrial uses"; and (e) "tourist and visitor accommodation".*

25. We note that the operation of clause 23 of ISEPP, having regard to our comments in paragraphs 7 and 12 about use of the word "associated" in the definition of "airport" (which of course is part of the definition of "air transport facility" used in clause 23 of ISEPP) means that "premises for retail, business, recreational, residential or industrial uses" (subclause (d)) and "tourist and visitor accommodation" (subclause (e)) are permissible if ancillary to:

- (a) a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes; or
- (b) buildings, installations, facilities and movement areas that are correlated with, allied with, related to or connected with [by virtue of the word "associated" in the definition of "airport" in clause 21 of the ISEPP] any place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes.

26. As noted above, the visitor accommodation facilities in the proposed development are strictly and exclusively limited to those participating in the flight training activities and only for the duration of such participation, and so are clearly "visitor accommodation" (within the meaning of subclause (e) of clause 23 of the ISEPP) that is ancillary to:

- (a) a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes; or
- (b) buildings, installations, facilities (eg for pilot training) and movement areas that are allied with, related to or connected with [by virtue of the word "associated" in the definition of "airport"] any place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes.

This establishes permissibility under ISEPP, which permits ancillary use of this nature.

27. Similarly, the activities of the proposed flight school can be considered to be captured by the wording in subclause (d) of clause 23 of the ISEPP (namely, "premises for retail, business, recreational, residential or industrial uses"). Again, given that these activities are exclusively for the purposes of the operation of pilot training and the airport (and are not for general or unrelated retail purposes - such as a pet store or a car yard or fishing school for example - that have no connection to an "airport" as defined), then such premises and uses are ancillary to:

- (a) a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes; or
- (b) buildings, installations, facilities (eg for pilot training) and movement areas that are allied with, related to or connected with [by virtue of the word "associated" in the definition of "airport"] any place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes.

Again, this establishes permissibility under ISEPP, which permits ancillary use of this nature.

## **A NOTE ABOUT SCALE**

28. In its letter of 15 March 2018 the Council has incorrectly placed significant weight on the "scale" of the proposed flight training school. However, the scale of a flight training school is, itself, necessarily limited by the scale of the airport at which the training takes place. This is because aviation regulations in Australia set limits on the number of aeroplanes that can take off and land within given airspace. As a result, the maximum scale of a flight training school at a small airport can never be the same as the maximum scale of a flight training school at a larger airport. Accordingly, it is not conceptually possible for the scale of a flight school to exceed the scale of the airport, as the scale of the flight school's activities will, itself, be limited by the scale of the airport. This relationship between the flight school and an airport further demonstrates

that a flight school cannot be dominant over an airport, given that it instead relies on and is limited by the airport itself.

## SUMMARY

29. In summary, an analysis of the statutory framework regulating the permissibility of the proposed development together with a common sense appraisal of our client's application reveals that the flight school proposed by our client is permissible development on the subject site.
30. For the reasons outlined in this letter, our client urges the Council to reassess the permissibility of the development and, in due course, recommend that the regional planning panel approves the development application on its merits.
31. If the Council requires any clarification of the issues discussed in this letter, please contact the writer or Andrew Brickhill.

Yours faithfully  
BRADLEY ALLEN LOVE



Alan Bradbury  
Legal Director

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Email: [alan.bradbury@ballawyers.com.au](mailto:alan.bradbury@ballawyers.com.au)



## Imlay Shire Council.

Business transacted at last Shire Council meeting :—

E. Bullivant was appointed concrete pavior.

A partition erected across the foot-way at Eden was ordered to be removed by the 14th May.

Constable Boardman was appointed inspector of slaughter-houses for the Bega area within the Shire.

Department of Lands to be requested to expedite the allocation of necessary land for aerodrome at Broadwater.

The P.P. Board to be informed that Council will remove blackberries from road near Lochiel.

Repairs to be carried out to Wallagoot-Jellat Jellat road, also to Tangi-see Creek crossing.

Blackberries near G. Holzhauser's, on Wyndham road, to be removed.

Repairs to be carried out to Look Out road, Eden, when grader next in town.

B. Hackett granted permission to remove six dead trees in Tarlinton's Lane, subject to Engineer's supervision.

Cr. Robertson and the Engineer to meet Mr. Haigh, Pambula, respecting water draining from gravel pit on to his land.

E. Cole, Lochiel, to have grader placed on his private road at usual rates of charge.

Engineer to inspect and report re an application for access to property at Eden.

Permission granted for the holding of a street stall at Eden in aid the Pambula Hospital X-Ray fund.



Pambula Hospital X-Ray fund.

Mumbulla Shire Council to be informed that this Council is not in a position to do any repairs to the Postman's Track road.

Preliminary expenses, £50, to be paid to the Bega Valley County Council.

Engineer to inspect and carry out any repairs necessary to bridge on Candelo-Wolumla road, near Mr. Gordon's. Cr. Allen offered the loan of a bullock team to assist with this work, for which he was thanked.

Permission granted for Coronation Day sports on the beach at Eden, with a charge for admission.

Engineer directed to carry out removal of briar bushes and a patch of wild onion on Tantawanglo road.

The President, Cr. Wiles, appointed delegate to Shires Conference in June.

A subdivision at Tathra was approved.

A. Thompson's application to build a bakery at Merimbula, and W. Whitby, garage at Pambula, were approved.

Suggested town improvements at Tathra—track to baths at cost of £30 and track to beach to cost about £12—to be carried out.

Left in hands of Engineer to carry out necessary repairs and concreting to the footway in the vicinity of Candelo School of Arts.

Left in Engineer's hands to give attention to wash from Tantawanglo and Wyndham roads alongside W. E. Collins' fence, Candelo.

Road to be repaired to Haslem's beach reserve, Eden.

Council agreed to fall in with Eden Advancement Association re suitable programme of events for the 150th anniversary celebrations in 1938.

Engineer to carry out necessary repairs on road to the aerodrome at Frog's Hollow.

pairs on road to the aerodrome at Frog's Hollow.

Letter of sympathy directed to be forwarded to Mrs. G. Armstrong, Bega in connection with the recent death of her husband.

Building, R. McDonough, at Tathra, approved.

Action directed to be taken against all ratepayers who are in arrears with rates unless same are paid within 14 days from receipt of final notice.

Accounts passed for payment, and the President's and Engineer's reports adopted.

Mr. F. M. Davidson re-appointed auditor for 1937.

The President is to instruct workmen during the Engineer's absence on annual leave.

Cr. Lee to interview Police Sergeant re car parking at Eden.

Next meeting 14th May.

## LOCAL & GENERAL.

Mr. Len Collins, of "Collinswood," purchased an imported Jersey bull at Rocky Hall Jersey sale last week.

Church of England services for Sunday—Candelo 9, Tantawanglo 11, Wolumla 2, Candelo 7.30. Rev. Canon Hirst will be the preacher at all services.

Mr. Russell Thompson, a former teacher at Bega District School, died in Sydney on Saturday. His wife was Miss Mabel Toms, for whom Candelo friends will feel deep sympathy. They had not been very long married.

In reply to Mr. H. J. Bate's personal representations on behalf of Mr. John Scarvell, of Kameruka, the Minister for Education advises that he has authorised an extension to the Kameruka school and the building of a weathershed.

"Broadway Bill," to be screened at the Candelo pictures to-morrow night, is a thrilling romance woven around the "sport of kings," and is dedicated to that great Australian hero of the turf, Phar Lap. It should be a popular attraction.

Mr. Oswald Breen, well known in these parts, was killed in Sydney on Saturday, through falling from a ladder at the Eveleigh railway workshops. He was 55 years of age, and his wife was formerly Miss

age, and his wife was formerly Miss Flossie Gates, a sister of Mrs. C. McCarthy and the Gates brothers of this town.

\* \*

A Cooma football team visited Candelo on Sunday, and in a friendly match defeated the local team by 8 to 3. As is usual with the first matches in a season the game was rather slow, but the players showed promise of warming up to good work later on. For Cooma, Quail and Freebody scored tries and Freedody kicked a goal. K. Cochrane scored Candelo's try in the second half. Mr. Alf Scanes manipulated the whistle.

\* \*

Coronation Day passed off much like anyother day locally. Except for the holiday, the Diggers' flags flying at the memorial, and a church at St. Peter's in the morning, the only outward visible sign of our national jubilation was at the Candelo Hotel, which Mr. Sweeting decorated with flags. The old gentleman also distributed a bit of happiness amongst the kiddies by handing round nice little nickel pencils and small flags, which pleased the young people and made him their friend for a long time to come.

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Mr. J. Furnass will conduct the service in Candelo Methodist church

service in Candelo Methodist church on Sunday night.

The R.A.S. has recognised the Australian record high jump at 8ft. 3in. put up at the Tenterfield show by C. H. Perry's Lookout in February.

Mr. Bate opened the Coronation ball in Bega last night, Mrs. Bate receiving the debts.

Candelo friends are pleased to know that Mrs. V. J. Collins continues to improve in the Cooma hospital.

A big crowd attended the official opening of Adastra's new aerodrome at Frog's Hollow on Sunday. Four planes were down, giving joy rides. It is of interest to note that this service has carried over a thousand passengers from Bega to Sydney in the last three years, without mishap of any kind.

A son of Dr. Bruce, formerly of Candelo, is to be married next week to Miss Pauline Dangar, of Narrandera. The young man who was a very small boy in his Candelo days, is on the land at Narrabri.

At last meeting of the Bega District Hospital, the Secretary (Mr. Dicker) reported that the income for the past ten months of the current financial year was £4339, as against £4001 for last year.



\* \*  
Morning frosts and continued dry conditions prevail in the district, but there is any amount of good pasture for the time being. Conditions on Monaro are very bad, and stock continue to be brought down the mountain for relief.

\* \*  
A reminder is given of the regular monthly euhere party and dance in aid of the local Town Hall funds to be held next Wednesday night. The community's interest in the success of this function is earnestly requested. Mrs. G. Baldwin and Mrs. C. Mitchell are organising the supper arrangements, and the committee bespeaks for them the hearty co-operation of the ladies of the district in this regard.

\* \*  
Local footballing spirits seem to be running pretty low so far this season. Some players who are counted on to keep the game going are not taking it very seriously, and it is difficult to get any sort of a muster for training under the coach. We understand that an effort is being made to get a satisfactory team to make a bid for the Rosenthal Shield on Sunday, and the season's football here will depend on the success of this expedition.

\* \*  
The Presidents of Mumbulla and Imlay Shires and the Bega Valley

Imlay Shires and the Bega Valley County Council, the Mayor of Bega, and the President of the Bega C.W.A., are amongst 1,900 recipients of official coronation medals. The King has decided that a document in the following form is to be sent with each of the medals: "By command of his Majesty the King the accompanying medal is forwarded to (name) to be worn in commemoration of their Majesties' Coronation, May 12, 1937." The document will be headed with the Crown and his Majesty's cypher, G.R.I., and will bear the address Buckingham Palace. It will be distributed simultaneously throughout the Commonwealth on July 23. The medal will be one and a quarter inches in diameter, and will be worn suspended by a ring from a ribbon one and a quarter inches wide, with a blue centre stripe three-quarters of an inch wide and two white stripes and one red stripe on either side. The obverse side of the medal will bear a conjoint bust of the King and Queen, crowned and robed. The reverse side the Royal cypher, surmounted by the Crown, with the inscription George VI. and Queen Elizabeth. It has been classified as official, to be worn on all occasions on which decorations and medals are worn.

## COUNTRY NEWS.

### AIR-MINDEDNESS AT FROG'S HOLLOW.

BEGA, Monday.

Folks at Frog's Hollow, seven miles south of Bega, are becoming air-minded. When an aerodrome was opened there yesterday, four aeroplanes were unable to cope with the demand of those who wanted to make "joy rides."

The Mayor (Alderman D. C. Rosenthal), in declaring the aerodrome open, said that Adastra Airways, since commencing the Bega-Sydney service about three years ago, had travelled 270,000 miles and carried more than 1000 passengers from Bega without the slightest mishap.



## **ATTACHMENT 24      BEGA WEATHER DATA**

Monthly Climate Statistics for 'BEGA (NEWTOWN ROAD)' [069002]																
Created on [ 09 May 2018 13:41:04 GMT+00:00]																
069002 BEGA (NEWTOWN ROAD)																
Commenced: 1879																
Last Record: 2018																
Latitude: 36.69 Degrees South																
Longitude: 149.84 Degrees East																
Elevation: 50 m																
State: NSW																
Statistic Element	January	February	March	April	May	June	July	August	September	October	November	December	Annual	Number of	Start Year	End Year
Mean maximum temperature (Degrees C) for years 1907 to 1994	27	27	25.7	23	19.7	16.9	16.7	18.2	20.5	22.5	24	25.9	22.3	76	1907	1994
Highest temperature (Degrees C) for years 1965 to 1994	44.5	42.6	41	33.9	29.1	23.3	27.5	28.3	36.6	35.7	43.1	43.8	44.5	28	1965	1994
Date of Highest temperature for years 1965 to 1994	9-Jan-79	8-Feb-82	7-Mar-83	12-Apr-68	11-May-80	1-Jun-76	30-Jul-75	20-Aug-77	30-Sep-80	13-Oct-77	18-Nov-80	12-Dec-75	9-Jan-79	N/A	1965	1994
Lowest maximum temperature (Degrees C) for years 1965 to 1994	16.9	15.9	15.4	14.6	11.3	8.7	8.5	10.5	10.3	11.4	13.4	13.5	8.5	28	1965	1994
Date of Lowest maximum temperature for years 1965 to 1994	1-Jan-80	21-Feb-93	29-Mar-73	30-Apr-66	6-May-70	29-Jun-83	23-Jul-93	3-Aug-81	7-Sep-77	3-Oct-83	2-Nov-74	3-Dec-68	23-Jul-93	N/A	1965	1994
Decile 1 maximum temperature (Degrees C) for years 1965 to 1994	21.8	21.5	20.7	18.9	16	13.5	13.5	14.6	15.6	17	18.5	20.4		29	1965	1994
Decile 9 maximum temperature (Degrees C) for years 1965 to 1994	33.1	32.9	30.2	27.4	23.4	19.6	20	21.2	24.8	27.8	29.1	31.2		29	1965	1994
Mean number of days >= 30 Degrees C for years 1965 to 1994	7.1	6	3.5	0.6	0	0	0	0	0.4	1.8	2.4	4.8	26.6	28	1965	1994
Mean number of days >= 35 Degrees C for years 1965 to 1994	1.7	1.6	0.5	0	0	0	0	0	0	0.1	0.6	1	5.5	28	1965	1994
Mean number of days >= 40 Degrees C for years 1965 to 1994	0.2	0.3	0.1	0	0	0	0	0	0	0	0.1	0.2	0.9	28	1965	1994
Mean minimum temperature (Degrees C) for years 1907 to 1994	14.2	14.5	12.6	8.9	5.5	2.9	1.4	2.6	5.1	8.2	10.7	12.9	8.3	77	1907	1994
Lowest temperature (Degrees C) for years 1965 to 1994	4	5	2.5	-2.2	-3.1	-5.9	-8.1	-4.9	-3.6	-1	0.6	2.2	-8.1	28	1965	1994
Date of Lowest temperature for years 1965 to 1994	13-Jan-75	7-Feb-80	31-Mar-70	27-Apr-67	24-May-66	29-Jun-68	16-Jul-70	14-Aug-71	13-Sep-71	10-Oct-71	4-Nov-80	5-Dec-67	16-Jul-70	N/A	1965	1994
Highest minimum temperature (Degrees C) for years 1965 to 1994	22.7	24.2	20.5	20.6	18	13.9	12.5	11.8	14.4	16.3	20.1	21.2	24.2	28	1965	1994
Date of Highest minimum temperature for years 1965 to 1994	31-Jan-73	6-Feb-73	7-Mar-86	5-Apr-81	2-May-88	7-Jun-88	14-Jul-75	25-Aug-68	26-Sep-90	31-Oct-66	28-Nov-68	12-Dec-81	6-Feb-73	N/A	1965	1994
Decile 1 minimum temperature (Degrees C) for years 1965 to 1994	10	10.2	8.5	4.1	0.8	-1.5	-2.6	-1.6	0.5	3.6	6.2	8.5		29	1965	1994
Decile 9 minimum temperature (Degrees C) for years 1965 to 1994	18.2	18.5	16.8	14.5	10.6	8.3	6.1	7.1	9.6	13	15.2	17.2		29	1965	1994
Mean number of days <= 2 Degrees C for years 1965 to 1994	0	0	0	0.7	6.4	14.6	19.9	15.7	6.8	1.2	0.2	0	65.5	28	1965	1994
Mean number of days <= 0 Degrees C for years 1965 to 1994	0	0	0	0.1	1.6	8.5	12.9	8.3	2.3	0.2	0	0	33.9	28	1965	1994
Mean daily ground minimum temperature Degrees C for years null to null																
Lowest ground temperature Degrees C for years null to null																
Date of Lowest ground temperature for years null to null														N/A		
Mean number of days ground min. temp. <= -1 Degrees C for years null to null																
Mean rainfall (mm) for years 1879 to 2018	80.6	91.7	96.1	70	72.2	81.3	51.9	50.8	50.9	67.7	68.4	77.5	862.7	122	1879	2018
Highest rainfall (mm) for years 1879 to 2018	431.8	730.9	669.9	409.5	635.9	689	354.9	326.6	240	369.4	301.4	324.6	1833.2	133	1879	2018
Date of Highest rainfall for years 1879 to 2018	1911	1919	1914	1934	1925	1891	1922	1901	1892	1976	1973	1992	1934	N/A	1879	2018
Lowest rainfall (mm) for years 1879 to 2018	1.6	0	0	0	0.6	0	0	0	0	0.8	0	1	398.9	133	1879	2018
Date of Lowest rainfall for years 1879 to 2018	1932	2014	2004	1910	1982	1962	1970	1948	1907	1895	1926	1972	1885	N/A	1879	2018
Decile 1 monthly rainfall (mm) for years 1879 to 2018	14.6	9.3	8.4	8	5.2	7.2	2.8	3.8	10.6	16.6	11.8	14.8	519.5	134	1879	2018
Decile 5 (median) monthly rainfall (mm) for years 1879 to 2018	57.9	50	56.8	38.1	34.8	43.9	26.9	27.6	32.6	52.7	53.5	52.6	807.1	134	1879	2018
Decile 9 monthly rainfall (mm) for years 1879 to 2018	160	210.8	260	154.8	187.1	196.8	143.4	124.8	116.2	142	142.3	180.6	1275.1	134	1879	2018
Highest daily rainfall (mm) for years 1879 to 2018	192.8	454.2	384.8	176.5	252.5	196.3	179.4	162.3	129.5	151.9	189.2	235.4	454.2	134	1879	2018
Date of Highest daily rainfall for years 1879 to 2018	8-Jan-34	27-Feb-19	4-Mar-61	21 Apr 188	27-May-00	30-Jun-13	7-Jul-88	23-Aug-57	16-Sep-62	25-Oct-20	5-Nov-73	6-Dec-92	27-Feb-19	N/A	1879	2018
Mean number of days of rain for years 1879 to 2018	8	7.6	8.3	7.1	7.1	7.2	5.8	6.4	7.3	8.9	8.7	8.4	90.8	134	1879	2018
Mean number of days of rain >= 1 mm for years 1879 to 2018	6.4	6.2	6.5	5.5	5.2	5.3	4.1	4.6	5.4	6.7	7	6.7	69.6	134	1879	2018
Mean number of days of rain >= 10 mm for years 1879 to 2018	2.2	2.1	2.1	1.7	1.5	1.7	1.2	1.3	1.3	1.8	2	2.2	21.1	134	1879	2018
Mean number of days of rain >= 25 mm for years 1879 to 2018	0.8	0.7	0.9	0.7	0.7	0.9	0.5	0.5	0.4	0.5	0.5	0.7	7.8	134	1879	2018
Mean daily wind run (km) for years null to null																
Maximum wind gust speed (km/h) for years null to null																
Date of Maximum wind gust speed for years null to null														N/A		
Mean daily sunshine (hours) for years null to null																
Mean daily solar exposure (MJ/(m*m)) for years 1990 to 2018	22.7	19.6	16.5	12.6	9.5	7.4	8.6	11.7	15.7	19.3	21.4	22.6	15.6	28	1990	2018
Mean number of clear days for years 1965 to 1994	6.8	5.9	6.8	7.2	6.5	7.6	9.7	8.7	7.7	6.9	5.8	5.7	85.3	30	1965	1994
Mean number of cloudy days for years 1965 to 1994	12.7	12.2	12.2	10.8	12.3	10.9	9.3	9.4	10.4	12.5	13.3	13.8	139.8	30	1965	1994
Mean daily evaporation (mm) for years null to null																
Mean 9am temperature (Degrees C) for years 1910 to 1994	20.4	19.8	17.8	14.1	9.9	6.8	5.7	8	12	15.8	17.9	20	14	77	1910	1994
Mean 9am wet bulb temperature (Degrees C) for years 1910 to 1994	17.3	17.4	15.7	12.4	8.6	5.7	4.5	6.3	9.7	12.9	14.7	16.5	11.8	76	1910	1994
Mean 9am dew point temperature (Degrees C) for years 1985 to 1994														9	1985	1994
Mean 9am relative humidity (%) for years 1910 to 1994	72	77	80	81	83	83	81	76	74	69	69	69	76	56	1910	1994
Mean 9am cloud cover (okas) for years 1907 to 1994	3.9	4	3.8	3.8	3.9	3.9	3.3	3.1	3.4	3.6	4	4.1	3.7	78	1907	1994
Mean 9am wind speed (km/h) for years 1965 to 1994	4.2	3.4	3.8	3.7	3.4	4.1	4.7	5.6	7	6.6	6	5.6	4.8	27	1965	1994
Mean 3pm temperature (Degrees C) for years 1944 to 1994	24.6	24.8	23.4	20.8	18	15.4	15.2	16.1	18	19.6	21.3	23.2	20	39	1944	1994
Mean 3pm wet bulb temperature (Degrees C) for years 1944 to 1994	19.1	19.6	18.4	15.9	13.7	11.5	10.6	11.1	12.8	14.7	16.2	17.9	15.1	39	1944	1994
Mean 3pm dew point temperature (Degrees C) for years 1985 to 1994														9	1985	1994
Mean 3pm relative humidity (%) for years 1944 to 1994	59	61	59	59	60	61	55	52	52	54	57	58	57	19	1944	1994
Mean 3pm cloud cover (oktas) for years 1944 to 1994	4.4	4.6	4.6	4.2	4.4	4.3	3.9	4.2	4.4	4.7	4.8	4.7	4.4	39	1944	1994
Mean 3pm wind speed (km/h) for years 1965 to 1994	12.7	12	11.8	9.8	8.2	8.9	10.3	13.6	14.5	14.1	13.8	13.2	11.9	27	1965	1994

Monthly Climate Statistics for 'BEGA AWS' [069139]																
Created on [ 09 May 2018 13:41:09 GMT+00:00]																
069139 BEGA AWS																
Commenced: 1992																
Last Record: 2018																
Latitude: 36.67 Degrees South																
Longitude: 149.82 Degrees East																
Elevation: 41 m																
State: NSW																
Statistic Element	January	February	March	April	May	June	July	August	September	October	November	December	Annual	Number of	Start Year	End Year
Mean maximum temperature (Degrees C) for years 1992 to 2018	27.2	26.6	24.8	22.2	19.4	16.7	16.4	17.9	20.1	22	23.5	25	21.8	26	1992	2018
Highest temperature (Degrees C) for years 1992 to 2018	44.6	44.4	40.4	35.6	28.1	24.5	26.3	28.2	35.4	36.8	42.6	42.4	44.6	26	1992	2018
Date of Highest temperature for years 1992 to 2018	18-Jan-13	7-Feb-09	23-Mar-98	28-Apr-94	15-May-16	9-Jun-04	22-Jul-16	4-Aug-11	23-Sep-17	27-Oct-08	20-Nov-09	17-Dec-09	18-Jan-13	N/A	1992	2018
Lowest maximum temperature (Degrees C) for years 1992 to 2018	17.5	15.8	16	13.4	12.1	9.7	8	7.6	10.5	12.3	13.6	16	7.6	26	1992	2018
Date of Lowest maximum temperature for years 1992 to 2018	2-Jan-95	21-Feb-93	12-Mar-94	12-Apr-94	26-May-97	26-Jun-07	20-Jul-98	4-Aug-03	2-Sep-05	14-Oct-14	8-Nov-99	8-Dec-94	4-Aug-03	N/A	1992	2018
Decile 1 maximum temperature (Degrees C) for years 1992 to 2018	21.5	21.4	20.3	18.4	16.3	13.6	13.3	14.4	15.8	17	18.1	19.9		25	1992	2018
Decile 9 maximum temperature (Degrees C) for years 1992 to 2018	33.4	32	29.9	26.3	22.8	19.8	19.6	21.7	25.7	28.2	29.5	30.5		25	1992	2018
Mean number of days >= 30 Degrees C for years 1992 to 2018	7.4	5.3	2.9	0.5	0	0	0	0	0.3	1.7	2.3	3.5	23.9	26	1992	2018
Mean number of days >= 35 Degrees C for years 1992 to 2018	2.2	1.2	0.2	0	0	0	0	0	0	0.3	0.5	1.1	5.5	26	1992	2018
Mean number of days >= 40 Degrees C for years 1992 to 2018	0.4	0.2	0	0	0	0	0	0	0	0	0.1	0.2	0.9	26	1992	2018
Mean minimum temperature (Degrees C) for years 1992 to 2018	15	15	12.9	9.5	5.7	3.7	2.3	3.1	6.1	8.5	11.4	13.4	8.9	26	1992	2018
Lowest temperature (Degrees C) for years 1992 to 2018	4.5	6	3.1	-0.1	-2.4	-4.3	-4.3	-4.1	-3	0	0.7	4.3	-4.3	26	1992	2018
Date of Lowest temperature for years 1992 to 2018	22-Jan-94	18-Feb-03	27-Mar-15	13-Apr-01	28-May-05	15-Jun-92	22-Jul-17	5-Aug-14	2-Sep-03	10-Oct-03	5-Nov-02	28-Dec-00	22-Jul-17	N/A	1992	2018
Highest minimum temperature (Degrees C) for years 1992 to 2018	23.5	22.2	20.5	18.6	17	14	12	14.7	19	17.5	23.8	22.4	23.8	26	1992	2018
Date of Highest minimum temperature for years 1992 to 2018	24-Jan-17	8-Feb-98	8-Mar-10	20-Apr-02	13-May-95	21-Jun-16	7-Jul-16	31-Aug-05	25-Sep-01	21-Oct-15	3-Nov-96	30-Dec-16	3-Nov-96	N/A	1992	2018
Decile 1 minimum temperature (Degrees C) for years 1992 to 2018	10.7	10.8	8.6	4.9	0.9	-1.1	-2	-1.1	1.1	3.9	6.9	9.2		25	1992	2018
Decile 9 minimum temperature (Degrees C) for years 1992 to 2018	18.7	18.7	16.7	13.6	10.9	9.3	7.5	8.2	11	13.4	15.6	17.1		25	1992	2018
Mean number of days <= 2 Degrees C for years 1992 to 2018	0	0	0	0.6	5.8	11.8	16.2	13.4	4.2	1	0.1	0	53.1	26	1992	2018
Mean number of days <= 0 Degrees C for years 1992 to 2018	0	0	0	0.1	1.2	6.7	10	6.5	1.2	0.1	0	0	25.8	26	1992	2018
Mean daily ground minimum temperature Degrees C for years null to null																
Lowest ground temperature Degrees C for years null to null																
Date of Lowest ground temperature for years null to null														N/A		
Mean number of days ground min. temp. <= -1 Degrees C for years null to null																
Mean rainfall (mm) for years 1994 to 2018	49	80.3	68.2	31.5	42.3	68.1	39	33.2	34.4	44.3	63.5	64	624.1	20	1994	2018
Highest rainfall (mm) for years 1994 to 2018	193.7	383	324	104.6	172.6	329.2	183.8	146	107.4	125.4	191.2	237.4	1020.6	23	1994	2018
Date of Highest rainfall for years 1994 to 2018	1999	2010	2012	2012	2010	2016	2001	1998	2013	1999	2013	2014	2010	N/A	1994	2018
Lowest rainfall (mm) for years 1994 to 2018	10.6	0.2	0.2	0	6.6	0.4	1.4	1	6.2	0	0	3	346.6	23	1994	2018
Date of Lowest rainfall for years 1994 to 2018	2017	2009	2004	2011	2008	2004	1994	1997	1995	1995	2006	2002	2009	N/A	1994	2018
Decile 1 monthly rainfall (mm) for years 1994 to 2018	14	7.2	8.5	3.1	9.8	8.4	3	3.7	10	8.9	20	17.3	406.4	23	1994	2018
Decile 5 (median) monthly rainfall (mm) for years 1994 to 2018	38.8	47.6	35.6	24	21.2	39	18.2	18.4	26.6	30.6	57.1	35.8	629.2	23	1994	2018
Decile 9 monthly rainfall (mm) for years 1994 to 2018	85.9	169.5	198	73.9	100.8	149.8	101.2	90.6	65.4	101.9	112.3	174.2	848	23	1994	2018
Highest daily rainfall (mm) for years 1994 to 2018	98.4	219	189	42	75.2	130.8	88.2	76	57.8	62.6	125.6	126.2	219	22	1994	2018
Date of Highest daily rainfall for years 1994 to 2018	31-Jan-16	11-Feb-07	3-Mar-97	19-Apr-12	26-May-10	6-Jun-16	1-Jul-05	8-Aug-98	17-Sep-13	31-Oct-05	12-Nov-13	7-Dec-14	11-Feb-07	N/A	1994	2018
Mean number of days of rain for years 1994 to 2018	10.2	9.5	11.3	10.5	11.7	12	10.2	8.7	9.9	10.5	11.4	9.5	125.4	23	1994	2018
Mean number of days of rain >= 1 mm for years 1994 to 2018	6.1	5.4	6.1	4.3	3.7	4.6	3.5	3.6	4.5	5.3	6.9	6.6	60.6	22	1994	2018
Mean number of days of rain >= 10 mm for years 1994 to 2018	1.6	2	1.4	0.8	0.9	1.5	1.2	1	0.8	1.2	1.8	1.9	16.1	22	1994	2018
Mean number of days of rain >= 25 mm for years 1994 to 2018	0.5	0.7	0.6	0.3	0.6	0.9	0.5	0.2	0.3	0.3	0.5	0.5	5.9	22	1994	2018
Mean daily wind run (km) for years 2003 to 2018	229	203	181	158	154	151	169	186	223	226	225	225	194	15	2003	2018
Maximum wind gust speed (km/h) for years 2003 to 2018	81	83	94	91	96	93	94	93	109	87	89	93	109	15	2003	2018
Date of Maximum wind gust speed for years 2003 to 2018	11-Jan-08	8-Feb-15	5-Mar-15	25-Apr-12	10-May-16	19-Jun-04	1-Jul-08	25-Aug-09	6-Sep-12	12-Oct-07	3-Nov-13	5-Dec-12	6-Sep-12	N/A	2003	2018
Mean daily sunshine (hours) for years null to null																
Mean daily solar exposure (MJ/(m*m)) for years 1990 to 2018	22.4	19.2	16.3	12.6	9.5	7.5	8.6	11.7	15.6	19.2	21.1	22.1	15.5	28	1990	2018
Mean number of clear days for years null to null																
Mean number of cloudy days for years null to null																
Mean daily evaporation (mm) for years null to null																
Mean 9am temperature (Degrees C) for years 1992 to 2010	19.8	18.8	16.3	14.1	10.3	7.4	6.4	8.4	12.5	15.6	16.9	18.6	13.8	19	1992	2010
Mean 9am wet bulb temperature (Degrees C) for years 1992 to 2010	17.6	16.9	14.5	12.5	9.1	6.4	5.3	7	10	12.7	14.2	15.8	11.8	15	1992	2010
Mean 9am dew point temperature (Degrees C) for years 1992 to 2010	15.4	15.5	13.2	11	7.7	4.9	3.4	4.5	7.4	9.6	11.9	13.4	9.8	18	1992	2010
Mean 9am relative humidity (%) for years 1992 to 2010	77	82	84	83	86	87	84	79	74	69	74	73	80	18	1992	2010
Mean 9am cloud cover (okas) for years 2010 to 2010														0	2010	2010
Mean 9am wind speed (km/h) for years 1992 to 2010	8.4	6.4	5.7	6.4	5.6	6	5.8	7.2	9.3	10.5	9.9	9.9	7.6	18	1992	2010
Mean 3pm temperature (Degrees C) for years 1992 to 2010	24.9	24.7	22.9	20.3	17.7	15.4	15	16.2	17.7	19.1	21.1	22.7	19.8	19	1992	2010
Mean 3pm wet bulb temperature (Degrees C) for years 1992 to 2010	19.3	19.4	17.9	15.4	13.5	11.3	10.4	11	12.7	14.3	16.3	17.5	14.9	15	1992	2010
Mean 3pm dew point temperature (Degrees C) for years 1992 to 2010	15.6	15.5	13.9	11.4	9.1	6.6	5	5.1	7.4	9.5	12.3	13.7	10.4	18	1992	2010
Mean 3pm relative humidity (%) for years 1992 to 2010	60	60	59	59	59	58	54	51	53	57	60	60	57	18	1992	2010
Mean 3pm cloud cover (oktas) for years null to null																
Mean 3pm wind speed (km/h) for years 1992 to 2010	22.2	20.5	19.2	17.4	14.9	14.1	15.3	19	20.8	21.6	21.7	21.8	19	18	1992	2010