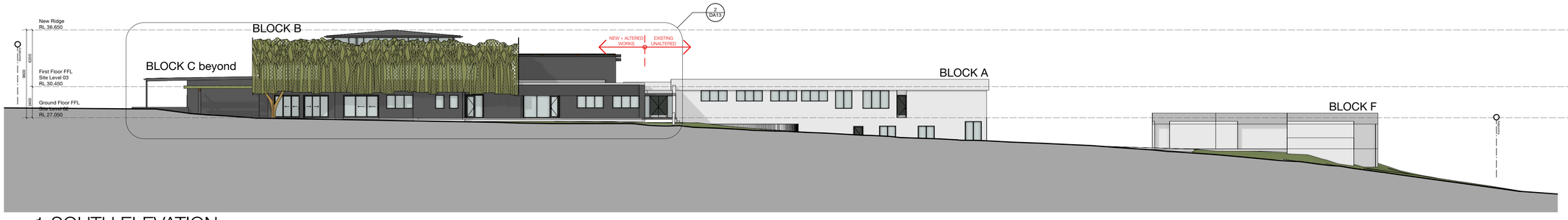


1 SOUTH ELEVATION

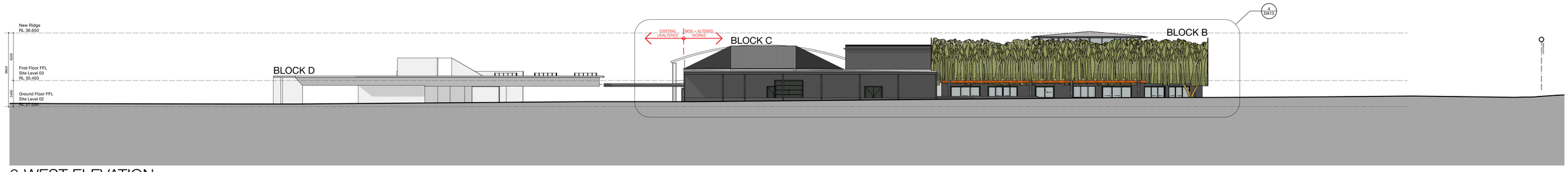
Scale: 1:250

2 SOUTH ELEVATION DETAIL

Scale: 1:100

LEGEND

AD	Aluminium framed door
AW	Aluminium framed window
AL	Aluminium framed louvre window
BW	Brickwork - face
BBW	Bagged Brickwork
BLW	Blockwork
CLD1	Cladding - Fibre cement, smooth w. V joint
CONC	Concrete
CPT	Carpet
DP	Downpipe - 90Ø Colorbond w. 50mm stand-off brackets
HH	Heka Hood - 900mm wide - proprietary awning fixed to fascia
LAM	Laminate
MFL	Metal Flashing - 50mm high with crushfold
MEG	Metal Eaves Gutter - 200Ø half round - Zincalume
MHR	Metal Handrail - 50 dia steel
MRS	Metal Roof Sheeting
PAV	Paver
PLBD	Plasterboard
PLY	Plywood ceiling panels-polyurethane clear finish - gloss
RESIL	Resilient flooring
RBW	Rendered brickwork
SSC	Structural Steel Column to engineers details
SSB	Structural Steel Beam to engineers details
SSF	Structural Steel Framing member to engineers details
SCS	Structural Concrete Slab to engineers details
SCF	Structural Concrete Footing to engineers details
STP1	Timber post to engineers details - size 100x100
STB	Structural Timber Beam to engineers details
VB	Villaboard
#	Numeric suffix refers to item number variance- refer Finishes and Fittings Schedule
ex.	Prefix denotes existing



3 WEST ELEVATION

Scale: 1:250

4 WEST ELEVATION DETAIL

Scale: 1:100

Austin McFarland.Architects
Wingham NSW
PO BOX 395 Wingham NSW 2429
Reg.Arch: Russell McFarland 6636
m. 0400 802284
architects@austinmcfarland.com.au
abn 58 087 414 864

all dimensions are to be verified on site. all door and window dimensions are clear opening dimensions. steelwork, windows and joinery are to be check measured on site prior to manufacture. window schedules are drawn from the external view.

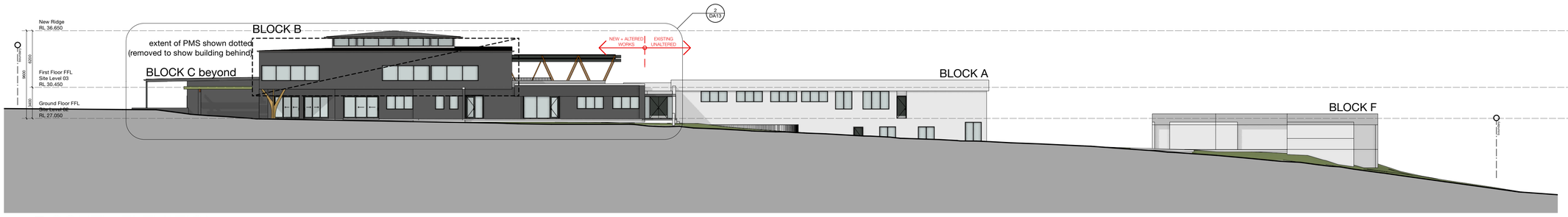
REV.	DESC.	DATE
A	For Development Application	11/10/2023
B	For Development Application	31/5/2024

AMENDMENT NOTES
1. dimensions of Preforated Metal Screen added

PROJECT
Lumen Christi Catholic College
64 Culgoa Crescent
Pambula Beach NSW 2549
Lot 388 DP 750227 & Lot 485 DP728071

DRAWING TITLE
ELEVATIONS

DWG NUMBER DA13
REV B
SCALE @ A1 AS SHOWN
S40

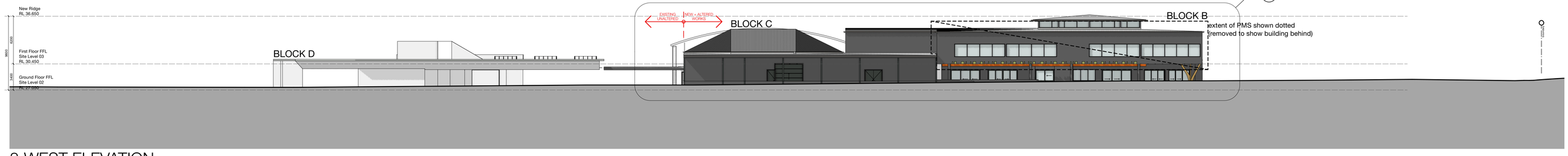


7 SOUTH ELEVATION

Scale: 1:250

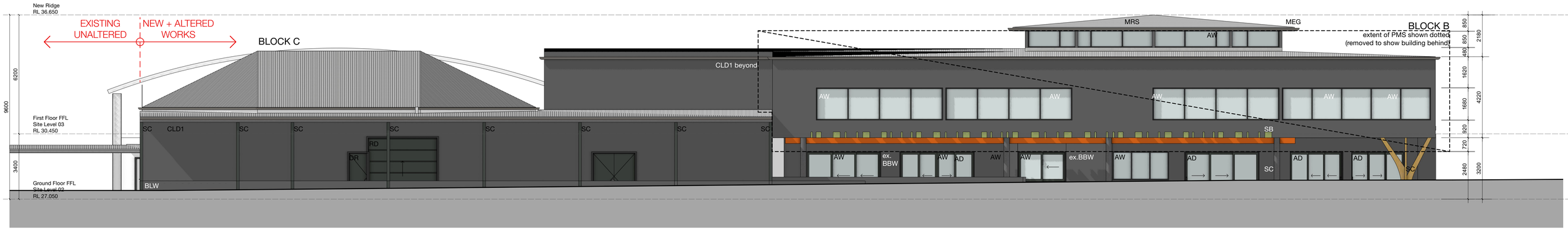
9 SOUTH ELEVATION DETAIL

Scale: 1:100



8 WEST ELEVATION

Scale: 1:250



10 WEST ELEVATION DETAIL

Scale: 1:100

LEGEND

AD	Aluminium framed door
AW	Aluminium framed window
AL	Aluminium framed louvre window
BW	Brickwork - face
BBW	Bagged Brickwork
BLW	Blockwork
CLD1	Cladding - Fibre cement, smooth w. V joint
CONC	Concrete
CPT	Carpet
DP	Downpipe - 90Ø Colorbond w. 50mm stand-off brackets
HH	Heka Hood - 900mm wide - proprietary awning fixed to fascia
LAM	Laminate
MFL	Metal Flashing - 50mm high with crushfold
MEG	Metal Eaves Gutter - 200Ø half round - Zincalume
MHR	Metal Handrail - 50 dia steel
MRS	Metal Roof Sheeting
PAV	Paver
PLBD	Plasterboard
PLY	Plywood ceiling panels-polyurethane clear finish - gloss
RESIL	Resilient flooring
RBW	Rendered brickwork
SSC	Structural Steel Column to engineers details
SSB	Structural Steel Beam to engineers details
SSF	Structural Steel Framing member to engineers details
SCS	Structural Concrete Slab to engineers details
SCF	Structural Concrete Footing to engineers details
STP1	Timber post to engineers details - size 100x100
STB	Structural Timber Beam to engineers details
VB	Villaboard
#	Numeric suffix refers to item number variance- refer Finishes and Fittings Schedule
ex.	Prefix denotes existing

Austin McFarland.Architects
Wingham NSW
PO BOX 395 Wingham NSW 2429
Reg.Arch: Russell McFarland 6636
m. 0400 802284
architects@austinmcfarland.com.au
abn 58 087 414 864

all dimensions are to be verified on site. all door and window dimensions are clear opening dimensions. steelwork, windows and joinery are to be check measured on site prior to manufacture. window schedules are drawn from the external view.

REV.	DESC.	DATE	AMENDMENT NOTES
A	For Development Application	31/5/2024	

PROJECT
Lumen Christi Catholic College
64 Culgoa Crescent
Pambula Beach NSW 2549
Lot 388 DP 750227 & Lot 485 DP728071

DRAWING TITLE
ELEVATIONS without Screen

DWG NUMBER DA16
REV A
SCALE @ A1 AS SHOWN
S40

WALL LEGEND

- existing walls
- new walls
- walls to be demolished

PLAYING FIELDS
Leased by School
from Council
for student use

outline of proposed works
shown dotted in blue

outline of proposed work
zone shown dotted in red

outline of proposed short-term work zone
shown to complete structures and
landscape works closer to the roadway
shown dotted in orange

area available for queuing or waiting
construction vehicles

adequate roadway width to allow vehicles
including buses to pass should activities
overlap with bus movements

temporary road safety demarcation around
concrete pumps and crane where they
need to be located outside of the main
work zone

temporary road safety demarcation around
concrete pumps and crane where they
need to be located outside of the main
work zone

school managed vehicular
access gate

managed student crossing to
playing fields

main student access
to playing field

managed bus and
construction vehicle
entry only

bus pickup/dropoff

ONE WAY

102755
BOUNDARY SETBACK

12900
SETBACK

68800
OVERALL PROPOSED BUILDING

43000
BOUNDARY SETBACK

PRIVATE INTERNAL
ROADWAY

boundary

TEMPORARY DEMOUNTABLE LEARNING AREAS

TEMPORARY DEMOUNTABLE LEARNING AREAS

access to
temporary
demountables

BLOCK J
DEMOUNTABLE
LEARNING SPACES
EXISTING

BLOCK I
DEMOUNTABLE
LEARNING SPACES
EXISTING

access to
busses

student pedestrian
access

BLOCK D
LEARNING SPACES
EXISTING

COLA

OPEN SPACE

BLOCK E
SCHOOL HALL
EXISTING

BLOCK C
LEARNING SPACES
PROPOSED

PROPOSED
OPEN SPACE

accessible route utelising existing and proposed lifts

proposed
lift

existing
lift

BLOCK F
PRIMARY SCHOOL
EXISTING

BLOCK A
ADMINISTRATION +
LEARNING SPACES
EXISTING

pedestrian
entry

ENTRY

Kiss'n'Ride

site pedestrian
entry

CULGOA CRES.

MATERIALS
HANDLING

BLOCK B
LEARNING SPACES
PROPOSED

existing sewer

WORK
ZONE
ENTRY

7250

WORK ZONE
PARKING

SITE FACILITIES

SITE OFFICE | LUNCHROOM | AMENITIES

CARPARK

passenger vehicle
route

PRIVATE INTERNAL ROADWAY

passenger vehicle
entry

54800
OVERALL PROPOSED BUILDING

EXISTING
SHED

passenger vehicle, bus and
construction vehicle exit

0 5 20 M

PAMBULA BEACH ROAD

Austin McFarland.Architects

Wingham NSW
PO BOX 395 Wingham NSW 2429
Reg Arch: Russell McFarland 6636
m. 0400 802284
architects@austinmcfarland.com.au
abn 58 087 414 864

all dimensions are to be verified on site. all door and window dimensions are clear opening dimensions. steelwork, windows and joinery are to be check measured on site prior to manufacture. window schedules are drawn from the external view.

REV.	DESC.	DATE	AMENDMENT NOTES
A	For Development Application	31/05/2024	

PROJECT
Lumen Christi Catholic College
64 Culgoa Crescent
Pambula Beach NSW 2549
Lot 388 DP 750227 & Lot 485 DP728071

DRAWING TITLE
PROPOSED CONSTRUCTION PERIOD
SITE PLAN

DWG NUMBER DA17 | REV A

SCALE @ A1
1:250

S40

31 May 2024

Michael Brewer
Town Planner (Consultant)
PO Box 492, Bega NSW 2550
MBrewer@begavalley.nsw.gov.au

RE: INFORMATION REQUEST - DA/2023.299 - PROPOSED ALTERATIONS AND ADDITIONS OVER EXISTING CLASSROOMS AND ASSOCIATED

Dear Michael,

Thank you for your letter of 28 May 2024 and your time on the phone the other day.

We have endeavoured to address the topics the Southern Regional Planning Panel have raised and hope that the information provided satisfies these for the purpose of the subject application. The topic addressed are in turn Building Elements, relating to the Green Perforated Metal Screen; Accessibility relating particularly to lift access to the upper level of the proposed building; and Construction Management and how the effects of construction activity will be mitigated for the students, staff and visitors to the school.

Attached are amended and additional drawings that provide information to supplement this written response.

Building Elements

The green perforated metal screen is a sunscreen mounted at the first floor level and held off the building's external walls with a structural steel frame. Its primary purpose is to reduce the heat load on the walls of the building with particular protection for the setting western sun. The screen also seeks to reduced the glare for the occupants within the space, while maintaining the outlook from the classrooms towards the bush and towards the ocean. The screen also unifies the existing and new built form to create a cohesive appearance.

a. Details of the purpose of the screens including whether the screens form part of the bushfire protection measures.

The screen is for sun-shading and glare reduction. It is not part of the bushfire protection measures.

The intent of the screen is also to add a visually striking element within the school but not necessarily to change the visual perception of the school form the public realm.

b. Full details of the proposed materials, colours and method of support/ attachment of the proposed screen including distance from the proposed buildings additions

The screen is proposed to be constructed of custom perforated sheet metal, with a powdercoat finish. The screen elements are typically edge stiffened with a 90 degree fold. The screen would be mounted to a steel substructure design by a structural engineer. The steel substructure would be concealed behind the screen and mostly not visible unless looking directly up between the screens and the building.

The design of the screen reflects the tall eucalyptus forrest to the south of the school, with the trunks visible in the screen motif and the irregular shape of the screen top reflective of the underside of canopy over, creating a softened line to the sky.

The colours are to be tonal variations reminiscent of Australian bush greens, with the exact colour to be determined from colour samples and compared to colours of the site.

c. Full details of the relevant elevations without the proposed screens with appropriate dimensions provided.

An additional drawing has been prepared which shows the building behind the screen, with the screen dotted over for reference.

d. Amended elevations showing the dimensions/ height of the proposed screens, including the height of the underside above ground level.

The elevation drawings have been amended to include the additional information requested.

Accessibility

The proposed building satisfy the National Construction Code Requirements for disabled access to all areas including the upper level.

The project will comply with all aspects of Part D4 with the following items being being most relevant to this project:

- D4D2 General building access requirements - it will apply to all new building works, to and within, with no exceptions being sort.
- D4D3 Access to buildings - the building is located within the school campus which has good accessibility throughout, including to the upper terrace level where the subject building is located. There are currently two lifts on site. One lift is located in the Administration Building providing access to both levels of that building and also to the upper terrace level, containing the subject building and also Block D, I + J. The other lift is located in the Primary School building, which provides accessibility to the lower level of the two storey Primary School.
- D4D4 Parts of buildings to be accessible - All access ways, stairs and lifts comply with the NCC clauses and AS1428.1. The new lift is located at the centre of the proposed two storey portion of the building adjacent to the primary access route, which provides complaint access to the upper level. Door thresholds and clearances and floor finishes will also comply.
- D4D6 Accessible car parking - the site has complying accessible car parking which provide the sufficient number of spaces for the population of the school once completed.

The project will also comply with all other aspects of *Access for people with a disability* in the NCC including, but not limited to, signage, tactile indicators, and amenities.

Construction Management

It is acknowledged that there will need to be adjustments to the currently arrangements on site during the construction process, including movement of students, staff and visitors. It will also impact vehicle movements as they come and go from the site be it via car, bus or as pedestrians.

The school appreciates that there will be some inconvenience, adaptation and temporary arrangements necessary in order to realise this much needed upgrade to the built environment of the school. The facilities management team of Catholic Education is also very experienced with assisting schools through these construction periods. They have processes in establishing expectations and standards with builders for safety and mitigation of adverse effects of significant building works such as these being undertaken within occupied school campuses.

In addition to the changes to the site circulation and accomodation of construction works by the school users, additional demountable classrooms will need to be installed to offset the temporary loss of learning areas for the duration of the construction period. It is proposed that temporary demountables be installed on the land to the north of the existing demountables. This location is away from the proposed work zone and readily accessible for manoeuvring and installation of the demountables. It is also close to existing services and the circulation routes associated with the other demountables on the site. The proposed location of these demountables are shown on the attached drawing.

One of the benefits of the building works location is that it is set into the south western corner of the campus and is directly adjacent the main internal roadway, while not blocking or impeding vehicular movements along it.

The below addresses each of the items raised by the Panel:

a. Protection of students, staff and visitors.

The construction site will be defined and clearly demarcated throughout the construction period by a secure scrim lined perimeter construction fence. Furthermore, works at high level will be covered by scrim lined scaffolding for significant periods to minimise the potential for items to fall outside the fenced work zone.

Unnecessary interaction between personnel associated with the works and students and staff will be minimise through the adoption of plans of management including prohibition of communication through the perimeter fence with students and staff and the insistence for all personnel to hold current Working with Children Checks (WWCC).

One of the greatest potential risks to students, staff and visitors is from construction vehicles including deliveries of materials and movement of machinery and plant to and from the construction enclosure.

Catholic Education requires Construction Management Plans to be submitted by each tenderer as part of the non-price selection criteria. At this point, the builders, all typically selected for their experience on similarly scaled education section projects, will be assessed on their considerations of these issues and detailed Management Plans provided.

b. The delivery of goods and materials including likely vehicle sizes, access points, traffic management strategies / control measures / controllers.

The Construction Site is within the school campus and generally well served by perimeter private roadways which presently provides managed movements of cars, buses and pedestrians. The current arrangements are safe and well scaled for the school population. Teachers assist with management of these arrangements including with the supervision of bus lines and the kiss and ride lay-by.

These movements will be effected during the construction period by the construction activities as they utilising the private internal road for access but these activities will not block or restrict access by other users.

Time management will be used to reduce conflict between users, with the potential of access and deliveries to occur before school hours and during class periods when little or no other vehicle movements occur. Exact arrangements will be contingent on the stage of construction and relevant plant or machinery movements are required.

Movement of personnel will also be coordinated to arrive before school commences and leave outside of the peak end of school period between 3:00pm and 3:30pm.

The presence of the internal private roadway will limit the direct effect on the local public roadways except for increase traffic movements outside of the peak movements associated with start and finish of the school day. There is no access into the construction site directly off the public roadways and this will avoid the need for public road traffic control.

Buses and passenger vehicles have seperate site entrances.

Buses currently access the site from Pambula Beach Road via the north western corner of the site onto a one-way bus only roadway along the western boundary. There is an access control gate across the bus only roadway (shown on attached drawing) which the school closes between morning and afternoon bus movements, to restrict non-authorised vehicle movement along this roadway and also provide safe and managed access from the school campus to the Council playing fields to the west by students for sport and recreation.

Passenger vehicles only access the school campus from Culgoa Crescent on the east via a one-way roadway to the parking area. Both bus and passenger vehicles leave the site via the one-way roadway that runs along the southern boundary of the site onto Culgoa Crescent.

Heavy construction vehicles will follow the current bus movement arrangement leaving the site in the same one-way loop pattern. The existing access control gate across the western bus only roadway will continue to be utilised the restrict unauthorised access and manage vehicle movements to maintain access by students to the playing fields.

During peak construction vehicle movements, such as large concrete pours when concrete trucks and concrete boom pumps will be present, the builder will provide traffic control on the internal ‘bus’ roadway. These plans will be prepared in conjunction with the school to ensure they are appropriate and acceptable to the executive and staff. It is not proposed that traffic control measures are provided on the public roads.

The attached plan shows the proposed vehicle movements during the construction period.

c. The location of work zones, materials storage areas, site offices and facilities for construction workers, car parking for construction staff.

The works zone will be contiguous and will include Blocks B + C only. Some occasional work will happen outside of the proposed building footprint and main work zone to complete landscape and interface work with existing ground planes. The site fencing will be expanded to include this affected area. These interface and landscape outside of the main work zone will be undertaken during periods of little or no activity and predominantly during school holidays.

Materials handling areas will be located along the two edges of the work zone along the internal roadway. The area will be located along the western edge of the works zone adjacent to the internal 'bus' roadway. There is a large existing grassed area, which will not be built out as part of the works with the exception of a pergola effecting some of the area. This can be utilised for the duration of the project up until the final stage of landscaping and construction of lightweight elements towards the end.

It is proposed that site offices and facilities for construction workers be location within the adjacent car spaces along the southern extent of the works zone. This will effect approximately 2/3 of the adjacent car spaces for the duration of the construction works.

d. Security lighting.

The existing security lighting for the site is mainly building mounted including on the buildings proposed for alterations. The lighting will be removed from the subject buildings during the construction and unavailable until new lighting is installed upon completion, thereby reducing the light towards the adjacent roadways, pathways and internal courtyard.

There are existing wall lights mounted on the adjacent existing shed including a spotlight directed back towards the subject building. Additional light will be installed on the eastern corner of the shed to supplement lighting to the carpark area towards the east.

Additional temporary lighting will need to be installed to provide light along the western extent of the works zone and on to the adjacent roadway. Power is not available along the fence/boundary line to the west.

e. Noise, water, air pollution control.

The construction works have the potential to produce environmental impacts on the immediate context of the school campus predominantly including noise, air pollution in form of dust, and water pollution in the form of sediment runoff. While the builder can mitigate some of the effects of these environmental impacts, the builder and the school will need to maintain communication around periods of sensitivity to these factors.

Noise is typically the greatest form of disturbance from construction projects undertaken in school campuses. Some periods of the construction phases produce greater levels of noise pollution, including but not limited to demolition, steel frame erection and fit-off. The school is aware of the potential for noise pollution and have undertaken to communicate with the parties to ensure the most sensitive activities, such as exams, can be accommodated with minimised noise interruptions. Furthermore, the main building used for exams within the school is the School Hall which is located over 50 metres from the closest part of the works zone, on the lower level of the site.

The school has recent experience with the construction of the Primary School buildings on the eastern side of the site. The Primary School was built in two stages and the school managed this process with the builder to manage similar noise issues.

Air pollution will be at its greatest potential extent during excavation and demolition of the existing building fabric. As it is intended that the most of the existing building's slab be retained, the extent of earthworks, exaction and demolition of concrete will be minimal. However, the builder will be instructed to monitor this during the procedure and mitigate the effects by coordinating the timing for low occupancy periods or the use of water to dampen the dust. Other construction airborne pollution such as cutting of timber will be mitigated with the use of exhaust system on tools.

The risk of water pollution will be highest during period when the ground is exposed from excavation and/or demolition. As mentioned above, since the extent of these works is intended to be minimal, through maintaining the majority of the ground floor slabs, this risk is minimised. However, sediment control will be

installed where excavation is taking place to ensure the pollutant material is minimise and retained within the work zone through filtration.

f. Management of activities during exam times (including NAPLAN/ Trial and actual School Certificate and HSC exams).

Exams are considered a highly important part of the learning experience and the school manages these events amongst the many other activities currently occurring through a school day and year. Exams typically involve a select group of students at any one time and so the activities of the greater school population, including noise generation including from outdoor play, sporting activities and activities conducted by the louder subjects such as Music and TAS, are currently managed by the school to mitigate the effects on students trying to focus.

Construction activities on site add to this potential noise disturbance and can be harder to manage by a third party. However, construction projects of this type in schools are very common and often in much more confined spacial configurations. The relatively spread out nature of the school campus means many areas are suitable for holding exams which are located in areas away from the work zone.

NAPLAN is typically conducted in the classroom or in the school hall for the secondary students. The main area for HSC exams, trials and actual, is the school hall which isolated adjacent to the Primary School building and has reasonable separation from the work zone.

In addition to the site arrangement and selecting spaces for exams away form the works zone, the builder will be required to liaise regularly with the school about up coming noise sensitive events, including exams, and moderate their activities to accommodate them to a reasonable level. In addition to these management measures, Catholic Education can nominate exam times within the construction contract to be “no noise working days” with works programmed around them.

As the commencement and duration of construction activities is not yet know it is not possible to provide a management plan to mitigate disturbance of noise sensitive events. During the tender period and tenderer negotiation phases, these issue will be addressed and procedures and programs developed to minimise disturbance and maximise the use of school holiday and out of school hours period for noisy activities.

g. Management of activities/ deliveries during school drop off and pickup.

Construction activities will be managed on site to minimise the impact of the other uses, particularly around the peak movement period of school drop off and pickup. Commencement of construction activities will typically occur from 7am with the majority of construction personnel arriving on site prior to any student or staff. School drop off is a more protracted event do to the varied bus movements and the early timetabling of some classes including extension and some vocation subjects. This period can stretch between 8am and 9:30am depending on the timetable and extracurricular activities occurring on any one day. School pickup is typically a much shorter period with most student leaving site between 3.00pm and 3:30pm. Staff movements extend later but are spread out over a longer period, thereby having reduced intensity of vehicle movements.

The builder will be required to plan their vehicle movements of personnel and construction plant and machinery to avoid these peak movements, particularly those involving student, where unpredictability of movements is greater and safety at greatest risk.

Please contact me if you have any remains queries from your original letter or from the information provided.

Yours Sincerely,

Russell McFarland
Austin McFarland.Architects

Appendix 1

Email from: Brewer, Michael - To: architects@austinmcfarland.com.au -

Cc: Fowler, Mark, Tasks Planning Admin Support

Date: 28 May 2024 at 5:04pm

Subject: Information Request - DA/2023.299 - Proposed alterations and additions over existing classrooms and associated

Good afternoon Russell,

Further to our recent discussions, the above Development Application has been reviewed by the Southern Regional Planning Panel at it's meeting on 24 May 2023. At the meeting, a number of matters were raised relating to certain design elements, accessibility and construction management. As a result, the Panel has requested the following matters be addressed:

Building Elements:

1. The submitted plans indicate a green perforated metal screen is to be provided to the upper portion of the southern, western and part of the eastern elevations of the proposed additions. It is requested that the following information be provided for the Panel's consideration:
   a. Details of the purpose of the screens including whether the screens form part of the bushfire protection measures.
   b. Full details of the proposed materials, colours and method of support/ attachment of the proposed screen including distance from the proposed buildings additions
   c. Full details of the relevant elevations without the proposed screens with appropriate dimensions provided.
   d. Amended elevations showing the dimensions/ height of the proposed screens, including the height of the underside above ground level.

Accessibility:

2. The proposal has not been supported by an Accessibility Report however it is noted that the proposed ground floor plans indicate a pedestrian lift is to be installed. Please confirm whether the left would satisfy the National Construction Code Requirements for disabled access to the proposed upper level.

Construction Management:

3. Representatives from the school indicated on-site during the inspection that students access the ring road and surrounding school playground areas during recess and lunch times and that construction was expected to occur over an estimated period of approximately 16 months. The proposed works are also adjacent to the main pedestrian access to the public sports ground and associated car park with both staff and students observed accessing these spaces during the site inspection. Given the proximity to and potential disruption to normal school activities including ordinary classes and exams, a Construction Environmental Management Plan (CEMP) is to be prepared and submitted for review. The CEMP is also to specifically address how the proposed construction activities will impact on the following matters, with strategies to reduce or mitigate potential impacts:
   a. Protection of students, staff and visitors.
   b. The delivery of goods and materials including likely vehicle sizes, access points, traffic management strategies/ control measures/ controllers.
   c. The location of work zones, materials storage areas, site offices and facilities for construction workers, car parking for construction staff.
   d. Security lighting.
   e. Noise, water, air pollution control.
   f. Management of activities during exam times (including NAPLAN/ Trial and actual School Certificate and HSC exams).
   g. Management of activities/ deliveries during school drop off and pickup.

Please provide the above mentioned information within 14 days from the date of this email so that your application can be determined.

In accordance with Clause 94 of the environmental Planning & Assessment Regulation 2021, the assessment of the development application is suspended from the date of this correspondence and will remain so until the above information is received by Council.

Council will proceed with the determination of your application via the Southern Regional Planning Panel as soon as the additional information is provided and assessed accordingly. However, should the information not be provided or a response to the contrary, the application may be determined on the information available, in which case, it may be determined by way of refusal.

If you require any further information or clarification of the information requested, please do not hesitate to contact me on 049 049 5656 during business hours.

Yours sincerely,

Michael Brewer
Town Planner (Consultant)

PO Box 492, Bega NSW 2550
P. (02) 6499 2222
E. MBrewer@begavalley.nsw.gov.au

www.begavalley.nsw.gov.au