



INFRASTRUCTURE POLICY COMMITTEE

AGENDA

6 MAY 2025

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **INFRASTRUCTURE POLICY COMMITTEE MEETING** of **ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 6 May 2025**.

David Waddell
CHIEF EXECUTIVE OFFICER

For apologies please contact Executive Support on 6393 8391.

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1 INTRODUCTION

1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the Infrastructure Policy Committee at this meeting.

2 COMMITTEE MINUTES

2.1 MINUTES OF THE AIRPORT COMMUNITY COMMITTEE MEETING 27 MARCH 2025

RECORD NUMBER: 2025/563

AUTHOR: Ian Greenham, Director Technical Services

EXECUTIVE SUMMARY

The Airport Community Committee met on 27 March 2025 and the recommendations from that meeting are presented to the Infrastructure Policy Committee for adoption.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “14.2. Strengthen public and private rail, coach and air services”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

- 1 That Council acknowledge the reports presented to the Airport Community Committee at its meeting held on 27 March 2025.
- 2 That Council determine recommendations 3.1 from the minutes of the Airport Community Committee meeting of 27 March 2025:
3.1 – Airport Community Committee Charter
That the Charter for the Airport Community Committee be adopted.
- 3 That the remainder of the minutes of the Airport Community Committee from its meeting held on 27 March 2025 be adopted.

ATTACHMENTS

- 1 ACC 27 March 2025 Minutes
- 2 ACC Agenda 27 March 2025, D25/36792 [↓](#)
- 3 FOR ADOPTION - ACC Charter, D24/120107 [↓](#)

ORANGE CITY COUNCIL

MINUTES OF THE
AIRPORT COMMUNITY COMMITTEE
HELD IN ORANGE AIRPORT, AERODROME ROAD, ORANGE
ON 27 MARCH 2025
COMMENCING AT 5:30 PM

1 INTRODUCTION

ATTENDANCE

Cr Tammy Greenhalgh (Chairperson) (Deputy Mayor)(phone), Cr Marea Ruddy, Rohan Williams, Douglas Brooks, Chris Doucas, John Pullen, Jack Evans, Manager Depot, Airport & Emergency Services, Airport Operations Supervisor

Guest: Ken Barber (Orange Aero Club President)

1.1 Apologies and Leave of Absence

RECOMMENDATION	Cr T Greenhalgh/Cr M Ruddy
That the apologies be accepted from Cr Mel McDonell and Jack Evans for the Airport Community Committee meeting on 27 March 2025.	

1.2 Acknowledgement of Country

The Chairperson conducted an Acknowledgement of Country.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil.

2 PREVIOUS MINUTES

RECOMMENDATION	Cr T Greenhalgh/Mr D Brooks
That the Minutes of the Meeting of the Airport Community Committee held on 28 June 2023 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the Airport Community Committee meeting held on 28 June 2023.	

3 GENERAL REPORTS

3.1 AIRPORT COMMUNITY COMMITTEE - CHARTER

TRIM REFERENCE: 2025/365

RECOMMENDATION**Mr C Doucas/Cr M Ruddy**

That the Charter for the Airport Community Committee be adopted.

3.2 AIRPORT COMMUNITY COMMITTEE - 2025 - MEETING DATES & TIMES

TRIM REFERENCE: 2025/366

RECOMMENDATION**Mr D Brooks/Mr C Doucas**

That the Airport Community Committee meet quarterly at 5.30pm at the Orange Airport for the remainder of 2025 with the next meeting to be held Thursday 24 July 2025.

3.3 AIRPORT COMMUNITY COMMITTEE - CODE OF CONDUCT

TRIM REFERENCE: 2025/368

RECOMMENDATION**Cr M Ruddy/Mr J Pullen**

That the Airport Community Committee acknowledge the requirements set by the Code of Conduct, and members commit to act in accordance with the Code of Conduct at all times while on Committee/Council business.

3.4 AIRPORT COMMUNITY COMMITTEE - ACTION PLAN

TRIM REFERENCE: 2025/367

RECOMMENDATION**Mr R Williams/Cr T Greenhalgh**

- 1 That the Airport Community Committee notes the outgoing Committee's Action Plan.
- 2 That the Airport Community Committee consider and discuss items to be included on the New Action Plan.

3.5 ORANGE REGIONAL AIRPORT MASTER PLAN 2024

TRIM REFERENCE: 2025/371

RECOMMENDATION**Mr D Brooks/Cr T Greenhalgh**

That the Orange Regional Airport Master Plan October 2024 be acknowledged.

THE MEETING CLOSED AT 6.11PM.



AIRPORT COMMUNITY COMMITTEE

AGENDA

27 MARCH 2025

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **AIRPORT COMMUNITY COMMITTEE MEETING** of **ORANGE CITY COUNCIL** will be held in the **ORANGE AIRPORT, AERODROME ROAD, ORANGE** on **Thursday, 27 March 2025** commencing at **5:30 PM**.

For apologies please contact Tim Mooney on 6393 8054.

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

AGENDA

EVACUATION PROCEDURE

In the event of an emergency, the building may be evacuated. You will be required to vacate the building. The Committee Clerk will now identify the emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

1 INTRODUCTION

MEMBERS

Cr Tammy Greenhalgh (Chairperson) (Deputy Mayor), Cr Melanie McDonell, Cr Marea Ruddy, Rohan Williams, Douglas Brooks, Chris Doucas, John Pullen, Jack Evans, Manager Depot, Airport & Emergency Services, Airport Supervisor

1.1 APOLOGIES AND LEAVE OF ABSENCE

1.2 ACKNOWLEDGEMENT OF COUNTRY

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the Airport Community Committee at this meeting.

2 PREVIOUS MINUTES

RECOMMENDATION

That the Minutes of the Meeting of the Airport Community Committee held on 28 June 2023 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the Airport Community Committee meeting held on 28 June 2023.

ATTACHMENTS

- 1 Minutes of the Meeting of the Airport Community Committee held on 28 June 2023

ORANGE CITY COUNCIL

MINUTES OF THE
AIRPORT COMMUNITY COMMITTEE
HELD IN ORANGE AIRPORT, AERODROME ROAD, ORANGE
ON 28 JUNE 2023
COMMENCING AT 6:00 PM

1 INTRODUCTION

ATTENDANCE

Cr J Evans (Chairperson), Cr T Greenhalgh, Cr F Kinghorne, Mr Douglas Brooks, Manager Depot, Airport & Emergency Services, Airport Supervisor

1.1 Apologies and Leave of Absence

RECOMMENDATION

Mr D Brooks/Cr F Kinghorne

That the apologies be accepted from Mr G Gill, Ms A Rezko and Mr R Williams for the Airport Community Committee meeting on 28 June 2023.

1.2 Acknowledgement of Country

The Chairperson conducted an Acknowledgement of Country.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil.

2 PREVIOUS MINUTES

RECOMMENDATION

Cr F Kinghorne/Cr T Greenhalgh

That the Minutes of the Meeting of the Airport Community Committee held on 7 December 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the Airport Community Committee meeting held on 7 December 2022.

MINUTES OF AIRPORT COMMUNITY COMMITTEE

28 JUNE 2023

3 PRESENTATIONS

3.1 TEMPORARY WITHDRAWAL OF PROPOSAL FOR MEMORIAL TO JIM HAZELTON

TRIM REFERENCE: 2023/1016

RECOMMENDATION

Mr D Brooks/Cr T Greenhalgh

That the temporary withdrawal of the proposal for a Memorial to Jim Hazelton be acknowledged.

GENERAL BUSINESS

• **Manager's Report**

The Manager Depot, Airport and Emergency Services gave a verbal report on the Airport. A few items discussed were:

- Hardstand area
- LED lights
- Airport Master Plan
- Paid Secured Parking
- Increase of passenger numbers and aircraft landings
- Max Hazelton Memorial was held at the Airport
- Airport Security Level

THE MEETING CLOSED AT 6.21PM.

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

3 GENERAL REPORTS

3.1 AIRPORT COMMUNITY COMMITTEE - CHARTER

RECORD NUMBER: 2025/365

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

Orange City Council has developed and adopted the Charter for the Airport Community Committee.

The Community Committee structure was determined on 20 November 2024 and the draft Charters were reviewed at that time.

The Committee Charter sets out the operations and composition of the Committee and is presented for consideration and endorsement by the Committee.

The Committee members are asked to review the charter, make any necessary updates and refer the Charter to Council for Adoption.

The final approval lays with Council.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "15.3. Provide opportunities for widespread and quality engagement, and where appropriate, shared decision making".

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

All Community Committee Charters have been updated to reflect Council's requirements and to comply with Council's Code of Meeting Practice.

RECOMMENDATION

That the Charter for the Airport Community Committee be adopted.

SUPPORTING INFORMATION

The Charter for the current term of the Committee is attached for consideration and endorsement by the Committee. The Committee may, if needed, recommend changes to the Charter be considered. Any such changes cannot be inconsistent with Council's Code of Meeting Practice.

Members should consider:

- Membership
- Quorum
- Meeting cycle
- Meeting Day/Time

The updated Committee Charter will be provided to the Council Policy Committee with the minutes for adoption.

ATTACHMENTS

- 1 Airport Community Committee Charter 2024 - DRAFT, D24/120107

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COMMUNITY COMMITTEE CHARTER

ORANGE AIRPORT

D24/120107

Community Committees play a vital role in helping Council to make informed decisions about the actions taken. The program is a key driver in Council's community engagement 'collaborate' value, linking to item 15.3 - provide opportunities for widespread and quality engagement, and where appropriate, shared decision making of the Community Strategic Plan.

Purpose

To advise Council and make recommendations in relation new and existing initiatives and projects and planning in relation to the Orange Airport including:

- Safety
- Infrastructure
- Information and education

To strengthen engagement between Council and community as identified in Council's Community Strategic and Engagement Plans, and to support a consultative and collaborative approach in the decision-making processes that impact the City of Orange, its people and surrounds.

The Committee does not have a role in the operational function of Council, and any recommendations made may be adopted, amended or declined. Operational Activities are the responsibility of the Chief Executive Officer and staff. Equally, where Council has adopted a Strategic Policy or Strategic Planning document, the Committee must observe the Council position as set out in that policy, plan or document.

Reports To

Infrastructure Policy Committee

Policy Committee are Council sub-committees designed to support increased engagement and ownership of Councillors in areas of interest and expertise, and to improve the decision making processes.

Responsibilities

To be aware of the needs of the community and ensure that this knowledge is reflected in its activities and recommendations to Council.

To develop and maintain a Community Committee Action Plan that is informed by the knowledge of members and the strategic priorities of Council to support recommendations made and activities undertaken.

The committee and its members must conduct themselves and their business in accordance with Orange City Council's Code of Conduct, Code of Meeting Practice and any procedures relating to Community Committees as approved by the Council.

Term

The Orange Airport Community Committee shall dissolve at the General Election of Orange City Council. Council may dissolve the Committee at any time by resolution of Council.

Membership and Roles

- Chairperson – an elected Councillor
- Three Councillors including the Chairperson
- Committee Clerk (non-voting) – as nominated by the Chief Executive Officer
- Council staff (non-voting) – as nominated by the Chief Executive Officer
- Up to ten (10) airport users/representative(s) with an aviation interest.



D24/120107

Committee Clerk & Staff Members

The Chief Executive Officer will provide a Committee Clerk who is a sufficiently skilled Manager or Director who will be the representative of the Chief Executive Officer, and will exercise the functions of the Chief Executive Officer so far as they are relevant to the Committee and its Chairperson. The Committee Clerk will be responsible for the management of Committee correspondence, meetings, agendas & minutes.

Quorum

Majority of community members and one Councillor.

Meeting Frequency

As required, with specific meeting dates and times to be determined by the Committee.

Voting

All members have one vote only, including the Chairperson. In circumstances of an equality of votes, the matter is to be referred to Council (via the Policy Committee) for determination.

Reports and Recording

Matters to be considered by the Committee must be included in the agenda for the meeting, and must be provided in writing to the Committee Clerk at least ten (10) business days before the scheduled meeting.

An agenda will be distributed electronically to members at least one (1) week before a scheduled meeting.

Formal minutes of meetings of the Committee will be produced in accordance with Council's Code of Meeting Practice and will be produced by nominated staff members via InfoCouncil – Council's dedicated software program for the production of local council business papers.

Vacancies

Vacancies may arise during the term of the Committee. If a vacancy does occur, the Committee may invite an individual to join the Committee, or seek expressions of interest to fill the vacancy.

Relevant Policies and Documents

[Community Committee Member Information Pack](#)

[Orange City Council Code of Conduct](#)

[Orange City Council Code of Meeting Practice](#)

[Orange Community Strategic Plan](#)

[Delivery/Operational Plan](#)

[Asset Management Plan Strategy and Plans](#)

Copies of these and other documents are available on Council's website at www.orange.nsw.gov.au, from the Committee Clerk or the Council's Governance team.

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

3.2 AIRPORT COMMUNITY COMMITTEE - 2025 - MEETING DATES & TIMES

RECORD NUMBER: 2025/366

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

Following the review of the Committee Charter, the Airport Community Committee is requested to consider meeting dates and times for the remainder of 2025.

The Charter will recommend to Council the frequency of Committee Meetings, however it is up to the Committee to determine meeting dates around that frequency.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "15.3. Provide opportunities for widespread and quality engagement, and where appropriate, shared decision making".

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the Airport Community Committee set meeting dates, times and locations for the remainder of 2025.

SUPPORTING INFORMATION

The Committee is requested to agree on meeting dates, times and locations for the remainder of 2025. This will allow meetings to be planned well in advance and members and Councillors can ensure their availability to attend wherever possible.

The proposed meeting dates can be amended at a later date if required, however Council's preference is to lock in the meeting dates for at least the remainder of 2025.

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

3.3 AIRPORT COMMUNITY COMMITTEE - CODE OF CONDUCT

RECORD NUMBER: 2025/368

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

The Local Government Act 1993 (the Act) requires all Councils in NSW to adopt a Code of Conduct that incorporates the provisions of the Model Code of Conduct issued by the Office of Local Government.

The Orange City Council Code of Conduct applies to all Council delegates – Councillors, staff, volunteers, Committee Members and contractors. Accordingly, Committee Members are requested to read the document and are asked to comply with the Code at all times while on Committee/Council business.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "18.1. Provide representative, responsible and accountable community governance".

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

The Code of Conduct reflects the requirements of the Local Government Act 1993 and the Local Government (General) Regulation 2021. Members of all Council Community Committees are required to comply with the provisions of the Code of Conduct.

RECOMMENDATION

That the Airport Community Committee acknowledge the requirements set by the Code of Conduct, and members commit to act in accordance with the Code of Conduct at all times while on Committee/Council business.

SUPPORTING INFORMATION

A link to the Code of Conduct was supplied to the Committee Members by email and can be accessed via Council's website at - <https://www.orange.nsw.gov.au/plans-and-policies/council-strategic-policies/> and members are requested to retain a copy for future reference.

If during the term of the Committee any significant changes are made to the Code, the amended version will be provided to the Committee.

Members are asked to review the Code of Conduct and commit to act in accordance with the Code while on Committee or Council business.

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

3.4 AIRPORT COMMUNITY COMMITTEE - ACTION PLAN

RECORD NUMBER: 2025/367

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

Council has noted the important role that Community Committees play in providing feedback and input into Council's operations. Committees can also offer ideas and suggestions to be considered as part of Council's Integrated Planning and Reporting framework, and related annual budget.

As a means of recording ideas, suggestions and activities made and undertaken by members, each Committee will develop and review on an ongoing basis an Action Plan.

This report provides the opportunity for the Committee to review the outgoing Committee's Action Plan and consider items to be added to the new Action Plan.

The Action Plans Review and Update will be a standard item at each meeting.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "15.3. Provide opportunities for widespread and quality engagement, and where appropriate, shared decision making".

FINANCIAL IMPLICATIONS

Items on the Action Plan will not necessarily be put into Council's program of works or budget. Rather, the Action Plan will be used by the Committee and staff to provide suggestions for Council's consideration and track specific tasks, projects or requests of the Committee.

Items may short-term or long-term goals or activities that can be worked on over time.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

- 1 That the Airport Community Committee reviews the outgoing Committee's Action Plan.**
- 2 That the Airport Community Committee consider and discuss items to be included on the New Action Plan.**

SUPPORTING INFORMATION

An update to the Committee's Action Plan will be a standard item on every agenda for discussion and review.

The Committee Clerk will ensure the Action Plan identifies possible budget and resourcing implications, and also how an item links to Council's Delivery/Operational Plan, or could be proposed for future Delivery/Operational Plans.

The previous Committee Action Plan is attached and the Committee is requested to review and consider items to be included in our new Plan.

ATTACHMENTS

- Airport Community Committee (ACC) Action Plan - 2024, D22/19192
- Airport Community Committee Action Plan - 2025, D25/27979

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

Attachment 1 Airport Community Committee (ACC) Action Plan - 2024

D22/19192

Airport Community Committee
Action Plan

Date	Action	Who	Community Strategic Plan reference	Budget status	Start	End	Update/Completed
18/03/2015	Remove loose gravel around Aero Club and apron	Justin Bannon	13.1	Included in current budget	23/03/2015	26/03/2015	Ongoing
18/03/2015	Drainage around hangars	Tim Mooney Design office	13.1		20/3/2015	On going	Levels are being taken. Some drainage work completed 02/2019.
17/9/2015	Investigate the cost of purchase and installation of Instrument Approach System	Tim Mooney	13.1	No Budget		On going	CASA and Air Services are testing a new Instrument Approach System at a number of Airports around Australia.
28/02/2018	Car park lighting needs to be upgraded behind Aero Club and next hangar	Tim Mooney	13.1	In current budget	January 2020	Will be installed with car park extension March 2020.LED Lights installed in November 2023. Job Complete	Some lighting has been upgraded and lighting upgrading will continue as new carpark is constructed. Waiting on new LED Flood lights to be installed
30/05/2018	Communication Plan Innovation and Community Education Plan		13.1				Ongoing
30/05/2018	Taxiway extension to east		13.1	No budget			Ongoing

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

Attachment 1 Airport Community Committee (ACC) Action Plan - 2024

Date	Action	Who	Community Strategic Plan reference	Budget status	Start	End	Update/Completed
30/05/2018	Runway 04/22 pavement construction south end		13.1				Ongoing
11/2023	Apron Lighting	Tim Mooney				LED Apron Lights Installed November 2023.	New LED Apron Lights to be installed. Completed
30/05/2018	Taxiway E extension to the west		13.1	No budget	March 2023		Review in master plan March 2023
30/05/2018	New taxiways west of Taxiway D		13.1	No budget	March 2023		Review in master plan
26/02/2020	Huntley Road Upgrade	Council				Road completed February 2025	2022/23 budget. Can bring forward subject to successful Grants.
02/12/2020	Hangars		13.1			On going	3 new hanger completed, 2 to commence.
02/12/2020	Audit by Home Affairs – Airport Security.		13.1			On going	ASIC Cards must be displayed when going airside. Airside Driving Policy to be enforced. Gate security codes to be reviewed.
02/12/2020	Anti-terrorism training. Police Anti-Terrorism Squad – Airport staff.		13.1			On going	Ongoing
02/12/2020	Parking Fees for secured carpark.	Tim Mooney	13.1			On going	To be decided.
18/05/2022	Mowing of grass – intersection of Huntley	Tim Mooney	13.1			completed	Will get mowed in contractors rounds.

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

Attachment 1 Airport Community Committee (ACC) Action Plan - 2024

Date	Action	Who	Community Strategic Plan reference	Budget status	Start	End	Update/Completed
	Road and Aerodrome Road						
18/05/2022	Proposal to honour Mr. Jim Hazelton with a memorial.	R J Williams	13.1	No budget		With drawn	Report to be presented to Committee meeting on 31 August 2022. Further discussion at December Meeting 2022.
25/08/2022	Runway and Taxiway lights	Tim Mooney	13.1	Grant funding		completed	Grant submission in for new LED Lights.
25/08/2022	Master Plan		13.1	In current budget	March 2023	completed	Mater Plan Review will commence in March 2023
29/11/20-22	Hard Stand Area	Tim Mooney	13.1	50/50 grant funded		completed	Final Plans Received. Work to be completed by June 30 th 2023
March 2025	Airport security and carpark extension	Council		Grant funded 80/20			Grant application has been submitted



COMMUNITY COMMITTEE ACTION PLAN

AIRPORT

D25/27979

ACTION OR PROJECT	COMMUNITY STRATEGIC PLAN REFERENCE	TASKS	RESPONSIBILITY OF	COST IMPLICATIONS	START DATE	END DATE	COMMENTS/PROGRESS	UPDATED



D24/L11441

SUPPORTING INFORMATION ON COMPLETING AND UPDATING THE ACTION PLAN

The Community Committee Action Plan outlines what the committee will contribute during the Council term. It should be **updated at least after each meeting**, and otherwise as required.

This template is provided to assist in developing the action plan, and to provide consistency across all community committees.

Action/Project: The general activity or project that the committee is providing advice and information on for Council, or is going to undertake themselves.

Community Strategic Plan Reference: The Community Strategic Plan is Council's chief planning document. It outlines the aspirations and needs of the Orange community and is a 10-year plan to guide Council and community activity. Linking activities to the goals outlined in this plan helps keep everyone working toward the same vision.

Tasks: These are the individual tasks that need to be undertaken to complete the action or project successfully. There may only be one task, or there may be several tasks included in a project.

Responsibility of: Is this an action or project that Council and its staff are responsible for, or is this something the community committee is going to undertake?

Cost Implications: Are there any costs involved with the project? If any recommendations are being made that impact the already approved Council budget, this needs to go to a full general Council meeting for discussion and resolution.

Start and End Dates: Some activities will be short term activities, some will be for a much longer period, perhaps even across the entire Council term. Providing start and end dates gives the committee (and Council) a timeline and targets to work towards. Dates can always be adjusted as needed.

Comments/Progress: Any time there is movement or progress regarding an action or project, it is recorded to keep track of where it is up to and what needs to happen next.

Updated: Record the date of when the last changes to an activity or project were made. This will help identify any projects or initiatives that may have stalled and need action to be moved along.

AIRPORT COMMUNITY COMMITTEE

27 MARCH 2025

3.5 ORANGE REGIONAL AIRPORT MASTER PLAN 2024

RECORD NUMBER: 2025/371

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

The Orange Regional Airport Master Plan was prepared in October 2024 and is attached for the information and discussion of the Committee.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "14.2. Strengthen public and private rail, coach and air services".

FINANCIAL IMPLICATIONS

Would require budget for future year improvements.

POLICY AND GOVERNANCE IMPLICATION

Nil

RECOMMENDATION

That the Orange Regional Airport Master Plan October 2024 be acknowledged.

SUPPORTING INFORMATION

The Orange Regional Airport Master Plan was prepared in October 2024 and is attached for the information of the Committee.

ATTACHMENTS

- 1 Orange Regional Airport Master Plan 2024, D25/28125



Orange Regional Airport
2024 Master Plan Review

Prepared for
Orange City Council
October 2024
FINAL



**ORANGE REGIONAL AIRPORT
MASTER PLAN REVIEW
AND UPDATE 2024**



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1 INTRODUCTION

1.1 Background

- 1.1.1 In 2006 Airports Plus Pty Ltd was commissioned to prepare a Master Plan for Orange Regional Airport to guide future growth and development and ensure that it complied with the Civil Aviation Safety Authority (CASA) standards and that long-term development would occur in a logical way. A review of the Master Plan was undertaken in 2011 and 2017 by Airports Plus Pty Ltd to ensure that the Master Plan remained relevant.
- 1.1.2 Further development has occurred at the airport since the adoption of the 2017 Master Plan and major changes have been introduced to the standards provided by CASA. A further review has now been commissioned to bring the Master Plan up to date and to identify any further future development options.
- 1.1.3 The author of this review has retired from Airports Plus Pty Ltd and now operates under Specialist Airport Solutions Pty Ltd.

1.2 Consultation

- 1.2.1 This review is based on detailed discussions with Mr Tim Mooney, Manager - Depot Airport & Emergency Services and Mr Justin Bannon, Aerodrome Operations Supervisor. Consultation meetings were held with the following present:
- Mr Tim Mooney, Orange City Council, Manager - Depot Airport and Emergency Services
 - Mr Justin Bannon, Orange City Council, Aerodrome Operations Supervisor
 - Mr Ian Greeham, Orange City Council, Director Technical Services
 - Mr Mark Hodges, Director Development Services
 - Mr Jack Evans, Councillor Airport Community Committee
 - Mr Geoff Whitton, Councillor Airport Community Committee
 - Mr Brian Woods, Airport Community Committee
 - Mr Rowan Williams, Airport Community Committee
 - Mr John Pullan, Orange Aero Club
 - Mr Stewart Porges, Orange Aero Club
 - Mr Daniel Thomas, Orange Aero Engineering

1.3 Scope of work

- 1.3.1 The scope of works includes:
- Review 2017 Master Plan and identify sections that need to be updated to cater for current and future development. Update airport site plan.
 - Consultation with key stakeholders including Airlines, Council and airport tenants.
 - Review and plan for changes to the current Terminal configuration with regard to passenger screening if required in the future.



- Review the pavement strengths and ensure that the pavements are suitable for current and future aircraft types.
- Review the taxiway and apron layouts and identify any changes and/or upgrades that may be required in the future.
- Review the layout of the General Aviation hangar areas to ensure that expansion can occur without impacting on the growth of other aviation business activities.

1.4 Change of standards

1.4.1 In August 2020 CASA introduced new regulations and standards for aerodromes in Australia which are contained in CASR Part 139 and Part 139 MOS. Considerable changes have been made in these new standards which directly affects the airport. Some of the facilities that do not meet the new standards have been grandfathered under a provision in the standards; this means that they can remain as they are until such time as they are upgraded for to accommodate larger aircraft types.

1.5 Aviation terminology used in this Master Plan Review

1.5.1 General Aviation (GA) is defined as all aviation activity at civil airports, other than an air transport operation. GA is divided into a number of sectors that includes air charter, private and corporate flying, local flying, pilot training and aerial work. Pilot training and aerial work dominate total GA hours flown in Australia. Helicopter operations are also normally classified as GA.

1.5.2 The following definition is extracted from the CASA Consolidated Dictionary:

- (1) An **air transport operation** is a passenger transport operation, a cargo transport operation, or a medical transport operation, that:
 - (a) is conducted for hire or reward; or
 - (b) is prescribed by an instrument issued under regulation 201.025.
- (2) Despite subclause (1), an air transport operation does not include an aerial work operation.

1.5.3 Air transport passenger numbers is the method used by CASA to determine the level of compliance required by certified airports. The categories can be found in AC 139.A-03 v1.0 but commence at 0 up to 10,000, then 10,000 to 25,000, etc. up over 350,000.

1.5.4 Below is a list of abbreviations used in the report:

ACN	Aircraft Classification Number
ATO	Air Transport Operation
AHD	Australian Height Datum
ARFL	Aeroplane Reference Field Length
CASR	Civil Aviation Safety Regulations
GNSS	Global Navigation Satellite System
MOS	Part 139 (Aerodromes) Manual of Standards 2019
MTOW	Maximum Take-off Weight
NASF	National Airports Safeguarding Framework
NPA	Non-Precision Approach
OLS	Obstacle Limitation Surface
PAL	Pilot Activated Lighting

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PAPI	Precision Approach Path Indicator
PCN	Pavement Classification Number
RNP	Required Navigation Procedures
RTIL	Runway Threshold Identification Lights

2 AIRCRAFT PLANNING CRITERIA

2.1 Aerodrome Reference Code

2.1.1 The Aerodrome Reference Code is based on the characteristics of an aeroplane not the airport. The critical characteristics of an aeroplane operating at the airport unrestricted may not be the ultimate design aircraft for the airport when it has fully developed. Tables 1- 3 indicate how the elements of the Aerodrome Reference Code is determined using aeroplane characteristics:

Table 1: Aerodrome Reference Code number extracted from Part 139 MOS

Code element 1	
Code number	Aeroplane reference field length
1	Less than 800 m
2	Not less than 800 m
3	Not less than 1 200 m
4	Not less than 1 800 m

Table 2: Aerodrome Reference Code letter extracted from Part 139 MOS

Code element 2	
Code letter	Wingspan
A	Up to but not including 15 m
B	15 m up to but not including 24 m
C	24 m up to but not including 36 m
D	36 m up to but not including 52 m
E	52 m up to but not including 65 m
F	65 m up to but not including 80 m

Table 3: Outer Main Gear Wheel Span extracted from Part 139 MOS

Code element 3	
OMGWS up to but not including 4.5 m	
OMGWS 4.5 m up to but not including 6 m	
OMGWS 6 m up to but not including 9 m	
OMGWS 9 m up to but not including 15 m	



- 2.1.2 Code element 1 in Table 1 above accounts for the aircraft take-off performance at maximum take-off weight (MTOW) at International Standard Atmosphere (ISA). Code element 2 in Table 2 above accounts for the wingspan of the aircraft and is the only determinant for the code letter of a taxiway and aircraft parking. Code element 3 in Table 3 above is simply the width of the main undercarriage of an aircraft. Each aircraft is given a reference code by the aircraft manufacturer and this can be used for the purposes of planning the facilities required by that particular aircraft. Facilities that are not fully compliant with the standards found in Part 139 MOS can still be used by aircraft with higher code numbers and letters at the pilot's discretion. An example is a Code 4C aircraft operating on a Code 3C runway where the pilot predetermines that there are suitable safety margins in place for that aircraft to operate safely.
- 2.1.3 The Aerodrome Reference Code does not take into account the MTOW of the aircraft. The construction of pavements to handle aircraft operating at the aerodrome is an engineering and economic decision based on many factors.
- 2.1.4 Currently there are no standards applied by CASA regarding minimum pavement strengths. For a pavement to be determined suitable for an aircraft operation the designated Pavement Classification Number (PCN) should match the Aircraft Classification Number (ACN) determined by the aircraft manufacturer. It is common practice in Australia for airport operators to issue Pavement Concessions to allow an aircraft with a higher ACN to operate on pavements that have a lower PCN.
- 2.1.5 A new pavement rating system will be adopted in Australia by November 2025 called the PCR/ACR system and guidance in implementing the new system will be available from CASA before the implementation date.
- 2.1.6 PCR (Pavement Classification Rating): This number expresses the load-carrying capacity of a pavement for unrestricted operations.
- 2.1.7 ACR (Aircraft Classification Rating) This number expresses the relative effect of an aircraft on a given configuration on a pavement structure for a specified standard subgrade strength.

2.2 Determining runway length, width and strength

- 2.2.1 The first step, when making a decision on what physical standards should be applied to an airport through its development life, is to determine the most likely aircraft types that will operate. The aircraft that best represents the range of aircraft that could operate is then selected. The design aircraft will dictate the runway length, the width of the runway and taxiways, the areas of apron needed and the strength of all aircraft pavements.
- 2.2.2 There are a number of aircraft commonly used in the Australian aviation industry for air transport passenger operations. The majority of passenger operations into regional centres on the eastern seaboard are serviced by turbo prop aircraft with a seating capacity up to 70 passengers. The two most common aircraft types are Dash 8 and SAAB 340. The majority of Dash 8 aircraft are operated by Qantaslink, the majority being Dash 8-300 and Dash 8-400 aircraft. The majority of SAAB 340 aircraft are operated by



Regional Express (REX) and Link Airways. These aircraft are often chartered for the transport of passengers to a specific location.

- 2.2.3 Aircraft types used for air transport passenger operations are changing with Qantas introducing A220-300 and A321XLR to replace the ageing B717 and B 737-800 fleets over the next two years. Currently REX is for sale and the new owner may change the ageing SAAB fleet. These changes may affect the aircraft types operating into Orange Regional Airport in the medium term and will need to be considered in the next Master Plan review. Informal discussions with Qantaslink indicated that there will be no change of aircraft types in the medium term.
- 2.2.4 The most common types of corporate aircraft used in Australia are Cessna, Gulfstream, Beechcraft and Bombardier aircraft or similar which are used by many businesses as charter aircraft. The Beechcraft King Air 350C aircraft are used by Pel Air Aviation Pty Ltd (Pel-Air), the current contractor for NSW Ambulance, and are also used as a charter aircraft. The RAAF use this aircraft type when operating into smaller airports.
- 2.2.5 The ARFL published by aircraft manufacturers for each aircraft type is part of the certification process and is only a guide when determining suitable runway length. There are many other factors that can influence usable runway length including wind speed and direction, air temperature, weight of the aircraft and elevation of the aerodrome. Therefore, the runway length required may be more critical for a small turboprop aircraft operating at MTOW when the air temperature is higher than 25°C than for larger/heavier aircraft operating under the same conditions.

Table 4: Typical Aircraft Types

Aircraft	Seats	ARFL	MTOW (kg)	ACN	ICAO code
Dash 8-300	50	1122	18642	14	2C
Dash 8 Q400	72	1354	29000	16	3C
ATR 72-600	70	1210	21000	14	3B
SAAB 340	35	1220	12370	8	3B
EM 145	50	1800	22000	15	3B
Metro 23	18	1341	7484	10	3B
F100	100	1695	44450	27	3C
PC 24	10	1000	8500	7	2B
Citation 650	9	1080	10000	7	2B
Gulfstream IV	10	1400	33200	22	3C
Gulfstream 650	19	1800	46000	28	3C
Embraer 190	100	2110	51800	36	4C
Embraer 170	70	1573	36000	23	3C
Falcon 7X	20	1740	31000	20 - 30	3C
B737-800	180	2256	79000	46	4C
A220-300	127	2058	71000	42	4C

- 2.2.6 **Table 4** is a sample list of aircraft types operating in Australia and indicates the range of aircraft sizes that can currently operate into the aerodrome.
- 2.2.7 Currently the heaviest and largest wingspan aircraft operating at the airport are Code 4C B737 800 on an ad-hoc basis and Dash 8-Q400 on a daily basis. A range of agricultural aircraft used for crop spraying and fire



suppression operate in the fire season and Beechcraft 350 operate daily for aero medical transfers.

- 2.2.8 The runway width can limit the type of aircraft operating at an airport. Part 139 MOS, Section 6, Table 6.02 (1) determines the minimum runway width for each Reference Code number based on the OMGWS (refer **Table 5** of this report). This a major change in this version of Part 139 MOS as the runway width is now determined by the OMGWS width alone and not the wingspan.
- 2.2.9 This change means that a B737-800 can now operate on a 30 m wide runway without physical restrictions as the OMGWS of this aircraft is less than 6 m. The pavement strength now becomes the limiting factor and there are no standards on pavement strength other than they should be suitable for their intended purpose.

Table 5: Table 6.2-1 extracted from Part 139 MOS

Code number	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m
1	18 m	18 m	23 m	-
2	23 m	23 m	30 m	-
3	30 m	30 m	30 m	45 m
4	-	-	45 m	45 m

2.3 Selected design aircraft

- 2.3.1 The design aircraft selected in the 2006 Master Plan and confirmed in the 2011 and 2017 reviews was a Boeing B737-800; a Code 4C aircraft. The selection of the design aircraft is a theoretical decision and is not based on actual current or future aircraft operations. By adopting this size aircraft, the purpose is solely to ensure that any future facilities constructed are capable of handling aircraft up to this size. The selection of a B737-800 as the design aircraft should continue.
- 2.3.2 The one aircraft that is an exception to this philosophy is the Dash 8 Q400 as it has a OMGWS 9.6 m. Previously in Australia this aircraft could operate on 30 m runways and under an exemption that allowed it to taxi on 15 m wide taxiways. This exemption has lapsed and has not been renewed by CASA; however, the majority of regional airports in Australia where this aircraft operates have 30 m wide runways and 15 m wide taxiways. The aircraft manufacturer and the aircraft operator both accept that there is low risk operating this aircraft on these facilities.

3 AIRCRAFT AND PASSENGER ACTIVITY

- 3.1 Over the last 5 years the number of aircraft movements has not changed very much and remains around 18000 – 19000 movements. A movement is one landing or one take-off.
- 3.2 Scheduled ATOs aircraft have increased by 6.4% over the last 5 years to the end of 2023 according to Bureau of Infrastructure and Transport Research



Economics (BITRE). Charter operations have also increased due to new mining activity and growth in business flying. Flying training and GA/sport aircraft operations have declined slightly over the last 5 years.

- 3.3 However, passenger numbers have increased by 15% over the last 5 years to 96,900 to the end 2023 (source BITRE) and are expected to continue to increase.
- 3.4 The current runway configuration has the capacity to handle over 50,000 aircraft movements per annum. The number of aircraft movements can increase if the number of connecting taxiways increases, e.g. if a full-length taxiway was constructed parallel to Runway 11/29 with connecting taxiways, runway occupancy times by aircraft would be reduced. The Terminal will need to be modified to enable passenger security screening to be undertaken in the next 1 – 2 years (refer 5.12.2 and 5.12.3 of this report).

4 EXISTING FACILITIES

4.1 Airport site

- 4.1.1 Orange Regional Airport is located 15 km southeast of the City of Orange. The airport elevation is 3,112 feet (948.5m AHD). The airport site is approximately 160 ha and is owned by Orange City Council.
- 4.1.2 The majority of the adjoining properties have been purchased by the Council to ensure future protection of the airport site and to facilitate the extension of Runway 11/29 which was completed in 2015.

4.2 Runways

- 4.2.1 **Runway 11/29** is 2213 m long and 30 m wide and is contained in a runway strip 2395 m long and 150 m wide. The runway surface consists of a double bituminous sprayed seal with a 14 mm/7 mm aggregate wearing course on a compacted gravel pavement. The runway pavement has a PCN of 39.
- 4.2.2 Runway 11/29 is the primary runway due to the prevailing wind and the provision of runway edge lighting. Aircraft operating on Runway 11/29 operate normal left-hand circuits. Both runway directions have a RNP-NPA procedure designed by Airservices Australia to allow aircraft to operate in adverse weather conditions. Runway 11/29 has a three-stage medium intensity runway edge lighting system. There is a PAPI at both ends of the runway to provide pilots with visual slope guidance when approaching and landing on either runway end and RTIL consisting of a flashing strobe light on either side of the runway to assist pilots in locating the runway ends.
- 4.2.3 **Runway 04/22** is 964 m long and 30 m wide and is contained in a runway strip 1084 m long and 90 m wide. The runway surface is grass and is therefore restricted to aircraft with a MTOW of 5700 kg. There is approximately 35 m of bituminous sprayed seal on either side of the intersection of Runway 11/29. The runway is mainly used by ultralight aircraft, fire suppression aircraft and GA aircraft and helicopters undertaking circuit training.



4.3 Taxiways

- 4.3.1 **Taxiway A** links Runway 11/29 with the RPT Apron and has a bituminous sprayed seal surface. The taxiway is 15 m wide making it suitable for Code C aircraft operations and has taxiway edge lighting.
- 4.3.2 **Taxiway B** provides access to the Runway 11 threshold and Taxiways C and D and a future Taxiway E and has a bituminous sprayed seal surface. The taxiway is 15 m wide making it suitable for Code C aircraft operations and has taxiway edge lighting.
- 4.3.3 **Taxiway C** provides access to two rows of hangars and is connected to Taxiway B and has a bituminous sprayed seal surface. The taxiway is 8 m wide and is suitable for Code A aircraft operations and has an aircraft weight limit of 4,000 kg.
- 4.3.4 **Taxiway D** runs parallel with Taxiway C and provides access to two rows of hangars and has a bituminous sprayed seal surface. The taxiway is 8 m wide and is suitable for Code A aircraft operations and has an aircraft weight limit of 4,000 kg.
- 4.3.5 **Taxiway E.** A short section of this taxiway has been constructed to provide access to the fuel facility from Taxiway B. The next section of the taxiway to Runway 04/22 is planned to be constructed shortly.

4.4 Aprons

- 4.4.1 **ATO Apron.** This apron is approximately 9700 m² and is marked with four aircraft parking positions adjacent to the Terminal. The apron has a bituminous sprayed seal surface with a 7 mm aggregate wearing course. A 4,400 m² apron to the north of the ATO Apron and Taxiway B has been constructed since the last review and provided with a bituminous sprayed seal surface with a 7 mm aggregate wearing course. This apron has provided three more parking positions for overnight and/or itinerant charter aircraft parking.
- 4.4.2 **General Aviation Apron.** A further 3,800 m² grass area on the southeast side of Taxiway A directly opposite the Aero Club and maintenance hangar is currently being utilised for GA aircraft parking. There is a small apron adjacent to the private fuel facility adjoining Taxiway C.
- 4.4.3 There are several small apron areas associated with hangars, some of which have been provided with pavements.

4.5 Buildings

- 4.5.1 The Terminal has a floor area of approximately 1200 m². The Terminal contains airline check-in counters, Rent-a-Car counters, a cafe, toilets, a conference room, an arrival baggage collection conveyor and a baggage makeup room. The location of the Terminal was built in accordance with the 2006 Master Plan.



4.5.2 There are currently 22 hangars which are all leased to private operators varying in size from approximately 140 m² - 1200 m².

4.5.3 The NSW Rural Fire Service (RFS) use Orange Regional Airport as the major fire base for the Canobolas Zone of Region West. The RFS has installed a large water tank and underground pipes out to a grass parking area to enable aircraft to load water quickly during fire suppression operations.

4.6 Other facilities

4.6.1 A new aircraft refuelling facility has been constructed adjacent to Taxiway D that provides self-serve Jet A1 and AVGAS. The fuel is supplied from above ground tanks. The pavement is concrete and is connected to Taxiway D and a future Taxiway E. Another refuelling facility owned by BJM International Ferry Service provides AVGAS and Jet A1 from bowsers adjacent to Taxiway C. Fuel trucks operated by Aero Refuellers and Orange Helicopters are used to dispense Jet A1 to aircraft as required.

4.6.2 There is an Automatic Weather Station located north of Runway 11/29 adjacent to the Primary Wind Indicator which broadcasts weather details on 128.8 MHz. The airport has PAL enabling pilots to activate the lights using frequency 119.0 MHz. An aerodrome frequency response unit also operates on this frequency to advise pilots that they have selected the correct frequency for operating at Orange Regional Airport. Edge lighting is available on Runway 11/29, Taxiway A, Taxiway B and floodlighting is available on the ATO Apron.

4.6.3 An automatic standby generator provides emergency power in case of mains power failure to the runway lights, taxiway lights, ATO Apron floodlights and the Terminal.

4.6.4 The Terminal carpark has parking capacity for approximately 230 cars. One section of the carpark is undercover.

4.6.5 Orange Regional Airport can be accessed from the City of Orange via a number of different routes, but all connect to Aerodrome Road which runs southwest and then southeast of the Terminal and hangar area. Major realignment of the road system occurred as part of the Runway 11/29 extension works.

5 FUTURE AERODROME FACILITY REQUIREMENTS

5.1 Growth factors

5.1.1 There has been a significant increase in passenger numbers on the routes served by the three airlines operating to and from Orange Regional Airport. Qantaslink and REX provide services to Sydney and Link Airways provides services to Melbourne and Brisbane.

5.1.2 Due to an increase in mining activity charter aircraft are operating weekly utilising Dash 8 Q400 and SAAB aircraft.



5.1.3 The demand for new sites for hangar construction is continuing. There are only two vacant small hangar sites available on the west side of Taxiway D and there are no sites available for hangars larger than 500 m². The 2017 Master Plan Review and this Review have adopted the area northwest of Runway 04/22 as the next area for hangar development (refer to 5.14 of this report).

5.2 Extension of Runway 11/29

5.2.1 With the current runway length of 2,213 m, it is not envisaged that a further extension will be required in the medium-long term.

5.2.2 An extension of the runway for another 400 m has been designed but may never need to be constructed as aircraft performance has improved and take off lengths required have reduced. A total runway length of 2,600 m would allow Code 4C and some Code 4D aircraft to operate without performance limitation.

5.3 Runway width

5.3.1 All current aircraft operations including occasional B737-800 and Gulfstream 650/V and Dash8 Q400 can operate on a 30 m wide runway. The current runway is published as a Code 3 runway and this allows Code 3C aircraft to operate without restriction. If larger Code 4C aircraft wanted to commence regular operations then the OMGWS is the one of the elements that has to be considered, the other is the pavement strength. Aircraft like the Embraer 190 and A220-300 can operate without restriction. The runway shoulders may need to be sealed to 3 m on both sides of the runway to provide a safety margin for these aircraft.

5.3.2 As discussed in paragraph 2.3.2 of this report the Dash 8 Q400 is an exception but operates on mostly 30 m runways in Australia.

5.4 Runway pavement strength

5.4.1 Currently Runway 11/29 has a published PCN of 39 on a subgrade category C with a tyre pressure restriction of 1500 kPa (218 PSI).

5.4.2 The runway pavement strength is sufficient to handle aircraft up to the design aircraft. If the design aircraft or similar low slung jet engine aircraft commenced regular operations then the requirement to increase the strength of the pavement and provide an asphalt wearing course would need to be considered as part of introducing this aircraft on a scheduled service.

5.5 Runway strip

5.5.1 The runway strip associated with Runway 11/29 is published and grandfathered at 150 m wide and graded to 90 m which is sufficient for a Code 3 NPA runway. If the runway becomes a Code 3 or 4 precision approach runway then the runway strip must be a total width of 280 m including the graded area. This wider runway strip width has been protected by previous Master Plans and should continue.



- 5.5.2 All planned offsets of future parallel taxiway construction within the existing airport site is outside the total runway strip. The transitional surface associated with the runway strip has a slope of 14.3% and originates from the side of the overall runway strip.
- 5.5.3 The 280 m wide runway strip is shown on Plan 1 as a purple line as an indication of what will be required in the future if the runway is upgraded to a Code 3 or 4 precision approach runway. A precision approach procedure could be available at Orange Regional Airport in the next 2 -3 years with the stability of GNSS technology and ICAO approval to use this technology for designing precision approach procedures.
- 5.5.4 It should be noted that ICAO have indicated that runway strip widths are being reviewed over the next couple of years as part of a total review of the OLS standards and these widths may be reduced in the coming years.

5.6 Changes to Runway 04/22

- 5.6.1 The length of this grass runway has been extended approximately 200 m in a southwest direction to provide a more usable runway length. This extension has moved the OLS associated with Runway 04 and this reduces the impact of the approach and take-off surfaces on land available for development.
- 5.6.2 In the medium-term consideration should be given to constructing a runway pavement 18 m wide and providing the pavement with a bituminous sprayed seal wearing course. This will ensure that the runway remains serviceable 12 months/year. Currently the airport tenants that conduct flying training have indicated that they prefer to keep the runway as a grass surface to give their students a better training outcome.
- 5.6.3 The runway strip width for this runway should be reduced from 90 m to 60 m which is the current standard. This will provide more flexibility for development of hangar areas west of the runway and will reduce maintenance costs.

5.7 Taxiways

- 5.7.1 Taxiway A is a Code C taxiway and is currently handling all aircraft operations satisfactorily. If the Runway 11/29 surface is asphalted then Taxiway A will require resurfacing with asphalt at the same time. This resurfacing could include a strengthening component to cater for heavier jet aircraft operations. If Code D aircraft were to operate on a regular basis then this taxiway may need to be widened to 23 m.
- 5.7.2 Taxiway B is a Code C taxiway and has been partially reconstructed but is still not the same strength as Taxiway A. This taxiway is being used more regularly by heavier aircraft and needs to be strengthened to at least the same strength as the runway.
- 5.7.3 Taxiways C and D are available for GA operations and allow aircraft to access the GA hangar areas. Both taxiways are currently limited to Code A aircraft operating at a MTOW of 4000 kg. These taxiways are capable of being upgraded in strength if required in the future. The clearances between



the hangars have been based on Code B aircraft requirements (24 m wingspan). If Code B aircraft commenced using these taxiways, then both taxiways may need to be widened to 10.5 m if the OMGWS is up to 6 m.

- 5.7.4 As indicated in the previous Master Plan review the MOS standards for the width of the taxiway strips for Code A and Code B taxiways have been reduced; a Code A taxiway strip was been reduced from 32.5 m to 31 m and a Code B taxiway strip was been reduced from 43 m to 40 m. This reduction will enable both taxiways to be upgraded to Code B without the need to move any existing hangars except for the first hangar on the western side of Taxiway D which is only 17 m from the centreline of the taxiway.

5.8 Proposed parallel taxiway - southeast

- 5.8.1 The 2006 Master Plan and the 2011 and 2017 reviews made provision for a parallel taxiway commencing at the end of the ATO Apron and connecting with the threshold of Runway 29. The trigger for the staged construction of this taxiway would be if there were more than 50,000 aircraft movements on Runway 11/29 per annum or if aircraft were being delayed due to other aircraft backtracking on Runway 29. The current aircraft movements are approximately 19,000 per annum and therefore the taxiway is still not required.
- 5.8.2 The spacing of the taxiway centreline from the runway centreline is determined by the previous MOS, Part 139 Table 6.3-5. In the 2006 Master Plan the spacing was set at 176 m, which is the maximum distance for a Code 4D precision approach runway. The maximum distance for a Code 4C precision approach runway was 168 m which is only 8 m difference and therefore the maximum distance is maintained in this report. There has been a minor change to this distance in the current Part 139 MOS which reduced the distance to 166 m for Code 4D precision approach and 158 m for Code 4C non precision approach. The alignment of this section of taxiway could be altered if required at the time of design.
- 5.8.3 There is no immediate requirement to develop the first stage of this parallel taxiway southeast of the ATO Apron as an apron edge taxiway is available along the northeast edge of the ATO Apron. This alignment can be continued if the apron were to be extended southeast. The taxiway would then move back to the 176 m offset from the runway and continue in a southeast direction as shown on Plan 2.
- 5.8.4 This taxiway could be constructed in two stages: stage one would connect to the runway at about 600 m west of the Runway 29 threshold and Stage 2 would continue to the runway threshold as shown on Plan 1.

5.9 Proposed parallel taxiway - northwest

- 5.9.1 It is proposed that the short section of Taxiway E that has already been constructed will continue northwest to provide access to the next stage of the hangar development area and provide access to the threshold of Runway 11 in the longer term. This taxiway offset is also set at 176 m from the centreline of Runway 11/29. This taxiway can be constructed in stages with the next stage providing access to the land on the northwest of Runway 04/22 (refer Plan 2).



- 5.9.2 The next stage of the proposed parallel taxiway is designated as a Code C taxiway and could be designed as either a 15 m or 18 m wide pavement, the latter to cater for Dash 8 Q400 OMGWS and wheel to pavement edge clearances if CASA don't exempt this aircraft in the future.
- 5.9.3 Joining this taxiway would be the first taxiway providing access to the first stage of the hangar development. This taxiway is also proposed to be a Code C 15 m wide taxiway. This provides the greatest flexibility regarding the size of the hangar sites. The taxiway final width can be determined once the size of hangars is known.
- 5.9.4 The recently constructed fuel facility has a loop taxiway that connects to the alignment of this proposed taxiway. The area adjacent to the actual fuel bowsers and aircraft fuelling area has also been constructed as a run-up bay.

5.10 ATO Apron

- 5.10.1 The ATO Apron expansion has now been completed and this has now provided a total of seven aircraft parking positions for all aircraft types currently operating at the airport. A change in the aircraft parking positions would only be triggered by the introduction of aircraft with a larger wingspan greater than 30 m. An alternate parking position designated 2B has been provided for the B737-800.
- 5.10.2 The ATO Apron can be expanded to the southeast as shown on Plan 3 to provide further aircraft parking positions and to allow for aircraft to access future hangar development.

5.11 GA Apron

- 5.11.1 The current GA grass Apron on the southeast side of Taxiway A is fit for purpose and has sufficient capacity for GA parking in the short to medium term. Tie down cables have been installed along the south west side of the apron to assist pilots to tie down their aircraft.
- 5.11.2 This area could also have a section constructed as pavement if the ATO Apron needed to be expanded.
- 5.11.3 The grass area northwest of the existing ATO Apron is also capable of being upgraded with a constructed pavement. This would provide another aircraft parking position for aircraft with a wingspan up to 24m.

5.12 Future Terminal development

- 5.12.1 The Terminal opened in 2014 is still capable of handling the volume of passengers currently using the facility. This Master Plan continues to reserve an area to the northwest of the Terminal for future expansion. This is predominantly to allow for relocation of the baggage make-up area to cater for check-bag screening, x-ray equipment and conveyor belts to feed bags to baggage trolleys. The check-in desks could be relocated to the existing baggage make-up area to allow for longer passenger queuing lengths prior to check-in.



- 5.12.2 The Council has been advised by the Department of Home Affairs that passenger screening will need to be introduced as soon as Federal funding is available to buy the equipment required.
- 5.12.3 Changes to the Terminal layout will need to occur to separate the un-screened passengers at check-in from the screened passengers. Internal walls will need to be constructed to house the screening point and separate the departure lounge from the arrivals area. The current baggage make-up area has been designed for check bag screening x-ray equipment and so there would be no structural changes required to this area.

5.13 Car Parking

- 5.13.1 The Terminal carpark is nearing capacity and additional carparking areas will need to be provided in the short-medium term. The first area chosen is northwest of the existing carpark and has already been partly constructed as an overflow carpark. This area is approximately 3,400 m² and could be designed to cater for up to another 100 carparks in 3 rows.
- 5.13.2 An area for parking rent-a-car Electric Vehicle (EV) has been provided close to the main electrical power distribution board. This area could handle up to 12 cars. The details for providing recharging stations for these vehicles will need to be established by a suitably qualified person as there are many variables associated with EV recharging including, the types of cars, the recharge times and the actual electrical power needed for each station.

5.14 Future hangar development areas

- 5.14.1 To cater for further demand for hangars of varying sizes, several areas have been identified in this Master Plan.
- 5.14.2 The area immediately northwest of the Terminal has been reserved for Terminal expansion. Immediately adjacent to this area, the existing hangar could be demolished and a larger hangar could be built on this site as it is fully serviced.
- 5.14.3 Further hangars can be developed to the southeast of the existing hangar used for aircraft maintenance if the apron was continued to be expanded to the southeast as shown on Plan 2. The major advantage of providing hangars in this location is that access is available from Aerodrome Road to the hangars that in turn provides access to a large apron that could be used for fixed based operations (FBO's are usually charter or small scheduled passenger terminal operations), freight or expansion of aircraft maintenance facilities.
- 5.14.4 The major hangar development area identified in the 2017 Master Plan is now the next logical area for development. This area of land (16 ha) can be accessed from Aerodrome Road and can be accessed by aircraft from the extension of Taxiway E when it is constructed (refer Plan 3).
- 5.14.5 A road intersection to provide access from Aerodrome Road to the hangar development area internal roadways should be provided in the short term. An internal road should be constructed east of this intersection to connect



the access road at the rear of the hangar sites west of Taxiway D. This would provide greater flexibility to the siting of hangars that will be constructed west of Taxiway D. This would also provide a more direct route for fuel tankers to access the fuel facility at the north end of Taxiway D.

- 5.14.6 This hangar precinct should have a similar layout to the established hangar area accessed from Taxiways C and D. At least part of the area should be established for larger aircraft, i.e. up to Code C. The remainder of the area should be designed principally for Code B and Code A aircraft. Internal roads and services can be constructed in a staged manner to spread the financial cost over a number of years.
- 5.14.7 The proposed layout of taxiways, internal roads and building sites has been developed by Council and fits neatly into this area of land. A building line has been provided in blue on Plan 3 to indicate the building offsets from the taxiways to allow for aircraft to park in front of hangars that are constructed. The offset for Code C aircraft is 15 m and for Codes A and B aircraft is 10 m. As this layout is theoretical, a detailed design will be required before any development commences to cater for the actual requirements of the developer at the time. The actual hangar footprints in stage one are shown as 50 m x 35 m and 40 m x 30 m but this can be changed to suit requirements. If a larger hangar is required then this can be constructed at the west end of this stage one development.
- 5.14.8 To provide a catalyst for development options in the hangar precinct the Council could consider building the first group of hangars or a "T" hangar that would provide ready access to undercover storage of aircraft for existing or newly arrived aircraft owners. The advantage of the Council being a developer is that it provides an ongoing revenue stream from leases.
- 5.14.9 Drainage works will be required in this precinct as a portion of the airport drainage system flows to low areas on this development site. Earthworks have commenced with suitable fill material being placed in this area.
- 5.14.10 Protection of the OLS, in particular the transitional surfaces, must be included in the design of any buildings adjacent to the airport runways and OLS. The location of the future transitional surface for Runway 11/29 must be based on a 280 m runway strip. This means that the edge of the runway strip will be 140 m from the centreline of the runway and commencing at ground level rises at a slope of 1:7 (14.3%). There should be no objects penetrating the transitional surface, e.g. a 4 m high object must be at least 178 m [$140 + (4 \times 7) = 168$] from the centreline of the runway. The same calculation is required for Runway 04/22 using a 60 m runway strip and a 1:5 transition slope.

6 FUTURE AERODROME UTILITY REQUIREMENTS

6.1 Electricity

- 6.1.1 Electricity on the site is supplied from a 315 kVA transformer on a pole adjacent to the Terminal. It is anticipated that this supply will be sufficient for future development of the airport in the short-medium term. After discussions with Essential Energy in 2017, it was advised that to provide



electrical power to the new hangar development area west of Runway 04/22 the existing transformer could be split and a new power line installed to the hangar development area. A voltage regulator would be required to control the output. Some electrical work has been undertaken to supply the new fuel facility with underground power.

- 6.1.2 To ensure that there will be sufficient electrical power in the future a study should be undertaken by a suitably qualified electrical engineer regarding what is needed to upgrade the overall electrical power supply and should include alternative supply routes onto the airport.
- 6.1.3 A Business Case titled "The nexus between emissions reduction and energy security in Central NSW" by Ernst & Young dated 18 December 2023 has identified Orange Airport as a suitable site for investment of a micro grid involving solar power generation and battery storage. As there is significant vacant land attached to the airport site for locating a 5 ha solar farm this would not impact on normal airport operations. There are some CASA guidelines regarding reflected light from solar installations that will need to be followed and any location selected would need to be assessed against the NASF.

6.2 Water

- 6.2.1 The water supply is via a mains supply running past the airport. This main has ample capacity for any future expansion of the airport. Water storage tanks with a capacity of 500,000 litres provide a static supply for fire suppression in the building area including the Terminal. There is a fire hydrant main installed along the front of the Terminal and the hangar areas either side of the Terminal. The hydrant main is connected to electric water pressure pumps with diesel water pump back-up that automatically provides suitable pressure and flow rates for fire suppression when a hydrant is open.

6.3 Sewerage

- 6.3.1 The reticulated sewerage system still has sufficient capacity for the current and future hangar development and for growth in passenger numbers. A second sewerage connection to the airport has been constructed since the last 2017 Master Plan and is located northwest of the alignment of Taxiway D; this would be the connection point for the next stage of hangar development.

6.4 Telephone

- 6.4.1 The telephone line capacity of the aerodrome is still adequately meeting continued demand. The telephone network provider will continue to improve the telephone capacity as further demand dictates.

7 DEVELOPMENT / LAND USE STRATEGY

- 7.1 Orange City Council has purchased the majority of the properties adjacent to the airport to protect the airport facilities in the long term. Development of some of this land for the benefit of the community is being planned. Any development proposals that are evaluated in the future should always be



referenced against the long term planned growth of the airport airside precinct. Regional airports do not typically attract non-aviation businesses unless they are within 5-7 km from the town centre. Industrial estates can be successful if there is a lower price differentiation between town based industrial estates and airport land based industrial estates.

8 TRIGGERS FOR PROPOSED DEVELOPMENTS

Table 6 below indicates the expected triggers for development of aviation facilities. The triggers are listed in the order of probable occurrence and are provided as a guide only.

Table 6: Triggers for development of aviation facilities

Facility Upgrade	Trigger Point	Timing
Reduce Runway 04/22 runway strip to 60 m	To allow development of the hangar area northwest of the runway	Immediate
Modify Terminal	Provide passenger security screening	1 – 2 years
Taxiway E construction and extension to northwest and associated taxiway (Stage 1)	Provide aircraft access to RWY 04/22 and to new hangar developments	1 – 5 years
Carpark expansion	Carpark is nearing capacity	1 – 4 years
Provide new airport access off Aerodrome Road west of Runway 04/22 alignment	Provide access to hangar development area	1 – 5 years
Strengthen Taxiway B	Provide RWY 11/29 access for all aircraft	1 -2 years
Resurface Taxiways A and B with asphalt	Increase in heavier jet aircraft operations	5 - 8 years
Taxiway E extension to the northwest (Stage 2 & 3)	Provide aircraft access to further hangar development area and to decrease aircraft occupancy time on Runway 11/29	7 – 10 years
Taxiway extension to the southeast	Decrease aircraft occupancy time on Runway 11/29	7 – 10 years
Resurface Runway 11/29 with asphalt	Increase in jet aircraft operations	7 – 10 years



PLAN 1 – 2024 MASTERPLAN



OWNER DATE APPROVED DATE REVISIONS	AFT CONSULTANTS 2024/03/27		ORANGE REGIONAL AIRPORT 2024 MASTERPLAN - PLAN 1			AMENDMENTS NO. DATE DESCRIPTION
PREPARED BY DATE	ORANGE REGIONAL AIRPORT 2024/03/27					

AIRPORT COMMUNITY COMMITTEE
Attachment 1 Orange Regional Airport Master Plan 2024

27 MARCH 2025



PLAN 2 – 2024 MASTERPLAN

Terminal, ATO and GA Apron, South East Aviation Precinct and Carpark



<table border="1"> <tr><td>OWNER</td><td>ORANGE REGIONAL AIRPORT</td></tr> <tr><td>DATE</td><td>2024</td></tr> <tr><td>PROJECT</td><td>2024 MASTERPLAN - PLAN 2</td></tr> <tr><td>TYPE</td><td>TERMINAL AND APRONS</td></tr> <tr><td>SCALE</td><td>1:1000</td></tr> <tr><td>DESIGNED BY</td><td>Specialist Airport Solutions</td></tr> <tr><td>DRAWN BY</td><td>Specialist Airport Solutions</td></tr> </table>	OWNER	ORANGE REGIONAL AIRPORT	DATE	2024	PROJECT	2024 MASTERPLAN - PLAN 2	TYPE	TERMINAL AND APRONS	SCALE	1:1000	DESIGNED BY	Specialist Airport Solutions	DRAWN BY	Specialist Airport Solutions	<p>ORANGE REGIONAL AIRPORT 2024 MASTERPLAN - PLAN 2 TERMINAL AND APRONS</p>			<table border="1"> <tr><th>NO.</th><th>REVISIONS</th><th>DATE</th></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	REVISIONS	DATE			
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AIRPORT COMMUNITY COMMITTEE
Attachment 1 Orange Regional Airport Master Plan 2024

27 MARCH 2025



PLAN 3 – 2024 MASTERPLAN
Western Hangar Development



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COMMUNITY COMMITTEE CHARTER

ORANGE AIRPORT

D24/120107

Community Committees play a vital role in helping Council to make informed decisions about the actions taken. The program is a key driver in Council's community engagement 'collaborate' value, linking to item **15.3 - provide opportunities for widespread and quality engagement, and where appropriate, shared decision making** of the Community Strategic Plan.

Purpose

To advise Council and make recommendations in relation new and existing initiatives and projects and planning in relation to the Orange Airport including:

- Safety
- Infrastructure
- Information and education

To strengthen engagement between Council and community as identified in Council's Community Strategic and Engagement Plans, and to support a consultative and collaborative approach in the decision-making processes that impact the City of Orange, its people and surrounds.

The Committee does not have a role in the operational function of Council, and any recommendations made may be adopted, amended or declined. Operational Activities are the responsibility of the Chief Executive Officer and staff. Equally, where Council has adopted a Strategic Policy or Strategic Planning document, the Committee must observe the Council position as set out in that policy, plan or document.

Reports To

Infrastructure Policy Committee

Policy Committee are Council sub-committees designed to support increased engagement and ownership of Councillors in areas of interest and expertise, and to improve the decision making processes.

Responsibilities

To be aware of the needs of the community and ensure that this knowledge is reflected in its activities and recommendations to Council.

To develop and maintain a Community Committee Action Plan that is informed by the knowledge of members and the strategic priorities of Council to support recommendations made and activities undertaken.

The committee and its members must conduct themselves and their business in accordance with Orange City Council's Code of Conduct, Code of Meeting Practice and any procedures relating to Community Committees as approved by the Council.

Term

The Orange Airport Community Committee shall dissolve at the General Election of Orange City Council. Council may dissolve the Committee at any time by resolution of Council.

Membership and Roles

- Chairperson – an elected Councillor
- Three Councillors including the Chairperson
- Committee Clerk (non-voting) – as nominated by the Chief Executive Officer
- Council staff (non-voting) – as nominated by the Chief Executive Officer
- Up to ten (10) airport users/representative(s) with an aviation interest.



D24/120107

Committee Clerk & Staff Members

The Chief Executive Officer will provide a Committee Clerk who is a sufficiently skilled Manager or Director who will be the representative of the Chief Executive Officer, and will exercise the functions of the Chief Executive Officer so far as they are relevant to the Committee and its Chairperson. The Committee Clerk will be responsible for the management of Committee correspondence, meetings, agendas & minutes.

Quorum

Majority of community members and one Councillor.

Meeting Frequency

As required, with specific meeting dates and times to be determined by the Committee.

Voting

All members have one vote only, including the Chairperson. In circumstances of an equality of votes, the matter is to be referred to Council (via the Policy Committee) for determination.

Reports and Recording

Matters to be considered by the Committee must be included in the agenda for the meeting, and must be provided in writing to the Committee Clerk at least ten (10) business days before the scheduled meeting.

An agenda will be distributed electronically to members at least one (1) week before a scheduled meeting.

Formal minutes of meetings of the Committee will be produced in accordance with Council's Code of Meeting Practice and will be produced by nominated staff members via InfoCouncil – Council's dedicated software program for the production of local council business papers.

Vacancies

Vacancies may arise during the term of the Committee. If a vacancy does occur, the Committee may invite an individual to join the Committee, or seek expressions of interest to fill the vacancy.

Relevant Policies and Documents

[Community Committee Member Information Pack](#)

[Orange City Council Code of Conduct](#)

[Orange City Council Code of Meeting Practice](#)

[Orange Community Strategic Plan](#)

[Delivery/Operational Plan](#)

[Asset Management Plan Strategy and Plans](#)

Copies of these and other documents are available on Council's website at www.orange.nsw.gov.au, from the Committee Clerk or the Council's Governance team.

2.2 MINUTES OF THE CITY OF ORANGE TRAFFIC COMMITTEE MEETING 8 APRIL 2025

RECORD NUMBER: 2025/701

AUTHOR: Ian Greenham, Director Technical Services

EXECUTIVE SUMMARY

The City of Orange Traffic Committee held a meeting on 8 April 2025 and the recommendation from that meeting is presented to the Infrastructure Policy Committee for adoption.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “10.1. Construct and maintain a road network that meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

1 That Council acknowledge the reports presented to the City of Orange Traffic Committee at its meeting held on 8 April 2025.

2 That Council determine recommendations **3.1, 3.2, 3.3, 3.4 and 3.5** from the minutes of the City of Orange Traffic Committee meeting of 8 April 2025.

3.1 – Charter – City of Orange Traffic Committee

That the revised Charter for the City of Orange Traffic Committee be adopted noting changes to:

- **Term** - removed “Council may dissolve the Committee at any time by resolution of Council”.
- **Members and Roles** – added ‘(non-voting)’ after “..up to two additional Councillor members.”
- **Vacancies** – removed words “If a vacancy does occur, the Committee may invite an individual to join the Committee or seek expressions of interest to fill the vacancy.” Replace with “If a vacancy does occur, that position will be filled in by the relevant organisation.”

3.2 – Community Transport Service Provider Exemption – Taxi Zone Anson Street

1 *That the existing start of the Taxi Zone in Anson Street, between Kite Street and Summer Street, outside Woolworths Supermarket, be moved to a new point on the northern side of existing street tree - between those points to be a No Stopping Zone - shown in Attachment A.*

2 *That a 10-metre (approximately) portion of the altered Taxi Zone have an exemption for Community Transport Service Providers to stop for a period of 5 minutes 8:30am – 6:00pm (7 days of the week) - shown in Attachment A.*

3.3 - Sundew Circuit - Creation of No Stopping Zone Adjacent to Anson Street Intersection

That No Stopping Zones be installed in Sundew Circuit on each side of the street approximately 10 metres west of the end of the dividing island at the intersection of Anson Street – as shown in Attachment A.

3.4 – 52 Allenby Road – No Parking Zone

That the (untimed) parking outside 52 Allenby Road be changed to a No Parking Zone 8.00am-9.30am school days – as shown in Attachment A.

3.5 – March Street/Winter Street Parking

That Council amend the existing parking in front of Dudley Private Hospital on March Street to include two new parking spaces as shown on the attached design.

- 3 That the remainder of the minutes of the City of Orange Traffic Committee from its meeting held on 8 April 2025 be adopted.**

ATTACHMENTS

- 1 COTC 8 April 2025 Minutes
- 2 COTC 8 April 2025 Agenda, D25/38946 [↓](#)
- 3 FOR ADOPTION - COTC Charter, D24/120092 [↓](#)

ORANGE CITY COUNCIL

MINUTES OF THE

CITY OF ORANGE TRAFFIC COMMITTEE

HELD IN COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE

ON 8 APRIL 2025

COMMENCING AT 9:40 AM

1 INTRODUCTION

ATTENDANCE

Cr Tony Mileto (Chairperson), Mr Richard Drooger (TfNSW)(via Teams), Sgt Adam Cornish (NSW Police), Mr Kel Gardiner (Local MP Representative), Transport Assets Engineer, Manager Engineering Services (via Teams), Road Safety Officer, Senior Parking Officer, Parking Officer, Divisional Administration Officer

1.1 Apologies and Leave of Absence

RECOMMENDATION	Mr K Gardiner/Sgt A Cornish
That the apology be accepted from the Works Manager for the City of Orange Traffic Committee meeting on 8 April 2025.	

1.2 Acknowledgement of Country

The Chairperson conducted an Acknowledgement of Country.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil.

2 PREVIOUS MINUTES

RECOMMENDATION	Mr K Gardiner/Sgt A Cornish
That the Minutes of the Meeting of the City of Orange Traffic Committee held on 18 March 2025 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 18 March 2025.	

3 GENERAL REPORTS

3.1 CHARTER - CITY OF ORANGE TRAFFIC COMMITTEE

TRIM REFERENCE: 2025/610

RECOMMENDATION

Mr K Gardiner/Sgt A Cornish

That the revised Charter for the City of Orange Traffic Committee be adopted noting changes to:

- **Term** - removed "Council may dissolve the Committee at any time by resolution of Council".
- **Members and Roles** – added '(non-voting)' after "...up to two additional Councillor members."
- **Vacancies** – removed words "If a vacancy does occur, the Committee may invite an individual to join the Committee or seek expressions of interest to fill the vacancy."
- Replace with "If a vacancy does occur, that position will be filled in by the relevant organisation."

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.2 COMMUNITY TRANSPORT SERVICE PROVIDER EXEMPTION - TAXI ZONE ANSON STREET

TRIM REFERENCE: 2025/53

RECOMMENDATION

Mr K Gardiner/Cr T Mileto

- 1 That the existing start of the Taxi Zone in Anson Street, between Kite Street and Summer Street, outside Woolworths Supermarket, be moved to a new point on the northern side of existing street tree - between those points to be a No Stopping Zone - shown in Attachment A.
- 2 That a 10-metre (approximately) portion of the altered Taxi Zone have an exemption for Community Transport Service Providers to stop for a period of 5 minutes 8:30am – 6:00pm (7 days of the week) - shown in Attachment A.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.3 SUNDEW CIRCUIT - CREATION OF NO STOPPING ZONE ADJACENT TO ANSON STREET INTERSECTION

TRIM REFERENCE: 2025/272

RECOMMENDATION

Sgt A Cornish/Cr T Mileto

That No Stopping Zones be installed in Sundew Circuit on each side of the street approximately 10 metres west of the end of the dividing island at the intersection of Anson Street – as shown in Attachment A.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.4 52 ALLENBY ROAD - NO PARKING ZONE

TRIM REFERENCE: 2025/501

RECOMMENDATION**Mr K Gardiner/Sgt A Cornish**

That the (untimed) parking outside 52 Allenby Road be changed to a No Parking Zone 8.00am-9.30am school days – as shown in Attachment A.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.5 MARCH STREET/WINTER STREET PARKING

TRIM REFERENCE: 2025/522

RECOMMENDATION**Cr T Mileto/Mr K Gardiner**

That Council amend the existing parking in front of Dudley Private Hospital on March Street to include two new parking spaces as shown on the attached design.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.6 ENTRY AND EXIT OF VEHICLES FROM THE ESCORT WAY ONTO SIDE ROAD

TRIM REFERENCE: 2025/597

This item was postponed prior to the meeting. To be listed for meeting be held on 13 May 2025.

THE MEETING CLOSED AT 10.00AM



CITY OF ORANGE TRAFFIC COMMITTEE

AGENDA

8 APRIL 2025

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **CITY OF ORANGE TRAFFIC COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 8 April 2025** commencing at **9:30 AM**.

David Waddell
CHIEF EXECUTIVE OFFICER

For apologies please contact Jason Theakstone on 6393 8505.

AGENDA

EVACUATION PROCEDURE

In the event of an emergency, the building may be evacuated. You will be required to vacate the building. The Committee Clerk will now identify the emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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3.5	March Street/Winter Street Parking	27
3.6	Entry and Exit of Vehicles from The Escort Way onto side road <i>This item was withdrawn prior to the meeting.</i>	

CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

1 INTRODUCTION

MEMBERS

Cr Tony Mileto (Chairperson), Cr Marea Ruddy, Mr Richard Drooger (TfNSW), Sgt Adam Cornish (NSW Police), Sgt Peter Foran (NSW Police), Chief Inspector David Harvey (NSW Police), Mr Kel Gardiner (Local MP Representative), Chief Executive Officer, Director Technical Services, Works Manager, Manager Engineering Services, Road Safety Officer, Senior Parking Officer, Parking Officer, Divisional Administration Officer

1.1 APOLOGIES AND LEAVE OF ABSENCE

1.2 ACKNOWLEDGEMENT OF COUNTRY

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the City of Orange Traffic Committee at this meeting.

2 PREVIOUS MINUTES

RECOMMENDATION

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 18 March 2025 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the City of Orange Traffic Committee meeting held on 18 March 2025.

ATTACHMENTS

- 1 Minutes of the Meeting of the City of Orange Traffic Committee held on 18 March 2025

ORANGE CITY COUNCIL

MINUTES OF THE
CITY OF ORANGE TRAFFIC COMMITTEE
HELD IN COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE
ON 18 MARCH 2025
COMMENCING AT 9:30 AM

1 INTRODUCTION

ATTENDANCE

Cr T Mileto (Chairperson), Cr M Ruddy, Mr Richard Drooger (TfNSW), Sgt Susan Mackenzie (NSW Police), A/Sgt Michael Copas (NSW Police), Mr Kel Gardiner (Local MP Representative), Works Manager, Manager Engineering Services, Senior Parking Officer, Parking Officer, Divisional Administration Officer

1.1 Apologies and Leave of Absence

RECOMMENDATION

Mr K Gardiner/A/Sgt M Copas

That the apology be accepted from Insp Nathan Lamming (NSW Police) for the City of Orange Traffic Committee meeting on 18 March 2025.

1.2 Acknowledgement of Country

The Chairperson conducted an Acknowledgement of Country.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil

2 PREVIOUS MINUTES

RECOMMENDATION

Mr K Gardiner/Mr R Drooger

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 18 February 2025 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 18 February 2025.

MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE

18 MARCH 2025

3 GENERAL REPORTS

3.1 CITY OF ORANGE TRAFFIC COMMITTEE - CHARTER

TRIM REFERENCE: 2025/347

RECOMMENDATION

Mr K Gardiner/Mr R Drooger

That the Charter for the City of Orange Traffic Committee be updated and brought back to the Committee for consideration.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.2 CITY OF ORANGE TRAFFIC COMMITTEE - 2025 MEETING DATES & TIMES

TRIM REFERENCE: 2025/393

RECOMMENDATION

A/Sgt M Copas/Mr K Gardiner

That the City of Orange Traffic Committee meet on the second Tuesday of every month at 9.30am at the Civic Centre for the remainder of 2025.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.3 CITY OF ORANGE TRAFFIC COMMITTEE - CODE OF CONDUCT

TRIM REFERENCE: 2025/394

RECOMMENDATION

Mr K Gardiner/Mr R Drooger

That the City of Orange Traffic Committee acknowledge the requirements set by the Code of Conduct, and members commit to act in accordance with the Code of Conduct at all times while on Committee/Council business.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.4 WOODWARD STREET TRAFFIC

TRIM REFERENCE: 2025/270

RECOMMENDATION

Mr K Gardiner/Mr R Drooger

That Council install traffic classifiers on Woodward Street (between Kite and Moulder Streets) and advise the NSW Police of the times alleged speeding is occurring.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE

18 MARCH 2025

3.5 REQUEST FOR SAFER ROAD - BUCKLAND DRIVE

TRIM REFERENCE: 2025/291

RECOMMENDATION

Mr R Drooger/A/Sgt M Copas

That 'No Parking' signs be erected on Buckland Drive across from the eastern boundary of 59 Buckland Drive to the western boundary of 63 Buckland Drive shown on Figure A of the report.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.6 "NO STOPPING" SIGN - 65 SPRING STREET

TRIM REFERENCE: 2025/301

RECOMMENDATION

Mr R Drooger/Mr K Gardiner

That Council move the 'No Stopping' sign shown in Figure A of this report 5 metres north on Spring Street.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

3.7 BUS BAY - ALLENBY ROAD

TRIM REFERENCE: 2025/302

RECOMMENDATION

Mr K Gardiner/Mr R Drooger

That Council lengthen the bus zone on Allenby Road to the north by 23 metres.

*** Endorsement of this recommendation was received from representatives of Council, TfNSW, Local State Member, NSW Police. ***

THE MEETING CLOSED AT 10.10AM.

CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3 GENERAL REPORTS

3.1 CHARTER - CITY OF ORANGE TRAFFIC COMMITTEE

RECORD NUMBER: 2025/610

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

At the City of Orange Traffic Committee meeting held on 18 March 2025, it was recommended to resubmit the Charter back to the Committee after changes were made.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "15.3. Provide opportunities for widespread and quality engagement, and where appropriate, shared decision making".

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

All Community Committee Charters have been updated to reflect Council's requirements and to comply with Council's Code of Meeting Practice.

RECOMMENDATION

That the revised Charter for the City of Orange Traffic Committee be adopted.

SUPPORTING INFORMATION

The revised Charter for the current term of the Committee is attached for consideration and endorsement by the Committee.

Changes made:

Term - removed "Council may dissolve the Committee at any time by resolution of Council".

Members and Roles – added '(non-voting)' after "...up to two additional Councillor members."

Vacancies – removed words "If a vacancy does occur, the Committee may invite an individual to join the Committee or seek expressions of interest to fill the vacancy."

Replace with "If a vacancy does occur, that position will be filled in by the relevant organisation."

ATTACHMENTS

- 1 Revised Charter - DRAFT - City of Orange Traffic Community Committee Charter 2024, D25/38744

CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

Attachment 1 Revised Charter - DRAFT - City of Orange Traffic Community Committee Charter
2024



COMMUNITY COMMITTEE CHARTER

CITY OF ORANGE TRAFFIC

D24/38744

Community Committees play a vital role in helping Council to make informed decisions about the actions taken. The program is a key driver in Council's community engagement 'collaborate' value, linking to item 15.3 - provide opportunities for widespread and quality engagement, and where appropriate, shared decision making of the Community Strategic Plan.

Purpose

The City of Orange Traffic Committee has been established in accordance with the Delegation to Councils for the Regulation of Traffic by Transport for NSW (TfNSW).

The committee is to:

- Act in accordance with all requirements set out in legislation relating to the formation and operation of Local Traffic Committees in NSW, and
- comply with the provisions of Transport for NSW guidelines governing the function of this Committee.

To strengthen engagement between Council and community as identified in Council's Community Strategic and Engagement Plans, and to support a consultative and collaborative approach in the decision-making processes that impact the City of Orange, its people and surrounds.

The Committee does not have a role in the operational function of Council, and any recommendations made may be adopted, amended or declined. Operational Activities are the responsibility of the Chief Executive Officer and staff. Equally, where Council has adopted a Strategic Policy or Strategic Planning document, the Committee must observe the Council position as set out in that policy, plan or document.

Reports To

Infrastructure Policy Committee.

Policy Committees are Council sub-committees designed to support increased engagement and ownership of Councillors in areas of interest and expertise, and to improve the decision making processes.

Responsibilities

The Local Traffic Committee is an advisory body only, having no decision-making powers. It is, primarily, a technical review committee that is required to advise Council on traffic related matters referred to it by Council.

To be aware of the needs of the community and ensure that this knowledge is reflected in its activities and recommendations to Council.

The committee and its members must conduct themselves and their business in accordance with Orange City Council's Code of Conduct, Code of Meeting Practice and any procedures relating to Community Committees as approved by the Council.

Term

The City of Orange Traffic Committee shall dissolve at the General Election of Orange City Council.

Membership and Roles

- Chairperson – an elected Councillor (voting)
- Up to two additional Councillor members (non-voting)
- One Representative of the NSW Police (voting)

CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

Attachment 1 Revised Charter - DRAFT - City of Orange Traffic Community Committee Charter
2024



D24/38744

- One Representative of Transport for NSW (voting)
- Member of the Legislative Assembly for the Seat of Orange (or nominee) (voting)
- Council staff (non-voting) – as nominated by the Chief Executive Officer
 - Director Technical Services (or nominee)
 - Director Development Services (or nominee)
 - Manager Engineering Services (Committee Clerk)
 - Divisional Administration Officer - Technical Services (Committee Support)

Committee Clerk & Staff Members

The Chief Executive Officer will provide a Committee Clerk and sufficiently skilled Manager or Director who will be the representative of the Chief Executive Officer, and will exercise the functions of the Chief Executive Officer so far as they are relevant to the Committee and its Chairperson. The Committee Clerk will be responsible for the management of Committee correspondence, meetings, agendas & minutes.

Quorum

There is no specific quorum required to allow a Committee meeting to proceed, but any advice can only be returned to Council if the views of Transport for NSW and the NSW Police have been obtained. Where the quorum is not met at a meeting advice can be sought by email.

Meeting Frequency

Monthly, with specific meeting dates and times to be determined by the Committee.

Voting

All members have one vote only, including the Chairperson. In circumstances of an equality of votes, the matter is to be referred to Council (via the Policy Committee) for determination.

Reports and Recording

Matters to be considered by the Committee must be included in the agenda for the meeting, and must be provided in writing to the Committee Clerk at least 10 business days before the scheduled meeting.

An agenda will be distributed electronically to members at least one (1) week before a scheduled meeting.

Formal minutes of meetings of the Committee will be produced in accordance with Council's Code of Meeting Practice and will be produced by nominated staff members via InfoCouncil – Council's dedicated software program for the production of local council business papers.

Vacancies

Vacancies may arise during the term of the Committee. If a vacancy does occur, that position will be filled in by the relevant organisation.

Relevant Policies and Documents

Community Committee Member Information Pack	Orange City Council Code of Conduct
Orange City Council Code of Meeting Practice	Orange Community Strategic Plan
Delivery/Operational Plan	Roads Act 1993
Roads and Maritime Services – Delegation to Councils	Road Transport Act 2013
– Regulation of Traffic	

Copies of these and other documents are available on Council's website at www.orange.nsw.gov.au, from the Committee Clerk or the Council's Governance team.

CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3.2 COMMUNITY TRANSPORT SERVICE PROVIDER EXEMPTION - TAXI ZONE ANSON STREET

RECORD NUMBER: 2025/53

AUTHOR: Adrian Cisco, Parking Officer

EXECUTIVE SUMMARY

Council is in receipt of a request to alter the parking controls in the Taxi Zone outside Woolworths in Anson Street, between Kite Street and Summer Street (western side). The request is to provide an exemption for Community Transport Service Providers to drop off or pick up clients. Provision proposed will be approximately 10 meters at the south end of the Taxi Zone.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "16.2. Support community organisations and groups to deliver services and programs", and "9.1. Preserve - Construct and maintain a road network meets the community's transport and infrastructure needs".

FINANCIAL IMPLICATIONS

Council has an allocated budget for signage upgrade and replacement within the CBD.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

- 1 That the existing start of the Taxi Zone in Anson Street, between Kite Street and Summer Street, outside Woolworths Supermarket, be moved to a new point on the northern side of existing street tree - between those points to be a No Stopping Zone - shown in Attachment A.**
- 2 That a 10-metre (approximately) portion of the altered Taxi Zone have an exemption for Community Transport Service Providers to stop for a period of 5 minutes 8:30am – 6:00pm (7 days of the week) - shown in Attachment A.**

SUPPORTING INFORMATION

Parking pressure in this area is always high. A recent warning notice issued to a vehicle involved in Community Transport resulted in a request to have an exemption for them to pick up or drop off vulnerable members of the community in this area.

Council has observational data from the Parking Officers that the on-street parking in this length of road is usually nearly 100% utilised during business hours on weekdays and Saturdays.

The proposed introduction of a Community Transport Service Providers exemption would minimally affect the taxi drivers (there are usually between 1 and 5 taxis in a space that can accommodate 10) but greatly improve Community Service client access to near-by shopping and services.

The active hours for this exemption are in line with CBD active times for time-limited parking and reflect peak usage times for parking in the vicinity.

CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3.2 Community Transport Service Provider exemption - Taxi Zone Anson Street

Of note is the large tree in the zone. This tree at the beginning of the zone can make the existing sign difficult to spot for drivers unfamiliar to the area. The addition of a No Stopping Zone around this tree will mitigate this issue and help to protect the tree's root system. Beginning the taxi zone to the north of the tree, and having the Taxi Zone repeater sign and exemption sign on the light pole at the north edge of the exemption zone, will improve driver awareness of the parking prescriptions in the area.

Signage required is shown in Attachment B.

ATTACHMENTS

- 1 CTSP exemption - Taxi Zone Anson St - Attachment A, D25/21289
- 2 CTSP exemption - Taxi Zone Anson St - Proposed signage - Attachment B, D25/21290



Signs required (not to scale)



CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3.3 SUNDEW CIRCUIT - CREATION OF NO STOPPING ZONE ADJACENT TO ANSON STREET INTERSECTION

RECORD NUMBER: 2025/272
AUTHOR: Adrian Cisco, Parking Officer

EXECUTIVE SUMMARY

Council has received complaints about vehicles congesting this intersection – causing a perceived safety issue. Introduction of proposed No Stopping Zones should mitigate this issue.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “10.1. Construct and maintain a road network that meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Council has an allocated budget for signage upgrade and replacement within the city.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That No Stopping Zones be installed in Sundew Circuit on each side of the street approximately 10 metres west of the end of the dividing island at the intersection of Anson Street – as shown in Attachment A.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

A resident of Sundew Circuit has raised concerns about (presumably) students of James Sheahan school parking in this street in a manner that congests the intersection of Sundew Circuit and Anson Street. The complainant requested that No Stopping zones be installed for the entire length of the double lines in Sundew Circuit being for a distance of approximately 85 metres from the intersection to alleviate traffic safety risks at this intersection.

An investigation was carried out in response to the complaint by Council’s parking enforcement staff and it was determined in consultation with Council’s Technical Services Department that the request was not acceptable. Upon detailed review of the intersection design and consideration of the length and width of the road in question it was considered appropriate to recommend that No Stopping signs be established on both sides of the road for a reduced distance of 25m (see attached), nothing this extends 10m past the dividing island. The establishment of No Stopping zones as shown on the attached plan was deemed more appropriate to mitigate the traffic issues raised near the intersection whilst maintain parking availability in the immediate locality.

CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3.3 Sundew Circuit - Creation of No Stopping Zone adjacent to Anson Street intersection

The complainant has indicated that their perception is that vehicles parking in this area are parked illegally – being less than 3 metres from the double lines. Investigation of this showed a minimum 3.3 metre distance was maintained by all vehicles parked in the area during several visits. It is noted however that closer to the dividing island this distance may be perceived as less due to the dividing island creating a visual barrier to affect distance perception.

ATTACHMENTS

- 1 No Stopping Zones - Sundew Circuit - Attachment A, D25/21328



CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3.4 52 ALLENBY ROAD - NO PARKING ZONE

RECORD NUMBER: 2025/501

AUTHOR: Adrian Cisco, Parking Officer

EXECUTIVE SUMMARY

Council's School Zone Parking Officer has identified that it would be beneficial to introduce a No Parking Zone outside 52 Allenby Road, to improve drop-off accessibility during the busy morning drop-off time (8.00am-9.30am), and to improve the likelihood for near-by residents to have on-street parking spaces available during the day outside this time.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "10.1. Construct and maintain a road network that meets the community's transport and infrastructure needs".

FINANCIAL IMPLICATIONS

Council has an allocated budget for signage upgrade and replacement within the city.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the (untimed) parking outside 52 Allenby Road be changed to a No Parking Zone 8.00am-9.30am school days – as shown in Attachment A.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Parking pressure in this area is always high on school days. Consultation with the residents at 50 Allenby Road and 54 Allenby Road indicates that vehicles associated with the school occupy this area from as early as 6.30am most school days. (See Attachment B for visual of spaces occupied). Both residents were supportive of the proposed change.

By approximately 8.30am, much of the available on-street parking to the south-west (towards Bathurst Road) and to the north (towards Icelly Road), is occupied by parked vehicles associated with the school.

The recent decision to expand the Bus Zone to the north of this location results in the reduction of the size of the No Parking Zone there – reducing (legal) drop-off options. The concern from Parking Enforcement is that this is likely to result in instances of vehicles stopping in the No Stopping Zone adjacent to the school gate (outside 52 Allenby Road), causing safety concerns as this area must be clear to enable school buses to negotiate the bend without crossing the centre line of the road (see Attachment C).

CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3.4 52 Allenby Road - No Parking Zone

Introducing this No Parking Zone will reduce the risk of this occurring, while also creating a safe option for dropping off passengers close to the school gate. The added benefit to near-by residents would be an improved likelihood of parking availability in this zone outside of the School Zone hours (parking that is currently very rare to find during the day in this area for approximately 200 meters in the south-westerly direction).

Notes:

- 1 52 Allenby Road is currently a vacant block owned by the school.
- 2 54 Allenby Road has no available on-street parking at any time, due to the area in front of this address being a No Stopping Zone.

ATTACHMENTS

- 1 Attachment A, D25/32794
- 2 Attachment B, D25/32797
- 3 Attachment C, D25/32800







CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3.5 MARCH STREET/WINTER STREET PARKING

RECORD NUMBER: 2025/522

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

The Chief Executive Officer of Dudley Private Hospital has requested more street parking between the two driveways to the private hospital, outside 261 March Street.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "10.2. Ensure that sufficient car parking spaces are available to support growth".

FINANCIAL IMPLICATIONS

\$500 from the sign budget.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council amend the existing parking in front of Dudley Private Hospital on March Street to include two new parking spaces as shown on the attached design.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

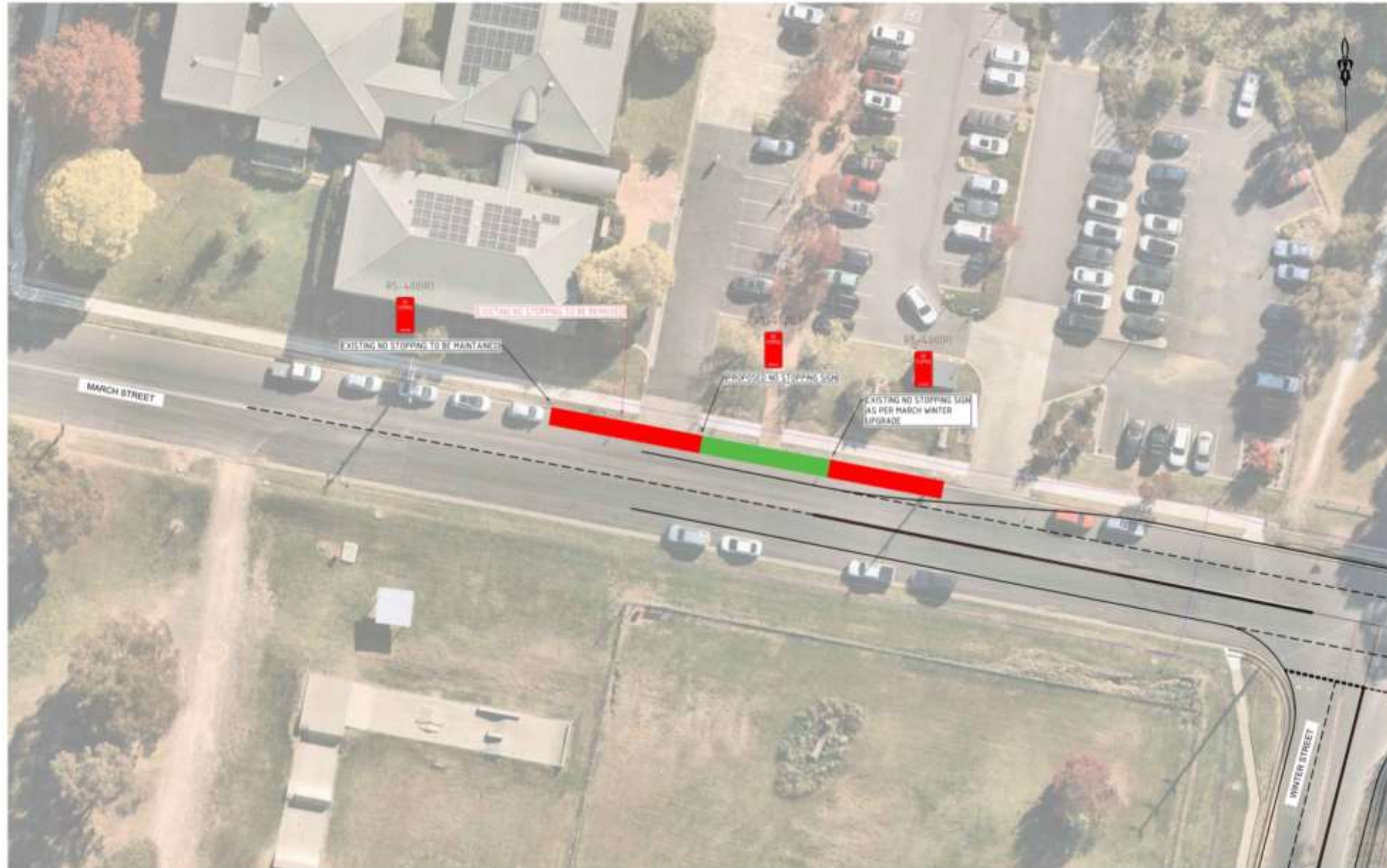
The Chief Executive Officer of Dudley Private Hospital has requested more street parking between the two driveways to the private hospital. He has requested the existing "No Stopping" on the approach to both driveways remain.

This modification is born from the upgrade of the Winter Street/March Street intersection where a BAR type intersection has been constructed.

It is recommended to amend the "No Stopping" in front of the hospital to allow for two extra parking spaces as per the attached design.

ATTACHMENTS

- 1 Plan - Winter Street/March Street Parking, D25/33864



CITY OF ORANGE TRAFFIC COMMITTEE

8 APRIL 2025

3.6 ENTRY AND EXIT OF VEHICLES FROM THE ESCORT WAY ONTO SIDE ROAD

This item was withdrawn prior to the meeting.



COMMUNITY COMMITTEE CHARTER

CITY OF ORANGE TRAFFIC

D24/120092

Community Committees play a vital role in helping Council to make informed decisions about the actions taken. The program is a key driver in Council's community engagement 'collaborate' value, linking to item 15.3 - provide opportunities for widespread and quality engagement, and where appropriate, shared decision making of the Community Strategic Plan.

Purpose

The City of Orange Traffic Committee has been established in accordance with the Delegation to Councils for the Regulation of Traffic by Transport for NSW (TfNSW).

The committee is to:

- Act in accordance with all requirements set out in legislation relating to the formation and operation of Local Traffic Committees in NSW, and
- comply with the provisions of Transport for NSW guidelines governing the function of this Committee.

To strengthen engagement between Council and community as identified in Council's Community Strategic and Engagement Plans, and to support a consultative and collaborative approach in the decision-making processes that impact the City of Orange, its people and surrounds.

The Committee does not have a role in the operational function of Council, and any recommendations made may be adopted, amended or declined. Operational Activities are the responsibility of the Chief Executive Officer and staff. Equally, where Council has adopted a Strategic Policy or Strategic Planning document, the Committee must observe the Council position as set out in that policy, plan or document.

Reports To

Infrastructure Policy Committee.

Policy Committees are Council sub-committees designed to support increased engagement and ownership of Councillors in areas of interest and expertise, and to improve the decision making processes.

Responsibilities

The Local Traffic Committee is an advisory body only, having no decision-making powers. It is, primarily, a technical review committee that is required to advise Council on traffic related matters referred to it by Council.

To be aware of the needs of the community and ensure that this knowledge is reflected in its activities and recommendations to Council.

The committee and its members must conduct themselves and their business in accordance with Orange City Council's Code of Conduct, Code of Meeting Practice and any procedures relating to Community Committees as approved by the Council.

Term

The City of Orange Traffic Committee shall dissolve at the General Election of Orange City Council.

Membership and Roles

- Chairperson – an elected Councillor (voting)
- Up to two additional Councillor members (non-voting)
- One Representative of the NSW Police (voting)



D24/38744

- One Representative of Transport for NSW (voting)
- Member of the Legislative Assembly for the Seat of Orange (or nominee) (voting)
- Council staff (non-voting) – as nominated by the Chief Executive Officer
 - Director Technical Services (or nominee)
 - Director Development Services (or nominee)
 - Manager Engineering Services (Committee Clerk)
 - Divisional Administration Officer - Technical Services (Committee Support)

Committee Clerk & Staff Members

The Chief Executive Officer will provide a Committee Clerk and sufficiently skilled Manager or Director who will be the representative of the Chief Executive Officer, and will exercise the functions of the Chief Executive Officer so far as they are relevant to the Committee and its Chairperson. The Committee Clerk will be responsible for the management of Committee correspondence, meetings, agendas & minutes.

Quorum

There is no specific quorum required to allow a Committee meeting to proceed, but any advice can only be returned to Council if the views of Transport for NSW and the NSW Police have been obtained. Where the quorum is not met at a meeting advice can be sought by email.

Meeting Frequency

Monthly, with specific meeting dates and times to be determined by the Committee.

Voting

All members have one vote only, including the Chairperson. In circumstances of an equality of votes, the matter is to be referred to Council (via the Policy Committee) for determination.

Reports and Recording

Matters to be considered by the Committee must be included in the agenda for the meeting, and must be provided in writing to the Committee Clerk at least 10 business days before the scheduled meeting.

An agenda will be distributed electronically to members at least one (1) week before a scheduled meeting.

Formal minutes of meetings of the Committee will be produced in accordance with Council's Code of Meeting Practice and will be produced by nominated staff members via InfoCouncil – Council's dedicated software program for the production of local council business papers.

Vacancies

Vacancies may arise during the term of the Committee. If a vacancy does occur, that position will be filled in by the relevant organisation.

Relevant Policies and Documents

[Community Committee Member Information Pack](#)

[Orange City Council Code of Meeting Practice](#)

[Delivery/Operational Plan](#)

[Roads and Maritime Services – Delegation to Councils](#)

[– Regulation of Traffic](#)

[Orange City Council Code of Conduct](#)

[Orange Community Strategic Plan](#)

[Roads Act 1993](#)

[Road Transport Act 2013](#)

Copies of these and other documents are available on Council's website at www.orange.nsw.gov.au, from the Committee Clerk or the Council's Governance team.

3 GENERAL REPORTS

3.1 CURRENT WORKS

RECORD NUMBER: 2025/741

AUTHOR: Ian Greenham, Director Technical Services

EXECUTIVE SUMMARY

The purpose of this report is to update Council on construction and maintenance works which have been carried out since the last current works report to Council.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “10.1. Construct and maintain a road network that meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the information provided in the report on Current Works be acknowledged.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Road Maintenance

Resources have been continuously applied to pothole repairs on sealed roads across the city.

Road Upgrading

Aerodrome Road from 90 degree bend to Forest Road

Culvert extension has been completed. Pavement construction works have commenced.

Huntley Road at Gosling Creek

Road pavement widening works and bitumen sealing completed. Linemarking and guardrail installation were scheduled to be completed in late April.

3.1 Current Works

Concrete and Drainage

Footpaths

Work has commenced or continued on new footpaths and footpath reconstructions at:

- Moulder Park, from Hill Street to Sale Street;
- Buckland Drive.

Work was completed on new footpaths and footpath reconstructions at:

- Brabham Way to Sundew Circuit;
- Shiralee Road at Cherrywood Place;
- Molloy Drive;
- Moulder Park from Cecil Road to Hill Street.



Photo: recently completed section of Moulder Park footpath

Upcoming major works

Major road upgrading works, status and timing (as weather permits) as follows:

Work	Location	Status
Anson/Phillip Street roundabout - pavement upgrade.		Works to commence in May.
Worboys Street – pavement upgrade and asphalt seal.	At Seaton Street intersection.	Works to commence in May.
Anson Street – pavement upgrade and asphalt seal.	Torpy Street to Gardiner Road.	Procurement of stabilisation services. Works expected to commence

3.1 Current Works

Work	Location	Status
Peisley Street – pavement upgrade and asphalt seal.	Warrendine Street towards Moulder Street.	during May. Procurement of stabilisation services. Works expected to commence during May.

Other major projects:

Location	Description	Status
Clergate Road to Strathgrove Way.	Install trunk drainage upgrade.	Works to commence in May.
Kite Street raised pedestrian crossing.	Behind Orange City Centre.	Works expected to commence during May.

WATER SUPPLY SERVICES

The type and number of water supply service responses by maintenance staff are shown in the table below.

Category	July 2023 – June 2024	March 2025
Water - Leak (Meter)	333	42
Water Request - Meters Faulty (incorrect readings)	181	22
Water - No Water Supply	64	10
Water - Pressure	36	3
Water Request - Replace Meter box/lid	272	5
Water quality - Dirty	24	8
Water - Burst Main	79	30
Water - leak (Main, Valve, Hydrant)	425	53
Total Water Requests	1,414	173

Construction Works

- Water Main Renewal in March Street (McLachlan and Autumn Streets) is completed.
- Water Filling Station Replacement.

New Water Connections

- Water Service Renewal – 34 Collwood Crescent.
- 150mm service to Conservatorium – March Street.
- 150mm Fire Service – 320 Peisley Street.
- 2 x dual water meters – 161 Diamond Drive.

3.1 Current Works

SEWER SERVICES

The type and number of sewer service responses by maintenance staff are shown in the table below.

Category	July 2023 – June 2024	March 2025
Sewer Choke - Blockages	279	18
Sewer Complaint - Odour	13	0
Sewer Complaint - Overflow	168	26
Total Sewer Requests	460	44

Construction Works

- Sewer Relining 50% complete. Council assisting with civil works. Returning 3 May 2025.
- Lake Canobolas Sewer Pump Station – Essential Energy upgrade completed 11 April 2025.
- March Road Sewer Pump Station – Internal walls in the new shed continuing.

Sewer reconstructions

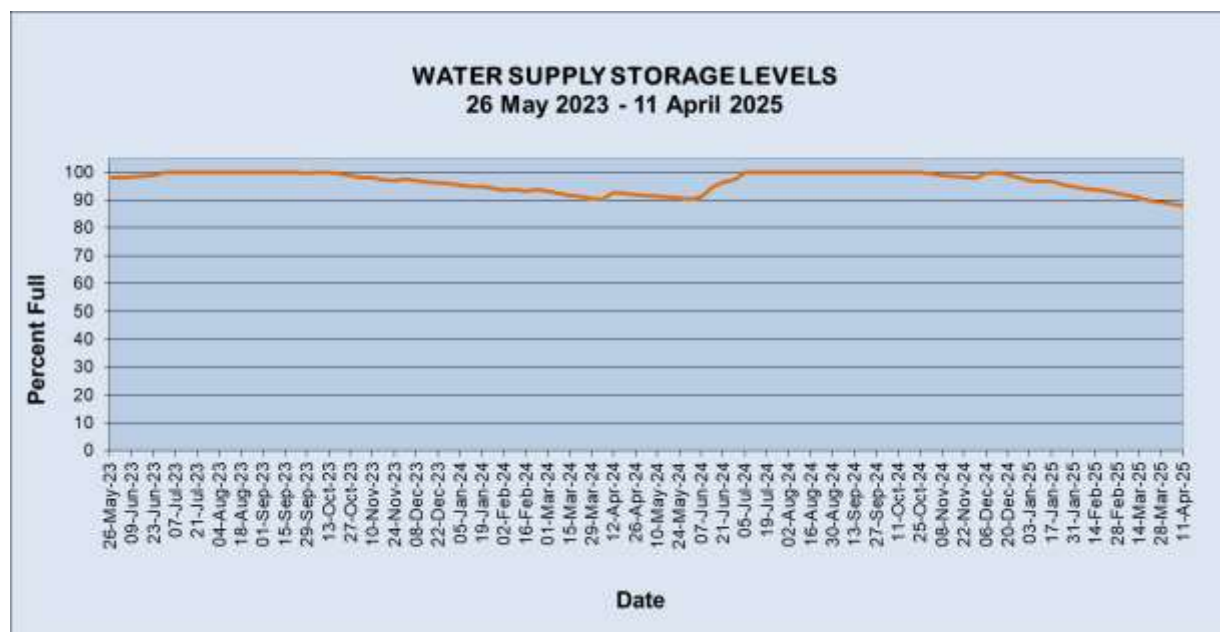
- Sewer PWO – 161 Diamond Drive - install new manhole.
- Sewer PWO – 31 Sullivan Circuit – install new manhole.
- Sewer Reconstruction – 6 Lawson Crescent.
- Sewer Reconstruction - 11 Campdale Crescent.
- Sewer Reconstruction – 14 Campdale Crescent.
- Sewer Reconstruction – 1, 3, 5, 7, 9 and 11 Lawson Crescent.

WATER SUPPLY SECURITY

Water Storage Levels

The water storage trend for the combined storages from 26 May 2023 to 11 April 2025 is shown in the graph below.

3.1 Current Works



Below levels current at 11 April 2025:

Location	Level Below Spillway (mm)	% of Capacity
Suma Park Dam	1567	86.59%
Spring Creek Dam	293	93.33%
Lake Canobolas	303	91.10%
Gosling Creek Dam	258	92.56%

Supplementary Raw Water Sources

Extractions from the supplementary raw water supplies in recent months are provided in the table below. The 'Total' column is the tally for all months in the water year (starting July).

Raw Water Source	January 2025 (ML)	February 2025 (ML)	March 2025 (ML)	Total (ML) 2024/2025
Bores*	5.48	3.67	4.55	43.54
Stormwater	0.00	0.00	0.00	0.00
Macquarie River	0.00	0.00	0.00	0.00
Total	5.48	3.67	4.55	43.54

* Bores include two at Clifton Grove and two at the Showground/Margaret Street

A more detailed monthly summary of raw water transfers can be found on Council’s website at <https://www.orange.nsw.gov.au/water/oranges-water-supply/>.

The quarterly forecast with the Decision Support Tool (DST) was conducted 7 April 2025 predicting neutral conditions from the Bureau of Meteorology’s POAMA forecast. No additional water sources are required at this stage.

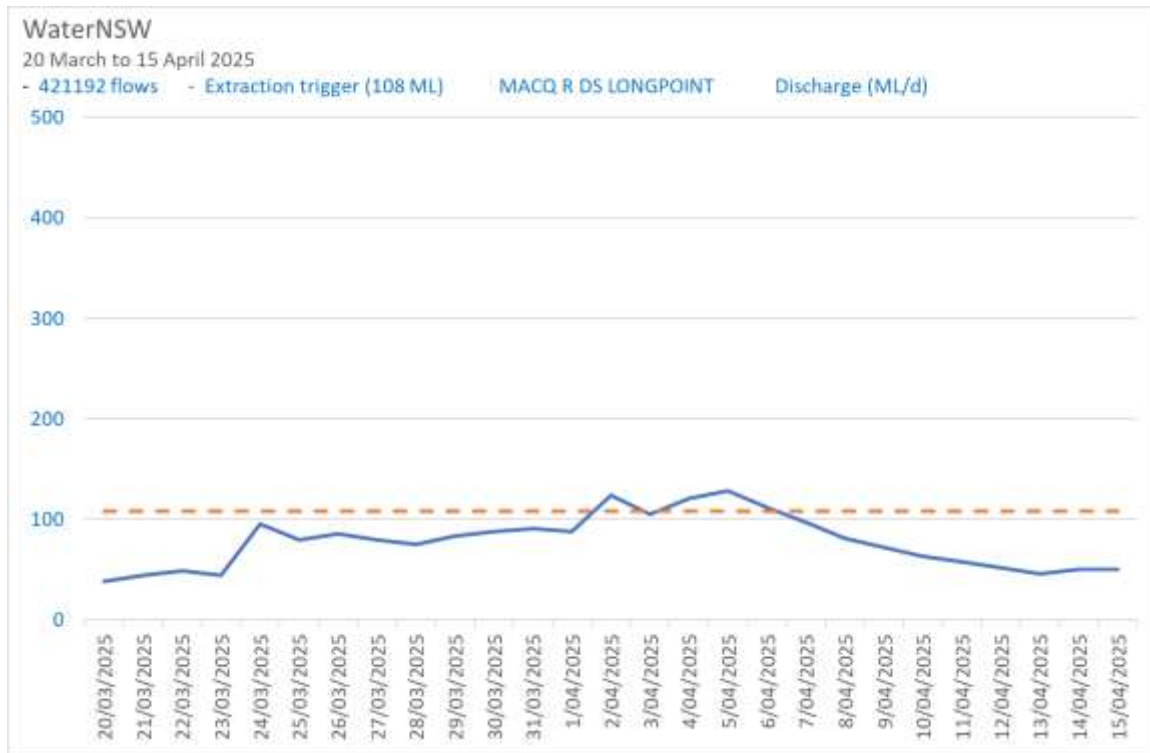
Macquarie River Flows

3.1 Current Works

The mean daily flows in the Macquarie River monitored downstream of Long Point (Station 421192) for 20 March to 15 April 2025 are presented below.

With some rainfall in the catchment towards the end of March, the flow rate increased from 38 ML/day to a maximum of 128 ML/day on 5 April 2025. The flow rates were above the extraction trigger value (108 ML/day) for four days from 2 April.

The data for the chart below was sourced from the WaterNSW website with flows presented in megalitres per day (ML/d).



Demand Management

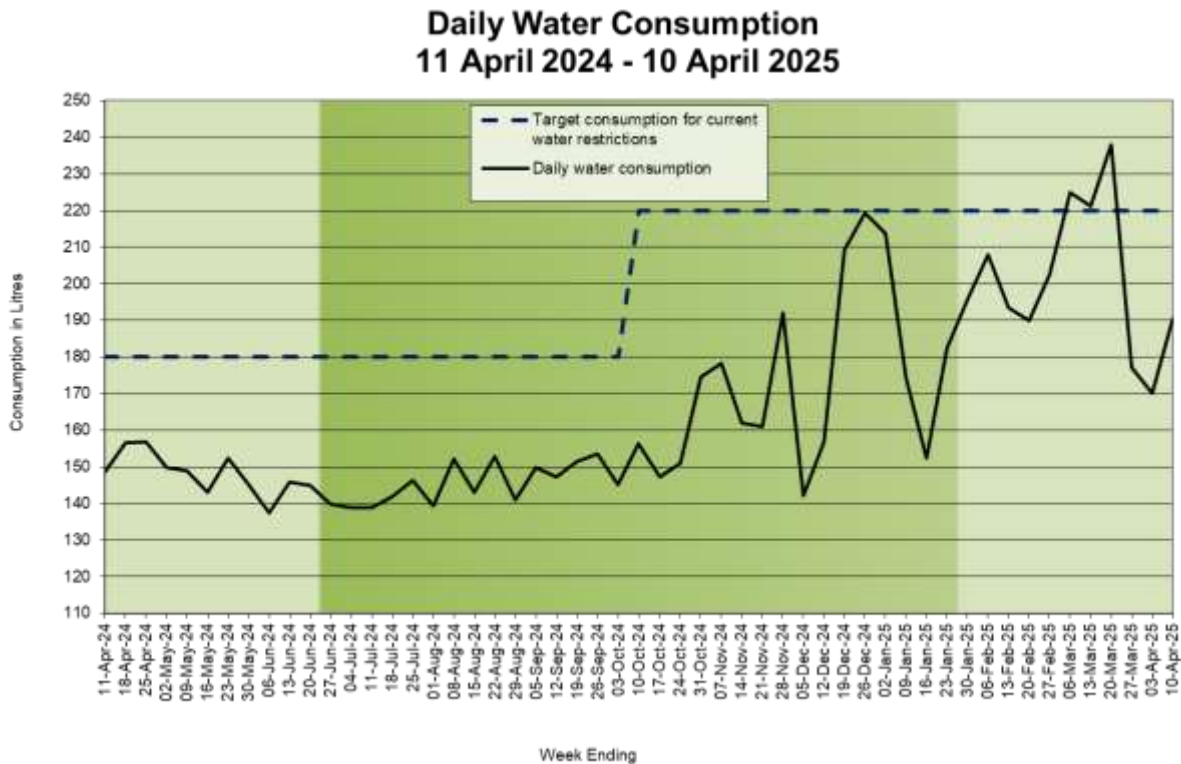
Residential water use

Permanent Water Saving Standards came into effect on Friday 25 June 2021.

Average daily residential water consumption for the period 14 March 2025 to 10 April 2025 was 194 litres per person per day.

The graph below shows the average daily residential water consumption trend since 11 April 2024 to 10 April 2025.

3.1 Current Works



Total water use

The average daily city-wide water consumption for the period 14 March 2025 to 10 April 2025 was 12.50 ML/day.

DRINKING WATER QUALITY

Water samples are collected as a component of Orange City Council’s Drinking Water Quality Monitoring Program in accordance with NSW Health requirements. Samples are collected regularly and sent to the NSW Government National Association of Testing Authorities (NATA) accredited laboratory for analysis.

During March 2024, the Icely Road supply system achieved 100% compliance for physical, chemical and microbiological samples.

PROJECT MANAGEMENT OFFICE

C7 Basin Reconstruction

The reconstruction of the C7 basin damaged in the 13 November 2022 storm event, is progressing well. All 1200mm pipe culverts have now been installed, and the head walls have been placed. The entire basin wall has been backfilled and topsoiled. The contractor is currently installing fencing and demobilising from the site.

3.1 Current Works



Photo: C7 Basin

Euchareena Road Resource Recovery Centre

The project involves the construction of a new waste cell and the capping of stages 1 and 2. The contractor has successfully completed Cell 4, which has received approval for use from the EPA and is now operational. Capping works on Cells 1 and 2 are ongoing, with the first clay seal bearing layer installed and commenced. The LLDPE liner and geotextile fabric have been installed and secured, with all welding performed onsite under the supervision of a third-party quality assurance team. Additionally, the liner and geofabric installation over Cells 1 and 2 has been completed.

All lining is now done, and the revegetation layer is being placed at present onsite under the guidance of a Level 1 earthworks representative. This ensures that the placement is done to the correct specification. The project is likely to be finished towards the end of May, with the final topsoil layer and hydro mulch to be sprayed, followed by site tidy-up and demobilisation.

3.1 Current Works



Photo: Revegetation Layer Being place on Cell 1 & 2 Construction

East Orange Harvesting Wetlands (Blackman's Swamp Creek Stormwater Harvesting Stage 2)

This project, when completed, will provide an offline storage on Blackman's Swamp Creek to increase the city's water supply secure yield from stormwater harvesting.

DCCEEW has subsequently issued an approval for the works under the Water Management Act 2000 in October 2024. There are conditions associated with the approval that require relatively minor amendments to the current scope of works. There was however a joint appeal by two applicants with DCCEEW listed as the first respondent and Council the second respondent on 21 November 2024.

The first directions hearing was held on 20 January 2025 and set down the following dates:

7 February 2025 date for the applicant to lodge their Notice of Facts and Contention.

7 March 2025 date for respondents to lodge their response.

2 May 2025 date for Conciliation Conference to be held in Orange.

10 May 2025 date for the second Directions Hearing if not resolved at the conciliation.

If it is to proceed to the Land and Environment Court, the earliest date the appeal will be heard will be in August 2025. Since last month's report we have met with our legal counsel and are preparing technical notes for the 2 May Conciliation Conference.

Sewage Treatment Plant Inlet Works

As part of the contractor's quality assurance system, they identified a defect in the epoxy coating applied to the inside of components of the inlet works. This defective work now requires rectification and has delayed the commissioning of the project. The contractor has advised that they are committed to rectifying the works and are presently seeking specialist subcontractors to remove the existing epoxy and reapply new product.

Ongoing works are still happening, with the contractor planning on demobilising until spring when weather conditions (temperature) are suitable to install the epoxy coating. The choice of an appropriate subcontractor and development of a detailed rectification methodology is important in ensuring the long-term performance of the rework.

3.1 Current Works



Photo: Establishment of grass on batters and tidy up works ongoing at STP

Southern Feeder Road Stage 4

The project has reached practical completion, with the team working through the final paperwork and details ensuring all aspects are thoroughly reviewed and addressed. They are also focused on closing out any remaining defects and final commercial details.

Orange Conservatorium and Planetarium

Progress on the project has been steady, though there have been some challenges, particularly in the recital hall.

The framing out of the building for the ground floor is underway, including the installation of essential services, which is progressing. This includes extensive work on electrical, plumbing, HVAC, and fire protection systems. The installation of these services involves meticulous planning and coordination to ensure that all systems are integrated seamlessly and function efficiently. The rooms are being laid out, and the shape of the structure is starting to come to fruition.

Structural steel fabrication has commenced offsite, involving extensive work in both the fabrication and paint shops. This includes the cutting, welding, and painting of steel components to precise specifications. These components are being meticulously prepared to ensure they meet all structural and aesthetic requirements. We expect these components to be delivered and installed onsite in the coming months, which will significantly advance our structural work and bring the project closer to completion. The

3.1 Current Works

installation of these steel components will provide the necessary support for the upper levels and contribute to the overall stability and integrity of the building.

Additionally, we have installed the waterline connection to the site and down March Street. This work has been completed by OCC staff.



Photo – Construction of Orange Conservatorium and Planetarium aerial view of the entire site.

3.1 Current Works

Icely Road WTP Generator

Site works have all been completed, and the power connection has been established. The final concrete pour was done this week. Installation of the generator will be completed once this concrete has gained sufficient strength to support a large crane. The final electrical works are to be completed, and the works will be finished in the next two weeks.



Photo – WTP final concrete pour.

Orange Sports Precinct

Over the last three months, significant progress has been made on the Orange Sports Precinct. The irrigation and drainage installation for fields 1-8 has been completed, and turf has been laid on these fields as well as the cricket pitches. The design for the John Davis Stadium and Athletics buildings has advanced considerably, while the design for Huntley Road has also made substantial progress. Additionally, the landscape design has been moving forward, and the electrical and lighting design is nearing completion.

Currently, the design for the John Davis Stadium and Athletics buildings has been finalised, and the Development Application (DA) for Phase 1 of the John Davis Stadium and Athletics is being assessed. A shortlisting of contractors for Phase 1 of the John Davis Stadium and Athletics is underway. The design for Huntley Road has also been completed, and the landscape design is nearing completion. Landscaping work for fields 1-8 is about to commence, marking another significant step forward in the project.

3.1 Current Works



Photo – Turf maintenance ongoing and fencing install around all fields.

Adventure Playground

We are excited to announce that the project is now fully completed, and the formal opening took place on Friday, 14 March 2025. The opening went well and received positive feedback from the children using it. All installations and signoffs are complete. We are currently addressing minor defect works as they appear through the use by the children.



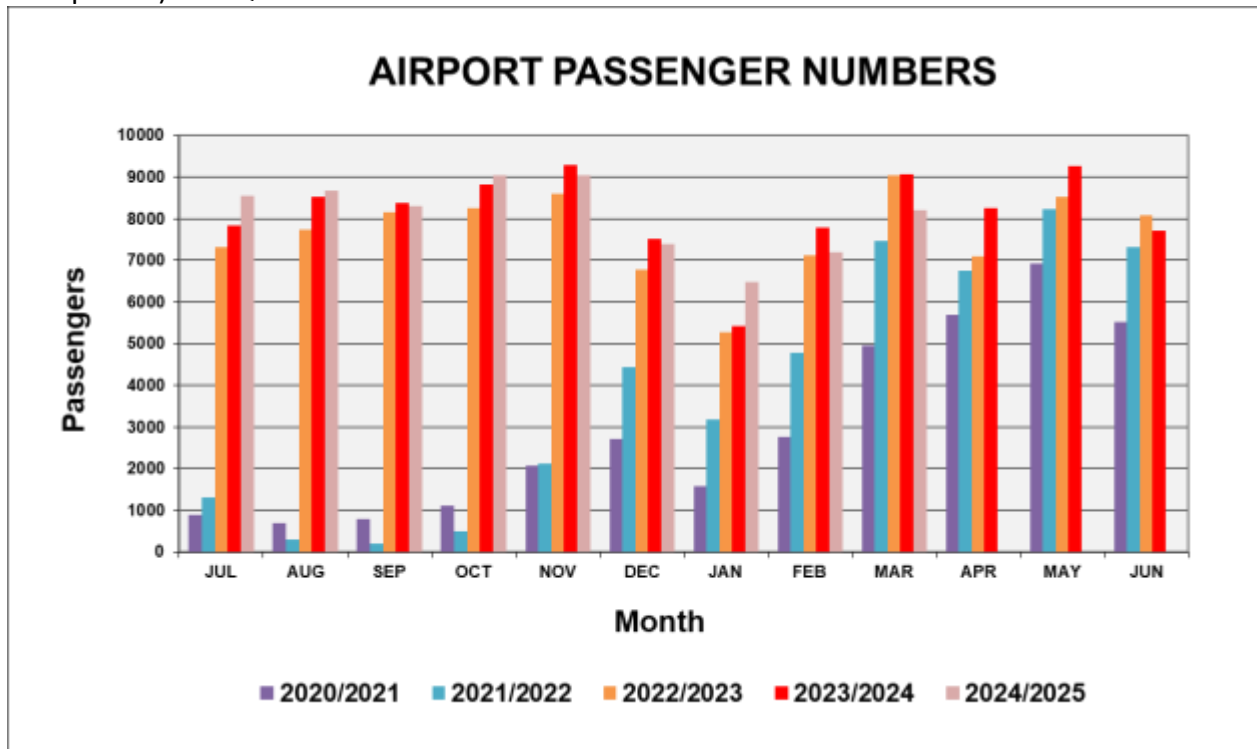
Photo: Adventure Playground

3.1 Current Works

AIRPORT PASSENGER NUMBERS

Passenger numbers during March 2025 were 8,198 compared to 9,076 for the same month in 2024.

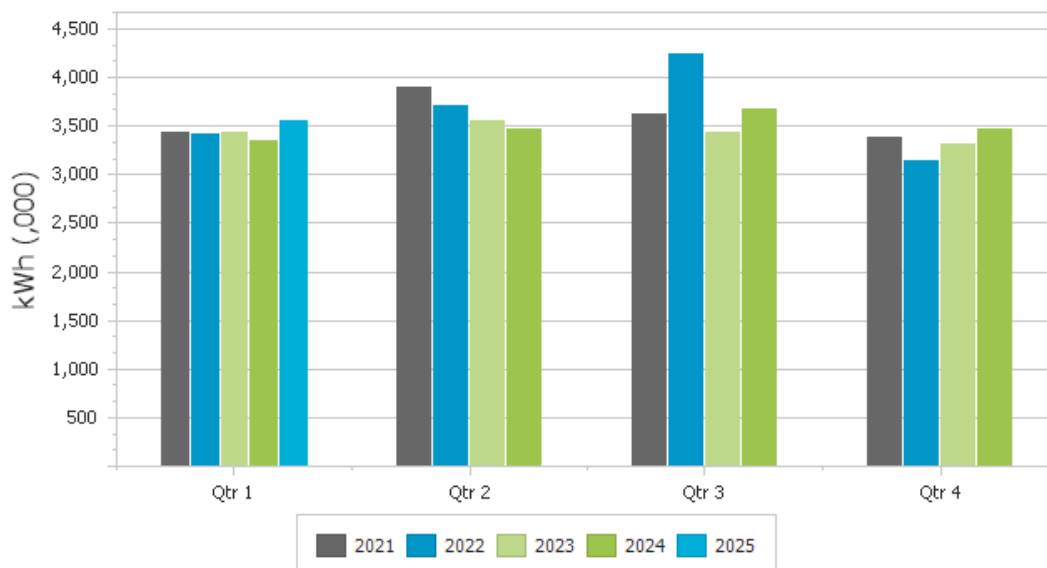
These figures include passenger numbers from Regional Express, Link Airways (formerly Fly Corporate) and QantasLink.



ENERGY USE

The following information is sourced from E21, Council’s energy software.

Consumption History - up to 4 Years Wednesday, 16 April 2025 1:37 PM



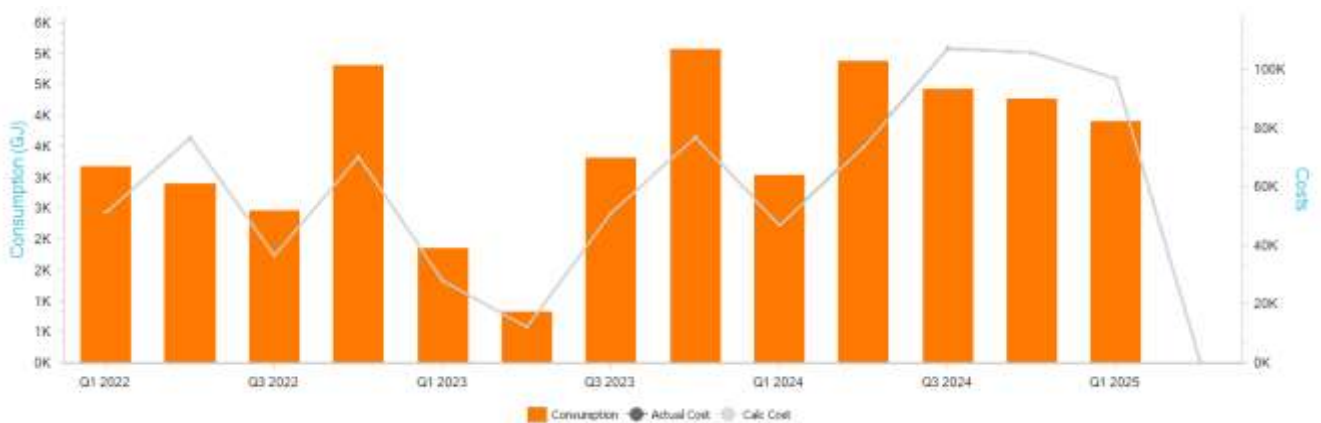
3.1 Current Works

History - Last 12 Months

GROUP	CONSUMPTION (kWh)	BILL (ex GST)
Parks & Gardens	0	\$0
Water	4,573,376	\$1,213,608
Public Buildings & Facilities	2,716,316	\$836,355
Lighting	1,430,979	\$694,232
Other	0	\$0
Sewer	3,480,600	\$936,589
Macquarie Pipeline	21,172	\$27,795
Ungrouped	172,989	\$56,919
Total	12,395,431	\$3,765,498

Gas Consumption

Please note discrepancies in historic gas consumption are due to gaps in data captured. This issue was rectified in Q3 2023.



3.1 Current Works

Period	Consumption (GJ)	Actual	Calculated	\$/GJ	Emissions
Mar-2022	3,172.7	\$51,124.20	\$51,130.61	16.11	204.6
Jun-2022	2,898.9	\$76,552.76	\$76,560.49	26.41	187.0
Sep-2022	2,458.7	\$36,515.54	\$36,489.18	14.85	158.6
Dec-2022	4,811.3	\$70,188.18	\$70,176.02	14.59	310.3
Mar-2023	1,855.8	\$27,836.11	\$27,824.77	15.00	119.7
Jun-2023	822.3	\$12,148.66	\$12,146.93	14.77	53.0
Sep-2023	3,317.7	\$50,958.97	\$50,993.39	15.36	214.0
Dec-2023	5,079.3	\$76,928.44	\$76,768.41	15.15	327.6
Mar-2024	3,043.2	\$46,976.20	\$46,832.11	15.44	196.3
Jun-2024	4,876.4	\$74,025.48	\$73,627.91	15.18	314.5
Sep-2024	4,434.5	\$106,921.79	\$106,779.35	24.11	286.0
Dec-2024	4,273.6	\$105,654.16	\$105,642.01	24.72	275.6
Mar-2025	3,906.3	\$96,670.27	\$96,661.61	24.75	252.0
Jun-2025	1.7	\$107.89	\$108.16	62.08	0.1
	44,952.4	\$832,608.7	\$831,740.9		t 2,899.4