

Date:	Thursday, 20 June 2019
Time:	4:00PM
Location:	105 Loftus Street
	TEMORA NSW 2666

# MINUTES

## **Ordinary Council Meeting**

20 June 2019

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#### MINUTES OF TEMORA SHIRE COUNCIL ORDINARY COUNCIL MEETING HELD AT 105 LOFTUS STREET, TEMORA NSW 2666 ON THURSDAY, 20 JUNE 2019 AT 4:00PM

- **PRESENT:** Cr Rick Firman (Mayor), Cr Kenneth Smith, Cr Graham Sinclair (Deputy Mayor), Cr Dale Wiencke, Cr Max Oliver, Cr Nigel Judd, Cr Claire McLaren, Cr Dennis Sleigh
- IN ATTENDANCE: Steve Firth (Director of Administration & Finance), Rob Fisher (Engineering Technical Manager), Bimal Shah (Engineering Works Manager), Anne Rands (Executive Assistant), Elizabeth Smith (Accountant), Claire Golder (Town Planner), Craig Sinclair (Economic Development Manager) Lyn Ward - Temora Independent Emily Watts- Media Officer

#### 1 OPEN AND WELCOME

4:00PM

#### 2 APOLOGIES

#### **RESOLUTION 190/2019**

Moved: Cr Dennis Sleigh Seconded: Cr Max Oliver

That apologies from Cr Lindy Reinhold, General Manager Gary Lavelle and Director of Environmental Services Kris Dunstan be received and accepted.

#### CARRIED

#### **3** OPENING PRAYER

The opening prayer was conducted by Rev Nathan Manwaring from the Anglican Church.

#### 4 CONFIRMATION OF MINUTES

#### **RESOLUTION 191/2019**

Moved: Cr Graham Sinclair Seconded: Cr Kenneth Smith

That the minutes of the Ordinary Council Meeting held on 16 May 2019 be confirmed.

#### CARRIED

#### 5 MAYORAL MINUTES

5.1	MAYORAL MINUTE - JUNE 2019				
File Nur	nber:	REP1	.9/748		
Author:		Executive Assistant			
Authoriser:		Gene	eral Manager		
Attachn	nents:	1.	JO Letter 🕂 🛣		

- 1. Council will formally consider adopting our 2019/20 Budget this evening, a Budget totalling a staggering \$29,043,681M. We have a strong \$12M Capital works programme proposed and a projected budgeted surplus of \$416,000, with surpluses forecast for the next 10 years. The rate increase is recommended to be the maximum amount allowable, which is a modest 2.7%. A major item included in our Capital works programme is the long-awaited Supported Independent Living Home. Should Council pass this recommendation tonight, it will be a dream realised for many, particularly Mrs Pat Thomas OAM, the President of the Temora Special Persons & Carers Group. Mrs Thomas has led the charge, over a long period of time, for this to happen and Council appreciates her persistent advocacy. In relation to our Budget, Council places on record our warm thanks to our Director of Administration & Finance, Mr Steve Firth, Senior Accountant, Mrs Elizabeth Smith and the entire team for their outstanding efforts during this process.
- 2. Council are advised the NSW Government has recently informed the Riverina Eastern Regional Organisation of Councils (REROC) Board the Southern Lights Project will not be funded, as per the submission. This is extremely disappointing, particularly as we had 41 local government areas, from Bega to Broken Hill involved. We were asking the NSW Gov't for \$61M, which is not an insignificant sum. REROC Chief Executive, Mrs Julie Briggs, has been the Project Manager, with the REROC Executive to consider the recommended next steps in the coming weeks.
- 3. Council are advised the 13 NSW Joint Organisation (JO) Chairmen, have all written a letter to the NSW Local Government Minister, the Hon Shelley Hancock MP, requesting urgent funding, to enable the JO structure to continue to exist (copy attached). It was a unanimous decision of the NSW JO Chairmen's Network recently to write to Minister Hancock and request \$300,000 per year, for three years in ongoing funding. Even though there was nothing announced in the recent NSW Budget, I understand there may be a revised funding model being developed. It is quite simple, unless we are funded, the JO's future are very limited. Temora Shire is in the enviable position that REROC continues to exist as a separate Incorporated entity, should JOs become defunct. The Independent review process of both the Riverina JO and REROC Boards will commence in the latter part of this year.
- 4. The advocacy and lobbying for Temora Shire to be allocated the Federal Government's \$1 Million Community Drought Support Grant continues. Council have written on two occasions, and telephoned several times, to our Federal Member for Riverina, the Hon Michael McCormack MP, advising of our disappointment. Further to this, we have had several meetings and telephone conversations, expressing our Council's and community's

disillusionment with the process that determines what local government areas are eligible and those that are not. We have now collated further information in terms of rainfall measurements across the Shire, to further enhance our case. To this end, we have formally requested a meeting with the new Federal Agricultural Minister, Senator the Hon Bridgette McKenzie to discuss this important issue. We shall continue to keep Council informed of any developments. Councillors have expressed a strong wish for this constant lobbying to continue, and it certainly will.

- 5. Council are advised the General Manager and I will be meeting with the newly appointed NSW Minister for Regional Transport & Roads, the Hon Paul Toole. This will take place at Parliament House, Sydney on 31<sup>st</sup> July. The meeting will centre around the Heavy Vehicle Alternate Route issue, which we need urgent clarification, in terms of genuine financial Government support. We will also have our Member for Cootamundra, Ms Steph Cooke MP accompanying us. This is a most important meeting and one we shall report back to Council, at the earliest convenience.
- 6. Council will note there is to be a third round of the NSW Government's Stronger Country Communities Fund. This has been a tremendous boost to our Shire, and those Councils around us and we must give thanks to our Member for Cootamundra, Ms Cooke and the NSW Government for this vital injection of funds to rural communities. The new round will be of \$100 Million, with up to half to be spent on regional youth infrastructure and programmes.

#### RESOLUTION 192/2019

Moved: Cr Kenneth Smith Seconded: Cr Dale Wiencke

It was resolved that the Mayoral Minute be noted.

CARRIED

Report by Mayor Rick Firman

30 May 2019

Hon Shelley Hancock MP Minister for Local Government Parliament House Macquarie St SYDNEY NSW 2000

#### Dear Minister

We write on behalf of all thirteen NSW Joint Organisations, following our facilitated meeting today to discuss a framework for collaboration with the NSW Government.

The meeting of Joint Organisation (JO) Chairs which followed the above meeting discussed its outcomes and the way forward. The JO Chairs have unanimously resolved that we write to you to advise that we agree that JOs require a more collaborative partnership approach to the proposed business model of funding. We agree that the provision of on-going baseline funding of \$300,000 per JO, each year for the next three years, would recognise the need for capacity building funding which would allow JOs and the State to work collaboratively to continue development on sustainable financial pathways for the new organisations.

It was noted during the facilitated session that JOs were reporting deficit budgets, during our JO Chairs' meeting it was agreed that this approach was not sustainable. Given the realised benefits of collaboration between JOs, State Government and councils to drive outcomes, we believe that a commitment from State Government to ensuring the financial sustainability of the JOs during their establishment phase is in the best interests of regional NSW.

We would welcome the opportunity to discuss the concerns raised in this letter with you. We are agreed that as we enter into a second Financial Year of operations for the JOs that the issue of a collaborative funding model must be suitably resolved to provide our member councils with confidence about the future of JOs. Your response to our correspondence, within 28 days would be appreciated.

Yours sincerely

Cr Rowena Abbey Chair Canberra Region JO

Cr John Metcalf Chair Central NSW JO

Cr Ryan Palmer Acting Char Hunter JO

spece

Cr Liz Campbell Chair Mid-North Coast JO

Cr Michael Pearce Chair New England JO

Cr Craig Davies Acting Chair Orana JO

Ck Kevin Mack

Chair Riverina ad Murray JO

ally

Cr Lillian Brady Chair Far North West JO

Gordon Bradbery OAM ¢hair Illawarra Shoalhaven Jo Cr Jamie Chaffey Chair Namoi Unlimited

Cr Danielle Mulholland Chair Northern Rivers JO

Cr Rick Firman OAM

Cr Rick Firman OAN Chair Riverina JO

Cr Melissa Hederics Chair Far South West JO

#### 6 **REPORTS FROM COMMITTEES**

6.1		OF TH	E TRAFFIC COMMITTEE MEETING HELD ON 11 JUNE 2019
File Nur	nber:	REP1	9/735
Author:		Exec	utive Assistant
Authori	ser:	Gene	eral Manager
Attachn	nents:	1.	Minutes of the Traffic Committee Meeting held on 11 June 2019

#### RESOLUTION 193/2019

Moved: Cr Kenneth Smith Seconded: Cr Dale Wiencke

It was resolved that the reports be received.

CARRIED

#### RESOLUTION 194/2019

Moved: Cr Kenneth Smith Seconded: Cr Dennis Sleigh

It was resolved that the reports and recommendations as presented be adopted.

CARRIED



Date:	Tuesday, 11 June 2019
Time:	9:30AM
Location:	105 Loftus Street
	TEMORA NSW 2666

# MINUTES

### **Traffic Committee Meeting**

11 June 2019

#### **Order Of Business**

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#### MINUTES OF TEMORA SHIRE COUNCIL TRAFFIC COMMITTEE MEETING HELD AT 105 LOFTUS STREET, TEMORA NSW 2666 ON TUESDAY, 11 JUNE 2019 AT 9:30AM

**PRESENT:**Ms Zoe Turner (RMS), Mr Ged Horsley (Police), Cr Kenneth Smith (Chair), Cr<br/>Rick Firman (Mayor), Road Safety Officer Glenn Sheehan

**IN ATTENDANCE:** Alex Dahlenburg (Senior Engineering Technical Officer)

#### 1 OPEN MEETING

9:35AM

#### 2 APOLOGIES

#### COMMITTEE RESOLUTION 1/2019

Moved: Cr Rick Firman Seconded: Cr Kenneth Smith

That apologies from Engineering Technical Manager Rob Fisher and Sgt Tyrone Stacey be received and accepted.

CARRIED

#### 3 REPORTS

3.1	THANOWRING ROAD DRIVEWAY SIGNAGE REQUEST
-----	--

File Number:	REP1	19/578
Author:	Seni	or Engineering Technical Officer
Authoriser:	Engi	neering Technical Manager
Attachments:	1. 2. 2	Correspondence Thanowring Road Thanowring Road Driveway Signage Request
	3.	Austroads Reference

#### REPORT

Council in receipt of recent correspondence attached to this report has dealt with all the issues raised except for the signage component.

Following site inspection it was determined as per the photos attached that the sight distance from the driveway looking west is approximately 520 metres and looking east is approximately 580 metres (*East is thought to be referred to as South as per the correspondence received*).

As per the Austroads reference document attached the safe approach sight distance (ASD) for the road design speed of 100km/h is 179 ASD (m) for a slow reaction time (RT) at 2.5 seconds. Based on the standard the driveway assessed has vision greater than double the minimum standard for vehicles approaching the driveway.

#### **Budget Implications**

#### Option 1

No further action be taken with return correspondence in writing to advice of the outcome.

#### Option 2

Two concealed driveway signs are installed with return correspondence in writing to advice of the outcome.

Item	Cost
2 Staff and work vehicle for 2 hours (\$105 p/h)	\$210
2 Signs including all materials (\$45 each)	\$90
TOTAL	\$300

#### COMMITTEE RESOLUTION 2/2019

Moved: Cr Rick Firman Seconded: Mr Ged Horsley

It was resolved that the Committee recommend to Council that Option 1 in the report be adopted.

#### CARRIED

#### **Correspondence – Thanowring Road**

Sent: Wed 22/05/2019 8:43 AM

To the General Manager Temora Shire Council,

Dear sir

I wish to submit my argument for the widening of Thanowring rd between Thanowring School rd & 969 Thanowring. Many times when a semi is coming towards me I have had to get off the road & almost stop or get covered in a spray of stones if it drops a wheel off the paved area. The road is only 6.5 to 7 meters wide & this is not enough for a busy road . I have had 3 windscreens replaced because of this & 2 more chips in the screen. I have spoken & written to Mayor Rick & also approached Councillors Sinclair & Smith in the past but this is the first time that I have written to the council. I also think there should be a warning sign near my gate to the south warning of a hidden drive as the cars coming from that direction don't know they are there .

I would ask that this project be given a high priority.

Thank for this opportunity,



#### Thanowring Road – Driveway Signage Request

Image 1: Looking West from the Driveway

Image 2: Looking East from the Driveway



Image 3 and 4: Examples of signage previously used in Temora Shire for driveways

#### AUSTROADS - Part 4A: Unsignalised and Signalised Intersections

Design speed (km/h)	Based on approach sight distance for a car1 h1 = 1.1, h2 = 0, d = 0.362					
	R <sub>T</sub> = 1.5 s <sup>3</sup>		R <sub>T</sub> = 2.0 s		R <sub>T</sub> = 2.5 s	
	ASD (m)	К	ASD (m)	К	ASD (m)	К
40	34	5.3	40	7.2	-	-
50	48	10.5	55	13.8	-	-
60	64	18.8	73	24.0	-	-
70	83	31.1	92	38.9	-	-
80	103	48.5	114	59.5	-	-
90	126	72.3	139	87.3	151	104
100	151	104	165	124	179	146
110	-	-	193	171	209	198
120	-	-	224	229	241	264
130	-	-	257	301	275	344
Truck stopping capability provided by the minimum crest curve size <sup>4</sup>	d = 0.22, h <sub>1</sub> = 2.4 m, h <sub>2</sub> = 0 m					

Table 3.1: Approach sight distance (ASD) and corresponding minimum crest vertical curve size for sealed roads (S<L)

1. If the average grade over the braking length is not zero, calculate the approach sight distance (ASD) values using the correction factors in Table 3.3 (or use

Equation 1) by applying the average grade over the braking length.

2. In constrained locations (typically lower volume roads, less important roads, mountainous roads, lower speed urban roads and tunnels), a coefficient of

deceleration of 0.46 may be used. For any horizontal curve with a side friction factor greater than the desirable maximum value for cars (in constrained locations),

use a coefficient of deceleration of 0.41. The resultant crest curve size can then be calculated according to using the relevant equations in the *Guide to Road* 

Design – Part 3: Geometric Design (Austroads 2009a).

3. A 1.5 s reaction time is only to be used in constrained situations where drivers will be alert. Typical situations are given in Table 4.2 of the *Guide to Road Design* –

Part 3: Geometric Design (Austroads 2009a). The general minimum reaction time is 2 s.

4. This check case assumes the same combination of design speed and reaction time as those listed in the table, except that the 120 km/h and 130 km/h speeds are

notused.

#### 3.2 VICTORIA STREET & JUNEE ROAD LEVEL CROSSING PEDESTRIAN FACILITIES

File Number:	REP1	9/582
Author:	Senio	or Engineering Technical Officer
Authoriser:	Engiı	neering Technical Manager
Attachments:	1. 2.	Victoria Street Crossing Correspondence Railway Crossing Pedestrian Facilities (Images)

#### REPORT

Councils Engineering Department was made aware of recent correspondence sent to RMS by a Temora resident highlighting that a mobility scooter can't access the Victoria Street Level Crossing Pedestrian Facility. Instead mobility scooters are forced to avoid the facility and use the road carriageway to traverse across the crossing to get back on the footpath.

Images of the facilities and observed issued attached.

Upon discussion with RMS Council has provided accurate measurements including rough sketch of the pedestrian facility on Victoria Street for review. Upon initial response to RMS Councils Engineering Department also highlighted that the Junee Road Level Crossing Pedestrian Facility has the same issues observed.

RMS is further investigating the matter with JHR (John Holland Rail Group)/ARTC to determine responsibility to amend the asset to alleviate the issues highlighted.

#### **Budget Implications**

Budget implications will be at expense to TfNSW, RMS or JHG/ARTC.

#### COMMITTEE RESOLUTION 3/2019

Moved: Cr Rick Firman Seconded: Ms Zoe Turner

It was resolved that the Committee recommend to Council that RMS undertake further investigation into treatment options including costings and responsibilities for the construction and associated costs.

#### CARRIED

#### Initial Correspondence – Victoria Street Level Crossing

#### **Pedestrian Facility**

#### Customer's Description to RMS:

I cannot get through this crossing on my scooter which means others in town have the same issue! :(

I'm forced to exit the path and cross on the road which is VERY dangerous, Due to frequent Heavy vehicles using this road as well as cars. There "should" be enough room to move the barrier fencing over with the current concrete. I'm willing to meet someone at this crossing with my scooter 1 day so it can be observed by inspectors and a plan written and acted upon. There's another rail crossing in town is barely passable due to rough surfaces which could and will damage mobility scooters and their users in some cases due to very rough surfaces! :( It is however (JUST) wide enough to get my scooter through the barriers from memory. I'm unsure if others have spac problems too, But will be keeping my ears open when talking to other mobility aid users! ;) I'm currently talking to a lot of locals in town about access issues because I've alread laid an official complaint with the local council highlighting gross negligence with its installed infrastructure, New and Old. I could be soon joining the Access and Equality Committee the council has recently set up, To help the mobility aid users in town, That the council is NOT helping enough(at all) at the moment. This is the reason for my initial email for information on legal responsibility for the previously mentioned crossing. ;)



Railway Crossing Pedestrian Facilities (Images)

Image 1: Junee Rd Level Crossing

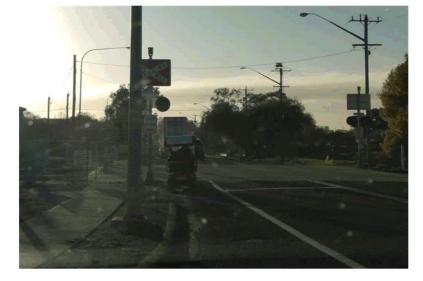


Image 2: Victoria Street Level Crossing



Image 3: Scooter waiting for B-double to pass for access to Level Crossing

(Photo taken on site visit 28<sup>th</sup> May 2019)



**Image 4:** Scooter using carriageway due to inability to fit through pedestrian facility (Photo taken on site visit 28<sup>th</sup> May 2019)



**Image 5:** Scooter halfway across crossing on the carriageway with vehicle approaching to cross at the same time while a vehicle also passes in the opposite lane

(Photo taken on site visit 28<sup>th</sup> May 2019)

3.3 REQUEST TO RELOCATE ANZAC STREET 40KM/H SCHOOL ZONE SIGNS

File Number:	REP19/585
Author:	Senior Engineering Technical Officer
Authoriser:	Engineering Technical Manager
Attachments:	Nil

#### REPORT

Councils Engineering Department in receipt of recent correspondence (attached) has investigated the site and determined;

- The signs would be possible to move 3 metres east as requested
- The relocation is request due to a new private development which results in the existing driveway becoming redundant and a new proposed driveway installed
- Due to the sign being a large 40km/h School Zone Sign with flashing lights the cost of relocation is higher due to needing to set the new posts before transferring the sign across
- Prior to relocation concurrence is required with Sharon Horner of RMS

#### **Budget Implications**

The cost of sign relocation needs consideration as the request is based on a change of access to the property as part of the proposed development.

Item	Cost
2 Staff with work vehicle for 8.5 hours at \$105 p/h	\$892.50
Contractor for post holes 1 hour at \$80 p/h	\$80
Materials (Posts, concrete, etc.)	\$120
Forklift required for 2 hours at \$40 p/h	\$80
TOTAL	\$1,172.50

#### Option 1

Council relocate signage as per the request within maintenance funding as per the quoted value above.

#### Option 2

Council relocate signage as per the initial request however works are to be completed at the property owner's expense due to changed property access relating to proposed new dwelling development. If proceeding with this option a letter is to be sent to the owner indicating associated cost and agreeance to payment returned to Council prior to works being carried out.

#### COMMITTEE RESOLUTION 4/2019

Moved: Mr Ged Horsley Seconded: Ms Zoe Turner

It was resolved that the Committee recommend to Council Option 2 as per the report above.

#### CARRIED

#### **3.4 AIRPORT STREET SPEEDING ISSUES**

File Number:	REP19/588
Author:	Senior Engineering Technical Officer
Authoriser:	Engineering Technical Manager
Attachments:	1. Airport Street Traffic Count Data

#### REPORT

Following a number of resident complaints of speeding on Airport Street, Temora to Councils RSO the Engineering Department installed a traffic counter at the Northern end of Airport Street on the 8<sup>th</sup> of May 2019. This traffic counter is installed within the 70km/h posted speed zone.

Since then a further traffic counter has been installed on the 14<sup>th</sup> of May 2019 within the 50km/h posted speed zone near the Temora Showground to further monitor speed compliance.

Data has been downloaded and initial analysis shows that in the period from 8<sup>th</sup> May to 14<sup>th</sup> May (1070) vehicles used Airport St; 23.6% of those vehicles were recorded at >70km/h posted speed limit & 2.33% of these were >25km/h over the posted speed limit (reports attached).

Peak times for speeding >25km/h over posted speed limit are between 0730-0830, 11.00-14.30 and 17.00-18.30. Residents are reporting particularly high speeds on Friday and Saturday nights, and predominantly in a North bound direction. One vehicle (identified by a resident as a black or dark coloured Toyota Hilux Dual Cab) was recorded at over double the 70km/h limit at 146km/h on Friday 10/5 at 22:42pm.

Councils RSO is using Airport Street as part of the 'Speeding on Local Roads' program and will have the speed board erected during the program as well as liaising with Highway Patrol Police to increase enforcement during the program. This will be extended over a 2-3 week period in June as an effort to slow vehicles down while using this local road.

#### COMMITTEE RESOLUTION 5/2019

Moved: Cr Kenneth Smith Seconded: Cr Rick Firman

It was resolved that the Committee recommend to Council to note the report AND FURTHER

That NSW Police including Highway Patrol undertake additional speed enforcement on Airport Street to address speeding issues, also deploying Councils speed trailer to Polaris Street following Airport Street.

CARRIED

MetroCount Traffic Executive	<u>Class Speed Matrix</u>	t Street] 300m south of Goldfields Way sst	th bound A>B, North bound B>A. <b>Lane:</b> 2 Vednesday, 8 May 2019 => 9:19 Tuesday, 14 May 2019,	Street 0 2019-05-14 0920.EC2 (Plus ) FDKW MC5600-X13 (~)MatroCount noNov46
	NA)	rt Street	th bound	Street 0

# <u>ClassMatrix-13 -- English (EN</u>

<u>Datasets:</u> Site: Attribute: Direction: Survey Duration: Zone: File: Identifier: Agorithm:	[Airport Street] 300m south of Goldfields Way Sign post 5 - South bound A>B, North bound B>A. Lane: 2 15:17 Wednesday, 8 May 2019 => 9:19 Tuesday, 14 May 2019, Airport Street 0 2019-05-14 0920.EC2 (Plus ) PW39FDKW MC5900-X13 (c)MetroCount 09Nov16 Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)
Profile: Filter time:	15:18 Wednesday, 8 May 2019 => 9:19 Tuesday, 14 May 2019 (5.7511)
Included classes: Speed range:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 10 - 160 km/h.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation: Name:	Headway > 0 sec, Span 0 - 100 metre Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile:	Vehicles = 1070 / 1072 (99.81%)

ClassMatrix-13 Page 1

ClassMatrix-13 Site: Description: Filter time: Scheme: Filter:	13	Airport S 300m sq 15:18 W Vehicle c Cls(1-12)	Airport Street.2.3SN 300m south of Gold 15:18 Wednesday, Vehicle classification Cls(1-12) Dir(NESW	Airport Street.2.3SN 300m south of Goldfields Way 15:18 Wednesday, 8 May 2019 => 9 Vehicle classification (AustRoads94) Cls(1-12) Dir(NESW) Sp(10,160) He	<b>Nay</b> 019 => 9: 0ads94) 160) Hea(	<b>19 Tuesc</b> dway(>0)	Airport Street.2.3SN 300m south of Goldfields Way 15:18 Wednesday, 8 May 2019 => 9:19 Tuesday, 14 May 2019 Vehicle classification (AustRoads94) Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)	- <b>2019</b> 10) Lane((	)-16)							
						Class										
	SV	SVT	TB2	TB3	<b>T4</b>	ART3	ART4	ART5	ART6	BD	DRT	TRT	Total			
km/h		2	е	4	5	9	7	8	6	10	11	12				
10- 20	12					•				•			12	1.1%		
20- 30	46	1	1	7									50	4.7%		
30- 40	45	e	16	г			1						66	6.2%		
40- 50	86	10	12	7		•	2		г				113	10.6%		
50- 60	172	13	28	m		1	61		S	7			226	21.1%		
60- 70	273	17	36	4		Ч	7	I	8	5			352	32.9%	1	
70- 80	129	7	31	1		•	7		Ч	7			173	16.2% A		
80- 90	35	Ч	14	m									53	5.0%		
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#### 3.5 REQUEST TO RELOCATE DRIVER REVIVER SITE

File Number:	REP19/598
Author:	Senior Engineering Technical Officer
Authoriser:	Engineering Technical Manager
Attachments:	1. Temora Driver Reviver Relocation Letter 17/05/19

#### REPORT

Council is in receipt of recent correspondence from the Temora Antique Motor Club Inc requesting that Council/RMS consider the relocation of the current Temora Driver Reviver Site. Currently the site is adjacent to the Metro Service Station in Temora to the proposed new location at the Springdale Memorial Hall on Burley Griffin Way.

As per the attached correspondence a number of fatal crashes have occurred in the area East of Temora between Temora and Springdale townships with the suspected primary cause driver fatigue.

It is believed relocating to the proposed new site will give fatigued drivers a much better option to Stop Revive Survive in Springdale versus the present location inside Temora's township which has other options through local businesses to Stop Revive Survive. These same opportunities same opportunities to purchase a coffee, tea, other drinks or food is not currently available in Springdale making it a great opportunity for a driver reviver site.

Councils RSO has forwarded the attached correspondence to RMS's Road User Safety Project Officer to further forward where required.

#### **Budget Implications**

Signage relocation will incur a cost however within RMS expenditure due to being located on the State Roads.

#### COMMITTEE RESOLUTION 6/2019

Moved: Cr Rick Firman Seconded: Mr Ged Horsley

It was resolved that the Committee recommend to Council the agreeance to the relocation of the Driver Reviver site to Springdale Memorial Hall on the basis that Council RSO facilitates a meeting between Springdale Hall Committee and the Temora Antique Motor Club Inc on arrangements for use of the Springdale Hall kitchen.

#### CARRIED



Request to Relocate Temora Driver Reviver to Springdale, NSW

To Whom It May Concern,

*Temora Antique Motor Club* request permission to relocate the Temora Driver Reviver site from the current location (Metro Service Station at 90 Victoria St, Temora NSW 2666) to a new location at the Springdale Memorial Hall on Burley Griffin Way, Springdale NSW 2666.

The proposed new location is approx. 15km East of the current location, has excellent facilities (public toilets, large carpark which is easily accessible from both directions and a sports oval for dog walking etc). It is located on a straight section of the Burley Griffin Way in a 60km/h posted speed zone with excellent visibility in both directions.

Crash data indicates that a number of serious and fatal crashes have occurred in the area to the East of Temora, and often less than 10km from Temora's town limits, on straight roads with driver fatigue as the suspected primary cause of crash. In consultation with Temora Shire Council's Road Safety Officer, we believe relocating to this proposed new site will give fatigued drivers a much better option to Stop. Revive. Survive in Springdale versus the present location inside Temora's township.

Our club members running the Driver Reviver at the present location have also had to endure verbal abuse from members of the public when they have asked drivers to move their cars as they were blocking access to the petrol station we operate from. We believe due to the larger carpark areas at Springdale, this would not occur at the proposed new location.

The Temora Shire Council owned Springdale Memorial Hall has excellent kitchen and café style seating facilities, and we are working towards securing use of same to avoid the need to tow the Driver Reviver trailer back and forwards to site.

We request your consideration to relocate the Temora Driver Reviver to this new location as soon as practicable. We believe the new location will be much more effective and better patronised than the existing location.

I have attached an overhead image of this location with the proposed area highlighted in red.

Yours Sincerely

President



Proposed New Driver Reviver Location – Springdale Memorial Hall & Car Park Burley Griffin Way, Springdale, NSW 2666

#### 3.6 ARIAH PARK HEAVY VEHICLE ROUTE SIGNAGE

File Number:	REP19/605
Author:	Senior Engineering Technical Officer
Authoriser:	Engineering Technical Manager
Attachments:	<ol> <li>Correspondence 2559/2019</li> <li>Ariah Park Heavy Vehicle Route Signage</li> </ol>

#### REPORT

Council recently received correspondence *(attached)* requesting further signage in relation to the Heavy Vehicle Route at Ariah Park due to safety concerns raised by a resident.

Existing heavy vehicle route signage is installed as per Map 1 (*attached*) with a request for 4 additional signs as per Map 2 (*attached*). These signs would provide advanced warning of the heavy vehicle route for safety, with a further request for vehicles approaching Ariah Park from the south being indicated to use Barnes Street to access the remainder of the current heavy vehicle route.

This heavy vehicle route is not a mandatory gazetted detour route however a Council signposted optional alternate route to help reduce heavy vehicle movements in Coolamon Street, Ariah Park.

Additional to the heavy vehicle signage this request also requests Council consider installing signs on Mary Gilmore Way approaching Ariah Park stating "Residential Area Limit Compression Braking" as per Map 3 *(attached)*. These signs would be identical to those already install on the state road approaches into Temora.

#### **Budget Implications**

Expenditure associated to the signage in this report as per below would be costed to routine maintenance. However as this is a regional road (Mary Gilmore Way) the cost would be spent within regional road funding except one sign at the intersection of Barnes and Davidson Streets.

Item	Cost
2 x Heavy Vehicle Route Signs + Materials @ \$180 each	\$360
2 x Heavy Vehicle Route Turn (Right/Left) + Materials @ \$220 each	\$440
2 x Residential Area Limit Compression Braking Signs + Materials @ \$320 each	\$640
2 x Staff + Work Vehicle (12 hours = 1.5 days) @ \$105 p/hour	\$1,260
TOTAL	\$2,700

#### **Signage Cost Estimates**

#### COMMITTEE RESOLUTION 7/2019

Moved: Cr Rick Firman Seconded: Cr Kenneth Smith

It was resolved that the Committee recommend to Council that the report as presented be referred to the Ariah Park Advisory Committee for consideration and be reported back to a future Council meeting.

#### CARRIED

#### Correspondence 2559 / 2019

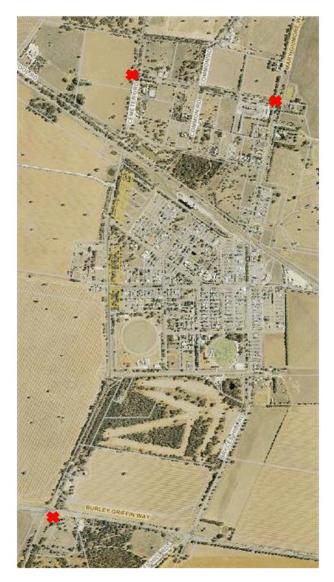
Request Details: Request Number:2559 / 2019

Request Details:is complaining about trucks stopping and reversing on theMary Gilmore Way near Rees Street thinking the heavy vehicle alternate route is compulsory<br/>around Ariah Park.is requesting the following;

- 1. Council install advances warning signage indicating the alternate route a few hundred meters north of the intersection.
- 2. Council install Do Not Use Exhaust Brakes at a similar location
- 3. Council consider installing the same detour signage and advanced warning at the opposite end of town sending north bound trucks up Barnes Street.

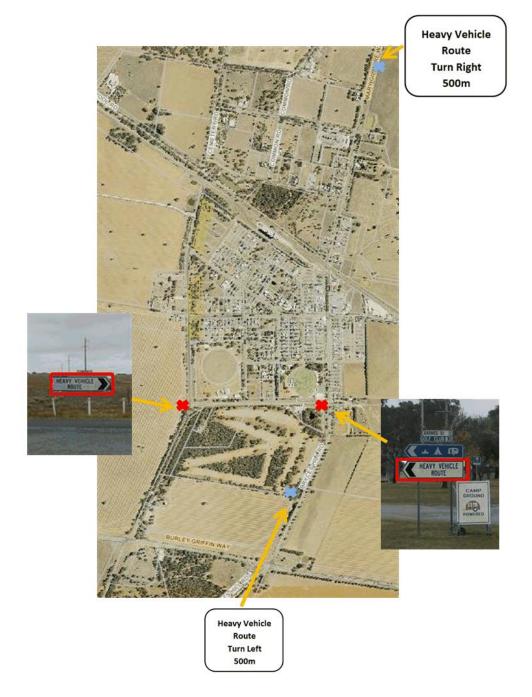
Request Category: Rural Roads Enquiry

Task Details: Task to Complete: Investigate & Action Task Due Date:24/06/2019

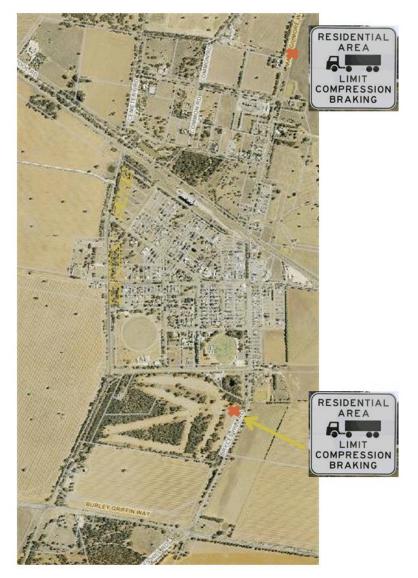


#### Ariah Park – Heavy Vehicle Route Signage

Map 1: Current existing Heavy Vehicle Route Signage Locations



Map 2: Proposed additional Heavy Vehicle Route Signage



Map 3: Proposed "Residential Area Limit Compression Braking" Signs

(Proposed install location 50 metres Ariah Park residential side of the 50 Ahead Signs)

### 3.7 LOFTUS STREET PROPOSED PARKING CHANGES

File Number:	REP19/611
Author:	Senior Engineering Technical Officer
Authoriser:	Engineering Technical Manager
Attachments:	1. Loftus Street Proposed Parking Changes

#### REPORT

Following an incident on Monday 27<sup>th</sup> May 2019 involving a Year 2 student being hit by a car in Loftus Street adjacent to St Anne's Central School, Councils RSO and Engineering Department staff have reviewed the circumstances surrounding the incident to improve safety.

It has been found that during school drop-off and pick-up times that;

(Particularly pick-up times as parents are all waiting at the same time, whereas Drop-offs are spread out)

- 1. Vehicles are parking in sign posted No Parking and No Stopping Zones along Loftus Street.
- 2. The driveway gates off Loftus Street within the St Anne's Central School access aren't being locked during school hours for student safety as required as this leads into the playground.
- 3. A drop-off zone previously utilised by buses in the morning for drop-off is no longer used for this purpose however parking controls/signage suggest otherwise. All student drop-off by buses for St Anne's Central School and Temora Public School are undertaken in the bus zone along De Boos Street which is monitored by staff from both schools.
- 4. Vehicles are making illegal movements at Pick-up/Drop-Off times across double white lines.
- 5. It is suspected that teachers from schools on De Boos Street are utilising parking on the school side of De Boos Street outside St Anne's Central School/Catholic Church.
- 6. Due to compliance with standards there are a larger number of No Stopping zones along Loftus Street between De Boos Street and Bowling Club Lane due to intersections including laneways, multiple driveways and required clear zones at both marked pedestrian crossings.
- 7. No disability parking is available for parking at St Anne's Central School during school dropoff and pick-up with an indication from the School Principal that at least 2 current enrolled students have disabilities requiring close access to the entry next to the hall.

There are 2 disability parking spaces within the Catholic Church grounds however these are inaccessible for safety reasons during school days due to the need for access through the area used as St Anne's Central School playground. These parking spaces were marked by the Catholic Church for use by residents attending church services.

Councils Engineering Department upon review in conjunction with Councils RSO recommend;

1. Removal of current signage as per Image 1 and 2 attached with further installation of the proposed signage in Image 1 and 2 which are compliant to standards.

This allows an additional 7 marked parking spaces to be legally utilised, while providing 1 x marked/sign posted disability parking space with close access to St Anne's Central School.

Following onsite measurements a disability parking space along Loftus Street would need pavement works to ensure the space is compliant for the required Australian Standard cross fall of 1:33 as it's currently 1:21. This means currently over the 3.2 metre parking space width there is currently 150mm of slope which should only be approximately 90mm to meet Australian Standard Requirements. All other aspects of the parking space proposed are compliant.

- 2. St Anne's Central School is advised by Council that the gates for the driveway access remain locked during school hours for safety of students as these gates access the playground.
- 3. St Anne's Central School is advised by Council that it's recommended for staff of the school to park on the opposing side of De Boos Street where possible to alleviate as many parks as possible on the school side of De Boos Street.
- 4. Councils Ranger conducts additional compliance monitoring of motorists to parking controls and issue fines where required.

Councils RSO has already requested this increased presence to Councils Ranger

5. Council request increased police present to ensure compliance to parking laws as well as compliance to issues such as crossing double white lines.

Councils RSO has already requested increased police presence from the local police Sergeant who has advised this will occur and the Temora Sergeant will request a presence by highway patrol for further enforcement

### **Budget Implications**

Maintenance budget implications for signage and linemarking installation include;

Item	Cost
Linemarking & Signage set out 2 x technical staff 1 hour @ \$120 p/h	S120
3 x double signs + materials @ \$70 each	\$210
2 x Staff + work vehicle installing signs (4 hours) @ \$105 p/h	\$420
Linemarking lines + disabled parking pavement marking	\$390
TOTAL	\$1,140

### COMMITTEE RESOLUTION 8/2019

Moved: Cr Rick Firman Seconded: Mr Ged Horsley

It was resolved that the Committee recommend to Council that works be carried out as per the reports 5 recommendations and be funded through Councils maintenance funds.

### CARRIED

### Report by Alex Dahlenburg

### Loftus Street – Proposed Parking Changes

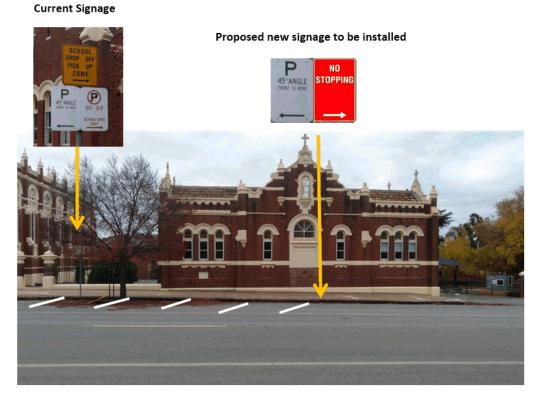


Image 1: Proposed Changes to Loftus Street Parking West of St Annes School Driveway

(Note: This will gain 4 x Marked Additional 45 degree parking spaces)



Image 2: Proposed Changes to Loftus Street Parking East of St Annes School Driveway

(Note: This will gain 3 x Marked Additional 45 degree parking spaces + 1 x Marked parallel disability parking space)



Image 3: Proposed disability parallel parking space

(Disability parking space proposed for use during school drop-off and pick-up as no vehicle access is provide to the disability parking spaces on the property provided and marked by the Catholic Church during School Hours)

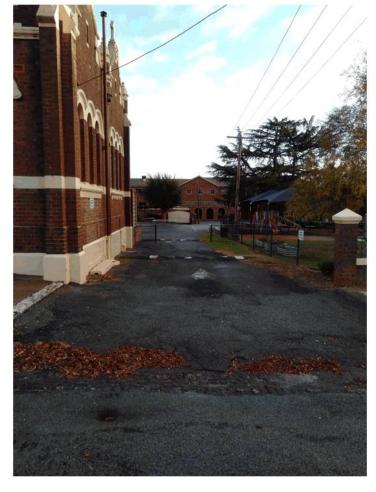


Image 4: Driveway Access to the Catholic Church / St Annes School Playground

(Gates will remain locked during school hours as this is pedestrian access for school children only and beyond the gates is the school playground)

(It is unclear in the image above however when the gates are locked shut there is pedestrian access to the left and right of the gates)

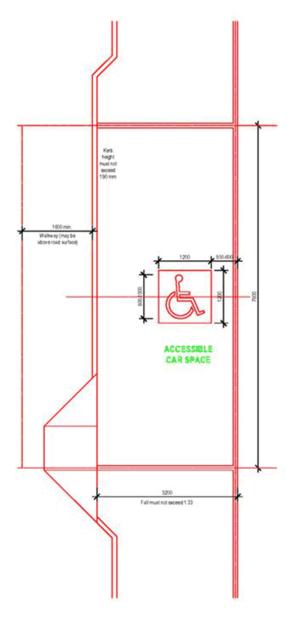


Image 5: Parallel Accesible Car Parking Space Standrad requiremnt in Accordance with AS 2890.6

### **Previous Accessibility & mobility Parking Report**

### Assets and Operations Committee 6<sup>th</sup> November 2018

#### COMMITTEE RESOLUTION 125/2018

Moved: Cr Rick Firman Seconded: Cr Claire McLaren

That the Committee recommend to Council that a more detailed report be presented to Council and consultations be held with the Temora & District Sports Council and the Access and Equity Committee.

CARRIED

-----

Report by Rob Fisher/Amanda Colwill

ORDINARY COUNCIL MEETING MINUTES

**15 NOVEMBER 2018** 

#### 6.3 MINUTES OF THE ASSETS & OPERATIONS COMMITTEE MEETING HELD ON 6 NOVEMBER 2018

File Number:	REP18/1336
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	1. Minutes of the Assets & Operations Committee Meeting held on 6 November 2018

#### **RESOLUTION 270/2018**

Moved: Cr Graham Sinclair Seconded: Cr Lindy Reinhold

It was resolved that the reports be received.

CARRIED

#### RESOLUTION 271/2018

Moved: Cr Max Oliver Seconded: Cr Graham Sinclair

It was resolved that the reports and recommendations as presented be adopted.

CARRIED

**Note:** This committee action as adopted by council is still ongoing due to the complexity of data collection and compilation

6 NOVEMBER 2018

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Typical Layout	H CON			
Comment	Parking space too narow/under length Kerb ramp outside of parking area	Notreviewed	N/N	N/N
Compliance with AS2890.6	°N	N/N	V/N	N/N
Parking Location	Surved	Private off street parking	On street/off parking	On street parking
Current Parking Provisions	1 accessible parking space	2 accessible parking space	No accessible parking found	No accessible parking
Facility	School build: 1 accessible school patieng gaac	St. Anne's Central School	Temora West Public School	Temora Pre- School
	felworion	↑		

Note: Facility = St Anne's Central School

This previous information was accidently incorrectly advised as it has since been established the 2 disabled parking spaces within the Catholic Church grounds are inaccessible during school days due to the need to access through the area used as the St Anne's Central School Playground.

St Anne's Central School doesn't allow vehicular access into the playground for safety reasons.

ASSETS & OPERATIONS COMMITTEE MEETING MINUTES

### 3.8 TEMORA PAMPS 2019

File Number:	REP19/613
Author:	Senior Engineering Technical Officer
Authoriser:	Engineering Technical Manager
Attachments:	1. PAMPS 2019 with Appendices

### REPORT

Following the previously adopted PAMPS (Pedestrian Access and Mobility Plan) in 2012 Council was successful in receiving funding through the RMS Active Transport Funding Program to undertake developing a new 2019 PAMPS.

The initial 2019 PAMPS draft was presented to the Temora Access and Equity Committee on Monday the 18<sup>th</sup> March 2019. During the plan being presented all committee members had a copy of the plan with the aim of the plan, how the appendices correlate and what significant changes occurred in comparison to the 2012 plan being discussed.

The period of review for the Access and Equity Committee was approximately 2 months with the 2019 PAMPS Draft being tabled at the Monday 20<sup>th</sup> Meeting, as an opportunity to discuss and concerns or changes that may be required with Councils Senior Engineering Technical Officer and Engineering Technical Manager.

Comments from the Access and Equity Committee have been addressed with the Final Draft PAMPS 2019 now attached, with the Plan to be finalised by 30<sup>th</sup> June 2019 to meet the Active Transport Funding Program requirements.

### **COMMITTEE RESOLUTION 9/2019**

Moved: Mr Ged Horsley Seconded: Ms Zoe Turner

It was resolved that the Committee recommend to Council that the 2019 PAMPS be placed on public exhibition for 28 days for comment and presented to a future Council meeting for adoption.

CARRIED

Report by Alex Dahlenburg



### TEMORA SHIRE COUNCIL

### PEDESTRIAN ACCESS and MOBILITY PLAN (PAMP)

February 2019



Photo's: Pitt Street, Ariah Park – Pedestrian Refuge Island and Blisters (Project completed in 2018)

Final Draft Report



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#### APPENDICES

#### APPENDIX A

Physical Works Schedule

APPENDIX B Photos

#### APPENDIX C

Footpath Construction Standard Drawings

nora Shire Council PAMP P

Final Draft Report



#### 1. INTRODUCTION

Temora Shire Council (TSC) engaged a study of Pedestrian Access and Mobility for the centres of Temora and Ariah Park to form a Plan (PAMPs) however didn't extend studies to Springdale due to the size of the village and no business premises being present in the village centre.

The PAMP approach was developed by the then RTA in 1998 to assist planning for pedestrians while inclusively assuring access for mobility. The first TSC PAMP was undertaken in 1998 by private consulting firm ARUP of Marrickville, SYDNEY then being completed internally by council in 2012 and now 2019. The PAMP program is a partnership between the RMS and council supported through the Activate Transport Program.

Walking is an important travel mode, both for solely pedestrian-based journeys and also as a part of a trip for which the main mode of travel is by bus, bike or car. Walking as a mode of transport has declined as more trips are being made by car, with a growing recognition of adverse health and environmental effects caused by transport choices.

Increasing the proportion of journeys that are undertaken on foot can make a significant contribution to achieving a better quality of life and environment for all. Potentially there are significant benefits to be derived from encouraging more walking, particularly for shorter distance trips. These benefits include improved health, better environmental conditions, decreased traffic congestion and improved safety.

#### 1.1 Study Area

The study area focused on the centres of Temora (*Figure 1*) and Ariah Park (*Figure 2*) indicating the surrounding urban area where there is a high concentration of pedestrian activities.

#### 1.2 Study Team

The project team for the study comprised the following lead members:

- Rob Fisher Engineering Technical Manager, Temora Shire Council
- Alex Dahlenburg Senior Engineering Technical Officer, Temora Shire Council
- Amanda Colwill Engineering Technical Officer, Temora Shire Council
- Michelle Doolan Road Safety Officer, Temora Shire Council

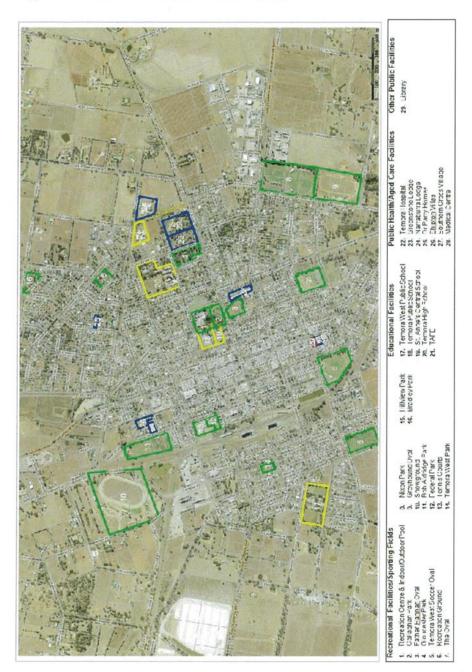
The study team was assisted by the RMS and other officers of TSC.

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Figure 1: Temora Town Centre – Public Facilities

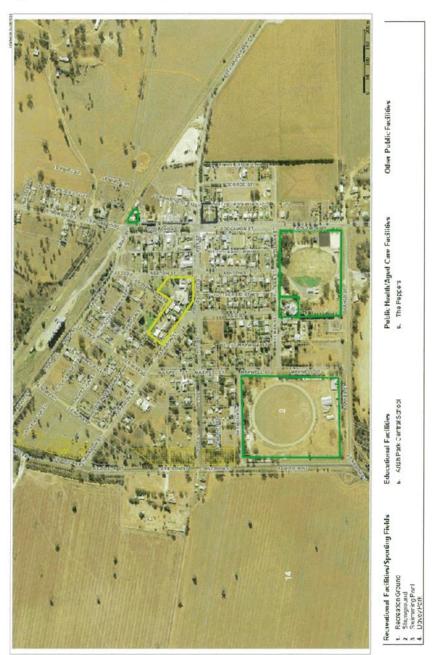


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Figure 2: Ariah Park Town Centre – Public Facilities



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#### 1.3 Study Aims and Objectives

The aim of this PAMP is to identify the major pedestrian routes within the study area to prioritise a forward works program aiding in improved mobility and access along the identified pedestrian network. This network is also assessed against the current cycleway/shared path routes to ensure connectivity and integration of plans.

The main objectives of the PAMP is therefore:

- to facilitate improvements in the level of pedestrian access and priorities, particularly in areas of high pedestrian concentrations;
- to reduce pedestrian access severance while enhancing safe and convenient crossing opportunities on major roads; and
- to facilitate improvements in the level of personal mobility and safety for children, older persons or those with impairments through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians.

#### 1.4 Study Methodology

The study methodology adopted for this study was based on the guidelines given in the RTA's "How to Prepare a Pedestrian Access and Mobility Plan - An Easy Three Stage Guide". The study therefore involved a number of components including the following (refer to **Figure 3**):

- data review;
- PAMP routes development;
- pedestrian audit of routes;
- physical works schedule development; and
- consideration of Council policies and funding sources.

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# **Pedestrian Access and Mobility Plan** Final Draft Report TEMORA The Friendly Shine Figure 3: PAMP Methodology (Source: RTA's 2002 "How to Prepare a Pedestrian Access and Mobility Plan - An Easy Three Stage Guide") METHODOLOGY The Diagram, How to Prepare a PAMP- Methodology ■ Stage 1: Objectives shows the three broad stages involved in the process: E Stage 2: Preparation Stage 3: Implementation STAGE I: Objectives **Define Objectives** Form a PAMP Team **Define PAMP Area Research & Review Collect Data** STAGE 2: Preparation **Develop Routes** Consultation Audit Routes **Develop Action Plan** Final PAMP STAGE 3: Implementation Implementation Monitoring PEDESTRIAN ACCESS AND MOBILITY PLAN Page 7

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#### 1.5 Evaluation of Planning for Pedestrians

#### 1.5.1 Introduction

Planning specifically for pedestrian's allows pedestrian problems and solutions to be addressed through a clearly established framework, assessing problems, evaluating potential actions, developing priorities and implementation programs.

The overarching objectives are aimed at time savings, accident cost reduction, economic sustainability, equitable access and mobility for all community members, transport mode splitting options, decreased fuel consumption, health, safety and amenity.

#### 1.5.2 PAMP Actions

This PAMP study and the resulting Physical Works Schedule have focussed on the engineering actions and recommendations. The Physical Works Schedule has been developed primarily through pedestrian audits undertaken on selected routes throughout the study area.

The main considerations of the audit included:

- paths of travel;
- major intersections;
- pedestrian crossings;
- fixtures/furniture seating, bus stops, rubbish bins etc;
- barriers to pedestrian movement;
- pedestrian/vehicle data; and
- general comments (land use, road user behaviour, road environment).

The Physical Works Schedule is presented as Appendix A in this report.

#### 1.5.3 Implementation

A methodology for problem ranking and solution assessment has been developed as part of the PAMP methodology. The method identifies problems, audits problems in the field, identifies potential solutions, ranks these and recommends a set of actions in the form of a Physical Works Schedule.

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#### 2. CHARACTERISTICS OF TEMORA

#### 2.1 Population

Temora is located approximately 460 km south-west of Sydney. The nearest towns of a comparable size are Cootamundra (53km from Temora), West Wyalong (69km) and Junee (55km).

The 2016 census recorded a population for the urban centre of Temora of 4,054, Ariah Park of 252 and Springdale of 150. Temora is the main town serving the Temora Shire district and accounts for almost 70% of the Shire's population.

Agriculture, primarily wheat production and sheep grazing, is the major industry in Temora Shire. The median age of people in Temora Shire has increased over the last decade, which conforms to the national trend of an aging population.

#### 2.2 Land Use and Geographic Features of Study Area

Temora town centre is approximately 2 km long in a north-south direction and 0.5 km wide in an east-west direction. The primary services available in the town centre are retail, agricultural support and community facilities.

Ariah Park town centre is approximately 1km long and 0.2km wide with the primary services available in the town centre being retail, agricultural support and community facilities.

#### 2.3 Road Hierarchy

Temora is located at the intersection point of several major highways.

- The Burley Griffin Way (Main Road No. 84) connects Temora to Griffith travelling west and Harden/Hume Highway travelling east.
- Goldfields Way (Main Road No. 57), connects Temora to West Wyalong travelling north and Wagga Wagga travelling south.
- Milvale Road (Main Road No. 241) connects Temora to Young travelling north-east.
- Old Cootamundra Road connects Temora to Cootamundra travelling southeast

The annual average daily traffic (AADT) on major roads within the town centre are summarised in Table 1. In recent times, Main Road No. 57, which incorporates the main street of Temora, (Hoskins Street), has become an alternative route between the Newell Highway at West Wyalong and the Hume Highway in Victoria. This has contributed to an increase in traffic on Hoskins Street, as shown in Table 1.

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Station No.	Location	1994	1997	2000	2003	2006	2010	2011
95578(MR84)	Victoria Street east of Hoskins Street	3200	3956	3957	4399	Unknown	4420	4733
95577(MR57)	Hoskins Street south of Loftus Street	8219	9535	9448	9417	9034	8335	8634

#### Table 1 Annual Average Daily Traffic (vehicles)

Source: Roads and Traffic Authority of NSW, Traffic Volume Data for South Western Region 2000: 1994 – 2003 data

Roads and Maritime Services NSW, Online Traffic Volume Viewer (updated 10/7/2018): 2006 - 2011 data

Apart from two roundabouts on Hoskins Street, most of the streets within the study area are controlled by give way and stop signs.

Pedestrian accident statistics for Temora did not feature in the NSW Black spots list and were therefore not specifically investigated for this study; however the extensive experience of Council staff in road safety and safety audits was inherent in the site inspection and PAMP recommendations.

#### 2.4 Public Transport

Temora is no longer served by passenger rail. CountryLink bus services connect to Cootamundra, where train services to Sydney and Melbourne are provided. CountryLink buses also connect to West Wyalong and Mildura.

Temora Shire Council operates community bus services within the town centre and on a once per weekly basis (Thursday) transports passengers to Wagga Wagga for specialist medical appointments or for other requirements. Regional non-commercial bus services and school bus services are also available.

Temora and Ariah Park also have an Operational Taxi services that serve both communities and other small villages in the shire.

#### 1.5 Travel Characteristics

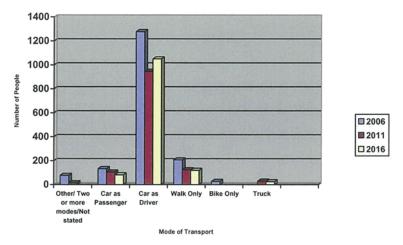
Travel characterises for Temora have been extracted from the 2006, 2011 and 2016 census data. Chart 1 below shows the journey to work data for residents of Temora, for the single census day in each of the abovementioned years.

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#### Chart 1 - Urban Temora Journey to Work Data



It can be seen from Chart 1, that the car is the primary mode for the journey to work in Temora. Non-motorised modes are also significant with 120 people recorded as walking to work in the 2016 data.

It should be noted that Chart 1 represents only a snapshot of the travel characteristics of Temora. The data is for the journey to work only, for one day only. It does not include other trip purposes such as to shops, schools, recreation facilities etc. In terms of walking and cycling, it is likely that these modes would be important modes for school student's trips.

#### 2.6 Future Transport Needs

Analysis of historical census data suggests that the population of Temora is likely to remain relatively constant over the next decade. It can therefore be assumed that the future transport needs within the study area will be similar to the existing characteristics and demand. Of particular note is that the PAMP would need to cater for the transport needs of an aging population.

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#### 3. PRINCIPLES OF PLANNING FOR PEDESTRIANS

#### 3.1 Pedestrian Route Network

The Temora PAMP Route Network is shown on **Figure 4 (Temora)** and **Figure 5** (Ariah Park). The pedestrian routes were established by examining the following factors:

- hazardous locations identified by the study team;
- the location of pedestrian generators and attractors; and
- path nature.

#### 3.2 Design Standards

The Temora Shire Council Footpath Maintenance and construction Policy provides a summary of the design standard required for different types of pedestrian facilities, including:

- footpath surface;
- footpath dimensions;
- crossing facilities;
- street furniture; and
- street lighting.

As agreed with the RMS, Road Safety Directorate, pedestrian facilities identified within the PAMPs must be constructed with consideration of the requirements of AS 1428 and Austroads Part 13 - Pedestrians, as the best standards that are currently available. The standards provide the design basis of the unit costs identified in the PAMPs.

Appendix C contains Temora Shire Councils footpath construction standard drawings for typical applications; however it is necessary at times to modify a standard design to suit local site specific conditions.

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#### 4. PEDESTRIAN ROUTE NETWORK

#### 4.1 Existing Facilities

There are many existing pedestrian facilities located within the Study Area including:

- footpaths;
- pedestrian crossings;
- pedestrian refuges, and railway crossings

#### 4.2 Trip Generators and Attractors

A number of trip or pedestrian generators and attractors are located within the study area as identified in **Figure 1 & 2**. Pedestrian generators and attractors include schools, child care and aged care centres, community centres, shopping centres and retail strips, recreation facilities (e.g. pools, sports facilities and parks), licensed clubs, places of worship and public transport facilities.

The prioritisation of the pedestrian network is closely linked to the proximity to facilities as discussed in Section 3.

Major generators and attractors located within the study area with particular relevance to this study include:

- Temora main street (Hoskins Street)
- Ariah Park main street (Coolamon Street)
- Five schools (four in Temora and one in Ariah Park), one TAFE in Temora;
- Senior Citizen's Centre.
- Temora hospital
- Five aging residential facilities, four in Temora and one in Ariah Park
- Two larger day care Facilities (Dragons Tale and Bright Beginnings)

The location of trip generators and attractors was central to the PAMP network development and the prioritisation of the routes.

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#### 4.3 Opportunities and Constraints

#### 4.3.1 Recreation Reserves

Reserves and open space facilities throughout the study area provide some opportunities for walking paths, as well as passive and active recreational areas for walking. Larger parks present opportunities for pedestrian paths whilst smaller parks are useful in providing on-road routes with off-road access, improving the safety and aesthetic quality of the routes.

Open space facilities throughout the Study Area are shown on **Figure 1a & 1b**. The major parks within the town centre include Callaghan Park, Gloucester Park, Federal Park/Platform Y Precinct and Father Hannan Oval for Temora, with Davey Park and the Recreation Ground at Ariah Park.

#### 4.3.2 Road Crossing Opportunities

Opportunities for pedestrians to cross major roads safely occur at pedestrian crossings and central refuges. Crossing opportunities are particularly important on busy highways through town centres such as Hoskins Street.

In determining appropriate pedestrian crossing facilities, the recommendations of Section 3 - Treatments for Pedestrians Crossing Roads of Austroads Part 13, Pedestrians should be taken into consideration.

Hoskins Street in the town centre is approximately 21m wide with two traffic lanes and front to-kerb angle parking on both sides. The time required for pedestrians to cross this wide road, due to the considerable width, represents a safety concern for pedestrians. There are two formal pedestrian crossings in Hoskins Street, one in the central CBD and the other to the southern side of Parkes Street. Four other informal pedestrian crossings exist in the form of pedestrian refuges in the CBD.

During the study, it was observed the intersection of Hoskins Street and Polaris Street is used for a number of pedestrian movements including school students, disability and mobility access. This is of concern due to the volume of traffic around this intersection with lack of facility treatment to aid in the safety of pedestrians crossing the road at the location.

It was found that a school children crossing facility has previously been installed on Truskett Street, Temora however no Kerb Ramps installed at the facility for ease of footpath access and disability inclusion.

At Ariah Park the CBD is approximately 200 metres in length. Coolamon Street has two way traffic with parallel parking. There is also a large central medium that accommodates some front to kerb parking with this median accommodating pedestrian access and further facilities such as bench seats under the peppercorn trees.

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#### 4.3.3 Mobility of the Elderly

The demographic data of Temora Shire shows that the town population is aging. Provision of pedestrian facilities, like paved footpaths and kerb ramps in the town centre and along the major routes connecting to the retirement villages and nursing homes, will be essential for the access of wheelchairs and motorised mobility scooters.

#### 4.3.4 Railway Line Constraints

Railway lines pass through the west and south of Temora. The area west of the railway line is predominantly a residential area with one primary school. It is important that high quality pedestrian crossing facilities are provided at the four main railway crossings, namely Kitchener Road, Polaris Street, Victoria Street and Junee Road. The Victoria Street and Junee Road pedestrian railway crossing facilities are of good quality, Polaris Street crossing however doesn't separate pedestrians from the traffic lane forcing mobility scooters to use the traffic lane to cross the railway line. This matter is being addressed with design plans for construction of an approved pedestrian facility at this level crossing being developed late 2018 / early 2019.

Kitchener Road crossing is different to that of the other 3 crossings being that a designated pedestrian facility is not located at the crossing however the already constructed cycleway crosses at this level crossing. This allows for inclusion of pedestrians including mobility scooters to safely cross using the cycleway to remain separated from the traffic lanes.

Ariah Park upon investigation has a railway crossing in Coolamon Street utilised for pedestrian access for properties to the northern side of the crossing however there is a lack of a proper inclusive pedestrian facility at the level crossing.

#### 4.4 Audits Process

This PAMP has been developed as shown in the PAMP Methodology Chart (Figure 1). A physical assessment was undertaken by Council's Senior Engineering Technical Officer with assistance from the Roads Safety Officer. The key focus of the assessment was to identify access barriers for pedestrians with a specific focus on access for less mobile pedestrians such as the elderly and being disability inclusive. The identified barriers found in a number of cases included:

- 1. Lack of kerb ramps, or poor kerb ramp design; i.e. ramps too steep,
- 2. Lack of footpaths or discontinued path; and
- 3. Major cracking and raised paving in the path of travel.

Other individual barriers were identified and highlighted within audit spreadsheets Appendix A. Photos taken during the audit highlighting the footpath issues are included in Appendix B.

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#### 4.4.1 High Priority Routes

The existing high priority pedestrian route network is presented in **Figures 4 & 5** and described below.

#### 1. Hoskins Street:

Both sides of Hoskins Street between Polaris Street and Britannia Street have a high concentration of pedestrian and retail activities. The footpaths are of concrete construction and in reasonable condition, with the two main CBD blocks between Victoria and Parkes Street in excellent condition, following reconstruction in 2006.

Pedestrian crossing facilities such as a refuge or a marked crossing are provided at major intersections with Parkes Street, Loftus Street, Victoria Street and Grey Street.

#### 2. Loftus Street:

The northern side between Baker Street and Temora Hospital and the southern side between Baker Street and Father Hannan Oval have a formed surface of varying material types of either concrete (*majority*) or pavers.

Pedestrian crossing facilities are provided at Father Hannan Oval, (at intersection with Aurora Street) at the intersection of De Boos Street, and on both sides of the intersection with Hoskins Street.

#### 3. De Boos Street:

Both sides of the road between Parkes Street and Victoria Street have a formed surface of varying material types of either concrete or bitumen *(majority)*. Marked pedestrian crossings are located at the intersection with Parkes Street and also at Loftus Street intersection with these two marked crossings being within a 40 k/ph School Zone.

#### 4. Additional High Priority Facilities:

- Pedestrian Crossing on Asquith Street providing access to Temora High School
- Pedestrian Kerb Blisters on Polaris Street accessing the Temora High School / TAFE
- Pedestrian Blisters / Refuge on Pitt Street Ariah Park accessing Ariah Park Central School
- Children's Crossing with Kerb Blisters Parkes Street Accessing Temora Public School
- > Children's Crossing on Truskett Street accessing Temora West Public School

#### 4.4.2 Low Priority Routes

The proposed new low priority pedestrian routes adjoining the existing network are presented in **Figure 4 & 5**.

The low priority routes connect with the high priority routes and extend the pedestrian network. The low priority routes connect the schools, aged care facilities, hospital, and places of worship to the Temora Town Centre.

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#### 4.4.3 Other Future Considerations

During studies it was found that at six spate intersections locations that there is a total of 17 substandard gutter crossing structures (*Listed on Page A7, Appendix A*), being necessary for future replacement to standard kerb ramps for the following reasons;

- 1. Inadequate width as an inclusive pedestrian access ramp, not meeting the standard requirements for wheelchair or mobility scooter access
- 2. No safety railings on the structures preventing persons, wheelchairs or mobility scooters accidently going off the edge of a structure.
- 3. Slope grades don't meet Australian Standard and specification requirements, with some structures having a very convex shape

Due to these structures being installed many years previous they should be considered for future replacement however aren't scheduled in any short term plans.



Photo 1; Example of substandard pedestrian gutter crossing bridges



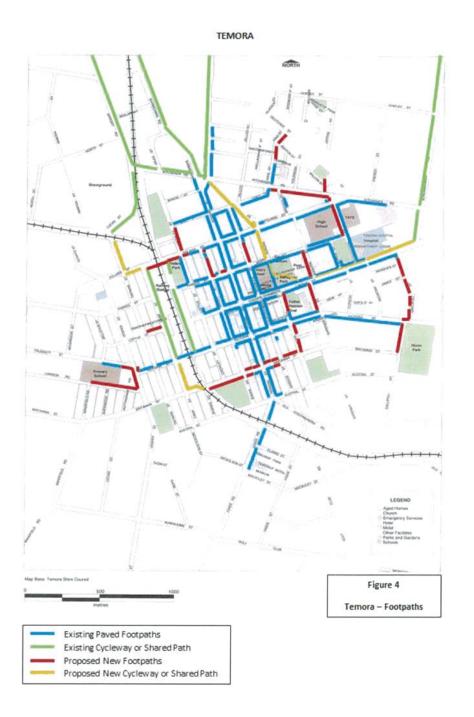
Photo 2; Example of substandard pedestrian gutter crossing bridges

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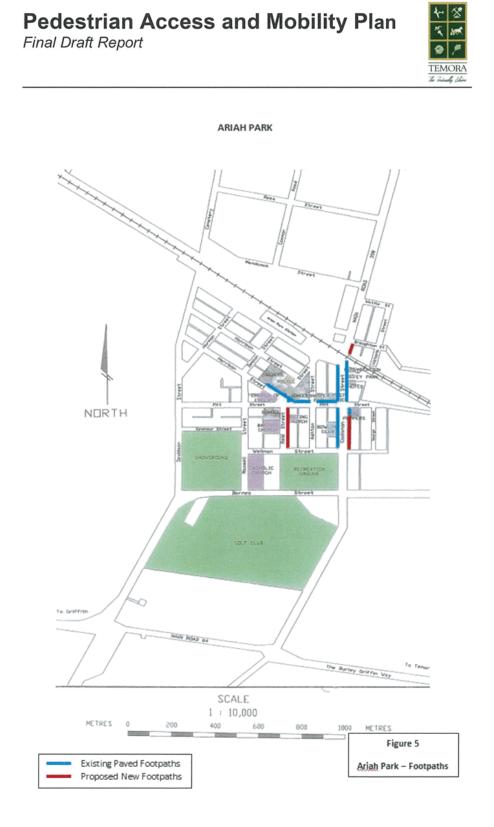
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#### 4.4.4 Existing and Proposed Footpath Infrastructure



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#### 5. PHYSICAL WORKS SCHEDULE AND COST ESTIMATE

#### 5.1 Summary of Works Schedule

The Works Schedule is attached in Appendix A and is sorted into the following two categories:

- High works on high priority routes
- Low works on low priority routes

Work included in the schedule is the construction of new footpaths, kerb ramps, new pedestrian facilities and footpath repairs/replacements. This further includes the replacement of sub-standard facilities such as kerb ramps and pedestrian bridges.

#### 5.2 Cost Estimate

The cost estimates presented in the Physical Works Schedule (Appendix A) are based on unit prices given in Table 3. These cost estimates were developed based on work previously completed by Council and reviewed by councils Engineering Technical Manager and Works Manager to also accommodate cost inflation over the 5 year period that this PAMPS will address. Estimates of Indicative cost are used as a guide only for the purpose of preliminary budget preparation as costs for labour/materials vary on a yearly basis and project specific location requirements.

The schedule contained in Appendix A gives indicative costs for the various engineering actions recommended. The Physical Works Schedule should be reviewed by Council as part of the annual budget review process.

#### 5.3 Other issues

Apart from the path issues, the following issues were noted during the footpath inspection.

#### 5.3.1 High Use by Elderly Pedestrian

Elderly residents using wheelchairs and motorised mobility scooters are commonly seen travelling on footpaths and roads where no paved footpath exists. The provision of paved paths and kerb ramps are therefore essential for the safe access for mobility impaired residents while remaining disability inclusive.

#### 5.3.2 Pedestrian Crossing Facilities

Pedestrian crossing facilities (kerb ramps, pedestrian refuge or marked crossing) are generally not provided on all four approaches of the roundabouts and prioritycontrolled intersections along Hoskins Street. In addition, there are no formal pedestrian crossing facilities on Hoskins Street north of Parkes Street.

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A roundabout is a high priority within in the plan at the intersection of Hoskins Street and Polaris Street as a formal and safe way to have pedestrians cross the road at this high risk location. The roundabout is crucial in the aid of installing pedestrian refugees at this intersection due to the wide nature of the sealed pavement and other risk factors including traffic volumes at the intersection due to the entry into Woolworths fuel outlet, an exit from Woolworths carpark, turning traffic from either side of Polaris Street and through traffic on Hoskins Street. (see Photo 3 below).



Photo 3; Hoskins and Polaris Street Intersection

A roundabout will improve the flow of traffic and also allow provisions for pedestrian refugees to be installed for pedestrians to use a two-step approach in crossing the road. Drivers will also then only need to concentrate on vehicles to their right within the roundabout and whether a pedestrian has started to cross the road at a refugee location.

A summary of the issues associated with pedestrian crossing facilities within Temora town centre is listed in Table 2.

Location	Issue	
Hoskins St / Parkes St	No median opening and Kerb Ramps on 1 approach No paved footpath outside Fritsch Bros Pty Ltd connecting the kerb ramp on Parkes Street to the Hoskins Street footpath	
Hoskins St / Victoria St	No median openings and kerb ramps on 1 approach (Hoskins St south side of roundabout)	
Hoskins St / Polaris St	No formal pedestrian crossing facility (refugee or blisters)and ramps are steep	

Table	2 -	Pedestrian	Crossing	Issues
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#### Table 3 - Unit Costs of Works

Reference	Item	Unit Cost
AS 1428	Install Tactile Tiles (per ramp)	\$750 each
AS 1428.1 Austroads Pt 13 Fig 2.6	Kerb Ramp - typical	\$2,500 each
	Pedestrian Bridge / Gutter Crossing	\$2,500 - \$10,000 each
	Relocate Bin / Street Furniture	\$500 each
	Remove Trees / Item	\$2,000 each (large) \$500 each (small)
	Repair Roadway Crossing	Site Specific \$2,000 - \$15,000
	Repair Footpath (per 1.5m width)	\$200/lm
	Footpath New (1.5m)	\$150/lm
	Footpath New (2.5m)	\$300/lm
	Footpath New (3.6m)	\$430/lm
	Footpath Reconstruct (1.5m)	\$180/lm
	Footpath Reconstruct (2.5m)	\$250/lm
	Footpath Reconstruct (3.5m)	\$460/lm
	Standard Sign and Stem (installed)	\$500 each
AS 1428	Supply and Install AS Bench Seat	\$2,500 each
AS 1428	Supply and Install New Bin	\$3,500 each
	Trim Trees (3m pedestrian clearance)	\$250 - \$500/site
AS 1742.10 Austroads Pt 13 fig 3.10	Linemark Standard Zebra Crossing (does not include lighting)	\$3,500 each
	Additional Linemarking (Dragons Teeth, NSW Zig Zag's, Piano Keys, School Crossing)	\$2,700 per site
	Upgrade Street Lighting	Site Specific \$10,000 - \$50,000
	Law Enforcement and Education Programs	\$750 each
	Steel Handrail (32mm diameter, Zinc chromate primed)	\$180/m
	Consultation with Major Services and Service Location	\$1,750 each
	Install Street Trees	\$1,500 each
	Drinking Station – GWCC Type	\$20,000 each

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#### 6. RECOMMENDATIONS

#### 6.1 Funding Sources and Implementation of PAMP

#### 6.1.1 The Roads and Maritime Services

The development of this PAMP is likely to assist in gaining additional funding from the RMS specifically for the completion of actions identified as part of this PAMP. All future RMS funding will be determined on an annual basis.

#### 6.1.2 Section 217 Roads Act Contributions To Footpath Construction Cost

Temora Shire Council as the roads authority implement Section 217 of the Roads Act, 1993 and Section 219 of the Roads Act 1993 in terms of recovery of costs incurred with contributions able to be recovered as if they were unpaid rates under the Local Government Act, 1993 applying to all properties adjoining public roads.

In accordance with Section 217 Roads Act 1993;

- The owner of land adjoining a public road is liable to contribute to the cost incurred by a road authority in constructing or paving any kerb or gutter or footway along the side of the public road.
- > The amount of the contribution is to be such amount as determined by the road authority, but must be no more than half the cost.
- > The owner becomes liable for the amount determined

Where Council intends to carry out new footpath construction all affected owners will be notified prior to the scheduled date of the commencement of such works. Written notice shall advise the property owner of the contribution to be charged by Council for the works. A contribution for works shall not apply where a contribution to footpath has previously been paid.

The owner of the land adjoining the public road where the footpath is to be constructed shall contribute to Council a percentage value detailed in the table below with contribution amount applied as per Council's Schedule of Fees and Charges.

Type of Property	Contribution	
All properties with one frontage to a public road on the street address frontage	50% of cost per I/m as outlined in Council's Schedule of Fees & Charges	
All properties with one frontage to a public road on the non- street address frontage	25% of cost per I/m for as outlined in Council's Schedule of Fees & Charges (Generally considered a side frontage)	
All properties with more than one frontage to a public road	50% of cost per I/m for property frontage with street address and	
	25% of cost per I/m for any other frontage as outlined in Council's Schedule of Fees & Charges	
<b>Note;</b> Where existing concrete footpath or driveways are installed this value is to be deducted from the frontage contribution value		

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#### 6.1.3 Roads to Recovery Program

The Federal Government's Roads to Recovery Program has been extended to 2022. The program is not just confined to roads; it also includes footpaths and bicycle paths.

#### 6.1.4 Local Area Traffic Management and other Council Works

Many of the gains that can be made in road safety and management of traffic through Local Area Traffic Management schemes can also assist in improving the road environment for pedestrians. The provision of traffic, pedestrian and cyclist facilities in the road space should be considered in an integrated way and the same should apply in the allocation of funding.

#### 6.1.5 Community Works

Some works can be assisted by the community such as the pathway to Lake Centenary, which was opened in 1988 being a relevant example; however this path has now been upgraded to a concrete shared path by Temora Shire Council finished in 2017.

#### 6.1.6 Sponsored Signage and Bus Shelters

Bus shelters, signage, seating and rubbish bins can be provided by the private sector by cross-subsidy from advertising. Council should reconsider the design and placement of bus shelters in order to address pedestrian accessibility requirements.

#### 6.1.7 Partnerships

A partnership approach may be possible in some instances. For example, access to the County Link bus stop may be improved via a partnership between State Rail and Council.

#### 6.2 Monitoring Program

As the pedestrian network is developed, it will be important to monitor the condition of the network over time. In particular, it will be important to further develop an understanding of travel patterns and behaviour regarding the role that walking plays.

Monitoring will relate to the following three areas:

- route condition asset inspections and overall route quality;
- changes in demand in light of land use changes and developments; and
- Implementation of council action recommendations.

Monitoring of the quality of pedestrian routes will be undertaken by an annual asset inspection using "REFLECT" software. This will enable the overall quality of routes to be improved, problems to be addressed and resources to be targeted appropriately.

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A typical annual asset inspection would involve an assessment of route conditions via review onsite by walking the specified route and would be undertaken by a person familiar with pedestrian design issues. The Temora\_Footpath database in "REFLECT" shall be used to record all defects including design issues such as; substandard kerb ramps, issues caused by trees, asset service issues, etc. to allow for planning to address the issues by inclusion in councils future capital budgets when unable to be completed within footpath maintenance budgets.

#### 7. CONCLUSION AND RECOMMENDATIONS

#### 7.1 Conclusion

The study concluded that the objectives of the PAMP could be achieved in the study area by a staged implementation of actions across the areas of enforcement, encouragement, education and engineering. Many of these actions in the first three areas will occur as part of Council's other programs. In the latter, the proposed Works Schedule (**Appendix A**) should be implemented.

#### 7.2 Recommendations

It is recommended that the Council consider for adoption the PAMP Network (**Figures 4 and 5**) and associated Physical Works Schedule (**Appendix A**) and other actions in conjunction with the RMS and other Authorities.

In addition to items identified in the Works Schedule, specific recommendations given throughout this report include:

- 1. Provision of continuous and inclusive paved footpath network to facilitate the mobility of the general community including emphasis on elderly, wheelchair bound persons and increasing use of electronic mobility scooters;
- 2. Replacement of sub-standard kerb ramps (lip, steep and narrow kerb ramps) with Australian Standard kerb ramps;
- Investigate provision of additional crossing facilities (e.g. kerb ramps, median opening, refuge or marked crossing) on all intersection approaches along the high priority section of Hoskins Street;
- 4. Encourage walking as an alternative transport option by introducing measures aimed at educating people of the benefits associated with walking; and
- 5. Provide training on the safe usage of scooters, and rights and responsibility of scooter users.

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## Pedestrian Access and Mobility Plan

Final Draft Report



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END DOCUMENT

## PAMPS



Appendix A

Physical Works Schedule

TEM	TEMORA							-	HIGH PRIORITY FOOTPATH WORKS	TY FOOTP	ATH WORKS
₽	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
01	Hoskins St	Σ	Polaris St Middle	Roundabout construction to allow pedestrian access on all four approaches to roundabout	Construct roundabout with pedestrian refugees on all 4 approaches with kerb ramps	٢	item	т	\$600, 000	-	1-5 years
02	Hoskins St	8	Parkes St S	No kerb ramp crossing access point on 1 approach of roundabout	Provide median opening and wheelchair access ramps	٢	item	т	\$10,000	2	1-5 years
03	Parkes St	z	Hoskins St E	No Foot Path	Construct New Footpath (1.5m) (Between Hoskins & Little Baker St)	80	ε	т	\$12,000	e	1-5 years
04	Parkes St	z	Baker St W	No Kerb Ramps	Install 2 Access Ramps	2	item	H	\$5,000	4	1-5 years
05	Loftus St	z	Hoskins St E	Footpath needs replacing as part of the Loftus St Taxi Rank Upgrade	New Footpath/Taxi Rank Facility and pedestrian accesses	1	item	т	\$140,000	5	1-5 years
90	Hoskins St	Е&	Victoria St N	No kerb ramp crossing access point on 1 approach of roundabout	Provide median opening and wheelchair access ramps	۲	item	т	\$15,000	9	1-5 years
07	Truskett St	s s	N/A	No Kerb Ramps x2 accessing the existing Children's Crossing	Construct 2 access ramps either side of the Children's Crossing	2	item	т	\$5,000	2	1-5 years
80	Truskett St	s	Vesper St W	No Foot Path	Construct new Foot path (1.5m)	140	ε	т	\$21,000	œ	1-5 years
60	Vesper St	ш	Victoria St N	Needs Footpath connecting to Kerb Ramp	Construct New Foot path (1.5m)	25	ε	т	\$3,750	6	1-5 years
10	Polaris St	s	Railway Level Crossing	No Pedestrian Crossing Facility at Level Crossing	Install Railway Pedestrian Facility	1	ltem	т	\$80,000	10	1-5 years
5	Polaris St	s	Crowley St E	No Footpath	Construct New Foot path (1.5m)	200	ε	т	\$30,000	11	1-5 years
12	Polaris St	s	Crowley St E	No Footpath -Existing service infrastructure issues	Construct New Foot path (1.5m) Install Access Ramp	30	item m	тт	\$15,000	12	1-5 years
13	Gloucester St	s	Polaris St N	No Footpath	Construct new Foot path (1.5m)	240	ε	т	\$36,000	13	1-5 years
14	Aurora St	ш	Loftus St N	No Footpath	Construct new Foot path (1.5m)	110	ε	н	\$16,500	14	1-5 years
15	Hoskins St	3	Grey St N	Kerb ramp has a lip at invert level being sub-standard	Replace Kerb Ramp	<del></del>	item	т	\$2,500	15	1-5 years

	S       Little Deboos St E       Kerb Ramp needs installing for Install Kerb Ramp       2         Image: St S       Kerb Ramp missing to access to footpath       inclusive access to footpath       1         Image: St S       Kerb Ramp missing to access       Install Kerb Ramp       1         Image: St S       Kerb Ramp missing to access       Install Kerb Ramp       1         Image: St S       Kerb Ramp missing to access       Install Kerb Ramp       1         Image: St S       Hoskins St E       Concrete footpath in poor       Replace existing 3.6m footpath       30         Image: St S       Hoskins St E       Concrete footpath in poor       Replace existing 3.6m footpath       30         Image: St S       N       Crowley St W       Concrete footpath in poor       Remove pavers and replace       60         Image: St S       Condition and needs replacing       footpath between little Crowley       60       60         Image: St W       Concrete footpath in poor       Remove pavers and replace       60<			
E       Polaris St S       Kerb Ramp missing to access       Install Kerb Ramp       1       Item       H       \$2,500       17       17         It       S       Hoskins St E       Concrete footpath       To mortal needs replacing       Replace existing 3.6m footpath       30       m       H       \$5,400       18         It       S       Hoskins St E       Concrete footpath in poor       Replace existing 3.6m footpath       30       m       H       \$5,400       18         It       Concrete footpath in poor       condition and needs replacing       concrete section at 1.5m       30       m       H       \$5,400       18         It       Crowey St W       Concrete footpath in poor       concrete section at 1.5m       30       m       H       \$5,400       18         It       Crowey St W       Concrete footpath in poor       footpath       footpa	E       Polaris St S       Kerb Ramp missing to access existing concrete footpath       Install Kerb Ramp       1         it       S       Hoskins St E       Concrete footpath in poor       Replace existing 3.6m footpath       30         it       S       Hoskins St E       Concrete footpath in poor       Replace existing 3.6m footpath       30         N       Condition and needs replacing       condition and needs replacing       concrete section at 1.5m       30         N       Crowley St W       Concrete footpath in poor       Remove pavers and replace       60         Additional preed removing       and establishing back to a 1.5m       St and Crowley St at 1.5m       30         S       Hoskins St W       Concrete footpath in very poor       St and Crowley St at 1.5m       30         S       Hoskins St W       Concrete footpath in very poor       St and Crowley St at 1.5m       30         Fortee footpath in very poor       St and Crowley St at 1.5m       30       30       30         S       Hoskins St W       Concrete footpath in very poor       St and Crowley St at 1.5m       30         S       Hoskins St W       Concrete footpath in very poor       St and Crowley St at 1.5m       30         S       Hoskins St W       Concrete footpath in very poor       St and Crowley St			1-5 years
It       S       Hoskins StE       Concrete footpath in poor       Replace existing 3.6m footpath       30       m       H       \$5,400       18         N       Condition and needs replacing       condition and needs replacing       concrete section at 1.5m       m       H       \$5,400       18       m         N       Crowley StW       Concrete footpath in poor       concrete section at 1.5m       m       H       \$10,800       19       m         N       Crowley StW       Concrete footpath in poor       Remove pavers and replace       60       m       H       \$10,800       19       m         Additional paver around Grand       St and Crowley St at 1.5m       Pointel Building need removing       St and Crowley St at 1.5m       m       H       \$10,800       19       m         N       S       Hoskins St W       Concrete footpath in very poor       Replace Footpath (2.0m)       30       m       H       \$7,500       20       m       m       M	It     S     Hoskins St E     Concrete footpath in poor     Replace existing 3.6m footpath     30       N     Condition and needs replacing     from Pinnacle Driveway to stone     30       N     Crowley St W     Concrete footpath in poor     concrete section at 1.5m     30       N     Crowley St W     Concrete footpath in poor     Remove pavers and replace     60       Additional paver around Grand     Remove pavers and replace     60     5       N     Crowley St W     Concrete footpath in poor     Remove pavers and replace     60       Additional paver around Grand     Hotel Building need removing     St and Crowley St at 1.5m     5     9       S     Hoskins St W     Concrete footpath in very poor     Replace Footpath (2.0m)     30       S     Hoskins St W     Concrete footpath in very poor     Replace Footpath (2.0m)     30			1-5 years
N         Crowley St W         Concrete footpath in poor condition and needs replacing Actification and needs replacing tool building need removing St and Crowley St at 1.5m         P         F	N         Crowley St W         Concrete footpath in poor condition and needs replacing Additional paver around Grand Hotel Building need removing and establishing back to a 1.5m footpath         Remove pavers and replace footpath between little Crowley St and Crowley St at 1.5m footpath         60           S         Hoskins St W         Concrete footpath in very poor condition outside the Metro Service Station and needs         Remove pavers and replace         60	-		1-5 years
S     Hoskins St W     Concrete footpath in very poor condition outside the Metro Service Station and needs replacing     Replace Footpath (2.0m)     30     m     H     \$7,500     20       W     Loftus St S     No Footpath     Construct new Foot Path (1.5m)     206     m     H     \$30,900     21	S         Hoskins St W         Concrete footpath in very poor condition outside the Metro Service Station and needs         Replace Footpath (2.0m)         30			1-5 years
W         Loftus St S         No Footpath         Construct new Foot Path (1.5m)         206         m         H         \$30,900         21				1-5 years
⊢	W         Loftus St S         No Footpath         206			1-5 years
		TOTAL \$	\$1,053,850	

TEM	TEMORA								LOW PRIORITY FOOTPATH WORKS	TY FOOTP	ATH WORKS
₽	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
22	Gallipoli St	×	Victoria St N	No Footpath to Nixon Park from Victoria Street	Construct Foot Path (1.5m) (Victoria St to Britannia St)	210	ε	-	\$31,500	22	6-10 years
23	Deboos St	3	Victoria St S	Replace existing bitumen footpath with concrete path due to poor condition, consideration to return path to standard 1.5m width	Construct new Footpath (1.5m) Or Construct new Footpath to existing bitumen width (3.5m)	200 200	εε	J. J.	\$50,000 \$92,000	23	6-10 years
24	Deboos St	ш	Loftus St N	Replace existing bitumen footpath outside Temora Town Hall Theatre with concrete path due to poor condition with existing 3.5m wide	Construct new Footpath (3.5m)	30	ε	-	\$13,800	24	6-10 years
25	Aurora St	ш	Victoria St N	No Footpath	Construct new Foot path (1.5m)	190	ε	_	\$28,500	25	6-10 years
26	Britannia St	s	Hoskins St E	No Footpath	Construct new Foot path (1.5m)	55	ε	_	\$8,250	26	6-10 years
27	Deboos St	E/ W	Grey St N	Existing 1.2m footpath both sides needs replacing due to poor condition	Replace Foot path (1.5m)	360	E	_	\$64,800	27	6-10 years
28	Deboos St	ш	Polaris St N	No Footpath	Construct New Foot path (1.5m)	180	E	_	\$27,000	28	6-10 years
29	Gardiner St	Ν	Loftus St N	No Footpath	Construct new Foot path (1.5m)	210	E	-	\$31,500	29	6-10 years
30	Loftus St	z	Camp St E	No Footpath linking Camp St cycleway to Temora West Park (toilets and water access)	Construct new Foot path (1.5m)	120	ε	-	\$18,000	30	6-10 years
31	Crowley St	ш	Grey St N	No Footpath	Construct new Foot path (1.5m)	180	ε	Ļ	\$27,000	31	6-10 years
32	Camp St	8	Victoria St S	Water Ponding in Kerb at Intersection limiting access to kerb ramp and footpath	Kerb and Gutter to be replaced in future budget	-	item	-	N/A	32	6-10 years
				-				TOTAL	\$342,350		

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TEM	TEMORA							FUTU	IRE LOW PRI	ORTY FOC	FUTURE LOW PRIORTY FOOTPATH WORKS
₽	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
33	Haig St	ш	Deutcher St N	No Footpath	Construct new Foot path (1.5m)	190	ε	-	\$28,500	33	> 10 years
34	Deboos St	ш	Parkes St N	Replace existing bitumen footpath with concrete path due to poor condition	Construct new Footpath (3.5m)	200	Е	-	\$92,000	34	> 10 years
35	Loftus St	z	Bowling Club Lane E	Existing footpath across the front of Callaghan Park and Lions Park needs replacing due to poor condition	Replace Footpath (1.5m)	140	ε	_	\$25,200	35	> 10 years
36	Loftus St	S	Aurora St W	Existing footpath between Aurora St and Gardiner St needs replacing due to poor condition	Replace Footpath (1.5m)	200	E	_	\$36,000	36	> 10 years
37	Loftus St	z	George St W	Existing footpath between George St and Gloucester St needs replacing due to poor condition	Replace Footpath (1.5m)	95	ε	_	\$17,100	37	> 10 years
38	Parkes St	S	Deboos St W	Existing footpath between Deboos St and Recreation Centre needs replacing due to poor condition	Replace Footpath (3.5m)	120	ε	_	\$55,200	38	> 10 years
30	Baker St	ш	Polaris St N	No Footpath (Section already existing at rear of Woolworths building)	Construct New Footpath (1.5m)	130	ε		\$19,500	39	> 10 years
40	Gallipoli St	8	Loftus St N	No Kerb Ramp	Install Kerb Ramp	-	item	_	\$2,500	40	> 10 years
41	Gallipoli St	8	Loftus St N	No Footpath	Construct New Foot path (1.5m)	436	ε	_	\$65,400	41	> 10 years
42	Victoria St	z	Gallipoli St E	No Footpath	Construct New Foot path (1.5m) Install Access Ramp	45 2	item n	-	\$11,750	42	> 10 years
43	Britannia St	z	Deboos St W	No Footpath	Construct new Foot path (1.5m)	110	ε	_	\$16,500	43	> 10 years
44	Britannia St	s	Baker St E	No Footpath between Hoskins Street and Railway Access to Temora West Southern End	Construct new Foot path (1.5m)	240	ε	-	\$36,000	44	> 10 years
45	Vesper St	≥	Lawson Road S	No Footpath	Construct new Foot path (1.5m)	130	٤	_	\$19,500	45	> 10 years

							HIGH PRIORITY FOOTPATH WORKS	TY FOOTP.	ATH WORKS
<b>Cross Street</b>	t	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
Wellman St N	z	No Foot path to link the pedestrian facility on Pitt St to the Recreation facilities	Construct New Foot Path (1.5m)	240	ε	-	\$36,000	54	1-5 years
						TOTAL	\$36,000		
							LOW PRIORITY FOOTPATH WORKS	LY FOOTP.	ATH WORKS
<b>Cross Street</b>	treet	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
/ellma	Wellman St S	No Footpath	Construct new Foot path (1.5m)	190	ε	-	\$28,500	55	6-10 years
ailway	Railway Level Crossing	Unpaved crossing point at Railway Level Crossing	Upgrade pedestrian Facility at Railway Level Crossing to ensure accessibility for mobility impaired and motorised scooters	-	item	-	\$80,000	56	6-10 years
						TOTAL	\$108,500	and the second s	
ross	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
rought	Broughton St N	Continue pedestrian access to the North of the Railway Level Crossing	Construct new Foot path (1.5m)	70	E	-	\$10,500	57	> 10 years
						TOTAL	\$10,500	Strend Strend	

TEMORA	DRA					OTHER	FOOTPATH	OTHER FOOTPATH WORKS CONSIDERATIONS
₽	Streets Intersection	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.
58	Britannia St / Baker St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	5	item		\$12,500	Example images on Page 17 of PAMPS Plan
59	Britannia St / Deboos St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	4	item	_	\$10,000	
60	Deboos St / Austral St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	2	item	_	\$5,000	
61	Britannia St / Aurora St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	-	item	-	\$2,500	
62	Deboos St / Parkes St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	e	item	-	\$7,500	
63	Baker St / Parkes St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	2	item	_	\$5,000	
						TOTAL	\$42.500	A State of the second se

## PAMPS

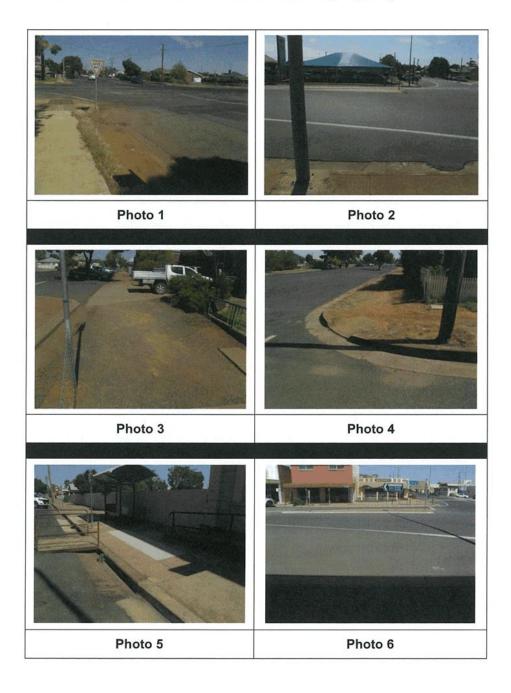


# Appendix B

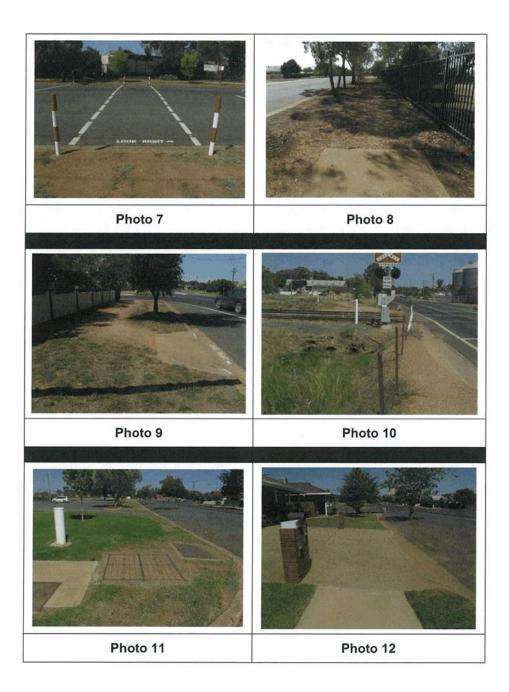
Photos

Temora Shire Council	Temora Pedestrian Access and Mobility Plan
	Appendix B

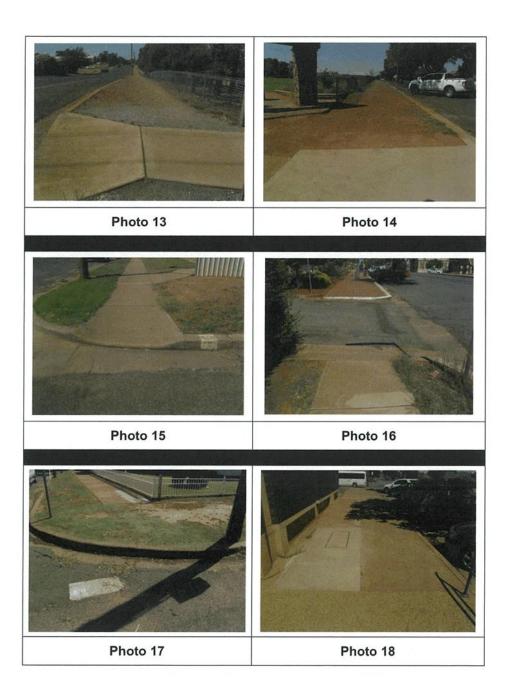
### TEMORA – HIGH PRIORTY FOOTPATH WORKS (1-5 years)



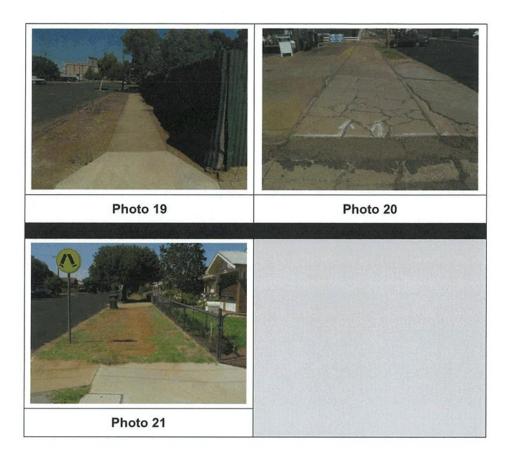
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	Appendix B



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Temora Shire Council	Temora Pedestrian Access and Mobility Plan
	Appendix B



Temora Shire Council	Temora Pedestrian Access and Mobility Plan
	Appendix B

## TEMORA – LOW PRIORTY FOOTPATH WORKS (6-10 years)



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	Appendix B

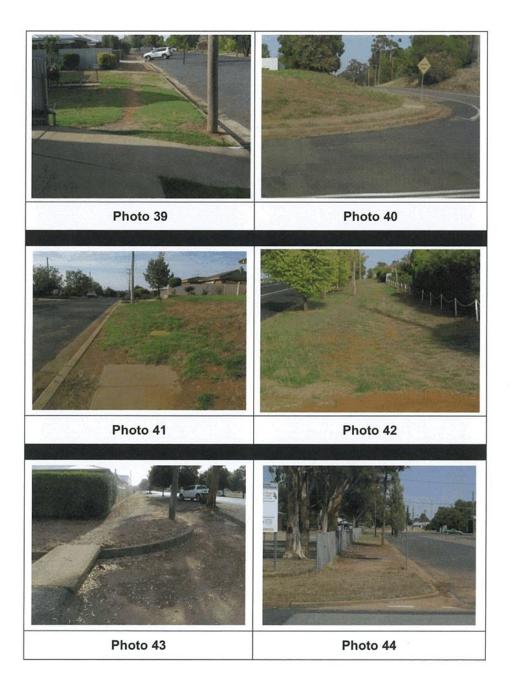


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	Appendix B

### TEMORA – LOW PRIORTY FOOTPATH WORKS (> 10 years)



Temora Shire Council	Temora Pedestrian Access and Mobility Plan
	Appendix B



Temora Shire Council	Temora Pedestrian Access and Mobility Plan
	Appendix B



Temora Shire Council	Temora Pedestrian Access and Mobility Plan
	Appendix B



Temora Pedestrian Access and Mobility Plan Appendix B

ARIAH PARK - HIGH PRIORTY FOOTPATH WORKS (1-5 years)



ARIAH PARK - LOW PRIORTY FOOTPATH WORKS (6-10 years)



ARIAH PARK - LOW PRIORTY FOOTPATH WORKS (>10 years)



## PAMPS



Appendix C

Footpath Construction Standard Drawings

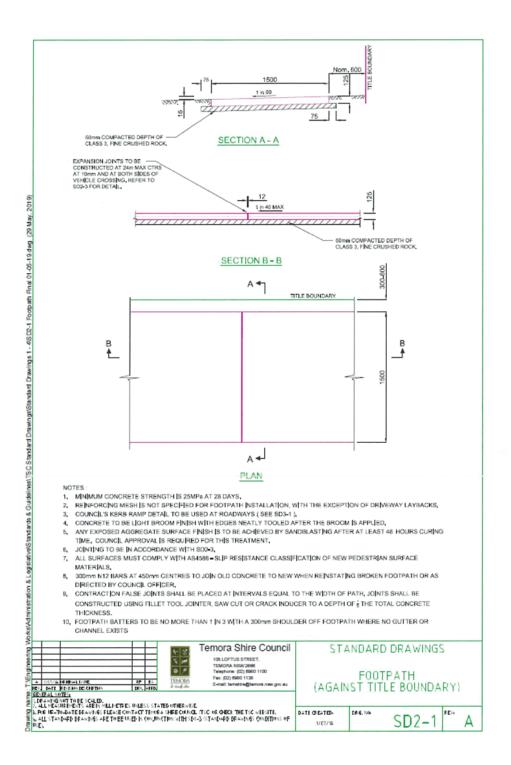
Temora Pedestrian Access and Mobility Plan Appendix C

### Introduction

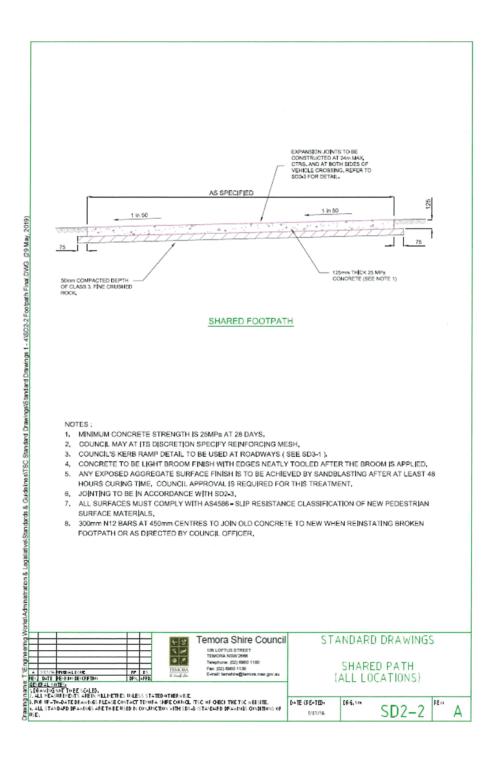
Temora Shire Council footpath construction standard drawings are developed for this study area based on Australian Standards and Technical Guidelines including AUSTROADS. In particular AS1428, AUSTROADS Parts 13 and 14.

Further the Standards and Guidelines are subject to revision by Australian Standards, AUSTROADS and other authorities such as Roads and Maritime Services (RMS), and should be regularly updated against the latest source documents.

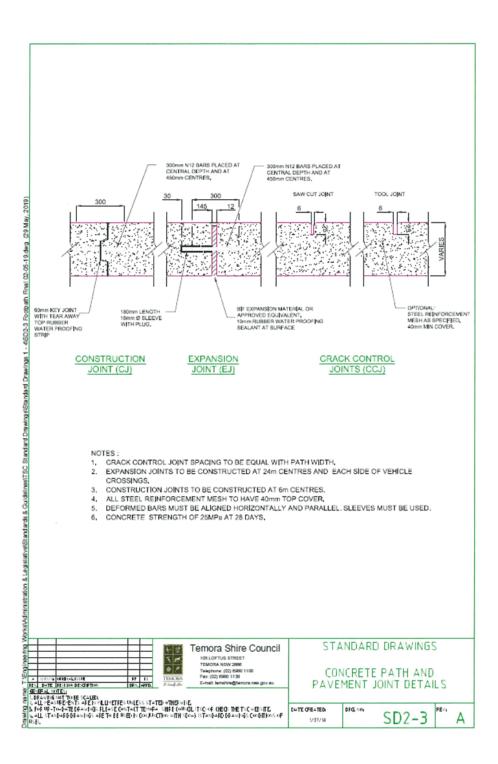
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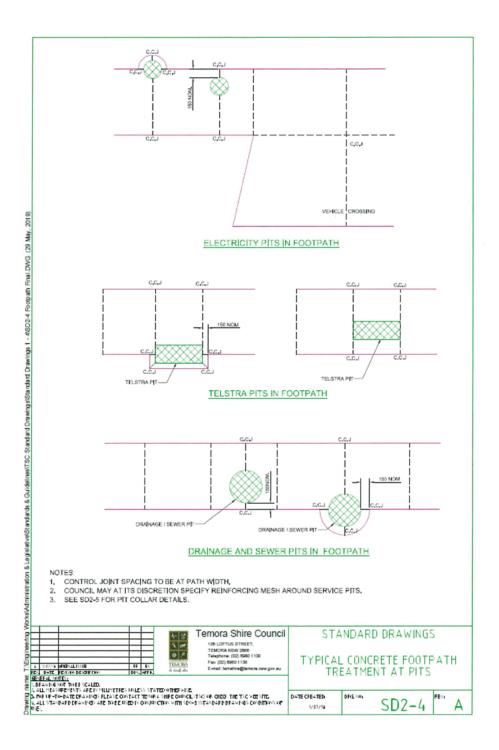
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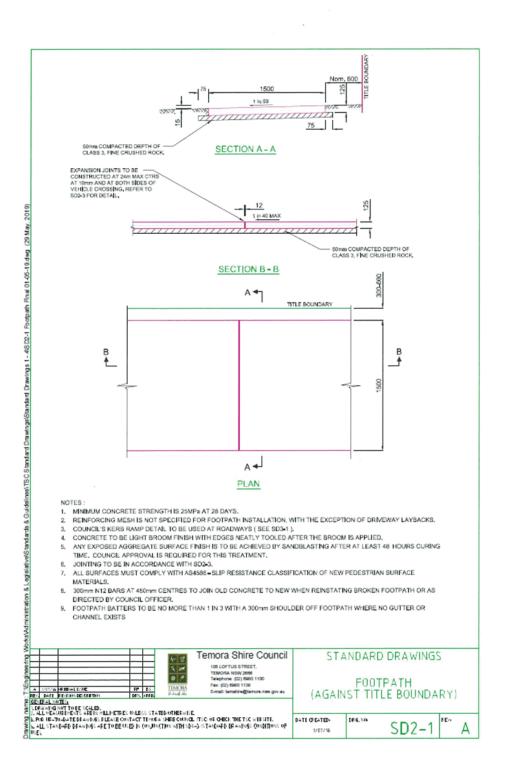
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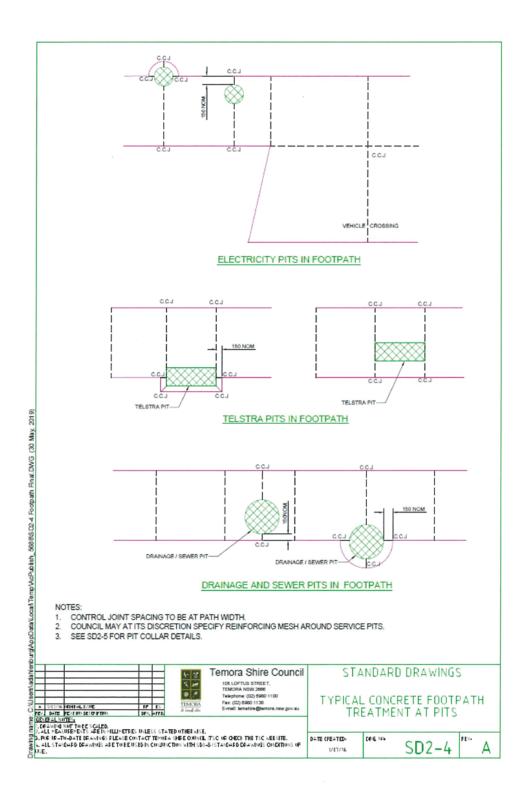
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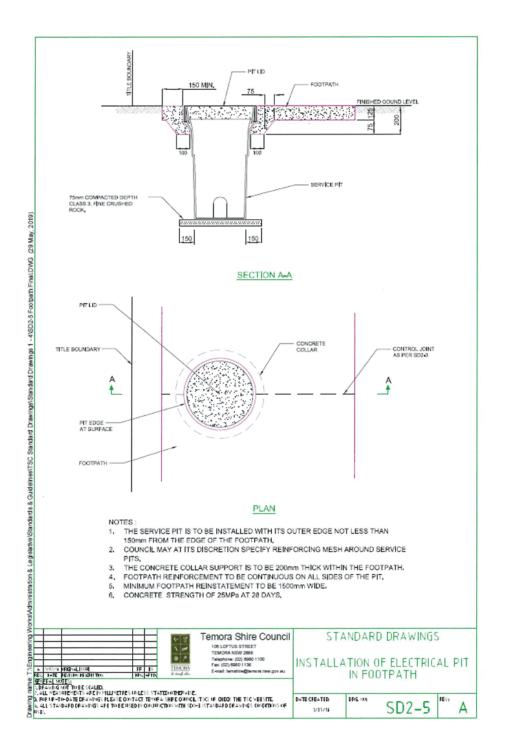
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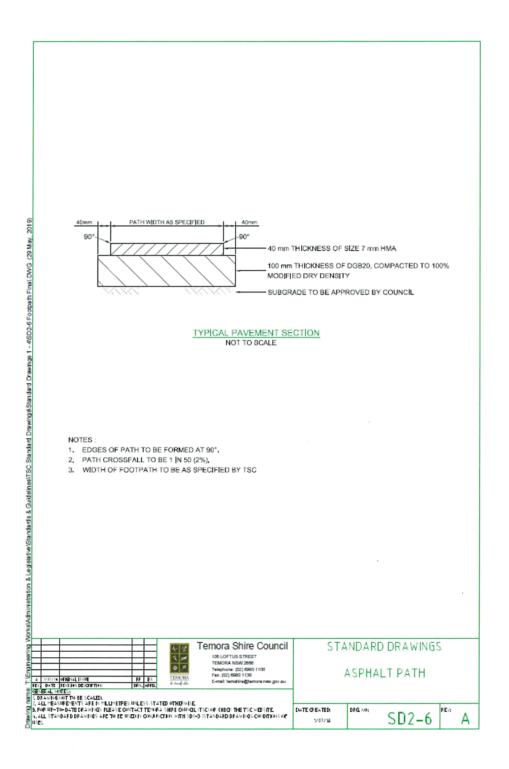
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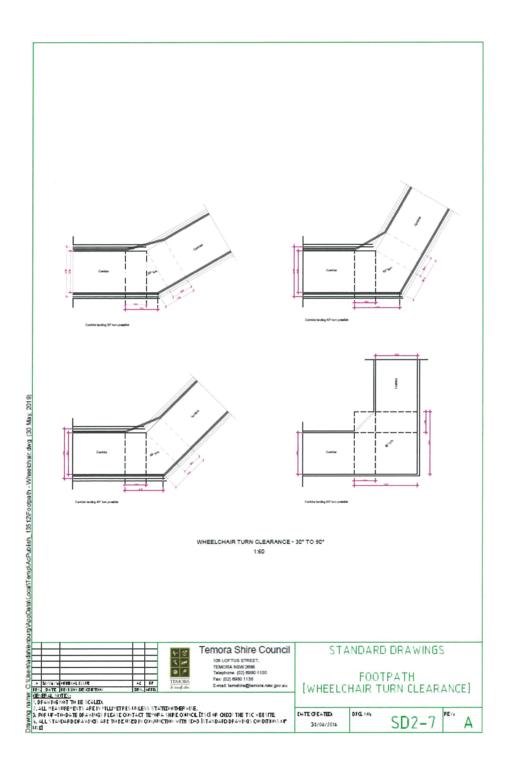
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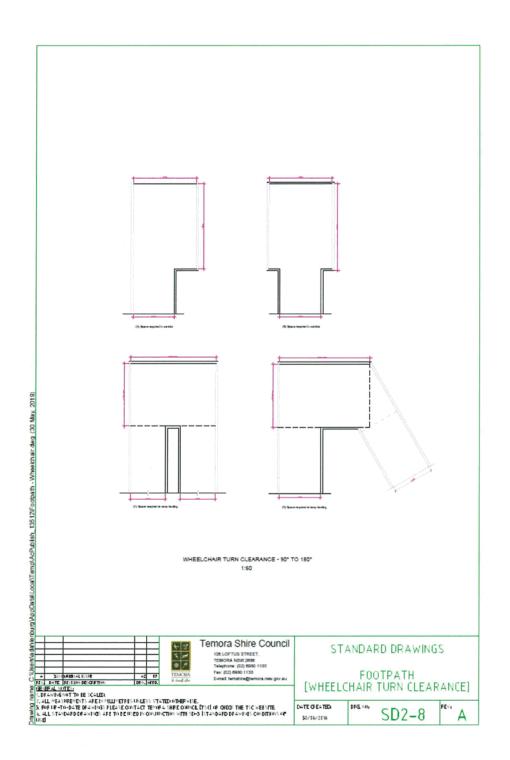
Temora Pedestrian Access and Mobility Plan Appendix C

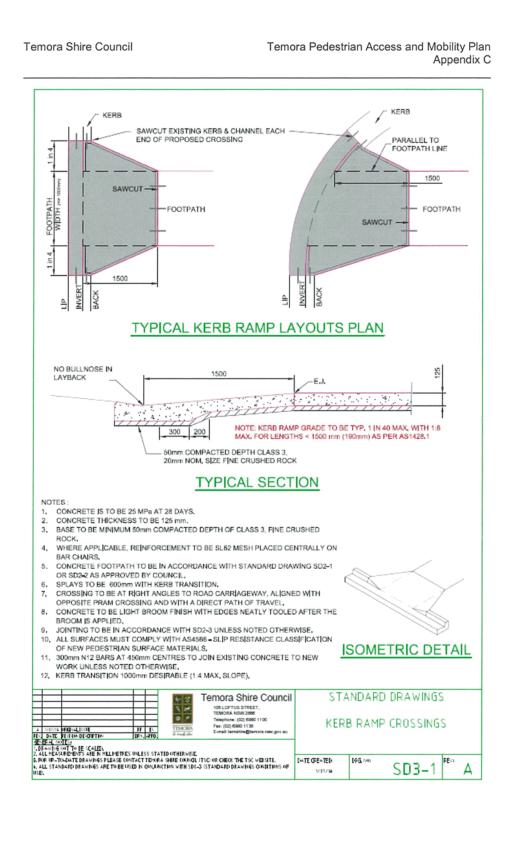


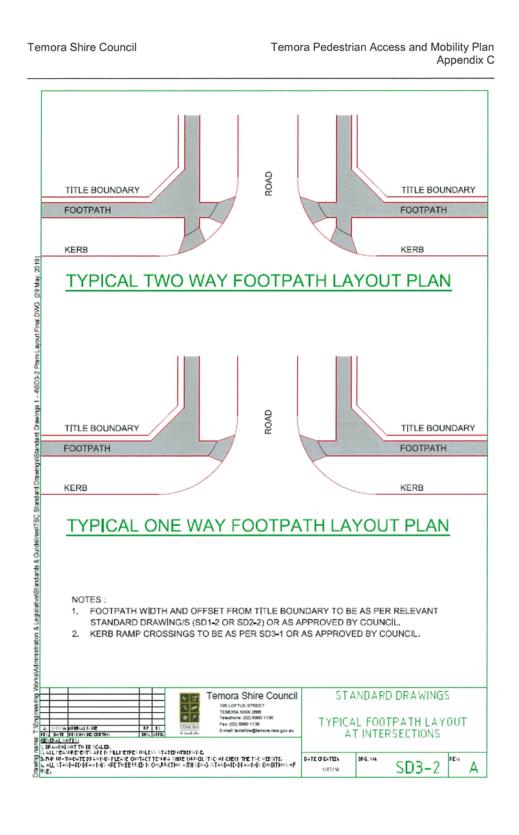
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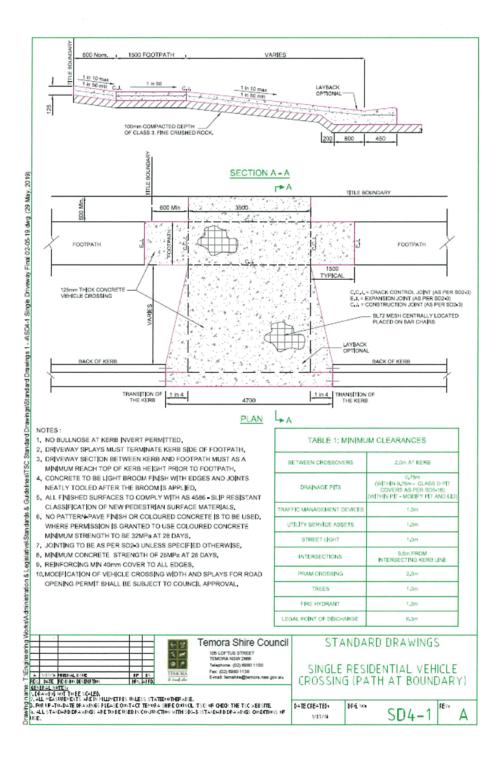




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Temora Shire Council

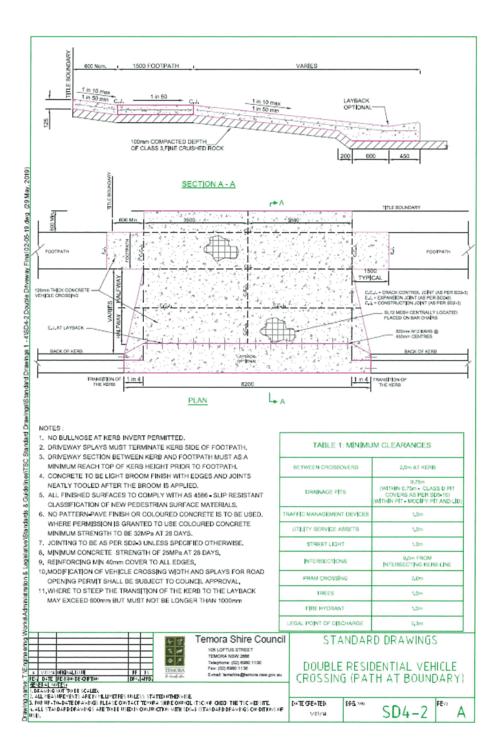
Temora Pedestrian Access and Mobility Plan Appendix C



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**Temora Shire Council** 

Temora Pedestrian Access and Mobility Plan Appendix C



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# 3.9 VICTORIA STREET PEDESTRIAN CROSSING LIGHTING

File Number:	REP19/622
Author:	Senior Engineering Technical Officer
Authoriser:	Engineering Technical Manager
Attachments:	1. Victoria Street Pedestrian Crossing Lighting (Images)

# REPORT

At the recent Temora Motorised Scooters and Wheelchair Safety - Over 65 Workshop on the 14<sup>th</sup> May 2019 conducted by Councils Road Safety Officer (RSO) it was brought to the attention of Council the lack of night-time lighting at the Victoria Street Pedestrian Crossing. *Please see images attached.* 

As Victoria Street forms part of the MR84 Burley Griffin Way State Road network this matter was forwarded to RMS's Manager Network and Safety Services on 15<sup>th</sup> May 2019 for comment particularly on determining the responsibility for lighting of the pedestrian crossing and the cost associated for upgrades. *No returned correspondence on the issue at the time of this report being published on 31/05/2019*.

Councils Senior Engineering Technical Officer has had initial discussion with Essential Energy Temora to clarify the process to change lighting at this crossing in conjunction with meeting their requirements. It was established as per photos attached that secondary pedestrian crossing lighting at the intersection of Loftus and De Boos Street was installed by Country Energy (*as they were named at the time*). Due to operational changes Essential Energy is responsible for maintenance and upgrade works however is unable to install a new light at this location even on the current existing light pole.

If Council or RMS were to install a similar light to that at other pedestrian crossings in Temora it would be undertaken through an Essential Energy ASP Level 1 accredited contractor such as Inland Power Solutions or Great Southern Electrical both based out of Wagga Wagga.

Following clarification with RMS on possibility of this type of light being appropriate at the proposed location it's suggested by Essential Energy that a new secondary light to highlight the pedestrian crossing at night should be an LED type light if similar is installed to that at other pedestrian crossings.

# **Budget Implications**

Quotes would need seeking for the works for an accurate cost estimate once the correct treatment is determined. This being considered works should approximately cost between \$1,500 and \$2,500 for a LED secondary light as per other pedestrian crossings in Temora.

# COMMITTEE RESOLUTION 10/2019

Moved: Cr Rick Firman Seconded: Ms Zoe Turner

It was resolved that the Committee recommend to Council that the works be approved in principle pending further RMS advice particularly regarding approval for the lighting treatment and

CARRIED

Report by Alex Dahlenburg

# Victoria Street Pedestrian Crossing Lighting (Images)



Image 1: Pedestrian Crossing Victoria Street Daytime



Image 2: Pedestrian Crossing Victoria Street Night-time (Note lack of lighting)



Image 3 & 4: Pedestrian Crossing Victoria Street Night-time (Note lack of lighting)



Image 5 & 6: Pedestrian Crossings at Loftus and Deboos Street Intersections Daytime and Night-time

(Note additional secondary light for improved pedestrian crossing night-time visibility)

# 3.10 ROAD SAFETY ACTION PLAN 2019-2021

File Number:	REP19/626
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Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Road Safety Action Plan 2019-2021

# REPORT

Attached is the Road Safety Action Plan 2019-2021 for your consideration. Discussions to be held with NSW Police in attendance.

# COMMITTEE RESOLUTION 11/2019

Moved: Cr Rick Firman Seconded: Mr Ged Horsley

It was resolved that the Committee recommend to Council to note the report and the document is provided to the Police Consultative Committee for comment and then made available to the public through Councils office, Library and Councils website.

CARRIED

Report by Glenn Sheehan



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#### Introduction

This document is the plan for delivering road safety outcomes in Temora, Bland, Coolamon and Junee Shires over the financial years 2019 – 2021.

As partners in the NSW Government's Local Government Road Safety Program the four Councils will continue to employ a Road Safety Officer (RSO) to assist in developing, planning, implementing and evaluating local road safety projects.

In line with the NSW Road Safety Strategy 2012-2021, the Safe System approach to road safety will continue to be used to address road safety issues within the Temora, Bland, Coolamon and Junee Shires. Safer Roads and Roadsides, Safer Speeds, Safer Vehicles and Safer People will be at the centre of strategies to address local road safety concerns.

#### **Section One**

Will outline relevant local government information, crash analysis, other supporting data and stakeholder information.

#### Section Two

Will provide details on Council's road safety projects for the period 2019 – 2021, Council Strategic Plans, and Key Objectives for the Safe Systems Matrix

#### Section Three

Will provide copies of the Roads and Maritime Services / Temora, Bland, Junee and Coolamon Shire Councils' Local Government Road Safety Program Funding Agreements

#### **Section Four**

Will provide copies of Councils' signed agreement for the Temora, Bland. Coolamon and Junee Shires Road Safety Action Plan

#### Other documents which relate to this plan are:

- Temora Shire Council Community Strategic Plan
- Bland Shire Council Community Strategic Plan
- Coolamon Shire Council Community Strategic Plan
- Junee Shire Council Community Strategic Plan
- NSW Road Safety Strategy for 2012 2020
- Murray-Murrumbidgee Regional Transport Plan
- Central West Regional Transport Plan
- Road Safety Strategic Plan Temora and Bland Shire Councils 2007-2012

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### **Executive Summary**

This document builds on the Temora and Bland Shire Council Road Safety Strategy 2007–2012, plus Operational and Delivery Plans for all four Councils to continue addressing road safety issues in the local government areas.

Key issues impacting on local road safety include aging populations, long distances travelled, and the presence of agricultural machinery on local roads, heavy vehicles, and tourists passing through the region.

Key road safety concerns for Temora, Bland, Coolamon and Junee Shires include a high number of Speed, Fatigue and Alcohol related crashes by comparison with the rest of NSW.

Analysis indicates crashes:

- predominately involve a single vehicle
- are non-intersection crashes occurring in 100km/h speed zones, and
- involve the crash movement 'off road on straight, hit object'.

Of note is the involvement of males in crashes in particular on State Highways. Heavy vehicle and light truck crashes also feature prominently across the four shires and are concerning when compared to NSW statistics.

Regional analysis of casualty crashes over the five year period 2013 – 2017 identified heavy vehicle crashes for Bland Shire (25.0%) significantly higher than heavy vehicle crashes in both NSW (5.5%) and South West region (10.0%).

Fatigue involvement in crashes across the four shires is significant in comparison to the average for NSW (7.5%) and South West Region (14.8%) with Temora (25.9%), Bland (32.9%), Coolamon (17.1%) and Junee (17.5%). Fatigue continues to be the prominent factor in Bland (32.9%).

Similarly, alcohol involvement in crashes is higher than the average for NSW (4.4%) and close to or above South West Region (7.2%) with Temora (8.6%) and Bland (10.0%), Coolamon (7.3%) and Junee (6.3%). As all were higher than the NSW average, it backs up data that says rural communities still have some way to go towards educating drivers of the risks associated with drinking before getting behind the wheel.

However, speed remains the prominent issue of the top three contributing crash factors (speed, fatigue, alcohol) in Temora (29.3%), Coolamon (36.3%) and Junee (39.7%); all significantly higher than the NSW average (16.4%), and close to the South West region average (28.7%). It sits as the second highest factor in Bland (26.3%)

Addressing these issues is ongoing and involves the cooperation and active participation of Council's Road Safety Officer, Councillors and Council management, Roads and Maritime Services, NSW Police, NSW Community Health, schools, service organisations, the media and the wider community.

Strategies to address road safety issues using the Safe Systems Model are detailed in this plan and will be reviewed and revised in collaboration with the Road Safety Steering Committee.

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### Key Road Safety Issues

Key road safety issues facing Temora, Bland, Coolamon and Junee Shires are broken into two broad groups – issues facing residents of the four Local Government Areas (LGA's), and issues affecting motorists travelling through the area.

For local residents, key issues include:

- the long distances residents need to travel to access work, shopping centres, medical services, schools, universities, sports and other facilities
- aging communities and a lack of public transport
- agriculture is a key industry in all four Shires, and farm machinery is often driven on rural roads leading to potential conflict with other road users
- school zones are located in wider than normal streets, and drivers do not always slow to the required 40 km/h
- main streets are often a thoroughfare for Heavy Vehicle engaged in road transportation

With three main highways and a number of regional roads in the area, Temora, Bland, Coolamon and Junee Shires all have a large number of motorists travelling through their LGA's.

Heavy Vehicles and light trucks make up a large percentage of the vehicles on roads in the area and issues affecting their drivers include:

- driver fatigue and a shortage of defined Rest Areas for long haul truck drivers
- · conflict with other road users on rural roads with narrow sealed pavement

Tourists also feature significantly in the mix of road users in Temora, Bland, Coolamon and Junee Shires.

Issues facing this group include:

- driver fatigue and the need to remind them to factor regular breaks into their journeys
- language difficulties and the need to communicate road rules to foreigners passing through the region
- poor understanding of local road and weather conditions that might impact on their driving at different times of the year
- risk of collision with animals and wildlife
- lack of experience in sharing roads with large road transport, particularly when towing

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# NSW Road Safety Strategy

Key road safety challenges identified in the NSW Road Safety Strategy 2012-2021 are very much the same as those faced in Temora, Bland, Coolamon and Junee Shires, and include:

- Highlight speed as socially unacceptable
- Address driver and pedestrian distraction such as mobile phone usage
- Address Heavy Vehicle safety
- Address high-risk groups including the over representation of young drivers in crashes
- Reduce death and serious injury arising from the four key crash types run-off-road, head-on, intersection and pedestrian
- Protect vulnerable road users pedestrians, cyclists, older road users, children, young people and motorcyclists
- Encourage the availability and take up of safer vehicles, especially by those most at risk
- Form closer partnerships with Local Government to further progress road safety outcomes
- Address a growing disparity in the size and mass of freight vehicles introduced on the network

Many of the programs proposed as part of this strategic plan are aligned with key focuses identified in the NSW Road Safety Strategy and include:

- Ensure road safety is considered throughout the design, construction, maintenance, operation and audit of the road network for all road users including targeting treatments to address head-on, intersection and run-off road crashes;
- Continue to support the ANCAP crash testing program and the assessment of Used Car Safety Ratings;
- · Support education on safe cycling and walking practices in the road traffic environment;
- Continue to develop and refine the road safety education program in schools for Kindergarten to Year 12 and early childhood programs to highlight key road safety issues;
- Develop communications and awareness campaigns to promote safety with pedestrians and other road users;
- Review the application of shared paths and safer interaction between pedestrians and bicycle riders;
- Develop programs and communications to support bicycle riders to increase usage of helmets, riding skills and confidence, bicycle maintenance and visibility;
- Improve mobility scooter safety for older road users;
- Develop a strategy to address mobile phone use, including strengthening enforcement and communication about its danger;
- Develop improved information and communications around the speed problem;

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#### Safe Systems

Temora, Bland, Coolamon and Junee Shire Councils have embraced the Safe System approach to road safety and are actively working to integrate it into the way they do business both with regard to internal policies and procedures, and with regard to their interactions with the wider community.

The Safe Systems approach takes a holistic view of the road transport system and recognises that all components of the system have a role to play in helping to keep road users safe. The key components are:

- Safer People
- Safer Speed
- Safer Roads & Roadsides
- Safer Vehicles

### Understanding crashes & risk:

- Council staff visit and assess the scenes of all crashes notified to them as soon as possible after the crash in order to identify and address any problems with the road environment.
- The Road Safety Officer analyses crash statistics for each LGA, both to identify possible problem areas within the road network and also to identify emerging behavioural problems that may need to be addressed.

Legislation & enforcement of road rules:

- The Road Safety Officer (RSO) liaises with local Highway Patrol Police and provides traffic counter data to assist with enforcement when alerted to problems on local roads.
- The Road Safety Officer uses workshops, media articles, social media, and literature from Roads & Maritime Services (RMS) to inform the community about the changes to the Road Rules.
- Safe Driving policies and procedures are incorporated into Workplace Health & Safety
  policies and council employees are reminded to abide by these guidelines at toolbox
  meetings.

Education & information supporting road users:

 The Road Safety Officer educates and informs road users about the road rules and safe driving practices through print and digital media activity, RMS brochures, workshops and presentations.

#### Admittance to the system:

- Parents & supervisors of Learner Drivers are informed about the Graduated Licensing System (GLS) and about supervising the Learner Driver in their care through workshops conducted in each Shire.
- Workshops for older drivers (65+) provide information about how to continue driving as they age and about modified licences and other options available to them such as mobility scooters.

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### Safer speeds

- Speed zones are monitored by all four Councils and assessed by RMS from time to time to ensure existing speed limits are appropriate.
- Road works speed limits are implemented and enforced to ensure the safety of workers and the travelling public.
- Council employees are reminded to abide by posted speed limits and drive to the conditions as part of Safe Driving policies and through reminders in the lead up to key holiday periods.
- The Road Safety Officer uses Direct (VMS) Messaging, print media articles and social media to remind the driving public to abide by posted speed limits and drive to the conditions.

#### Safer roads

- Local and regional roads are regularly assessed to identify and address road safety problems.
- The Road Safety Officer analyses crash statistics to identify black spots and assist Councils to apply for State and Federal Government funding for road safety improvements.
- Through Local Traffic Committee each Council addresses road safety concerns raised by the local community and the RSO provides important safety knowledge to the team.

#### Safer vehicles

- The Road Safety Officer uses workshops, presentations, brochures and print and digital media articles to promote the purchase of cars with an ANCAP 5 star safety rating.
- Councils are encouraged to purchase fleet vehicles that have an ANCAP 5 Star safety rating and which are light in colour (preferably white).
- Councils implement maintenance programs to ensure the roadworthiness of vehicles within their fleet.

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# SECTION ONE:

### **Overview of Local Government Areas**

Temora, Coolamon and Junee Shires are located in the Murray Murrumbidgee region of south western NSW, and Bland Shire is located in the Central West region of NSW. All four areas are identified as outer regional Local Government Areas in the NSW Road Safety Strategy 2012-2021. Key demographic features of these shires are the aging population, social disadvantage, limited public transport and heavy reliance on private vehicles.<sup>1</sup>

The road freight network provides for major interstate freight flows while also catering for local and inter-regional freight movements. The proportion of people aged 65 or over is expected to increase from 16 percent to 26 percent over the next 20 years (compared to the NSW average of 15 percent today and 20 percent in 2031).

#### Temora Shire

Temora Shire is located in southern New South Wales, and extends from the rolling foothills of the south-west slopes to the western plains. The Riverina is one of the most productive and diverse agricultural regions in the country, and is claimed as the 'food bowl of Australia'.



Temora is located 418km south west of Sydney, with Canberra a two hour drive to the east, Griffith a 1.5 hour drive to the west and Wagga Wagga 88km to the south. Melbourne is 541km to the south. Temora is positioned on the most direct east west route between Sydney, the Murrumbidgee Irrigation Area (MIA) and Adelaide.

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<sup>&</sup>lt;sup>1</sup> Murray Murrumbidgee Regional Transport Plan December 2013 Page 4

The Temora Shire includes the town of Temora and villages of Ariah Park and Springdale, Sebastapol, Gidginbung, Narraburra and Wallundry. The diversity and strength of the local agricultural industry is the foundation of the local economy, and the Shire prides itself on becoming a burgeoning tourist destination due to its aviation museum, aviation residential estate, regular flying weekends and other events such as Jet Boat Racing and trotting events.

The Temora Shire area has a variety of agricultural industries including wheat, canola and sheep. Of the employed people in Temora Local Government Areas, 17.8 per cent worked in Sheep, Beef Cattle and Grain Farming. Other major industries of employment included School Education 6.6 per cent, Supermarket and Grocery Stores 4.6 per cent, Local Government Administration 3.4 per cent, and Legal and Accounting Services 3.2 per cent.<sup>2</sup>

The Shire covers an area of 2802km<sup>2</sup> and is boarded by the Local Government Areas of Bland to the north, Coolamon to the west, Cootamundra & Young to the east and Junee to the south. Temora Shire Council maintains a road infrastructure of 92.39 kms of regional roads, 74.01 kms of urban roads, 304.45 kms of rural sealed roads, 763.48 kms of rural unsealed roads and 130.65 kms of State sealed roads.

Two State roads run through Temora Shire; the Burley Griffin Way and Goldfields Way. The Burley Griffin Way carries inland link traffic through to Newell Highway and Hume Highway. Goldfields Way provides an inland link to Wagga Wagga and the Olympic and Sturt Highways. Two Regional roads also cross the Shire; Mary Gilmore Way and Milvale Road.

While most residents live in the townships there are a number of residents that live on farms outside the town limits. Temora provides a number of services including a district hospital, schools, shopping facilities, and T.A.F.E., but many residents travel to neighbouring regional centres such as Wagga Wagga for additional services including specialist medical services.

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<sup>&</sup>lt;sup>2</sup> Australian Bureau of Statistics – 2016 Census

#### Bland Shire

Bland Shire is located on the northern fringes of the Riverina region of New South Wales. West Wyalong is the major centre and is situated on the intersection of the Newell and Mid-Western Highways and within a 160 kilometre radius of Wagga Wagga, Griffith, Forbes, Parkes and Cowra, while Canberra is within 300 kilometres. The villages of Ungarie, Barmedman, Weethalle, Tallimba, Naradhan and Mirrool are located in the Bland Shire.



Of the employed people in Bland Local Government Area, 24.5 per cent worked in Sheep, Beef, Cattle and Grain farming. Other major industries of employment included Metal Ore Mining 8.2 per cent, School Education 5.6 per cent, Local Government Administration 4.6 per cent, and Road Freight Transport 2.5 per cent. Pace Farm, AWB and Bland Shire Council are the Shire's other major employers.<sup>3</sup>

The shire covers an area of 8,560<sup>2</sup> and is bordered to the west by local government area of Carrathool, to north by Lachlan and Forbes, to the east by Weddin and Young, and to the south by Temora, Coolamon and Narrandera. Bland Shire is located 593 kilometres north of Melbourne, 483 kilometres west of Sydney, 256 kilometres from Canberra and 163 kilometres from Wagga Wagga.

There is a total of 3249.1 kms of Local, Regional and State roads within the Shire which is made up of 878.51 kms of sealed roads, 2370.54 kms of unsealed roads, and 23.94 kms of urban roads.

Two Highways run through Bland Shire; the Newell Highway which carries inland link traffic to Queensland, Victoria and South Australia, and the Mid-Western Highway which carries inland link traffic from the Sturt Highway between South Australia and Queensland.

While most residents live in the townships there are a number of residents that live on farms outside the town limits. West Wyalong provides a number of services including district hospital, schools, shopping facilities, and a T.A.F.E. campus, but many residents travel to neighbouring regional centres such as Griffith, Wagga Wagga, Orange, Parkes, Bathurst and Dubbo for additional services including specialist medical services.

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<sup>&</sup>lt;sup>3</sup> Australian Bureau of Statistics – 2016 Census

#### Coolamon Shire

The Coolamon Shire is located in south-western New South Wales. The Shire is a rural destination rich in culture and heritage tourism. Coolamon Shire is located adjacent to the Newell Highway and the Burley Griffin Way, and Coolamon is situated on the railway line between Junee and Narrandera. Coolamon Shire is located 480 kilometres north of Melbourne, 506 kilometres south-west of Sydney, 264 kilometres west of Canberra, and 40 kilometres from Wagga Wagga.



Coolamon Shire consists of the townships of Coolamon, Ganmain and Ardlethan, and the villages of Marrar, Matong and Beckom. The town's economy is based on a combination of agriculture, tourism, boutique shopping, and events and festivals.

Coolamon prides itself on a number of business developments including The Up-to-Date Store & Cultural and Learning Precinct and the Coolamon Cheese Factory, as well as many museums, natural attractions and gorgeously presented heritage streetscapes.

Coolamon Shire is also known as one of the richest agricultural and pastoral districts in the Riverina. In addition to its production of wheat, canola, barley, oats, as well as hay and chaff, wool, lamb and beef are also important products from the area.

The shire covers an area of 2433km<sup>2</sup> and is bordered to the west by the Local Government Area of Narrandera, to the north by Bland Shire and Temora Shire, to the east by Junee Shire, and to the south by the City of Wagga Wagga.

Of the employed people in Coolamon Local Government Area, the most commonplace occupations included Managers 26.7%, Technicians and Trades Workers 13.9%, Professionals 12.6%, Labourers 10.8%, and Clerical and Administrative Workers 10.3%.

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<sup>&</sup>lt;sup>4</sup> Australian Bureau of Statistics – 2016 Census

Coolamon Shire Council maintains a road infrastructure of 146.26 kms of regional roads, 98.13 kms of urban roads, 251.07 kms of rural sealed roads, 748.40 kms of rural unsealed roads and 9.98 kms of State sealed roads.

There is only a small section of a State highway (9.98km) running through Coolamon, however its proximity to Wagga Wagga means that regular traffic between the two towns is increased as Coolamon residents travel to Wagga Wagga daily for employment. The closest State road is Goldfields Way.

Residents live in the townships as well as on farms outside of the town limits. Coolamon provides a limited number of services with many residents travelling to neighbouring regional centres such as Wagga Wagga for additional services including specialist medical services.

# Junee Shire

The Junee Shire is located in southern New South Wales. The Shire is made up of rolling hills and rich farm lands. The Junee Shire is located adjacent to the Olympic Way and the Main South railway line. Junee Shire is located 491 kilometres north of Melbourne, 438 kilometres south-west of Sydney, 222 kilometres west of Canberra, and 38 kilometres from Wagga Wagga.



Junee Shire consists of the township of Junee and the villages of Bethungra, Illabo, Wantabagery, Harefield, Old Junee, Junee Reefs and Dirnaseer. The town's prosperity and mixed services economy is based on a combination of agriculture, rail transport, light industry and government services, and in particular correctional services.

Junee prides itself on its cultural activities and development of tourist facilities which include Monte Cristo Homestead, The Junee Liquorice and Chocolate Factory, The Roundhouse and Railway Museum and the Junee Gold Trails which have been a key focus in recent years.

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Junee Shire is known for its lamb and high quality crops. A manufacturing sector has also evolved with emphasis on steel engineering, meat processing and organic flour.

The Shire covers an area of 2030km<sup>2</sup> and is bordered to the west by the Local Government Area of Coolamon Shire, to the north by Temora Shire, to the north east & south east by Cootamundra-Gundagai Regional Council, and to the south by the City of Wagga Wagga.

Of the employed people in Junee Local Government Area, the most commonplace occupations included Labourers 16.6%, Community and Personal Service Workers 16.2%, Technicians and Trades Workers 14.4%, Clerical and Administrative Workers 12.9%, and Machinery Operators and Drivers 10.9%.<sup>5</sup>

Junee Shire Council maintains a road infrastructure of 44 kms of regional roads, 81 kms of urban roads, 471 kms of rural sealed roads, 328 kms of rural unsealed roads and 84 kms of State sealed roads.

The Olympic Highway runs through Junee and the Goldfields Way runs near Junee Shire carrying inland link traffic to Wagga Wagga and links to the Hume Highway for traffic to Sydney and Melbourne.

While most residents live in the townships there are a number of residents that live on farms outside the town limits. Junee provides a number of services including district hospital, schools, shopping facilities and aged care facility, but many residents travel to neighbouring regional centres such as Wagga Wagga for additional services including specialist medical services.

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<sup>&</sup>lt;sup>5</sup> Australian Bureau of Statistics – 2016 Census

# Demographics

One of the key issues affecting all four shires is a dramatic increase in the ageing population forecast between 2011 and 2031, and the decline in growth for the same period according to the Department of Planning Population Projections.

Road safety requirements for Councils with ageing populations take on specific obligations which Council are required to budget for and meet, while at the same time requiring Councils to endeavour to increase the retention of their younger generation as well as encourage their return to the community post a university education at distant locations.

The estimated aged population by LGA<sup>6</sup>, presented as a percentage of 65+ year olds by 2031 is tabled below.

LGA	% 65+ BY 2031
Bland	<mark>23.8</mark>
Coolamon	<mark>27.5</mark>
Cootamundra	30.7
Gundagai	27.2
Gundagai	29.2
Junee	<b>26.3</b>
Lockhart	29.9
Temora	<mark>26.2</mark>
Tumbarumba	28.0
Tumut	28.8
Urana	35.6
Wagga Wagga	19.3

<sup>6</sup> Department of Planning – Population Projections

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This trend affects road safety issues in the ability of Council to:

- Understand future changes to the types of conveyances on their roads e.g. the substantial increase on roads and footpaths of mobility scooters
- Manage a lack of public transport in each community
- Deliver new infrastructure required infrastructure has to be good enough to compensate for any shortfalls or changes required – e.g. more footpaths, gutter bridges, laybacks, pedestrian refuges, disabled parking areas, as well as potential engineering changes to wide streets which create a dangerous situation for older pedestrians as it takes longer for them to cross roads. Wide streets are familiar to all four Councils.
- Increase and adequately convey educational and safety programs
- Better administer budgets pensioner's rates deliver lower revenue for Councils which in turn can decrease the ability of Councils to deliver safer roads.

It can be determined therefore that regional LGAs, not located at coastal or major city areas, will experience increasing complexity and strain in areas of budget, assets and infrastructure in meeting the needs of the Shires' future.

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### Temora Local Government Area



The Australian Bureau of Statistics (2016 census) notes the population of the Temora local government area as 6110 persons – 3073 females (50.3%) and 3063 (49.7%) males. The Aboriginal and Torres Strait Islander population comprises of 2.3 per cent of the LGA's population. 88.4 per cent of the population were born in Australia.

The median age of people in Temora Local Government Area was 46 years in comparison to Australian average of 38 years. Children aged 0 - 14 years made up 19.3 per cent of the population and people aged 65 years and over made up 24 per cent of the population.

In the Temora Local Government Area, 88.4% of people were born in Australia. The most common countries of birth were England 1.2%, Philippines 0.6%, New Zealand 0.4%, India 0.3% and Germany 0.3%. The most common ancestries in Temora Local Government Area are Australian 33.8%, English 31.2%, Irish 9.6%, Scottish 8.1% and German 6.9%.

There were 2641 people who reported being in the labour force in the week before Census night in the Temora Local Government Area. Of these 56.4% were employed full time, 31.9% were employed part-time and 4.9% were unemployed. The most common occupations included Managers 22.2%, Professionals 14.1%, Technicians and Trades Workers 13.9%, Labourers 11.9%, and Clerical and Administrative Workers 10.8%. Of employed people in Temora LGA 11.9% worked 1 to 15 hours, 9.4% worked 16 to 24 hours and 44.5% worked 40 hours or more.

The most common methods of travel to work for employed people were: Car, as driver 62.2%, Worked at home 11.0% and Walked only 7.2%. Other common responses were Car, as passenger 4.2% and Truck 1.6%. 32.2% of occupied private dwellings had one registered motor vehicle garaged or parked at their address, 35.4% had two registered motor vehicles and 20.9% had three or more registered motor vehicles.



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Bland Local Government Area



The Australian Bureau of Statistics (2016 census) notes the population of the Bland local government area as 5955 persons. Of these 49.9% were male and 50.1% were female. The Aboriginal and Torres Strait Islander population comprises of 4.4 per cent of the LGA's population.

The median age of people in the Bland Local Government Area was 43 years. Children aged 0 - 14 years made up 20.6% of the population and people aged 65 years and over made up 21.5% of the population.

In Bland Local Government Area, 82.2% of people were born in Australia. The most common countries of birth were England 1.2%, New Zealand 0.5%, Papua New Guinea 0.4%, Philippines 0.3% and South Africa 0.3%. The most common ancestries in Bland Local Government Areas were Australian 34.3%, English 30.5%, Irish 8.2%, Scottish 8.0% and German 4.0%.

There were 2636 people who reported being in the labour force in the week before Census night in Bland Local Government Area. Of these 61.0% were employed full time, 29.0% were employed part-time and 3.6% were unemployed.

The most common occupations included Managers 27.5%, Technicians and Trades Workers 13.8%, Labourers 12.0%, Machinery Operators and Drivers 10.8%, and Professionals 10.5%. Of employed people in Bland LGA 11.2% worked 1 to 15 hours, 8.6% worked 16 to 24 hours and 50.5% worked 40 hours or more.

The most common methods of travel to work for employed people were: Car, as driver 53.1%, Worked at home 15.3% and Walked only 6.1%. Other common responses were Car, as passenger 6.0% and Bus 2.4%. 31.5% of occupied private dwellings had one registered motor vehicle garaged or parked at their address, 34.9% had two registered motor vehicles and 23.8% had three or more registered motor vehicles.



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Coolamon Local Government Area

The Australian Bureau of Statistics (2016 Census) notes the population of the Coolamon Local Government area as 4315 persons. Of these 50.0% were male and 50.0% were female. The Aboriginal and Torres Strait Islander population comprises of 3.2 per cent of the LGA's population.

The median age of people in the Coolamon Local Government Area was 44 years. Children aged 0 - 14 years made up 20.6% of the population and people aged 65 years and over made up 23.4% of the population.

84.8% of people were born in Australia. The most common countries of birth were England 1.4%, New Zealand 0.4%, Netherlands 0.2%, Germany 0.02% and India 0.2%. The most common ancestries were Australian 34.2%, English 29.1%, Irish 11.0%, Scottish 8.8% and German 3.4%.

There were 1827 people who reported being in the labour force in the week before Census night in the Coolamon Local Government Area. Of these 58.6% were employed full time, 29.7% were employed part-time and 5.5% were unemployed.

The most common occupations included Managers 24.6%, Professionals 13.7%, Technicians and Trades Workers 13.5%, Labourers 11.0%, and Community and Personal Service Workers 10.3%. Of employed people in Coolamon LGA 10.9% worked 1 to 15 hours, 9.2% worked 16 to 24 hours and 46.0% worked 40 hours or more.

The most common methods of travel to work for employed people were: Car, as driver 63.6%, Worked at home 11.3% and Walked only 4.9%. Other common responses were Car, as passenger 4.7% and Truck 1.9%. 29.5% of occupied private dwellings had one registered motor vehicle garaged or parked at their address, 34.6% had two registered motor vehicles and 27.1% had three or more registered motor vehicles.

Coolamon shire

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### Junee Local Government Area



The Australian Bureau of Statistics (2016 census) notes the population of the Junee Local Government area as 6295 persons. Of these 56.8% were male and 43.2% were female. The Aboriginal and Torres Strait Islander population comprises of 7.8 per cent of the LGA's population.

The median age of people in the Junee Local Government Area was 40 years. Children aged 0 - 14 years made up 17.8% of the population and people aged 65 years and over made up 16.3% of the population.

82.9% of people were born in Australia. The most common countries of birth were England 1.3%, New Zealand 1.1%, Taiwan 1.0%, China 0.4% and India 0.3%. The most common ancestries were Australian 32.9%, English 26.2%, Irish 8.1%, Scottish 5.2% and German 3.2%.

There were 2431 people who reported being in the labour force in the week before Census night in the Junee Local Government Area. Of these 61.3% were employed full time, 28.3% were employed part-time and 4.8% were unemployed.

The most common occupations included Managers 18.6%, Labourers 17.7%, Community and Personal Service Workers 12.6%, Technicians and Trades Workers 11.8%, and Professionals 11.6%. Of employed people in Junee LGA 10.5% worked 1 to 15 hours, 8.6% worked 16 to 24 hours and 44.0% worked 40 hours or more.

The most common methods of travel to work for employed people were: Car, as driver 62.8%, Worked at home 10.6% and Car, as passenger 7.3%. Other common responses were Walked only 4.2% and Truck 1.5%. 30.1% of occupied private dwellings had one registered motor vehicle garaged or parked at their address, 35.3% had two registered motor vehicles and 23.5% had three or more registered motor vehicles.



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# Temora, Bland, Coolamon and Junee Road Network

Temora, Bland, Coolamon and Junee Shires have a road network of approximately 7157.04 kilometres which is broken down as follows:

SURFACE TYPE	TEMORA SHIRE COUNCIL	BLAND SHIRE COUNCIL	COOLAMON SHIRE COUNCIL	JUNEE SHIRE COUNCIL
State Sealed Roads	130.65km	170.98km	9.98km	84km
Regional Roads	92.29km	147.71km	146.26km	44km
Rural Roads (sealed and unsealed)	1067.93km	3187.69km	999.47km	799km
Urban Roads	74.01km	23.94km	98.13km	81km

Key challenges for all Shires include the provision of a transport network that has all weather access to meet the communities' needs and that will support the economy and encourage development of the region. All four Shires also have provision for pedestrians and cyclists, with cycle ways such as the Temora to Lake Centenary cycleway being approximately 3.3km.

The prominent road classifications across the shires are Local Roads with the State road (MR57) running through the Temora CBD, (MR78) running through Junee CBD and (HW17) running through West Wyalong. A Heavy Vehicle bypass route at West Wyalong removes most Heavy Vehicle traffic from the township areas; however West Wyalong still experiences semi-trailers through the town centre. Temora does not have a Heavy Vehicle alternate route at this time, however Council and community input is being sort for the potential development of one.

Temora, Bland, Coolamon and Junee have major Highways running through them including the Newell Highway, Mid-Western Highway, Olympic Highway, and Goldfields Way which carry inland link traffic through NSW from Victoria, Queensland and Adelaide. The Burley Griffin Way also links inland link traffic to the Hume Highway.

The extensive road network in all Shires creates an ongoing and substantial funding demand for maintenance. The four Councils have programs to upgrade and maintain their existing networks. However, the unsealed network presents challenges, including ongoing maintenance requirements, dust, flooding, and changing weather patterns.

Responsibility for sustaining the road infrastructure is shared between the Shire Councils and Roads and Maritime Services (RMS).

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Crash Data Analysis - Summary of Key Road Safety Concerns

- \* Severe outcomes for road users where crashes occur, particularly in Bland Shire
- \* Rate of fatalities for motor vehicle drivers in comparison to number of crashes is dissimilar for all Shires, being 1.3% in Temora Shire, 9.2% in Bland Shire, 5.9% in Coolamon Shire and 4.8% in Junee Shire
- \* The peak age group of casualties (persons killed or injured) varies between LGA's, but Males between 17-25 and 40-59 are over-represented. Temora's highest casualty age range was Males 17-20 with 12 (16%) out of 75 casualties. Bland had 16 (13%) in the 40-49 range out of 120 casualties in the same category, Coolamon had 7 each (14%) in the 30-39 and 40-49 age Male ranges out of 51 casualties, and Junee had 10 (12%) in the 17-20 Male range out of 83 casualties
- Majority of crashes in Temora, Coolamon & Junee Shire's were on Classified (Council Controlled) Roads with speed zone limits of 100km/h (Temora – 53.4%; Coolamon – 51.2%; Junee – 65.1%)
- Majority of crashes in Bland Shire were on State (RMS Controlled) Roads with speed limit 100km/h (39.5%) closely followed by Classified (Council Controlled) Roads (34.2%)
- \* Abnormally high percentage of single vehicle crashes across all Shires Temora 74.1%; Bland – 69.7%; Coolamon – 80.5%; Junee – 71.4%; by comparison SW Region – 58%; NSW – 25.3%.
- \* Crashes are predominantly 'off road on straight, hit object' in Temora, Bland and Coolamon LGA's, and 'off road on a curve, hit object' for Junee Shire
- \* Heavy Vehicle crashes in Bland Shire (25%) are more than four times the NSW average (5.5%) and two and a half times the South West region average (10%).
- \* Males feature more frequently in the four shires' fatalities and also are more likely to be injured, with Temora showing 44 males killed or injured compared to 31 females; Bland showing 70 males compared to 39 females; Coolamon showing 36 males compared to 15 females and Junee showing 49 males compared to 34 females
- \* Speed, Fatigue and Alcohol are the top three contributing behavioural factors, with Speed being the highest contributing factor in Temora, Coolamon & Junee LGA's, and Fatigue being the highest contributing factor in Bland LGA
- Residents from all four Shires are predominantly crashing within their own Shire, or in neighbouring LGA's. Drivers from NSW regional areas feature in crashes across all four Shires. Temora, Bland and Coolamon also have a high number of Interstate/Overseas residents crashing in their LGA
- \* Substantial fatal/serious injury crashes from interstate/overseas residents in Bland Shire
- \* The crash times across the four Shires show that the majority of crashes are occurring between 14.00 to 16.59, with Temora also showing crashes occurring between 10.00 and 10.59. These times are consistent with both NSW and South West Region statistics
- \* School Holidays are more prevalent for crashes over Public Holidays, with January School Holidays and Sept/Oct School Holidays predominant
- \* Bad weather conditions are not an issue as an average of 80% of crashes are occurring in fine weather conditions across all four Shires

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### Crash data analysis

An analysis of the four LGA's crash data was conducted using the most recent ratified five year crash data covering 2013-2017 which was analysed to identify trends and local road safety issues. Crash data analysis for the four Shires reveals serious outcomes for road crashes with serious injuries being the predominant type of injury across all four LGA's.

When reviewing data for 'Crashes' - 58 crashes occurred in Temora Shire resulting in 75 casualties over the five year period 2013-2017 (down from 66 and 90 in 5 year period to 2016). In Bland Shire 76 crashes occurred with 120 casualties (down from 84 and 131). In Coolamon 41 crashes occurred with 51 casualties (also down from 48 and 60). There were 63 crashes in Junee Shire with 83 casualties (up from 60 and 78 in 5 year period to 2016).

The number of crashes and number of casualties involving a fatality or injury for each Shire in comparison to NSW and South West Region for the five year period 2013 - 2017 are outlined in the tables below:

LOCATION	NO. OF FATAL CRASHES	NO. OF SERIOUS INJURY CRASHES	NO. OF MODERATE INJURY CRASHES	NO. OF MINOR/OTHER INJURY CRASHES	TOTAL CRASHES – FATAL AND INJURY
Temora	1	34	16	7	58
Bland	9	36	21	10	76
Coolamon	3	21	14	3	41
Junee	4	33	18	8	63
SW Region	166	1,339	1,407	904	3,816
NSW	1,634	28,921	36,290	26,319	93,164

LOCATION	NO. OF FATAL CASUALTIES	NO. OF SERIOUS INJURY CASUALTIES	NO. OF MODERATE INJURY CASUALTIES	NO. OF MINOR/OTHER INJURY CASUALTIES	TOTAL CASUALTIES – FATAL AND INJURY
Temora	1	37	28	9	75
Bland	11	46	43	20	120
Coolamon	3	26	15	7	51
Junee	4	38	29	12	83
SW Region	180	1,553	1,921	1,445	5,099
NSW	1,759	32,708	47,001	37,766	119,234

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Examining the single fatality crash in Temora Shire (2013-2017), the vehicle controller (driver) was involved and was from outside Temora LGA (Albury), and was a male driver. Reviewing the remaining 57 injury crashes in Temora Shire - 52 (70.2%) were motor vehicle controllers & (6) were motorcyclists (8.1%). Fifteen (20.2%) were passengers. There was one pedestrian injury (1%)

Examining the eleven fatal crashes for Bland Shire, there were 8 motor vehicle controllers involved in fatal crashes; 3 x males and 5 x females. There were 3 passenger fatalities making up the total of 11. Of the 11, five were from interstate/overseas, three were from Bland, one from Griffith, one from Wagga and one from Narrandera. Reviewing the 120 injured in crashes, 87 (72.5%) were the vehicle controller (driver), including 4 motorcyclists, and 32 (26.7%) were passengers. There was one injury reported as 'other' making up the remainder

Examining the three fatality crashes for Coolamon Shire, there were 3 vehicle controllers involved, of which all 3 were killed, including 1 motorcyclist. One controller was from Narrandera, one from Hilltops, one from interstate/overseas. Reviewing the 48 injured in crashes, 38 injured (79.2%) were the vehicle controller (driver), including 1 motorcyclist, and 9 (20.8%) were passengers. There was one pedestrian injury making up the remainder

Examining the four fatality crash for Junee Shire, there were 3 vehicle controllers and one passenger killed. One fatality was from Cootamundra-Gundagai, one from Temora and (2) from Wagga. Reviewing the 79 injured in crashes, 65 (82.2%) were vehicle controller's (driver), including 7 motorcyclists, and 11 (13.9%) were passengers. There was one (1.3%) pedestrian injured and two cyclists (2.6%) injured

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### Types of Crashes

Cars are the vehicle type most likely to be involved in crashes across NSW followed by light and heavy vehicles and motorcycles. Similarly, cars, heavy and light truck crashes feature prominently across the four Shires. Regional analysis of casualty crashes over the five year period 2013-2017 identified Heavy Vehicle crashes for Bland Shire (25.0%) significantly higher than Heavy Vehicle crashes in both NSW (5.5%) and South West region (10.0%). However this is down slightly from the previous five year period to 2016 by 2.4%.

Examining the types of vehicles involved in crashes – 41 motor cars, 16 light trucks and 6 motorcycles were involved in crashes in Temora Shire from 2013-2017. Of the 58 crashes from 2013-2017 - 43 (74.1%) were single vehicle crashes and 48 (82.8%) were non-intersection crashes. The fatal crash specifically involved a light truck, and the driver was a male

Reviewing the 58 casualty crashes in Temora - the most common vehicle types involved are cars (70.7%) and light trucks (27.6%). Speeding (29.3%) was the highest behaviour factor for the 2013-2017 period, followed by Fatigue (25.9%). This is on trend for the five year period to 2016 where Speed was the highest behavioural factor for Temora. Alcohol contributed to (8.6%) of behavioural factors

In Bland Shire from 2013-2017, 47 motor cars, 19 heavy vehicles, 23 light trucks and 3 motorcycles were involved in crashes. Of the 76 crashes from 2013-2017, 53 (69.7%) were single vehicle crashes and 66 (86.8%) were non-intersection crashes. Of the fatal crashes specifically, the vehicle types included 3 x cars, 6 x trucks, 2 x B Doubles, 3 x 4WD's and two Wagons. Of the eleven fatalities, there were five males and six females

Reviewing the 76 casualty crashes, the most common vehicle types involved are cars (61.8%), heavy trucks (25.0%) and light truck crashes (30.3%) (Note: in multi-vehicle crashes, more than one type can be involved). Fatigue (32.9%) was the highest behaviour factor, followed by speed (26.3%). Alcohol accounted for 10.5% of behavioural factors

In Coolamon Shire from 2013-2017, 26 motor cars, 10 light truck vehicles and 4 heavy vehicles were involved in crashes. Of the 41 crashes from 2013-2017, 33 (80.5%) were single vehicle crashes and 32 (78.0%) were non-intersection crashes. Examining the three fatal crashes for the Coolamon LGA - one occurred in a car, one in an articulated truck, and one was a motorcycle crash

Reviewing the 41 casualty crashes, the most common vehicle types are cars (63.4%), light trucks (24.4%) and heavy vehicles (9.8%). Speed (36.6%) was the highest behaviour factor, followed by Fatigue (17.1%). Alcohol accounted for 7.3% of behavioural factors.

In Junee Shire from 2013-2017, 47 motor cars, 15 light truck vehicles and 6 motorcycles were involved in crashes. Of the 63 crashes from 2013-2017, 45 (71.4%) were single vehicle crashes and 48 (76.2%) were non-intersection crashes. Examining the four fatal crashes for the Junee LGA - three cars and a light truck were involved

Reviewing the 63 casualty crashes, the most common vehicle types are cars (74.6%), light trucks (23.8%) and motorcycles (9.5%). Speed (39.7%) was the highest behaviour factor, followed by Fatigue (17.5%). Alcohol accounted for 6.3% of behavioural factors.

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The following table represents the percentage by types of crashes across all four LGAs in comparison with NSW stats. Light trucks and heavy vehicles are predominant across the LGAs and the South West Region which is expected for regional areas and in particular with the volume of state highways running through or close by each of the four shires.

Of significance is the percentage of motorcycle crashes in the Junee LGA which is close to NSW stats, and heavy vehicles in Bland LGA, which are significantly above both NSW and SW Region stats. Coolamon LGA is also showing significant heavy vehicle crashes, particularly when considering there is only a small section of state highway traffic in the LGA. (SCR)

LOCATION	Cars	Light trucks	Heavy vehicles	Motorcycles	Pedal cycle	Pedestrian crash
Temora	70.7%	27.6%	3.4%	10.3%	0.0%	1.7%
Bland	61.8%	30.3%	25.0%	3.9%	0.0%	0.0%
Coolamon	63.4%	24.4%	9.8%	4.9%	0.0%	2.4%
Junee	74.6%	23.8%	1.6%	9.5%	3.2%	1.6%
NSW	83.9%	18.5%	5.5%	12.8%	4.7%	7.7%
SW Region	71.2%	21.0%	10.0%	11.5%	2.3%	3%

LGA and SW Region vs NSW

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#### **Crash Movements**

Crash movements across all four LGA's for the period 2013-2017 feature particular crash movements that are significant when assessed against data for whole of NSW.

The crash movement – 'Off road on straight, hit object' is particularly dominant and reflective of features outlined in the four Shire's topography. "Off road, on straight" is also higher than the NSW percentage, with Temora, Bland and Coolamon Shires showing significantly higher percentages when compared to the NSW figure.

'Hit object' component often involves vehicle collision with live-stock or wild animals, with kangaroos featuring in a number of crashes. Without knowing if animals were involved, the reason behind the crashes could reflect issues with speed and fatigue when considering the time when crashes are occurring (i.e. most being around the 4pm time slot), people trying to get home quickly, and/or potentially being tired at the end of the work day, could be a substantial factor in crashes across the four LGA's.

CRASH MOVEMENT	TEMORA	BLAND	COOLAMON	JUNEE	NSW	SOUTH WEST REGION
Off road on straight, hit object	39.7%	32.9%	43.9%	12.7%	10.3%	18.3%
Off road, on straight	5.2%	9.2%	7.3%	6.3%	1.5%	5.7%
Intersection, adjacent approaches	6.9%	5.3%	7.3%	12.7%	12.7%	12.2%
Off road, on a curve	0.0%	3.9%	0.0%	4.8%	2.0%	5.8%
Off road on a curve, hit object	20.7%	19.7%	19.5%	30.2%	8.5%	16.2%
Rear-end	8.6%	2.6%	0.0%	3.2%	23.5%	9.2%
Head on (not overtaking)	0.0%	13.2%	2.4%	6.3%	4.0%	4.4%
U-Turn	1.7%	1.3%	2.4%	0.0%	1.4%	1.5%
Out of control on straight	1.7%	0.0%	0.0%	4.8%	2.2%	2.9%
Out of control on curve	0.0%	2.6%	2.4%	4.8%	2.0%	2.2%

LGA vs NSW

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When examining the crash movements of the single fatality crash for the Temora Shire – it was an 'off road on straight, hit object' crash in a 100km/h speed zone on "other classified road".

Reviewing total crashes (58) for Temora Shire – 53.4% (31) were on 'other classified roads' and 46.6% (27) on 'unclassified roads', with 74.1% (43) being single vehicle and 25.9% (15) being multi vehicle crashes.

Examining the crash movements of the nine fatality crashes for the Bland Shire – one was an 'intersection, adjacent approaches', four were 'head on, not overtaking', two were 'off road on straight, hit object', and two was 'off road on curve, hit object'. One was in a 50km/h speed zone, three were in a 100km/h speed zone and five were in a 110km/h speed zone with two on "unclassified roads" and the remainder on 'state highway'.

Reviewing total crashes (76) for Bland Shire – 34.2% (26) were on 'other classified roads', 26.3% (20) on 'unclassified roads', and 39.5% (30) were on 'state highway', with 69.7% (53) being single vehicle and 30.3% (23) being multi vehicle crashes.

Examining the crash movements of the three fatality crashes for the Coolamon Shire – one was a 'head on, not overtaking' and two were 'off road, on curve'. One was in a 50km/h speed zone, one was in a 100km/h speed zone, and one was in a 110km/h speed zone. The road classifications included two 'unclassified roads' and one 'state highway'.

Reviewing total crashes (41) for Coolamon Shire -51.2% (21) were on 'other classified roads' with 19.5% (8) on 'unclassified roads', and 29.3% (12) were on 'state highway', with 78.0% (32) being single vehicle and 22.0% (9) being multi vehicle crashes.

Examining the crash movements of the four fatality crashes for the Junee Shire – one was a 'Head On Whilst Overtaking' and three were 'off road, on curve'. All were in a 100km/h speed zone. Three were on a 'other classified road' and one was on an 'unclassified road'

Reviewing total crashes (63) for Junee Shire – 65.1% (41) were on 'other classified roads' and 34.9% (22) on 'unclassified roads', with 71.4% (45) being single vehicle and 28.6% (18) being multi vehicle crashes

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While the four LGA's are considered to have relatively low populations, crash data analysis does reveal severe out comes for crashes. Crashes in Temora, Bland, Coolamon and Junee are more likely to have a serious outcome (fatality or injury) in comparison to both NSW and South West Region.

The number of crashes and percentage of fatalities for each Shire and South West Region in comparison to NSW for the period 2013-2017 are outlined in the table below:

	TOTAL CRASHES	% FATAL	% INJURY
Temora	58	1.7%	98.3%
Bland	76	11.8%	88.2%
Coolamon	41	7.3%	92.7%
Junee	63	6.3%	93.7%
NSW	93,164	1.8%	98.2%
SW Region	3,816	4.4%	95.6%

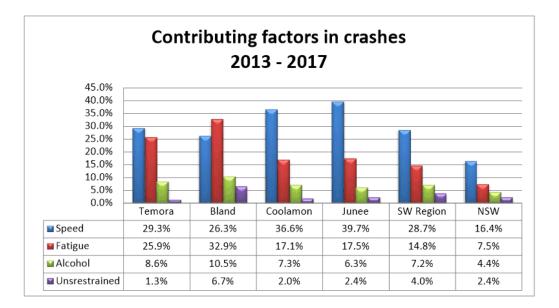
LGA and SW Region vs NSW

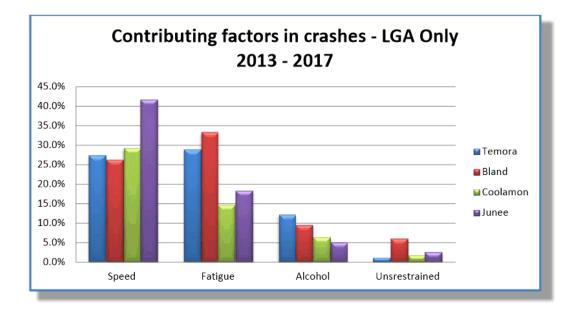
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#### Contributing behavioural factors

Under the road safety program, statistical analysis of contributing behavioural factors is divided into four key categories – Speed, Fatigue, Alcohol and Unrestrained.

The contributing factors in crashes for 2013 – 2017 have been displayed in the two graphs below firstly with the location as predominant, and secondly with the contributing factor as predominant.





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#### Speed:

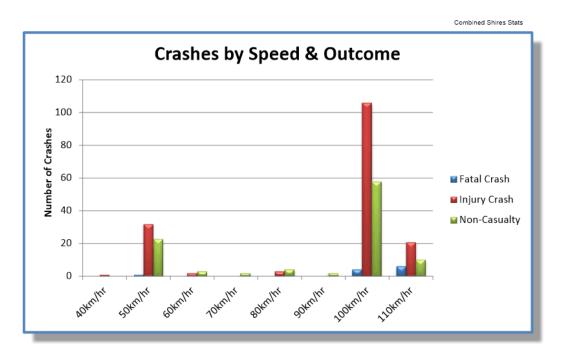
Speed was the highest contributing crash factor in Temora, Coolamon and Junee Shire Councils with:-

- 29.3% (17) of total crashes (58) being speed related crashes & 29.3% (22) of total casualty crashes (75) in Temora LGA
- 36.6% (15) of total crashes (41) being speed related crashes & 43.3% (22) of total casualty crashes (51) in Coolamon LGA
- 39.7% (25) of total crashes (63) being speed related crashes & 36.1% (30) of total casualty crashes (83) in Junee LGA

Speed was the second highest contributing factor in 26.3% (20) of total crashes (76) & 21.7% (26) of total casualty crashes (120) in Bland Shire.

Crashes involving speed across all four Shires are significantly higher than the average for NSW (16.4%). Temora LGA is consistent with the South West Region (28.7%) figure, however Coolamon LGA & Junee LGA are significantly higher at (36.6%) & (39.7%) respectively.

Injury crashes are significant, particularly at the legal speed limit of 100km/hr. The below graph shows combined Shire's statistics for number of crashes on classified roads by speed limit and outcome of crash for the five year period 2013-2017.



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#### Fatigue:

Fatigue involvement in crashes across the four Shires is significant in comparison to the average for NSW (7.5%) and South West Region (14.8%).

Fatigue was the highest contributing factor in 32.9% (25) of total crashes (76) in Bland Shire and 37.5% (45) of casualty crashes (120).

When examining the data for Temora, Coolamon and Junee LGA's, fatigue was the second highest contributing factor with:-

- 25.9% (15) of total crashes (58) & 32% (24) of casualty crashes (75) in Temora LGA
- 17.1% (7) of total crashes (41) & 17.6% (9) of casualty crashes (51) in Coolamon LGA
- 17.5% (11) of total crashes (63) & 20.5% of casualty crashes (83) in Junee LGA

Temora Shire has the closest variance between speed and fatigue with Speed (29.3%) and Fatigue (25.9%) – a difference of 3.4%. This indicates that speed and fatigue are both significant factors in Temora.

Junee and Coolamon Shires have greater variances between their speed and fatigue stats with Junee at 39.7% for speed and 17.3% for fatigue (22.4% variation), and Coolamon at 36.6% for speed and 17.1% for fatigue (19.5% variation). NSW and South West Region have a difference of 8.9% and 13.9% respectively.

#### Alcohol:

Alcohol involvement in crashes across the four Shires is higher than the average for NSW (4.4%) and in some cases for South West Region (7.2%).

Alcohol was involved in 8.6% (5) of total crashes (58) in Temora Shire and in 6.7% (5) of 'casualty crashes' (75).

Alcohol was a contributing factor in 10.5% (8) of total crashes (76) in Bland Shire and 10% (12) of 'casualty crashes' (120).

When examining the data for Coolamon LGA, alcohol at 7.3% (3) was a contributing factor in total crashes (41) and 5.9% (3) of 'casualty crashes' (51).

When examining the data for Junee LGA, alcohol at 6.3% (4) was a contributing factor in total crashes (63) and 4.8% (4) of 'casualty crashes' (83).

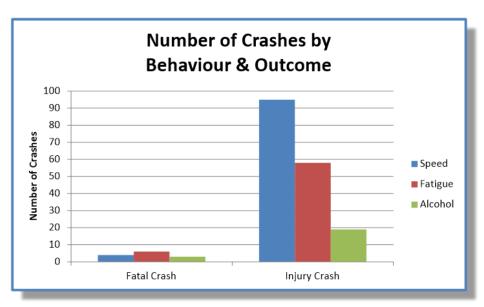
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#### Seatbelts:

The non-wearing of restraints was a contributing factor in 6.7% of 'casualty crashes' in Bland LGA (up from 5.4% for the five year period 2011-2015), 2.4% of 'casualty crashes' in Junee LGA, 2.0% in Coolamon LGA, and 1.3% of 'casualty crashes' in Temora. The average for South West Region is 4.0% and NSW 2.4%.

Summary of contributing factors in crashes shows a predominance of speed and fatigue over alcohol.

Combined Shires Stats

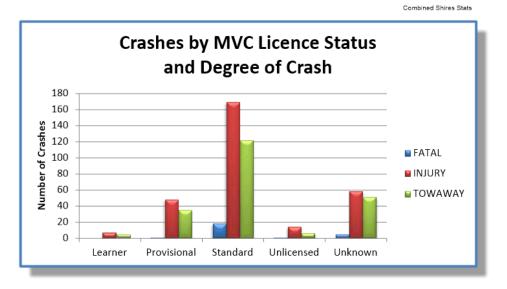


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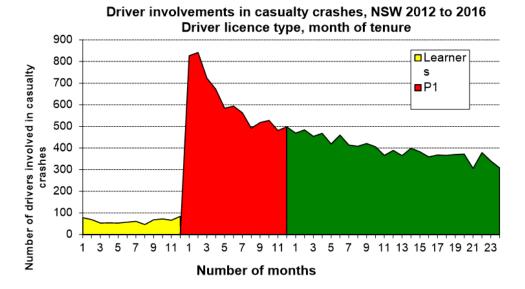
#### Licence Class & Degree of Crash

Most crashes in Temora, Bland, Coolamon and Junee Shires involved motor vehicle controllers who held standard licences as can be seen in the chart below.

Standard licence holders also featured more than any other licence class in fatal and injury crashes.



The above graph identifies a significant increase from learner driver to provisional driver across all four Shires, which reinforces Transport for NSW's findings below that young drivers are at considerable risk during their first year of solo driving. These figures further support the Graduated Licencing Scheme (GLS) Program conducted annually by the Road Safety Office as part of the Local Government Road Safety Program.



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#### Road classification

Crashes occurred on classified (53.4%) and unclassified (46.6%) roads in Temora Shire. 69.0 percent of crashes (40) occurred on roads with speed limit of 100 km/h, a further 27.6 percent (16) took place on urban roads with speed limits of 50 km/h.

Similarly, 51.2 percent (21) of crashes in Coolamon Shire, and 65.1 percent (41) of crashes in Junee Shire occurred on classified roads, and 19.5 percent (8) and 34.9 per cent (22) respectively on unclassified roads.

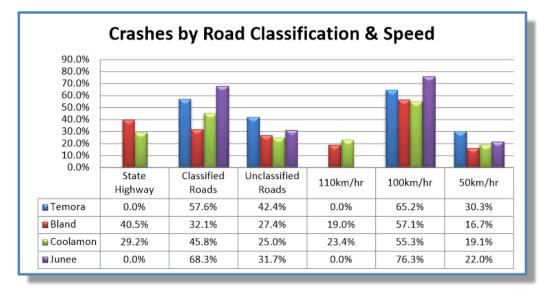
Of these crashes 47.5 percent (19) were on roads with speed limits of 100km/h and 25.0 percent (10) occured on urban roads with 50 km/h speed limits in Coolamon, while 75.8 percent (47) were on roads with speed limits of 100km/h and 21 percent (13) occur on urban roads with 50 km/h speed limits in Junee Shire.

Of note, an additional 27.5 percent of crashes (11) in Coolamon Shire occurred on the 'state highway' classification. As there is only 9.8km of state highway in the Coolamon Shire, this is a very significant incident rate in this location. This 27.5 per cent (11) were on roads where motorists were travelling at the legal speed limit of 110km/hr.

State Highways dominate as the road type where the majority 39.5 percent (30) of crashes for Bland Shire occurred. This was followed by 34.2 percent (26) on classified roads and 26.3 per cent (20) on unclassified roads.

57.9 percent of crashes (44) occurred on roads with 100km/h limit, 21.1 percent (16) were in 110km/h speed zones, and 14.5 percent (11) on roads with 50km/hr speed limits.

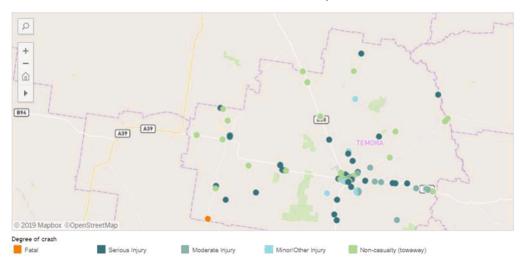
Eight (72.8%) 'fatality crashes' occurred on 100km/h and 110km/h speed limit roads and the remainder occurred in the 50km/hr zone. Of the nine fatality crashes in Bland, seven occurred on state highway classification and two on unclassified road classification.



Combined Shires Stats

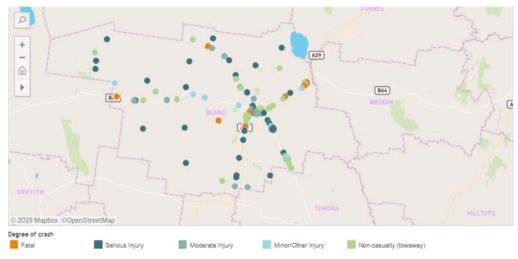
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The following diagrams illustrate the volume and type of crashes by map location for each Council for the five year period 2013-2017 (TfNSW).

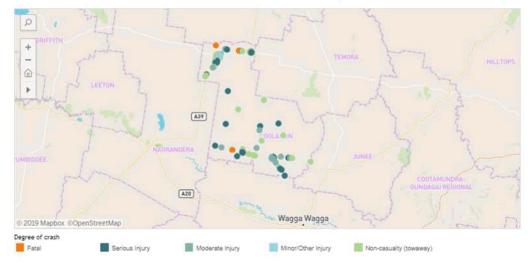


Temora LGA Crash Map

## Bland LGA Crash Map

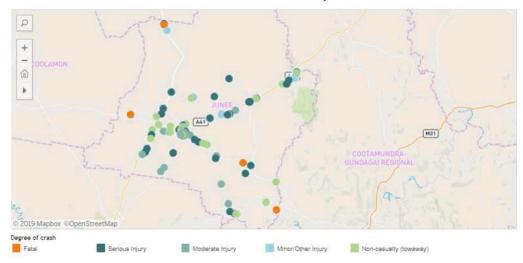


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# Coolamon LGA Crash Map

Junee LGA Crash Map



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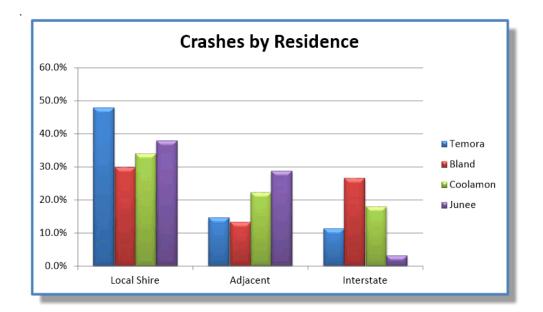
Residence of vehicle controllers (drivers)

Reviewing the postcodes of motor vehicle controllers (drivers) involved in crashes in Temora Shire, 34 x (46.6%) are residents from Temora Shire, followed by residents from Narrandera x 4 (5.5%), Wagga x 3 (4.1%), Cootamundra-Gundagai, Hilltops & Parkes with x 2 each (2.7% each) LGA's. 9 x (12.3%) crashes involved interstate/overseas drivers.

Reviewing the postcodes of motor vehicle controllers (drivers) involved in crashes in Bland Shire, the largest number of those are from Bland Shire 31 x (31.3%), closely followed by motor vehicle controllers (drivers) from interstate/overseas x 27 (27.3%). Vehicle controllers from adjacent LGAs represent 16.2% of crashes (Temora x 6, Narrandera x 5, Lachlan x 3, and Forbes x 2). There were 3 x each from Griffith and Parkes (3% each)

Reviewing the postcodes of motor vehicle controllers (drivers) involved in crashes in Coolamon Shire, the largest number were residents of Coolamon Shire x 21 (44.7%). 7 x (14.9%) crashes involved interstate/overseas drivers, with 4 x (8.5%) from the Narrandera LGA, 3 x (3.2%) from Griffith & 2 x (4.3%) from Wagga Wagga crashing in Coolamon Shire.

Reviewing the postcodes of motor vehicle controllers (drivers) involved in crashes in Junee Shire, the largest number were residents of Junee Shire x 19 (24.7%). 3 x (3.9%) crashes involved interstate/overseas drivers. 15 x each (19.5% each) were from Cootamundra-Gundagai & Wagga Wagga LGA's and 3 x each (3.9% each) from Temora & Hilltops LGA's crashed in the Junee Shire



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#### Gender and age

In Temora Shire, the single fatality was a male. Males were also slightly more likely to be injured, with 43 x (58.1%) males injured in road crashes, compared to  $31 \times (41.9\%)$  females. This is consistent with the South West Region data which indicates males are the gender most likely killed or injured in a casualty crash.  $37 \times$  male motor vehicle controllers (drivers) were involved in all crashes (58) in Temora Shire representing 63.8% of drivers.

Examining the age groups most likely to be involved in a road casualty for Temora Shire 17-20 year olds represent 20 per cent of casualties, followed by the 40-49 year old group representing 16 per cent each of the casualties. The single fatality was in the 21-25 year old age group

The highest injuries occurred in the 17-20 age group (12), followed by (6) in the 40-49 year age group & (5) each in the 21-25 & 26-29 age groups then (4) in the 60-69 year age group. Across the age categories of 30-39, 50-59, and 70+ there were three, three & one injuries respectively.

ABS statistics (2016 Census) reveal that 55-59 year olds are among the age range most represented in Temora Shire, but they are under-represented in the crash stats. However, the over-representation in the younger age groups in crashes is significant.

Age	Temora (A)	%	New South Wales	%	Australia	%
Median age	46		38		38	
0-4 years	359	5.9	465,135	6.2	1,464,779	6.3
5-9 years	423	6.9	478,184	6.4	1,502,646	6.4
10-14 years	395	6.5	443,009	5.9	1,397,183	6.0
15-19 years	385	6.3	448,425	6.0	1,421,595	6.1
20-24 years	240	3.9	489,673	6.5	1,566,793	6.7
25-29 years	291	4.8	527,161	7.0	1,664,602	7.1
30-34 years	276	4.5	540,360	7.2	1,703,847	7.3
35-39 years	277	4.5	499,724	6.7	1,561,679	6.7
40-44 years	316	5.2	503,169	6.7	1,583,257	6.8
45-49 years	385	6.3	492,440	6.6	1,581,455	6.8
50-54 years	439	7.2	485,546	6.5	1,523,551	6.5
55-59 years	443	7.2	469,726	6.3	1,454,332	6.2
60-64 years	417	6.8	420,044	5.6	1,299,397	5.6
65-69 years	430	7.0	384,470	5.1	1,188,999	5.1
70-74 years	356	5.8	292,556	3.9	887,716	3.8
75-79 years	275	4.5	217,308	2.9	652,657	2.8
80-84 years	197	3.2	155,806	2.1	460,549	2.0
85 years and over	210	3.4	167,506	2.2	486,842	2.1

Of the total number of persons killed in the Bland Shire, three of the road fatalities were male and five were female. Of the 109 people injured, 70 x (64.2%) were male with 39 x (35.8%) being female. The age groups for fatalities were 17-20 (1), 26-29 (1), 30-39 (1), 40-49 (3), 50-59 (1), 60-69 (3) and 70+ (1). Male motor vehicle controllers represent 52.3 percent (57) of the drivers involved in Bland Shire's 76 crashes.

21-25 year olds were involved in 20.8 percent (25) of the casualties, followed by 40-49 year olds 18.3% (22) and 50-59 year olds with 15.8 percent (19). 14.2 per cent (17) in 17-20 year old age group were involved casualties in Bland Shire, with 7.5% (9) being in the 60-69 group & 6.7% (8) being in the 70+ age range. 26-29 year olds represented only 3.3% (4). It is worth noting that fatalities were spread across the entire 17-70+ age groups.

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ABS statistics (2016 Census) reveal that 55-59 year olds are among the age range most represented in Bland Shire so the prevalence of this age range in road crashes reflects Bland's population spread; however the increase in the younger age groups is significant.

Age	Bland (A)	%	New South Wales	%	Australia	%
Median age	43		38		38	-
0-4 years	351	5.9	465,135	6.2	1,464,779	6.
5-9 years	459	7.7	478,184	6.4	1,502,646	6.4
10-14 years	415	7.0	443,009	5.9	1,397,183	6.
15-19 years	333	5.6	448,425	6.0	1,421,595	6.
20-24 years	267	4.5	489,673	6.5	1,566,793	6.
25-29 years	271	4.6	527,161	7.0	1,664,602	7.
30-34 years	319	5.4	540,360	7.2	1,703,847	7.
35-39 years	318	5.3	499,724	6.7	1,561,679	6.
40-44 years	361	6.1	503,169	6.7	1,583,257	6.
45-49 years	325	5.5	492,440	6.6	1,581,455	6.
50-54 years	385	6.5	485,546	6.5	1,523,551	6.
55-59 years	468	7.9	469,726	6.3	1,454,332	6.
60-64 years	393	6.6	420,044	5.6	1,299,397	5.6
65-69 years	363	6.1	384,470	5.1	1,188,999	5.
70-74 years	264	4.4	292,556	3.9	887,716	3.
75-79 years	249	4.2	217,308	2.9	652,657	2.8
80-84 years	194	3.3	155,806	2.1	460,549	2.0
85 years and over	211	3.5	167,506	2.2	486,842	2.

In Coolamon Shire, of the 48 x people injured, 33 x (68.8%) were male and 15 x (31.2%) were female. With regards to road fatalities, 100 per cent (3) were male. Male motor vehicle controllers represent  $31 \times (75.6\%)$  of the drivers involved in the Shire's  $41 \times crashes$ .

Examining the age groups most likely to be involved in a road casualty in Coolamon Shire, 30-39 year olds were involved in 19.6 percent (10) of the casualties, closely followed by the 17-20 and 40-49 year old age group with 17.6 percent (9 each) of the casualties. Coolamon Shire had injuries in all age groups except the 0-4, 5-12 & 21-25 year old age groups, with the remaining age groups showing one in the 13-16, seven in the 26-29, four in the 50-59, seven in the 60-69, and two in the 70+ groups. Two casualties were reported as 'age unknown'

Of the three fatalities, one fatality was in the 13-16 age group and the remaining two were in the 40-49 age group, and all were males.

ABS statistics (2016 Census) reveal that 50-54 year olds are among the age range most represented in Coolamon Shire, but they are under-represented in the crash statistics. However the increase in the younger age groups is considered significant.

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Age	Coolamon (A)	%	New South Wales	%	Australia	%
Median age	44		38		38	
0-4 years	242	5.6	465,135	6.2	1,464,779	6.3
5-9 years	302	7.0	478,184	6.4	1,502,646	6.4
10-14 years	342	7.9	443,009	5.9	1,397,183	6.0
15-19 years	259	6.0	448,425	6.0	1,421,595	6.1
20-24 years	200	4.6	489,673	6.5	1,566,793	6.7
25-29 years	182	4.2	527,161	7.0	1,664,602	7.1
30-34 years	165	3.8	540,360	7.2	1,703,847	7.3
35-39 years	219	5.1	499,724	6.7	1,561,679	6.7
40-44 years	236	5.5	503,169	6.7	1,583,257	6.8
45-49 years	297	6.9	492,440	6.6	1,581,455	6.8
50-54 years	301	7.0	485,546	6.5	1,523,551	6.5
55-59 years	296	6.9	469,726	6.3	1,454,332	6.2
60-64 years	260	6.0	420,044	5.6	1,299,397	5.6
65-69 years	292	6.8	384,470	5.1	1,188,999	5.1
70-74 years	252	5.8	292,556	3.9	887,716	3.8
75-79 years	196	4.5	217,308	2.9	652,657	2.8
80-84 years	149	3.5	155,806	2.1	460,549	2.0
85 years and over	120	2.8	167,506	2.2	486,842	2.1

In Junee Shire, of the 79 x people injured, 46 x (58.2%) were male and 33 x (41.8%) were female. The four road fatalities for the period were 3 x males & 1 x female. Male motor vehicle controllers represent 41 x (60.3%) of the drivers involved in Junee Shire's 63 x crashes.

Examining the age groups most likely to be involved in a road casualty in Junee Shire, 30-39 year olds were involved in 18.1 percent (15) of the casualties, closely followed by the 17-20 and 40-49 year old age group with 16.9% percent (14) and 14.5 percent (12) respectively of the casualties. Junee Shire had injuries in all age groups with the remaining age groups showing two injuries in the 0-4, two in the 5-12, one in the 13-16, eleven in the 21-25, five in the 26-29, eight in the 50-59, ten in the 60-69, and two in the 70+ groups. The four fatalities were 17-20 (1) male, 21-25 (1) female, 30-39 (1) male and (1) male in the 60-69 age group.

ABS statistics (2016 Census) reveal that 50-54 year olds are among the age range most represented in Junee Shire, but they are underrepresented in the casualty statistics. However, the increase in the younger age groups is considered significant.

Age	Junee (A)	%	New South Wales	%	Australia	%
Median age	40		38		38	-
0-4 years	340	5.4	465,135	6.2	1,464,779	6.3
5-9 years	401	6.4	478,184	6.4	1,502,646	6.4
10-14 years	379	6.0	443,009	5.9	1,397,183	6.0
15-19 years	332	5.3	448,425	6.0	1,421,595	6.1
20-24 years	400	6.4	489,673	6.5	1,566,793	6.7
25-29 years	424	6.7	527,161	7.0	1,664,602	7.1
30-34 years	441	7.0	540,360	7.2	1,703,847	7.3
35-39 years	408	6.5	499,724	6.7	1,561,679	6.7
40-44 years	440	7.0	503,169	6.7	1,583,257	6.8
45-49 years	428	6.8	492,440	6.6	1,581,455	6.8
50-54 years	414	6.6	485,546	6.5	1,523,551	6.5
55-59 years	464	7.4	469,726	6.3	1,454,332	6.2
60-64 years	399	6.3	420,044	5.6	1,299,397	5.6
65-69 years	361	5.7	384,470	5.1	1,188,999	5.1
70-74 years	268	4.3	292,556	3.9	887,716	3.8
75-79 years	167	2.7	217,308	2.9	652,657	2.8
80-84 years	113	1.8	155,806	2.1	460,549	2.0
85 years and over	115	1.8	167,506	2.2	486,842	2.1

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#### Casualty Crashes by Age and Gender

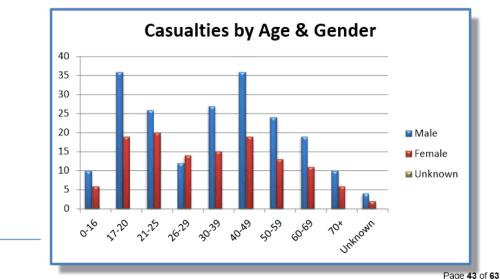
When examining the number of casualties (persons killed or injured) by location and age, we find significant incidences in the 40-49 age group followed by 17-20 year olds and 21-25 year olds. The percentages below indicate the highest, second highest and third highest as a percentage of the total number of casualties for that Shire.

	0-4	5-12	13-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	70+	Unknown	TOTAL					
Temora	3	3	1	13	18	12	6	13	8	8	3	2	90	20.0%	14.4%	13.3%		Highest
Bland	0	2	3	18	20	4	16	24	22	9	11	2	131	15.3%	18.3%	3.1%		Second Highest
Coolamon	0	2	2	9	2	6	9	12	7	6	2	3	60	3.3%	20.0%	10.0%		Third Highest
Junee	2	1	1	16	9	4	15	12	8	9	1	0	78	11.5%	15.4%	5.1%		
TOTAL	5	8	7	56	49	26	46	61	45	32	17	7	359	13.6%	17.0%	7.2%		
																	'	

When examining the number of casualties by age and gender we find a very high representation of males across the majority of age groups, however predominant in the three groups 40-49, 17-20, and 50-59 age groups for the four LGA's (combined statistics).

This is consistent with statistics from regional areas where there is a predominance of males in industries specific to country areas and roads e.g. agriculture, road freight, etc. The high number of 17-20 year olds is comparable to all NSW stats where the issue of casualties and fatalities of learner drivers transitioning to P plates is significant across the State. The first year of solo driving (on red P's) is the highest risk phase of a driver's life with novice drivers under 26 years representing 16% of all drivers, but 28% of all fatal crashes.

Regardless of Shire location, males are significantly more likely to be involved in fatal and injury crashes with the exception of 26-29 year olds who are level between gender casualty crashes.



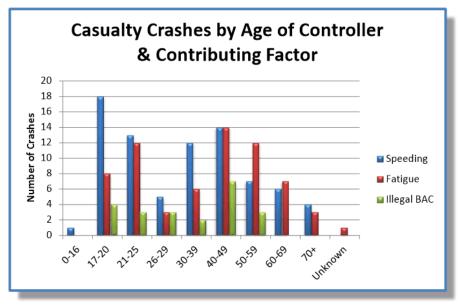
Statistics reflect a combined Shires calculation

#### Age Group of Controller & Contributing Factor

All age groups were involved in speeding related crashes across the four Shires, and males were over-represented in crashes both for fatalities and injuries as was the 17-20 age group.

Driver fatigue also contributed to crashes involving controllers (drivers), though it was most apparent in the 40-49 age group followed closely by the 50-59 age group and 21-25 age group.

Motor vehicle controllers aged 40-49 were also those most likely to be involved in an alcohol related crash, but what is concerning is that an illegal BAC registered for ages from 17-25.



Statistics reflect a combined Shires calculation

\*

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#### Timing of crashes

This analysis uses the McLean time periods as defined by AJ McLean, OT Holubowycz and BL Sandow in their report Alcohol and Crashes: Identification of Relevant Factors in this Association, Department of Transport, Australia, 1980.

A copy of the Maclean Table is included here for reference:

	MACLEAN TABLE													
	DAY OF WEEK													
TIME	Monday Tuesday Wednesday Thursday Friday Saturday Sunday													
Midnight - 3.00am			1			J								
3.00am - 9.00am			А			В								
9.00am - 3.00pm			С			D	E							
3.00pm - 9.00pm		F		G		н								
9.00pm - Midnight		1			J		l l							

The figures shown below have been broken down by local government area but have not been compared with SW or NSW figures in this plan. The key statistics are listed below, and the remaining stats are provided via inserted tables.

#### **Temora Shire**

Examining when crashes occurred in Temora Shire:

- Saturday had the highest number of crashes with 16 (27.6%), followed by Friday with 13 crashes (22.4%).
- 37 (63.8%) of crashes occur on a weekday with Thursday having the least number of crashes at 4 (6.9%).
- Crashes in holiday periods in Temora were predominant in Sept/Oct School Holidays (6.9%) followed by January, Easter & June/July School Holidays all equally at 3.4%.
- Time frames of significance for crashes are:
  - o 10:00am 10.59am (6)
  - 4.00pm 5.00pm (6)
- 63.8% (37) of all crashes occur in daylight, and in fine weather 84.5% (49).

					Day of the	Week					
Monday	8		Wedne		5 8.6% Friday		22.4% Sund		5 8.6% WEB	EKEND	21 36.2%
Tuesday	7	12.1%	Thursd	iay	4 6.9% Saturday	16	27.6% WEE	KDAY	37 63.8%		
		Easter Anzac D	ey.		#Holiday Periods Genera's BD 0 0.0% Ch Labour Day 1 1.7% Jar		1 1.7% Easter 2 3.4% June/J		2 3.4% Sept./Oct. SH 2 3.4% December SH	4 6.9% 1 1.7%	
Time Group			% of Da	ay	Wea	ther					
00:01 - 02:59		3	5.2%1	12.5%	Fine	49	84.5%	McL	ean Periods.	% V	leek
03:00 - 04:59		5	8.6%		Rain	4	6.9%		12	22 40/	17.00/
05:00 - 05:59		3	5.2%		Overcast	5	8.6%	A	13	22.4%	17.9%
06:00 - 06:59		3	5.2%		Fog or mist	0	0.0%	B	6	10.3%	7.19
07:00 - 07:59 08:00 - 08:59		4	6.9% 6.9%		Other	0	0.0%		-	45 504	47.00
09:00 - 09:59		0	0.0%			-			9	15.5%	17.9%
10:00 - 10:59		6	10.3%		Road Surfac	ce Condit	tion	D	6	10.3%	3.59
11:00 - 11:59		1	1.7%		Wet	7	12.1%	1	, in the second s		
12:00 - 12:59		2	3.4%	4.2%	Dry	51	87.9%	E	1	1.7%	3.6%
13:00 - 13:59		3	5.2%		Snow or ice	0	0.0%	F	9	15.5%	10.7%
14:00 - 14:59		4	6.9%			-		· ·	-		
15:00 - 15:59		4	6.9%		Natural	Lighting	I	G	3	5.2%	7.19
16:00 - 16:59		6	10.3%		Dawn	2	3.4%	н	5	8.6%	7.19
17:00 - 17:59 18:00 - 18:59		1	1.7% 6.9%			_		l u	5	0.0%	1.17
18:00 - 18:59		4	0.0%		Daylight	37	63.8%		1	1.7%	12.5%
20:00 - 21:59		4		4.2%	Dusk	1	1.7%	1.			
22:00 - 24:00		1	1.7%		Darkness	18	31.0%	J	5	8.6%	10.7%

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# **Bland Shire**

Examining when crashes occurred in Bland Shire:

- Saturday had the highest number of crashes with 16 (21.1%), followed by Friday with 12 crashes (15.8%).
- 68.4% (52) of crashes occur on a weekday with Sunday having the least amount of crashes at 8 (10.5%).
- Crashes in holiday periods in Bland LGA were predominant in January and Sept/Oct School Holidays (6.6%) followed by June/July & December School Holidays at 5.3%.
- Time frames of significance for crashes are:
  - o 07.00am 07.59am (7)
  - 12.00pm 12.59pm (7)
  - o 2.00pm 2.59pm (7)
- 64.5% (49) of all crashes occur in daylight, and in fine weather 78.9% (60).

			94000			Day of the Week	(						
Monday Tuesday	11		Wednesday Thursday	9		Friday Saturday	12 16	15.8% Sun 21.1% WEB		8 52	10.5% WEEKEI 68.4%	ND 24	4 31.6%
ruesoay		14.370	mursday				10	21.1%	LKUAT	52	00.476		
New Year Aust. Day	0 0.0%	Easter Anzac Day	0 0.0% Q 1 1.3% L	ueen's l		1 1.3% Christmas 2 2.6% January SH		2 2.6% Easter 5 6.6% June(J				6.6% 5.3%	
Time	Grou	р	% of	Day	/		Wea	ather				A/ 11	17.
00:01 - 0	02:59		5 6.69	6 12	2.5%	Fine		60	78.9%	MCL	ean Periods	% W	leek
03:00 - (					3.3%	Rain		5	6.6%	A	15	19.7%	17.9%
05:00 - 0			2 2.69		1.2%	Overcast		5	6.6%		15		
06:00 - 0 07:00 - 0			6 7.9° 7 9.2°		1.2%	Fog or mist		4	5.3%	В	7	9.2%	7.1%
08:00 - (			5 6.69		1.2%	Other		0	0.0%	C	17	22.4%	17.9%
09:00 - (			2 2.69		1.2%	Road S	urfa	ce Conditi	on				
10:00 - 1			3 3.99		1.2%		uno	1.00		D	5	6.6%	3.5%
11:00 - 1			3 3.99	C	1.2%	Wet		10	13.2%	Ε	4	5.3%	3.6%
12:00 - 1 13:00 - 1			7 9.2° 4 5.3°		1.2%	Dry		66	86.8%	-		37777.5	12005.000
14:00 - 1			7 9.29	2 - C	1.2%	Snow or ice		0	0.0%	F	8	10.5%	10.7%
15:00 - 1			3 3.99		1.2%	Nat	ural	Lighting		G	8	10.5%	7.1%
16:00 - 1	16:59		5 6.69	% 4	1.2%	Had	uiai	Lighting		1000			
17:00 - 1	17:59		3 3.99	6 4	1.2%	Dawn		4	5.3%	Η	3	3.9%	7.1%
18:00 - 1			3 3.99	10000	1.2%	Daylight	1	- 49	64.5%	1	2	2.6%	12.5%
19:00 - 1			2 2.69		1.2%	Dusk		3	3.9%		2	100000	12.376
20:00 - 2			4 5.39		3.3%	Darkness		20	26.3%	J	7	9.2%	10.7%
22:00 - 2	24:00		3 3.99	6 8	3.3%	Darkness		20	26.3%	J	1	J.2 /0	IV.

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#### Coolamon Shire

Examining when crashes occurred in Coolamon Shire:

- Tuesday, Saturday & Sunday had the highest number of crashes with 17.1% (7) each, followed by Friday's with 14.6% (6).
- 65.9% (27) of crashes occur on a weekday with Thursday having the least amount of crashes at 4 (9.8%).
- Crashes in holiday periods in Coolamon were predominant in January School Holidays (19.5%) followed by Sept/Oct school holidays at 9.8% per cent.
- Time frames of significance for crashes are:
  - Midnight 02.59am (5)
  - o 09.00am 09.59am (4)
  - o 11.00am 11.59am (4)
  - o 3.00pm 3.59pm (4)
- 65.9% (27) of all crashes occur in daylight, and in fine weather 85.4% (35).

			Day of the Weel	(					
Monday	5 12.29	6 Wednesday	5 12.2% Friday	6	14.6% Sur	nday	7 17.1% WE	EKEND	14 34.1%
Tuesday	7 17.19	6 Thursday	4 9.8% Saturday	7	17.1% WE	EKDAY	27 65.9%		
New Year 0 Aust. Day 1	0.0% Easter 2.4% Anzac D	0 0.0% Qu lay 0 0.0% Lai			1 2.4% Easte 8 19.5% June		1 2.4% Sept/Oct. SH 1 2.4% December SH	4 9.8% 1 2.4%	
Time Group	<b>)</b>	% of Day	Weather						
00:01 - 02:59		5 12.2% 12.5%	Fine	35	85.4%	McL	ean Periods.	% V	/eek
03:00 - 04:59		1 2.4% 8.3%	rtain	2	4.9%	Α	6	14.6%	17.9%
05:00 - 05:59 06:00 - 06:59		2 4.9% 4.2%	Overcast	4	9.8%		0	14.0%	17.5%
07:00 - 07:59		1 2.4% 4.2% 2 4.9% 4.2%	Fog or mist	0	0.0%	B	2	4.9%	7.1%
08:00 - 08:59		2 4.9% 4.2%	Other	0	0.0%	С	10	24.4%	17.9%
09:00 - 09:59		4 9.8% 4.2%	Road Surface C			<u>۲</u>			
10:00 - 10:59		1 2.4% 4.2%		ona		D	3	7.3%	3.5%
11:00 - 11:59		4 9.8% 4.2%	Wet	4	9.8%	E	3	7.3%	3.6%
12:00 - 12:59		0 0.0% 4.2%	Dry	37	90.2%		2	1.5%	3.0%
13:00 - 13:59		4 9.8% 4.2%	Snow or ice	0	0.0%	F	6	14.6%	10.7%
14:00 - 14:59 15:00 - 15:59		3 7.3% 4.2% 4 9.8% 4.2%		_			-	7.00/	
16:00 - 16:59		4 9.0% 4.2% 3 7.3% 4.2%	Natural Ligh	ting		G	3	7.3%	7.1%
17:00 - 17:59		0 0.0% 4.2%	Dawn	4	9.8%	н	1	2.4%	7.1%
18:00 - 18:59		1 2.4% 4.2%		27	65.9%	1			
19:00 - 19:59		1 2.4% 4.2%		_			2	4.9%	12.5%
20:00 - 21:59		1 2.4% 8.3%	Dusk	0			5	12.2%	10.7%
22:00 - 24:00		2 4.9% 8.3%	Darkness	10	24.4%	<b>1</b>	5	12.270	10.776

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#### Junee Shire

Examining when crashes occurred in Junee Shire:

- Saturday had the highest number of crashes 22.2% (14), followed by Thursday & Sunday 17.5% (11) each.
- 60.3% (38) of crashes occur on a weekday in Junee LGA with Friday having the least amount of crashes 6.3% (4).
- Crashes in holiday periods in Junee LGA were predominant in Sept/Oct School Holidays (7.9%) followed by Easter School Holidays (6.3%).
- Time frames of significance for crashes are:
  - 2.00pm 2.59pm (9)
  - 4.00pm 4.59pm (8)
- 71.4% (45) of all crashes occur in daylight, and in fine weather 69.8% (44).

	Day of the Week													
Monday Tuesday	5 10		Wedne: Thursd			6 Friday 6 Saturday	4 14		Sunday WEEKD	AY	11 38	17.5% WEEI 60.3%	KEND	25 39.7%
New Year Aust. Day		% Easter % Anzac Da	,	#1 1 1.6% Queen 1 1.6% Labor		ds 2 3.2% Christmas 0 0.0% January SH			Easter SH June/July Sł			6 SeptJOct. SH 6 December SH	5 7.9% 3 4.8%	
Tim	e Grou	р		% of D	ay	W	/eath	er						
00:01 -	02:59		1	1.6%	12.5%	Fine		44	69.8%	Mo	Lea	n Periods	%	Veek
03:00 -			3		8.3%	Rain		6	9.5%			7	44 40/	47.00/
05:00 -			1	1.6%	4.2%	Overcast		10	15.9%	<b>A</b>		1	11.1%	17.9%
06:00 - 07:00 -			1	1.6% 3.2%	4.2%	Fog or mist		3	4.8%	B		4	6.3%	7.1%
08:00 -			4	6.3%	4.2%	Other		0	0.0%			44		
09:00 -			4	6.3%	4.2%					LC.		11	17.5%	17.9%
10:00 -	10:59		1	1.6%	4.2%	Road Sur	face	Condit	ion	D		6	9.5%	3.5%
11:00 -	11:59		2	3.2%	4.2%	Wet		13	20.6%					
12:00 -			2	3.2%	4.2%	Dry		49	77.8%	E		4	6.3%	3.6%
13:00 -			3	4.8%	4.2%	Snow or ice		1	1.6%	F		11	17.5%	10.7%
14:00 - 15:00 -			9 5	14.3% 7.9%	4.2%				=					
16:00 -			8	12.7%	4.2%	Natur	al Li	ghting		G		8	12.7%	7.1%
17:00 -			5	7.9%	4.2%	Dawn		2	3.2%	Н		6	9.5%	7.1%
18:00 -	18:59		4	6.3%	4.2%	Daylight		45	71.4%	1		-		
19:00 -			2	3.2%	4.2%				4.8%	1		2	3.2%	12.5%
20:00 -			3	4.8%	8.3%	Dusk		-		J		4	6.3%	10.7%
22:00 -	24:00		3	4.8%	8.3%	Darkness		13	20.6%	Ľ			0.070	10.17

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#### **Road Safety Information from Local Stakeholders**

#### NSW Police

Consultation with Highway Patrol indicated their concern for speeding, fatigue and drink driving and a willingness to be consulted and incorporated into projects designed to tackle these local issues.

Police have noted that State Highways, particularly The Newell Highway, Goldfields Way/Olympic Highway and Burley Griffin Way remain a concern for the number of road crashes. Police have noted in the past a high proportion of speed offences issued during double demerit point periods. Non-compliance with seatbelt wearing has also been noted as an emerging trend, along with driver distraction (mobile phone usage) and driver drug detection.

#### Schools

Schools within Temora, Bland, Coolamon and Junee Shires actively work with the Road Safety Officer to promote:

- safe school zones
- safe behaviour by parents and students travelling to and from school
- safe road use behaviours by students outside school hours

Schools and school bus operators liaise with the Road Safety Officer to advise road safety problems, to seek assistance in conjunction with support from the NSW Department of Education Road Safety Education Consultant with road safety programs they are delivering, and also to promote road safety through their newsletters.

REROC and local government work in conjunction with the Road Safety Officer to promote and distribute the Safety Around Schools program. The RSO works actively with every school in each LGA to provide SAS information and Kindy Kits.

#### Community & Service Groups

Community groups liaise with the Road Safety Officer to develop and promote road safety within each shire including:

- Delivery of mobility scooter and road rules refresher workshops in each Shire in conjunction with service providers such as the Allied Health – Stepping On Programs, local government HACC, and Murrumbidgee Local Health District community nurses
- Attendance at community groups such as Temora Police and Community Committee (TPCC), Temora Business & Enterprise Group (TBEG), Newell Highway Taskforce (NHTF), Traffic Committee Meetings and West Wyalong Community Police Safety Precinct Committee (WWCPSPC)
- Support for the Ariah Park B&S Ball Committee to provide courtesy breath testing for patrons and minimise the risk of alcohol related crashes in relation to that event

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- Support for the Temora RV Muster program to provide up to date information on road rules, road safety and road safety related activities (e.g. fatigue management, driving with heavy vehicles, etc).
- Providing current information about correct use of child restraints to family day care and preschools within each Shire
- Meeting annually with bus operators in all Shires to identify and address their road safety issues, and liaising as needed to address issues of concern to them.
- Ongoing reviews with Risk and Safety Officers in local areas

#### Other Stakeholders

A number of community groups, organisations and businesses have participated in road safety projects in the past, providing feedback on road safety priorities that is referenced when developing future road safety projects. The groups include:

- Local bus operators
- Local schools and their parents groups
- Cycling groups and other cycling enthusiasts
- Community organisations such as Progress Associations, Lions Club, Rotary, Probus, SES
- Town Committee's & Village 355 Committees
- Community Transport
- Community Health Nurses and Occupations Therapists
- Local Driving Instructors and local organisations
- Local Clubs and Pubs
- NSW Health
- Council Youth Officer
- Mens Shed's & Country Women's Association's (CWA)

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#### SECTION TWO:

#### Council Strategic Plans

All four councils have a Community Strategic Plan that identifies as a priority the need for a safe and accessible shire in which to travel.

- Community Strategic Plan Temora 2013 2030
- Community Strategic Plan Bland 2012 2023

Items of action within strategic plans include:

- Work in partnership with key stakeholders to improve road infrastructure for vehicle and pedestrian access
- · Maintain and improve general vehicle and pedestrian access within the Shire
- Maintain our major roads and highways to facilitate safe travel throughout the Shire
- Facilitate the maintenance of rural road networks that support our agricultural sector
- Prioritise the sealing and maintenance of roads with support being given to school bus routes, high traffic routes and major truck routes
- Support safe and accessible travel to and from school for children and their families
- Continue to plan, improve and extend the walking and bicycle paths throughout our communities, in particular to sites of community and tourist interest
- Plan for the future expansion of road network to support heavy vehicle access including road trains
- Review future infrastructure requirements to facilitate community and public transport, and access to health services in consideration of ageing demographics
- Ensure that speed limits are enforced throughout our community, especially in our rural communities as well as the heavy traffic areas
- Development and implementation of a Road Strategic Plan that contributes to making travel throughout the Shire(s) easier and safer, and contributing to address road trauma on shire roads by participating in road safety education and efficient use of planning of the road network as part of its strategic objective to improve the safety of people on Shire roads
- Implement road safety programs in cooperation with Roads and Maritime Services to encourage and educate safe and responsible practices - in particular across the four main contributing behavioural factors
- Ensure employment of RSO in the four (4) Shires
- Enhance our reputation as a place to live and work through improving our transport networks

In addition, the Road Safety Strategic Plan – Temora, Bland, Coolamon and Junee (2018 - 2021) had as its Mission Statement: *"Reduce the number and severity of crashes in our shires by addressing local road safety issues and community concerns."* 

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## Road Safety Officer Projects – 2019 - 2021

After reviewing all Operational, Delivery and Community Strategic Plans, the Road Safety Officer will deliver the following road safety programs in partnership with the Local Government Road Safety Program over the 2019 -2021 financial years.

#### Speed – Speeding on Local Roads

Conduct campaigns addressing speed across the LGAs with a focus on identified speed issue areas including State Highways, Regional and Local roads, school zones, and double demerit point periods. Expand delivery of Speeding messages to strategic community groups, Council staff, local businesses and Local Government information sites. Utilise resources such as traffic counts, Variable Message Signs (VMS) & Speed Radar Trailer, and Police enforcement. Support campaigns with media releases, social media, and promotional material including brochures, banners, and promotional giveaways.

#### Fatigue – Don't Trust Your Tired Self

Conduct fatigue campaigns (Don't Trust Your Tired Self). Expand delivery of Fatigue messages to strategic community groups, Council staff, local businesses and Local Government information sites. Support the existing Driver Reviver sites with media releases & Variable Messaging Signs (VMS). Support campaigns with media releases, social media, and promotional material including brochures, banners, and promotional giveaways.

#### Alcohol – What's Your Plan B?

Support TfNSW drink driving campaigns aimed at improving the general public's understanding of the need to plan safe celebrating. Continue support of Plan B messages and breath testing to significant community events such as Ariah Park B&S Ball using VMS. Re-educate attitudinal behaviour that considers drink driving acceptable. Support RMS and TfNSW campaigns with media releases, social media, and promotional material including brochures, banners, and promotional giveaways.

GLS – Helping Learner Drivers Become Safer Drivers

Conduct Graduated Licencing Scheme workshops targeted at providing supervising drivers with strategies to create safer drivers through education. Provide teaching strategies to supervisors and increase the awareness of the importance of them as 'teacher' in the process. Support campaigns with media releases, social media, school newsletters, youth community groups advertising, and promotional material including brochures and promotional giveaways.

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Rural School Bus Safety

Provide support to school's across all (4) LGA's to educate students and parents on the importance of safety around school buses and at rural bus stops. Educate school bus companies and drivers around protocols for selection of rural school bus stops, safety around schools and bus stops. Educate motorists about safety around school buses and rural bus routes. Support campaigns with media releases, social media, VMS, school newsletters, youth community groups advertising, and promotional material including brochures and promotional giveaways.

Older Drivers - 65+

Inform older drivers about the road rules, licensing options as they age, safe driving tips and the effects of medications and alcohol on their driving ability. Provide avenue for older drivers to have their driving and licensing questions answered by experts. Provide an opportunity for mature-aged drivers to increase their driving knowledge and skills in a 'hands-on' situation with tuition from qualified driving instructors. Support campaigns with media releases, social media, local community groups and health facilities, and promotional material including brochures and promotional giveaways.

#### Pedestrian Safety – Mobility Scooter Workshops

Conduct ongoing workshops to improve the behaviour of Special Mobility Vehicle operators in relation to the road rules, safe operation, purchase and importance of a medical assessment prior to using a Motorised Wheelchair, Scooter/Gopher. Educate older people who use or may use a motorised conveyance. Inform motorised scooter operators and carers of safety issues and safe practice behaviours. Collect data which will be used to inform/update Council PAMPS. Support campaigns with media releases, social media, local community groups and health facilities, and promotional material including brochures and promotional giveaways.

Distraction - Mobile Phones - Get Your Hand Off It !

Educate drivers in all (4) LGA's to the dangers of distraction caused by mobile phone use via workshops, social media, direct marketing (VMS) and print media articles. Work with Police on enforcement campaigns. Support campaigns with media releases, social media, school newsletters, youth & community group advertising, and promotional material including brochures and promotional giveaways.

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Rural Cyclist Safety – 'Share the Road'

Educate motor vehicle drivers & cyclists in all (4) LGA's to the 'Share the Road' campaign via social media, workshops, direct marketing (VMS) and print media articles. Work with Police on enforcement campaigns. Support campaigns with media releases, social media, school newsletters, youth community groups advertising, and promotional material including brochures and promotional giveaways.

#### **Traffic Committee Meetings**

Assist local traffic committees for each council with road safety investigations, report preparation and follow up activities. Undertake crash analysis, site inspections and provide road safety input. Ensure Temora, Bland, Coolamon and Junee Shire Councils have properly prepared reports for local traffic committee. Ensure each Council is advised about safety issues on local roads including signage, clear zones, sight distance, etc.

#### Additional Projects

The following is a list of additional projects that can be/are supported by the RSO for local council in conjunction with NSW Centre for Road Safety and Transport for NSW.

- Road Safety Column
- Bike Week
- Update of joint Road Safety Strategic Plan for Temora, Bland Shires, Junee and Coolamon Shires
- Review and update of PAMP Plans
- Review and update of Cycle Plans
- Allied Health Stepping On Programs
- Youth Programs
- Fatality Free Friday Campaign
- Yellow Ribbon National Road Safety Week
- Road Rules Awareness Week
- Bus Safety Awareness Week
- Temora RV Muster
- Operation Towards Zero Campaign
- Free Cuppa Program
- Motor Cycle Campaign

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- Drug Driving Campaign
- Heavy Vehicle Campaign
- Maintain RSO Facebook page
- Towards Zero Campaign

#### Key Objectives

- To improve the way in which we use our roads making them a safer place for our families, our friends and ourselves
- To improve and maintain the safety of our road network for all users
- To ensure that road safety is a priority in regards to land use and transport planning
- To develop and nurture widespread community and stakeholder support for, and ownership of, road safety programs
- To monitor the implementation and effective use of the Road Safety Action Plan

Information collected from different sources has been analysed and grouped under the following headings.

Safer People Safer Roads Land Use & Transport Planning Community & Stakeholder Based Action Co-Ordination & Monitoring

Under each of these headings, strategies to achieve the key objectives have been identified as outlined in the following table.

#### Timeframe

The Action Plan encompasses the period 2019 - 2021. With an evolving approach to Road Safety it is critical that the strategies and their priority remain flexible. While a large number of the strategies detailed are ongoing, many have quite specific timeframes. These are detailed in annual updates to the Road Safety Action Plan.

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# 1. Key Objectives - Safer People

**Objective** To improve the way in which we use our roads making them a safer place for our families, our friends and ourselves

STRATEGIES	STAKEHOLDERS
Speeding	
<ul> <li>Support and supplement state and regional speeding campaigns with the development and use of local resources including local media, signage, banners and the speed observation board</li> </ul>	RSO RMS Police
<ul> <li>Work in partnership with local highway patrol police and the community to target speeding black spot areas, integrating education and enforcement</li> </ul>	RSO RMS Police
Drink driving	
<ul> <li>Support and enhance state and local drink driving education campaigns</li> </ul>	RSO RMS Police
<ul> <li>Support local police, licensed venues, sporting groups, emergency services and community groups to target drink driving black spot areas and times integrating education, responsible service of alcohol and enforcement</li> </ul>	RSO Police Licensed Venues Sporting Clubs Community Groups
Young drivers	
<ul> <li>Investigate the Integration of road safety awareness into local youth programs and involve young people wherever possible in the development of youth and road safety programs</li> </ul>	RSO Youth Officer Youth Action Team Schools Councils
<ul> <li>Identify and review current young driver training programs that may be suitable for implementation into the local area</li> </ul>	RSO RMS Schools PCYC NRMA
<ul> <li>Conduct Graduated Licencing Scheme Program bi- annually</li> </ul>	RSO Councils
<ul> <li>Work in partnership with local police, schools, sporting groups, P&amp;C Groups, NSW Health and youth agencies targeting young driver issues integrating education and enforcement</li> </ul>	RSO Police Sporting Groups Youth Agencies Schools P & C NSW Community Health

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STRATEGIES	STAKEHOLDERS	
Seatbelts/Child Restraints		
<ul> <li>Support and supplement state/regional wide campaigns with the use of local resources</li> </ul>	RSO RMS Police	
<ul> <li>Work with local stakeholder groups educating members on correct seatbelt usage and child restraint usage</li> </ul>	RSO RMS Authorised Restraint Fitters Hospitals Early Childhood Centres Family Day Care Baby Health Clinics New Mothers Groups	
Fatigue, Driver distraction & Inattention		
<ul> <li>Support and supplement state/regional wide campaigns with the use of local resources including local information packages and rest stop identification</li> </ul>	RSO RMS Police	
<ul> <li>Investigate alternatives for the development of a fatigue and inattention awareness program aimed at farmers, shift workers, heavy vehicle drivers and residents who drive long distances</li> </ul>	RSO Agribusinesses Heavy Vehicle Companies Local businesses	
<ul> <li>Investigate the development and implementation of campaigns that educate motorists on improving the visibility of their vehicles under certain conditions (i.e. Fog = headlights on)</li> </ul>	RSO RMS Police Local Businesses Motor dealerships	
<ul> <li>Investigate the development and implementation of campaigns that educate motorists on the dangers of livestock and native animals on local roads</li> </ul>	RSO RMS Police Agribusinesses & agencies Wildlife Groups (WIRES)	
Pedal Cyclists		
<ul> <li>Continue to promote Bike Week in the community and to assist council raise awareness of shared path/bike path facilities</li> </ul>	RSO Council Police Schools	
<ul> <li>Assist council with road safety information for localised Bike Plans and provide additional safety information in planning</li> </ul>	RSO Council Engineering Department	

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STRATEGIES	STAKEHOLDERS
Pedestrians	
<ul> <li>Review localised Pedestrian Access and Mobility Plans and work with council to implement</li> </ul>	RSO Council Engineering Department
<ul> <li>Work with local aged care providers, community groups and health care providers to provide education and information for mobility scooter operators</li> </ul>	RSO Community groups Aged care providers NSW Community health
School Road Safety	
<ul> <li>Work in partnership with local police, schools, RMS, Department of Education, and community groups to target school road safety, integrating education, engineering solutions and enforcement</li> </ul>	RSO RMS Council Engineering Department Local Traffic Committee Police Dept of Education
<ul> <li>Continue community education of 40km zones around schools</li> </ul>	RSO RMS Schools
<ul> <li>Coordinate and deliver the joint REROC/Local Government Safety Around Schools Program</li> </ul>	RSO RMS REROC Council
Drug driving	
<ul> <li>Support State and regional programs targeting drug driving through media releases, brochures and presentations</li> </ul>	RSO RMS NSW Community Health Youth Action Team Police

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STRATEGIES	STAKEHOLDERS
Heavy vehicles	
<ul> <li>Review heavy vehicle movements throughout the Shires in particular in relation to fatigue issues and rest stop provision</li> </ul>	RSO RMS Police Council Engineering Department Heavy Vehicle operators
Older drivers	
<ul> <li>Investigate practical training and education programs for elderly drivers</li> <li>Consult with local Community Health Centres re older driver issues</li> </ul>	RSO RMS Driving Schools Community groups NSW Community Health
<ul> <li>Consult directly with the elderly community on road safety issues</li> </ul>	RSO Council
<ul> <li>Investigate the opportunity to provide a free or subsidised refresher driving course</li> </ul>	RSO Local Organisations
Safer Vehicles	
<ul> <li>Encourage the purchase of ANCAP 5 Star safety rated vehicles for Council's fleet</li> </ul>	RSO Council Management
<ul> <li>Use community workshops and presentations (e.g. GL Workshops, older driver workshops) to promote the purchase of ANCAP 5 Star safety rated vehicles</li> </ul>	S RSO
Community Consultation	
<ul> <li>Provide regular road safety news, updates and articles to the local newspaper, Council's website and Facebook pages and newsletters</li> </ul>	RSO Council
<ul> <li>Work closely with local organisations to promote road safety</li> </ul>	RSO Local Organisations
<ul> <li>Participate in local 355 committee meetings and Counc groups to provide road safety information and advice to key stakeholders. Discuss road safety issues and attend meetings and forums locally to raise road safety awareness.</li> </ul>	Council Organisations

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# 2. Key Objectives - Safer roads

Objective To improve and maintain the safety of our road network for all users

STRATEGIES	STAKEHOLDERS
<ul> <li>Review crashes and monitor crash sites to identify Black Spot locations and assist council in sourcing Black Spot funding</li> </ul>	RSO Council Engineering Department RMS
Obtain crash site maps from Council's GIS spatial maps to determine exactly where accidents are occurring	RSO Council Engineering Department
<ul> <li>Incorporate road safety into long term strategic planning for road construction and maintenance</li> </ul>	RSO Council Engineering Department
<ul> <li>Utilise stakeholder groups including Local Traffic Committees to identify potential safety issues and solutions with local roads</li> </ul>	RSO Council Engineering Department Local Traffic Committee
<ul> <li>Continue to promote road safety as a major consideration in the prioritisation of Council's Works Improvement Programs</li> </ul>	RSO Council Engineering Department
<ul> <li>Investigate any possible alternative strategies to reduce the general crash rate</li> </ul>	RSO Council RMS

# 3. Key Objectives - Land Use & Transport Planning

**Objective** To ensure that road safety is a priority in regards to land use and transport planning

STRA	ATEGIES	STAKEHOLDERS
•	Assist council to continue to consider road safety when evaluating local developments	RSO Council Engineering and Environmental & Planning Departments
•	Assist council to lobby State and Federal governments for the improvement to transport infrastructure to reduce the pressure on the roads	Council Management
•	Ensure through Council Management Plans the integration of road safety issues within Council traffic and transport strategies	RSO Road Safety Steering Committee Council Management

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## 4. Key Objectives - Community/Stakeholder based action

**Objective** To develop and nurture widespread community and stakeholder support for, and ownership of, road safety programs

STRATEGIES	STAKEHOLDERS
<ul> <li>Review and provide input into Council road safety policies that are implemented and targeted to all Council staff</li> </ul>	RSO Council Workplace Health & Safety Committee WHS Officer
<ul> <li>Utilise existing Council newsletters, websites and Facebook pages to educate staff and residents on local road safety issues.</li> </ul>	RSO Council
<ul> <li>Implement regular articles into local newspapers highlighting road safety issues and increasing community awareness of road safety programs</li> <li>Utilise local radio and regional ABC radio to educate residents on local road safety issues and to spotlight key road safety messages at a higher/broader level</li> </ul>	RSO Local Newspapers Newsletters Local FM radio stations ABC Riverina Radio
<ul> <li>Work with organisers of local events, fairs and festivals to include road safety programs and initiatives within their planning</li> </ul>	RSO Stakeholder Groups, Council Community Development Officer and Director of Engineering
• Develop links with local organisations to improve the implementation and efficiencies of road safety programs. Organisations may include but are not limited to sporting groups, clubs, emergency services, general community groups, youth groups, senior citizens groups and schools	RSO Stakeholder Groups Road Safety Steering Committee Local Government Committees
<ul> <li>Provide opportunities for community input on Road Safety issues within the local area</li> </ul>	RSO Local Traffic Committee
<ul> <li>Investigate positive reinforcement and rewards systems for safe driving practices</li> </ul>	RSO RMS

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## 5. Co-ordination and monitoring

**Objective** To monitor the implementation and effective use of the Road Safety Strategic Plan

STRATEGIES	STAKEHOLDERS
<ul> <li>Conduct an annual review of the Strategic Plan with the Road Safety Steering Committee</li> </ul>	RSO Road Safety Steering Committee
<ul> <li>Councils to adopt the Road Safety Strategic Plan as a part of their annual Management Plans</li> </ul>	RSO Road Safety Steering Committee Council management
<ul> <li>Seek opportunities to coordinate activities of road safety stakeholders at a regional level</li> </ul>	RSO RMS

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# 1. CR FIRMAN

Advised that it is good to see the hold lines around Temora remarked however asked if further work is still to be carried out to refresh hold lines, noting Hoskins/Polaris intersection holding line is nearly completely worn.

# 2. ZOE TURNER RMS

Advised that she will now be Temora's RMS representative in place of Greg Minehan for traffic committee following recent internal structure changes within RMS and asked for Mr Minehan's email to be removed from the traffic committee contact list.

# 3. ALEX DAHLENBURG - SENIOR ENGINEERING TECHNICAL MANAGER

Advised Councils Engineering Department are currently working on the design for beautification of the Hoskins Street sections between Britannia and Victoria Streets, and also Parkes and Polaris Streets. This design was noted due to changes to kerb blister inclusive of tree plantings. Council seeks RMS input relating to intersection safety, etc.

# Zoe Turner RMS, advised that any design considerations even draft proposals can be forwarded through to her as the RMS representative and feedback will be provided.

Advised that Council had previously received correspondence in regards to a request for a 40km/ph speed zone past Narraburra Lodge from the current 50km/ph and also a reduced speed zone possibly reduced to at least 70km/ph consistent to other Temora speed zones for Mansfield Road/Leary Place from the current 100km/ph. These speed zone requests were forwarded to RMS for a review however both requests were denied, however the Councils Engineering Department still questions the denial of a proposed speed zone reduction for Mansfield Road/Leary Place due to the subdivision now having dwellings developed.

# Zoe Turner advised that herself and Alex Dahlenburg would conduct a site visit to follow up the reasoning for the denied speed zone reduction as requested and provide for review.

Alex Dahlenburg advised that a speed zone inspection has been undertaken on Mansfield Road between Britannia Street and Back Mimosa Road as requested. The area noted has had numerous property access points (culverts) introduced, but at this stage no residential development on the blocks has commenced. The area presents as rural with the appropriate speed zone of default 100km/ph. As the residential development sites become occupied, I would encourage Council at that time to seek a further review as this occupation will change the road environment.

Alex Dahlenburg has also inspected Kitchener Road in the area of retirement village between French Street and Bundawarrah Road. No pedestrian or vulnerable road users were noted in the area at the time of the inspection with two cars parked under the trees on the northern side of Kitchener Road. Again as in the case of Mansfield Road, when further development occurs on the vacant land and/or the road environment changes then this matter may again be revisited.

#### 4 CLOSE MEETING

The Meeting closed at 10:56AM.

This is the minutes of the Traffic Committee meeting held on Tuesday 11 June 2019.

.....

**GENERAL MANAGER** 

.....

CHAIRMAN

# 6.2 MINUTES OF THE YOUTH ADVISORY COMMITTEE MEETING HELD ON 11 JUNE 2019 File Number: REP19/702 Author: Executive Assistant Authoriser: General Manager Attachments: 1. Minutes of the Youth Advisory Committee Meeting held on 11 June 2019

#### RESOLUTION 195/2019

Moved: Cr Dennis Sleigh Seconded: Cr Max Oliver

It was resolved that the reports be received.

CARRIED

#### RESOLUTION 196/2019

Moved: Cr Dennis Sleigh Seconded: Cr Kenneth Smith

It was resolved that the reports and recommendations as presented be adopted AND FURTHER That a letter be written to Mrs Costello thanking her for her work in organising the RV Muster.

CARRIED



Date:	Tuesday, 11 June 2019
Time:	11:00AM
Location:	105 Loftus Street
	TEMORA NSW 2666

# MINUTES

# Youth Advisory Committee Meeting

11 June 2019

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#### MINUTES OF TEMORA SHIRE COUNCIL YOUTH ADVISORY COMMITTEE MEETING HELD AT 105 LOFTUS STREET, TEMORA NSW 2666 ON TUESDAY, 11 JUNE 2019 AT 11:00AM

- **PRESENT:** Cr Rick Firman (Mayor), Cr Dennis Sleigh (Chair), Cr Kenneth Smith
- **IN ATTENDANCE:** Steve Firth (Director of Administration & Finance), Melissa Carter (Youth Worker),

#### 1 OPEN MEETING

11:00AM

#### 2 APOLOGIES

Nil

#### 3 REPORTS

3.1	RV MUSTER EVENT 2019	
File Nun	nber:	REP19/628
Author:		Executive Assistant
Authoris	ser:	General Manager
Attachm	nents:	Nil

#### REPORT

The Temora Youth Teams have collaborated with the event organiser, Elaine Costello for three months to accommodate for the RV Muster guests, who arrived in Temora on the 23rd April and departed on the 30th April 2019. The arranged agreement for the Temora Youth teams to deliver two events.

- 1. A BBQ lunch with entertainment
- 2. A pancake breakfast.

In term 1 the teams had spent 2 hours learning the financial literacy, to cater for this opportunity.

Entertainment and BBQ lunch:

On the 27th April 2019 between 12:00pm – 3:00pm the Hospitality Team provided lunch and entertainment to the RV muster guest. This event was held at Platform Y on the north end of the Temora Railway Station.

The Temora Youth Culture and Performing Arts team dedicated over 15 hours in term 1 to write and accomplish their two short skits scrips they called;

- Stop bullying The short skit voiced how to help someone who is being bullied
- Protect our environment The short skit expressed the importance of recycling plastic bags

The Temora Youth Hospitality team dedicated over 6 hours in term 1 to perfect how to cook from scratch;

- Rainbow pasta salad with homemade mustard and honey sauce
- Egg salad with mayonnaise, a squeeze of fresh lemon, celery and topped with fresh parsley
- Potato salad Crisp bacon topped with fresh chives.

After the Hospitality Team served lunch and the Culture and Performing Arts team performed their short skits both teams finished off by singing two songs called;

• We all live in a yellow RV – This original song is called we all live in a yellow submarine by the Bee Gees, the song was tweet to "we all live in a yellow RV" to accommodate the guests

#### • All we need is love – By the Bee Gees



Pancake Breakfast:

The Temora Youth Hospitality team dedicated over 4 hours in term 1 to perfect how to cook pancakes from scratch.

On the 29th April the Temora Youth Team all arrived at 5:50am – 9:30am. This event was held at 7:00am Tenefts St at the Aviation Tourist Park, in the TFI Hut.

The Temora youth team cooked 180 pancakes and served to 53 customers at 7:00am.

• Homemade Pancakes – with strawberries, blueberries berries, raspberries, fresh lemons and whipped cream

• Refreshment – tea, coffee, apple and orange juice

Overall the Temora Youth Teams gained new cooking skills, serving skills, new productive skills and contingency planning skills.





## **COMMITTEE RESOLUTION 9/2019**

Moved: Cr Kenneth Smith Seconded: Cr Rick Firman

That the Committee resolved to recommend to Council to note the report.

CARRIED

#### 3.2 YOUTH WEEK

File Number:	REP19/629
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

#### REPORT

The Temora Youth Leadership Team dedicated over 10 hours for the planning, co-ordination, and implementation for the Youth Week programs and activities. The Temora Youth Team launched Youth Week, by coming together to connect, share, speak out and celebrate.

Over two days the fun was endless with a Rocky Road workshop mentored by Helen Oliver. The Temora Youth Team and young people from the community enjoyed a game of tug-a-war and even a game of handball with Senior Constable Joe Camilleri & Senior Constable Heidi Clancy from Cootamundra. Once again we were very excited to welcome back the Totem Skate Boarding workshop, for the 3rd year running with over 60 young people attending for all events. Thank you to the Temora community we received emphatic support, especially from the Councillors of Temora Shire Council.





## COMMITTEE RESOLUTION 10/2019

Moved: Cr Dennis Sleigh Seconded: Cr Kenneth Smith

That the Committee resolved to recommend to Council to note the report.

CARRIED

#### 3.3 TERM 2 - YOUTH PROGRAMS 2019

File Number:	REP19/631
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

#### REPORT

Culture and performing Arts commences every Wednesday. The team have been working on how to make words or actions more powerful. The skills being developed include, dramatic tension, repetition use of music and synchronised lines. We have two new members joining us this term. Hospitality Team Commences every Wednesdays and Thursdays. A new food policy has been written to meet the Australian Dietary Guidelines. Ms Belinda Bushell the Health & Building Surveyor from Temora Shire Council has visited us this term. Ms Bushell held a very active workshop updating the young people about the correct way to sanitise all kitchen equipment and practice good hygiene by following the correct steps to wash our hands. Ms Bushell informed us the importance of temperature control to prevent bacterial growth in the fridge and freezer, to keep our kitchen safe and clean.

Gaming Team commences every Friday afternoon. This team welcomed new Team leader, who has been a life member of the Temora Youth Team.

A Youth member also donated a Wii gaming console and was rewarded with a certificate for his generosity.



#### COMMITTEE RESOLUTION 11/2019

Moved: Cr Rick Firman Seconded: Cr Kenneth Smith

That the Committee resolved to recommend to Council to note the report.

CARRIED

#### 3.4 TEMORA YOUTH TEAM HEALTHY FOOD POLICY

File Number:	REP19/632
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

#### REPORT

Temora Youth Team Healthy Food Policy:

The Youth Officer has developed a healthy food policy to support the Temora Shire Youth Plan initiatives 1c, 3a, 3b, 3c, 4a, 4c. The policy is based on some key values:

- 1. Fresh is best
- 2. Increase access to fruit and vegetables
- 3. Increase hydration through access to good quality water
- 4. Limit packaged and processed food
- 5. Limit refined sugar and energy dense foods

In addition to the healthy food policy, the Youth Officer has expanded on the format of the weekly hospitality workshop to include a mix of cooking, nutrition education and financial literacy. The menus are being planned in advance, with a progression through from breakfast, morning tea, lunch, afternoon tea, entrée, main and dessert.

Each weekly workshop is broken into three parts. The cooking component, followed by a focus on the nutritional benefits of the recipe, and also a financial literacy exercise to determine the cost of the serving and variations to the expected costs.

The Youth Worker has taken the policy to the Youth Leadership Team, and all have agreed that this is a worthy policy and have agreed to support the implementation of the policy into all youth events.

#### COMMITTEE RESOLUTION 12/2019

Moved: Cr Dennis Sleigh Seconded: Cr Kenneth Smith

That the Committee resolved to recommend to Council to note the report.

CARRIED

## 3.5 ADDITIONAL FUNDING

File Number:	REP19/633
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

#### REPORT

Sandfire Mining Company have confirmed at \$10K sponsorship of the Temora Youth Team. The funding distribution will be worked out with a member of the Sandfire Team, who will come to Platform Y in the coming months to develop a plan and see how they are able to assist us further.

Temora RV Muster 2019 generously chose the Temora Youth Team as the beneficiary of proceeds from the event. A presentation event will be organised in the coming weeks. The total of this donation is yet to be finalised.

Together, the RV Muster and Sandfire funding will allow for us to work towards Air Conditioning for Platform Y, as well as continuing the kitchen upgrade to help us accommodate up to 12 students in the kitchen in any one workshop.

FACS have granted \$1.5K in additional funding to Temora Shire Council to support further youth activities before the end of December. We will allocate these funds to help bring new holiday program initiatives.

#### COMMITTEE RESOLUTION 13/2019

Moved: Cr Rick Firman Seconded: Cr Kenneth Smith

That the Committee resolved to recommend to Council to note the report.

CARRIED

#### 4 CLOSE MEETING

The Meeting closed at 11:43AM.

This is the minutes of the Youth Advisory Committee meeting held on Tuesday 11 June 2019.

.....

**GENERAL MANAGER** 

.....

CHAIRMAN

# 6.3 MINUTES OF THE PROMOTIONS & VISITATION COMMITTEE MEETING HELD ON 11 JUNE 2019

File Number: REP19/725

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Minutes of the Promotions & Visitation Committee Meeting held on 11 June 2019

#### **RESOLUTION 197/2019**

Moved: Cr Kenneth Smith Seconded: Cr Dale Wiencke

It was resolved that the reports be received.

CARRIED

#### RESOLUTION 198/2019

Moved: Cr Kenneth Smith Seconded: Cr Nigel Judd

It was resolved that the reports and recommendations as presented be adopted.

CARRIED



Date:	Tuesday, 11 June 2019
Time:	12:04PM
Location:	105 Loftus Street
	TEMORA NSW 2666

# MINUTES

# Promotions & Visitation Committee Meeting

11 June 2019

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#### MINUTES OF TEMORA SHIRE COUNCIL PROMOTIONS & VISITATION COMMITTEE MEETING HELD AT 105 LOFTUS STREET, TEMORA NSW 2666 ON TUESDAY, 11 JUNE 2019 AT 12:04PM

- PRESENT:Cr Nigel Judd, Cr Max Oliver, Cr Kenneth Smith, Ms Jone Pavelic (Chair), Cr<br/>Dale Wiencke (Observer) Mrs Elaine Costello, Mr Bob Costello, Ms Kelly<br/>Whitton
- **IN ATTENDANCE:** Steve Firth (Director of Administration & Finance), Craig Sinclair (Economic Development Manager), Ann Pike (Ms),

#### 1 OPEN MEETING

12:04PM

2 APOLOGIES

#### COMMITTEE RESOLUTION 18/2019

Moved: Mrs Elaine Costello Seconded: Mr Bob Costello

That apologies from Cr Rick Firman (Mayor), Ms Nicola Curry, Ms Lynette Andersen and Bill Speirs be received and accepted.

CARRIED

#### 3 REPORTS

File Number: REP19/565

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. RV Muster

#### REPORT

Attached is the final breakdown of the 2019 RV Muster.

#### COMMITTEE RESOLUTION 19/2019

Moved: Cr Kenneth Smith Seconded: Cr Max Oliver

It was resolved that the Committee recommend to Council to note the report and thank Mrs Costello for organising the successful 2019 RV Muster.

#### CARRIED

#### **COMMITTEE RESOLUTION 20/2019**

Moved: Cr Nigel Judd Seconded: Cr Kenneth Smith

It was resolved that the Committee recommend to Council to promote the nomination of an organiser for the RV Muster in the future.

CARRIED



#### **PVC REPORT JUNE 2019**

The Temora RV Muster has been held with a total of 42 RV vehicles attending overall.

This equates to 82 people, most with 2 persons per vehicle and one with 3. Plenty of dogs and cats too.

All in all I am happy with the way things went. The tours were very well attended as were the group activities.

We had some "special interest" inclusions in our Happy Hours, one being Mr. Glen Sheehan who brought everyone up to date with the influences of "Fatigue" whilst driving and especially the effect on the older grey nomads, which the majority were. The presentation was excellent and was the topic of conversation for many days following.

The other one was a presentation by NSW Fire and Rescue on kitchen fires and how to deal with them. This is especially relevant to RV's as the limited space can have ongoing consequences when compared with a regular "home" kitchen.

The two tours of Rita and Lindsay Bromfield's property "Hazeldean" was the first tour and my feedback was "We are so impressed with the knowledge of our hosts and were very appreciative of the country hospitality". Most had never been on the receiving end of our "brand" of hospitality.

The coach trip for the "Day at the Park" left the RV fraternity in no doubt of country hospitality when they arrived at Broken Dam and found a veritable smorgasbord of morning tea goodies served by the lovely ladies from Ariah Park. Then to sit down to lunch at the Ariah Park Pub, which I am reliably informed by the retired head chef of the Hilton Hotel in Sydney, serve the best lamb shanks he has ever had has put the APH on the map. Thinking they had had all they could eat they were then escorted around the corner to the Colwell residence, thinking a coffee and a biscuit would be nice to end the day and what they found was yet another cornucopia of homemade treats. All were very impressed with the teapot and saw collection. All commented on the wealth of knowledge of their guide Mr. Bill Spiers and impressed on his presentation of the history of his beloved Ariah Park. A RESOUNDING SUCCESS.

Another success was the Temora Aviation Museum tours (2). The general consensus was "GOBSMACKED" Bob Costello's passion for his planes left no one in doubt as to what they

were, where they were in their lifespan and who flew or does fly them now. Many are planning a return visit and bringing others with them.

Temora's history was an eye opener for all who attended the two tours of the Bundawarrah Centre. Again very impressed with Bill Spier's presentation and the delightful Devonshire tea that was included.

The tour of the Railway Precinct was very informative and everyone commented on "Boof" and wanted to know where he lays now, unfortunately I couldn't enlighten them. The BBQ lunch provided by the Hospitality Team of Temora Youth Group/Platform Y was yet another indication to our visitors of "good old fashioned hospitality".

There were two breakfast "events". The first provided again by the young people of the Temora Youth Group – Platform Y who did a remarkable job of providing pancakes and all the trimmings for a large number of people, a very early start for our young people, 5am.

The second breakfast, on the last morning of the Muster, was only possible to the community spirit of Mrs. Teresa McCrone of Red Hen Hospitality who jumped in at the last minute, and with very little notice provided bacon and egg rolls for 95% of the people attending to make their departure a smooth exodus.

The Spit Roast Dinner is always a success and this one was no exception. With the donation of a lamb and a pig by Mr. Shiny King and the efforts of Henry and Dianne Blachut in organising their crew of merry helpers it was a "given" that it would be popular.

There were demonstrations of various genres during the Muster which kept most people occupied for a part of each day but still allowed them time to "explore" our town at their leisure.

I would like to acknowledge Mrs. Anne Trollope of Temora in her generous efforts in making and donating several knee rugs for our senior residents of Narraburra and Greenstone Lodges. In all some 47 rugs along with beanies and scarves all lovingly made and assembled by our lady Musterers, under the guidance of Mrs. Rhonda Panas, were handed over to Mrs. Gayle Lynch on the night of the Spit Roast. With winter coming on I am sure they will be put to good use.

Without the generous donations from a good percentage of our local retail, trades and business people the voucher auction and the raffle would not have been as profitable as it was. The money from both these "events" is the main avenue of raising funds for our chosen charity, this year being the young people of Platform Y to assist them with broadening their program base and to go towards purchasing any needed equipment to facilitate those programs.

Market Day was not as "big" as was indicated by the number of people who had booked stall space. Of the 46 applications paid only 22 actually arrived to set up their stalls. Unfortunately, no food outlets arrived and if it wasn't for the quick thinking of the local Girl Guides in collaboration with the Temora Lions Club there would not have been the "sausage sizzle" that most people come to expect at a market day. I am sure their endeavours were well rewarded.

A **VERY** conservative total of some \$60,010.70 was spent in Temora by those attending the Muster in various different ways. Keep in mind that not all receipts/dockets were handed in, nor were small cash amounts paid for things like coffee etc., included in this amount.

When you compare this amount with the total paid into Temora businesses as a result of the 2017 Muster and on a per capita basis the 2019 Muster has been considerably more beneficial for the economy of our town.

In the final "wash-up" the income from the Muster, all outgoings paid, the total NETT PROFIT stands at \$7,308.16. The amount of \$7,000.00 will be donated to the Temora Youth Group – Platform Y. The remaining \$308.16 will also be donated to the Temora Youth Group, Hospitality Group to cover the costs of providing catering for the "Presentation Event" which will take place on a date to be fixed. All accounts are available for perusal should you so wish. The Temora RV Muster bank account will then be closed.

As you are aware I am standing down as Event Organiser. I would recommend that Temora Council, through any relevant committee, take up the reins so to speak and keep The Temora RV Muster an ongoing event which will benefit the town of Temora as a whole and also assist any "charity" the committee may deem appropriate. To this end the Muster has become known for "supporting" our local young people and as I have always maintained "Our children are our future" and I would hope that this trend is ongoing.

In closing I would like to thank everyone who, in whatever way, contributed to the success of the Temora RV Muster 2019. To name everyone (and probably miss some as well) would take up another few pages. You all know who you are and please know that your efforts are and were very much appreciated.

Elaine Costello

Event Organiser

TEMORA RV MUSTER 2019

#### 3.2 WAGGA TOURISM PARTNER PROGRAM

File Number:	REP1	19/597
Author:	Even	its
Authoriser:	Director of Administration & Finance	
Attachments:	1.	Wagga Tourism Partner Program Prospectus 2019/20

#### REPORT

The City of Wagga Wagga has invited Temora Shire Council to once again participate in their Tourism Partner Program. The program prospectus (attached), outlines the benefits Council will receive in return for the \$1,375 Regional Tourism Partner Council Membership fee, these include:

- Visitor Guide listing 1 page profile
- Discovery Map
- Premium website listing
- Promotion on social media
- Blog/Itineraries
- Subscription to monthly industry e-newsletter
- Regional Events listing of up to four events per season on visitwagga.com and selected events only in the What's On publication

Council has participated in the program for the past 2 years and have received the benefits as prescribed in the prospectus.

#### COMMITTEE RESOLUTION 21/2019

Moved: Cr Max Oliver Seconded: Cr Nigel Judd

It was resolved that the Committee recommend to Council to participate in the City of Wagga Wagga Tourism Partner Program

#### CARRIED

#### Report by Craig Sinclair





## ABOUT THIS GUIDE

This guide is for businesses and organisations with an interest in tourism and events in Wagga Wagga and surrounding areas. It contains information on the Wagga Tourism Partner Program 2019-20 ('the Program'), running from 1 July 2019 to 30 June 2020.

The Program provides businesses and organisations with an opportunity to be involved in tourism marketing initiatives as well as industry workshops and events, coordinated by the City of Wagga Wagga's Visitor Economy and Events team.

## **PROGRAM KEY DATES**

- Applications open: Monday 13 May, 2019
- Last sign-up date to be included in Visitor Guide: Wednesday 19 June, 2019

Note: The Program is open to applications year-round. Please bear in mind by joining late, your business may not be included in some publications such as the Visitor Guide. Partners joining after Monday 1 January, 2020 will pay 50% of the rate applicable to their business, see page 9 for pricing details.

## LET'S WORK TOGETHER TO BUILD TOURISM AND BOOST VISITATION TO OUR REGION.

#visitwagga



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## 2018 – 2019 ACHIEVEMENTS



\$353 MILLION visitor spend injected into the Wagga Wagga Economy





**1.5 MILLION** total visitor nights stayed



SOCIAL MEDIA over 18,900 followers across 2 platforms GROWTH – FACEBOOK 25% + INSTAGRAM 38%



**140** tourism Partners



OVER 650 EVENTS promoted free on visitwagga.com

- Over 234,000 unique visitors to visitwagga.com
- Event development Lost Lanes and Spring Jam
- Workshop/Networking Events STR Accommodation Workshop, Operator Famils, Visitor Guide launch and Wagga Shop morning tea
- Promotional campaigns Devour, Fresh, Twelve Days of Christmas, #hashtag exhibition and seasonal promotional videos
- Product development Marrambidya Wetland Welcome Hub, Wiradjuri Walking Track upgrades, NRL/Gold Cup Packages and Discovery Map
- visits), Sunrise, Rex Inflight Magazine, Her Canberra, Oak Magazine, Postcards and Asia Pacific Incentives Meeting Event (AIME)
   Social Influencers/Photography - Trip in a Van

Media promotions - Sydney Weekender (two

- (Instagram), Georgie Mann, Georgia Rickard, Chloe Smith and Jack of Hearts
- Major events supported to the value of \$60,000 including Gamma.Con, Mardi Gras, Gears and Beers 2018, Food I Am Let's Eat and The Merger
- Major Events secured NSW Junior Touch State Cup Southern Conference and NRL – Canberra Raiders v Penrith Panthers

- 20,000 Wagga Wagga & Surrounds Visitor Guide distributed
- 30,000 Discovery Maps distributed
- 60,000 What's On distributed

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## REASONS TO PARTNER WITH US



Be a part of visitwagga's promotional campaigns



Build your presence and showcase your business through our digital channels and Visitors Centre



Learn and grow through workshops & masterclasses



Work together with like minded organisations to grow Wagga Wagga + Surrounds



Access up to date information, event partnering, blog and famil opportunities

## MARKETING OPPORTUNITIES

The City of Wagga Wagga's Visitor Economy and Events team promote Wagga Wagga and surrounding areas through marketing activities involving both print and digital media.

The following pages detail many of these avenues.

#### DIGITAL Visit Wagga website

The Visit Wagga website attracts over 234,000 visits and is where all visitors are directed to when promoting the city.

#### Online calendar of events

Visit Wagga promotes over 650 events and exhibitions each year through our online calendar with all listings coming from Australian Tourism Data Warehouse (ATDW).

#### Attractions and business listings

The Visit Wagga website also sources from ATDW tourism related businesses. All businesses are required to own their listing and once approved partners receive a premium listing on the Visit Wagga website.

Events and Businesses on ATDW also feed the Visit NSW website and other organisations that have partnered with ATDW.

#### Social media

Our Visit Wagga Wagga, Wagga Events and The Wagga Shop social media channels with over 18,900 followers showcase the city and surrounding areas to both locals and visitors.

We engage with our followers using our hashtag – #visitwagga - and - #waggevents. Each month our content reaches over 100,000 social media users.

#### Blog/Itineraries

Our Blog features all the best experiences and events in Wagga Wagga and the surrounding region. Features include Local Ambassadors, Drives, Itineraries, Events, Family + Kids, Nature + Outdoors, See + Do and Eat + Drink.

Partners have the opportunity in 2019/20 to feature in blogs.

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#### Marketing campaigns

Seasonal campaigns to drive visitation are based around key events and experiences.

#### PUBLICATIONS

#### Visitor Guide

The Wagga Wagga + Surrounds Visitor Guide is an annual publication, released around Spring each year to coincide with the start of the Program.

With circulation of 20,000, the guide is distributed to Visitor Information Centres located throughout NSW, VIC, ACT, SA and QLD. The guide is also available for download on our Visit Wagga website.

Partners each receive a 1/4 page listing in the guide. All listings will be consistent with the guide's overall branding and aesthetics. Imagery and text are subject to editing and approval.

Council Regional Tourism Partners receive a 1 page profile of their area.

#### **Discovery Map**

The Discovery map includes all the things to see and do and eat and drink within the city and surrounds. The map is distributed to accommodation properties, restaurants and cafes, visitor attractions and other relevant businesses.

#### What's On

A quarterly publication, the printed What's On is produced seasonally and features events in the city and from the surrounding area.

The guide is printed and distributed within Wagga Wagga and surrounds. A monthly email newsletter keeps events and the What's On guide front-of-mind for both locals and visitors.

#### Conference + Function Venues Guide

This is a two-year publication, which is included in 2019/2020 Tourism Partner Program. Only available for operators that are applicable for the business and events market.

#### Accommodation sheet

The Accommodation stay sheet lists all accommodation properties in the LGA and those that are partners from surrounding shires. All tourism partners are highlighted on this sheet and have additional information on their business included. Non-partners are included with basic details where possible.

#### VISITOR SERVICES

#### Visitor Information Centre

The Visitor Economy and Events team oversee the operation of the Wagga Wagga Visitor Information Centre.

Around 35,000 visitors and locals use the centre each year for advice on visiting Wagga, or to purchase local produce and souvenirs. Tourism partners are welcome to provide DL brochures for display on the Wagga Wagga + Riverina information stand at our Visitor Information Centre.

Non-partners are also welcome to supply brochures; these are kept behind the counter and distributed to relevant enquiries.

#### The Wagga Shop

The Wagga Shop, as part of the Wagga Wagga Visitor Information Centre, champions the promotion of local produce, partners are invited to discuss the opportunity to promote their local produce in store and in custom made hampers.

## INDUSTRY DEVELOPMENT AND SUPPORT

#### Industry events + workshops

A range of industry events are organised by our team including business development focused workshops and seminars as well as networking events.

Partners are invited to these events at no charge or for a reduced fee. Non-partners may attend for a fee.

#### PR + familiarisation tours

In partnership with Destination NSW, Riverina Murray Destination Network and neighbouring councils, we facilitate a range of familiarisation tours for journalists, bloggers and influencers each year.

When selecting businesses and events relevant to the theme and audience of these, preference is given to Wagga Tourism Partners.

We also work with these bodies to promote the city and region's offering to a range of media and industry networks.

#### Image library

The City of Wagga Wagga makes images of Wagga Wagga and surrounds available for use for promotion of the city and region. Access is available on request.

#### Support for tourism businesses

Our team can provide support and guidance for your business in dealings with other divisions of Council. In many cases, we can also provide a letter of support for your

business grant applications.

#### Industry newsletter (member only)

The Visitor Economy and Events team regularly send out an email newsletter with the latest industry news, events and opportunities for business operators and event organisers in the region.

#### Events/conference support

Our team works with event organisers to help make their events in the city a success. We offer advice, assistance and coordinate sponsorship opportunities through Council.

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#visitwagga

## **TOURISM PARTNER: BENEFITS**

Becoming a Wagga Tourism Partner means you'll be included in more of our publications and with greater visibility than those who choose not to become a Partner. The table below outlines the benefits you'll receive. If you have any questions, don't hesitate to contact our team.

Don't want to join the Program? That's ok too, we still want to support all tourism businesses in our region. You can find how we promote you in the table below so please get in touch with our team to update your business' details for promotion.

#### Partner vs. Non-Partner benefits

Non-partners included in any of the offerings detailed in the table below must be a business/organisation based in the Wagga Wagga LGA and offer a product or service relevant to visitors.

BENEFIT	PARTNERS	NON-PARTNERS
Visitor Guide business listing (LGA partners receive a 1 page profile)	х	
Discovery Map	X	
Conference & Function Guide	Where applicable	
Premium website listing	X	
Basic website listing		Х
Promoted deals + packages	X	
Marketing campaigns/events (where relevant)	х	
Promotion on social media	х	Where relevant (Partners are given priority)
Blog/Itineraries	х	
Famils – journalists, bloggers, influencers	X	
Subscription to monthly industry e-newsletter	х	
DL brochure display	X	Behind counter
Accommodation Sheet	Х	Basic Details
Supply of maps and brochures – delivered or posted	x	Collect from Visitor Information Centre
Invitation to industry events and workshops	х	For a fee
Council supported events – suggested venues, suppliers	х	
Access to image library	Х	Х
Events held in the Wagga Wagga LGA are listed free of charge on visitwagga.com and selected events only in the What's On publication.	х	х
Regional Events (each Regional Partner, Council and Regional Partners can list four events per season on visitwagga.com and selected events only in the What's On publication).	х	
ATDW listing	Required	Required

#visitwagga

#### Partner categories + costs

The next table outlines the different categories based on different business needs.

Tourism businesses outside the Wagga Wagga LGA and within 120km of the Wagga Wagga LGA Border can join the Program. Please note: All prices are GST inclusive.

PARTNER CATEGORY	SMALL - \$220	MEDIUM - \$440	LARGE - \$660
Accommodation	Up to 4 rooms/properties/ apartments/cabins/sites	5 to 35 rooms/properties/ apartments/cabins/sites	More than 35 rooms/ properties/ apartments/ cabins/sites
Attractions/Activities	Entry fee below \$15 per adult	Entry fee \$15 to \$30 per adult	Entry fee \$30+
Clubs and Pubs	Employees 1 to 10	Employees 11 to 50	Employees 50+
Tour Operators	Licensed seating or max group size 1 - 10 people	Licensed seating or max group size 11 to 50 people	Licensed seating or max group size 50+
Restaurants, Cafes, Wineries & Food Outlets	Seating capacity 1 to 50	Seating capacity 51 to 100	Seating capacity 100+
Shops, Retailers, Gyms, Spas, Health Practitioners, Media & other Businesses	Employees 1 to 20	Employees 21 to 40	Employees 40+
Additional Businesses	Partnership for additional businesses is available at a rate of \$165 per additional business. The business attracting the highest partnership charge will be considered the primary business. Multiple business owners will be expected to maintain each business as a separate entity.		
Not for Profit (In Wagga Wagga LGA).	Must be volunteer run, not for profit business		FREE

## **Regional Council Tourism Partner**

Regional Tourism Partner Council Membership (within 120<br/>kilometre of LGA boundary)\$1,375Regional Tourism Partner Council Membership - Additional<br/>Town/Village (within 120 kilometre of LGA boundary)\$825

#### Payment options

Payment for the Program can be made in full or in two equal instalments. Businesses will be issued an invoice and payment can be made online through Council's website, by direct deposit, BPAY, cheque or in person at Council's Customer Service.

If you choose two instalments, payments will be due by the following dates:

- First instalment due: Wednesday 31 July, 2019
- Second instalment due: Monday 20 January, 2020

#### **Outstanding payments**

If your organisation has any outstanding payments from the 2018-19 Program these must be paid in full and upfront payment for the 2019-20 Program must be received before you are included in promotions, including the printed Visitor Guide.

#visitwagga



## JOINING THE PROGRAM

#### How to join:

- 1. Read the Program Terms and Conditions below. These are also available online at visitwagga.com/partners.
- 2. Complete and submit an application online at visitwagga.com/partners
- 3. Once your application is approved, an invoice will be issued according to the payment option you have selected.

Note: Your application should be submitted by Wednesday 19 June, 2019 for your business to be included in the printed Visitor Guide. Any questions please email partners@wagga.nsw.gov.au or contact 1300 292 442.

#### Terms + Conditions

The City of Wagga Wagga's Wagga Tourism Partner Program (the Program) facilitates engagement and communication with local businesses to drive visitation and investment in the local economy. The Program's aim is to lead the marketing and development of Wagga Wagga + Surrounds as a unique and progressive region to visit.

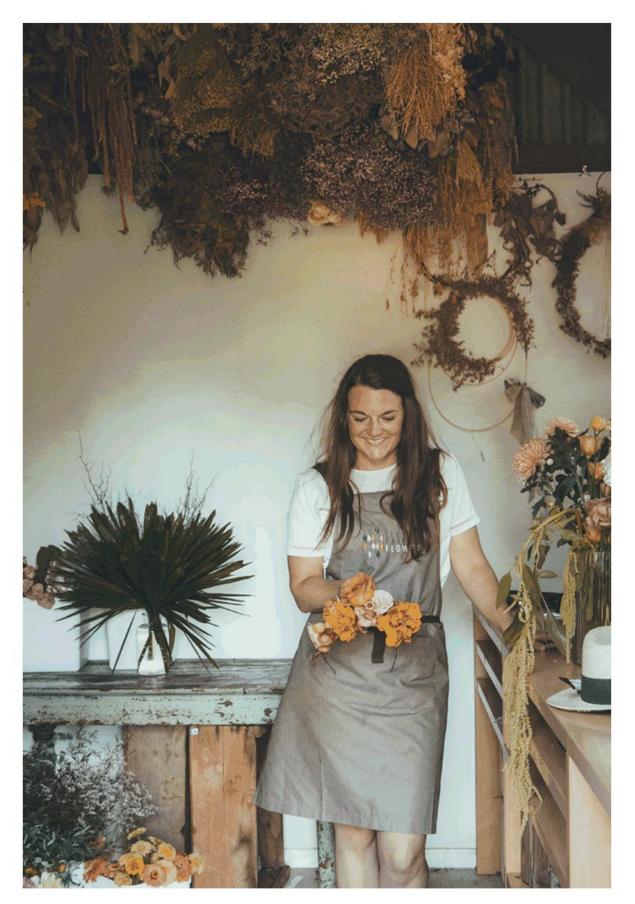
Participation in the Program is in accordance with the following terms and conditions.

- Participation in the Program is not confirmed until the application form has been approved (applicant deemed to meet criteria) and full payment has been received.
- The City of Wagga Wagga reserves the right to refuse any defamatory, slanderous, misleading or deceptive information or material.
- 3. The participant agrees to indemnify and hold harmless the City of Wagga Wagga from and against all losses, liabilities, proceedings, claims, expenses and other costs arising directly or indirectly as a result of or in connection with the promotion of the product or facilities of the participant.
- 4. To the extent permitted by law, the City of Wagga Wagga will not be liable for any claim, loss, damage or expense suffered or incurred arising directly or indirectly out of these terms, the relationship between us or the display or non-display of your details or otherwise whether or not caused by our negligence (including consequential or indirect loss such as loss of data or loss of profits).
- It is at the discretion of the City of Wagga Wagga to accept applications to participate in the Program and associated activities.
- Responsibility is on the participant to ensure images meet all relevant copyright laws.
- Responsibility is on the participant to ensure all information is correct when supplied.
- Failure to provide any material by the appropriate production deadlines may result in non-inclusion of product information and promotions.
- The City of Wagga Wagga does not guarantee the performance, service levels and accessibility of the online platforms (websites, applications, etc.) and hard copy publications used to distribute content.
- The positioning of listings in any online platforms (websites, applications, etc.) or hard copy publications is at the discretion of the City of Wagga Wagga.

- 11. The City of Wagga Wagga reserves the right to edit copy and images supplied to meet marketing and promotional needs.
- Only events deemed to generate tourism (for example, attract day and overnight visitation) will be listed on the calendar of events at the discretion of the City of Wagga Wagga.
- 13. The Program benefits may be subject to change without notice.
- The 2019-20 Program pricing structure is per annum and may be subject to change in future years.
- The participant agrees to the City of Wagga Wagga providing information to third parties including, but not limited to, Destination NSW.
- 16. The 2019-20 Program agreement is valid from July 1, 2019 to June 30, 2020.
- 17. Applications to participate in the Program received between January 1, 2020 and June 30, 2020 will be charged at 50% of the annual fee.
- 18. Program fees are non-refundable.
- 19. It is the responsibility of each participant to be fully compliant with relevant government legislation including, but not limited to, the Local Government Act, Environmental Planning & Assessment Act, Public Health Act and related regulations. The participant also agrees to inspections the City of Wagga Wagga may need to carry out in relation to any of the above legislation and regulations. If a participant is deemed non-compliant, they may be excluded from the Program.
- 20. Participants must supply at least 2 high resolution images, at least 50 words of promotional copy and relevant business contact details for promotion of their business/organisation within 30 days of joining the Program. Failure to supply these may result in the participant being excluded from promotions, including, but not limited to, the Visitor Guide.
- 21. Participants agree to maintain appropriate level of comprehensive public liability insurance, pertaining to their business activity or services offered.

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#visitwagga





## 3.3 RIVERINA MARKETING AND BRANDING

File Number:	REP1	19/679
Author:	Even	ts
Authoriser:	Dire	ctor of Administration & Finance
Attachments:	1.	Go with the Flow Campaign Interim Results Report

## REPORT

At a tourism manager meeting in May, Richie Robinson from Destination Riverina Murray (DRM) Provided an update on two key projects for the Riverina region that Council have invested into:

- The Riverina Go With the Flow Campaign interim results and phase 2.
- The Riverina branding and guidelines.

## The Riverina Go with the Flow Campaign

The campaign itself has officially ended (Feb 18 - April 28) however there is still some overflow activity such as TripAdvisor video ads and PR activity. For example, journalists from both NRMA open road and Australian Traveller visited locations including Griffith, Darlington Point, Narrandera, Leeton, and Wagga and will publish their coverage in the coming weeks.

The interim results for the campaign are very positive and most of the KPIs have been met in terms of engagement and achieving the overall goal of raising awareness of the region in places such as Sydney, Melbourne and Canberra. Perhaps the most pleasing outcome to note from the interim results is the conversion rate of 30% through to the business listings on VisitNSW, and therefore on Get Connected. This is essentially saying that 30% of people who visited the campaign landing page, either by clicking paid advertising on their phone or device or finding it organically have then clicked further into the Riverina page to find out more and then potentially enquired and booked about an experience through a Get Connected listing on the broader VisitNSW site.

Please see attached the presentation deck that was presented at the meeting. This presentation includes a summary of the campaign visits, leads and conversion (refer to slide #4) and also includes proof of postings across media and PR, display and native advertising, social media and catch up TV where the videos were played. Please note, this is only the interim results and in approximately 6-8 weeks' time we will receive a more detailed and comprehensive campaign report that will be shared.

Destination Riverina Murray are well progressed with planning to develop an application to DNSW for the delivery of a second phase of the Riverina campaign. Mr Robinson believes that it is highly important that the recently completed campaign is backed up by a second phase and then a third, fourth, etc.

For the second phase of the campaign DRM are aiming to secure a commitment from each LGA to invest \$10,000+GST that will be invoiced and paid from within the 2019/20 financial year. LGAs that invested in phase 1 still owe \$5,000 +GST and this will also be invoiced in the 2019/20 financial year. Mr Richie has received positive feedback from most LGAs regarding their appetite to invest in phase 2 and has already received in-principle commitment from some. It is his hope that the 10 LGAs who invested in phase 1 will reconfirm their commitment for phase 2, and that the LGAs who were unable to commit in phase 1 will now see the value generated from phase 1

for both the region and the individual LGAs who have invested and come on board. This funding model is outlined on slide #36 of the presentation.

The minimum total investment required to progress with phase 2 is \$100,000 and as outlined in the table, DRM are also seeking to secure additional investment from industry towards phase 2 of the campaign to boost the investment secured from LGAs.

Shortly after July 1 Mr Richie will circulate an email that includes a letter of commitment template/form for investment towards phase 2. He will also include the full campaign report. DRM will then develop and finalise an application to the Destination NSW Cooperative Marketing Program to secure matched funding and the delivery of a second phase of the GWTF campaign. Pending any changes based on the insights learned through the campaign report, the second phase is likely to be scheduled at the same time of year (early 2020), will use the same key experience pillars of food, drink and nature, and will focus on the same target market of people aged 45-65 and living in locations such as Sydney, Melbourne, Canberra and regional NSW.

It is worth noting that the request at this point in the process is for a letter of commitment for phase 2. If the matched funding from Destination NSW is not secured through the cooperative marketing program then DRM will reassess the approach and Council can elect to opt out at that point.

## The Riverina Branding and Guidelines

A condensed version of the new Riverina branding and visual identity was also presented by not shared for distribution. Thrive Riverina have also launched a new website (<u>www.theriverina.com.au</u>) that features the new branding assets and follows the guidelines in terms of colour pallet and design.

Destination NSW have developed the new branding in consultation with DRM and Thrive Riverina and are aiming to finalise the full set of guidelines and assets within the coming weeks. When this is finalised DRM will work with Thrive to coordinate a suitable time to share and officially launch the new branding. The new branding is a very exciting development for the region. Mr Richie encourages each Council to begin to consider how it can make the most of the new assets and align towns branding on signage, guidebooks etc. with the broader region.

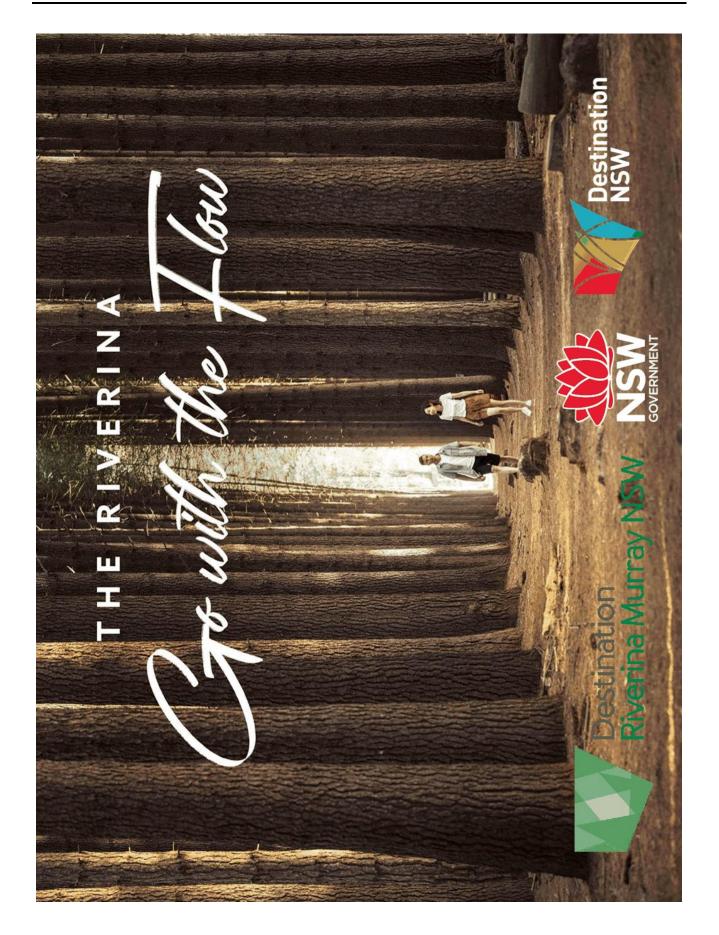
## COMMITTEE RESOLUTION 22/2019

Moved: Cr Max Oliver Seconded: Mrs Elaine Costello

It was resolved that the Committee recommend to Council to note the report.

CARRIED

Report by Craig Sinclair





## 2019 RIVERINA + MURRAY CAMPAIGN INVESTMENT rivering

The Riverina – Go with the Flow Campaign	Destination Riverina Murray	Riverina LGAs	Destination NSW	Totals
Coop Contribution	\$25,000	\$100,000	\$125,000	\$250,000
Branding Refresh	\$30,000			\$30,000
PR and Media Boost	\$20,000			\$20,000
Content Shoot	\$115,000			\$115,000
Research	\$35,000			\$35,000
Sub-totals	\$225,000	\$100,000	\$125,000	\$450,000
Murray				
The Murray – Best Shared Campaign	Destination Riverina Murray	Murray Regional Tourism	Destination NSW	Totals

Murray	
),	

2				
The Murray – Best Shared Campaign	Destination Riverina Murray	Murray Regional Tourism	Destination NSW	Totals
Coop Contribution	\$25,000	\$50,000	\$75,000	\$150,000
Branding Refresh		\$10,000	\$10,000	\$20,000
PR and Media Boost	\$20,000 (TBC)			\$20,000
Content Shoot	\$65,000			\$65,000
Research	\$35,000			\$35,000
Sub-totals	\$145,000	\$60,000	\$85,000	\$290,000
				Costination Riverina Murray NSW

Marketing Objectives	Measures	Baseline Benchmarks*	Interim Results	February 18 to April 28
Develop a new destination positioning that creates excitement and reignites the appeal of The Riverina region	<ul> <li>Advertising impact study</li> <li>Brand health tracker</li> </ul>	Appeal: 18%     Intention to visit:		
amongst the target audiences.	<ul> <li>Stickiness and engagement on visitnsw.com</li> <li>Traffic to The Riverina consumer site</li> </ul>	<ul> <li>17%</li> <li>Visitnsw.com average time on site: 2min 19sec</li> </ul>	Campaign progress	100%
Increasing overnight leisure visitation.	<ul> <li>Operator data</li> <li>DNSW website Affiliate Program (HotelsCombined)</li> <li>Visitor Centre enquiries and bookings</li> </ul>	<ul> <li>Liaising with industry to acquire benchmarks</li> <li>Visitnsw.com</li> </ul>	Total website visits	109,489
	Operator leads generated by visitnsw.com	rate: 33%	Total leads through to business listing	31,335
Increase visitor spend and length of stay.	<ul> <li>National Visitor Survey (NVS) data and industry</li> </ul>	National Visitor Survey YE Sep 2018		
	partnership data	<ul> <li>Average Night</li> <li>Spend: \$162</li> <li>Average length of stay: 2.5 nights</li> </ul>	Average conversion rate	30%
*DNSW Average Benchmarks at Jan-Feb 2019	61			
				Destination

**MEASURING SUCCESS** 

Item 3.3- Attachment 1

## MEDIA AND PUBLICITY

From July 2018 – March 2019, Riverina Murray destinations and experiences were featured across a number of leading domestic and international media outlets with inclusion of: print, online, radio, broadcast and social media in addition to syndicated stories

The expansive reach totalled a circulation of 10,702,953 with an advertising value estimate equalling \$1,543,634.

## Television

Postcards TV

Riverina episode filmed in late March, aired 14 April.

Getaway

Filmed mid-March. Episode to air late 2019.

Sydney Weekender

Riverina episode aired March 24.

**Better Homes and Gardens** 

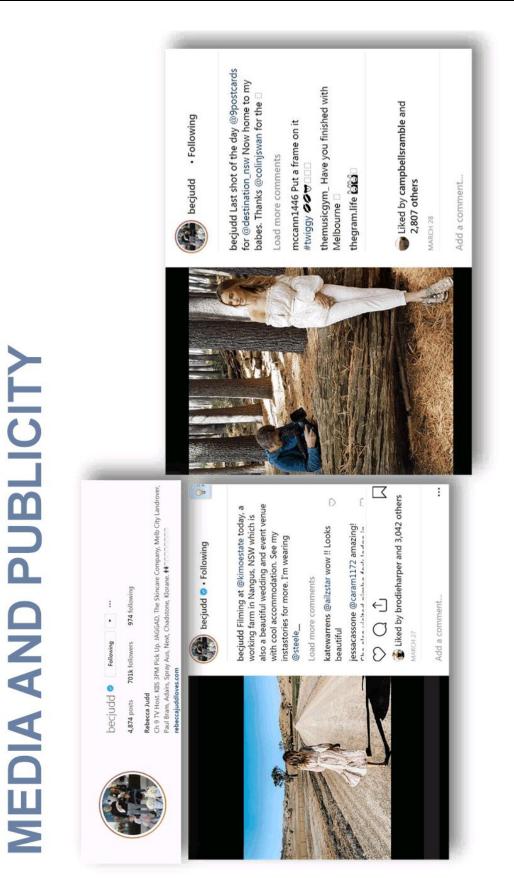
Filmed in April featuring Junee, Coolamon, Carrathool and Griffith. To air on May 24 and May 31.

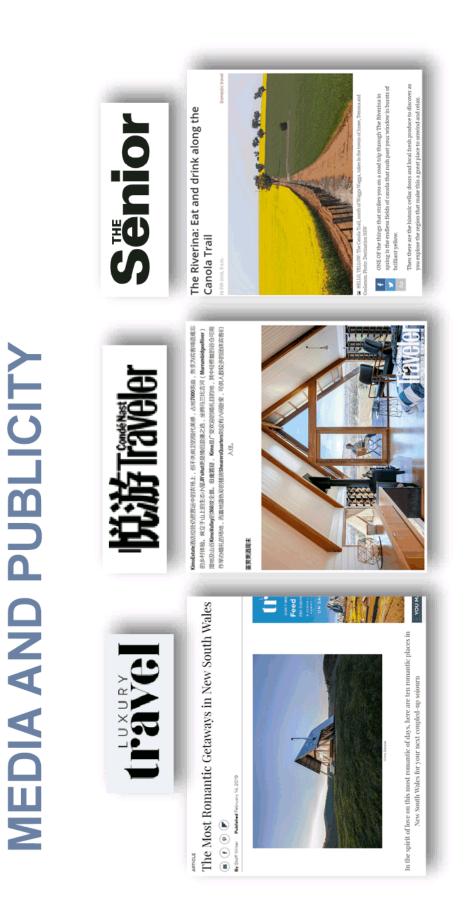
## **Traditional Media**

Visited the Snowy Valleys region in late April. Visiting Wagga Wagga and Griffith. Visited the Snowy Valleys in April. **Outback Magazine** Visiting in mid-May. **Australian Traveller NRMA Open Road Qantas Magazine** 

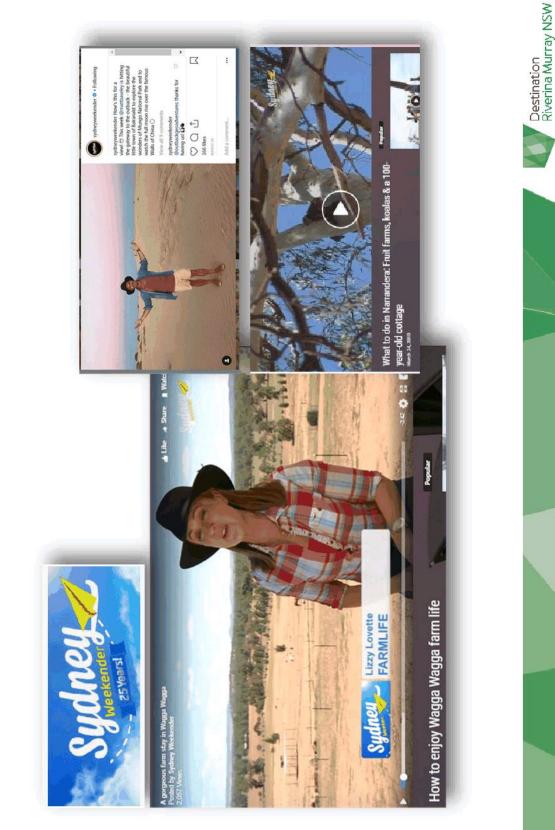
Australian Geographic content partnership

Visiting later in 2019.





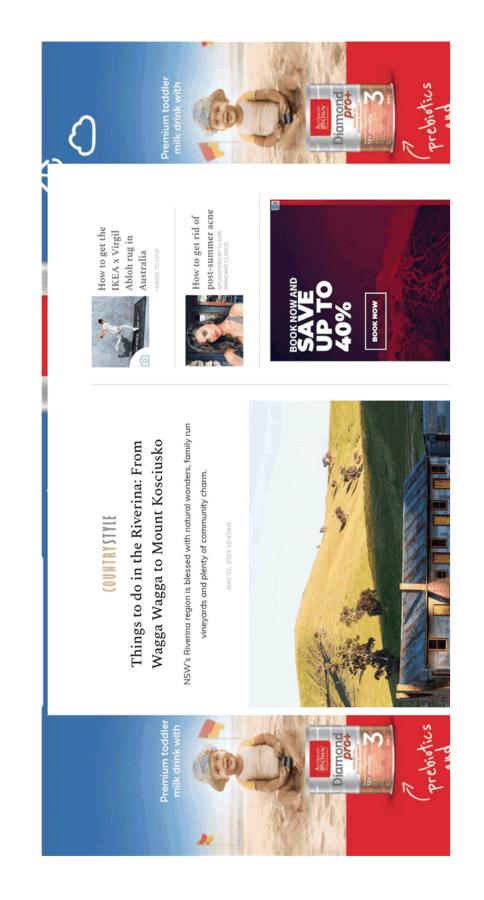




## **MEDIA AND PUBLICITY**



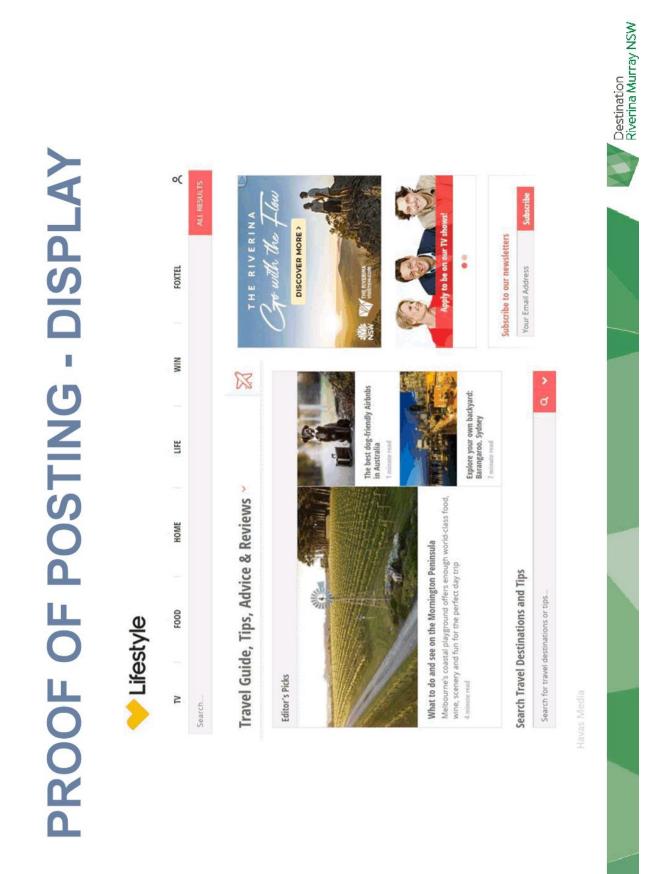
## **MEDIA AND PUBLICITY**



**MEDIA AND PUBLICITY** 

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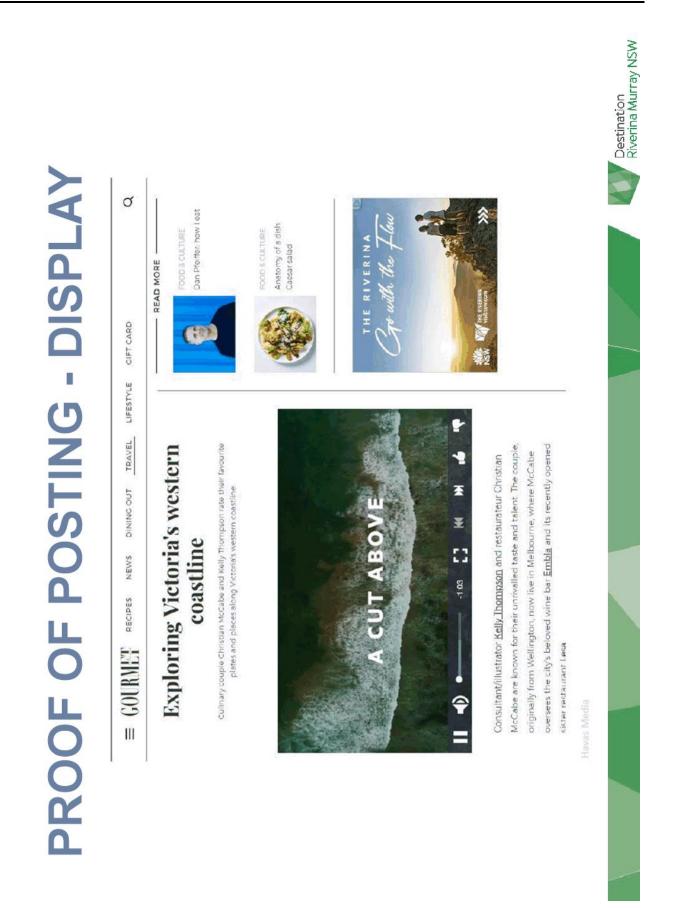
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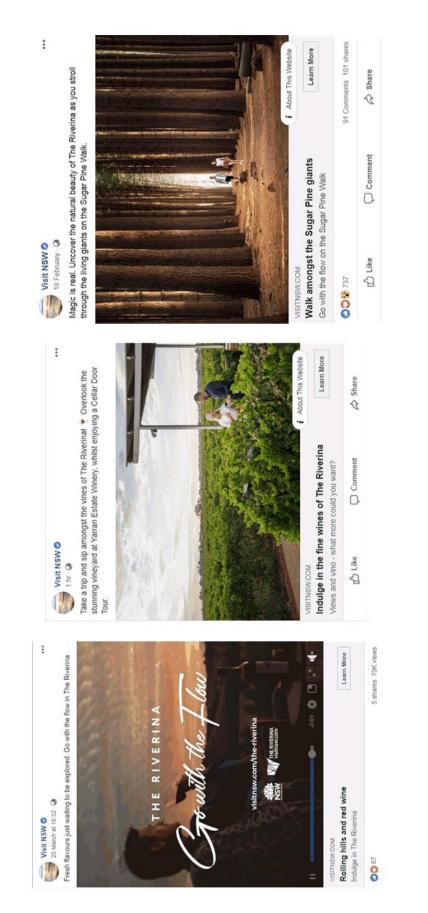


Page 231

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		Cool down at Wagga Beach	Go with the Flow			
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			Learn More			
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Visit NSW 12 March at 10:50 • @	Relax, recuperate an	Get off the grid at Kimo Estate	Go with the Flow	OO 9 574	d Like	

# **PROOF OF POSTING - SOCIALS**

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	Learn the stories behind the bottle Go with the Flow			
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**PROOF OF POSTING - SOCIALS** 

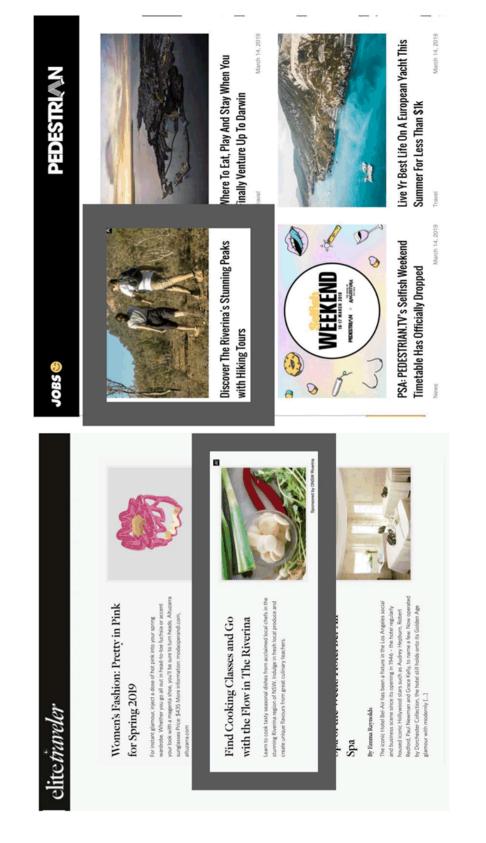
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# **PROOF OF POSTING - SOCIALS**

: Riverina is reserved for Romancel 🤍 Set up a spot on the terrace at Yarran 3 Learn More (H) A Share Estate Winery and enjoy tasting the local wines whilst overlooking the 0 0 Indulge in the fine wines of The Riverina stunning vineyard with your special someone. Comment Yarran Estate Winery I Go with the Flow Write a comment. Visit NSW 📀 th Like C Rachel Tarlinton 1 hr . O VISITNSW.COM (P) 2 : Learn More From paradise lost, to paradise found. Discover peace and tranquility atop A Share The Rock lookout and views that have to be seen to be believed. Discover the tranquility of The Riverina Comment The Rock will take your breath away Visit NSW 📀 D Like VISITNSW.COM 0

		the Riverina.		eton near Griffith and	ē				ō				
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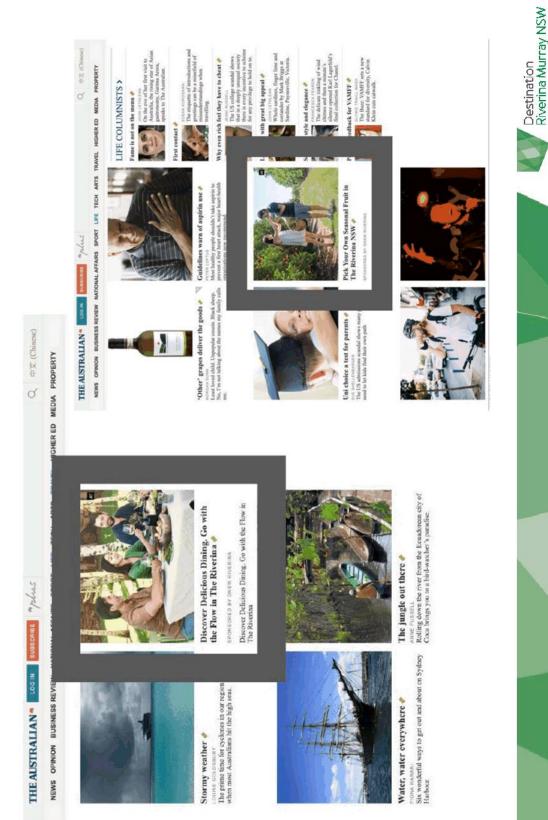
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Contraction Riverina Murray NSW

E GOURNEY RECIPES NEWS DINING OUT TRAVEL LIFESTVLE	Tamil Nadu: a spiritual journey into India's deep south Ancient rituals, vibrant temples, and 330 million Hindu gods. Tamil Nadu is south india is rich with stories of Minue beings and monstes, Freech colonal architecture and surprisingly good coffee.	Restance of the first of the fi	Approved by DARW Riversa Approved by DARW RIVER Approved by DARW RIVER Ap	class accommodation and wine to match.	Destination Riverina Murray NSW
DEDESTDIM N		Explore Walking Trails and Go with the Flow in The Riverina Meet 14, 2019		PSA: PEDESTRIAN.TV's Selfish Weekend Live Yr Best Life On A European Yacht This Timetable Has Officially Dropped Summer For Less Than \$1k March 14, 2019 March 14, 2019	

# **PROOF OF POSTING - NATIVE**

**PROOF OF POSTING - NATIVE** 

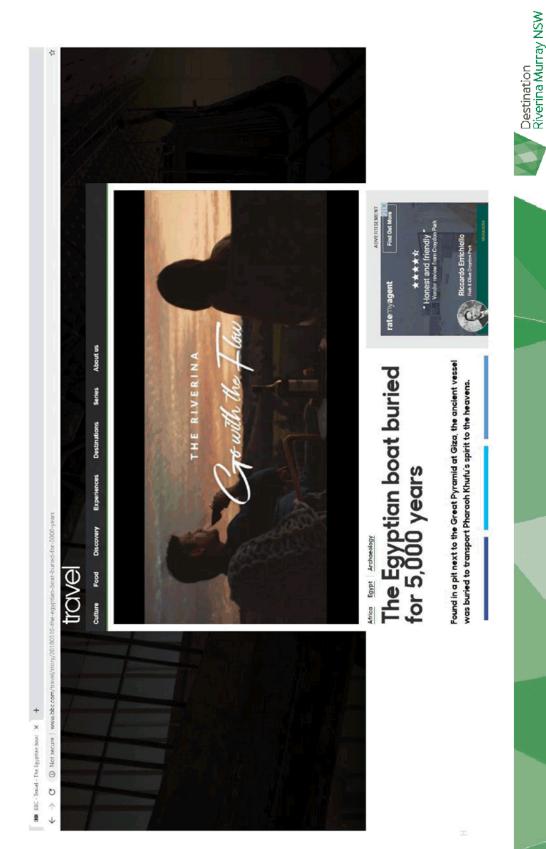


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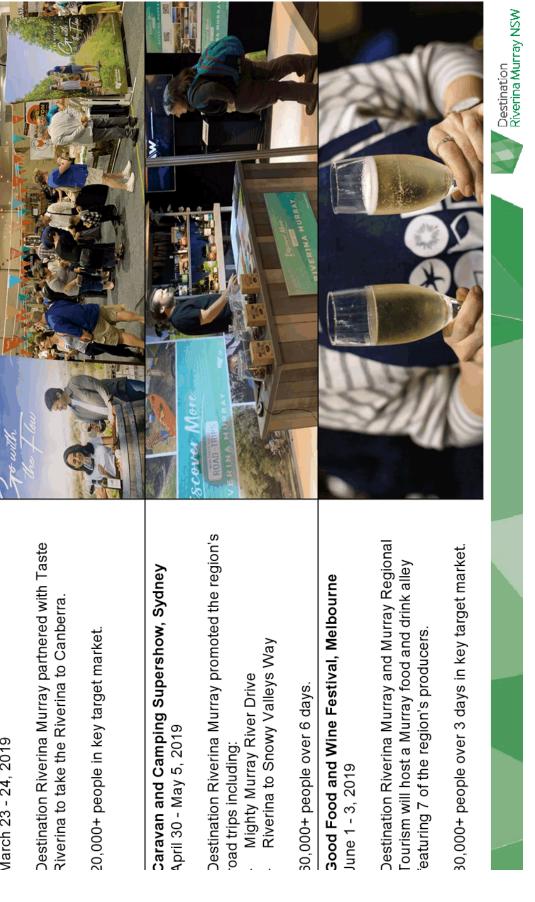




## Destination Riverina Murray NSW **PROOF OF POSTING – CATCH UP TV** ď feams crack cans at a craft brewery where cooking with beer is the order of the day. As some say cheers, others shed tears with the threat of going to C HI Chancy V **Episode 33 - 25 Mar 2019** <sup>1h 7m</sup> elimination a sobering reality. ENTERTAINMENT - PG - CC AIR DATE 25 MAR 2019 APPLY NOW L OFFICIAL SITE L LIVE TV MORE LIKE THIS Shows A-Z My Kitchen Rules 7 | Sun 7pm | Mon - Wed 7:30pm ABOUT Home 9 Sular Season: EPISODES EN,



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# TAKE THE REGION TO THE PEOPLE

Handmade Canberra

March 23 - 24, 2019



11 JUNE 2019

SS 4	2		eal					Destination
		Year 3	<b>Core Objective:</b> Drive bookings by maintaining appeal and engagement	Budget Allocation: 30% Awareness and Appeal 40% Engagement	30% Conversion	d Advocacy		
IN FUTURE SUCCESS	Year 2	Core Objective:	generation by broadening destination knowledge and strengthening advocacy	<b>Budget Allocation:</b> 40% Awareness and Appeal 40% Engagement	20% Conversion	Increase Visitor Satisfaction and Advocacy	t on achieving previous stage objectives and :tment.	
INVESTING Year 1		Engagement	Budget Allocation: 860% Appeal & Engagement 30% Intention	Ч	7	Increase \	Note: commencement of each phase is dependent on achieving previous stage objectives and budget allocations are contingent on actual investment.	

FUTURE C PHASE 2	AMPAK	CAMPAIGN ACTIVITY	
19 Campaign (Autumn)	Funding	2020 Campaign (Autumn)	Funding
stination Riverina Murray	\$25,000	Destination Riverina Murray	TBC
erina Councils: Wagga Vagga City Council Lockhart Shire Council Leeton Shire Council		Riverina Councils: - Wagga Wagga City Council - Lockhart Shire Council - Leeton Shire Council - Griffith City Council	

2019 Campaign (Autumn)	Funding	2020 Campaign (Autumn)	Funding
Destination Riverina Murray	\$25,000	Destination Riverina Murray	TBC
Riverina Councils: Wagga Wagga City Council Lockhart Shire Council Lecton Shire Council Griffith City Council Narrandera Shire Council Narrandera Shire Council Narrandera Shire Council Narrandera Shire Council Murrumbidgee Council Murrumbidgee Council S10,000 from each Council area S10,000 from each Council area	\$100,000	Riverina Councils: Vagga Vvagga City Council Lockhart Shire Council Leeton Shire Council Griffith City Council Cootamundra-Gundagai Regional Council Narrandera Shire Council Narrandera Shire Council Narrandera Shire Council Unnee Shire Council Murrumbidgee Council Murrumbidgee Council Coolamon Shire Council Bland Shire Council Carrathool Shire Council S10,000 from each Council area	\$130,000
Sub-Total	\$125,000	Industry Investment	TBC
Destination NSW (matched contribution)	\$125,000	Sub-Total	+\$130,000
Total	\$250,000	Destination NSW (matched contribution – TBC) Total	+\$130,000 <b>+\$260,000</b>

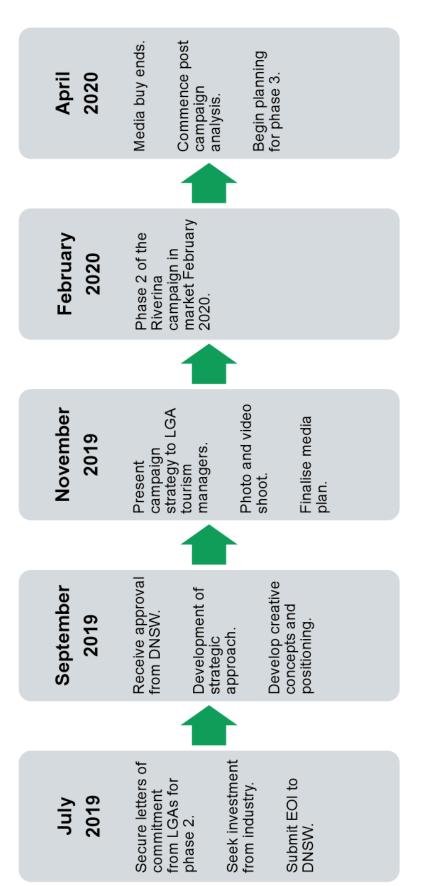
Destination Riverina Murray NSW

# OURISM RNN ú OCAL

Council/Organisations	Campaign	Funding	Matched from Destination NSW
Tourism Snowy Mountains.	2018 ' So Much More' Campaign.	\$100,000	\$200,000
Shoalhaven, Eurobodalla, Kiama Councils and Tourism Shellharbour and Sapphire Coast Tourism Limited.	2017 'Unspoilt' Campaign.	\$380,000	\$760,000
Shoalhaven, Eurobodalla, Kiama Councils and Tourism Shellharbour and Sapphire Coast Tourism Limited.	2018 'Unspoilt' Campaign (phase 2).	\$462,000	\$924,000
Hunter Valley Wine and Tourism Association.	2018 'Here's to the Good Life' Campaign.	\$300,000	\$600,000
Blue Mountains, Hawkesbury and Penrith City Councils.	'Wake Up With' Campaign.	\$130,000	\$260,000
Dubbo Regional Council.	'The Great Big Adventures' Campaign.	\$125,000	\$250,000
Lord Howe Island Tourism Association.	'Always On' Marketing Campaign.	\$100,000	\$200,000
Destination Broken Hill.	Destination campaign currently in development.	\$100,000	\$200,000

Destination Riverina Murray NSW

# THE RIVERINA CAMPAIGN PHASE 2 TIMELINE



Note: timeline is subject to change.

Destination Riverina Murray NSW Destination Riverina Murray and Destination Country and Outback have combined in 2019 to host the awards in Dubbo on Saturday, July 27

- Save the Date: Industry Development Workshop Friday, July 26.
- Use the "How to Promote" guide provided to encourage submissions from your area.





### 3.4 DNSW REGIONAL CONFERENCING UNIT SITE VISITS

File Number:	REP19/681
Author:	Events
Authoriser:	Director of Administration & Finance
Attachments:	Nil

### REPORT

Temora Shire will be visited by Helen Parker, Manager of the Destination NSW Regional Conferencing Unit on Wednesday 10<sup>th</sup> July, 2019. During the day Ms Parker will conduct a number of site visits to ascertain the suitability of Temora venues to be promoted as locations for hosting business conferences and events. This initiative forms part of DNSW's commitment to driving more business tourism in to regional areas.

Ms Parker will visit the Temora Aviation Museum, Temora Agricultural Innovation Centre, Temora Ex-Services Club, and the Temora Town Hall. All of these venues provide exceptional and/or unique facilities for hosting business conferences and events.

The visit comes as a result of Council's investment in a study to ascertain the capacity for Temora to host such event. The study was commissioned in 2017 and concluded that Temora is well-placed to host events up to 250 people and that Council should develop tools and resources to assist conference planners to organise business events in the Shire.

### COMMITTEE RESOLUTION 23/2019

Moved: Cr Kenneth Smith Seconded: Mr Bob Costello

It was resolved that the Committee recommend to Council to note the report

CARRIED

Report by Craig Sinclair

3.5	HERITAGE	TRAIN VISIT
File Nur	nber:	REP19/682
Author:		Events
Authori	ser:	Director of Administration & Finance
Attachn	nents:	Nil

### REPORT

The Rail Motor Society based at Paterson is operating a heritage train that will visit the region for the Taste Riverina Food & Wine Experience from 11-14 October 2019.

The train will be parked at Griffith station on Saturday 12<sup>th</sup> and Sunday 13<sup>th</sup> October while the tour group does sightseeing around Griffith. Therefore, the opportunity exists to organise and promote short shuttle train trips from Griffith on those two days.

It is proposed that the train takes day passengers on a trip to Ariah Park for lunch at the Ariah Park Hotel and a heritage tour of the village. The train seats up to 92 passengers and 8 staff. The management of the Ariah Park Hotel and the Manager of the Rural Museum are working with the rail operator to coordinate a visit on Saturday 12<sup>th</sup> October.

### COMMITTEE RESOLUTION 24/2019

Moved: Mr Bob Costello Seconded: Cr Max Oliver

It was resolved that the Committee recommend to Council to note the report.

CARRIED

Report by Craig Sinclair

### 1 ELAINE COSTELLO

Enquired of the status of the Target building.

Kelly Whitton advised that there are some prospective lessees and negotiations are ongoing.

### 4 CLOSE MEETING

The Meeting closed at 12:20PM.

This is the minutes of the Promotions & Visitation Committee meeting held on Tuesday 11 June 2019.

.....

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**GENERAL MANAGER** 

CHAIRMAN

6.4 MINUTES	OF THE ASSETS & OPERATIONS COMMITTEE MEETING HELD ON 11 JUNE 2019	
File Number:	REP19/706	
Author:	Executive Assistant	
Authoriser:	General Manager	
Attachments:	1. Minutes of the Assets & Operations Committee Meeting held on 11 June 2019	

### **RESOLUTION 199/2019**

Moved: Cr Graham Sinclair Seconded: Cr Dale Wiencke

It was resolved that the reports be received.

CARRIED

### **RESOLUTION 200/2019**

Moved: Cr Dale Wiencke Seconded: Cr Graham Sinclair

It was resolved that the reports and recommendations as presented be adopted.

CARRIED



Date:	Tuesday, 11 June 2019
Time:	3:15PM
Location:	105 Loftus Street
	TEMORA NSW 2666

# MINUTES

# **Assets & Operations Committee Meeting**

11 June 2019

### **Order Of Business**

1	Open M	eeting	3
2	Apologi	es	3
3	Reports		4
	3.1	Lake Centenary Playground and Gloucester Park Playground Upgrades	4
	3.2	Review of Developer Contributions Plan	17
	3.3	Temora Medical Complex Access	28
	3.4	Renaming of Little Maxwell Street to Minchin Lane	33
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	3.6	Unnamed Road Springdale	39
4	Confide	ntial Reports	43
5	Close M	eeting	44

### MINUTES OF TEMORA SHIRE COUNCIL ASSETS & OPERATIONS COMMITTEE MEETING HELD AT 105 LOFTUS STREET, TEMORA NSW 2666 ON TUESDAY, 11 JUNE 2019 AT 3:15PM

- PRESENT: Cr Rick Firman (Mayor), Cr Nigel Judd, Cr Claire McLaren, Cr Graham Sinclair (Deputy Mayor)(Chair), Cr Kenneth Smith, Cr Dale Wiencke, Cr Dennis Sleigh (Observer)
- **IN ATTENDANCE:** Steve Firth (Director of Administration & Finance), Gary Lavelle (General Manager), Claire Golder (Town Planner), Alex Dahlenburg (Senior Engineering Technical Officer)

Inspections were carried out at 2:00pm of:

- New Mobile Stage
- Recreation Centre access
- Temora Memorial Town Hall

### 1 OPEN MEETING

3:15PM

### 2 APOLOGIES

### COMMITTEE RESOLUTION 64/2019

Moved: Cr Kenneth Smith Seconded: Cr Dale Wiencke

That apologies from Cr Max Oliver, Engineering Technical Manager Rob Fisher, Engineering Works Manager Bimal Shah and Director of Environmental Services Kris Dunstan be received and accepted.

CARRIED

### 3 REPORTS

### 3.1 LAKE CENTENARY PLAYGROUND AND GLOUCESTER PARK PLAYGROUND UPGRADES

File Number:	REP19/572		
Author:	Town Planner		
Authoriser:	Dire	ctor of Environmental Services	
Attachments:	1.	Proposed playground equipment	
	2.	Gloucester Park Swing	
	3.	Gloucester Park future layout	

### REPORT

Councillors are aware that Council has received an allocation of \$137,993 towards the upgrade of facilities at Lake Centenary.

The project budget has allocated the funds as follows:

Supply, deliver and install fire pits: \$15,160

Supply, deliver and install playground equipment: \$122,833.

In addition, Quota Temora has offered to contribute \$2,500 towards the delivery of the flying fox project. Total funds for the playground upgrade are \$125,333.

The approximate costs of the playground upgrade supply and deliver are as follows:

Double flying fox 40m \$20,000

Rope and steel climbing structure, with slide \$38,000

Triple swings – Sling, toddler and nest swing \$5,000

Rocking boat \$11,000

Total supply and deliver costs \$74,000. Details of the proposed equipment are attached.

Installation costs for this equipment are approximately \$31,000 (includes small areas of rubber softfall).

This leaves a residue budget of approximately \$20,500 to install paths and additional seating.

There will need to be a minimal amount of rubber softfall installed, including under the swings and at the base of the slide. However the majority of the equipment will use sand as softfall, with footpaths used as the border to provide accessibility, as well as being suitable for young children to ride small bikes and scooters.

A concept layout for the location of this equipment is shown in Figure 1. This will be further refined based upon the final concept supported by Council.

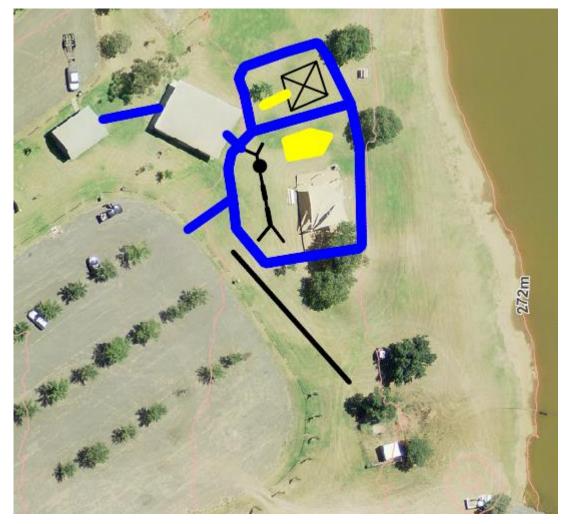


Figure 1: Approximate location of proposed play equipment and new paths at Lake Centenary

The equipment proposed has been selected by staff, based on achieving key objectives of:

- Provide a flying fox as this has been specifically requested by the community. The double flying fox design includes one seat that is like a disc to sit on and one that is a seat, which suits those that need more support to use this type of equipment. The double design enables more children to enjoy this equipment at once.
- Provide equipment suitable for older children, this being the rope climbing structure. The inclusion of the steel frame and slide is something a bit different to other nearby towns, and the design enables this equipment to be used by a range of ages, making it multipurpose. The height of this equipment is 4.35m.
- The triple swings swings are popular with all ages, and the nest swing suits a range of ages and abilities.
- To provide something new for younger children the rocking boat was selected and suits the lake theme, and
- Work within the available budget.

Council staff considered other larger play equipment; however budget restrictions limit the inclusion of such equipment at this time if Council is intending to provide a flying fox at this time.

It is also proposed to retain the existing play equipment in place at this time, and refresh it with cleaning, repairs, new sand and new boundary paths. Again this is due to budget restrictions and that this equipment is still suitable in the short term. It may be replaced at some stage in the future when its useful life is reached.

Councillors will note that all equipment is intended to be installed is to be sited above the 273m contour line, as this is the approximate maximum fill level of the lake. However, this does create an issue of locating the flying fox relatively close to the road. In addition, there is some concern that access to this equipment is limited to those who are able to travel to the lake.

Given this high level of support in particular for the flying fox, it is worthwhile considering to instead install the flying fox at Gloucester Park, given that this park is more centrally located and therefore accessible to more residents. Further, Council has also applied to install a gyro swing at Gloucester Park, shown in the attached plans, under the My Community Project fund.

The proposed layout of the Gloucester Park upgrade is shown in Figure 2.

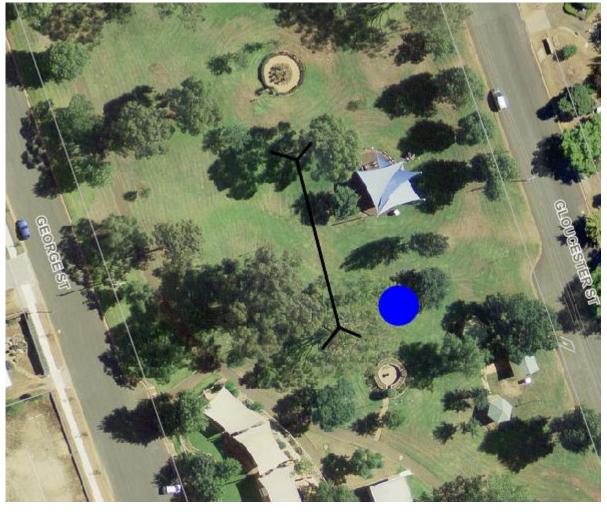


Figure 2: Approximate location of gyro swing and flying fox in Gloucester Park.

The flying fox would be sited to avoid trees, with the central location proposed for safety away from the road.

Subject to grant funding, Council has proposed to allocate \$130,000 in the 2020/2021 budget to upgrade Gloucester Park. The inclusion of the flying fox and gyro swing would be in addition to this budget allocation, which is focussed on improving accessibility for the existing facilities, with additional paths. The addition of the flying fox and gyro swing to this budget will enhance

Gloucester Park to provide a good range of equipment for a range of ages and abilities. This is consistent with the directions provided by the NSW Government under Everyone Can Play.

The Stronger Country Communities Fund timeframe requires Council to have expended 50% of the funds (\$69,000) and to have commenced the project via a minimum of site establishment by 31 August 2019, with the entire project to be completed by 29 January 2020.

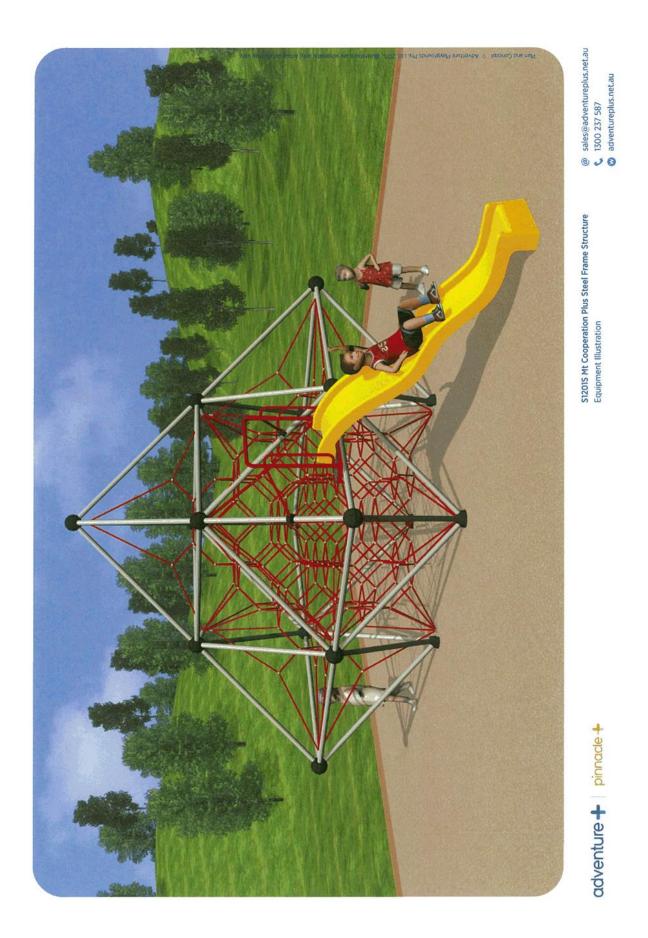
### COMMITTEE RESOLUTION 65/2019

Moved: Cr Rick Firman Seconded: Cr Dale Wiencke

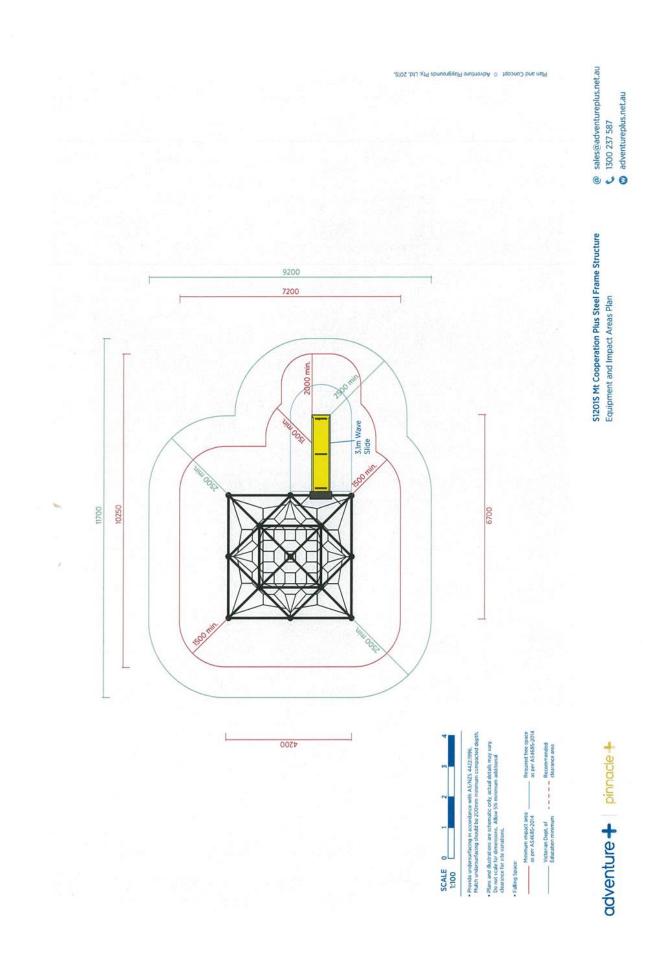
It was resolved that the Committee recommend to Council that the flying fox is placed in Gloucester Park and provide the proposed equipment at Lake Centenary.

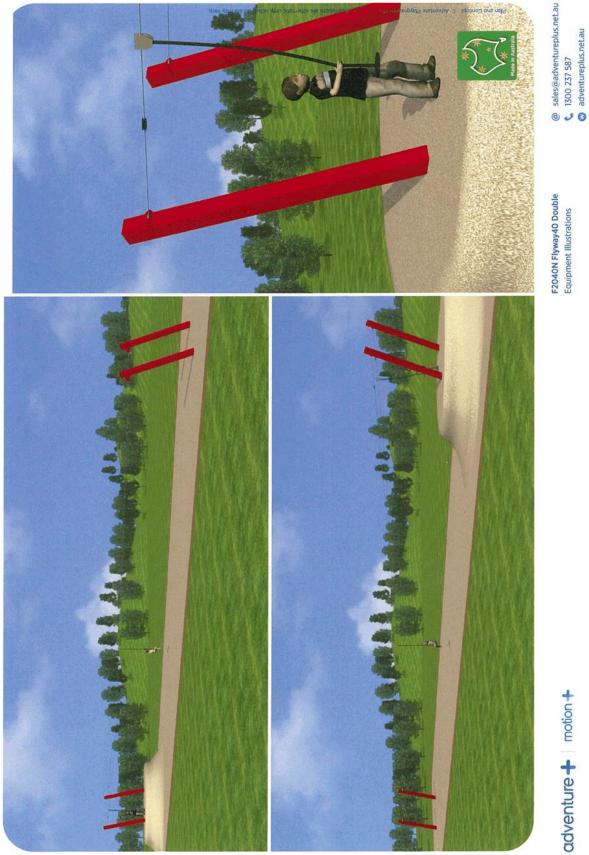
CARRIED

Report by Claire Golder

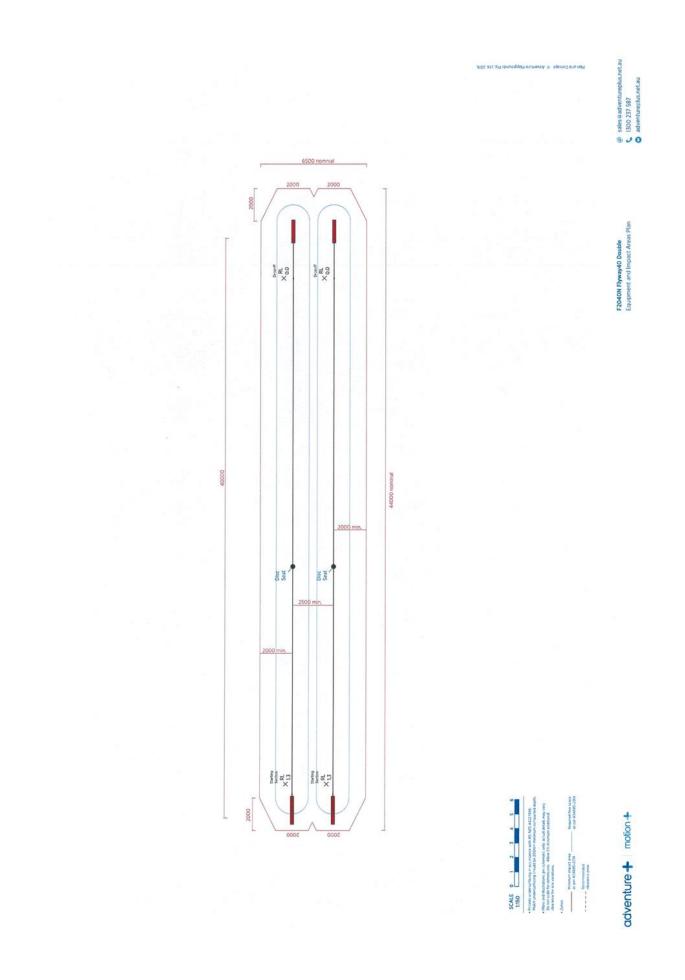


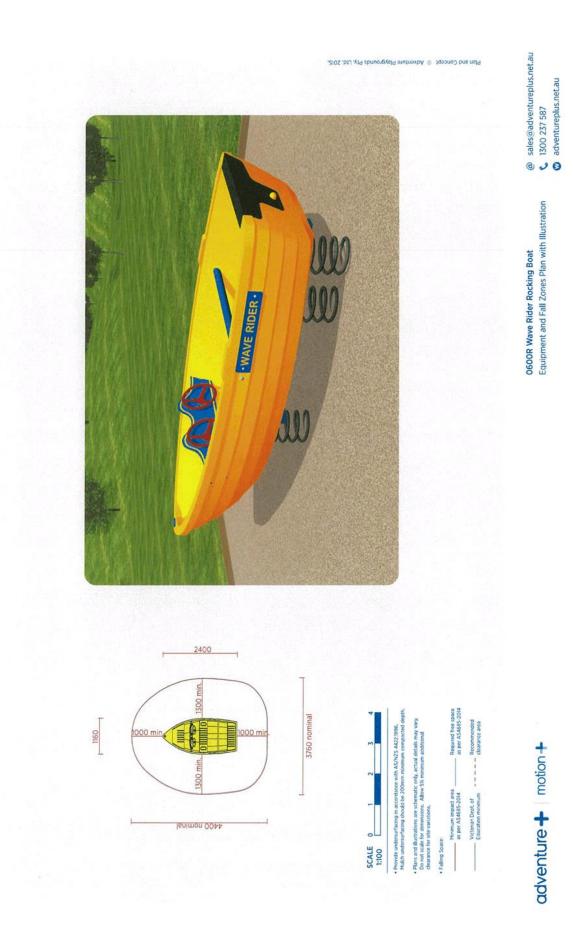


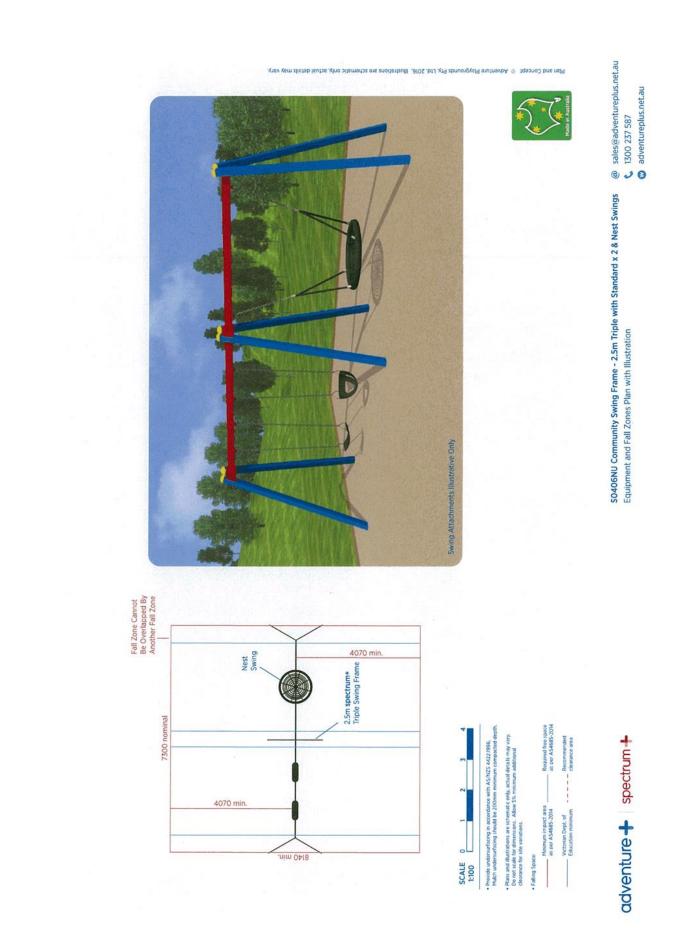


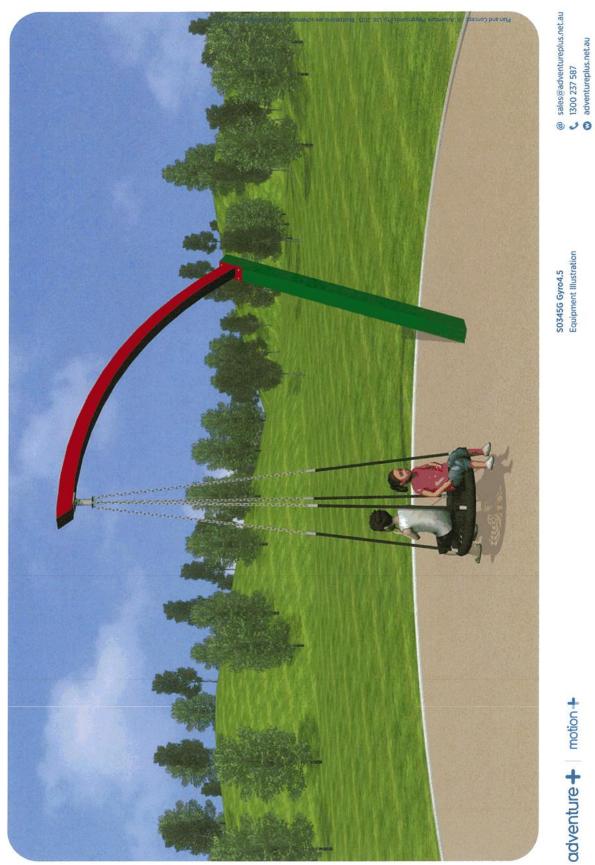


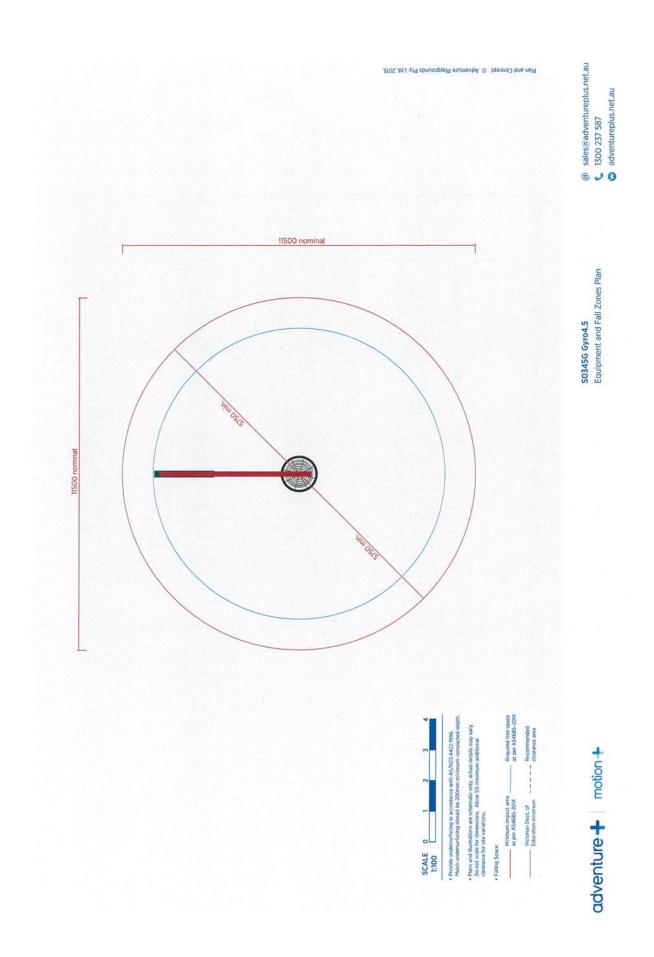
### 11 JUNE 2019















### 3.2 REVIEW OF DEVELOPER CONTRIBUTIONS PLAN

File Number:	REP19/591
Author:	Town Planner
Authoriser:	Director of Environmental Services
Attachments:	1. Draft Developer Contributions Plan 2019

### REPORT

On 15 February 2018, Council adopted the Temora Shire Council Section 94A Contributions Plan. This plan commenced on 1 July 2018. As the plan has been in place for almost 12 months, it is appropriate to review its outcomes and update the plan as appropriate.

Since the commencement of the plan, Council has collected \$30,340.81 in levy fees. The fees have been allocated to Davy Park Toilets Upgrade (\$5,000), which is currently underway, as well as Temora Town netball courts upgrade (\$10,000), in conjunction with funding under Stronger Country Communities and Federal Sports Funding, to be completed by August 2019. This leaves approximately \$15,000 in reserve, as other projects are yet to commence. However, as two projects are underway or nearing commencement, it is appropriate to consider adding new future projects.

A draft updated Developer Contributions Plan is attached for Council's review.

The main changes proposed to the plan are:

- Since the plan was adopted by Council, the Environmental Planning and Assessment Act 1979, which is the legislation under which the plan was developed, has been updated. The numbering system used by this Act has been changed, so now the previous Section 94A is now known as Section 7.12.
- Proposed new projects as follows. These projects have already been included within Council's delivery program. Other uncompleted projects will remain in the plan for completion in the future.

Project	Estimated	S7.12	Delivery
	Cost	Contribution	
Gloucester Park	\$130,000	\$40,000	2020/21
Upgrade			
Ariah Park Main Street	\$156,000	\$10,000	2020/21
Upgrade			
Nixon Park Playground	\$15,000	\$5,000	2020/21
Fence			

The draft Developer Contributions Plan is required to be publicly exhibited before adoption by Council. Councillors or the community may suggest other projects to be considered by Council.

### **COMMITTEE RESOLUTION 66/2019**

Moved: Cr Kenneth Smith Seconded: Cr Dale Wiencke

It was resolved that the Committee recommend to Council:

- 1. Provide initial comments on the draft updated Developer Contributions Plan,
- 2. Place the Draft Temora Shire Council Developer Contributions Plan 2019 on public exhibition, and
- 3. Receive a future report to consider the outcomes of the public exhibition.

CARRIED

### Report by Claire Golder

## Temora Shire Council

# Draft Developer Contributions Plan 2019

Fixed development consent levy under Section 7.12 of the Environmental Planning and Assessment Act 1979

### Contents:

Part 1 – Administration & Operation of Plan	p. 2
Part 2 – Expected Development & Facilities Demand	p. 7
Schedule 1 – Works Schedule	p. 8
Schedule 2 – Detailed Works Description	р. 9

### Dated Adopted by Temora Shire Council:

Plan commences:

### In brief:

This plan replaces the previous Section 94A Contributions Plan 2018.

Temora Shire Council collects a reduced rate levy on all development valued over \$100,000 occurring in Temora Shire. There is no requirement for nexus to be established between the development section 7.12 is levied against and object of the expenditure of that levy. Temora Shire Council expends money levied under section 7.12 on value add projects which have whole of community benefit such as parks, recreation facilities, Temora main street improvements and transport facility improvements. Projects are prioritised and funded as money becomes available, meaning that there are always projects being funded by section 7.12 in the Temora Shire Local Government Area.

Temora Shire Council does not have a Section 7.11 Contributions Plan.

### Part 1

### Administration & Operation

### 1.1. Name of Plan:

This Plan is called Temora Shire Council Developer Contributions Plan 2019.

### 1.2. Commencement

This Plan commences upon adoption of this Plan by Temora Shire Council.

### 1.3. Purpose of Plan

- To authorise the Council to impose, as a condition of development consent, a requirement that the applicant pay to the Council a levy determined in accordance with 1.8. of this Plan;
- To require a certifying authority to impose, as a condition of issuing a complying development certificate, a requirement that the applicant pay to Council a levy determined in accordance with this Plan; and
- To govern the application of money paid to the Council under a condition by this Plan.

### 1.4. Section 7.12 Fixed development consent levies(cf previous s 94A)

(1) A consent authority may impose, as a condition of development consent, a requirement that the applicant pay a levy of the percentage, authorised by a contributions plan, of the proposed cost of carrying out the development.

(2) A consent authority cannot impose as a condition of the same development consent a condition under this section as well as a condition under section 7.11.

(2A) A consent authority cannot impose a condition under this section in relation to development on land within a special contributions area without the approval of:(a) the Minister, or

(b) a development corporation designated by the Minister to give approvals under this subsection.

(3) Money required to be paid by a condition imposed under this section is to be applied towards the provision, extension or augmentation of public amenities or public services (or towards recouping the cost of their provision, extension or augmentation). The application of the money is subject to any relevant provisions of the contributions plan.

(4) A condition imposed under this section is not invalid by reason only that there is no connection between the development the subject of the development consent and the object of expenditure of any money required to be paid by the condition.

(5) The regulations may make provision for or with respect to levies under this section, including:

(a) the means by which the proposed cost of carrying out development is to be estimated or determined, and

(b) the maximum percentage of a levy.

Draft TSC Developer Contributions Plan 2019

### 1.5. Land to which this Plan Applies

This Plan applies to all land within the Temora Shire Council Local Government Area.

### 1.6. Development to which this Plan Applies

This Plan applies to development on land to which this Plan applies that requires development consent or a complying development certificate under the Act except:

- Development, other than the subdivision of land, where a condition under s7.12 of the Act has been imposed under a previous development consent relating to the subdivision of the land on which the development is proposed to be carried out and the purpose for which that condition was imposed is a purpose towards which a levy under this Plan may be applied; or
- Development involving alterations and additions to, or the rebuilding of, a building used for residential purposes or a building that is used for a purpose that is ancillary or incidental to such a purpose, unless the development involves an enlargement, expansion or intensification of the use of the building or the land on which the building is, or is proposed to be, situated.

### 1.7. Definitions

**ABS** – meaning the Australian Bureau of Statistics.

Act – meaning the Environmental Planning & Assessment Act 1979.

Council – meaning Temora Shire Council.

**Development Contribution** – meaning a development contribution required to be paid by a condition of development consent imposed pursuant to section 7.12 of the Act.

Minister – meaning the minister administering the Act.

Public Facility – meaning a public amenity or public service.

**Regulation** – means the *Environmental Planning* and Assessment Regulation 2000.

### 1.8. Payment of Levy as a Condition of Consent

Subject to any change to the Act or direction by the Minister, this Plan authorises Temora Shire Council or the consent authority to levy development in accordance with the parameters of this plan through condition of consent according to the below rates:

Proposed Cost of the Development	Maximum Percentage of the Levy	
Up to \$100,000	Nil	
\$100,001-\$200,000	0.25 Percent	
\$200,001 +	0.5 Percent	

### 1.9. Determination of the Proposed Cost of Development

In accordance with Clause 25J of the Regulation:

(1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:

Draft TSC Developer Contributions Plan 2019

(a) if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation,

(b) if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed,

(c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.

(2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.

(3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:

(a) the cost of the land on which the development is to be carried out,

(b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development,

(c) the costs associated with marketing or financing the development (including interest on any loans),

(d) the costs associated with legal work carried out or to be carried out in connection with the development,

(e) project management costs associated with the development,

(f) the cost of building insurance in respect of the development,

(g) the costs of fittings and furnishings, including any refitting or refurbishing, associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land),

(h) the costs of commercial stock inventory,

(i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law,

(j) the costs of enabling access by disabled persons in respect of the development,

(k) the costs of energy and water efficiency measures associated with the development,

(I) the cost of any development that is provided as affordable housing,

(m) the costs of any development that is the adaptive reuse of a heritage item.

Draft TSC Developer Contributions Plan 2019

(4) The proposed cost of carrying out development may be adjusted before payment, in accordance with a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan (such as a Consumer Price Index) between the date the proposed cost was determined by the consent authority and the date the levy is required to be paid.

(5) To avoid doubt, nothing in this clause affects the determination of the fee payable for a development application

### 1.10. Indexation of Contribution

In accordance with Clause 25J of the Regulation:

(1) The proposed cost of carrying out development may be adjusted before payment, in accordance with a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan (such as a Consumer Price Index) between the date the proposed cost was determined by the consent authority and the date the levy is required to be paid.

The formulae governing indexation of the proposed cost of carrying out development is:

$$IDC = ODC \times \frac{CP2}{CP1}$$

IDC= the indexed development cost

OCD= the original development cost determined by the Council

**CP2=** is the Consumer Price Index, All Groups Sydney, as published by the ABS in respect of the quarter ending immediately prior to the date of payment.

**CP1=** is the Consumer Price Index, All Groups Sydney, as published by the ABS in respect of the quarter ending immediately prior to the date of the consent.

### 1.11. Cost Estimate Report

A development application or an application for a complying development certificate is to be accompanied by a report, prepared at the applicant's cost in accordance with this clause, setting out an estimate of the proposed cost of carrying out the development for the purposes of clause 25J of the Regulation.

The following report is required:

• Where the estimate of the proposed cost of carrying out the development is greater than \$100,000, a cost estimate report in the form of Schedule 2.

### 1.12. Who may provide a Report in Accordance with Clause 1.11. of this Plan?

For the purpose of clause 25J(2) of the Regulation, a person who, in the opinion of the Council either generally or in a particular case, is suitably qualified to provide an estimate of the proposed cost of carrying out development may do so for the purposes of the report referred to in Clause 1.11. Council encourages the use of an Quantity Surveyor or industry recognised building cost indicators in the preparation of estimates for the purpose of clause 25J(2) of the Regulation. Building cost indicators are to be recognised by the Australian Institute of Building and include, but is not limited to, Reed Construction Data Publications.

Draft TSC Developer Contributions Plan 2019

The Council may, at the applicant's cost, engage a person to review a report submitted by the applicant in accordance with clause 12.

### 1.13. Application of Funds Collected

Money paid to Council under a condition authorised by this Plan is to be applied by the Council towards meeting the cost of one or more of the public facilities that will be or have been provided within the area as listed in Schedule 1.

### 1.14. Project Priorities

Subject to s7.3 of the Act and clause 15 of this Plan, the projects listed in Schedule 1 are to be provided in accordance with the staging set out in that Schedule.

### 1.15. Pooling of Funds

This Plan authorises money paid in accordance with the condition of development consent imposed under this Plan, to be pooled in accordance with s7.3 of the Act in respect of development within Council's area and applied progressively towards the various purposes for which such conditions were imposed.

### 1.16. Obligation of Certifying Authorities

Pursuant to clause 146 of the Regulation, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it is satisfied of compliance with any condition requiring the payment of a levy before work is carried out in accordance with the consent.

The certifying authority must cause the applicant's receipt for payment of the levy to be provided to Temora Shire Council at the same time as the other documents required to be provided under clause 142(2) of the Regulation.

### 1.17. When is the Contribution Payable?

The contribution, or levy, is required to be paid as per the specifications of the condition which required the contribution be payable. If no time is specified, the levy must be paid prior to the first certificate issued in respect of the development under Part 6 of the Act.

### 1.18. Deferred or Periodic Payments.

Like other NSW Local Governments, Temora Shire Council does not allow for deferred, periodic or discounted payments of any contribution authorised under this Plan.

### 1.19. Alternatives to Paying the Levy.

Council can accept offers of Works in Kind or Material Public Benefit in lieu of monetary contribution required as a condition of consent.

Draft TSC Developer Contributions Plan 2019 6

### Part 2

### Expected Development & Facilities Demand

At the date of the 2016 Census, Temora Shire had a population of 6110 residents<sup>1</sup>. More recent population figures place the Temora Shire population at 6236 residents<sup>2</sup>. Temora Shire is experiencing a period of population growth, increasing by 5.8% from a population of 5776 in 2011, representing an annual growth rate of 1.16%. Whilst the population is still small in comparison to regional cities, the number of residents and its location 80km from the next largest centres, and 40-50km from other similar sized towns, generates demand for facilities and infrastructure for a stand alone community. Based on recent trends in the value of development occurring in Temora Shire, only around one-third<sup>3</sup> of all developments will be expected to pay Council a contribution under this Plan in accordance with the rates established in clause 1.9.

Money levied, will then be put towards the provision, intensification or augmentation of community facilities. These facilities are listed as Projects in Schedule 1 of this Plan. With a continued projected growth rate of approximately 1.1% per year<sup>4</sup> and recent development rates<sup>5</sup> annual revenue from this Plan in accordance with the rates established in clause 1.9. is expected to be approximately \$26,000.

As such this Plan is expected to have a life of at least 10 years from adoption. The plan shall be reviewed after 5 years to allow for review of project completion and identification of new priorities.

Projects funded under this Plan are seen as value adding to the already high amenity and liveability of Temora Shire Council; contributing to the goal of Temora Shire being a destination for liveability, migration and innovation.

Delivery of particular projects provide expected timeframes, however actual delivery may depend on securing additional funds through grants or specific budget allocation from Council.

- 2016 Census
- <sup>5</sup> Temora Shire Council Development Contributions Options prepared for Temora Shire Council by John Kerwan on behalf of Community Development Initiatives February 2016

Draft TSC Developer Contributions Plan 2019

<sup>&</sup>lt;sup>1</sup>2016 Census

<sup>&</sup>lt;sup>2</sup> 2016 REROC data

<sup>&</sup>lt;sup>3</sup> Temora Shire Council Development Contributions Options prepared for Temora Shire Council by John Kerwan on behalf of Community Development Initiatives February 2016

### Schedule 1

### Works Schedule

- A. Completed works for which contributions will be recouped: Nil
- B. Improvements to existing Public Facilities to be partly funded from S7.12 levies

Description	Estimated Cost	S7.12 Contribution	Delivery
Main Street Upgrade	\$100,000	\$25,000	2019/20
Loftus Street Pedestrian Upgrade	\$140,000	\$20,000	2019/20
The Oval improvements – Resurface netball courts	\$75,000	\$10,000	2019/20
Gloucester Park Upgrade	\$130,000	\$40,000	2020/21
Ariah Park Main Street Upgrade	\$156,000	\$10,000	2020/21
Nixon Park Playground fence	\$15,000	\$5,000	2020/21
	\$616,000	\$110,000	

Draft TSC Developer Contributions Plan 2019 8

### Schedule 2 Detailed Works Description

### Main Street Upgrade

Upgrade of Hoskins Street between Polaris Street and Parkes Street & Victoria Street and Britannia Street to enhance footpaths, street furniture and landscaping to complement existing upgrade of main street

### Loftus Street Pedestrian Upgrade

Upgrade pedestrian access to the western side of Loftus Street, at the corner of Hoskins Street.

### The Oval Improvements

Resurface existing sealed netball courts

### Gloucester Park Upgrade

Provide additional paths and seating at Gloucester Park to improve accessibility

### Ariah Park Main Street Upgrade

Improve the central island and parking in the main street of Ariah Park

### Nixon Park Playground Fence

Provide a safety fence around the existing Nixon Park playground

Draft TSC Developer Contributions Plan 2019 9

### 3.3 TEMORA MEDICAL COMPLEX ACCESS

File Number:	REP19/635	
Author:	Executive Assistant	
Authoriser:	General Manager	
Attachments:	<ol> <li>Quotation</li> <li>Photos</li> </ol>	

### REPORT

At the May meeting of Council the issue of access for mobility impaired residents was considered by both the Access and Equity Committee and the Assets and Operations Committee.

The Access and Equity Committee resolved that "Council investigate the cost and practicality of installing automatic sliding doors on the southern access to the Temora Medical Centre". The Assets and Operations Committee decided to hold action until consideration was given to the Assets and Equity Committee recommendation and a meeting was held with lessees of the Temora Medical Complex.

A meeting has been held with the lessees who have confirmed that the access issues at the southern door are the major issue with the centre. They advised that clients on mobility scooters, walking frames, walking stick or with limited mobility are encountering problems with the door. Accordingly, Council have reviewed the options available to provide an auto opening solution.

Unfortunately, due to the building design, sliding doors are not an option however the existing doors can be modified to auto open. The quotation for the work is \$12,200 (ex GST) (attached). This project can be funded, without impact on the budget, from the Medical Complex Maintenance Reserve, which is currently \$46,789.

The introduction of an auto opening door on the southern entrance will reduce the need for a disabled parking place at the front of the centre however this facility is still viewed as necessary. This is due to the extended opening hours of the Pathology facility and the relatively long distance to such facility. The Engineers have however reviewed the design of the parking space and deleted the need for a second pram ramp, with the new design utilising the existing ramp. The estimate for the modified plan is \$1,180 (attached).

### COMMITTEE RESOLUTION 67/2019

Moved: Cr Dale Wiencke Seconded: Cr Kenneth Smith

It was resolved that the Committee recommend to Council to the

- 1. Installation of auto opening doors on the southern door of the Temora Medical Complex at a cost of \$12,200 (ex GST)
- 2. Installation of disabled parking place at the front of Temora Medical Complex in accordance with the design attached, at an estimated cost of \$1,180
- 3. The cost of the improvements for access to Temora Medical Complex be funded from the

Temora Medical Complex Maintenance Reserve.

CARRIED

Report by Gary Lavelle

WATERS AUTOMATIC DOORS ABN: 41 926 791 582 18 WENTWORTH STREET, WAGGA WAGGA, NSW 2650 Phone: 02 69213934 Fax: 02 69213934 Rod: 0428 263 291- Donna: 0428 263 261 watersautodoors.com.au@hotmail.com



### QUOTATION

TO: James Durham	Ph: 0427 455 629
	jdurham@temora.nsw.edu.au
COMPANY:	DATE: 29 April 2019
FROM: ROD WATERS	NUMBER OF PAGES: 1 (including cover page)
FOR (JOB): Temora Medical Centre	

WE HAVE THE PLEASURE OF SUBMITTING THE FOLLOWING QUOTE,

SUPPLY. INSTALL & COMMISSION 1 x NEW PAIR OF DORMAKABA ED100 SWING DOOR OPERATORS ONTO THE EXISTING TOUGHENED GLASS DOORS. (REUSE THE EXISTING DOOR MAG LOCKS – MAY NEED CONNECTION TO OPERATORS BY SECURITY)

OPERATORS: 2 x DORMAKABA ED100 Includes; 2 x MOTION SENSORS, 1 x PUSH BUTTON, 1 x KEY ENTRY SWITCH, 1 x SK1 SWITCH, 2 x INFRARED IRS-70 SAFETY SENSORS & 2 x INFRARED IRS-33 SAFETY SENSORS.

PRICE INCLUDES REMOVAL OF DOORS AND FIT NEW WALKING BEAM PIVOT & TOP RAIL INSERT

PRICE \$12,200.00 GST \$1,220.00 TOTAL\$13,420.00

NO ALLOWANCE HAS BEEN MADE ELECTRICIAN REQUIRED FOR POWER POINTS IF NEEDED.

OPERATORS COME WITH 2 YEARS PARTS WARRANTY & 6 MONTHS LABOUR WARRANTY.

WE LOOK FORWARD TO HEARING FROM YOU.

YOURS FAITHFULLY,

ROD WATERS PARTNER

TERMS & CONDITIONS: QUOTE VALID FOR 30 DAYS ONLY - A DEPOSIT OF 50% IS REQUIRED ON ACCEPTANCE OF THIS QUOTE BALANCE IS DUE WITHIN 14 DAYS OF INSTALLATION IN THE EVENT WHERE YOUR OVERDUE ACCOUNT IS REFERRED TO A COLLECTION AGENCY AND/OR LAW FIRM, YOU WILL BE LABLE FOR ALL COSTS WHICH WOULD BE INCURRED AS IF THE DEBT IS COLLECTED IN FULL, INCLUDING LEGAL DEMAND COSTS COODS WILL BE ORDERED UPYON RECEIPT OF DEPOSIT ALL MATERIALS, OPERATORS AND PARTS REMAIN THE PROPERTY OF WATERS, AUTOMATIC DOORS UNTILL, FULL PAYMENT OF GOODS HAS BEEN RECEIVED THIS ALSO APPLIES TO ANY 3<sup>MI</sup> PARTY INVOLVEMENT OR HANDLING OF THE ABOVE



Image 1: Drop Off / Pickup Zone



Image 2: Current 45 degree parking adjacent to Drop Off / Pickup Zone



Image 3: Changed layout to incorporate a disability parking space

(Disability parking space will be the width at the higher end of the standard being 2.7 metres instead of the minimun Australian standard of 2.4 metres)

ltem	Quantity	Rate	Total Cost
Linemarking	1x Disability Marking	\$450	\$450
	4x Blackout existing lines	\$20	\$80
	3x White Lines	\$15	\$45
	2x Yellow Lines	\$20	\$40
	1x Yellow Hatch	\$150	\$150
Signage	1x New Post cemented in Footpath	\$60	\$60
	3x Sign faces	\$45	\$135
	1x Labour + Plant/Equipment (2 hrs)	\$110	\$220
		TOTAL	\$1,180

### Works Cost Estimate

### 3.4 RENAMING OF LITTLE MAXWELL STREET TO MINCHIN LANE

File Number:	REP19/638
Author:	Executive Assistant
Authoriser:	General Manager

Attachments: 1. Ariah Park Advisory Committee

### REPORT

At the Assets & Operations Meeting held 12 March 2019 the Committee considered a report on renaming Little Maxwell Street to Minchin Lane and the Committee recommended that Council refer the request to the Ariah Park Advisory Committee for comment.

Ariah Park Advisory Committee support the name change to Minchin Lane. Correspondence is attached.

### COMMITTEE RESOLUTION 68/2019

Moved: Cr Dale Wiencke Seconded: Cr Nigel Judd

It was resolved that the Committee recommend to Council that the Lane be renamed Minchin Lane.

### CARRIED

Report by Gary Lavelle

### **ARIAH PARK ADVISORY COMMITTEE**

A Section 355 Committee of Temora Shire Council

Minute Secretary	
Mr Rowan Bromfield	
0427 809 365	
rbromfield@deltaag.com.au	
3rd June 2019	

۰,

Mr Gary Lavelle General Manager Temora Shire Council 105 Loftus Street Temora NSW 2666

timgrcel@netspace.net.au

### Re: Request to rename Little Maxwell St to Minchin Lane

Dear Gary

Chairman

Mr Tim Sanders

0459 272 454

At our last meeting on the 23<sup>rd</sup> May 2019 we discussed the request from the TSC Assets and Operations Committee to comment on the request from the Minchin Family to rename little Maxwell St in Ariah Park.

It was decided that we support the Minchin Family's request to rename Little Maxwell St to Minchin's Lane.

Kind Regards

Rowan Bromfield

Minute Secretary

Ariah Park Advisory Committee

### 3.5 SPRINGDALE PROGRESS ASSOCIATION - DRIVER REVIVER

Authoriser: General Manager

Attachments: 1. Driver Reviver

### REPORT

Council is in receipt of correspondence from Temora Antique Motor Club requesting to relocate the Temora Driver Reviver to the Springdale Memorial Hall on Burley Griffin Way.

The location has public toilets, large carpark and has excellent visibility in both directions.

The request was presented to the Temora Traffic Committee meeting held on the 11 June for their comments also.

### COMMITTEE RESOLUTION 69/2019

Moved: Cr Rick Firman Seconded: Cr Kenneth Smith

It was resolved that the Committee recommend to Council to note the report until the Traffic Committee resolution is enacted.

### CARRIED

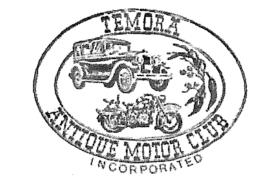
70434

Dear Garry and Councillors

Please see enclosed a copy of a letter sent to Springdale Progress Association regarding a possible relocation of "Driver Reviver" from Temora to Springdale for your consideration.

**Yours Sincerely** 

Lyne Andersen Secretary Springdale Progress Association



17<sup>th</sup> May 2019

### Request to Relocate Temora Driver Reviver to Springdale, NSW

### To Whom It May Concern,

Temora Antique Motor Club request permission to relocate the Temora Driver Reviver site from the current location (Metro Service Station at 90 Victoria St, Temora NSW 2666) to a new location at the Springdale Memorial Hall on Burley Griffin Way, Springdale NSW 2666.

The proposed new location is approx. 15km East of the current location, has excellent facilities (public toilets, large carpark which is easily accessible from both directions and a sports oval for dog walking etc). It is located on a straight section of the Burley Griffin Way in a 60km/h posted speed zone with excellent visibility in both directions.

Crash data indicates that a number of serious and fatal crashes have occurred in the area to the East of Temora, and often less than 10km from Temora's town limits, on straight roads with driver fatigue as the suspected primary cause of crash. In consultation with Temora Shire Council's Road Safety Officer, we believe relocating to this proposed new site will give fatigued drivers a much better option to Stop.Revive.Survive in Springdale versus the present location inside Temora's township.

Our club members running the Driver Reviver at the present location have also had to endure verbal abuse from members of the public when they have asked drivers to move their cars as they were blocking access to the petrol station we operate from. We believe due to the larger carpark areas at Springdale, this would not occur at the proposed new location.

The Temora Shire Council owned Springdale Memorial Hall has excellent kitchen and café style seating facilities, and we are working towards securing use of same to avoid the need to tow the Driver Reviver trailer back and forwards to site.

We request your consideration to relocate the Temora Driver Reviver to this new location as soon as practicable. We believe the new location will be much more effective and better patronised than the existing location.

I have attached an overhead image of this location with the proposed area highlighted in red. Yours Sincerely Les Buckley President



Proposed New Driver Reviver Location – Springdale Memorial Hall & Car Park Burley Griffin Way, Springdale, NSW 2666

### 3.6 UNNAMED ROAD SPRINGDALE

File Number:	REP19/657	
Author:	Senior Engineering Technical Officer	
Authoriser:	Engineering Technical Manager	
Attachments:	<ol> <li>Crown Road Springdale</li> <li>Possible Naming Suggestions</li> </ol>	

### REPORT

Following a recent audit of intersection signage along MR84 Burley Griffin Way the status of a road with no name was questioned with Crown Roads Department, as the intersection with the State Highway has no form of intersection signage.

It was discovered after a status inquiry with Crown Lands that this road near Springdale (as per the attached map in the document 'Crown Road Springdale');

- 1. Is currently constructed across private land.
- 2. Council maintains the road in conjunction with Back Springdale Road Maintenance Grading.
- 3. The road traverses across 2 separate land holdings however owned by the same owner.
- 4. There's a crown road adjacent however the road was never constructed in the allocated reserve.
- 5. The constructed road is unnamed.
- 6. For Council to establish the constructed road as a formal road the crown road adjacent would firstly need closing (*this crown road would vest back in crown lands*).
- 7. If established as a Council road at least 1 large tree should be removed for safety reasons.
- 8. The resident who owns the land wishes the road remain open as it's essential access for primary production due to use for access to additional owned property on the other side of Burley Griffin Way utilising this road.
- 9. It's suspected there will be objection to its closure by the nearby property/residential dwelling owners along Back Springdale Road, however discussion with these nearby owners is yet to be undertaken.

Councils Engineering Technical Manager and Senior Engineering Technical Officer have had preliminary discussions with the land owner, with Council proposing the land required for a road opening is gifted to Council by the property owner if Council choose to establish the road formally. This proposal is based on verbal indication that the owner is happy with any scenario as long as access remains as currently constructed. Following determination by the committee and Council any agreements would be formalised in writing with the property owner before proceeding.

If the crown road is closed and a Council road reserve established where the current constructed road is formed than consideration for naming also requires addressing.

Councils Senior Engineering Technical Officer has reviewed parish plans for naming suggestions historically associated to the area, in which these were forwarded to councils Bundawarrah Centre Manager for comment. The original suggestions and also the response from the Bundawarrah Centre Manager are in the attachment titled '*Possible Naming Suggestions*'.

### **Budget Implications**

Overall expenditure for closure of the crown road, opening of a Council road and naming of such road is estimated in the tables following.

Item	Quantity	Unit Cost	Total
Road Closure Application (For Crown Road)	1	\$490	\$490
Advertising	1	\$150	\$150
Administration by Council (Reports,	7 hrs	\$60 p/h	\$420
applications, advertisements, letters, etc.)			
Registered Surveying, calculation &	1	\$5,500	\$5,500
preparation of linen plans, create 88B,			
Boundary Adjustment/Subdivision and			
Lodgement for LRS registration			
Legal Fees - Certificate of Title	2	\$300	\$600
Legal Fees – Transfer of Ownership	2	\$1,400	\$2,800
		TOTAL	\$9,960

### **Road Naming Cost**

Item	Quantity	Unit Cost	Total
Advertising	1	\$150	\$150
Administration by Council (Reports, applications, advertisements, letters, etc.)	5 hrs	\$60 p/h	\$300
Gazetting / Application	1	\$300	\$300
		TOTAL	\$750

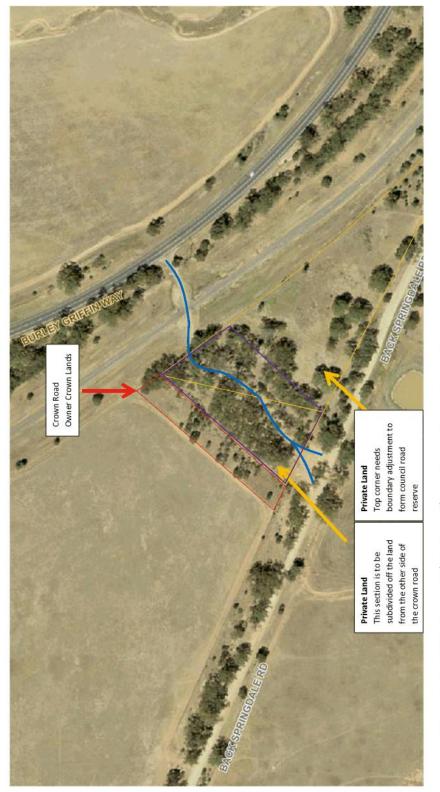
### **COMMITTEE RESOLUTION 70/2019**

Moved: Cr Rick Firman Seconded: Cr Claire McLaren

It was resolved that the Committee recommend to Council to obtain a legal opinion on Councils position in relation to roads on private property.

### CARRIED

### Report by Alex Dahlenburg



Current constructed road Location (Crown Road) – Propose to close Crown Road

Council Road Reserve to establish following crown road closure

### **Possible Naming Suggestions**

Looking at the Gundibindyal Parish Map;

These 2 names appear to originally have owned land immediately surrounding this road.

Joseph Edward Berger Bertie Cecil Harvey

Further land owners nearby included;

Frederick Hausler (Hauslers Road is already in Springdale) H C Harding George Stower M McMahon James Penfold

Hi Alex,

Thank you for the opportunity to comment on this matter.

I do not have any technical reason to favour any name over another. However, if the road is retained, would it be an opportunity to preserve the Harvey name in that geographical context, given the family's extraordinary sacrifice in WWI?

Three brothers, including Bertie Cecil Harvey, made the supreme sacrifice, while the fourth was so badly wounded that he could not return to farming after he returned to the district.

Just a thought.

Cheers,

Bill

### 4 CONFIDENTIAL REPORTS

### COMMITTEE RESOLUTION 71/2019

Moved: Cr Kenneth Smith Seconded: Cr Dale Wiencke

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993 at 4:10PM:

### 4.1 Villages Flood Study

This matter is considered to be confidential under Section 10A(2) - c of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

### 4.2 Ariah Park Preschool Proposal

This matter is considered to be confidential under Section 10A(2) - di of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

### 4.3 Aerodrome Security Review

This matter is considered to be confidential under Section 10A(2) - di of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

### 4.4 Kurrajong Street (Part Closure)

This matter is considered to be confidential under Section 10A(2) - a and e of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with personnel matters concerning particular individuals (other than councillors) and information that would, if disclosed, prejudice the maintenance of law.

CARRIED

### 5 CLOSE MEETING

The Meeting closed at 5:31PM.

This is the minutes of the Assets & Operations Committee meeting held on Tuesday 11 June 2019.

.....

**GENERAL MANAGER** 

.....

CHAIRMAN

### 6.5 MINUTES OF THE ECONOMIC DEVELOPMENT COMMITTEE MEETING HELD ON 11 JUNE 2019

File Number: REP19/708

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Minutes of the Economic Development Committee Meeting held on 11 June 2019

### **RESOLUTION 201/2019**

Moved: Cr Max Oliver Seconded: Cr Graham Sinclair

It was resolved that the reports be noted and dealt with later in the meeting.

CARRIED



Date:	Tuesday, 11 June 2019
Time:	5:32PM
Location:	105 Loftus Street
	TEMORA NSW 2666

### MINUTES

### **Economic Development Committee Meeting**

11 June 2019

### **Order Of Business**

1	Open M	leeting	3
2	Apologi	es	3
3	Reports		4
	3.1	Prosper Initiative	4
	3.2	Public Affairs Media Unit	28
	3.3	Embrace Temora	29
	3.4	Sponsorship Request	31
4	Confide	ntial Reports	40
5	Close M	leeting	41

### MINUTES OF TEMORA SHIRE COUNCIL ECONOMIC DEVELOPMENT COMMITTEE MEETING HELD AT 105 LOFTUS STREET, TEMORA NSW 2666 ON TUESDAY, 11 JUNE 2019 AT 5:32PM

- PRESENT: Cr Rick Firman (Mayor), Cr Nigel Judd, Cr Claire McLaren, Cr Graham Sinclair (Deputy Mayor), Cr Dennis Sleigh, Cr Kenneth Smith, Cr Dale Wiencke (Observer)
- **IN ATTENDANCE:** Steve Firth (Director of Administration & Finance), Gary Lavelle (General Manager), Craig Sinclair (Economic Development Manager)

### 1 OPEN MEETING

5:32pm

2 APOLOGIES

Nil

THE MEETING MOVED INTO CONFIDENTIAL AND DID NOT DEAL WITH ANY REPORT FOR OPEN MEETING.

### 3 REPORTS

3.1	PROSPER I	NITIA	TIVE
File Nur	nber:	REP1	19/668
Author:		Even	ts
Authori	ser:	Dire	ctor of Administration & Finance
Attachn	nents:	1.	Shopping in Temora Shire Survey Results

### REPORT

### **Customer Focus Group**

The latest activity under the Prosper Initiative was delivered on Tuesday 4<sup>th</sup> June in the Town Hall Theatre. Approximately 35 business owners attend a customer focus group event whereby facilitator, Vickie Burkinshaw, asked a panel of 6 young mothers questions about their expectations of customer service and shopping habits. The audience was provided with insight into consumer behaviour that could help improve customer service in their businesses.

The EDM also provided the results of the shopping survey (attached) that was conducted in spring of 2018. The survey results highlights opportunities for businesses to better cater for customer needs.

Michael Douglass, Digital Advisor at the Business Enterprise Centre in Wagga, was also present. It is envisaged that the next stage of the program will involve workshops with small groups of business owners who are seeking to flesh out solutions to providing better customer experiences. These could range from introducing a software system to improve processes to online selling, or better utilising social media. Once the solutions are mapped out, there may be an opportunity to involve youth in implementing and maintaining the solutions with the support of training.

Michael is funded by the Federal Government. The first two consultations are free and after that it is \$25 per hour for each business. The focus group event was kindly sponsored by Service NSW and operated at no cost to Council.

### Find It In Temora

Another project under the Prosper Initiative providing positive results for residents and the business community is the Find It In Temora Facebook group. The page, which launched in early March 2019, is a place where residents can post queries about where to procure products or services in Temora. Responses are provided by other residents and businesses owners.

The group already has 632 members and has solved over 80 requests for information. This simple, self-administered tool, is an effective way to assist residents to shop locally which providing key information to businesses on what products and services are missing from Temora Shire as well as where to focus their advertising.

### RECOMMENDATION

It is recommended that the Committee recommend to Council to note the report.

### Report by Craig Sinclair

SURVEY RESULTS: Shopping in Temora

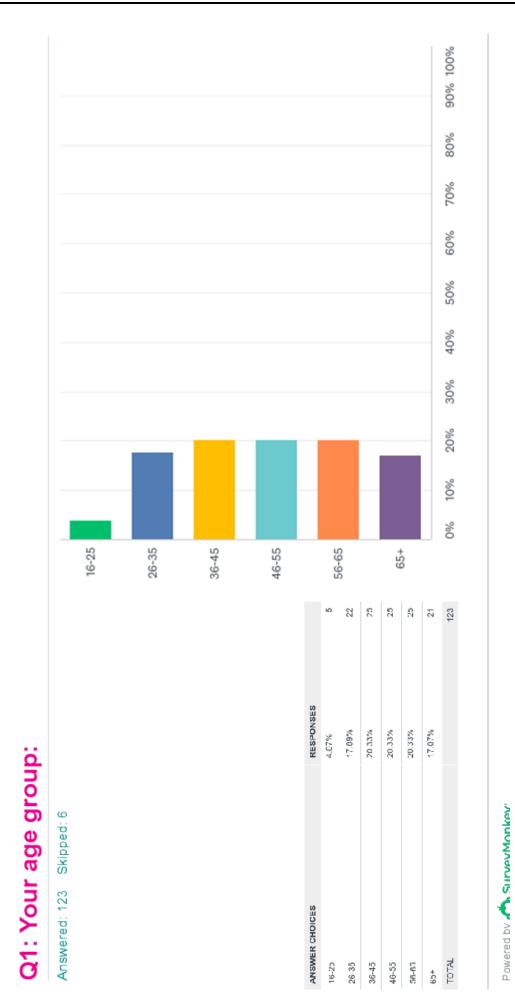
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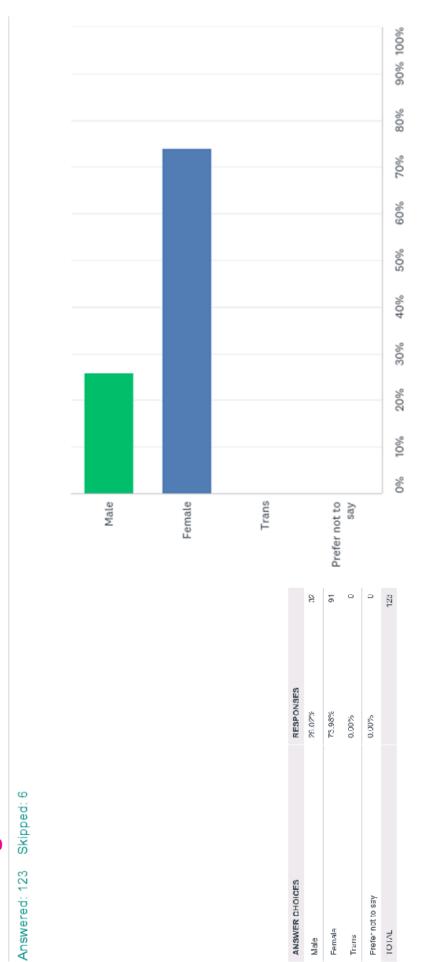
### **129** Total Responses

Date Issued: September / October, 2018

Complete Responses: 123





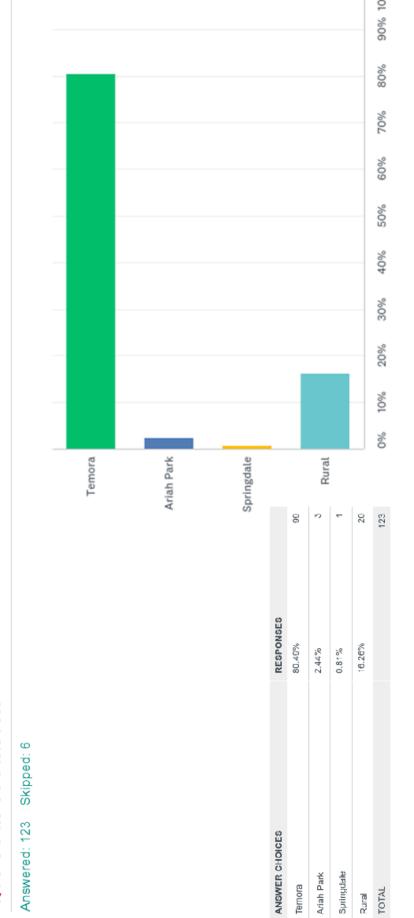




Item 3.1- Attachment 1

Powered by 🐣 SurveyMonkey

ECONOMIC DEVELOPMENT COMMITTEE MEETING MINUTES



Q3: Your location:

Powered by 📥 SurveyMonkey

Q4: How often do you shop online?

Answered: 123 Skipped: 6

71.3% are shopping online 0 to 2 times a month	nonth		Never										
			Rarely (less than once a										
			Sometimes (1-2 times a month)										
ANSWER CHOICES	RESPONSES		Erection										
Never	4.07%	£	(3-5 times a										
Ranely (less then once a month)	32.52%	40	,										
Sometimes (1-2 times a month)	31.71%	60											
Frequently (3-5 times a month)	22.76%	20	Au the time (more than 5										
All the time (more than 5 times a month)	8.94%	Ŧ											
TOTAL		123		1001	200	200	10.01	1000	1000	1002	/00 O	10001	200
							-mil 177			101			

90% 100%

80%

70%

60%

50%

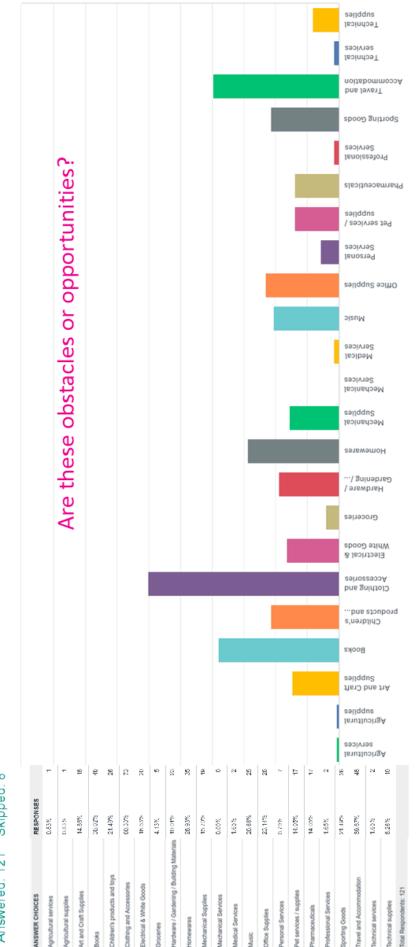
40%

30%

20%

10%

%0



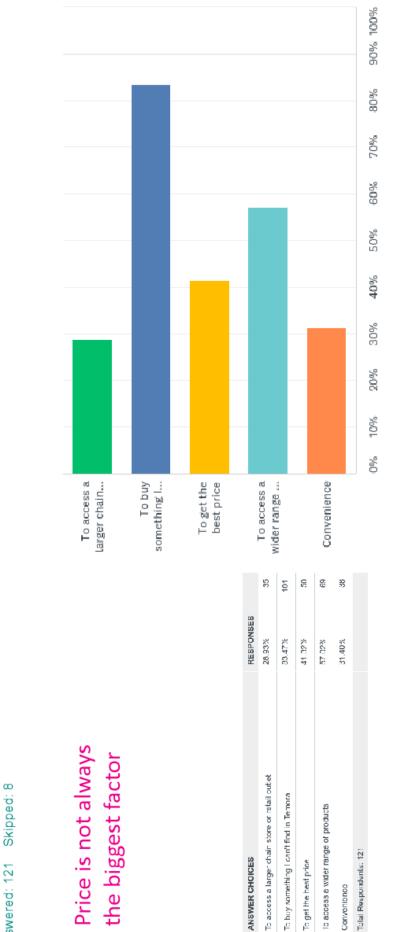
Q5: What do you buy online? (tick all that apply)

Answered: 121 Skipped: 8

Powered by 🏠 SurveyMonkey

SWe	Answered: 121 Skipped: 8
ŭ	Comments
•	Board Games
•	Manchester
•	Nothing
•	Tools
•	Children's bikes, trampolines etc
٠	Graphic Design
•	Cosmetics, dvd's
•	Safety equip.
•	Only stuff that I cannot get in Temora
•	movies
•	l don't buy anything online.
•	hair care, beauty products and cosmetics
٠	Plants, seeds and associated products for garden & hot house, pet accessories and sometimes food, makeup, wheelchair accessories, presents etc
٠	Washing and dishwasher liquid/powder. Aromatherapy supplies, health foods
•	DVD Movies, either old or recent.
•	





Q6: Why do you shop online? (tick all that apply)

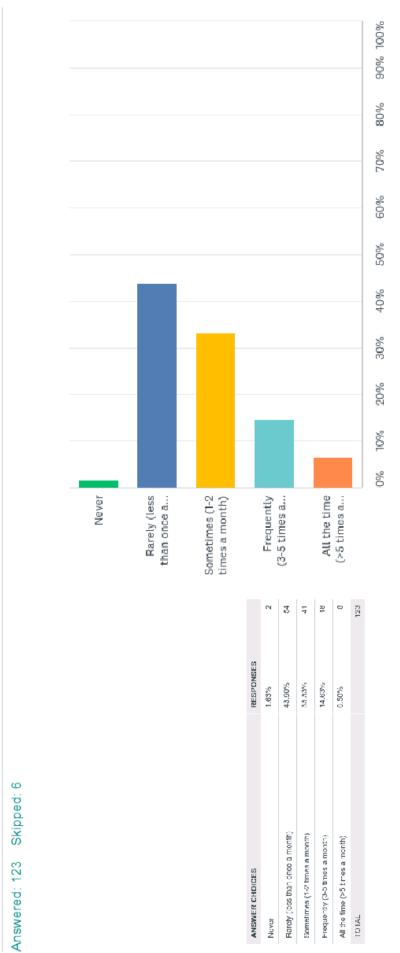
Answered: 121

Powered by A. SurveyMonkey

Skipped: 8 Answered: 121

# Comments

- To do research, find what's available and get a gauge on pricing
- Absolutely don't do online shopping. Trying to protect local businesses as much as possible.
- We purchase in Temora where we can providing they accept wheelchair and have what we need
- As I sit in front of a computer all day it is very convenient. Finish work at 5pm, most shops are shut. And am busy with sport on weekends & don't make it to the streets •
- Can do it after work once kids have gone to bed. •



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Q7: How often do you shop out of town?

# Q8: When you shop out of town, where do you go? (tick all that apply)

Wagga Wagga

# Answered: 123 Skipped: 6

ANSWER CHOICES	RESPONSES
Wagga Wagga	94.31% 116
Cootamundra	6.50% 8
West Wyalong	4.88% 6
Young	27.64% 34
Griffith	3.25% 4
Albury	4.07% 5
Canberra	21.14% 26
Sydney	21.14% 26
Melbourne	11.38% 14
Total Respondents: 123	

West Wyalong

Cootamundra

Young

Griffith

Canberra

Albury

Sydney

Melbourne

## Comments

- Brisbane
- Leeton
- Online products are in Melbourne, but in person mostly in Wagga. Visit Melbourne 2 or 3 times a year
  - Parkes
- other towns might be visiting



90% 100%

80%

70%

60%

50%

40%

30%

20%

10%

%

Ans	Answered: 123 Skipped: 6													
ANSW	ANSWER CHOICES	RESPONSES								_				
Mixing	Mixing shopping with other appointments	67.40%	03	Mixing										
Mixing	Mixing shopping with visiting friends or family	27.64%	34	shopping wit										
То асо	To access a larger chain store or re:all cutle:	45.53%	56											
To buy	To buy something I couldn't find in Temora	73.98%	91			_								
Tolal R	Tolal Respondents: 123			Mixing										
ပိ	Comments			shopping wit										
•	More perceived immediate availability (ie won't need to	:y (ie won't	need to	0										
	order and wait)													
•	Spend quite a bit of time in Canberra so do some shopping there.	so do some	0	To access a larger chain										
•	Wagga is accessible for a person in a wheelchair. Most	wheelchair.	Most											
	of Temora are great but some deny us access because	s access be	cause											
	they have said 'we dont want a wheelchair in our store' -	lchair in ou	r store'	- To buy something I										
	furniture, menswear (Not Mayor Firmans of course),	nans of cou	rse),											
	florist, one of the coffee shops, one of the gift shops,	of the gift sh	sdou),			_								
	one ladies wear & gifts.				%0	10% 2	20% 3	30% 4	40% 5	50% 6	%09	70%	80%	90% 100%
•	It is cheaper to travel and buy the items from	ms from												
	somewhere else.													



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Answered: 86 Skipped: 43

### C 1 , C ( 1

	TOP 15 / 24	RANK ANSWER CHOICES RESPONSES	1 Clothing and Accessories 48 56%	2 Hardware / Gardening / Building Materials 32 37%	3 Sporting Goods 26 30%	4 Children's products and toys 25 29%	5 Books 26%	6 Groceries 23%	7 Other 19 22%	8 Homewares 18 21%	9 Art and Craft Supplies 15%	10 Medical Services 13 15%	11 Pharmaceuticals 15%	12 Office Supplies 13%	13 Electrical & White Goods 12%	14 Pet services / supplies 12%	15 Music 7 8%
2 D -		RANK		2 Hardware / Gardenir			5 Books		7 Other			10					

### Comments

## AGRICULTURAL SERVICES

Pretty covered and farmers go to there agent in reality

## AGRICULTURAL SUPPLIES

- Agvet Temora have what we need, we aren't on the land
- Farm materials
- A bigger range of irrigation items, incl. timers

## **ART & CRAFT SUPPLIES**

- Variety store and Nels have good variety
  - Quality art papers, paint, specialist framing
    - Craft
- comparable. No framing available at the Would purchase from if price was moment.
- Rolls of hessian Rolls of hessian

- acrylic paint. There is a basic level of art and craft items at main Street Variety which is good.
  - Larger range of art supplies

Information Centre, online and Wagga

Have bought books from Temora

Anv

- Paints, mediums, canvases, soapstone
  - - Picture framing items, incl scalpels
      - better quality paints and papers Basic
- BOOKS
- Yes, books
- Book store would be fantastic!
- Science Fiction and Childrens books
  - novels.children's books, non fiction books
- Yes
- Books for students and teenagers
  - Yes. Books!
- Yes
- Auto/Biographies Any

- Range of children's books for presents since we moved from interstate 18 Not a great selection of books for Novels. Any sort of new books Recent new release books somewhere you can buy adults or kids here books...novels etc New release months ago. all books History. iBooks Fiction

- Pretty terrible as a book lover salvos and bunnies are the better places to find books .. pretty poor actually

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11 JUNE 2019

### Comments

# CHILDREN'S PRODUCTS & TOYS

- Children's shoes
- good quality handcraft kits and educational toys
  - Children's toys and books
- Baby cots, car seats , kids bikes, scooters etc
- any decent range of kids toys Target used to have a toy section, something like that would be good.
- A toy/hobby shop would have stuff for teens
- childrens toys
- High quality toys and educational products
- Any
- More variety
- Kids Birthday party presents, Any - there is limited childrens
  - christmas items you can buy
- Powered by 🐣 SurveyMonkey

- Affordable Educational books and toys
  - Children's larger toys at reasonable prices
- cheaper childrens products/toys
  - costumes
- wider range/better quality
  - Children's toys
    - Any kids toys
- Not many options for older kids in Temora
- General baby care, accessories, toys. Kids activities
- Quality children's clothes, children's
  - books Christmas shopping
- Good luck finding anything

## ELECTRICAL & WHITE GOODS

- Tvs vacuum cleaners etc
  - Yes

- Mobile phone accessories at a reasonable price Computer games
- Harvey Norman
- Harvey Norman Temora has access to good range but only small display
   Widor manage fight globber incleridant
- Wider range of light globes, incl fridge and oven
  - NA Harvey Norman has all I need
    - Good Guys

### GROCERIES

- Aldi special buys
- Canned fish products othere than Tuna and Salmon
  - Yes
- cheaper veggies and meat
  - Aldi
- Fruit and veg stand alone store!!
  - Coles, Woolworths, Aldi
     Good artisan sourdough

## Comments

## **GROCERIES** (cont.)

- We have this month ceased doing weekly shop in Wagga as its too far, get get most things at IGA who have great service. Would like fresh fruit & vege shop, fresh seafood, meat and deli
  - More variety (healthfood)
- Aldi Store. Most people that I know travel to Aldi in Young or Wagga for groceries. If we had one here it would create jobs and people would spend their money here.
  - Health food store
- Cheaper fresh fruit and vegetables.
   Cheaper meat and variety.
- Coles larger variety and cheaper prices
  - Would love it if they delivered
- Better fruit and veg selections- fresher
- Click and collect
- Fruit and veg shop

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Y- would be good if we could get the same quality of fruit and vege that say Canberra get hit the same dollar . Also the range in woollies is reducing daily yet IGA can be poisonously expensive

## HARDWARE / GARDENING / BUILDING MATERIALS

- better stocked hardware!!
- Timber
- Everything at Bunnings
  - A better range
    - Yes
- Well stocked hardware shop
- Small bunnings when we get big enough to support it
- Building materials
- Hardware. Recently refurbished a home, purchased taps, toilets, shower accessories etc

- Hardware. Recently refurbished a home, purchased taps, toilets, shower accessories etc
- Antique White USA is one of the top 3
   / top 5 paint colours. I can't get it here.
   Researching and stocking the most popular paint colours would be a smart move.
  - Good if the hardware had hardware stock
    - Bunnings
- reasonably priced items for renovating house - Wagga \$\$\$\$cheaper
  - Bunnings
- Very limited hardware items in Temora
   What I want is not always available in
- town
  Betts Garden on Gallipoli Nursery is a boutique type nursery, top quality and

very competitive.

	<ul> <li>A good range of hardware and building</li> </ul>	<ul> <li>Very limited range available</li> </ul>
	materials with good service	<ul> <li>Cheaper products</li> </ul>
/ BUILDING	<ul> <li>a larger hardware range</li> </ul>	<ul> <li>Could not even buy an ironing board in</li> </ul>
	<ul> <li>Bunnings</li> </ul>	Temora
IT IS IN OUR	<ul> <li>We need a greater variety</li> </ul>	<ul> <li>Homewares as required</li> </ul>
DUT GO TO		<ul> <li>Kmart homewares</li> </ul>
	HOMEWARES	<ul> <li>Packaged curtains and DIY blinds</li> </ul>
mora 	• Yes	<ul> <li>Variety and cheaper prices.</li> </ul>
g products	<ul> <li>cheaper</li> </ul>	<ul> <li>We need a greater variety</li> </ul>
Ø	<ul> <li>crockery and cook wear; cutlery</li> </ul>	<ul> <li>Manchester</li> </ul>
	<ul> <li>Home decor and manchester - more</li> </ul>	
aments,	variety and options	<b>MECHANICAL SUPPLIES</b>
1001S	• Yes	<ul> <li>Car parts the local outlet never has any</li> </ul>
hat carries a	<ul> <li>Limited choice</li> </ul>	stock
e prices	<ul> <li>Non stick fry pans at reasonable good</li> </ul>	<ul> <li>Lawnmower related</li> </ul>
iuch available	quality	<ul> <li>Knowledge and availability of products</li> </ul>
	<ul> <li>Specialty Kitchen Homewares - we visit</li> </ul>	outside is better
S imary h/wara ic	an excellent one in Wagga every month.	
دا عاله ١٧/ ١١ (١١ ااا	We also visit linen and homeware	
	speciality store in Wagga regularly, they	
	have a few, we have our favourite.	

## Comments

## HARDWARE / GARDENING / BUILDING MATERIALS (cont.)

- Hardware for garden & DIY is in our opinion needed so we dont go to Wagga.
  - Hardware is lacking in Temora
- broader range of building products
- I go to Bunnings in Wagga
  - Hardware as required
- Better quality garden ornaments, compost bins and building tools
- A larger hardware store that carries a larger range at reasonable prices general hardware. Not much availabl
  - general hardware. Not much avail at Cornfords
    - Variety of plants and pots
- Selection/stock in the primary h/ware is poor and difficult to get them to order products in

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community • we have great medical facilities	<ul> <li>S. Yet we</li> <li>More Doctors would be great</li> <li>Ageing</li> <li>Pretty good here</li> </ul>	ecialist MUSIC	nist, after • No one sells music	<ul> <li>A musical instrument store with cds</li> </ul>	ncologist and dvds etc	even for • Sanity	e special • Any	wn for	via video • all online	year just  • Out of town for these	ged Care &	innacle', is OFFICE SUPPLIES	th the • Yes	<ul> <li>Stationery, printer cartridges and office</li> </ul>	furniture	we do have • Any kind of decent office supplies	me to get in store / printing / ink / etc.	<ul> <li>Officeworks</li> </ul>	<ul> <li>variety of stationary available</li> </ul>
<ul> <li>Audiology - if anyone wants community</li> </ul>	audiology it's Coota or Young. Yet we have a significant older and ageing population here in Temora.	<ul> <li>Rheumatologist and heart specialist</li> </ul>	<ul> <li>GPs, specialists, dental, chemist, after</li> </ul>	hours	<ul> <li>Eye specialist, cardiologist, oncologist</li> </ul>	<ul> <li>Need GP, Physio and Dentist even for</li> </ul>	people in wheelchairs or have special	needs - I have to go out of town for	medical services, have some via video	link and visit Melbourne 2-3 year just	for these medical services. Aged Care &	Disability Service Provider, 'Pinnacle', is	second to none and well worth the	extra.	<ul> <li>Weight loss</li> </ul>	<ul> <li>Speech Therapy for kids. Yes we do have</li> </ul>	some here but the waiting time to get in	is so long. We need more.	
Comments	MECHANICAL SERVICES   Car & lawnmower related	Iwo reasonable outlets for vehicle	services, great tyre and mechanical	services, only recently round wayne	Diamonals Auto Repairs opposite	Prinacie recently. He not only rias tyres	and does mechanical repairs, ne also	Tixes and replaces wheelchair tyres. We	need to ensure all with wheelchairs and	mobility scooters are aware so they	dont go to wagga of turther affeld.	Great tind.				specialists	outcologist		

### Comments

## Ň

Item 3.1- Attachment 1

immediatelv

### Comments

## OFFICE SUPPLIES (cont.)

- variety of stationary available immediately
  - Office supplies as required
- Wider range of ink cartridges
- Kikki k, Typo, Officeworks type ranges
  - Officeworks
- None existent really or overpriced or Office supplies and furniture

## **PERSONAL SERVICES**

dusty at local shops

- Affordable pamper massage ( not for medical reasons)
  - Acrylic nails •

## PET SERVICES / SUPPLIES

- Dog jackets/coats
- Cheaper pet products eg flea control
  - Petbarn
- high quality pet food
- Any
- Temora Vet is second to none, would like to see a pet store, dog training service,
- Products for oversize dogs
- Kmart supplies
- There is very limited supply at our Vet

## **PHARMACEUTICALS**

- cheaper .
- Cheaper products
- Chemist Warehouse
- right direction. Pharmacist and off sider Harvest Pharmacy is second to none. If another alternative or point you in the give the support/service of yesteryear. they cant get, they can usually find

- Reasonable priced prescriptions
  - Cheaper prescriptions
- Vitamins etc, healthfoods
- Online pharmaceutical supplies are much, much cheaper!
  - Cheaper on line than local
- Repeat medicines are considerably less expensive online
  - Chemist Warehouse

## PROFESSIONAL SERVICES

- Yes
- 24hr emergency that will treat instead of sending away to medical centre

## SPORTING GOODS

- Yes
- cheaper
- Need a store
- All sporting goods/clothing
- sports gear eg. golf accessories, tennis balls/racquets, swimming accessories

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### Comments

## SPORTING GOODS (cont.)

- Any sporting equipment and activewear
  - Target shooting & hunting firearms, ammunition and accessories
    - Limited availability
- Netball, swimming equipment
- Up to date sporting goods/equipment
- No store in Temora
- Anything. Nothing in town
- broader range
- We do not have a sporting store anymore and every time I went in there, the products I wanted were not there.
  - Footy Jerseys, headgear etc
    - Kmart goods
- any sporting wear and equipment
   motor bike helmets & protective boots
- & gearMiss Lynchs Sports store

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- Any sporting goods. Temora has no sports shops
- We need this
- With Lynches closed will be nowhere to get sports things here anymore
  - we need a sports shop in temora
- Sports clothing
- Out if town

# TRAVEL AND ACCOMIMODATION

- travel accessories
- Yes
- Usually purchase for overnight or small trips, otherwise use local travel agent
   Accommodation as required
  - Accommodation as required
- Easier to book online and cheaper

## **TECHNICAL SERVICES**

 Need a Telstra that gives pwd service too. Currently get online or Wagga

### OTHER

- 1) More options for sit down meals in town. Other nearby country towns have an eatery as a point of attraction so visitors come to visit that place. E.g. Junee- chocolate and licorice factory, Coolamon cheese factory, Ganmain pies, Jugiong-Sir George. There isn't particularly one in Temora. The aviation museum/rural museums are tourist points but not really associated with food (or not available sometimes). Can consider a local food attraction place.
  2) Along Hoskins street, past the Newsagent/Combank, the shop
  - 2) Along Hoskins street, past the Newsagent/Combank, the shop front/signage is not very up to date. Only a few shops (e.g. Telstra) have signage on the awnings, even though the shops are leased and locals know what they are...

## Comments

### OTHER (cont.)

- update the look of Hoskins for the shop main street. Perhaps some incentive to entrance/exit onto Hoskins off Victoria side, and the Cornfords end of Hoskins visual, but the Telstra end is the main owners/keepers (many of which have ....Contrasted to the Post Office/NAB and the first thing visitors see of the managed in upkeep. Signage is only which are very well signed and been there a long time).
  - the main street, and there are benches playground. The parks around Temora are a fair walking distance away from on/near the main street? Something at Paleface Park/along Hoskins, but... communal mingling/meeting place Can some thought be given to a akin to a square, food court,
- ake aways available, but only sit in their: take away) and meet somewhere to talk really conducive for a longer stay either, especially if people want to get a coffee chat/catch up with someone (especially vicinity options. There are often people with kids and in close proximity to cars) ..they are not really places to stop and getting coffee at the Coffee Bar, sort of there (or at Zest, Living and Giving etc The main street has lots of cafes with femora has a good range of products chatting there for a bit, but it's not about business or to catch up.
  - sure residents are all guilty of going to but while out of town sometimes, I'm Board Games other than Monopoly Bunnings for a larger product range
    - Cafes/restaurants on a weekend to be
- Fruit and veg store with local produce is must open

Medium priced linen, homewares and clothes suitable for 40 to 60 year old people.

Manchester

- specific stuff that i just wont get here specialty trades and equipemt
- residents and it was 10 months before shopping centre as we had only been them.....Some services are available officeworks prior. Thought we had to for medical, bunnings, furniture and we found that Wagga has a decent arent advertised. We are still new but you have to find them as they Taxi/bus service for people with disabilities - other states have
  - Just having more variety in choices and buy online. prices.
- Printing services flyers etc
  - Hardware

### Comments

### OTHER (cont.)

- More items available as to what you can buy online
  - cannot think any business we require
     Eco friendly cleaning products
    - Eco friendly cleaning products.
       Aromatherapy supplies
       I would only travel to Contamin
- I would only travel to Cootamundra if what I need is unavailable.
- generally i access services from out of town rather than products like accountants, specialty legal services, sometimes MV purchases if i cannot get the brand in town
  - Variety & price
- Coffee shops open on Sunday for breakfast and kid friendly spaces

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### 3.2 PUBLIC AFFAIRS MEDIA UNIT

File Number:	REP19/670
Author:	Events
Authoriser:	Director of Administration & Finance
Attachments:	Nil

### REPORT

The Public Affairs Media Unit for the Australian Army will be in Temora Shire from Tuesday 11<sup>th</sup> to Thursday 13<sup>th</sup> June undertaking a training exercise.

Four teams will compete in the exercise which involves producing a video and other media material on local subject matters of their choice. The EDM provided assistance to the team captains to select relevant topics and connect the teams to locals who can provide the content.

The outcomes of the exercise will be made available for use by Council and others at no cost, providing an opportunity to utilise the videos for tourism and economic development purposes. Subject matters currently under consideration include Temora's aviation community, ghost history, and recreational shooting.

### RECOMMENDATION

It is recommended that the Committee recommend to Council that the report be noted.

Report by Craig Sinclair

3.3	EMBRACE	TEMORA
File Nu	mber:	REP19/671
Author	:	Events
Author	iser:	Director of Administration & Finance
Attach	ments:	Nil

### REPORT

The Embrace Temora Campaign is designed to showcase the diversity of Temora Shire's community. Starting the multiculturalism to assist prepare residents for the arrival of new residents from refugee and migrant backgrounds, it is envisaged the campaign will shift to focus on other areas of the community in the future.

The campaign utilises a variety of mediums through Council's communication channels, including Facebook, the website and Narraburra News. The Embrace Temora Facebook group currently has 211 members. The campaign is currently focusing on dispelling the myths about refugees and migrants through a range of frequently asked questions posts. A series of profiles of existing residents from migrant background is also being rolled out. These stories help to show that migrants have been part of our community for a long time and, in many cases, own businesses that are providing essential services and employment to other residents.

The campaign is designed to stimulate conversations, both supportive and otherwise. In this regard it is achieving its goal. A number of residents have volunteered their time or services to support the refugee resettlement program. Whilst others have aired their concerns about the impact the new residents may have on the Shire. These concerns are met with factual information about the program to help inform and remove any perceived or real anxieties that come with change of this nature.

The Resettlement Committee have met twice. Minutes of the meets are being supplied to Council. Council's participation at the Pathways to Employment Expo was supported by four local businesses who were seeking to find candidates with suitable skills for positions that have been vacant for up to 2 years. These include nurses, mechanics, electricians and aged care staff.

There were hundreds of job seekers at the event, many of whom had not considered relocating to the country, whilst others who were keen to move away from Sydney did not know where in regional NSW to begin their search. Attending the event provided a great opportunity to speak with those from refugee and migrant backgrounds first hand. The skills and needs of the attendees were as diverse as the range of ethnicities represented.

Council officers also had the chance to meet with a number of organisations that specialise in the provision of support for refugees and migrant workers to relocate from metropolitan areas and find employment in regional areas. Council officers believe that working with these agencies may provide a more effective way to target those with the appropriate skills and cultural fit for Temora Shire. It is proposed to invite a number of these agencies to Temora in August to talk further about forming a working relationship and to provide necessary insight in to Temora Shire so these organisations can best represent the needs of community and employers.

Since the expo, the first of the potential new residents visited Temora and had interviews with a number of organisations. The family of four, originally from Iran, were impressed with Temora as a safe and cost-effective place to raise their children. A member of the family has secured

temporary employment as a chef in Temora Shire with a view to becoming permanent after a trial period.

### RECOMMENDATION

That the Committee resolved to recommend to Council to support working with agencies specialising in refugee and migrant resettlement to identify and support skilled candidates seeking to relocate to Temora Shire.

### Report by Craig Sinclair

### 3.4 SPONSORSHIP REQUEST

File Number:	REP19/673
Author:	Events
Authoriser:	Director of Administration & Finance
Attachments:	1. NSW Business Chamber Awards Sponsorship Prospectus

### REPORT

The NSW Business Chamber invited Temora Shire Council to be a sponsor of the Murray-Riverina Regional Business Awards to be held at the Temora Aviation Museum on Friday 6 September 2019.

There are three investment options available:

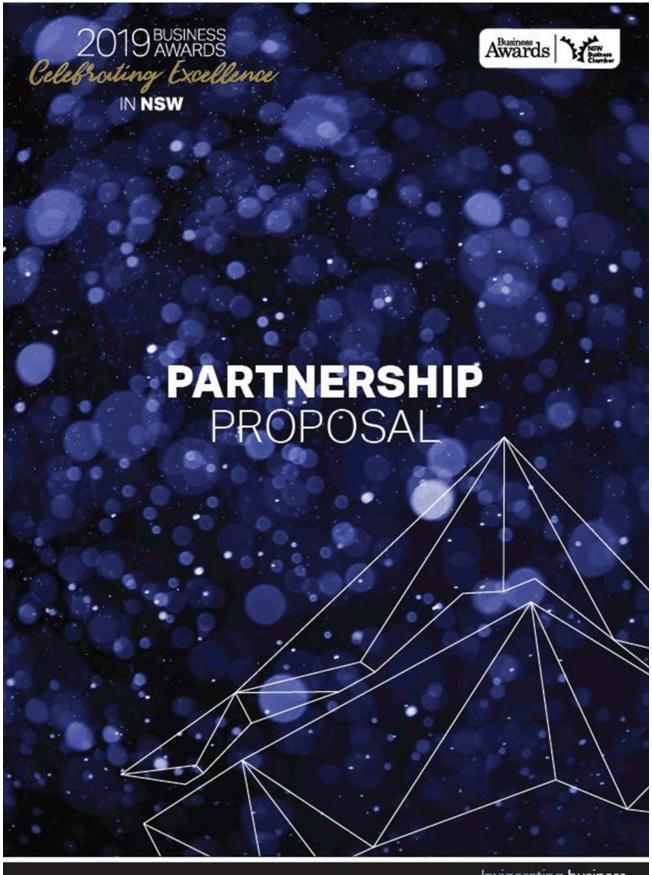
- 1. Regional Partner: \$3,000 plus GST
- 2. Primary Regional Partner (One only per region): \$6,000 plus GST
- 3. Regional Category Partner: \$4,000 plus GST

The sponsorship proposal is attached for consideration.

### RECOMMENDATION

It is recommended that the Committee recommend to Council to consider sponsoring the event.

Report by Craig Sinclair



Invigorating business

Call 13 26 96



### Welcome to the 2019 Business Awards Regional Partnership Package

Dear,

Our iconic NSW Business Chamber Business Awards program recognises and celebrates the success of members throughout NSW, providing an opportunity for businesses to showcase their achievements.

The state-wide awards program extends the strong relationships forged between the NSW Business Chamber and the Local Chambers of Commerce throughout NSW.

In 2018, over 3,000 entries were received with 165 state finalists representing their regions. Then, our gala event and awards presentation was celebrated by over 1,000 guests at Luna Park Sydney.

In 2019, NSW Business Chamber is offering our most extensive partnership opportunities for businesses to be involved in your Regional Business Awards level, through four packages:

- Regional Partner
- Primary Regional Partner
- Regional Category Partner
- Regional Wine Partner

We trust you will choose to be part of our largest ever 2019 awards program and join us in celebrating exceptional businesses in your region.

Yours Sincerely,

Andrew Cottrill Regional Manager, Murray-Riverina NSW Business Chamber

Call 13 26 96



### 2019 Regional & Metropolitan Dates

businessannualawards.com.au

REGION	AWARD GALA EVENT
Western NSW	Friday 10 May Blue Wren Wines, Mudgee
Sydney Metro	Friday 31 May Australian Turf Club, Randwick
Macarthur	Wednesday 26 June <i>TBC</i>
Sydney City	Wednesday 31 July Town Hall, Sydney
Murray-Riverina	Friday 6 September <i>TBC</i>
Mid North Coast	Friday 13 September Sails, Port Macquarie
New England North West	Friday 20 September Tamworth Town Hall, Tamworth
Northern Rivers	Saturday 19 October Ballina RSL Club, Ballina
Central Coast	Saturday 12 October <i>TBC</i>
State Business Awards	Friday 22 November International Convention Centre, Sydney

\*Dates in the above calendar are subject to change

Call 13 26 96



### 2019 Business Awards Partnership Entitlements

### **Regional Partner**

### Investment: \$3,000 plus GST per annum

### Event Brand Exposure

- Your business will be promoted to the region's business elite at the Regional Business Awards gala event
- Acknowledgement and promotion of your organisation during the night by the MC
- Logo recognition on main screen throughout the night
- Logo acknowledgement in the Regional Business Awards gala event program, placed on each table (a hard copy will be posted to you post-event at your request)
- Acknowledgement of partnership in the official welcome address
- Logo on NSWBC Regional Business Awards website acknowledging your organisation's impact as a NSWBC partner with a hyperlink to your website

### Targeted Communication

- · Logo acknowledgement on the region's pre-event emails to over 2,000 contacts
- Logo acknowledgement on all marketing collateral sent directly to guests
- Acknowledgement in the post-event email to all the Regional Business Awards gala guests

### Corporate Hospitality

- · Four complimentary tickets to attend the Regional Business Awards gala event
- Opportunity to purchase additional tickets at a discounted rate

### **Brand Synergies**

- Sharing a common goal To celebrate and recognise business excellence
- Association with the state's peak business organisation, NSWBC
- Opportunity to promote your association with NSWBC on your company website and promotional materials (NSWBC approval required prior to any use of logo)

### Social Media

- NSWBC will "like" your organisation's Facebook page and "follow" you on Twitter
- NSWBC will thank your organisation in a post on LinkedIn (NSWBC has approximately 712 members)
- NSWBC will acknowledge your organisation in a tweet with a link to your company Twitter profile to highlight your support (NSWBC has over 12,000 followers)

Call 13 26 96



### Primary Regional Partner (One only per region)

### Investment: \$6,000 plus GST per annum

### Event Brand Exposure

- Your business will be promoted to the region's business elite at the Regional Business Awards gala event
- Acknowledgement of partnership in the official welcome address
- Logo recognition on main screen throughout the night
- Logo acknowledgement on the night award program, placed on each table (a hard copy will be posted to you post-event at your request)
- Acknowledgement and promotion of your organisation during the night by the MC
- Opportunity for a representative to make an address on the night before the announcement of the Business of the Year Award (two mins)
- Logo on screen during the Business of the Year category presentation at the awards
- Logo on NSWBC Regional Business Awards website acknowledging your organisation's impact as a NSWBC partner with a hyperlink to your website

### Targeted Communication

- Logo acknowledgement on the region's pre-event emails to over 2,000 contacts
- Logo acknowledgement on all marketing collateral sent directly to guests
- Acknowledgement in the post-event email to all the Regional Business Awards Gala guests

### Corporate Hospitality

- Six complimentary tickets to attend the Regional Business Awards gala event
- Opportunity to purchase additional tickets at a discounted rate
- Two complimentary tickets to attend the State Business Awards gala event

### Brand Synergies

- Sharing a common goal To celebrate and recognise Business excellence
- Association with the state's peak business organisation, NSWBC
- Opportunity to promote your association with NSWBC on your company website and
  promotional materials (NSWBC approval required prior to any use of logo)

### Social Media

- NSWBC will "like" your organisation's Facebook page and "follow" you on Twitter
- NSWBC will thank your organisation in a post on LinkedIn (NSWBC has approximately 712 members)
- NSWBC will acknowledge your organisation in a tweet with a link to your company Twitter profile to highlight your support (NSWBC has over 12,000 followers)

Call 13 26 96



### **Regional Category Partner**

### Investment: \$4,000 plus GST per annum

### Event Brand Exposure

- Your business will be promoted to the region's business elite at the Regional Business Awards gala event
- Alignment with an allocated category in your region.
- Acknowledgement of partnership in the official welcome address
- Recognition and logo on large screens in the venue throughout the night
- Logo acknowledgement on the night award program, placed on each table (a hard copy will be posted to you post-event at your request)
- Acknowledgement and promotion of your organisation during the night by the MC
- Opportunity for on stage interview by MC to discuss your business and your alignment to the Regional Business Awards
- Opportunity for a representative to present the award to the winner of the allocated category
- · Logo on screen during the allocated category presentation at the awards
- Logo on NSWBC Regional Business Awards website acknowledging your organisation's impact as a NSWBC Partner with hyperlink to your website

### Targeted Communication

- Logo acknowledgement on the region's pre-event emails to over 2000 contacts
- · Logo acknowledgement on all marketing collateral sent directly to guests
- · Acknowledgement in the post-event email to all of your regions guests

### Corporate Hospitality

- Six complimentary tickets to attend the Regional Business Awards gala event
- Opportunity to purchase additional tickets at a discounted rate

### Brand Synergies

- Sharing a common goal To celebrate and recognise Business excellence
- Association with the state's peak business organisation, NSWBC
- Opportunity to promote your association with NSWBC on your company website and promotional materials (NSWBC approval required prior to any use of logo)

### Social Media

- NSWBC will "like" your organisation's Facebook page and "follow" you on Twitter
- NSWBC will thank your organisation in a post on LinkedIn (NSWBC has approximately 712 members)
- NSWBC will acknowledge your organisation in a tweet with a link to your company Twitter profile to highlight your support (NSWBC has over 12,000 followers)

Call 13 26 96



### **Regional Wine Partner**

### Investment: \$6,000 plus GST per region in-kind Contra per annum

Please note: There is the opportunity to engage with several regions as the Regional Wine Partner. The State Business Awards are not included in this proposal.

### Event Brand Exposure

- Your business will be promoted to the region's business elite at the Regional Business Awards gala event
- Recognition as the Regional Wine Partner
- · Logo recognition on main screen throughout the night
- Logo acknowledgement on the night award program, placed on each table (a hard copy will be posted to you post-event at your request)
- Acknowledgement and promotion of your organisation during the night by the MC
- Logo on NSWBC Regional Business Awards website acknowledging your organisation's impact as a NSWBC partner with a hyperlink to your website

### Targeted Communication

- Logo acknowledgement on the region's pre-event emails to over 2000 contacts
- · Logo acknowledgement on all marketing collateral sent directly to guests
- Acknowledgement in the post-event email to all of your regions guests

### **Corporate Hospitality**

- Six complimentary tickets to attend the Regional Business Awards gala event
- · Opportunity to purchase additional tickets at a discounted rate

### Brand Synergies

- Sharing a common goal to celebrate and recognise Business excellence
- · Association with the state's peak business organisation, NSWBC
- Opportunity to promote your association with NSWBC on your company website and promotional materials (NSWBC approval required prior to any use of logo)

### Social Media

- NSWBC will "like" your organisation's Facebook page and "follow" you on Twitter
- NSWBC will thank your organisation in a post on LinkedIn (NSWBC has approximately 712 members)
- NSWBC will acknowledge your organisation in a tweet with a link to your company Twitter profile to highlight your support (NSWBC has over 12,000 followers)

Call 13 26 96

### NSW Business Chamber

Tracing our heritage back to 1826, NSW Business Chamber's mission is to create a better Australia by helping businesses maximise their potential. The Chamber is a passionate advocate for business in the public arena: whether standing up to government and decision makers when business interests are neglected or working together to create positive change.

On a one-to-one basis, the Chamber helps all businesses from small enterprises to large corporations. Our commercial services division, Australian Business, delivers a range of business services to both member and non-member clients throughout Australia, with the operating surplus going back to supporting Chamber initiatives. In all, we believe it's important for Australia's business community to succeed, because prosperity creates new jobs, social wealth, and better communities in which to live.

- Local, regional, state and national coverage
- Public policy and advocacy.
- Reducing complexity to manage risk
- Empowering business through connections, knowledge and expertise.

Let the NSW Business Chamber team be an extension of your business so you can concentrate on what you do best – growing your business. For more information: nswbusinesschamber.com.au

NSW Business Chamber Head Office Street Address 140 Arthur Street North Sydney NSW 2060

Postal Address Locked Bag 938, North Sydney NSW 2059

t 13 26 96 f 1300 655 277 e businesshotline@nswbc.com.au



January 2017

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### 4 CONFIDENTIAL REPORTS

### COMMITTEE RESOLUTION 15/2019

Moved: Cr Graham Sinclair Seconded: Cr Nigel Judd

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993 at 5:32PM:

### 4.1 Airpark Estate

This matter is considered to be confidential under Section 10A(2) - c of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

### 4.2 TBEG and BREED Australia

This matter is considered to be confidential under Section 10A(2) - c of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

CARRIED

### 5 CLOSE MEETING

The Meeting closed at 6:15PM.

This is the minutes of the Economic Development Committee meeting held on Tuesday 11 June 2019.

.....

GENERAL MANAGER

.....

CHAIRMAN

### 7 DELEGATES REPORTS

### 1. CR SLEIGH

The Student Leaders meeting held last Thursday 13 June 2019 was well attended by students and with Ms Steph Cooke MP also in attendance.

The Focus Group held a meeting in the Temora Town Hall Theatre was well attended and discussed local shopping. Congratulations to Economic Development Manager on a well run meeting.

### 2. CR JUDD

Represented Council at the recent Catholic Deb Ball held at the Temora Ex Services Club.

### 3. CR WIENCKE

Attended the Carers & Volunteers morning tea on the 22 May 2019 at the Bundawarrah Centre with Cr Reinhold to show appreciation and recognising volunteers.

### 4. CR SMITH

Attended the Springdale Progress Association meeting with Cr Oliver at the Springdale Hall.

Represented Council at the Anglican Deb Ball with 12 debs being presented on the night.

Met with Ms Selina Win Pe at a dinner with Cr Firman and Cr Wiencke.

Attended the formal notification of the Aviaiton Museum handover to Royal Australian Airforce on Friday 14<sup>th</sup> June, everything went very well.

### 5. CR SINCLAIR

Advised that Local Government week is coming up in August. A morning tea will be held to recognise the s355 Committees. Will show local students employment opportunities in Local Government and highlighting Council areas, Aviation Estate, TAIC etc.

Wonderful to see the progress at Langfields Chicken complex, it was very impressive. LPC is making plans for Ms Steph Cooke to visit the facility before it is closed off.

### 6. CR OLIVER

Advised he attended the Lake Centenary Management committee meeting and spoke in regards to the Southern Lights issue, then heard next morning that REROC was unsuccessful in obtaining grants.

Mayor Firman advised that it is still possible for funding for LED lights.

### 7. CR FIRMAN

Advised of meeting with REROC and Cr Pinnock regarding Southern Lights.

Minister Stokes, Minister for Planning gave wonderful praise for the Temora Aviation Museum. And advised he is wanting to help out in relation to the Southern Lights program.

### 8 MAYORAL REPORT

8.1 MAYORS REPORT - MAY 2019

File Number:REP19/624Author:Executive AssistantAuthoriser:General ManagerAttachments:Nil

### REPORT

1<sup>st</sup> May – I attended Council offices

**2<sup>nd</sup> May** – Cr Nigel Judd OAM, Cr Max Oliver and I had a meeting with the John Holland Group, to discuss the Ariah Park rail issue. We were joined by the Director of Environmental Services (Mr Kris Dunstan) and Town Planner (Mrs Claire Golder).

- Councillors, Senior Staff and I attended a Budget Workshop. This was to consider our Capital Works programme for the 2019/2020 year. This was an excellent session and I'm proud of the entire Council team for scheduling a strong budget surplus and capital works programme.
- I chaired the Temora & District Education Fund Board meeting. The Deputy Mayor, Cr Graham Sinclair, was also in attendance.

**3**<sup>rd</sup> **May** – I chaired the Riverina Joint Organisation Board Extraordinary meeting, which was a teleconference. Deputy Mayor, Cr Sinclair was also in attendance, together with the Director of Administration & Finance.

**4<sup>th</sup> May** – I experienced something rather exhilarating – that being in a Jet Boat at Lake Centenary. Ms Narelle Pellow invited me to be part of the challenge, to raise funds for the Temora & District Education Fund. Whilst it was outside of my comfort zone, it was great fun! I thank Ms Pellow for her generosity.

**7<sup>th</sup> May** – Councillors, Senior Staff and I attended Council Committee day.

- Councillors, Senior Staff and I attended the Temora Shire Economic Boom meeting, which was very well attended. Some exciting times ahead for Temora Shire!

**8**<sup>th</sup> **May** – Temora Shire hosted the Local Government NSW Rural Health summit, which was attended by some 11 Councils across rural and regional NSW.

**9**<sup>th</sup> May – I had an interview with ABC TV re: Temora shire and the Federal election.

- Several Councillors and I attended the ABC Riverina hosted Federal candidates forum.
- Cr & Mrs Ken Smith attended Charles Sturt University to present Council's Scholarships.
- I had a meeting with Federal Member for Riverina, the Hon Michael McCormack.
- Cr Max Oliver and I assisted with the set up for our Sportsman of the Year dinner.

**10<sup>th</sup> May** – Cr Oliver and I attended the annual Temora & District Sportsman's dinner. A great night out, with our sporting community paying tribute to our sporting achievers. Congratulations to those nominated, especially those who won their respective awards.

- I had an interview with ABC Radio re: Target closure and Sportsman's Dinner.

**11<sup>th</sup> May** – I was honoured to have officially opened the Temora United Soccer Club's new Amenities Block. This was funded in partnership with the Club, Council and the NSW Government. Congratulations and thank you to all involved on making this dream become a reality. I thank Councillors & Project Manager, Mr Kris Dunstan who attended and supported the Club.

**15<sup>th</sup> May** – Cr Oliver, Cr McLaren, myself together with Director of Environmental Services (Mr Dunstan) and Town Planner (Mrs Claire Golder) joined with other Working Party Members to go through the final plans of the Temora Swimming Pool plans. Council thanks the Working Party for their time and effort in producing several upgrade options for us to consider.

**16<sup>th</sup> May** – I attended Council offices.

- The Deputy Mayor (Cr Sinclair) and I attended the Executive meeting of Council, with the General Manager (Mr Lavelle) and Director of Finance & Administration (Mr Firth).
- Councillors, Senior Staff and I attended our monthly Council meeting.

**17<sup>th</sup> May** – I chaired our Temora Zone Red Shield Appeal meeting. Director (Aux Lut Caleb Smith), our Area Captains, Volunteer Collectors and I are ready for a successful 2019 Appeal.

**20<sup>th</sup> May** – I attended the Council Chambers for a meeting re: Rotary and Salvation Army.

- Cr McLaren, the General Manager (Mr Lavelle) and Director of Finance & Administration (Mr Firth) attended a meeting to discuss the new protocols for Nixon Park's Clubhouse.
- The General Manager (Mr Lavelle), Engineering Technical Manager (Mr Rob Fisher) and I hosted a meeting with executives from the Temora Australian Football & Rugby League Clubs.

**21<sup>st</sup> May** – I chaired a meeting with the Temora Zone Red Shield Appeal Area Captains, at the Salvation Army Citadel. Appeal Director, Aux Lut Caleb Smith and I are confident we'll have another strong RSA this year, even though we are experiencing dry times.

**22<sup>nd</sup> May** – I was invited to read a book at the Bright Beginnings Learning Centre. I thoroughly enjoyed this session and thanks to the staff and children for having me.

- Our thanks to the Temora SES as they celebrated Wear Orange Wednesday (WOW) Day.
   To Commander, Mrs Jodie King and her team we congratulate you all past and present members, for your commitment to our Shire community.
- I attended a meeting with Country Education Foundation of Australia hierarchy, along with Mr Ian Reid and Mrs Narelle Pinney.

**23<sup>rd</sup> May** – Mrs Sue Wylie and I attended a meeting re: Temora & District Education Fund function on 20<sup>th</sup> September with Lindt café Seige Survivor, Ms Selina Win Pe.

- The Deputy Mayor (Cr Sinclair) and I attended a Local Government Week meeting with Community & Cultural Officer, Ms Amanda Gay.
- I chaired the TDEF Debutante of the Year Ball Committee meeting. The ball will be on Friday 19<sup>th</sup> July at the Temora Ex-Services Memorial Club.

**24<sup>th</sup> May** - I chaired the Riverina Eastern Regional Organisation of Councils (REROC) Executive meeting in Wagga.

- Cr Ken Smith, Cr Dale Wiencke and I attended a dinner with Ms Selina Win Pe, at Diners Choice Restaurant. What an inspiring and courageous lady she is.

**25<sup>th</sup> & 26<sup>th</sup> May** - A successful Temora Zone Red Shield Appeal was conducted. Thank you to all who assisted and contributed in any way. We exceeded our target figure of \$10,200. Further updates will be provided.

**27<sup>th</sup> May** – I attended a meeting with REROC Chief Executive, Mrs Julie Briggs and NSW Office of Local Government, to discuss the upcoming Joint Organisation (JO) session in Sydney.

- The Deputy Mayor (Cr Sinclair) and I attended the Temora Local Health Advisory Council (LHAC) meeting.
- The General Manager (Mr Lavelle) and I attended a meeting.

**28<sup>th</sup> May** – Cr McLaren, the General Manager (Mr Lavelle), Director of Finance & Administration (Mr Firth) attended a meeting to discuss the Nixon park upgrade.

- Cr Max Oliver and I attended the monthly Temora Police & Community Committee meeting.

**29<sup>th</sup> May** – Flew out from Wagga to Sydney for meetings.

- Had meeting with REROC Chief Executive, Mrs Briggs.

**30<sup>th</sup> May** – I attended a meeting with the Deputy Premier of NSW and Minister for Local Government at Parliament House, Sydney re: Joint Organisation ongoing Funding.

- I chaired the NSW JO Chairmen's Network Board meeting, held in Parliament House, Sydney. This was attended by the 13 NSW JO Chairmen and their Executive Officers.

**31**<sup>st</sup> **May** – The General Manager (Mr Lavelle) and I attended the NSW Country Mayors Board meeting at Parliament House, Sydney. Our new Local Government Minister, the Hon Shelley Hancock MP addressed us and appears to be very genuine and committed to working with us. Minister Hancock has 17 years-experience as a former Councillor and Deputy Mayor. We had the opportunity to meet with Minister for Health, the Hon Brad Hazard MP, to personally thank him for the strong support he gave for the upgrade of our Hospital theatre. Minister Hazzard indicated 'you have a very vocal community, Mr Mayor...'. How right he is. No-one will downgrade Temora & District Hospital as our Council and community will not tolerate it!

- I had a meeting with Local Gov't NSW President, Cr Linda Scott & NSW Member for Cootamundra, Ms Steph Cooke MP.
- I had a meeting with the Mayor of Wagga, Cr Greg Conkey OAM re: JOs.
- Cr & Mrs Ken Smith represented Council at the annual Anglican Debutante Ball. Both Cr & Mrs Smith praised the Debutantes, partners and organisers on an enjoyable night.

### RESOLUTION 202/2019

Moved: Cr Dennis Sleigh Seconded: Cr Max Oliver

It was resolved that the Mayors Report be noted.

CARRIED

### Mayor Rick Firman OAM

### 9 STAFF REPORTS

### **RESOLUTION 203/2019**

Moved: Cr Nigel Judd Seconded: Cr Kenneth Smith

It was resolved that Council receive Staff reports.

CARRIED

### 10 GENERAL MANAGER

### 10.1 CALENDAR OF EVENTS - JUNE 2019

File Number: REP19/595

Author: Executive Assistant

Authoriser: General Manager

Attachments: Nil

### REPORT

### JUNE 2019

5 <sup>th</sup>	Theatre Management Committee
	Committee Room - 6:00pm
	DELEGATE: Cr Reinhold
6 <sup>th</sup>	JO Board Meeting
	Wagga Commercial Club – 9:00am
	REROC - Board
	Wagga Commercial Club – 10:30am
	DELEGATE: Cr Firman & Cr Sinclair
11 <sup>th</sup>	Committee Meetings
19 <sup>th</sup>	Temora & District Sports Council Meeting
	Temora Ex Services Club – 6:30pm
	DELEGATE: Cr Firman & Cr Oliver
20 <sup>th</sup>	Council Meeting

### JULY 2019

2 <sup>nd</sup>	Temora Shire Arts Council
	Committee Room – 6:00pm
3 <sup>rd</sup>	Theatre Management Committee
	Committee Room – 6:00pm
	DELEGATE: Cr Reinhold
8 <sup>th</sup>	Friends of Temora Shire Cemeteries
	Council Chambers – 10:00am
9 <sup>th</sup>	Committee Meetings
11 <sup>th</sup>	Temora Rural Museum Management Meeting
	Bundawarrah Centre
	DELEGATE: Cr Smith & Cr Oliver
16 <sup>th</sup>	Imagine Temora Committee
	Committee Room – 5:00pm
17 <sup>th</sup>	Temora & District Sports Council Meeting
	Temora Ex Services Club – 6:30pm
	DELEGATE: Cr Firman & Cr Oliver
18 <sup>th</sup>	Council Meeting
21 <sup>st</sup>	Springdale Progress Association
	Springdale Hall
	DELEGATE: Cr Oliver & Cr Smith

### **RESOLUTION 204/2019**

Moved: Cr Graham Sinclair Seconded: Cr Max Oliver

It was resolved that the Calendar of Events be noted.

CARRIED

### 10.2 SEALS - JUNE 2019

File Number:REP19/590Author:Executive AssistantAuthoriser:General ManagerAttachments:Nil

### REPORT

The Council Seal is required to be affixed to the below document:

- Contract 15 (Lot 108) Spitfire Drive, Temora
- My Aged Care Regional Assessment Service Deed of Variation to the 30 June 2020

### **RESOLUTION 205/2019**

Moved: Cr Max Oliver Seconded: Cr Dennis Sleigh

It was resolved that the Council Seal be affixed to the above documents.

CARRIED

### Report by Gary Lavelle

### 10.3 MODEL CODE OF CONDUCT

File Number:	REP19/567
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

### REPORT

The Model Code of Conduct was placed on public exhibition for a period of 28 days. At the close of exhibition date no submissions were received.

### **RESOLUTION 206/2019**

Moved: Cr Graham Sinclair Seconded: Cr Dale Wiencke

It was resolved that Council adopt the Model Code of Conduct.

CARRIED

Report by Gary Lavelle

### 10.4 ALCOHOL FREE ZONES

File Number:	REP19/661
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

### REPORT

The current Alcohol Free Zone (AFZ) is set to expire in the near future after the maximum statutory effect of 4 years. The initial application to Council was made by Temora Police.

Section 644 of the Local Government act 1993 provides that:-

1). A Council may prepare a proposal for the establishment of an alcohol-free, either on its own motion or on the application of one or more of the following people:

- a) A person who the council is satisfied is a representative of a bona fide community group active in the area,
- b) A police officer,
- c) A person who the council is satisfied lives or works in the area.

Discussion with police indicate that the AFZ have proven to be a useful tool in the prevention of alcohol related crime. It would be a continuation of a program that is currently providing positive results for the community.

### RESOLUTION 207/2019

Moved: Cr Kenneth Smith Seconded: Cr Dale Wiencke

It was resolved that Council

- Commence the process to install an Alcohol Free Zone in Hoskins Street between Britannia Street and Byron Street and in Loftus Street from Little Camp Street to Gardiner Street involving;
  - a. Advertising the proposal in the Temora Independent and social media for a period of 28 days
  - b. Seeking advice from Temora Police on their views on the issue and statistics from the current AFZ and
- 2. After consideration of any public submissions, if Council determine to apply the AFZ, the necessary stakeholders are advised including;
  - a. Local Police and
  - b. Liquor Licensee holders in the proposed zone.

### CARRIED

### Report by Gary Lavelle

### **11 ENGINEERING SERVICES**

### 11.1 NHVR CONSENTS CLASS 1 EXEMPTION NOTICES 2019

Author: Senior Engineering Technical Officer

Authoriser: Engineering Technical Manager

- Attachments: 1. NHVR Correspondence Email J
  - 2. NSW Class 1 4-Axle and 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019 J
  - 3. NSW Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 J
  - 4. NHVR Information Sheet NSW Class 1 4-Axle 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019 <u>1</u>
  - 5. NHVR Information Sheet NSW Class 1 All Terrain Mobile Crane and Dolly Combination Notice 2019 U
  - 6. NSW Class 1 4-Axle and 5-Axle All Terrain Mobile Crane Operator's Guide J
  - 7. NSW Class 1 All Terrain Mobile Crane and Dolly Combination Operator's Guide 🖳 🛣
  - 8. Consent Form NSW Class 1 All~ 4-Axle and 5-Axle Notice 2019 🕂 🛣

### REPORT

Temora Shire Council is in receipt of correspondence from HNVR being reference 125874 requesting consent for NSW Class 1 All Terrain Mobile Crane and Dolly Combination Notice 2019 & 4-axle and 5-axle Notice 2019.

Please find attached initial correspondence, guides, information sheets, exemption notices and requested consent form.

### RESOLUTION 208/2019

Moved: Cr Max Oliver Seconded: Cr Claire McLaren

It was resolved that Council consents to the SPV Level 3 Network

### AND FURTHER

Investigate road network access to 4 and 5 axle cranes and report back to Council.

CARRIED

### Report by Alex Dahlenburg

From: RMConsent
Sent: Thursday, 6 June 2019 2:56 PM
To: Temora Shire Council; Rob Fisher
Subject: NSW Class 1 All Terrain Mobile Crane and Dolly Combination Notice 2019 & 4-Axle and 5-Axle Notice 2019 - Request for Consent - Response Required - Reference 125874



Dear Road Manager,

Reference Number: 125874

Attention: This request requires a response within 28 days from 6 June 2019. The latest response required is by 4 July 2019.

The National Heavy Vehicle Regulator (NHVR) is seeking your formal consent for road access to all road managers in NSW for the following notices:

- New South Wales Class 1 4-Axle and 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019
- New South Wales Class 1 All Terrain Mobile Crane and Dolly Mass and Dimension Exemption Notice 2019.

Attached you will find Information Sheets and Operator's Guides that support each Notice.

You will also find the Consent Form that needs to be completed and sent back to the NHVR, this consent form has combined access requests into the single form.

For additional information, the NHVR also published a webinar relating to the Return of Delegations in NSW for special purpose vehicles that can be viewed <u>here</u>.

Under Part 4.7 of the Heavy Vehicle National Law (HVNL), road managers are required to respond within 28 days. Road managers are required to either provide consent for network access or decline it with reasons that meet the criteria within the HVNL.

As access under these Notices is not provided unless consent is received, the NHVR requests road manager support to provide a timely and informed response, to improve the productivity and efficiency of industry in NSW, and to improve road safety and infrastructure protection.

The official closing date for providing consent is 4 July 2019; 28 days from the date road managers receive the consent request, as per the requirements of the HVNL.

Please note that the consent process is not conducted through the NHVR Portal.

After considering the attached Information Sheets, Operator's Guides, and completing the Consent Form, please return the **Consent Form** to the NHVR as an attachment reply to this email. For any further information regarding these notices or the return of the NSW heavy vehicle access delegations

Freight and Supply Chain Productivity						
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<ul> <li>Integrated route maintenance</li> <li>Searchable case hit</li> </ul>	officiter decession field y reflicies					
	Feature highlights: • Improved consent • Integrated route m					

#### HEAVY VEHICLE NATIONAL LAW

# New South Wales Class 1 4-Axle & 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019 (No.1)

#### 1. Purpose

The purpose of this Notice is to exempt stated Class 1 heavy vehicles from the prescribed mass requirements and prescribed dimension requirements specified in the Notice, subject to the conditions specified in the Notice and the accompanying Operator's Guide.

#### 2. Authorising Provision

This Notice is made under section 117 of the Heavy Vehicle National Law (HVNL).

#### 3. Title

This Notice may be cited as the NSW Class 1 4-Axle & 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019.

#### 4. Commencement

This Notice commences on the date of publication.

#### 5. Expiry

This Notice expires five years after commencement.

#### 6. Definitions

- 1) Unless otherwise stated, words and expressions used in this Notice have the same meanings as those defined in the HVNL.
- 2) A reference in this Notice to a heavy vehicle includes a reference to its load except where the context or subject otherwise indicates or requires.
- 3) In this Notice:-

*All terrain mobile crane* means a special purpose vehicle that has all of the following features and requirements:

- (a) is a mobile crane with either 4 axles or 5 axles; and
- (b) has two tyres per axle; and
- (c) has at least 50% of its axles steerable; and
- (d) is not a truck mounted special purpose vehicle; and
- (e) has on road and off road capability.

*Axle spacing* means the distance between the centre of an axle and the centre of another axle.

New South Wales Class 1 4 Axle & 5 Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019 (No.1) Page 1 of 4

#### Ground contact width (GCW) means:

- (a) in relation to an axle, the distance between the outermost point of ground contact of the outside tyres on each end of the axle; or
- (b) in relation to an axle group, the greatest ground contact width of all the axles in the group.

HVNL means the Heavy Vehicle National Law.

*MDL Regulation* means the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

*Mobile crane* means a heavy motor vehicle that is:

- (a) equipped with a crane or other lifting device; and
- (b) designed primarily for raising, moving and lowering a freely suspended load.

**Operator's Guide** means the New South Wales Class 1 4-axle and 5-axle All Terrain Mobile Crane Operator's Guide published by the National Heavy Vehicle Regulator, as amended from time to time.

SPV means a special purpose vehicle as defined in s116 of the HVNL.

#### 7. Application

- 1) This Notice applies to a 4 or 5 axle all-terrain mobile crane operating in New South Wales.
- 2) A 4 or 5 axle all-terrain mobile crane that complies with this Notice is an eligible vehicle.

#### 8. Exemption - Prescribed mass requirements

- 1) An eligible vehicle is exempt from the following mass requirements of Schedule 1 to the MDL National Regulation
  - a) section 2(1)(a)(iv) and 2(1)(b);
  - b) section 4 and Table 1 (Axle mass limits table); and
  - c) section 5(1) and Table 2 (Axle spacing mass limits general table).

#### 9. Exemption – Prescribed dimension requirements

- 1) An eligible vehicle is exempt from the following dimension requirements of Schedule 6 of the MDL Regulation
  - a) section 3(1)(g) Length; and
  - b) section 5(1)(c) Rear overhang; and
  - c) section 7(1) Width; and
  - d) section 8 Height

New South Wales Class 1 4 Axle & 5 Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019 (No.1) Page 2 of 4

#### 10. Conditions - Dimension requirements (General)

- 1) An eligible vehicle must not exceed any of the following dimension limits:
  - (a) 17.0m length; and
  - (b) 3.5m width; and
  - (c) 4.6m height; and
  - (d) a projection in front of the centre of the steering wheel of 3.5m.

#### 11. Conditions – Dimensions (Rear Overhang)

1) For an eligible vehicle the maximum rear overhang must comply with the dimension limits mentioned in Table 1.

Type of vehicle operating under this Notice	Relevant section of MDL Regulation Schedule 6	Relevant Dimension	Dimension Limit
All eligible vehicles	Section 5(1)(c)	Distance from the centre of the last two axles to the rear of the eligible vehicle.	Lesser of 4.5m or 90% of the wheelbase

#### Table 1 Rear overhang dimension requirements

#### 12. Dimension requirements - axle spacing and ground contact width

- 1) An eligible vehicle of a mass given in Column 1 operating under this Notice must meet the axle spacing, axle mass limits and ground contact width requirements for the corresponding network specified in Column 9 of Table 2.
- 2) Network access specified in Column 9 is subject to Road Manager approval under s16.

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	
Maximum Minimum axle spacing (mm)				Maximum					
mass of eligible vehicle (t)	Spacing between first and last axle	Axle 1 – 2	Axle 2 – 3	Axle 3 - 4	Axle 4 – 5	mass limit per axle (t)	Minimum GCW (mm)	Approved SPV Network	
	Four Axle Cranes								
43.0	5200	1650	1900	1650	N/A	12.0	2450	SPV Level 3	
45.8	5200	1650	1900	1650	N/A	12.0	2450	SPV Level 4	
48.0	5200	1650	1900	1650 N/A	1650	I/A 12.0	2450	SPV Level	
40.0	5200	1050	1900	1050	N/A	12.0	2450	4/12t per axle	
			F	ive Axle Crane	25				
50.0	6950	2200	1600	1550	1600	12.0	2650	SPV Level 4	
50.0	6950         2200         1600         1550         1600	2200 1600	0 2200 1600 1	6950 2200 1600 1550 1600	1600	1600	12.0	2450	SPV Level
50.0		2200 1000 1550 1000	1000	12.0	2430	4/12t per axle			
60.0	6950	2200	1600	1550	1600	12.0	2650	SPV Level 6	

#### Table 2 Axle Spacing for a 4 or 5 Axle All Terrain Mobile Crane

New South Wales Class 1 4 Axle & 5 Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019 (No.1) Page 3 of 4

#### 13. Conditions - General

- (1) The section width of each tyre on an eligible vehicle must be at least 406mm.
- (2) An eligible vehicle must be enrolled in the Intelligent Access Program (IAP) with Transport for New South Wales, under an approved IAP provider.

#### 14. Dis-application of Schedule 8 of the MDL Regulation

- (1) The following provisions of Schedule 8 of the MDL Regulation are dis-applied for eligible vehicles operating under this Notice:
  - a) Section 7 Travel restrictions at night

Note: the Operators Guide specifies requirements relating to night travel for particular routes or areas relating to travel at night.

#### 15. Condition - Additional requirements to Section17(2) of Schedule 8 of the MDL Regulation

In addition to the requirements set out in Schedule 8, section 17(2) of the MDL Regulation, a pattern covering an area of at least 0.16m<sup>2</sup> and consisting of diagonal stripes at least 150mm wide and alternatively coloured red and white, or black and white, must be marked on the left and right sides and extremity of any rigid projection extending more than 1.2m in front or to the rear of the body of an eligible vehicle.

#### 16. Stated maps and areas - Approved routes and travel conditions

(1) An eligible vehicle operating under this Notice may operate on the networks specified in Table 3.

All Terrain Crane	Network
4 axle All Terrain Crane @ 43t	SPV Level 3
4 axle All Terrain Crane @ 45.8t	SPV Level 4
4 axle All Terrain Crane @ 48t	SPV Level 4/12t per axle
5 axle All Terrain Crane @ 50t	SPV Level 4
5 axle All Terrain Crane @ 50t	SPV Level 4/12t per axle
5 axle All Terrain Crane @ 60t	SPV Level 6

#### Table 3 Table of Networks

Note: the networks in this section are published and maintained by RMS and are available on its website. Links and further information are available in the Guide.

New South Wales Class 1 4 Axle & 5 Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019 (No.1) Page 4 of 4

#### HEAVY VEHICLE NATIONAL LAW

#### New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (No.1)

#### 1. Purpose

The purpose of this Notice is to exempt stated Class 1 heavy vehicles from the prescribed mass requirements and prescribed dimension requirements specified in the Notice, subject to the conditions specified in the Notice and the accompanying Operator's Guide.

#### 2. Authorising Provision

This Notice is made under section 117 of the Heavy Vehicle National Law (HVNL).

#### 3. Title

This Notice may be cited as the New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice.

#### 4. Commencement

This Notice commences on the date of publication.

#### 5. Expiry

This Notice expires five years after commencement.

#### 6. Definitions

- 1) Unless otherwise stated, words and expressions used in this Notice have the same meanings as those defined in the HVNL.
- 2) A reference in this Notice to a heavy vehicle includes a reference to its load except where the context or subject otherwise indicates or requires.
- 3) In this Notice:-

*All terrain mobile crane* means a special purpose vehicle that has all of the following features and requirements:

- (a) is a mobile crane with either 4 axles, 5 axles or 6 axles; and
- (b) has two tyres per axle; and
- (c) has at least 50% of its axles steerable; and
- (d) is not a truck mounted special purpose vehicle; and
- (e) has on road and off road capability; and

*Axle spacing* means the distance between the centre of an axle and the centre of another axle.

**Boom support dolly** means a dolly which assists in supporting the mass of a crane's boom when the boom has been rotated rearwards for on-road travel.

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (No.1) Page 1 of 7

#### Ground contact width means:

- (a) in relation to an axle, the distance between the outermost point of ground contact of the outside tyres on each end of the axle; or
- (b) in relation to an axle group, the greatest ground contact width of all the axles in the group.

HVNL means the Heavy Vehicle National Law.

*MDL Regulation* means the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

*Mobile crane* means a heavy motor vehicle that is:

- (a) equipped with a crane or other lifting device; and
- (b) designed primarily for raising, moving and lowering a freely suspended load.

*Operator's Guide* means the New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Operator's Guide published by the National Heavy Vehicle Regulator, as amended from time to time.

SPV means a special purpose vehicle as defined in s116 of the HVNL.

#### 7. Application

- 1) This Notice applies to eligible vehicles in New South Wales.
- 2) An all-terrain mobile crane with up to 6 axles towing a boom support dolly that complies with the conditions of this Notice is an eligible vehicle.

#### 8. Exemption from prescribed mass requirements

- 3) An eligible vehicle is exempt from the following mass requirements of Schedule 1 to the MDL National Regulation
  - a) section 2(1)(a)(iv) and 2(1)(b);
  - b) section 4 and Table 1 (Axle mass limits table); and
  - c) section 5(1) and Table 2 (Axle spacing mass limits general table).

#### 9. Exemption from prescribed dimension requirements

- 1) An eligible vehicle is exempt from the following dimension requirements of Schedule 6 of the MDL Regulation-
  - (a) section 3(1)(a)- Length (combination); and
  - (b) section 5(1)(c) Rear overhang; and
  - (c) section 7(1) Width; and
  - (d) section 8 Height.

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (No.1) Page 2 of 7

#### 10. Dimension requirements – Length, height and width

1) An eligible vehicle must not exceed the following dimension limits -

- (a) 26.0m length; and
- (b) 3.5m width; and
- (c) 4.6m height.

#### 11. Dimension requirements - Mass limits for specified axle spacing and ground contact width

- An eligible vehicle with no more than 5 axles on the crane unit must not exceed the lesser of:
  - (a) Gross vehicle mass (GVM); and
  - (b) Gross combination mass (GCM); and
  - (c) 70 tonnes; and
  - (d) The mass worked out using the Gross Mass Limit Formula, as follows:

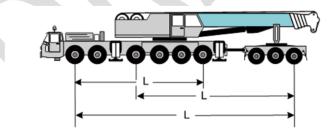
#### Mass in tonnes = (3 x L) + 15 ±G

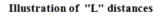
where:

"L" is the distance in metres between the centre lines of the vehicle's foremost and rearmost axles; and

"±G" is a number of tonnes to be -

- (i) added at the rate of 1 tonne for each 100mm by which the ground contact width of the heaviest axle or axle group exceeds 2.5m; or
- (ii) subtracted at the rate of 1 tonne for each 100mm by which the ground contact width of the heaviest axle or axle group is less than 2.4m.





- (2) A six axle eligible vehicle may have a maximum combination mass specified in the Operator's Guide, so long as the vehicle meets the conditions for the specified combination.
- (3) An eligible vehicle operating under (2) must not exceed a combination mass of 80 tonnes in any case.
  - *Note:* Conditions and masses for specific combinations are provided in the Operator's guide.

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (No.1) Page 3 of 7

#### 12. Conditions - Rear Overhang Measurements

(1) For an eligible vehicle the maximum rear overhang must comply with the dimensions mentioned in Table 1.

#### Table 1: Rear overhang limits for eligible vehicles

Type of vehicle operating under this Notice	Relevant section of MDL Regulation Schedule 6	Dimension	Limit
Any eligible vehicle	Section 5(1)(c)	Distance from the ROH line of the dolly to the rear of the combination	4.5m

#### 13. Conditions - Mass limits for single axles and axle groups

- Note: Section 13 and section 14 operate in conjunction. Section 14 sets out mass limits for different types of axles or axle groups. These mass limits have to be considered in conjunction with the mass limits set out in section 13. In particular, Table 2 sets out mass limits for single axle and each axle in an axle group, while Table 3 sets out limits related to tyre width.
- (1) For an eligible vehicle, the mass on a single axle or axle group described in Columns 2 and 3 of Table 2 of this Notice must not be more than the mass limit set out in Column 4 opposite its description.

Column 1	Column 2	Column 3	Column 4
ltem No.	Type of axle or axle group	Minimum Ground Contact width of axle (metres)	Mass limit (tonnes)
1	Single axle fitted with single tyres on (a) all terrain mobile cranes (b) boom support dolly	Any Any	12.0 8.0
2	Single axle fitted with dual tyres on a boom support dolly	Any	12.0
3	Tandem axle group fitted with single tyres on a boom support dolly	Any	16.0

#### Table 2 – Axle mass limits

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (No.1) Page 4 of 7

Column 1	Column 2	Column 3	Column 4
ltem No.	Type of axle or axle group	Minimum Ground Contact width of axle (metres)	Mass limit (tonnes)
		2.00 2.10	16.0 17.0
		2.20 2.30	18.0 19.0
	Toucher and some first doubt doubt one	2.40 2.50	20.0 20.0
4	Tandem axle group fitted with dual tyres where the centre lines of the axles are at	2.60 2.70	21.0 22.0
	least 1.20m but less than 1.35m apart.	2.80 2.90	23.0 24.0
		3.00 3.10	25.0 26.0
		3.20 3.30	27.0 28.0
	Tandem axle group fitted with dual tyres where the centre lines of the axles are at least 1.35m apart.	2.00 2.10	19.0 20.0
		2.10 2.20 2.30	20.0 21.0 22.0
5		2.40	23.0
5		2.50 2.60	23.0 24.0
		2.70 2.80 2.90	25.0 26.0 27.0
		3.00	28.0
6	Tri-axle group fitted with single tyres on a boom support dolly	Any	18.0
		2.00 2.10	21.0 22.0
		2.20	23.0
7	Tri-axle group fitted with dual tyres where the centre lines of the axles are at least	2.30 2.40	24.0 25.0
	1.20m but less than 1.35 m apart.	2.50 2.60	25.0 26.0
		2.70 2.80	27.0 28.0
		2.90	29.0

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (No.1) Page 5 of 7

Column 1	Column 2	Column 3	Column 4
ltem No.	Type of axle or axle group	Minimum Ground Contact width of axle (metres)	Mass limit (tonnes)
7	Tri-axle group fitted with dual tyres where the centre lines of the axles are at least 1.35 m apart.	2.00 2.10 2.20 2.30 2.40 2.50 2.60 2.70	23.0 24.0 25.0 26.0 27.0 27.0 28.0 29.0

#### 14. Tyre mass limits for single axles and each axle in an axle group

- Note: This section should be read in conjunction with s13. Refer to the note at the start of s13 for details.
  - (1) The mass on a single axle or each axle of an axle group of an eligible vehicle must not exceed the mass limit stated in Table 2.
  - (2) If an eligible vehicle has an axle fitted with 2 tyres, the mass limit for the axle in relation to the narrowest tyre on that axle as specified in Column 2 of Table 2, is the limit set out opposite that axle in Column 3.
  - (3) As a specific exemption from section (1), the mass limit on an axle fitted with 2 tyres that are at least 406mm wide on an eligible vehicle that is an all terrain mobile crane, is increased to 12 tonnes.
  - (4) If an eligible vehicle has an axle fitted with 4 tyres, the mass limit for the axle in relation to the narrowest tyre on that axle as specified in Column 2 of Table 2 is the limit set out opposite that axle in Column 4.

Column	Column 2 Tyre width of the narrowest tyre on the		Column 3	Column 4
1			columnis	Column 4
ltem No.	at least (mm)	but less than (mm)	Mass limit (t), if the axle has 2 tyres	Mass limit (t), if the axle has 4 tyres
1	190	228	4.5	9
2	228	254	5	9.5
3	254	279	6	10
4	279	305	6.5	11
5	305	330	7	12
6	330	356	7.5	13

Table 3 - Mass limit for single axles and each axle in an axle group (based on pavement capacity)

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (No.1) Page 6 of 7

Column 1	Column 2 Tyre width of the narrowest tyre on the		Column 3	Column 4
Item No.	at least (mm)	but less than (mm)	Mass limit (t), if the axle has 2 tyres	Mass limit (t), if the axle has 4 tyres
7	356	381	8	14
8	381	406	9	14
9	406	458	10	14
10	458	508	11	14
11	508	-	12	14

#### 15. Conditions – Intelligent Access Program

An eligible vehicle must be enrolled in the Intelligent Access Program (IAP) with Transport for New South Wales, under an approved IAP provider.

#### 16. Dis-application of Schedule 8 of the MDL Regulation

- (1) The following provisions of Schedule 8 of the MDL Regulation are dis-applied for eligible vehicles operating under this Notice:
  - a) Section 7 Travel restrictions at night

Note:

: the Operators Guide may specify requirements relating to night travel for particular routes or areas relating to travel at night.

#### 17. Condition - Additional requirements to Section17(2) of Schedule 8 of the MDL Regulation

In addition to the requirements set out in Schedule 8, section 17(2) of the MDL Regulation, a pattern covering an area of at least 0.16m<sup>2</sup> and consisting of diagonal stripes at least 150mm wide and alternatively coloured red and white, or black and white, must be marked on the left and right sides and extremity of any rigid projection extending more than 1.2m in front or to the rear of the body of an eligible vehicle.

#### 18. Approved routes and travel conditions

(1) An eligible vehicle operating under this Notice may operate on routes and networks specified in the Operator's Guide;

SPV Level 2.

- (2) An eligible vehicle operating on any network under this section must comply any conditions specified in the Operator's Guide for that network, including:
  - a) Pilot requirements;
  - b) Night travel requirements.

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (No.1) Page 7 of 7



June 2019

# **Information Sheet**

#### New South Wales Class 1 4-Axle & 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019

#### Purpose

The purpose of the New South Wales Class 1 4-Axle & 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019 (the Notice) is to exempt certain all terrain cranes from the mass and dimension requirements in the Heavy Vehicle (Mass Dimension and Loading) National Regulation (the MDL).

The Notice replaces the current New South Wales (NSW) process of issuing annual permits for these crane configurations on an approved network.

#### What are All Terrain Mobile Cranes?

All terrain mobile cranes are purpose built highly specialised pieces of equipment. These cranes operate in all types of environments including both on road and off. These cranes have specialised turning capabilities with the majority of wheels capable of both driving and steering allowing these vehicles to get into restricted spaces in order to get the maximum lifting capability.



Figure 1 5-Axle All Terrain Crane

All Terrain mobile Cranes operate a superior hydropneumatic suspension to minimise impacts on infrastructure. This suspension has been identified in the National Oversize Overmass review as a catalyst to reduce the safety factor used for both the dynamic load allowance and load certainty factor because of its above standard capabilities.

#### Definitions

The Notice defines an **All terrain mobile crane** as a special purpose vehicle that has all of the following features and requirements:

- a) is a mobile crane with either 4 axles or 5 axles; and
- b) has two tyres per axle; and
- c) has at least 50% of its axles steerable; and
- d) is not a truck mounted special purpose vehicle; and
- e) has on road and off road capability.

**GVM** (gross vehicle mass), of a vehicle, means the maximum loaded mass of the vehicle.

Ground contact width (GCW) means-

- (a) in relation to an axle, the distance between the outermost point of ground contact of the outside tyres on each end of the axle; or
- (b) in relation to an axle group, the greatest ground contact width of all the axles in the group.



#### Figure 2 GCW illustration

#### **Dimension Limits**

Eligible vehicles must comply with the general dimension requirements in the table below.

#### Table 1 Dimension Limits

Dimension	Limit		
Overall length	17.0m		
Rear overhang <sup>1</sup>	Lesser of 4.5m and 90% of the wheelbase		
Width	3.5m		
Projection in front of the centre of the steering wheel	3.5m		
Height	4.6m		
<sup>1</sup> Rear overhang in the Notice is measured from the centre of the last			

Rear overhang in the Notice is measured from the centre of the last two asked to the rear of the Special Purpose Vehicle (SPV).

www.nhvr.gov.au

New South Wales Class 1 4-Axle & 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019



#### Mass and Dimension Requirements

The table in this section summarise the minimum axle spacings, GCW and axle mass limits for eligible vehicles.

Table 2 Summary o	f mass and dimension	requirements for	network access

		Minimum	axle spacir	ng (mm)				
Maximum GVM (t)	Spacing between first and last axle	Axle 1 – 2	Axle 2 — 3	Axle 3 - 4	Axle 4 – 5	Maximum mass limit per axle (t)	Minimum GCW (mm)	Approved SPV Network
				4-Axle All Te	errain Crane			
4 axle @ 43.0t	5200	1650	1900	1650	N/A	12.0	2450	SPV Level 3
4 axle @ 45.8t	5200	1650	1900	1650	N/A	12.0	2450	SPV Level 4
4 axle @ 48.0t	5200	1650	1900	1650	N/A	12.0	2450	SPV Level 4/12t per axle
	5-Axle All Terrain Crane							
5 axle @ 50.0t	6950	2200	1600	1550	1600	12.0	2650	SPV Level 4
5 axle @ 50.0t	6950	2200	1600	1550	1600	12.0	2450	SPV Level 4/12t per axle
5 axle @ 60.0t	6950	2200	1600	1550	1600	12.0	2650	SPV Level 6

#### Approved Route

Eligible vehicles are authorised to operate on the state controlled roads of the specified SPV networks as shown on the Roads and Maritime Services (RMS) maps.

Information on councils wishing to add their roads to the networks will be reflected in the 4 & 5 axle All Terrain Crane Operators Guide.

#### Note:

- Operators must comply with additional conditions on approved and restricted routes on the maps.
- If travel is required on a route other than a route permitted under this Notice, a mass or dimension exemption (permit) must be obtained from the National Heavy Vehicle Regulator for travel on that route.
- This is only a information sheet, operators are encourtated to be familiar with the Notice itself as it is a legal document.

#### Other conditions

- The section width of each tyre on an eligible vehicle must be at least 406mm.
- An eligible vehicle must be enrolled and monitored in the Intelligent Access Program (IAP) with Transport for NSW, under an approved IAP provider.
- In addition to the requirements set out in Schedule 8, section 17(2) of the MDL, a pattern covering an area of at least 0.16m2 and consisting of diagonal stripes at least 150mm wide and alternatively coloured red and white, or black and white, must be marked on the left and right sides and extremity of any rigid projection extending more than 1.2m in front or to the rear of the body of an eligible vehicle.
- Section 7 Travel restrictions at night from Schedule 8 of the MDL are dis-applied for eligible vehicles operating under the Notice.

#### **Contact the NHVR**

If operators have any further queries regarding the operation of this Notice, the NHVR may be contacted using the details below.

For more information: Subscribe: www.nhvr.gov.au/subscribe Visit: www.nhvr.gov.au Phone: 1300 MYNHVR\* (1300 696 487) Email: info@nhvr.gov.au © copyright National Heavy Vehicle Regulator 2017, creativecommons.org/licenses/bysa/3.0/au Disclaimer: This fact sheet is only a guide and should not be relied upon as legal advice. New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019



### **Information Sheet**

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019

PurposeThe purpose of the New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019 (the Notice) is to exempt certain all terrain cranes from the mass and dimension requirements in the Heavy Vehicle (Mass Dimension and Loading) National Regulation (MDL).

The Notice authorises the use of all terrain mobile cranes up to 6-Axle towing a boom support dolly.

The Notice replaces the current NSW process of issuing annual permits for these crane configurations on an approved network.

#### What are All Terrain Mobile Cranes?

The Notice defines an **All terrain mobile crane** as a special purpose vehicle that has all of the following features and requirements:

- (a) is a mobile crane with either 4 axles, 5 axles or 6 axles; and
- (b) has two tyres per axle; and
- (c) has at least 50% of its axles steerable; and
- (d) is not a truck mounted special purpose vehicle; and
- (e) has on road and off road capability; and

Boom support dolly means a dolly which assists in

has been rotated rearwards for on-road travel.

All terrain mobile cranes are purpose built highly specialised pieces of equipment. These cranes operate in all types of environments including both on road and off. These cranes have specialised turning capabilities with the majority of wheels capable of both driving and steering allowing these vehicles to get into restricted spaces in order to get the maximum lifting capability.



Figure 1 4-Axle All Terrain Crane with 3-Axle Dolly

All Terrain mobile Cranes operate a superior hydropneumatic suspension to minimise impacts on infrastructure. This suspension has been identified in the National Oversize Overmass review as a catalyst to reduce the safety factor used for both the dynamic load allowance and load certainty factor because of its above standard capabilities.

#### **Dimension limits**

Eligible vehicles must comply with the general dimension requirements in Table 1.

Table 1 Dimension Limits
--------------------------

Dimension	Limit
Overall length	26.0m
Width	3.5m
Rear Overhang	4.5m
Height	4.6m

#### Mass limits

An eligible vehicle must not exceed the lesser of:

- a) Gross vehicle mass (GVM); and
- b) Gross combination mass (GCM); and
- c) 70 tonnes for a **four and five axle** all terrain crane and dolly combinations
- d) 80 tonnes for approved six axle all terrain crane and dolly combinations (Specified in the Operators Guide); and
- e) The mass worked out using the Gross Mass Limit Formula (Mass in tonnes =  $(3 \times L) + 15 \pm G$ ).

#### ίL

vehicle's foremost and rearmost axles.

**'±G'** is a number of tonnes to be

(i) added at the rate of 1 tonne for each 100mm by which the ground contact width of the heaviest axle or axle group exceeds 2.5m; or

(ii) subtracted at the rate of 1 tonne for each 100mm by which the ground contact width of the heaviest axle or axle group is less than 2.4m. New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019



#### Mass Limits for Axle Groups

The following mass limits must be met in conjunction with the overall mass limit in the previous section.

#### Table 2. Axle mass limits

ltem No.	Type of axle or axle group	Minimum Ground Contact width of axle (metres)	Mass limit (tonnes)
1	Single axle fitted with single tyres on a) all terrain mobile cranes b) boom support dolly	Any Any	12.0 8.0
2	Single axle fitted with dual tyres on a boom support dolly	Any	12.0
3	Tandem axle group fitted with single tyres on a boom support dolly	Any	16.0
4	Tandem axle group fitted with dual tyres where the centre lines of the axles are at least 1.20m but less than 1.35m apart.	2.00 2.10 2.20 2.40 2.50 2.60 2.70 2.80 2.90 3.00 3.10 3.20 3.30	16.0 17.0 18.0 19.0 20.0 21.0 21.0 23.0 24.0 25.0 26.0 27.0 28.0
5	Tandem axle group fitted with dual tyres where the centre lines of the axles are at least 1.35m apart.	2.00 2.10 2.20 2.30 2.40 2.50 2.60 2.70 2.80 2.90 3.00	19.0 20.0 21.0 22.0 23.0 24.0 25.0 26.0 27.0 28.0
6	Tri-axle group fitted with single tyres on a boom support dolly	Any	18.0
7	Tri-axle group fitted with dual tyres where the centre lines of the axles are at least 1.20m but less than 1.35 m apart.	2.00 2.10 2.20 2.30 2.40 2.50 2.60 2.70 2.80 2.90	21.0 22.0 23.0 25.0 25.0 26.0 27.0 28.0 29.0
8	Tri-axle group fitted with dual tyres where the centre lines of the axles are at least 1.35 m apart.	2.00 2.10 2.20 2.30 2.40 2.50 2.60 2.70	23.0 24.0 25.0 26.0 27.0 27.0 28.0 29.0

#### Mass Limits for Single Axles in Axle Groups

Eligible vehicles must also comply with the mass limits set out in Table 3 for single axales in each axle group, however despite the mass limits in the below tabl, an All Terrain Crane fitted with tyres at least 406mm wide can be increased to 12 tonnes.

Table 3. Mass limits for single axles in axle gr	oups
--	------

	Tyre wid	ith of the	Mass limit	Mass limit	
ltem No.	at least (mm)	but less than (mm)	(t), if the axle has 2 tyres	(t), if the axle has 4 tyres	
1	190	228	4.5	9	
2	228	254	5	9.5	
3	254	279	6	10	
4	279	305	6.5	11	
5	305	330	7	12	
6	330	356	7.5	13	
7	356	381	8	14	
8	381	406	9	14	
9	406	458	10	14	
10	458	508	11	14	
11	508	-	12	14	

#### **Other conditions**

- The section width of each tyre on an eligible vehicle, excluding any boom support dolly must be at least 406mm.
- An eligible vehicle must be enrolled and monitored in the Intelligent Access Program (IAP) with Transport for NSW, under an approved IAP provider.
- In addition to the requirements set out in Schedule 8, section 17(2) of the MDL, a pattern covering an area of at least 0.16m2 and consisting of diagonal stripes at least 150mm wide and alternatively coloured red and white, or black and white, must be marked on the left and right sides and extremity of any rigid projection extending more than 1.2m in front or to the rear of the body of an eligible vehicle
- Section 7 Travel restrictions at night from Schedule 8 of the MDL are dis-applied for eligible vehicles operating under the Notice.

New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice 2019

#### **Approved Route**

An eligible vehicle operating under this Notice may operate on routes and networks specified in the **SPV Level 2.** 

An eligible vehicle operating on any network under this section must comply any conditions specified in the

- a) Pilot requirements;
- b) Night travel requirements.

#### Note:

 Operators must comply with additional conditions on approved and restricted routes on the maps.

#### **Contact the NHVR**

If operators have any further queries regarding the operation of this Notice, the NHVR may be contacted using the details below.

#### For more information:

Subscribe: www.nhvr.gov.au/subscribe Visit: www.nhvr.gov.au Phone: 1300 MYNHVR\* (1300 696 487) Email: info@nhvr.gov.au © copyright National Heavy Vehicle Regulator 2017, creativecommons.org/licenses/bysa/3.0/au Disclaimer: This fact sheet is only a guide and should not be relied upon as legal advice. \*standard 1300 call charges apply. Please check with your phone provider.







30 June 2019



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# 1. Purpose

The New South Wales Class 1 4-axle and 5-axle All Terrain Mobile Crane Operator's Guide (the Operator's Guide) complements the New South Wales Class 1 4-axle and 5-axle All Terrain Mobile Crane Mass and Dimension Exemption Notice (the Notice).

An eligible vehicle must comply with the requirements of the Notice, including Schedule 8 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation, and the Operator's Guide.

# 2. Definitions

- (1) Unless otherwise state, words and expression used in this Operator's Guide have the same meanings as those defined in the HVNL and the Notice.
- (2) In this Operator's Guide:

**NSW Urban Zone** means the area/zone displayed as the NSW Urban Zone on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Newcastle Inner Zone* means the area/zone displayed as the Newcastle Inner Zone on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Newcastle Outer Zone* means the area/zone displayed as the Newcastle Outer Zone on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Limited Access Locations* means locations displayed as Limited Access Locations on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Limited Access Zones* means zones displayed as Limited Access Zones on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Restricted Structures* means bridges or structures displayed as Restricted Structures on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

**Restricted Structures with Conditional Access** means bridges or structures displayed as Restricted Structures with Conditional Access on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

# 3. Operating Conditions

- (1) In accordance with clause 13(2) of the Notice, an eligible vehicle must be enrolled and monitored in the Intelligent Access Program (IAP) with Transport for NSW in accordance with Chapter 7 of the HVNL.
- (2) A current Certificate of Enrolment issued by Transport for NSW must be carried in the vehicle to which section 3(1) of this Operator's Guide applies and be produced when requested to do so by a Police Officer or an Authorised Officer.

**Note:** A Certificate of Enrolment is issued from Transport for NSW when the vehicle is enrolled and monitored by the IAP in NSW.

- (3) An eligible vehicle must only be enrolled and monitored in the IAP in up to two SPV Level networks in accordance clause 3(1) and (4) of this Operator's Guide.
- (4) The registered operator of the vehicle (or person acting on behalf of the registered operator, including the driver) that is enrolled and monitored on more than SPV Level access network for an eligible vehicle must self-declare when travelling on the alternate network listed in Table 1, if the registered operator also has an IAP Certificate of Enrolment for the vehicle for a corresponding base network listed in Table 1. Self-declaration is required on the alternate network in accordance with the requirements in clause 3(5). Self-declaration is not required when travelling on a base network listed in Table 1.

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Table 1 – Alternate	e Configuration bas	e and alternate networks
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Base Network	Alternate Network
SPV Level 6	SPV Level 4/12t per axle
SPV Level 6	SPV Level 4
SPV Level 6	SPV Level 2
SPV Level 4/12t per axle	SPV Level 4
SPV Level 4/12t per axle	SPV Level 3
SPV Level 4/12t per axle	SPV Level 2
SPV Level 4	SPV Level 3
SPV Level 4	SPV Level 2
SPV Level 3	SPV Level 2

(5) The registered operator of the vehicle (or a person acting on behalf of the registered operator, including the driver) must self declare using a Self Declaration Input Device (SDID) certified by Transport Certification Australia (TCA) or an alternative method approved and certified by TCA. The Special Purpose Vehicle Level on the NSW Special Purpose Vehicle network must be declared by selecting "Operating under special permits" in the Comment Name field and declaring the information in the Comment text field for each of the following events:

Comment text field	Example	Events
Enter in "Start – " followed by the SPV Level number.	Start – SPV Level 4	At the start of each journey when operating on the alternate SPV access network.
Enter in "End – " followed by the SPV Level number.	End – SPV Level 4	At the end of each journey when operating on the alternate SPV access network.

# 4. Stated areas and routes

(1) An eligible 4-axle and 5-axle all terrain mobile crane complying with section 12 of the Notice may only travel on a network outlined in Table 3 of the Operator's Guide on a road that is approved by a road manager in Appendix 1.

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#### Table 3: Table of Networks

All Terrain Crane	Network
4 axle All Terrain Crane @ 43t	SPV Level 3
4 axle All Terrain Crane @ 45.8t	SPV Level 4
4 axle All Terrain Crane @ 48t	SPV Level 4/12t per axle
5 axle All Terrain Crane @ 50t	SPV Level 4
5 axle All Terrain Crane @ 50t	SPV Level 4/12t per axle
5 axle All Terrain Crane @ 60t	SPV Level 6

Note: The SPV networks may be accessed on the Roads and Maritime Services website at: www.rms.nsw.gov.au/hv-maps.

### 5. Areas and route conditions

- (1) An eligible vehicle operating under this Notice must comply with any conditions displayed as 'Travel conditions exist on this route' on the map and/or list titled 'NSW Special Purpose Vehicle Network'.
- (2) An eligible vehicle must not travel in a Clearway or Transit Lane between Monday and Friday (except on state-wide public holidays) between the hours of 6:00am and 10:00am and between the hours of 3:00pm and 7:00pm.
- (3) An eligible vehicle must not travel on any classified State Road within the NSW Urban Zone between Monday and Friday (except on state-wide public holidays) between the hours of 7:00am and 9:00am and between the hours of 4:00pm and 6:00pm.
- (4) Notwithstanding clause 5(3) of this Operator's Guide, an eligible vehicle not exceeding 3.2m in width may operate in the Newcastle Outer Zone during peak hour times specified in clause 5(3) of this Operator's Guide. An eligible vehicle exceeding 3.2m in width must not travel within the Newcastle Outer Zone on any classified State Road during the peak hour times specified in clause 5(3) of this Operator's Guide.
- (5) An eligible vehicle up to 17.0m in length may travel between sunset and sunrise.
- (6) An eligible vehicle exceeding 3.1m in width must travel with at least 1 pilot vehicle between sunset and sunrise.
- (7) An eligible vehicle must not travel on or through a Limited Access Location or Limited Access Zone displayed as 'Limited Access Locations' or 'Limited Access Zones' on the map and/or list titled 'NSW Special Purpose Vehicle Network' if the vehicle exceeds one or more of the dimension limits as displayed on the Location or Zone and in accordance with any conditions that apply.
- (8) An eligible vehicle must:
  - (a) Not travel over a bridge or structure displayed as 'Restricted Structures' on the map and/or list titled 'NSW Special Purpose Vehicle Network'.
  - (b) Only travel over a bridge or structure displayed as 'Restricted Structures with Conditional Access' on the map and/or list titled 'NSW Special Purpose Vehicle Network' in accordance with any conditions that apply.
- (9) When travelling across a bridge, an eligible vehicle must travel at a steady speed not exceeding 40km/h.

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# 6. Urban Access Concession

(1) To operate under the Urban Access Concession (UAC), an eligible vehicle must be enrolled in a relevant UAC scheme in the IAP with Roads and Maritime Services

*Note:* More information on mobile crane operations under the UPC can be found on the Roads and Maritime Services website at http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/road-access/mobile-cranes.html#UrbanAccessConcession(UAC)

- (2) An eligible vehicle operating under the UAC is exempted from section 5(1) of this Operator's Guide for the purpose of conditions applying on the Great Western Highway from the Nepean River at Emu Plains to Katoomba.
- (3) An eligible vehicle operating under the UAC is exempted from section 5(2) and 5(3) of this Operator's Guide.
- (4) An eligible vehicle operating under the UAC may operate in the following tunnels:
  - a. Cross City Tunnel from McLachlan Avenue, Rushcutters Bay to Harbour Street, Darling Harbour;
  - b. Sydney Harbour Tunnel from F1 Warringah Freeway to the Cahill Expressway;
  - c. Cahill Expressway from the Southern Toll Plaza to the Eastern Distributor;
  - d. Eastern Distributor from the Cahill Expressway to Baker Street at Kensington;
  - e. M5 East Motorway (tunnel) between King Georges Road interchange at Beverley Hills and General Holmes Drive, Mascot;
  - f. Lane Cove Tunnel from Pacific Highway to Lane Cove River at Lane Cove North.

# 7. Key contacts

Key third party contacts and their contact details are available at: https://www.nhvr.gov.au/roadaccess/access-management/third-parties-and-other-entities-contact-information

# 8. Further information

Please refer to the 'New South Wales Class 1 4-axle and 5-axle All Terrain Mobile Crane Notice' which can be found at: https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/state-hvnl-notices

# Appendix 1

The following Road Managers have approved specific roads and/or networks as part of the NSW SPV Networks. These road managers include:

Road Managers	Approved Roads
	All State Roads displayed on the SPV Level 3, SPV Level 4, SPV Level 4/12 tonne per axle and SPV Level 6 networks

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For more information:

Subscribe: www.nhvr.gov.au/subscribe Visit: www.nhvr.gov.au Phone: 1300 MYNHVR\* (1300 696 487) Email: info@nhvr.gov.au © copyright National Heavy Vehicle Regulator 2017, creativecommons.org/licenses/bysa/3.0/au Disclaimer: This fact sheet is only a guide and should not be relied upon as legal advice. \*standard 1300 call charges apply. Please check with your phone provider.

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30 June 2019



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# 1. Purpose

The New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Operator's Guide (the Operator's Guide) complements the New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice (the Notice).

An eligible vehicle must comply with the requirements of the Notice, including Schedule 8 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation, and the Operator's Guide.

## 2. Definitions

- (1) Unless otherwise state, words and expression used in this Operator's Guide have the same meanings as those defined in the HVNL and the Notice.
- (2) In this Operator's Guide:

*NSW Urban Zone* means the area/zone displayed as the NSW Urban Zone on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Newcastle Inner Zone* means the area/zone displayed as the Newcastle Inner Zone on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Newcastle Outer Zone* means the area/zone displayed as the Newcastle Outer Zone on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Limited Access Locations* means locations displayed as Limited Access Locations on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

*Limited Access Zones* means zones displayed as Limited Access Zones on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

**Restricted Structures** means bridges or structures displayed as Restricted Structures on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

**Restricted Structures with Conditional Access** means bridges or structures displayed as Restricted Structures with Conditional Access on the map and/or list titled 'NSW Special Purpose Vehicle Network'.

# 3. Operating Conditions

- (1) In accordance with clause 15 of the Notice, an eligible vehicle must be enrolled and monitored in the Intelligent Access Program (IAP) with Transport for NSW in accordance with Chapter 7 of the HVNL.
- (2) A current Certificate of Enrolment issued by Transport for NSW must be carried in the vehicle to which clause 3(1) of this Operator's Guide applies and be produced when requested to do so by a Police Officer or an Authorised Officer.

**Note:** A Certificate of Enrolment is issued from Transport for NSW when the vehicle is enrolled and monitored by the IAP in NSW.

- (3) An eligible vehicle must only be enrolled and monitored in the IAP in up to two SPV Level networks in accordance clause 3(1) and (4) of this Operator's Guide.
- (4) The registered operator of the vehicle (or person acting on behalf of the registered operator, including the driver) that is enrolled and monitored on more than SPV Level access network for an eligible vehicle must self-declare when travelling on the alternate network listed in Table 1, if the registered operator also has an IAP Certificate of Enrolment for the vehicle for a corresponding base network listed in Table 1. Self-declaration is required on the alternate network in accordance with the requirements in clause 3(5). Self-declaration is not required when travelling on a base network listed in Table 1.

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Table 1 – Alternate	Configuration	base and	alternate networks
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Base Network	Alternate Network
SPV Level 6	SPV Level 4/12t per axle
SPV Level 6	SPV Level 4
SPV Level 6	SPV Level 2
SPV Level 4/12t per axle	SPV Level 4
SPV Level 4/12t per axle	SPV Level 3
SPV Level 4/12t per axle	SPV Level 2
SPV Level 4	SPV Level 3
SPV Level 4	SPV Level 2
SPV Level 3	SPV Level 2

(5) The registered operator of the vehicle (or a person acting on behalf of the registered operator, including the driver) must self declare using a Self Declaration Input Device (SDID) certified by Transport Certification Australia (TCA) or an alternative method approved and certified by TCA. The Special Purpose Vehicle Level on the NSW Special Purpose Vehicle network must be declared by selecting "Operating under special permits" in the Comment Name field and declaring the information in the Comment text field for each of the following events:

Comment text field	Example	Events
Enter in "Start" – followed by the SPV Level number.	Start – SPV Level 2	At the start of each journey when operating on the alternate SPV access network.
Enter in "End" – followed by the SPV Level number.	End – SPV Level 2	At the end of each journey when operating on the alternate SPV access network.

# 4. Stated areas and routes

(1) An eligible vehicle may only travel on the SPV Level 2 network.

Note: The SPV networks may be accessed on the Roads and Maritime Services website at: www.rms.nsw.gov.au/hv-maps.

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# 5. Areas and route conditions

- (1) An eligible vehicle operating under this Notice must comply with any conditions displayed as 'Travel conditions exist on this route' on the map and/or list titled 'NSW Special Purpose Vehicle Network'.
- (2) An eligible vehicle must not travel in a Clearway or Transit Lane between Monday and Friday (except on state-wide public holidays) between the hours of 6:00am and 10:00am and between the hours of 3:00pm and 7:00pm.
- (3) An eligible vehicle must not travel on any classified State Road within the NSW Urban Zone between Monday and Friday (except on state-wide public holidays) between the hours of 7:00am and 9:00am and between the hours of 4:00pm and 6:00pm.
- (4) Notwithstanding clause 5(3) of this Operator's Guide, an eligible vehicle not exceeding 3.2m in width may operate in the Newcastle Outer Zone during peak hour times specified in clause 5(3) of this Operator's Guide. An eligible vehicle exceeding 3.2m in width must not travel within the Newcastle Outer Zone on any classified State Road during the peak hour times specified in clause 5(3) of this Operator's Guide.
- (5) An eligible vehicle may travel between sunset and sunrise.
- (6) An eligible vehicle must not travel on or through a Limited Access Location or Limited Access Zone displayed as 'Limited Access Locations' or 'Limited Access Zones' on the map and/or list titled 'NSW Special Purpose Vehicle Network' if the vehicle exceeds one or more of the dimension limits as displayed on the Location or Zone and in accordance with any conditions that apply.
- (7) An eligible vehicle must:
  - (a) Not travel over a bridge or structure displayed as 'Restricted Structures' on the map and/or list titled 'NSW Special Purpose Vehicle Network'.
  - (b) Only travel over a bridge or structure displayed as 'Restricted Structures with Conditional Access' on the map and/or list titled 'NSW Special Purpose Vehicle Network' in accordance with any conditions that apply.
- (8) When travelling across a bridge, an eligible vehicle must along the centre of the carriageway at a steady speed not exceeding 10km/h.
- (9) An eligible vehicle longer than 17.0m and/or wider than 3.1m must be accompanied by at least 1 pilot vehicle for night time travel.

# 6. Approved 6-axle crane and dolly configurations

An eligible 6-axle All Terrain Crane and dolly combination exceeding 70 tonnes must comply with the following mass and internal dimension requirements listed in the tables below. These configurations have had a bridge assessment by Transport for NSW to confirm their suitability to operate on the SPV Level 2 network. The table of approved configurations will be amended from time to time as configurations have a bridge assessment by Transport for NSW to confirm their suitability to operate on the SPV Level 2 network. A 6-axle All Terrain Crane and dolly combination exceeding 70 tonnes that does not below an approved configurations in the below tables must apply for an access permit to the National Heavy Vehicle Regulator.

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New South Wales Class 1 All Terrain Mobile Crane and Dolly Combination Operator's Guide |
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#### **Configuration Number 1**

Configuration	Axle Number	Number of Tyres	Minimum distance from previous axle (mm)	Minimum ground contact width (mm)	Minimum tyre size (mm)	Maximum axle mass (kg)
6-axle crane	1	2		2900	445	7640
	2	2	1700	2900	445	7640
	3	2	3200	2900	445	8705
	4	2	1650	2900	445	8705
	5	2	2450	2900	445	8705
	6	2	1650	2900	445	8705
3-axle dolly	7	4	5000	2980	279	8833
	8	4	1524	2980	279	8833
	9	4	1524	2980	279	8833
Total Mass						76599

#### **Configuration Number 2**

Configuration	Axle Number	Number of Tyres	Minimum distance from previous axle (mm)	Minimum ground contact width (mm)	Minimum tyre size (mm)	Maximum axle mass (kg)
6-axle crane	1	2		2970	445	7800
	2	2	1700	2970	445	7800
	3	2	3500	2970	445	9300
	4	2	1650	2970	445	9300
	5	2	2450	2970	445	9300
	6	2	1650	2970	445	9300
3-axle dolly	7	4	5970	2980	279	8800
	8	4	1500	2980	279	8800
	9	4	1500	2980	279	8800
Total Mass						79200

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#### Configuration Number 3

Configuration	Axle Number	Number of Tyres	Minimum distance from previous axle (mm)	Minimum ground contact width (mm)	Minimum tyre size (mm)	Maximum axle mass (kg)
6-axle crane	1	2		3000	445	8110
	2	2	1650	3000	445	8070
	3	2	3100	3000	445	9010
	4	2	1650	3000	445	8900
	5	2	2440	3000	445	9010
	6	2	1650	3000	445	8740
3-axle dolly	7	4	5737	3000	279	8570
	8	4	1600	3000	279	8440
	9	4	1600	3000	279	7910
Total Mass						76760

#### **Configuration Number 4**

Configuration	Axle Number	Number of Tyres	Minimum distance from previous axle (mm)	Minimum ground contact width (mm)	Minimum tyre size (mm)	Maximum axle mass (kg)
6-axle crane	1	2		3000	445	7560
	2	2	1650	3000	445	7470
	3	2	3100	3000	445	9200
	4	2	1650	3000	445	9070
	5	2	2440	3000	445	8890
	6	2	1650	3000	445	8700
3-axle dolly	7	4	6017	3000	279	8840
	8	4	1350	3000	279	8850
	9	4	1350	3000	279	9010
Total Mass				1		77590

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#### **Configuration Number 5**

Configuration	Axle Number	Number of Tyres	Minimum distance from previous axle (mm)	Minimum ground contact width (mm)	Minimum tyre size (mm)	Maximum axle mass (kg)
6-axle crane	1	2		2920	445	5570
	2	2	1650	2920	445	5570
	3	2	3010	2920	445	10090
	4	2	1650	2920	445	10090
	5	2	2440	2920	445	7920
	6	2	1650	2920	445	7920
3-axle dolly	7	4	4730	3030	279	9830
	8	4	1200	3030	279	9830
	9	4	3440	3030	279	8060
Total Mass			-			74880

# 7. Key contacts

Key third party contacts and their contact details are available at: https://www.nhvr.gov.au/road-access/accessmanagement/third-parties-and-other-entities-contact-information

# 8. Further information

Please refer to the New South Wales Class 1 Mobile Crane and Dolly Combination Mass and Dimension Exemption Notice which can be found at: https://www.nhvr.gov.au/law-policies/notices-and-permit-basedschemes/state-hvnl-notices

> For more information: Subscribe: www.nhvr.gov.au/subscribe Visit: www.nhvr.gov.au Phone: 1300 MYNHVR\* (1300 696 487) Email: info@nhvr.gov.au © copyright National Heavy Vehicle Regulator 2017, creativecommons.org/licenses/bysa/3x0/au Disclaimer: This fact sheet is only a guide and should not be relied upon as legal advice. \*standard 1300 call charges apply. Please check with your phone provider.

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NHVR

# Network Consent Confirmation

This form is a request to road managers for consent to allow mobile cranes access to roads under the conditions of the following Notices

- NSW Class 1, 4-Axle and 5-Axle All Terrain Mobile Crane Mass and Dimension Exemption Notice 2019
- NSW Class 1, All Terrain Mobile Crane and Dolly Mass and Dimension Exemption Notice 2019.

Mobile cranes play an important role in enabling construction activity, such as the construction of public infrastructure and residential homes, and performing heavy lifts of large machinery such as air conditioning units, housing frames and pools as well as recovery/salvage operations. Timely access to the road network is important as this work can often be unplanned

# What do road managers need to do?

Road managers are asked to complete the road manager consent request for each Special Purpose Vehicle (SPV) network listed below. This is done in two steps:

This may be done by using Table 1; for the stated SPV networks in Column 1 and vehicle categories in Column 2, ticking boxes next to relevant networks in Column 3. For 1) By adding roads on existing SPV networks; where possible, Road Managers may consent to roads that are already approved under networks for other vehicles. example, use this process to add GML/CML 25/26m B-double approved roads to the SPV Level 4 network. 2) By adding completely new routes to the SPV network; if required completely new routes can be added to any SPV network by filling out the Approved Individual Routes form in Attachment – Approved Individual Routes.

If a road manager wishes to specify any restricted structures for any of the networks provided in steps 1 or 2, this can be done by also completing Attachment B. After completing steps 1 and 2, sign the Written Statement of Road Manager Consent below and return it to RMconsent@nhvr.gov.au

# Special Note: 6 axle crane and dolly combinations

In Table 1, the SPV Level 2 network includes 6-Axle All Terrain Crane & Dolly up to 80 tonnes. Note that the 80t limit is a maximum, and access will in practice be restricted to approved combinations strictly approved by TNSW Bridge Assessment Team. The list of specified combinations will be included in the Operator's Guide, and may be amended from time to time. However, GCM for any combination will not exceed the 80t requested under this form. As an indication of the combinations that may be included, an extract of the current Operator's Guide is attached.

Table 1 Road Manager consent to ad	dd routes to SPV networks	
Column 1	Column 2	Column 3
SPV Network	Eligible vehicles for network	
SPV Level 3	4-Axle All Terrain Crane up to 43 tonnes	<ul> <li>Consent – All Roads</li> <li>Consent – GML/CML 25/26m B-double Approved Roads</li> <li>Consent – HML 25/26m B-double Approved Roads</li> <li>Consent – Individual Roads (Please complete Attachment A)</li> </ul>
SPV Level 4	4-Axle All Terrain Crane up to 45.8 tonnes	<ul> <li>Consent – All Roads</li> <li>Consent – GML/CML 25/26m B-double Approved Roads</li> <li>Consent – HML 25/26m B-double Approved Roads</li> <li>Consent – Individual Roads (Please complete Attachment A)</li> </ul>
SPV Level 4/12 tonnes per axle	4-Axle All Terrain Crane up to 48 tonnes	<ul> <li>Consent – All Roads</li> <li>Consent – GML/CML 25/26m B-double Approved Roads</li> <li>Consent – HML 25/26m B-double Approved Roads</li> <li>Consent – Individual Roads (Please complete Attachment A)</li> </ul>
SPV Level 6	5-Axle All Terrain Crane up to 60 tonnes	<ul> <li>Consent – All Roads</li> <li>Consent – GML/CML 25/26m B-double Approved Roads</li> <li>Consent – HML 25/26m B-double Approved Roads</li> <li>Consent – Individual Roads (Please complete Attachment A)</li> </ul>
SPV Level 2 <u>Note</u> : This is a new network, with special restrictions for approved 6-axle all terrain crane and dolly combination.	4 or 5-Axle All Terrain Crane & Dolly up to 70 tonnes	<ul> <li>Consent – All Roads</li> <li>Consent – GML/CML 25/26m B-double Approved Roads</li> <li>Consent – HML 25/26m B-double Approved Roads</li> <li>Consent – Individual Roads (Please complete Attachment A)</li> <li>Decline</li> </ul>

20 JUNE 2019

# Written Statement of Road Manager Consent

The Road Manager consents to the heavy vehicle access described in this Road Manager Consent Form, and the Road Manager Delegate holds an appropriate delegation to sign for this consent on behalf of the Road Manager. 

Name of Road Manager Delegate	Road Manager e.g. Council Name
Signature	Road Manager Delegate Title / Position
	<ul> <li>If providing an electronic signature please consent to the following:</li> <li>I accept the electronic signature has the same status as a signed signature.</li> </ul>
	Date Signed

The National Heavy Vehicle Regulator's privacy practices are regulated by the Information Privacy Act 2009 (QId). For more information, contact the Office of the Information Commissioner (www.oic.qld.gov.au).

Sv Network         Radd         Radd         Description         End Instance, intersected         Televant (for instance, intersected         Televant (for instance, intersected         Televant (for instance, intersected         Televant         Tele	Attachment	t A - App	proved	Attachment A - Approved Individual Routes		
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ean       ean       ean	SPV Network	Road Number	Road Name	– if relevant (for instance, intersected road name or GIS location)	<ul> <li>if relevant (for instance, intersected road name or GIS location)</li> </ul>	Conditions (road specific, if any)/comments
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Attachment B - Restricted Structures (if applicable)

tion																												
Descript																												
Comment Description																												
Suburb/location																												
Bridge type (e.g. timber, girder) - if relevant																												
Bridge over road or Bridge under road - if relevant																												
Structure Name																												
Structure ID																												
Structure Number																												
Longitude																												
Latitude																												
Road Name																												
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### 12 ENVIRONMENTAL SERVICES

12.1 AMENDMENT TO TEMORA LOCAL ENVIRONMENTAL PLAN - UPDATE AND ADDITIONAL ITEMS OF ENVIRONMENTAL HERITAGE

File Number:	REP19/648
Author:	Town Planner
Authoriser:	Director of Environmental Services
Attachments:	1. Draft Planning Proposal - Changes of register of items of environmental heritage 🖳 🛣
	2. Changes to existing items of environmental heritage $\frac{1}{2}$
	3. Proposed new items of environmental heritage 🗓 🖾

### REPORT

Council officers have prepared a planning proposal to update and list additional items of environmental heritage within the Temora Local Environmental Plan 2010.

The Planning Proposal is in response to the Temora Heritage Study, which identified many items of local environmental heritage. The Temora LEP 2010 included some of these items to be listed within Schedule 5. However, many important items were not included. These items are still worthy of inclusion, and therefore this amendment is in response to the Heritage Study.

As part of the preliminary preparations for this amendment, Council officers wrote to all landowners of items identified for inclusion within the Temora LEP. Several verbal enquiries were received where landowners sought additional information. However no written objections were received. Council officers have also consulted with Council's Heritage Committee as part of developing the list of proposed additional heritage items.

The circumstances that have led to the preparation of this Planning Proposal are:

- Several existing items are listed incorrectly within the Temora LEP 2010, due to subdivision
  or locality changes
- Many important items of environmental heritage were not included in the original version of the Temora LEP 2010, and this amendment seeks to update this listing
- Temora Shire has a strong focus on heritage as part of its culture, and is of high importance to residents and visitors. By providing listing of these items, it is intended that greater protection to these items is achieved into the future.

The draft planning proposal and list of proposed amendments are attached to this report.

### RESOLUTION 209/2019

Moved: Cr Kenneth Smith Seconded: Cr Dale Wiencke

It was resolved that Council:

- 1. Endorse the draft planning proposal,
- 2. Forward the draft planning proposal to the NSW Department of Planning and Environment,
- 3. Place the draft Planning Proposal on public exhibition once approval from the NSW Department of Planning and Environment is received, and
- 4. Receive a future report on the outcomes of the public exhibition

CARRIED

Report by Claire Golder

# **PLANNING PROPOSAL**



### Amendments to Temora Local Environmental Plan 2010 Schedule 5 Environmental Heritage

Prepared by Temora Shire Council

June 2019

### Temora Shire Council AMENDMENT TO TEMORA LOCAL ENVIRONMENTAL PLAN 2010

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### Temora Shire Council AMENDMENT TO TEMORA LOCAL ENVIRONMENTAL PLAN 2010

### Part 1 – Objectives or Intended Outcomes

Temora Shire Council has resolved to prepare a planning proposal under the provisions of Section 3.33 of the *Environmental Planning & Assessment Act 1979*. Refer to **Appendix A** for resolution.

The proposal seeks an amendment to the *Temora Local Environmental Plan 2010* (LEP 2010) that involves changes to Schedule 5 Environmental Heritage, including corrections to the existing list of items of environmental heritage, and the proposed addition of new items of environmental heritage.

The intended outcome of the Planning Proposal is to update the existing schedule of items of environmental heritage to be current, as well as include additional items that have been identified as being of local heritage importance, which will assist in the preservation of these items into the future.

#### Part 2 – Explanation of Provisions

This Planning Proposal seeks to amend LEP 2010 as outlined below:

Update the details of existing Items of Environmental Heritage identified in the Temora Local Environmental Plan (LEP) 2010

Include additional Items of Environmental Heritage as identified through the Temora Shire Heritage Study, including an additional Conservation Area.

### Part 3 – Justification

Section A - Need for the planning proposal.

#### 1. Is the planning proposal a result of any strategic study or report?

The Planning Proposal is in response to the Temora Heritage Study, which identified many items of local environmental heritage. The Temora LEP 2010 included some of these items to be listed within Schedule 5. However, many important items were not included. These items are still worthy of inclusion, and therefore this amendment is in response to the Heritage Study.

As part of the preliminary preparations for this amendment, Council officers wrote to all landowners of items identified for inclusion within the Temora LEP. Several verbal enquiries were received where landowners sought additional information. However no written objections were received.

The circumstances that have led to the preparation of this Planning Proposal are:

- Several existing items are listed incorrectly within the Temora LEP 2010, due to subdivision or locality changes

Planning Proposal – Update and amendment Schedule 5 Items of Environmental Heritage Temora Local Environmental Plan 2010

- Many important items of environmental heritage were not included in the original version of the Temora LEP 2010, and this amendment seeks to update this listing
- Temora Shire has a strong focus on heritage as part of its culture, and is of high importance to residents and visitors. By providing listing of these items, it is intended that greater protection to these items is achieved into the future.

### 2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Amending LEP 2010 to update the list of Items of Environmental Heritage is the best means of achieving the objectives of the planning proposal. The proposal will enable the correction of minor listing errors, as well as include additional items that have been identified as worthy of inclusion within the Register of Items of Environmental Heritage.

# 2A. If the provisions of the planning proposal include the extinguishment of any interests in the land, an explanation of the reasons why the interests are proposed to be extinguished.

No interests on the land are proposed to be extinguished.

### 2B. The concurrence of the landowner, where the land is not owned by the relevant planning authority.

Council has conducted preliminary consultation with relevant landowners affected by the proposal and no written objections have been received. Council officers also consulted with Council's Heritage Committee in the development of the list of additional heritage items proposed for inclusion.

### 3. Is there a net community benefit?

There is a net community benefit as the amendment will provide accurate property descriptions of existing items of Environmental Heritage, as well as identifying additional items that are also worthy of identification as being of local heritage significance. This identification will assist in the long term preservation of important local heritage items, which contribute to the character of Temora Shire.

### Section B - Relationship to strategic planning framework

# 4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The proposal is consistent with the objectives and actions of the Riverina Murray Regional Plan 2036. The relevant goals, directions and actions are:

#### Goal 4: Strong, connected and healthy communities:

Planning Proposal – Update and amendment Schedule 5 Items of Environmental Heritage Temora Local Environmental Plan 2010

Direction 29: Protect the region's Aboriginal and historic heritage, and Action 29.4 Recognise and conserve heritage assets that have community significance in local plans.

In particular the Plan highlights that "Heritage is irreplaceable and should be appreciated, valued and protected for the benefit of current and future generations."

In addition, the Planning Proposal supports Goal 1: A growing and diverse economy, Direction 7: Promote tourism opportunities, Action 7.2 Enable opportunities for tourism development and associated land uses in local plans. In particular, the plan highlights that "Promoting historic heritage can help sustain the economies of local towns and villages", through supporting visitor experiences and emerging tourism opportunities.

### 4. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

The *Temora 2030 Community Strategic Plan* is Council's local community strategic planning document.

The plan includes the Strategic Actions of:

- 1.8 Provide a safe and supportive living environment for our residents
- 1.9 Provide services required for excellent liveability in a rural community
- 3.5 Strengthen the Temora Shire economy
- 3.6 Support Tourism, acknowledging the value it brings to the Temora Shire economy
- 4.4 Ensure local planning instruments meet the needs of the community

The planning proposal is consistent with these Strategic Actions, which seeks to support the Temora local economy and community.

### 5. Is the planning proposal consistent with applicable state environmental planning policies?

The Planning Proposal is consistent with *State Environmental Planning Policies*, as set out in **Table 2** of **Appendix E**.

### 6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal is consistent, or where applicable, justifiably inconsistent with Section 117(2) Ministerial Directions, as set out in **Table 3** of **Appendix E**.

### Section C - Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

Planning Proposal – Update and amendment Schedule 5 Items of Environmental Heritage Temora Local Environmental Plan 2010

The proposal is not identified as affecting threatened species, critical habitat, ecological communities or their habitat.

### 8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

There are no other likely environmental effects that have been identified.

### 9. Has the planning proposal adequately addressed any social and economic effects?

The planning proposal will have a positive social and economic effect for Temora Shire, by protecting locally important heritage items and locations for current and future generations.

### Section D - State and Commonwealth interests

### 10. Is there adequate public infrastructure for the planning proposal?

Relevant infrastructure to support proposed developments can be considered by Council as part of the assessment process. This is required under Section 6.5 of the Temora LEP.

### 11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Preliminary consultation regarding the proposal has occurred with NSW Planning and Environment Regional Office (Queanbeyan), which received a supportive response to the concept.

It is proposed that Council will consult with Government Agencies as part of the public exhibition process, including the Office of Environment and Heritage and Department of Industry.

### Part 4 – MAPPING

The proposal involves changes to relevant heritage maps, specifically:

Heritage Map - Sheet HER\_0001A Lot Size Map - Sheet LSZ\_004C

### Part 5 – COMMUNITY CONSULTATION

Council proposes that the planning proposal be exhibited in accordance with the requirements of section 3.33 of the *Environmental Planning & Assessment Act 1979*.

It is proposed that the planning proposal will be placed on public exhibition for a minimum of 28 days. Written notification of the community consultation will be provided in a local newspaper and Council's social media. The written notice will contain:

Planning Proposal – Update and amendment Schedule 5 Items of Environmental Heritage Temora Local Environmental Plan 2010

- · A brief description of the intended outcomes of the planning proposal;
- An indication of the locations which are affected by the proposal;
- · Information on where and when the planning proposal can be inspected;
- The name and address of Council for the receipt of submissions; and
- · The closing date for submissions.

During the public exhibition period the following documents will be placed on public exhibition:

- The planning proposal;
- The Gateway determination

The documents will be available for viewing in hard copy for at Council's offices, as well as electronically on Council's website.

### Part 6 – PROJECT TIMELINE

Table 1 provides a project timeline for the proposed rezonings and changes to minimum lot size:

### Table 1 – Project Timeline

No.	Description of Tasks	Task Commencement	Task Completion
1.	Gateway Determination Anticipated Gateway Determination (including any delegated authority)	June 2019	August 2019
2.	Public Exhibition Agency and community consultation to be undertaken as part of the formal public exhibition of the Planning Proposal in accordance with any conditions of the Gateway Determination.	September 2019	October 2019
3.	Consider Submissions & Document Finalisation (only if any objections received) Post public exhibition, Temora Shire Council officers to consider, respond and report on any objections received and issues raised to Council and make any relevant changes to the Planning Proposal.	November 2019	December 2019
4.	Submission to the Department	January 2020	March 2020

Planning Proposal – Update and amendment Schedule 5 Items of Environmental Heritage Temora Local Environmental Plan 2010

and/or Parliamentary Counsel	
Council to forward Planning Proposal to the department for finalisation following public exhibition (including any changes made).	

### APPENDIX A

### **Relevant Council Resolution**

Support for the preparation of this Planning Proposal is contained in the report presented to Council on 20 June 2019.

#### APPENDIX B

Temora Heritage Study

Planning Proposal – Update and amendment Schedule 5 Items of Environmental Heritage Temora Local Environmental Plan 2010

### APPENDIX C

### Table 2 – Consideration of State Environmental Planning Policies

No.	SEPP Title	Applicable to Planning Proposal	Consistency
1	State Environmental Planning Policy – Development Standards	No, does not apply to land in the Temora LGA since gazettal of Temora LEP 2010	N/A
19	State Environmental Planning Policy – Bushland in Urban Areas	No, does not apply to the Temora LGA	N/A
21	State Environmental Planning Policy – Caravan Parks	Not applicable	N/A
33	State Environmental Planning Policy – Hazardous & Offensive Industry	Not applicable	N/A
36	State Environmental Planning Policy – Manufactured Home Estate	Not applicable	N/A
44	State Environmental Planning Policy – Koala Habitat Protection	Not applicable	N/A
47	State Environmental Planning Policy – Moore Park Showground	No, does not apply to the Temora LGA	N/A
50	State Environmental Planning Policy – Canal Estate Development	Not applicable	N/A
55	State Environmental Planning Policy – Remediation of Land	Not applicable	N/A
64	State Environmental Planning Policy – Advertising & Signage	Not applicable	N/A
65	State Environmental Planning Policy – Design Quality of Residential Flat Development	Not applicable	N/A

Planning Proposal – Update and amendment Schedule 5 Items of Environmental Heritage Temora Local Environmental Plan 2010

70	State Environmental Planning Policy – Affordable Housing (Revised Schemes)	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Aboriginal Land) 2019	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Affordable Rental Housing) 2009	Not applicable	N/A
	State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Not applicable	N/A
	State Environmental Planning Policy (Coastal Management) 2018	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Concurrences) 2018	Not applicable	N/A
	State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017	Not applicable	N/A
	State Environmental Planning Policy (Exempt & Complying Development Codes) 2008	Not applicable	N/A
	State Environmental Planning Policy (Gosford City Centre) 2018	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Not applicable	N/A
	State Environmental Planning Policy (Infrastructure) 2007	Not applicable	N/A
	State Environmental Planning Policy	No, does not apply to the Temora LGA	N/A

	1	
(Kosciuszko National Park – Alpine Resorts) 2007		
State Environmental Planning Policy (Kurnell Peninsula) 1989	No, does not apply to the Temora LGA	N/A
State Environmental Planning Policy (Mining, Petroleum Production & Extractive Industries) 2007	Not applicable	N/A
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007	Not applicable	N/A
State Environmental Planning Policy (Penrith Lakes Scheme) 1989	No, does not apply to the Temora LGA	N/A
State Environmental Planning Policy (Primary Production and Rural Development) 2019	Not applicable	N/A
State Environmental Planning Policy (State and Regional Development) 2011	Not applicable	N/A
State Environmental Planning Policy (State Significant Precincts) 2005	Not applicable	N/A
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	No, does not apply to the Temora LGA	N/A
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	Not applicable	N/A
State Environmental Planning Policy (Three Ports) 2013	No, does not apply to the Temora LGA	N/A
State Environmental Planning Policy (Urban	Not applicable	N/A

Renewal) 2010		
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	Not applicable	N/A
State Environmental Planning Policy (Western Sydney Employment Area) 2009	No, does not apply to the Temora LGA	N/A
State Environmental Planning Policy (Western Sydney Parklands) 2009	No, does not apply to the Temora LGA	N/A

No.	Direction Title	Applicable to Planning Proposal	Consistency
1. En	nployment and Resource	S	
1.1	Business & Industrial Zones	Yes	Consistent because the proposal will protect important heritage items within business zones, which assists in the viability of urban centres
1.2	Rural Zones	Yes	Consistent as the proposal does not seek to rezone land in a rural zone or increase permissible density.
1.3	Mining, Petroleum Production & Extractive Industries	Not applicable	N/A
1.4	Oyster Aquaculture	Not applicable	N/A
1.5	Rural Lands	Yes	Consistent as the proposal will recognise important heritage items, which will facilitate the orderly and economic use and development of rural lands. The proposal is also consistent with the Riverina Murray Regional Plan and protects cultural heritage,
2. En	vironment and Heritage		
2.1	Environmental Protection Zones	Not applicable	N/A
2.2	Coastal Protection	No (does not apply to land in the Temora LGA)	N/A
2.3	Heritage Conservation	Yes	Consistent as the proposal will facilitate the conservation of heritage items and places.
2.4	Recreation Vehicle Areas	Not applicable	N/A
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	No (does not apply to land in the Temora LGA)	N/A

### Table 3 – Consideration of Section 9.1 (Previously Section 117) Ministerial Directions

Planning Proposal – Update and amendment Schedule 5 Items of Environmental Heritage Temora Local Environmental Plan 2010

3.1	Residential Zones	Yes	Consistent because the proposal does not seek to rezone any additional residential land.
3.2	Caravan Parks & Manufactured Home Estates	Not applicable	N/A
3.3	Home Occupations	Yes	Consistent as the Planning Proposal does not restrict the ability of land owners to carry out a home occupation.
3.4	Integrating Land Use and Transport	Not applicable	N/A
3.5	Development Near Regulated Airports and Defence Airfields	Not applicable	N/A
3.6	Shooting Ranges	Not applicable	N/A
3.7	Reduction in non- hosted short term rental accommodation period	No (does not apply to land in the Temora LGA)	N/A
4. Ha	zard and Risk		
4.1	Acid Sulphate Soils	No (does not apply to land in the Temora LGA)	N/A
4.2	Mine Subsidence & Unstable Land	No (does not apply to land in the Temora LGA)	N/A
4.3	Flood Prone Land	Not applicable	N/A
4.4	Planning for Bushfire Protection	Not applicable	N/A
5. Re	gional Planning		
5.1	Implementation of Regional Strategies	No (does not apply to the Temora LGA)	N/A
5.2	Sydney Drinking Water Catchment	No (does not apply to the Temora LGA)	N/A
5.3	Farmland of State & Regional Significance	No (does not apply to the Temora LGA)	N/A

	on the NSW Far North Coast		
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	No (does not apply to the Temora LGA)	N/A
5.5	Development in the Vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	No (revoked)	N/A
5.6	Sydney to Canberra Corridor	No (revoked)	N/A
5.7	Central Coast	No (revoked)	N/A
5.8	Second Sydney Airport: Badgerys Creek	No (revoked)	N/A
5.9	North West Rail Link Corridor Strategy	No (does not apply to the Temora LGA)	N/A
5.10	Implementation of Regional Plans	Applicable	Consistent as the proposal is consistent with the Riverina Murray Regional Plan prepared by NSW Planning and Environment
5.11	Development of Aboriginal Land Council land	No (does not apply to the Temora LGA)	N/A
6. Lo	cal Plan Making		
6.1	Approval and Referral Requirements	Yes	Consistent as the planning proposal is not proposing to add any provisions that require referral of development applications to the Minister.
6.2	Reserving Land for Public Purposes	Not applicable	N/A
6.3	Site Specific Provisions	Not applicable	N/A
7. Me	tropolitan Planning		
7.1	Implementation of Plan	No (does not apply to	N/A

	for Growing Sydney	the Temora LGA)	
7.2	Implementation of	No (does not apply to	N/A
	Greater Macarthur Land Release Investigation	the Temora LGA)	
7.3	Parramatta Road Corridor Urban Transformation Strategy	No (does not apply to the Temora LGA)	N/A
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No (does not apply to the Temora LGA)	N/A
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No (does not apply to the Temora LGA)	N/A
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No (does not apply to the Temora LGA)	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	No (does not apply to the Temora LGA)	N/A
7.8	Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	No (does not apply to the Temora LGA)	N/A
7.9	Implementation of Bayside West Precincts 2036 Plan	No (does not apply to the Temora LGA)	N/A
7.10	Implementation of Planning Principles for	No (does not apply to the Temora LGA)	N/A

the Cooks Cove	
Precinct	

Changes to existing heritage items		
ltem name	ltem number	Change
Baptist Church	73	Locality to be Temora not Ariah Park
Ariah Park Hotel	67	Lot 14 DP 1114243
Billiards Room	43	Lot 12 DP 1071146
Broken Dam Site Precinct	44	Lot 7022 DP 1066795
United Evangelical Lutheran Church	74	Locality to be Temora not Ariah Park
Combaning Homestead Site	60	Part Lot 46 DP 750592
Old Reefton Site (Calico Town)	64	Lot 151 DP 1009713
Sebastopol Village Precinct	59	Lot 72 DP 751424
		Lots 7, 8 and 9 Section 2 DP 758923 and Lot 101 DP
Springdale Anglican Church	99	1104738
St Andrew's Presbyterian Church and Hall	6	Lot 19 DP 1223336
Homestead "Dinga Dingi"	53	Locality to Be Stockinbingal not Temora
		Lot A DP 105353, Lots 5, 6, 7, 9, Section 4 DP 758957;
Auswild Complex	19	Lots A and B DP 354910
Temora House	27	Lots 0 and 4 SP 30385; Lots 0, 1, and 3 SP 12033
Old Linton Homestead	63	Locality to be Pucawan not Temora
Temora and District Hospital	108	Lot 2 DP 572392
Homestead "Bellendale"	54	Lot 23 DP 1151343
Mother Shipton Mine Site	51	Unknown Lot DP
Killarney Flats	81	Lots 1 -5 SP 75130
Mimosa Homestead	96	Locality to be Mimosa not Temora
Temora Railway Station	106	Railway Reserve
Temora Agricultural Innovation Centre	82	Update Name. Change to State Heritage Listing
Original Hangar (Temora Airport)	38	Lot 8 DP 1195195
WWII Ammunition Bunker (Temora Airport)	37	Lot 3 DP 1104736
		Locality to be Trungley Hall not Temora Lot 1 DP
Trungley Hall Precinct	56	350515
Temora Footbridge	107	Change to Site of Former Temora Footbridge
War Memorial - Springdale		Change to War Memorial & Hall

\_\_\_\_

Proposed changes to Schedule 5 Environmental Heritage		
Part 2		
Add	Identification	Significance
Ariah Park Conservation Area	Named and shown by a red outline with red hatching	Local

	Potential additional heritage items	
ltem number	Name of item	Address
1112	Commonwealth Bank	183 Hoskins Street Temora
1112	Bectric Hall	45 Bectric Hall Road Bectric
1113	Ariah Park Cemetery	Cemetery Road Ariah Park
1114	Kavanagh Family Burial Plot	Goldfields Way Temora
1112		
1116	Baptist Manse	3 Victoria Street Temora
1117	Narraburra War Memorial Church of St George	Morangarell Road Grogan
1118	Court House and Police Station	2-6 Hoptoun Street Ariah Park
1119	Homestead site - Blackwood	425 Old Wagga Road South Mimosa
1120	Homestead - Carumbi Station	1106 Grogan Road
1121	Homestead - Site of Judd's Homestead	3346 Burley Griffin Way Ariah Park
1122	Homestead site & Grave site - Quandary	62 McLeods Road Quandary
1123	Homestead - Redwin, McLarens Homestead	Nixons Road
1124	Homestead - Schmidts	336 Schmidts Road Gidginbung
1125	Patchwork Inn B & B	173 Hoskins Street Temora
1126	Roval Hotel	236 - 240 Hoskins Street Temora
1120	House Armagh	162 De Boos Street Temora
1128	House Athelstane	17 Maxwell Street Ariah Park
1129	House Meagher Residence	8 Redmond Street
1130	Memorial Site - Original Church Hall & School	80 Schuberts Road Trungley Hall
1131	Army Drill Hall	Crowley Street
1132	Narraburra Post Office & Exchange site	1219 Morangarell Road Narraburra
1133	Narraburra Shire Offices - Senior Citizens Centre	124 De Boos Street Temora
1134	Old Quandary Cemetery	North West of Cedar Road junction, Quandary
1135	Old Temora Cemetery	Thom Street Temora
1136	Temora Lawn Cemetery	Thom Street Temora
1137	Paleface Park - Queensland Hotel Site	163 Hoskins Street
1138	Ariah Park Railway Station	Railway Precinct Ariah Park
1139	Temora Railway Former Roundhouse site	Railway Precinct Victoria Street Temora
1140	Commercial Bank of Australia building	161 Hoskins Street Temora
1140	Rural Bank building	159 Hoskins Street
1142	Brick Shed	192-198 Hoskins Street
1143	McGuirks Tyre Service	92 Hoskins Street
1144	Melzer House	116-120 Hoskins Street Temora
1145	Temora Showground	Mimosa Street Temora
1146	Ariah Park Silos	Ariah Street Ariah Park
1147	Combaning Siding Silos	6807 Burley Griffin Way Combaning
1148	Gidginbung Silos	Goldfields Way Gidginbung
1149	Pucawan Silos	179 Old Wagga North Road Pucawan
1150	Quandary Silos	261 Quandary Road Quandary
1151	Reefton Silos	2419 Goldfields Way Reefton
1152	Temora Bulk Wheat Terminal	4646 Old Cootamundra Road Temora
1153	Temora Silos North & South	Railway Precinct Temora
1155	Soldiers Memorial Hall	17 Pitt Street Ariah Park
1156	Sproules Lagoon	Traegers Lane Temora
1157	St Brigid's Convent	113-119 Loftus Street Temora
1158	Ariah Park Central School	1 Harrison Street Ariah Park
1159	Sebastopol Cemetery	Goldfields Way Sebastopol
	penastopor centerery	Solutions way sepastopol

## 12.2 TEMORA LOCAL ENVIRONMENTAL PLAN 2010 - AMENDMENT PERMITTED AND PROHIBITED LAND USES

File Number:	REP19/726		
Author:	Town Planner		
Authoriser:	Director of Environmental Services		
Attachments:	1. Office of Environment and Heritage comments 🕂 🖀		
	2.	DPI comments April 2019 🕂 🛣	
	3.	DPI comments June 2019 🗓 🖾	

### REPORT

At the December 2018 Council Meeting, Council considered a report in relation to the draft amendment to the Temora Local Environmental Plan – Permitted and Prohibited Land Uses. The amendment involves the concept of moving towards a predominantly "open zone" LEP, whereby the land use table lists particular types of development as being prohibited in the zone, and all other types of development are permitted with or without consent. At that meeting, Council:

1. Resolve to amend the Temora Local Environmental Plan 2010 to replace the existing Land Use Table as proposed.

2. Accept the Draft Planning Proposal as prepared by Council officers

3. Request that Council officers forward the Planning Proposal to NSW Planning and Environment in order to commence the amendment process.

Following this decision of Council, the draft amendment was forwarded to NSW Planning and Environment to receive a Gateway Determination in order to proceed to public exhibition.

### **Consultation Strategy**

Council received the authorisation to proceed with the public exhibition on 28 February 2019. The public exhibition period occurred between Friday 8 March 2019 and Friday 5 April 2019. In accordance with the requirements of the Gateway Determination, Council undertook the following consultation:

- Consultation letters to NSW Office of Environment and Heritage, NSW Primary Industries Agriculture, Department of Industry – Crown Lands, Commonwealth Department of Infrastructure, Regional Development and Cities (Aviation) and NSW Rural Fire Service
- Newspaper advertisements on 8th and 22nd March 2019.
- Display of relevant documentation at Council's offices
- Relevant documentation available electronically on Council's website

As a result of the public exhibition, two submissions were received from Government agencies.

Table 1 summarises the contents of these submissions.

Submission	Comments	Council response
Office of Environment and Heritage	Biodiversity: Council does not seek to change mapping	
	of terrestrial biodiversity or the provisions of Clause 6.1 Biodiversity of the Temora	

	LEP 2010. The requirements of the Biodiversity Conservation Act 2016 and State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 apply. In accommodating more open zones, Council should continue to consider and encourage the protection of biodiversity in the development planning process. <u>Aboriginal cultural heritage:</u> Council does not seek to change the provisions under Clause 5.10 Heritage Conservation of the Temora LEP 2010. The requirements of the National Parks and Wildlife Act 1974 for the protection and preservation of Aboriginal sites continue to apply. <u>Flooding:</u>	Noted
	Council does not seek to change the provisions of Clause 6.6 Flood Planning of the Temora LEP 2010 and associated flood mapping.	Noted. No proposed changes to the draft amendment are proposed as a result of this submission.
Department of Primary Industries (Agriculture)	Consider that the proposed amendment to change permitted land uses in the RU1 Primary Production zone is not consistent with the objectives of the zone as outlined in the Standard Instrument LEP.	Noted, however developments are not required to be consistent with every objective of a zone. Other zone objectives, including: • To protect, enhance and conserve the natural environment, including native vegetation, wetlands and other natural features that provide wildlife habitat, protect flora and fauna, provide scenic amenity and that may prevent or mitigate land degradation, and • To encourage the provision of tourist accommodation in association with agricultural activities. support diversity in land usage that would be specific to the particular site that is proposed to be developed for an alternate purpose.

Consider that the proposed changes to permitted land uses will achieve exactly the opposite to the RU1 zone objectives	The intention of the changes is to provide opportunity for diversity within the local economy to support a range of businesses. The core purpose of the zone will remain primary production, however the amendment is intended to provide options for landowners to develop other land uses that are compatible with adjoining agricultural usage, with impacts managed through conditions of consent.
Concern that these uses will fragment agricultural lands, create biosecurity risks, land use conflicts and result in difficulties for adjacent landholder undertaking their usual farming activities.	These issues will limit the locations where alternate land uses could be considered and necessitate specific conditions about future operations of an additional land use
Land use conflict and impact upon adjacent primary producers has already occurred elsewhere in NSW.	Land zoned RU1 within Temora Shire will, for the vast majority of landowners continue to be used for agricultural purposes. The intention is to provide options for the relatively small number of potential businesses that would be viable within Temora Shire to offer landowners alternate income sources to traditional farming.
If strategic planning identifies that particular facilities such as a prison, heliport or industrial area are required, the land should be re-zoned.	Council would be willing to reconsider some of the uses proposed to be permitted with consent as part of negotiations with DPI.
Consider that allowing land uses such as backpacker accommodation, restaurants, vet hospitals and service stations to be permitted land uses in the RU1 zone instead of restricting these to zones with the requisite infrastructure is not a sound approach to planning.	Council considers that these uses could be suitable within this zone, on site specific locations. The intention is to not close off opportunities for economic development that can diversify and strengthen the local economy, but still protect core

		economic use of agriculture.
	Consider that the proposal is not consistent with the principles and actions of the Right to Farm policy.	The right to farm policy would be considered as part of any future development application in the RU1 zone, as even different types of farming can impact upon the ability of existing farms to continue to operate.
No response w	as received from Department of Industry	Crown Lands Commonwealth

No response was received from Department of Industry – Crown Lands, Commonwealth Department of Infrastructure, Regional Development and Cities (Aviation) or NSW Rural Fire Service.

## Table 1: Summary of submissions received in relation to the draft amendment and Council responses

### Discussion

Following the issues raised by the Department of Primary Industries (DPI) Agriculture, a negotiation meeting was held between Council officers and DPI Agriculture. At this meeting, both parties presented their views and considered all of the proposed changes to the land use table, as related to the RU1 zone, individually. Following these discussions, DPI Agriculture has provided additional detailed responses to proposed changes to permitted land uses. This response is attached. A summary of the proposed changes to the amendment as a result of the DPI response is provided below:

DPI view	Council response
Summary of supported changes	Noted
- Camping ground	
<ul> <li>Eco tourist facility – this gives us some more accommodation potential adjacent to vegetated areas</li> </ul>	
<ul> <li>Emergency services facility</li> </ul>	
<ul> <li>Environmental facility (walking trails)</li> </ul>	
- Freight transport facility	
- Restaurant or café	
<ul> <li>Hazardous storage establishment</li> </ul>	
<ul> <li>Heavy industrial storage establishment</li> </ul>	
<ul> <li>Industrial retail outlet – would be only in conjunction with a rural industry</li> </ul>	
<ul> <li>Industrial training facility - would be only in conjunction with a rural industry</li> </ul>	
- Liquid fuel depot	

_	Market	
_	Moveable dwelling	
_	Offensive storage establishment	
_	Recreation area	
-	Recreation facility (outdoor). This permits the shooting range	
-	Research station	
-	Resource recovery facility. This would allow for metal recycling.	
-	Secondary dwelling	
-	Stock and sale yard	
-	Transport depot	
-	Truck depot	
Unsupported changes (no issues from Council officers)		
-	Boat building, boat launching, boat shed	No concerns with removing these
-	Backpacker accommodation –	Council is trying to accommodate temporary workers in town anyway
-	Information and education facility-	eg. art gallery, museum - unlikely to occur anyway. For small scale we consider it to be a
-	Place of public worship	home business.
-	Public administration building	
_	Timber yard.	All unlikely in our Shire
Unsupported changes (some concerns but willing to agree to not include in amendment)		
-	Function centre.	This may be ok as we could consider temporary uses, due to low demand anyway
_	Highway service centre.	Council would need to do a spot rezoning if a suitable proposal came forward, but we could do that with justification on economic benefits.
-	Hardware and building supplies.	
-	Hotel or motel accommodation.	Would need to go in an industrial zone
		This is probably ok as well as small scale motels can be covered by farm stay accommodation, which is permitted with consent

- Industrial activity.	Council does have large areas of industrial zoned land. Rural industries are permitted with consent
- Light industry	Ok although as there is support from DPI to allow restaurant or café, would like to see support for artisan food and drink industry to be permitted with consent to support diversity in agricultural enterprise.
- Recreation facility (major)	Probably the only likely major recreation activity would be a motor racing track. Council has permitted one off events as a temporary uses before, so this is probably ok and a permanent track is unlikely due to cost.
- Service station	This would need a rezoning, probably to industrial zone, which Council could justify on economic basis for a suitable site and proposal, however but would need SEE to support.
- Vehicle repair station	This may be an issue for truck and farm machinery repairs. However, the rural industry definition includes "the regular servicing or repairing of plant or equipment used for the purposes of a rural enterprise", so I think if truck and farm machinery repairs was a secondary business to other farming operations it could be managed.
- Veterinary hospital	This is probably ok anyway, as vet services are often provided on farm to treat livestock.
- Warehouse or distribution centre	This would have to go in an industrial zone, which is acceptable.

### Table 2: Summary of proposed changes to LEP amendment

Council officers do not support proposed changes to the RU1 Primary Production zone to identify some land as RU2 Rural Landscape, as it is overly restrictive to differentiate between different agricultural land, and any change would be unlikely to be supported by rural landowners.

Council officers also do not support the need for a specific tourism strategy, as Council's Community Strategic Plan and the Riverina Murray Regional Plan provide sufficient direction in relation to tourism. Council officers would be prepared to add to the existing Rural Development chapter of the Temora Shire Development Control Plan to provide additional guidance and assessment criteria for non-agricultural land uses in the RU1 Primary Production. This chapter can be development in conjunction with advice from DPI Agriculture.

The next step in this process is, if supported by Council, to write to DPI Agriculture advising of the concessions that Council is willing to make in response to their concerns and determine if they are willing to withdraw their objection. If so, Council would be able to process with their delegation

and receive a legal opinion on the draft amendment. Once the legal opinion is provided, Council then has the authority to make the plan.

If however DPI is unwilling to withdraw their objection based upon Council's concessions, the draft amendment would need to be forwarded to the Department of Planning and Environment to make the final decision.

### **RESOLUTION 210/2019**

Moved: Cr Graham Sinclair Seconded: Cr Nigel Judd

It was resolved that Council:

- 1. Agree to the changes to the LEP Amendment proposed by DPI Agriculture, as detailed within the report.
- 2. Not support the proposal to rezone some agricultural land to RU2 Rural Landscape.
- 3. Not support the request for a specific Tourism Strategy.
- 4. Support the inclusion of additional guidance for the assessment of non-agricultural land uses within the Rural Development Chapter of the Temora DCP.
- 5. Write to DPI Agriculture to seek the withdrawal of their objection based on the change, and
- 6. Receive a future report based upon the outcome of the advice from DPI Agriculture.

CARRIED

Report by Claire Golder



Your reference: Our reference: Contact: Date: PP\_2019\_TEMOR\_001\_00 DOC19/224229 Daris Olsauskas (02) 6022 0644 4 April 2019

Kris Dunstan Director Environmental Services Temora Shire Council PO Box 262 TEMORA NSW 2666

Via email: temshire@temora.nsw.gov.au.

Attention: Claire Golder, Town Planner

Dear Ms Golder,

#### RE: Temora Local Environmental Plan 2010 – Amendment to Land Use Tables and SP1 zone

I refer to your letter dated 8 March 2019 to the Office of Environment and Heritage (OEH) seeking comment on the above amendment.

We have reviewed the amendment documents and provide the following comments.

#### Biodiversity

We understand that Council does not seek to change mapping of terrestrial biodiversity or the provisions of Clause 6.1 Biodiversity of the Temora LEP 2010. We note that the requirements of *the Biodiversity Conservation Act 2016* and *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017* apply depending on the zoning and activity. In accommodating more "open zones" we recommend that Council continue to consider and encourage the protection of biodiversity in the development planning process.

#### Aboriginal cultural heritage

We understand that Council does not seek to change the provisions under Clause 5.10 Heritage Conservation of the Temora LEP 2010. We note that the requirements of the *National Parks and Wildlife Act 1974* for the protection and preservation of Aboriginal sites continue to apply.

#### Flooding

We note that while providing more "open zones" Council does not seek to change the provisions of Clause 6.6 Flood Planning of the Temora LEP 2010 and associated flood mapping.

Should you wish to discuss these matters further please contact Daris Olsauskas on (02) 6022 0644, or at <u>daris.olsauskas@environment.nsw.gov.au</u>.

Yours sincerely

ANDREW FISHER Senior Team Leader Planning South West Branch Conservation and Regional Delivery Division Office of Environment and Heritage

> PO Box 1040 Albury NSW 2640 512 Dean Street Albury NSW 2640 Ph: (02) 6022 0624 E-mail: rog.southwest@environment.nsw.gov.au ABN 30 841 387 271 www.environment.nsw.gov.au



OUT19/4529

5 April 2019

KJ Dunstan Director Environmental Services Temora Shire Council

Email: <u>Temshire@temora.nsw.gov.au</u>

Dear Mr Dunstan

### Temora Shire Council LEP Proposed Amendment (Amendment No. 5) Changes to Permitted and Prohibited Land Uses

Thank you for the opportunity to provide comments on the above proposal.

The NSW Department of Primary Industries (DPI) Agriculture is committed to the protection and growth of agricultural industries, and the land and resources upon which these industries depend.

The proposed amendment (No 5) to the LEP to change permitted land uses in the RU1 Primary Production zone is not consistent with the objectives of the zone as outlined in the Standard Instrument LEP; these being:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones

The vast majority of the proposed changes to permitted land uses including but not limited to serviced apartments and function centres, industrial facilities and distribution centres, educational facilities, restaurants and cafés, correctional centres, backpacker accommodation, market places, liquid fuel depots and places of worship etc, will achieve exactly the opposite to the RU1 zone objectives outlined above.

Such uses will almost certainly fragment agricultural lands, create significant biosecurity risks and land use conflicts and otherwise result in considerable difficulties for adjacent landholders undertaking their usual farming activities.

1 NSW Department of Primary Industries - Agriculture Locked Bag 21, Orange NSW 2800 | 161 Kite St, Orange NSW 2800 Tel: 02 6391 3391 | Email: landuse.ag@dpi.nsw.gov.au | www.dpi.nsw.gov.au | ABN: 72 189 919 072 This type of conflict and impact on adjacent primary producers has already occurred elsewhere in NSW where some of the proposed new land uses have been adopted, both with and without council consent, by some landholders.

If through strategic planning it is identified that particular facilities such a prison, heliport or Industrial area is required, then the land should be re-zoned from RU1 to reflect the intended land use. To allow land use such as backpacker accommodation, restaurants, vet hospitals and service stations as a permitted land use in the RU1 zone instead of restricting these to zones with the requisite infrastructure and which are available specifically for that type of land use, is not a sound approach to planning.

Further, the proposal is not consistent with the principles and actions of the Right to Farm policy and as such the planning proposal is not supported. If Council wished to meet to discuss these matters, I would welcome to the opportunity to provide further information in support of this advice, in which case please contact Lilian Parker on 0427 812508.

Yours sincerely

Lilian Parker

Manager Agricultural Land Use Planning



OUT19/7253

12 June 2019

Ms Claire Golder Temora Shire Council Temora, NSW

Dear Claire,

### Temora Shire Council LEP Proposed Amendment (Amendment No. 5) - Changes to Permitted and Prohibited Land Uses

Thank you for the opportunity to provide further comment on the above proposal. The NSW Department of Primary Industries (NSW DPI) Agriculture provides advice to consent authorities about the protection and growth of agricultural industries and the resources upon which these industries depend to provide economic growth.

NSW DPI has further reviewed the Temora Shire Council Planning Proposal to amend the Temora LEP and amend the land use table following our meeting of 18/4/19, based on our correspondence of 5/4/19 and consistency with the NSW Right to Farm Policy.

- As stated previously, the proposed amendment (No 5) to the LEP to change permitted land uses in the RU1 Primary Production zone is not consistent with the objectives of the zone as outlined in the Temora LEP; these being:
  - To encourage sustainable primary industry production by maintaining and enhancing the natural resource base (as per Standard Instrument).
  - To encourage diversity in primary industry enterprises and systems appropriate for the area (as per Standard Instrument).
  - To minimise the fragmentation and alienation of resource lands (as per Standard Instrument).
  - To minimise conflict between land uses within this zone and land uses within adjoining zones (as per Standard Instrument).
  - To minimise the degradation of natural scenery and rural landscapes.
  - To encourage the conservation and efficient use and of water.
  - To protect, enhance and conserve the natural environment, including native vegetation, wetlands and other natural features that provide wildlife habitat, protect flora and fauna, provide scenic amenity and that may prevent or mitigate land degradation.
  - To encourage the provision of tourist accommodation in association with agricultural activities.
- 2. With regard to the NSW Right to Farm Policy, proposed land uses currently not permitted within the RU1 zone should not create or exacerbate land use conflicts. By introducing a more flexible zoning approach within the RU1 zone requires further consideration about how to ensure those land uses are not incompatible with agricultural operations or associated processing industries.

The Riverina Murray Regional Plan recognises that the diversity and strength of agriculture is the foundation of Temora's local economy. Agriculture contributed \$147 million in gross value to the local economy in 2010-11. Although DPI supports diversification of rural economies and value adding to agricultural activities, the Temora Shire Land Use Discussion Paper is not an in depth study into future land uses or growth strategies for the Shire and proceeding with the amendments without proper strategic planning will risk the security of key agricultural industries.

If agritourism is to be a focus for the Shire, a tourism strategy would identify opportunities and support appropriate investment away from areas of likely conflict. Council could then consider the introduction of an RU2 Rural Landscape zone to better separate productive agricultural lands from those to be put to alternative and potentially conflicting uses. Council should also ensure there are clear guiding documents prepared in advance of any amended LEP so that when the proposed land uses are permitted with consent within the RU1 zone they will be appropriately controlled, reducing the risk of land use conflicts.

As the Regional Plan recognises the paramountcy of agriculture for the local economy, the Community Strategic Plan recognises the need for a land use strategy and based on the NSW Governments Right to

NSW Department of Primary Industries - Agriculture Locked Bag 21, Orange NSW 2800 | 161 Kite St, Orange NSW 2800 Tel: 02 6391 3369 | Email: landuse.ag@dpi.nsw.gov.au | www.dpi.nsw.gov.au | ABN: 72 189 919 072 Farm Policy, DPI – Agriculture objects to the proposed changes in the rural zone. To aid further discussion specific comments on each of the proposed land use changes are included below.

Should you require clarification on any of the information contained in this response please contact Agricultural Land Use Planning Officer Lilian Parker on (02) 6938 1906.

Yours sincerely

T Achie

Tamara Prentice Manager Agricultural Land Use Planning

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## Temora RU1 Primary Production Zone: Proposed Changes to LUT

Green - permitted under both LEP and DLEP Blue - new permitted in DLEP Red – prohibited under both LEP and DLEP Orange – new prohibited in DLEP

Black - justification of changes to the permissibility of defined uses

Land Use	DPI (ALUP) position
backpackers' accommodation means a building or place that:	NOT SUPPORTED
(a) provides temporary or short-term accommodation on a	1. Not consistent with zone objectives if not
commercial basis, and	in association with agricultural activities
(b) has shared facilities, such as a communal bathroom, kitchen or	2. High risk to primary production –
laundry, and	biosecurity and land use conflict
(c) provides accommodation on a bed or dormitory-style basis	(Other options for agritourism including camp
(rather than by room).	ground, eco-tourist facility, secondary
Note.	dwelling and mobile dwelling are supported
Backpackers' accommodation is a type of tourist and visitor	with controls)
accommodation—see the definition of that term in this	
Dictionary.	
Justification: Support for landowners to provide additional	
accommodation on farms for tourists.	
biosolids treatment facility means a building or place used as a	NOT SUPPORTED
facility for the treatment of biosolids from a sewage treatment	If this is a Public Utility Undertaking other
plant or from a water recycling facility.	mechanisms will override the Zoning anyway
Note.	If part of a sewerage system the whole site
Biosolids treatment facilities are a type of <i>sewerage system</i> —see	should be rezoned appropriately (eg SP2
the definition of that term in this Dictionary.	Infrastructure)
Justification: Rural land may be required for the purposes of	
biosolids treatment	
bost building and repair facility means any facility (including a	NOT SUPPORTED
building or other structure) used primarily for the construction,	1. Not consistent with zone objectives
maintenance or repair of boats, whether or not including the	NB Marinas, wharf or boating facilities
storage, sale or hire of boats, but does not include a marina or	prohibited, Not a rural industry diversification
boat shed.	in this region
Justification: Suitable for consideration in a rural zone as a	in this region
secondary land use	
boat launching ramp means a structure designed primarily for the	NOT SUPPORTED
launching of trailer borne recreational vessels, and includes	1. Not consistent with zone objectives
associated car parking facilities.	NB Marinas, wharf or boating facilities
Justification: Suitable for consideration in a rural zone using	prohibited, Not a rural industry diversification
waterways and waterbodies	in this region
	NOT SUPPORTED
<b>boat shed</b> means a building or other structure used for the	1. Not consistent with zone objectives
storage and routine maintenance of a boat or boats and that is	NB Marinas, wharf or boating facilities
associated with a private dwelling or non-profit organisation, and includes any skid used in connection with the building or other	prohibited, Not a rural industry diversification
	in this region
structure. Justification: Suitable for consideration in a rural zone as a	In this region
secondary land use	SUPPORTED
bush fire hazard reduction work has the same meaning as in the	SOLIDATED
Rural Fires Act 1997.	
Note.	
The term is defined as follows:	
bush fire hazard reduction work means:	
(a) the establishment or maintenance of fire breaks on land, and	
(b) the controlled application of appropriate fire regimes or other	
means for the reduction or modification of available fuels within a	
predetermined area to mitigate against the spread of a bush fire,	
but does not include construction of a track, trail or road.	

. ...

Justification: Suitable for consideration in a rural zone	
<i>camping ground</i> means an area of land that has access to communal amenities and on which campervans or tents, annexes or other similar portable and lightweight temporary shelters are, or are to be, installed, erected or placed for short term use, but does not include a caravan park. Justification: Suitable for consideration in a rural zone as a secondary land use	SUPPORTED as a secondary land use to primary production with suitable controls based on a tourism strategy NB- could be a biosecurity risk to primary production systems – own buffers required, size/numbers and siting controls
<i>car park</i> means a building or place primarily used for the purpose of parking motor vehicles, including any manoeuvring space and access thereto, whether operated for gain or not. Justification: Minor change	definition only
<i>caravan park</i> means land (including a camping ground) on which caravans (or caravans and other moveable dwellings) are, or are to be, installed or placed. Justification: Suitable for consideration in a rural zone as a secondary land use	<ul> <li>NOT SUPPORTED</li> <li>Not consistent with zone objectives if not in association with agricultural activities</li> <li>High risk to primary production – biosecurity and land use conflict</li> <li>Remote to appropriate services</li> <li>(Other options for agritourism including camp ground, eco-tourist facility, secondary dwelling and mobile dwelling are supported with controls)</li> </ul>
<i>cemetery</i> means a building or place used primarily for the interment of deceased persons or pets or their ashes, whether or not it contains an associated building for conducting memorial services. Justification: Suitable for consideration in a rural zone	<ol> <li>NOT SUPPORTED</li> <li>Not consistent with zone objectives</li> <li>High risk to primary production – biosecurity and land use conflict</li> <li>(As per Discussion Paper this should be zoned SP2, not a rural industry diversification)</li> </ol>
charter and tourism boating facility means any facility (including a building or other structure) used for charter boating or tourism boating purposes, being a facility that is used only by the operators of the facility and that has a direct structural connection between the foreshore and the waterway, but does not include a marina. Justification: Suitable for consideration in a rural zone as a secondary land use	NOT SUPPORTED 1. Not consistent with zone objectives NB Marinas, wharf or boating facilities prohibited, Not a rural industry diversification in this region
community facility means a building or place: (a) owned or controlled by a public authority or non-profit community organisation, and (b) used for the physical, social, cultural or intellectual development or welfare of the community, but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation. Justification: Suitable for consideration in a rural zone	<ul> <li>NOT SUPPORTED</li> <li>1. Not consistent with zone objectives</li> <li>2. High risk to primary production – biosecurity and land use conflict</li> <li>(No justification in Discussion Paper, not a rural industry diversification)</li> </ul>
correctional centre means: (a) any premises declared to be a correctional centre by a proclamation in force under section 225 of the <i>Crimes</i> (Administration of Sentences) Act 1999, including any juvenile correctional centre or periodic detention centre, and (b) any premises declared to be a detention centre by an order in	SUPPORTED as understand need for location in Rural zone.

force under section 5 (1) of the Children (Detention Centres) Act	
<i>1987,</i>	
but does not include any police station or court cell complex in	
which a person is held in custody in accordance with any Act.	
Justification: Suitable for consideration in a rural zone	
depot means a building or place used for the storage (but not sale	NOT SUPPORTED - Discussion Paper says there
or hire) of plant, machinery or other goods (that support the	is plenty of suitably serviced industrial land for
operations of an existing undertaking) when not required for use,	these types of land uses. Ad hoc provision in
but does not include a farm building.	the rural zone would be detrimental to both
Justification: Suitable for consideration in a rural zone	the rural and industrial functioning of the LGA
drainage means any activity that intentionally alters the	SUPPORTED as a secondary land use to
hydrological regime of any locality by facilitating the removal of	primary production with suitable controls and
surface or ground water. It may include the construction,	appropriate approvals from relevant agencies
deepening, extending, opening, installation or laying of any canal,	(eg DOI Water)
drain or pipe, either on the land or in such a manner as to	
encourage drainage of adjoining land.	
Justification: Suitable for consideration in a rural zone	
early education and care facility means a building or place used	Point (b) SUPPORTED for home based child
for the education and care of children, and includes any of the	care only
following:	Point(C) SUPPORTED for school based child
(a) a centre-based child care facility,	care
(b) home-based child care,	
(c) school-based child care.	
Justification: Suitable for consideration in a rural zone only in	
conjunction with a home or school.	
earthworks means excavation or filling.	SUPPORTED as a secondary land use to
Justification: Suitable for consideration in a rural zone	primary production with suitable controls
eco-tourist facility means a building or place that:	SUPPORTED as a secondary land use to
(a) provides temporary or short-term accommodation to visitors	primary production with suitable controls
on a commercial basis, and	based on a tourism strategy that preserves
(b) is located in or adjacent to an area with special ecological or	rural character and is in association with
cultural features, and	agricultural activities.
(c) is sensitively designed and located so as to minimise bulk, scale	
and overall physical footprint and any ecological or visual impact.	NB- could be a biosecurity risk to primary
It may include facilities that are used to provide information or	production systems – own buffer required, size
	and siting to be controlled.
education to visitors and to exhibit or display items.	und string to be controlled
Note. See clause 5.13 for requirements in relation to the granting of	
development consent for eco-tourist facilities.	
Eco-tourist facilities are not a type of <b>tourist and visitor</b>	
accommodation—see the definition of that term in this	
Dictionary.	
Justification: Suitable for consideration in a rural zone	NOT SUPPORTED
educational establishment means a building or place used for	NOT SUPPORTED
education (including teaching), being:	1. Not consistent with zone objectives
(a) a school, or	2. High risk to primary production –
(b) a tertiary institution, including a university or a TAFE	biosecurity and land use conflict
establishment, that provides formal education and is constituted	Les lustification in Discussion Demonstration
by or under an Act.	(no justification in Discussion Paper, not a
Justification: Suitable for consideration in a rural zone	rural industry diversification)
electricity generating works means a building or place used for	SUPPORTED as a secondary land use to
the purpose of making or generating electricity.	primary production with suitable controls
Justification: Suitable for consideration in a rural zone	NB- for large scale renewable developments
	other planning mechanisms will override the
	Zoning anyway

emergency services facility means a building or place (including a helipad) used in connection with the provision of emergency services by an emergency services organisation. Justification: Suitable for consideration in a rural zone	SUPPORTED with suitable controls on siting eg issue with remoteness to appropriate services (police etc), own buffer required NB - Not consistent with zone objectives, no justification in Discussion Paper, Not a rural industry diversification
<i>environmental facility</i> means a building or place that provides for the recreational use or scientific study of natural systems, and includes walking tracks, seating, shelters, board walks, observation decks, bird hides or the like, and associated display structures. Justification: Suitable for consideration in a rural zone	SUPPORTED though would best be located ina future RU2 zone.
<ul> <li>fill means the depositing of soil, rock or other similar extractive material obtained from the same or another site, but does not include:</li> <li>(a) the depositing of topsoil or feature rock imported to the site that is intended for use in garden landscaping, turf or garden bed establishment or top dressing of lawns and that does not significantly alter the shape, natural form or drainage of the land, or</li> <li>(b) the use of land as a waste disposal facility.</li> <li>Justification: Suitable for consideration in a rural zone</li> </ul>	SUPPORTED
filming means recording images (whether on film or video tape or electronically or by other means) for exhibition or broadcast (such as by cinema, television or the internet or by other means), but does not include: (a) still photography, or (b) recording images of a wedding ceremony or other private celebration or event principally for the purpose of making a record for the participants in the ceremony, celebration or event, or (c) recording images as a visitor or tourist for non-commercial purposes, or (d) recording for the immediate purposes of a television program that provides information by way of current affairs or daily news. Justification: Suitable for consideration in a rural zone	SUPPORTE as low impact use.
flood mitigation work means work designed and constructed for the express purpose of mitigating flood impacts. It involves changing the characteristics of flood behaviour to alter the level, location, volume, speed or timing of flood waters to mitigate flood impacts. Types of works may include excavation, construction or enlargement of any fill, wall, or levee that will alter riverine flood behaviour, local overland flooding, or tidal action so as to mitigate flood impacts. Justification: Suitable for consideration in a rural zone	SUPPORTED with suitable controls and appropriate approvals from relevant agencies (eg DOI Water)
<ul> <li>food and drink premises means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:</li> <li>(a) a restaurant or cafe,</li> <li>(b) take away food and drink premises,</li> <li>(c) a pub,</li> <li>(d) a small bar.</li> <li>Note.</li> <li>Food and drink premises are a type of retail premises—see the definition of that term in this Dictionary.</li> </ul>	(a) SUPPORTED as a secondary land use to primary production with suitable controls based on a tourism strategy that preserves rural character NB- could be a biosecurity risk to primary production systems – own buffers required, size and siting to be controlled

freight transport facility means a facility used principally for the	SUPPORTED as a secondary land use to
bulk handling of goods for transport by road, rail, air or sea,	primary production with suitable controls – eg
including any facility for the loading and unloading of vehicles,	no retail
aircraft, vessels or containers used to transport those goods and	NB- could be a biosecurity risk to primary
for the parking, holding, servicing or repair of those vehicles,	production systems – own buffers required
aircraft or vessels or for the engines or carriages involved.	
Justification: Suitable for consideration in a rural zone	
function centre means a building or place used for the holding of	NOT SUPPORTED
events, functions, conferences and the like, and includes	1. Not consistent with zone objectives if not
convention centres, exhibition centres and reception centres, but	in association with agricultural activities
does not include an entertainment facility.	<ol><li>High risk to primary production –</li></ol>
Justification: Suitable for consideration in a rural zone	biosecurity and land use conflict
	(no justification in Discussion Paper, strong
	guidelines would be required)
general industry means a building or place (other than a heavy	NOT SUPPORTED as Discussion Paper says
industry or light industry) that is used to carry out an industrial	enough serviced industrial land currently so
activity.	any future requirements should be identified
Note.	and zoned appropriately through a strategic
General industries are a type of <i>industry</i> —see the definition of	planning process.
that term in this Dictionary.	
Justification: Suitable for consideration in a rural zone	
hardware and building supplies means a building or place the	NOT SUPPORTED
principal purpose of which is the sale or hire of goods or materials,	1. Not consistent with zone objectives
such as household fixtures, timber, tools, paint, wallpaper,	2. High risk to primary production –
plumbing supplies and the like, that are used in the construction	biosecurity and land use conflict
and maintenance of buildings and adjacent outdoor areas.	Not a rural industry diversification, Discussion
Note.	Paper says enough serviced land currently
Hardware and building supplies are a type of <i>retail premises</i> —see	available
the definition of that term in this Dictionary.	
Justification: Suitable for consideration in a rural zone	
hazardous storage establishment means a building or place that	SUPPORTED due to need for separation.
is used for the storage of goods, materials or products and that	
would, when in operation and when all measures proposed to	
reduce or minimise its impact on the locality have been employed	
(including, for example, measures to isolate the building or place	
from existing or likely future development on other land in the	
locality), pose a significant risk in the locality:	
(a) to human health, life or property, or (b) to the biophysical environment	
(b) to the biophysical environment. Note.	
Hazardous storage establishments are a type of <i>heavy industrial</i>	
storage establishment—see the definition of that term in this	
Dictionary.	
Justification: Suitable for consideration in a rural zone	
heavy industrial storage establishment means a building or place	SUPPORTED due to need for separation.
used for the storage of goods, materials, plant or machinery for	Sort Shrieb ade to need for Separation
commercial purposes and that requires separation from other	
development because of the nature of the processes involved, or	
the goods, materials, plant or machinery stored, and includes any	
of the following:	
(a) a hazardous storage establishment,	
(b) a liquid fuel depot,	
(c) an offensive storage establishment.	
Justification: Suitable for consideration in a rural zone	
helipad means a place not open to the public used for the taking	SUPPORTED with appropriate controls eg own
off and landing of helicopters.	buffers required
Justification: Suitable for consideration in a rural zone	

neliport means a place open to the public that is used for the	NOT SUPPORTED
aking off and landing of helicopters, whether or not it includes:	1. Not consistent with zone objectives
a) a terminal building, or	2. High risk to primary production –
b) facilities for the parking, storage or repair of helicopters.	biosecurity and land use conflict
lote.	3. remote to appropriate services (polic
eliports are a type of <i>air transport facility</i> —see the definition of	etc)
hat term in this Dictionary.	No justification in Discussion Paper - Future
ustification: Suitable for consideration in a rural zone	requirements should be identified zoned and
	controlled appropriately
ighway service centre means a building or place used to provide	NOT SUPPORTED
efreshments and vehicle services to highway users. It may include	1. Not consistent with zone objectives
ny one or more of the following:	2. High risk to primary production –
a) a restaurant or cafe,	biosecurity and land use conflict
b) take away food and drink premises,	3. remote to appropriate services (police
c) service stations and facilities for emergency vehicle towing and	etc)
epairs,	No justification in Discussion Paper – Not a
d) parking for vehicles,	rural industry diversification - Future
e) rest areas and public amenities.	requirements should be identified zoned and
ustification: Suitable for consideration in a rural zone	,

have bread abild area mooney	SUPPORTED as a home business – buffer
<i>home-based child care</i> means: (a) a family day care residence (within the meaning of the <i>Children</i>	controls required
(Education and Care Services) National Law (NSW)), or	controls required
Note.	
A family day care residence is a residence at which a family day	
care educator educates and cares for children as part of a family	
day care service—see the Children (Education and Care Services)	
National Law (NSW)).	
(b) a dwelling used for the purposes of a home based education	
and care service (within the meaning of the <i>Children</i> (Education	
and Care Service (Within the meaning of the Children (Lucation) and Care Services) Supplementary Provisions Act 2011),	
at which the education and care service is provided at any one	
time to no more than 7 children (including any child of the person	
providing the service) all of whom are under the age of 13 years	
and no more than 4 of whom are children who do not ordinarily	
attend school. Justification: Suitable for consideration in a rural zone is	
association with a dwelling house	NOT SUPPORTED
hotel or motel accommodation means a building or place	
(whether or not licensed premises under the Liquor Act 2007) that	1. Not consistent with zone objectives if not in association with agricultural
provides temporary or short-term accommodation on a	activities
commercial basis and that:	2. High risk to primary production –
(a) comprises rooms or self-contained suites, and	biosecurity and land use conflict
(b) may provide meals to guests or the general public and facilities	biosecurity and land use conjuct
for the parking of guests' vehicles,	No instification in Discussion Panor
but does not include backpackers' accommodation, a boarding	No justification in Discussion Paper -
house, bed and breakfast accommodation or farm stay	Discussion Paper says enough serviced land
accommodation.	currently, Future requirements should be
Note.	identified zoned and controlled appropriately
Hotel or motel accommodation is a type of tourist and visitor	
accommodation—see the definition of that term in this	
Dictionary.	
Justification: Suitable for consideration in a rural zone	NOT CURRORTER
industrial activity means the manufacturing, production,	NOT SUPPORTED
assembling, altering, formulating, repairing, renovating,	1. Not consistent with zone objectives
ornamenting, finishing, cleaning, washing, dismantling,	2. High risk to primary production –
transforming, processing, recycling, adapting or servicing of, or the	biosecurity and land use conflict
research and development of, any goods, substances, food,	
products or articles for commercial purposes, and includes any	No justification in Discussion Paper -
storage or transportation associated with any such activity.	Discussion Paper says enough serviced land
Justification: Suitable for consideration in a rural zone	currently, Future requirements should be
	identified zoned and controlled appropriately
	(biosecurity risk controls, own buffers
	required)
industrial retail outlet means a building or place that:	SUPPORTED as a secondary land use to
(a) is used in conjunction with an industry (other than an artisan	primary production with suitable controls
food and drink industry) or rural industry, and	otherwise land should be zoned appropriately
(b) is situated on the land on which the industry or rural industry is	NB- could be a biosecurity risk to primary
located, and	production systems, own buffers required
(c) is used for the display or sale (whether by retail or wholesale)	
Contrations and that have been manufactured on the land on	
of only those goods that have been manufactured on the faild of	
of only those goods that have been manufactured on the land on which the industry or rural industry is located, but does not include a warehouse or distribution centre.	
which the industry or rural industry is located, but does not include a warehouse or distribution centre.	
which the industry or rural industry is located, but does not include a warehouse or distribution centre. Note.	
which the industry or rural industry is located, but does not include a warehouse or distribution centre.	

industrial training facility means a building or place used in	SUPPORTED as a secondary land use to
connection with vocational training in an activity (such as forklift	primary production with suitable controls
or truck driving, welding or carpentry) that is associated with an	otherwise land should be zoned appropriately
industry, rural industry, extractive industry or mining, but does	NB- could be a biosecurity risk to primary
not include an educational establishment, business premises or	production systems, own buffers required
retail premises.	
Justification: Suitable for consideration in a rural zone	
industry means any of the following:	NOT SUPPORTED as discussion paper identifie
(a) general industry,	suitable industrial land available.
(b) heavy industry,	
(c) light industry,	
but does not include:	
(d) rural industry, or	
(e) extractive industry, or	
(f) mining.	
Justification: Suitable for consideration in a rural zone	
information and education facility means a building or place used	NOT SUPPORTED
for providing information or education to visitors, and the	
exhibition or display of items, and includes an art gallery,	1. Not consistent with zone objectives if
museum, library, visitor information centre and the like.	not in association with agricultural
Justification: Suitable for consideration in a rural zone as a	activities
secondary land use	2. High risk to primary production –
secondary land use	biosecurity and land use conflict
	No justification in Discussion Paper, Future
	requirements should be identified zoned and
	controlled appropriately
jetty means a horizontal decked walkway providing access from	SUPPORTED
the shore to the waterway and is generally constructed on a	
piered or piled foundation.	
Justification: Suitable for consideration in a rural zone	
light industry means a building or place used to carry out an	NOT SUPPORTED
industrial activity that does not interfere with the amenity of the	No justification in Discussion Paper, Future
neighbourhood by reason of noise, vibration, smell, fumes, smoke,	requirements should be identified zoned and
vapour, see a s	controlled appropriately
steam, soot, ash, dust, waste water, waste products, grit or oil, or	,, ,,
otherwise, and includes any of the following:	
(a) high technology industry,	
(b) home industry,	
(c) artisan food and drink industry.	
Note.	
Light industries are a type of <i>industry</i> —see the definition of that	
term in this Dictionary.	
Justification: Suitable for consideration in a rural zone	
liquid fuel depot means premises used for the bulk storage of	SUPPOPTED as a secondary land use to
petrol, oil, petroleum or other inflammable liquid for wholesale	SUPPORTED as a secondary land use to
distribution and at which no retail trade is conducted.	primary production with suitable controls
Note.	No broader justification in Discussion Paper,
Liquid fuel depots are a type of <i>heavy industrial storage</i>	Future requirements should be identified
establishment—see the definition of that term in this Dictionary.	zoned and controlled appropriately
lustification: Suitable for consideration in a rural zone	NB- could be a biosecurity risk to primary
ustilication: suitable for consideration in a rural zone	production systems, own buffers required, no
ocal distribution promises means a building on the state	subdivision
ocal distribution premises means a building or place used for the	NOT SUPPORTED
storage or handling of items (whether goods or materials) pending	1. Not consistent with zone objectives
their delivery to people and businesses in the local area, but from	<ol><li>High risk to primary production –</li></ol>
which no retail sales are made.	biosecurity and land use conflict
Note.	No justification in Discussion Paper -
local distribution premises are a type of warehouse or	Discussion Paper says enough serviced land
	Discussion Paper says enough serviced land currently, Future requirements should be

Justification: Suitable for consideration in a rural zone	(biosecurity risk, own buffers required, no subdivision)
market means an open-air area, or an existing building, that is used for the purpose of selling, exposing or offering goods, merchandise or materials for sale by independent stall holders, and includes temporary structures and existing permanent structures used for that purpose on an intermittent or occasional basis. Note. Markets are a type of <i>retail premises</i> —see the definition of that term in this Dictionary. Justification: Suitable for consideration in a rural zone as a secondary land use	SUPPORTED as a secondary land use to primary production with suitable controls: • Scale • Siting • Buffers required/biosecurity • Access to services • Consent to hold event
<i>mine</i> means any place (including any excavation) where an operation is carried on for mining of any mineral by any method and any place on which any mining related work is carried out, bu does not include a place used only for extractive industry. Justification: Suitable for consideration in a rural zone	Only SUPPORTED because Open Cut mining already allowed and other mechanisms override the zoning – 1. Not consistent with zone objectives 2. High risk to primary production – biosecurity and land use conflict No justification in Discussion Paper - Future requirements should be identified zoned and controlled appropriately
<i>mixed use development</i> means a building or place comprising 2 or more different land uses. Justification: Suitable for consideration in a rural zone	
<i>mooring</i> means a detached or freestanding apparatus located on or in a waterway and that is capable of securing a vessel, but does not include a mooring pen. Justification: Suitable for consideration in a rural zone	SUPPORTED
mooring pen means an arrangement of freestanding piles or othe restraining devices designed or used for the purpose of berthing a vessel. Justification: Suitable for consideration in a rural zone	
<ul> <li>moveable dwelling has the same meaning as in the Local Government Act 1993.</li> <li>Note.</li> <li>The term is defined as follows:</li> <li>moveable dwelling means: <ul> <li>(a) any tent, or any caravan or other van or other portable device (whether on wheels or not), used for human habitation, or</li> <li>(b) a manufactured home, or</li> <li>(c) any conveyance, structure or thing of a class or description prescribed by the regulations (under the Local Government Act 1993) for the purposes of this definition.</li> </ul> </li> <li>Justification: Suitable for consideration in a rural zone</li> </ul>	SUPPORTED as a secondary land use to primary production with suitable controls based on a tourism strategy that preserves rural character NB- could be a biosecurity risk to primary production systems, own buffers required, no subdivision, size/number and siting controls required

offensive storage establishment means a building or place that is	Only SUPPORTED because offensive industry
used for the storage of goods, materials or products and that	already allowed –
would, when all measures proposed to reduce or minimise its	1. Not consistent with zone objectives
impact on the locality have been employed (including, for	2. High risk to primary production –
example, measures to isolate the building or place from existing or	biosecurity and land use conflict
likely future development on other land in the locality), emit a	No justification in Discussion Paper – Future
polluting discharge (including, for example, noise) in a manner	requirements should be identified zoned and
that would have a significant adverse impact in the locality or on	controlled appropriately
existing or likely future development on other land in the locality.	
Note.	
Offensive storage establishments are a type of <i>heavy industrial</i>	
storage establishment—see the definition of that term in this	
Dictionary.	
Justification: Suitable for consideration in a rural zone	
place of public worship means a building or place used for the	NOT SUPPORTED
purpose of religious worship by a congregation or religious group,	1. Not consistent with zone objectives
whether or not the building or place is also used for counselling,	
social events, instruction or religious training.	2. High risk to primary production –
Justification: Suitable for consideration in a rural zone	biosecurity and land use conflict
Justification. Suitable for consideration in a rural zone	No justification in Discussion Paper – Not a
	rural industry diversification, Future
	requirements should be identified zoned and
	controlled appropriately
public administration building means a building used as offices or	NOT SUPPORTED
for administrative or other like purposes by the Crown, a statutory	
body, a council or an organisation established for public purposes,	1. Not consistent with zone objectives
and includes a courthouse or a police station.	2. High risk to primary production –
Justification: Suitable for consideration in a rural zone	biosecurity and land use conflict
Justification. Suitable for consideration in a rural zone	(Business premises already prohibited)
	No justification in Discussion Paper – Not a
	rural industry diversification, Future
	requirements should be identified zoned and
	controlled appropriately
public utility undertaking means any of the following	Only SUPPORTED because other mechanisms
undertakings carried on or permitted to be carried on by or by	will override the Zoning anyway
authority of any Public Service agency or under the authority of or	win overnae the zoning anyway
in pursuance of any Commonwealth or State Act:	
(a) railway, road transport, water transport, air transport, wharf or	
river undertakings,	
(b) undertakings for the supply of water, hydraulic power,	
electricity or gas or the provision of sewerage or drainage	
services,	
and a reference to a person carrying on a public utility	
undertaking includes a reference to a council, electricity supply	
authority, Public Service agency, corporation, firm or authority	
carrying on the undertaking.	
Justification: Suitable for consideration in a rural zone	
rainwater tank means a tank designed for the storage of	Definition only
rainwater gathered on the land on which the tank is situated.	
lustification: Minor change	CURR 00750
recreation area means a place used for outdoor recreation that is	SUPPORTED
normally open to the public, and includes:	
a) a children's playground, or	
b) an area used for community sporting activities, or	
c) a public park, reserve or garden or the like,	
and any ancillary buildings, but does not include a recreation	
facility (indoor), recreation facility (major) or recreation facility	
(outdoor). Iustification: Suitable for consideration in a rural zone	

recreation facility (major) means a building or place used for	NOT SUPPORTED
large-scale sporting or recreation activities that are attended by	1. Not consistent with zone objectives
large numbers of people whether regularly or periodically, and	<ol><li>High risk to primary production –</li></ol>
includes theme parks, sports stadiums, showgrounds, rececourses	biosecurity and land use conflict
and motor racing tracks.	3. remote to appropriate services (police
Justification: Suitable for consideration in a rural zone	etc)
	No justification in Discussion Paper - Future
	requirements should be identified zoned and
	controlled appropriately

. .. ...

recreation facility (outdoor) means a building or place (other than a recreation area) used predominantly for outdoor recreation, whether or not operated for the purposes of gain, including a golf course, golf driving range, mini-golf centre, tennis court, paint-ball centre, lawn bowling green, outdoor swimming pool, equestrian centre, skate board ramp, go-kart track, rifle range, water-ski centre or any other building or place of a like character used for outdoor recreation (including any ancillary buildings), but does not include an entertainment facility or a recreation facility (major). Justification: Suitable for consideration in a rural zone	SUPPORTED with appropriate controls eg buffers provided by the proposed development, biosecurity management, no retail sales, siting and traffic controls, no subdivision NB - Not consistent with zone objectives and high risk to primary production – biosecurity and land use conflict No justification in Discussion Paper - Future requirements should be identified zoned and controlled appropriately
<b>research station</b> means a building or place operated by a public authority for the principal purpose of agricultural, environmental, fisheries, forestry, minerals or soil conservation research, and includes any associated facility for education, training, administration or accommodation. Justification: Suitable for consideration in a rural zone	SUPPORTED with appropriate controls NB- could be a biosecurity risk to primary production systems, own buffers required
residential accommodation means a building or place used predominantly as a place of residence, and includes any of the following: (a) attached dwellings, (b) boarding houses, (c) dual occupancies, (d) dwelling houses, (e) group homes, (f) hostels, (g) multi dwelling housing, (h) residential flat buildings, (i) rural workers' dwellings, (j) secondary dwellings, (k) semi-detached dwellings, (l) seniors housing, (m) shop top housing, but does not include tourist and visitor accommodation or caravan parks.	(j) SUPPORTED as a secondary land use to primary production with suitable controls based on a tourism strategy NB- could be a biosecurity risk to primary production systems, own buffers required, siting and size/number to be controlled
resource recovery facility means a building or place used for the recovery of resources from waste, including works or activities such as separating and sorting, processing or treating the waste, composting, temporary storage, transfer or sale of recovered resources, energy generation from gases and water treatment, but not including re-manufacture or disposal of the material by landfill or incineration. Note. Resource recovery facilities are a type of waste or resource management facility—see the definition of that term in this Dictionary. Justification: Suitable for consideration in a rural zone	SUPPORTED due to need for seperation
restaurant or cafe means a building or place the principal purpose of which is the preparation and serving, on a retail basis, of food and drink to people for consumption on the premises, whether or not liquor, take away meals and drinks or entertainment are also provided. Note. Restaurants or cafes are a type of <i>food and drink premises</i> —see the definition of that term in this Dictionary. Justification: Suitable for consideration in a rural zone	SUPPORTED as a secondary land use to primary production with suitable controls based on a tourism strategy NB- could be a biosecurity risk to primary production systems, own buffers required, size and siting to be controlled

restriction facilities means facilities where animals are	SUPPORTED with appropriate controls
constrained for management purposes, including milking sheds,	NB- could be a biosecurity risk to primary
pads, feed stalls, holding yards and paddocks where the number	production systems, own buffers required
of livestock exceeds the ability of vegetation to recover from the	
effects of grazing in a normal growing season, but does not	
include facilities for drought or similar emergency relief.	
Justification: Suitable for consideration in a rural zone	
retail premises means a building or place used for the purpose of	Point (c) SUPPORTED as per above
selling items by retail, or hiring or displaying items for the purpose	Point (e) NOT SUPPORTED as per above
of selling them or hiring them out, whether the items are goods or	Point (h) SUPPORTED as per above
materials (or whether also sold by wholesale), and includes any of	Point (m) NOT SUPPORTED as per below
the following;	
(a) (Repealed)	
(b) cellar door premises,	
(c) food and drink premises, (except Restaurants and Cafes)	
(d) garden centres,	
(e) hardware and building supplies,	
(f) kiosks,	
(g) landscaping material supplies,	
(h) markets,	
(i) plant nurseries,	
(j) roadside stalls,	
(k) rural supplies,	
(I) shops,	
(la) specialised retail premises,	
(m) timber yards,	
(n) vehicle sales or hire premises,	1
but does not include highway service centres, service stations,	
industrial retail outlets or restricted premises.	
Note.	
Retail premises are a type of commercial premises—see the	
definition of that term in this Dictionary.	
rural industry means the handling, treating, production,	SUPPORTED with appropriate controls
processing, storage or packing of animal or plant agricultural	
products for commercial purposes, and includes any of the	
following:	
(a) agricultural produce industries,	
(b) livestock processing industries,	
(c) composting facilities and works (including the production of	
mushroom substrate),	
(d) sawmill or log processing works,	
(e) stock and sale yards,	
(f) the regular servicing or repairing of plant or equipment used	
for the purposes of a rural enterprise.	
Note.	
Rural industries are not a type of <i>industry</i> —see the definition of	
that term in this Dictionary.	
Justification: Suitable for consideration in a rural zone	
sawmill or log processing works means a building or place used	SUPPORTED with appropriate controls
for handling, cutting, chipping, pulping or otherwise processing	
logs, baulks, branches or stumps, principally derived from	
10 go, outrito, or differed or starings, principally active in orth	
surrounding districts, into timber or other products derived from	
surrounding districts, into timber or other products derived from	
surrounding districts, into timber or other products derived from wood.	
surrounding districts, into timber or other products derived from wood. Note.	
surrounding districts, into timber or other products derived from wood.	

school means a government school or non-government school within the meaning of the Education Act 1990. Note. Schools are a type of educational establishment—see the definition of that term in this Dictionary. Justification: Suitable for consideration in a rural zone	NOT SUPPORTED – should be zoned appropriately - 1. Not consistent with zone objectives 2. High risk to primary production – biosecurity and land use conflict 3. remote to appropriate services (police etc) No justification in Discussion Paper – Not a rural industry diversification, Future requirements should be identified zoned and controlled appropriately
school-based child care means a building or place within a school that is used to provide out-of-school-hours care (including vacation care) for school children only. Note. Accordingly, a building or place within a school that is used to provide out-of-school-hours care for both school children and pre- school children is not school-based child care. Justification: Suitable for consideration in a rural zone in conjunction with a school	SUPPORTED within existing schools.
<ul> <li>secondary dwelling means a self-contained dwelling that:</li> <li>(a) is established in conjunction with another dwelling (the principal dwelling), and</li> <li>(b) is on the same lot of land as the principal dwelling, and</li> <li>(c) is located within, or is attached to, or is separate from, the principal dwelling.</li> <li>Note.</li> <li>See clause 5.4 for controls relating to the total floor area of secondary dwellings.</li> <li>Secondary dwellings are a type of residential accommodation—see the definition of that term in this Dictionary.</li> <li>Justification: Suitable for consideration in a rural zone</li> </ul>	SUPPORTED
<ul> <li>service station means a building or place used for the sale by retail of fuels and lubricants for motor vehicles, whether or not the building or place is also used for any one or more of the following:</li> <li>(a) the ancillary sale by retail of spare parts and accessories for motor vehicles,</li> <li>(b) the cleaning of motor vehicles,</li> <li>(c) installation of accessories,</li> </ul>	NOT SUPPORTED – should be zoned appropriately - 1. Not consistent with zone objectives 2. High risk to primary production – biosecurity and land use conflict 3. remote to appropriate services (police etc)
<ul> <li>(d) inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting, or chassis restoration),</li> <li>(e) the ancillary retail selling or hiring of general merchandise or services or both.</li> <li>Justification: Suitable for consideration in a rural zone</li> </ul>	Business premises are prohibited – No justification in Discussion Paper - Not a rural industry diversification, Future requirements should be identified zoned and controlled appropriately
serviced apartment means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner's or manager's agents. Note. Serviced apartments are a type of <i>tourist and visitor</i> accommodation—see the definition of that term in this Dictionary. Justification: Suitable for consideration in a rural zone	<ul> <li>NOT SUPPORTED – should be zoned appropriately -</li> <li>Not consistent with zone objectives if not in association with agricultural activities</li> <li>High risk to primary production – biosecurity and land use conflict</li> <li>No justification in Discussion Paper - Not a rural industry diversification, Future requirements should be identified zoned and controlled appropriately</li> </ul>

sewage reticulation system means a building or place used for the	NOT SUPPORTED
collection and transfer of sewage to a sewage treatment plant or	If this is a Public Utility Undertaking other
water recycling facility for treatment, or transfer of the treated	mechanisms will override the Zoning anyway
waste for use or disposal, including associated:	If part of a sewerage system the whole site
(a) pipelines and tunnels, and	should be rezoned appropriately (eg SP2
(b) pumping stations, and	Infrastructure)
(c) dosing facilities, and	
(d) odour control works, and	
(e) sewage overflow structures, and	
(f) vent stacks.	
Note.	
Sewage reticulation systems are a type of <i>sewerage system</i> —see	
the definition of that term in this Dictionary.	
Justification: Suitable for consideration in a rural zone	NOT SUPPORTED
sewage treatment plant means a building or place used for the	NOT SUPPORTED
treatment and disposal of sewage, whether or not the facility	If this is a Public Utility Undertaking other
supplies recycled water for use as an alternative water supply.	mechanisms will override the Zoning anyway
Note.	If part of a sewerage system the whole site should be rezoned appropriately (eg SP2
Sewage treatment plants are a type of <i>sewerage system</i> —see the	
definition of that term in this Dictionary. Justification: Suitable for consideration in a rural zone	Infrastructure)
	NOT SUPPORTED
sewerage system means any of the following:	If this is a Public Utility Undertaking other
(a) biosolids treatment facility,	mechanisms will override the Zoning anyway
(b) sewage reticulation system,	If part of a sewerage system the whole site
(c) sewage treatment plant,	should be rezoned appropriately (eg SP2
<ul><li>(d) water recycling facility,</li><li>(e) a building or place that is a combination of any of the things</li></ul>	Infrastructure)
referred to in paragraphs (a)–(d).	ingrustructure)
Justification: Suitable for consideration in a rural zone	
spa pool has the same meaning as in the Swimming Pools Act	SUPPORTED – with private dwellings
1992.	Soft On LD White produce uncomings
Note.	
The term is defined to include any excavation, structure or vessel	
in the nature of a spa pool, flotation tank, tub or the like.	
Justification: Minor change	
stock and sale yard means a building or place that is used on a	SUPPORTED with appropriate controls
commercial basis for the purpose of offering livestock or poultry	
for sale and that may be used for the short-term storage and	
watering of stock.	
Note.	
Stock and sale yards are a type of <i>rural industry</i> —see the	
definition of that term in this Dictionary.	
Justification: Suitable for consideration in a rural zone	
swimming pool has the same meaning as in the Swimming Pools	SUPPORTED – with private dwellings
Act 1992.	
Note.	
The term is defined as follows:	
swimming pool means an excavation, structure or vessel:	
(a) that is capable of being filled with water to a depth of 300	
millimetres or more, and	
(b) that is solely or principally used, or that is designed,	
manufactured or adapted to be solely or principally used, for the	
purpose of swimming, wading, paddling or any other human	
aquatic activity,	
and includes a spa pool, but does not include a spa bath, anything	
that is situated within a bathroom or anything declared by the	
regulations made under the Swimming Pools Act 1992 not to be a	
the second for the survey same of the the the	
swimming pool for the purposes of that Act. Justification: Minor change	

telecommunications facility means:	NOT SUPPORTED
<ul> <li>(a) any part of the infrastructure of a telecommunications network, or</li> <li>(b) any line, cable, optical fibre, fibre access node, interconnect point equipment, apparatus, tower, mast, antenna, dish, tunnel, duct, hole, pit, pole or other structure in connection with a telecommunications network, or</li> <li>(c) any other thing used in or in connection with a telecommunications network.</li> <li>Justification: Suitable for consideration in a rural zone</li> </ul>	If this is a Public Utility Undertaking other mechanisms will override the Zoning anyway otherwise should be rezoned appropriately
telecommunications network means a system, or series of	NOT SUPPORTED
systems, that carries, or is capable of carrying, communications by	If this is a Public Utility Undertaking other
means of guided or unguided electromagnetic energy, or both.	mechanisms will override the Zoning anyway
Justification: Minor change	otherwise should be rezoned appropriately
temporary structure has the same meaning as in the Act.	SUPPORTED as a secondary land use to
Note.	primary production with suitable controls
The term is defined as follows:	based on a tourism strategy
temporary structure includes a booth, tent or other temporary	NB- could be a biosecurity risk to primary
enclosure (whether or not part of the booth, tent or enclosure is	production systems, own buffers required, no
permanent), and also includes a mobile structure.	subdivision, size/number and siting to be
Justification: Suitable for consideration in a rural zone	controlled
timber yard means a building or place the principal purpose of which is the sale of sawn, dressed or treated timber, wood fibre boards or similar timber products. It may include the cutting of such timber, boards or products to order and the sale of hardware, paint, tools and materials used in conjunction with the use and treatment of timber. Note. Timber yards are a type of <i>retail premises</i> —see the definition of	NOT SUPPORTED – should be zoned appropriately - 1. Not consistent with zone objectives 2. High risk to primary production – biosecurity and land use conflict No justification in Discussion Paper, Future requirements should be identified zoned and
that term in this Dictionary.	controlled appropriately (biosecurity risks,
Justification: Suitable for consideration in a rural zone	own buffers required, no subdivision)

Points (b) and (c) SUPPORTED as a secondary land use to primary production with suitable controls based on a tourism strategy Points (a), (d) and (e) NOT SUPPORTED as per above NB- could be a biosecurity risk to primary production systems, own buffers required, no subdivision, size/number and siting to be controlled
SUPPORTED with controls - no retail NB- could be a biosecurity risk to primary production systems, own buffers required, no subdivision Better in an RU2 zone
SUPPORTED with controls – no retail NB- could be a biosecurity risk to primary production systems, own buffers required, no subdivision Better in an RU2 zone.
Only SUPPORTED because Open Cut mining already allowed and other mechanisms override the zoning – 1. Not consistent with zone objectives 2. High risk to primary production – biosecurity and land use conflict
NOT SUPPORTED – should be zoned appropriately - 1. Not consistent with zone objectives 2. High risk to primary production – biosecurity and land use conflict No justification in Discussion Paper - Not a rural industry diversification, Future requirements should be identified zoned and controlled appropriately (biosecurity risk, own buffers required, no subdivision)
NOT SUPPORTED to be located in a business or commercial zone
NOT SUPPORTED – should be zoned appropriately - 1. Not consistent with zone objectives 2. High risk to primary production – biosecurity and land use conflict No justification in Discussion Paper - Not a rural industry diversification, Future requirements should be identified zoned and controlled appropriately (biosecurity risk, own buffers required, no subdivision)

(a) a resource recovery facility,	
(b) a waste disposal facility,	
(c) a waste or resource transfer station,	
(d) a building or place that is a combination of any of the things	
referred to in paragraphs (a)–(c).	
water recreation structure means a structure used primarily for	SUPPORTED
recreational purposes that has a direct structural connection	
between the shore and the waterway, and may include a pier,	
wharf, jetty or boat launching ramp.	
Justification: Suitable for consideration in a rural zone	
water recycling facility means a building or place used for the	NOT SUPPORTED
treatment of sewage effluent, stormwater or waste water for use	If this is a Public Utility Undertaking other
as an alternative supply to mains water, groundwater or river	mechanisms will override the Zoning anyway
water (including, in particular, sewer mining works), whether the	otherwise should be rezoned appropriately
facility stands alone or is associated with other development, and	
includes associated:	
(a) retention structures, and	
(b) treatment works, and	
(c) irrigation schemes.	
Note.	
Water recycling facilities are a type of <i>sewerage system</i> —see the	
definition of that term in this Dictionary.	
Justification: Suitable for consideration in a rural zone	
water reticulation system means a building or place used for the	definition only
transport of water, including pipes, tunnels, canals, pumping	dejinition only
stations, related electricity infrastructure, dosing facilities and	
water supply reservoirs.	
Note.	
Water reticulation systems are a type of water supply system—	
see the definition of that term in this Dictionary.	
Justification: Minor change	
water storage facility means a dam, weir or reservoir for the	
collection and storage of water, and includes associated	SUPPORTED as a secondary land use to
monitoring or gauging equipment.	primary production with suitable controls
Note.	If this is a Public Utility Undertaking other
Water storage facilities are a type of <i>water supply system</i> —see	mechanisms will override the Zoning anyway
the definition of that term in this Dictionary.	otherwise should be rezoned appropriately
Justification: Suitable for consideration in a rural zone	
	NOT CURRORTER
water supply system means any of the following:	NOT SUPPORTED except water storage facility.
(a) a water reticulation system,	If this is a Public Utility Undertaking other
(b) a water storage facility,	mechanisms will override the Zoning anyway
(c) a water treatment facility,	otherwise should be rezoned appropriately
(d) a building or place that is a combination of any of the things	
referred to in paragraphs (a)–(c).	
Justification: Suitable for consideration in a rural zone	1
water treatment facility means a building or place used for the	NOT SUPPORTED
treatment of water (such as a desalination plant or a recycled or	If this is a Public Utility Undertaking other
reclaimed water plant) whether the water produced is potable or	mechanisms will override the Zoning anyway
not, and includes residuals treatment, storage and disposal	otherwise should be rezoned appropriately
facilities, but does not include a water recycling facility.	and a second s
Note.	
Water treatment facilities are a type of water supply system—see	
Water treatment facilities are a type of <i>water supply system</i> —see the definition of that term in this Dictionary.	
Water treatment facilities are a type of <i>water supply system</i> —see the definition of that term in this Dictionary. Justification: Suitable for consideration in a rural zone	
Water treatment facilities are a type of <i>water supply system</i> —see the definition of that term in this Dictionary. Justification: Suitable for consideration in a rural zone <i>waterbody</i> means a waterbody (artificial) or waterbody (natural).	definition only

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## 12.3 ARIAH PARK RAILWAY - JOHN HOLLAND GROUP

File Number:	REP19/746
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	1. John Holland 🕂 🛣

## REPORT

Council has received written advice from the John Holland Group of their desire that a licence be taken out by Council, either solely or in conjunction with a relevant community group, for the future management of the Ariah Park Railway Station building.

## **RESOLUTION 211/2019**

Moved: Cr Nigel Judd Seconded: Cr Dennis Sleigh

It was resolved that Council requests negotiations between Ariah Park Advisory Committee, Council and John Holland Group take place, and negotiate an affordable licence fee.

CARRIED

Report by Claire Golder

## Anne Rands

To: Subject: Anne Rands FW: Licence on Ariah Park railway station

Sent: Friday, 14 June 2019 3:14 PM To: Claire Golder Subject: Licence on Ariah Park railway station

Clair.

As you will be aware, John Holland CRN recently completed painting the exterior of the Ariah Park railway station, as indicated we would at the recent meeting in Council Chambers.

To ensure the local community is further engaged in the preservation of the station, as it appears is their desire, it would be appropriate for either a relevant local organisation, or the Temora Shire Council (either as the licensee or assisting a relevant community organisation in some capacity) to assume responsibility for management of the station via a licence with the network owner Transport for NSW (TfNSW).

The arrangement between Temora Shire Council and TfNSW for Temora Station is a very successful one, and it would be a very good outcome to replicate that sort of arrangement for Ariah Park, given the apparent interest from the local community.

I would encourage all parties interested in preserving the Ariah Park station to proceed with consideration of a licencing arrangement as quickly as possible. Once in place, the local group can access the station and undertake renovation works to the interior, and help ensure the recently completed exterior works are not wasted.

Regards

David Ginns Business Development Manager Country Regional Network

JOHN HOLLAND

## 13 ADMINISTRATION AND FINANCE

File Number:	REP19/569

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Rates & Charges 🗓 🛣

## REPORT

The Draft Fees & Charges 2019/2020 has been on public display for 28 days.

At the closing date of public exhibition one submission was received.

The draft Fees & Charges 2019/2020 have been amended as per the attached. The Rates and Charges have been rounded and they reflect the amounts included in the Operational Plan.

## RESOLUTION 212/2019

Moved: Cr Nigel Judd Seconded: Cr Dale Wiencke

It was resolved that Council adopts the Fees & Charges for 2019-2020

## AND FURTHER

That a detailed report be presented to Council in the IP & R documents in 2020/2021 in regards to possible special rate in relation to the Aerodrome.

## CARRIED

Report by Steve Firth

Land Rates     0.00334       Familand     0.00334       Familand     0.00334       rents in the \$     1.98,20       Minimum     0.007001       Residential Tennora     227,90       Cents in the \$     0.007001       Base     227,90       Residential Ariah Park     0.014133       Lens in the \$     1.89,15       Base     1.21,34       Cents in the \$     0.006593       Base     1.21,34       Cents in the \$     0.014133       Basidential Rural     0.014133       Cents in the \$     0.014133       Base     1.21,34       Cents in the \$     0.006164       Basidential Rural     0.006164       Cents in the \$     0.006164       Basidential Rural     0.006164       Dase     2.12.30       Basidential Rural     0.006164       Basidential Rural     0.006164       Dase     2.12.30       Basidential Rural     0.006164       Basi     0.006164	40 -0 00 04	0.00404 No 203.00 No 234.00 No 234.00 No 194.00 No 194.00 No 194.00 No	0.00404 203.00 0.00719 234.00 194.00 0.00677	
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Description: DOC-BUS-FNGN-001 Schedule of Fees & Charges 1 July 2019 - 30 June 2020 File path: Ti\Business Services\Financial Management\Fees and Charges\2020\Schedule of Fees & Charges 2020 Land Rates ONLY.docx	:019	Reviewed: Version Number: 2	Page: 1 of 2	1 of 2

Fees & Charges

Description of Services	Pricing Policv	2018-2019 Fee per Unit (Excluding GST)	2019-2020 Fee per Unit (Excluding GST)	GST 10% Applicable Ves/No	2019-2020 Fee per Unit	Community Service
Business Temora Aviation		1			(ICO IO SAISOINI)	CUIIdation
cents in the \$		0.007011	0.0072	No	0.0072	
base		78.25	80.00	No	80.00	
Business Ariah Park						
cents in the \$		0.015727	0.01615	No	0.01615	
base		220.30	226.00	No	226.00	
Business Other						
cents in the \$		0.003666	0.00376	No	0.00376	
base		72.80	74.00	No	74.00	
Interest on Overdue Rates & Charges		7.50%	7.50%	No	7.50%	

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## 13.2 RATING 2019/2020 - MAXIMUM INTEREST

File Number:REP19/570Author:Executive AssistantAuthoriser:General ManagerAttachments:Nil

## REPORT

The Minister for Office of Local Government has determined that the maximum rate of interest payable on overdue rates and charges for 2019/2020 rating year will be 7.5%.

## RESOLUTION 213/2019

Moved: Cr Graham Sinclair Seconded: Cr Max Oliver

It was resolved that Council set the rate of interest payable on overdue rates and charges for 2019/2020 rating year to 7.5%.

CARRIED

Report by Steve Firth

## 13.3 RATES & CHARGES 2019/2020

File Number:	REP19/610
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

## REPORT

After resolving to adopt the Operational Plan for 2019/2020, it is a legal requirement that Council resolve to make the Rates and Annual Charges for the 2019/2020 financial year (the period 1 July 2019 to 30 June 2020).

## Farmland Rate:

Council make an Ad Valorem rate of 0.00404 cents in the dollar and a minimum rate of \$203.00 on each parcel of rateable land in the Council area categorised as "Farmland" for the 2019/2020 year.

## Residential Rates:

<u>Residential Temora:</u> Council make an Ad Valorem rate of 0.00719 cents in the dollar and a base amount of \$234.00 (33.58% of total sub-category rate income) on each parcel of rateable land in the area categorised as "Residential" for the 2019/2020 year with the exception of the following sub-categories:

<u>Residential Ariah Park</u>: Council make an Ad Valorem rate of 0.01451 cents in the dollar and a base amount of \$194.00 (47.49% of total sub-category rate income) on each parcel of rateable land in the area categorised as "Residential Ariah Park" for the 2019/2020 year.

<u>Residential Springdale</u>: Council make an Ad Valorem rate of 0.00677 cents in the dollar and a base amount of \$125.00 (49.45% of total sub-category rate income) on each parcel of rateable land in the area categorised as "Residential Springdale" for the 2019/2020 year.

<u>Residential Rural:</u> Council make an Ad Valorem rate of 0.00194 cents in the dollar and a base amount of \$218.00 (48.76% of total sub-category rate income) on each parcel of rateable land in the area categorised as "Residential Rural" for the 2019/2020 year.

<u>Residential Temora Aviation</u>: Council make an Ad Valorem rate of 0.00633 cents in the dollar and a base amount of \$80.00 (14.53% of total sub-category rate income) on each parcel of rateable land in the area categorised as "Residential Temora Aviation" for the 2019/2020 year.

## Business Rates:

<u>Business Other</u>: Council make an Ad Valorem rate of 0.00376 cents in the dollar and a base amount of \$ 74.00 (26.23% of total sub-category rate income) on each parcel of rateable land in

the area categorised as "Business" for the 2019/2020 year with the exception of the following subcategories:

<u>Business Temora Hoskins Street</u>: Council make an Ad Valorem rate of 0.03121 cents in the dollar with no base amount on each parcel of rateable land in the area categorised as "Business Temora Hoskins Street" for the 2019/2020 year.

<u>Business Temora Town</u>: Council make an Ad Valorem rate of 0.02335 cents in the dollar with no base amount on each parcel of rateable land in the area categorised as "Business Temora Town" for the 2019/2020 year.

<u>Business Temora Aviation</u>: Council make an Ad Valorem rate of 0.0072 cents in the dollar and a base amount of \$80.00 (10.15% of total sub-category rate income) on each parcel of rateable land in the area categorised as "Business Temora Aviation" for the 2019/2020 year.

<u>Business Ariah Park:</u> Council make an Ad Valorem rate of 0.01615 cents in the dollar and a base amount of \$226.00 (48.74% of total sub-category rate income) on each parcel of rateable land in the area categorised as "Business Ariah Park" for the 2019/2020 year.

## Waste Management Charges:

<u>Domestic Waste Management Charge</u>: Council make an annual Domestic Waste Management Charge of \$239.20 for each parcel of occupied (developed) rateable land and \$10.00 for each parcel of vacant rateable land for which the service is available for the 2019/2020 year.

<u>Trade Waste Management Charge</u>: Council make an annual Trade Waste Management Charge (other than Domestic Waste Management services) of \$239.20 for each parcel of occupied (developed) rateable and non-rateable land and \$10.00 for each parcel of vacant rateable land for which the service is available for the 2019/2020 year.

<u>Rural Waste Management Charge</u>: Council make an annual Domestic Rural Waste Management Charge of \$291.70 for each parcel of land outside of the town limits and on route to the villages of Springdale, Reefton and Ariah Park where, on request of the ratepayer and by agreement of Council, a service is provided.

## Sewerage Service Charges:

Council make a two part charge based on an annual access charge and a charge based on water consumption as detailed below for each parcel of land on which the service is available for the 2019/2020 as detailed below:

Sewer Charge	Annual Access	Quarterly Access	Usage cents per k/l Rate
Residential	\$ 453.50		
Commercial vacant	\$ 453.50		
Commercial 20mm	\$ 358.00	\$ 89.50	\$ 0.45
Commercial 25mm	\$ 559.37	\$ 139.84	\$ 0.45
Commercial 32mm	\$ 916.47	\$ 229.12	\$ 0.45

Commercial 40mm	\$ 1431.99	\$ 358.00	\$ 0.45
Commercial 50mm	\$ 2237.48	\$ 559.37	\$ 0.45
Commercial 80mm	\$ 5727.96	\$ 1431.99	\$ 0.45
Commercial 100mm	\$ 8949.94	\$ 2237.48	\$ 0.45

For non-residential customer's sewerage bills should not be less than residential sewerage bills as per Best Practice Pricing, so a minimum rate of \$453.50 applies to all non-residential customers

## Stormwater Levy

Stormwater Management Annual Charge of \$25.00 for each developed residential and business assessment in the Temora urban area, and \$12.50 for every dwelling that forms part of a strata plan within the Temora Urban area.

## **Budget Implications**

This forms the legal basis for striking rates and charges for 2019/2020

## **RESOLUTION 214/2019**

Moved: Cr Kenneth Smith Seconded: Cr Max Oliver

It was resolved that Council make the above rates and charges for the period 1 July 2019 to 30 June 2020.

## CARRIED

Report by Steve Firth

## 13.4 DRAFT OPERATIONAL PLAN 2019-2020, DRAFT DELIVERY PLAN 2019-2023 AND DRAFT RESOURCING STRATEGY 2019

File Number: REP19/568

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Submission 🕂 🛣

## REPORT

The Draft Operational Plan 2019-2020, Draft Delivery Plan 2019-2020 to 2022-2023 and Draft Resourcing Strategy 2019 have been on public display for 28 days.

Council received one submission at the completion of the public exhibition period which is attached.

## RESOLUTION 215/2019

Moved: Cr Dale Wiencke Seconded: Cr Nigel Judd

It was resolved that Council adopt the Draft Operational Plan 2019-2020, Draft Delivery Plan 2019-2020 to 2022-2023 and Draft Resourcing Strategy 2019.

## CARRIED

Report by Steve Firth

## SUBMISSION REGARDING TEMORA SHIRE COUNCIL DRAFT DELIVERY PROGRAM AND DRAFT OPERATIONAL PLAN 2019-2020

#### Background

This submission is made on behalf of a significant number of resident and non-resident landholders in the Temora Airpark Estate. It particularly concerns the proposal by Council in the Aerodrome Master Plan, to fund the maintenance of taxiway access from the aerodrome movement areas to the freehold land developed by Council and sold to private landowners over the past 20 years and ongoing into the future. This land is zoned Special Purpose 2 as indicated by Council's recently-published zoning maps.

In February and March 2019, Council resolved to raise additional revenue to maintain these taxiways on the Council-owned aerodrome by way of a levy of \$400 per annum on each and every Airpark Estate iot, as part of the Airport Master Plan. Landholders were almost unanimous in their rejection of the concept of such a fee, and were particularly incensed at the manner of "consultation" adopted. Despite several alternative strategies being suggested, the impression given by the final decision as to the inclusion of this fee in the Master Plan led to significant feelings that the views of residents had not been considered and that "Council" had already determined its response. However, the terminology used by Council in its responses was not consistent, being variously described as an access fee or admission charge, a taxiway maintenance levy and an aerodrome maintenance contribution. In the form finally adopted by Council, it was stated that the funds so raised would be "ring-fenced" to limit their use to the maintenance of the access taxiways to the private land constituting the Airpark Estate, and guaranteed not to increase by more than the Consumer Price Index, but generally indexed in this manner. Any excess funds generated would be placed in a reserve for future use.

Among the views advanced by landholders there was almost no opposition to making some contribution to the upkeep and maintenance costs of the aerodrome, as we all recognise its value to not only local, but also State and National, infrastructure that we regularly benefit from to a greater degree than other members of the local community. Further, there was almost universal support for the landowners to contribute to Council costs through their general rates, rather than by way of a separate fee.

In researching this submission, this concept has to date received unanimous support.

The most obvious result of the decision was a sense of conflict between Council and the investors in the Airpark Estate, particularly in the manner of responses to their written input to Council and the fact that all the "consultation" undertaken had made no impact on the final outcome. The resulting stalemate and statements from some of the Airpark investors threatened to cause more tension, further posing disincentives to future investors and causing some existing ones to scale back, delay or even threaten to withdraw from their investment, with a likely outcome of bad publicity for Council.

A meeting of landholders, held in late March 2019, came to the conclusion that a compromise win-win solution was required, and a small group including the author of this submission was elected to propose such a solution. The current obligatory consultation on Council's proposed budget provides an opportunity to put forward such a solution, with both Council and landholders gaining far more than they might lose by continuing on the present path.

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#### Proposed solution

We propose that Council, with the full support of a significant majority of landholders, seek approval from the NSW Minister for Local Government and the Director-General of the NSW Office of Local Government for a Special Rates Variation under section 508A of the Local Government Act, to permit the levying of a special rate applicable to the Temora Aviation estate that would permit Council to increase its total income by the percentage by which this proposal increases Council's total rates income over the set percentage under section 506 for each of the next 7 years.

We further propose that the sum to be recovered by this special rate be achieved by increasing the base rate for the Temora Aviation estate to be equal to the base rate for Residential Temora ratepayers, and increasing the ad valorem amount by a rate in the dollar to achieve an equal total increase to the amount that would be raised by the Council's proposed Airpark Landowner – Airport Maintenance fee.

#### **Example calculation**

This calculation assumes that there are 80 lots in the Airpark Estate, with an average valuation of \$75,000 for rates purposes. These figures are close to the actual situation, giving a total valuation of the Estate at \$6,000,000.

The total revenue to be raised is 80 x \$363.64, as GST is not charged on rates whilst it would apply to a fee. Total revenue required = \$29091.20, which matches the figure of \$29,090 under job no. 3510.961 961 for Transfer to Reserves – Aerodrome – Airside Maintenance on page 78 of the Non-Operating Expenditure Draft Function Budget.

Applying a contribution of the difference between the draft base rates for Residential -Temora Town and Temora Aviation (both Residential and Business) of (\$234.05 - 80.35) = \$153.70 leaves \$209.94 to raise from the ad valorem component: a rate of \$0.00280 in the dollar. This would be achieved by a total rate in the dollar of \$0.00913 (Residential) or \$0.01000 (Business).

This compares reasonably with the rates for Ariah Park, which makes a total contribution to Shire rates very close to the contribution from the Aviation Estate.

#### A significant number of Aviation Estate landholders have indicated their full support for this solution.

#### Benefits to Aviation Estate landholders:

- Because GST is not applicable to rates their contribution goes fully to Council at a lower cost.
- They have the surety of knowing that as a rate, the sum is protected by law from inflation above the CPI.
- They have the satisfaction of being able to say their views were accepted by Council.

#### **Disadvantages to Aviation Estate landholders**

 They pay increased rates on their property compared to the 2018-19 year, more than other ratepayers.

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#### Benefits to Temora Shire Council

- They receive the funding boost they sought.
- With support from the affected ratepayers, there is less likelihood that some will refuse to pay.
- The treatment of unpaid rates is more defined and favourable to Council than unpaid fees.
- The aerodrome is able to be maintained into the future without additional budgetary burdens.
- They do not have disaffected ratepayers potentially unhappy with the outcome and fearful of arbitrary increases in a fee that is not regulated by law.
- In the long term, people do not notice the level of rates whereas a separate fee remains obvious and ever-present.
- The Temora Airpark Estate remains attractive to new investment and further development.

#### **Disadvantages to Temora Shire Council**

- Some additional work to seek Ministerial approval (though with the support of the affected ratepayers, they have a greater chance of success).
- If not overtaken by future increases below CPI, they will need to re-apply in 7 years' time.
- A minor loss-of-face, compensated by satisfied customers.

#### The next step

A petition has been drafted and will be circulated for signature by as many Airpark Estate landholders as can be gathered together, for presentation to Council prior to its June 2019 meeting, and concurrently to the NSW Minister for Local Government, Ms. Shelley Hancock, with a copy to Cootamundra MP Ms. Steph Cooke and possibly other MPs to gain their support for this option.

In the event that this petition does not gain Ministerial approval, the option remains open to Council to impose the fee – but at least we tried to reach an alternative win-win outcome. Landholders will know that they have gone as far as they can with their proposed solution, and Council will have gained their respect.

#### Ratepayers who have declared support for this approach thus far (more expected):

Mike Cleaver John & Anne Morrissey Sam & Carol Richards Simon Pike Grant & Kellie Booth Nick Wills Graham Engel Wayne Glasser Bob McCormack Frank Lovell Matt & Alysson Segafredo Frank Edwards Glen McNamara Ian & Lise Bell Guy & Emma Bowley Mal & Jo Bennett Ken & Sue Smithwell

3 of 5 Attal leun 12,0619

## 13.5 G3 - PROCUREMENT PROCEDURE

File Number:	REP19/586		
Author:	Executive Assistant		
Authoriser:	General Manager		
Attachments:	1. G3 - Procurement Procedure 🕹 🖀		

## REPORT

A small change is made to 4.2.4 Purchase order Administration to facilitate the growth in package funding.

The change is highlighted in red in the attached document.

## RESOLUTION 216/2019

Moved: Cr Max Oliver Seconded: Cr Claire McLaren

It was resolved that G3 Procurement Procedure is adopted.

CARRIED

## Report by Steve Firth

Function: Governance

Temora Shire Council

Policy Number: G3

## **TEMORA SHIRE COUNCIL**



## PROCUREMENT PROCEDURE

# ACTIVE

Revision 1 File Name: G3 - Procurement Procedure Revision Date: 28 May 2019 Page Number: 1 of 27 Function: Governance

Temora Shire Council

Policy Number: G3

## **Review Details**

## ABOUT THIS RELEASE

DOCUMENT NAME:ProcuCODE NUMBER:G3AUTHOR:TemoENDORSEMENT DATE:19 Ap

Procurement Procedure G3 Temora Shire Council 19 April 2012

## REVIEW

Revision	Revision Description		Date approved by	General Managers
Date			Council	Endorsement
March 2012	Initial revision	1	19 March 2012	Gary Lavelle
July 2017	General revision	2	20 July 2017	Gary Lavelle
September	Review of content due to shortcomings	3	15 November 2018	Gary Lavelle
2018	identified by staff and Councillors			
May 2019	Change to Purchase Order	4		
	Administration to facilitate the growth			
	in package funding.			

## PLANNED REVIEW

Planned	Revision Description	Review by
Review Date		
July 2018	General revision	General Manager
September	General Revision	General Manager
2020		_

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## 1. PURPOSE

The Local Government Act and Regulations covers the procurement of all goods and services and is binding on all Local Government Authorities.

The purpose of this Procedure is to provide clear guidelines for the procurement of goods and services, valued at under \$150,000, and for tenders over \$150,000. This Procedure will assist Temora Shire Council in ensuring best value for money, good management practices, legislative compliance, transparency, probity and environmental performance.

## 2. SCOPE

This Procedure applies to all Councillors, employees of Temora Shire Council and to any external entity overseeing, or having any involvement in, the procurement of goods and services for Council.

## 3. OBJECTIVES

To ensure purchasing arrangements comply with the following principles.

- comply with Local Government Act and Regulations
- efficient and effective use of Council resources
- open and effective competition
- value for money
- enhancement of the capabilities of local business and industry
- sustainable procurement
- environmental protection, and
- ethical behaviour and fair dealing, including chain of responsibility

## 4. PROCEDURE

## 4.1 GENERAL INFORMATION

## 4.1.1 Basic Purchasing Principles

It is generally accepted that purchasing by publicly funded authorities is guided by the following key principles:

- The purchasing system should be designed to provide the best value for money, given social and community imperatives;
- The procedures used must be, and must be perceived to be, able to withstand public scrutiny;
- Purchasing procedures should ensure open competition and no individual supplier should be given advantage over others; and
- Purchasing procedures should comply with all of Council's policies, including sustainable management of the environment and chain of responsibility
- That Council should not be exposed to risks

## Value for Money

The best way of obtaining value for money is to ensure that there is a strong element of competition in the allocation of orders or awards of contracts. This is ensured by obtaining competitive quotations wherever practicable. Council has a number of 'Approved Supplier arrangements' for which a competitive tender has already been

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undertaken. Staff are directed to use a supplier from this arrangement unless they are able to obtain better value for money from an alternative supplier.

The degree of detail with which procurement is performed depends on the value, complexity and sensitivity of the goods and services being purchased. It is not good practice to use excessive time and paperwork on simple purchases of low value. 'Best value for money' does not imply that the lowest quotation must be selected uncritically. Other criteria such as the degree of compliance with specified quality standards, known performance and capacity of suppliers as well as maintenance, impact on the environment and whole of life costing must be taken into account.

#### Withstanding Public Scrutiny

To be able to withstand public scrutiny, it is important that activities, such as the selection of quotations and approvals be carried out and documented meticulously. Staff engaging in procurement, for even small purchases, must be mindful of any conflict of interest. Information provided to the Council should be treated as **commercial** – **in** – **confidence**, restricted to persons concerned with the specific purchase or contract and care should be taken that it is not inadvertently displayed or otherwise communicated to competitors in the course of supplier evaluation.

#### Opportunity to Participate

In respect of procurement outside the tender process there is no requirement that all potential suppliers be given the opportunity to participate. However, every effort should be made to comply with Clause 4.2.3 of this plan. The onus is on staff to ensure that the suppliers selected to provide quotes are representative of the market. All persons invited to quote for Council business should be given equal information.

#### Environmental sustainability and Chain of Responsibility

Council requires that procurement decisions incorporate environmentally sound policies and ethical and safety considerations. Staff must carefully consider these issues when planning both service levels and the required standards of goods. Expected and desired environmental performance and chain of responsibility outcomes are to be documented, where practical, in the specifications and evaluation of contracts.

# 4.1.2 Delegated Levels of Authority

Only those Council staff with Delegated Authority from the General Manager to authorise expenditure, subject to the nominated monetary limitations, may enter into purchasing agreements. The nominated monetary limits vary depending on each individual's level of authority and role within Council.

The levels of authority for those Council staff with authority to incur and approve expenditure can be found under "Council Policies - Staff Delegations" on Council's delegation system.

The limits put in place are to be strictly adhered to with the onus being on the individual employee to ensure that they do not abuse their authority level. Under no circumstances are orders to be split so that the total value of the order falls under the amount of the individual's authority level.

Staff authority to requisition, order and approve purchases is governed by Staff Delegations of Authority made by the General Manager. This includes the specific

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upper limits on purchasing approvals permitted by individual staff positions. No staff must act outside their delegation of authority.

Staff with Delegations of Authority to purchase must adhere to the procedures relating to the obtaining of quotes, use of Purchase Orders, and the obtaining of invoices as detailed in this Procurement Plan. Staff with Delegations of Authority to purchase must have regard to budget considerations and the management of existing resources when making purchasing decisions. Managers and supervisors shall oversee their reporting staff member's use of Council resources.

# 4.2 PURCHASING

#### 4.2.1 Purchasing of Goods In Excess of \$150,000 (Excluding GST)

For purchases with a value in excess of \$150,000 (excl. GST) formal Tenders are to be invited by public advertisement. The requirements for tendering are contained in Section 55 of the Local Government Act 1993 Part 7 of the Local Government (General) Regulation 2005; and Council's Tendering Procedures.

The Tenders received are to be submitted, in summary form to Council, together with a comprehensive tender evaluation and a recommendation from the General Manager or appropriate Council Director/Manager. Exemptions from the requirement to Tender are available for purchases made under;

- an existing annual tender, during the term of the tender,
- Local Government Procurement,
- emergency/exceptional circumstances (as per Council resolution),
- public auction,
- a contract for purchase/sale of land, if within valuation, and
- a contract for employment of Council staff.

Note: "Order splitting" where the cost of an order is split into a number of smaller values designed to fall below the Tender contract value is not permitted.

#### Procedure for Tendering

The following procedure is provided to ensure that tenders dealt with by Council are treated in transparent and equitable manner. This Procedure will ensure that Council staff and businesses tendering are aware of the Council expectations regarding the tendering process.

The following shall apply.

- 1. The provision of the Local Government (General) Regulation 2005 are to be observed at all times, particularly noting;
  - (a) Upon receipt tenders must be placed unopened in the tender box. If a tender is accidentally opened, it should be resealed and an explanatory note placed on the envelope.
- (b) After-the close of tenders the tenders must be opened in the presence of at least two people. Councillors, members of the public and tenderers are invited to be present at the opening. The opening will be advised on the Hub informing Council.

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- (c) Officer opening the tenders must record the names of the tenders and the amounts that appear to be tendered for the contract and prepare a tender list specifying in descending order of amount tendered the names of the tenderers. (Note: The tender list should not include the tendered amount.)
- (d) Immediately after preparing the tender list, the appropriate person must arrange for the list to be displayed on the notice board in the foyer of the Council offices.
- 2. The report of the Council officer regarding the tender is to be included in the confidential section of the Council Business Paper.
- 3. After decision by Council, the name of the successful tenderer and tendered price is to be displayed on the Council notice board for a period of 7 days.
- 4. Details of the successful tenderer and price only is to be made available upon request to any unsuccessful tenderer. Other details submitted in a tender document are confidential and not to be released without the written consent of the tenderer.
- 5. Details of unsuccessful tenders are not to be released under any circumstances.
- 6. Contact by a tenderer in relation to the tender, with any Councillor prior to consideration of the matter by Council will render the tender ineligible to be considered by Council.
- 7. Councillors must not make contact with tenderers in relation to the tender prior to consideration of the matter by Council. Councillors may upon request to the General Manager view the tender document submitted. If further questions are required in relation to the tender, the General Manager may invite all tenderers to be available at the Council meeting for these questions to be asked. Contact between a Councillor and tenderer regarding a tender will render the tenderer ineligible.
- 8. Tenders not received on the appropriate Council tender form will be ruled ineligible for consideration;

#### 4.2.2 Purchasing of Goods and Services Below \$150,000

The calling of formal tenders for goods and services with a value below \$150,000 is NOT a legislative requirement; however, the following procedures and conditions apply.

#### Step 1

- (a) Decide if the supply is to go to tender?
  - Yes, Purchase in accordance with the Local Government Act and Tendering Regulations.

#### Triggers for deciding to call tenders

- is there sufficient time between calling tenders and requiring the service;
- ii) Is there potential for a better outcome through a tendering process;

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- iii) if service not available in Temora Shire, are all suppliers known; and
- iv) is Council disposing of land, plant or materials.
- v) Could there be a perception of favouritism or pecuniary interest
- No, Purchase in accordance with Step 2 guidelines.
- (b) Is the supply available under Local Government Contract?
  - Yes, Purchase goods and services via a Council Purchase Order (see clause 4.2.3 Levels of Purchase and 4.3 Purchase Orders), taking into account the assessment of quotations at Step2 (3).
  - No, Purchase in accordance with Step 2 guidelines.
- (c) Is the purchase a direct plant or labour hire purchase from the Council Approved Supplier Register under the value of \$15,000?
  - Yes, Purchase goods and services via a Council Purchase Order (see clause 4.4.1 Approved Supplier Register, 4.2.3 Levels of Purchase and 4.3.1 Purchase Order Administration).
  - No, Purchase in accordance with Step 2 guidelines.
- (d) Is the purchase required for an emergency event?
  - Yes, Obtain approval from the General Manager prior to proceeding with purchase.

The reasons are to be documented for the purpose of this Procedure. An emergency shall be defined as:

The immediate non supply of the goods or service would pose a health, safety or financial risk to the Council and /or the community.

- No, Purchase in accordance with Step 2 guidelines

#### Step 2

Purchasing shall be undertaken in accordance with the following procedures and the procedures detailed in clause 4.2.3 (Levels of Purchase). Council officers are to ensure that procurement of goods and services providers are selected based on overall best value to Council.

1. Council Specification

Quotations shall be called based upon the requirements as detailed in Councils quotation specification. The criteria for assessment of the quotation shall be established in the specification.

2. Submission of Quotation

At least seven (7) days is to be allowed for the submission of the quotation, unless deemed urgent by the Director/Manager responsible

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Quotations for goods and services may be forwarded by fax, email, or in writing, so as to reach the responsible officer by the closing date specified in the quotation specification.

Procurement records may be kept by the responsible Authorised Delegate, but must be scanned as a record within Councils records management system.

If for any reason conditions of Clause 4.2.3 of this plan cannot be achieved in the quotation process, the Authorised Delegate must note accurately on the Quotation Record Form, reasons why the conditions have not been achieved.

#### 3. Assessment of Quotations

A formal evaluation of quotations shall be undertaken for purchases valued at between \$50,000 and \$150,000, noting that formal assessment can be undertaken for quotations valued below \$50,000 at the Authorised Delegates discretion.

An Authorised Delegate shall approve the assessment process and have regard to, but not limited to, the following criteria;

- (a) Track record of company, its general reputation for work competence, delivery, service etc.
- (b) Product quality, quality standards, suitability etc.
- (c) Technical expertise, credential of key personnel, systems and techniques, depth and nature of support.
- (d) Time performance, ability to provide goods and services on time.
- (e) Price, type of fee, contingencies, terms and conditions.
- (f) The price should not be limited to up front price alone, as this may distort the true long term cost to Council. Price should also include consideration of the life cycle costs and incorporating issues such as cost of installation, maintenance, replacement and disposal.
- (g) The ability of the provider to demonstrate that they can comply with current Workplace Health and Safety, Workers Compensation and Environmental Legislation applicable to the contracted works.
- (h) The ability of the contractor to demonstrate that they can meet the provisions of Temora Shire Councils Workplace Health, Safety and Environmental Policies and Procedures
- Enhancement of the capacity of local business, goods and services supplied locally. Is the quotation in accordance with the Local Purchase Policy of Council
- (j) Degree to which the goods and services meet Councils sustainable procurement principles outlined in clause 4.7 of this Procedure.

For the purpose of the assessment a weighting is to be assigned to the attributes within the assessment criteria.

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A quotation evaluation form for contracts below \$150,000 is located in Appendix C.

4. Acceptance of Quotations

A record of the quotation is to be made on the Council files.

Successful and unsuccessful tenderers are to be notified as soon as possible after the contract is awarded. In purchase transactions below \$50,000 where a notifying letter is not required, the issue of a Council Purchase Order will constitute acceptance of the quotation.

- (a) If the assessment of quotations recommends not accepting the lowest price, then the reasons must be documented on the Quotation Record Form and considered by a Delegated Authority.
- (b) The Delegated Authority may reject or approve this recommendation. If rejected, then the entire process is recommenced or the Delegated Authority may decide to accept another quotation, in which case full justification for this decision must be documented and recorded.

#### 4.2.3 Levels of Purchase

Council's purchasing levels and associated process and records are displayed in Table 1 Levels of Purchase. Council officers may authorise up to a level consistent with their Delegated Authority.

Value of Goods & Services	Process Summary	Purchase Records
Up to \$2,000	<ul> <li>Minimum of one verbal quote, or use tendered rates from Approved Supplier Register.</li> <li>Note: Quote and/or Approved Supplier selection must be deemed reasonable by a Delegated Authority.</li> </ul>	<ul> <li>Purchase Order Form.</li> <li>Quotation Record Form for Goods &amp; Services over \$500.</li> <li>Plant &amp; Labour Hire Contractor Time Sheet</li> </ul>
\$2,001 - \$5,000	<ul> <li>Minimum of 1 written quote, or use tendered rates from Approved Supplier Register.</li> <li>Note: Quote and/or Approved Supplier selection must be deemed reasonable by a Delegated Authority.</li> </ul>	<ul> <li>✓ Purchase Order Form.</li> <li>✓ Quotation Record Form.</li> <li>✓ Written quote.</li> <li>✓ Plant &amp; Labour Hire Contractor Time Sheet</li> </ul>
\$5,001 - \$15,000	<ul> <li>Minimum of 2 written quotes, or use tendered rates from Approved Supplier Register.</li> <li>Note: Quote and/or Approved Supplier selection must be deemed reasonable by a Delegated Authority.</li> </ul>	<ul> <li>✓ Purchase Order Form.</li> <li>✓ Quotation Record Form.</li> <li>✓ 2 written quotes.</li> <li>✓ Plant &amp; Labour Hire Contractor Time Sheet</li> </ul>
\$15,001 - \$50,000	<ul> <li>Basic specification development.</li> </ul>	<ul> <li>✓ Purchase Order Form.</li> <li>✓ Quotation Record Form.</li> </ul>

#### Table 1 Levels of Purchase

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Value of Goods & Services	Process Summary	Purchase Records
	<ul> <li>✓ Distribution via email to Approved Suppliers and other suitable suppliers.</li> <li>✓ Minimum of 3 written quotes.</li> </ul>	<ul> <li>✓ 3 written quotes.</li> <li>✓ Process documentation.</li> </ul>
\$50,001 - \$150,000	<ul> <li>Detailed specification development.</li> <li>Distribution via email to Approved Suppliers and other suitable suppliers.</li> <li>3 written quotes.</li> </ul>	<ul> <li>Purchase Order Form.</li> <li>Quotation Record Form</li> <li>3 written quotes.</li> <li>Declaration of Interest Form.</li> <li>Quotation Evaluation Form.</li> <li>Process documentation.</li> <li>Letter notifying suppliers of outcome.</li> </ul>
\$150,000 and above	✓ Formal tender process.	<ul> <li>✓ Compliance with clause</li> <li>4.2.2 &amp; Appendix A</li> <li>Tender Assessment.</li> </ul>

#### 4.2.4 Purchase Order Administration

Council Purchase Orders are to be issued in respect of any purchase entered into by Council with the exception of acquisitions made using credit cards, acquisitions in respect of NDIS & Home Care Packages or contracts entered into by Council, which are repetitive in nature e.g. utility accounts. Credit Card usage is to be strictly in accordance with Policy G9 – Corporate Credit Card Usage.

Where a Council purchase card is used, the purchase must be backed by a Council Purchase Order, completed prior to the purchase.

Management of Council Purchase Orders booklets shall be restricted to the Council Procurement Officer, Councils executive management, or a delegate of the executive (secretary). Council Purchase Orders shall be issued in strict accordance with the following procedure;

- 1. Obtain agreement from a staff member with the appropriate Delegated Authority, that satisfactory purchasing process and compliance with this Procedure have been achieved and that purchasing may proceed.
- 2. Acquire the Purchase Order booklet from the Delegated Authority and complete the Purchase Order Form.

Information recorded should include;

- (a) the business name and address of the supplier,
- (b) the date of the requisition to purchase,
- (c) an estimated quantity of goods or service being purchased,
- (d) a description of the goods or service being purchased,
- (e) a delivery address for the goods or service (if applicable),
- (f) a job number relating to the purchase,

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- (g) an estimate of the purchase price, excluding GST or a notation that GST is included for each individual item,
- (h) the name of the Council officer requisitioning the order, and
- (i) a signature from the authorised delegate.
- 3. Provide a copy of the signed Purchase Order Form to the supplier as confirmation to proceed with the purchase.

Note: For orders under the value of \$15,000 the Purchase Order number may be verbally conveyed to the supplier, at the supplier's discretion.

- Attach appropriate purchase records listed in Table 1 Levels of Purchase to the original Purchase Order Form and forward to the Records Officer, Secretary, or Procurement Officer for electronic filling within Councils records management system.
- Following completion of the contract, the supplier shall quote the Purchase Order number on the tax invoice and forward to <u>accounts@temora.nsw.gov.au</u> for processing.
- 6. Invoices received shall be matched by Purchase Order numbers and distributed to the appropriate Delegated Authority for reconciliation.
- 7. The Delegated Authority shall reconcile the invoice with the Purchase Order Form and return the invoice and the blue carbon copy of the Purchase Order Form to the accounts section of Council. The Delegated Authority shall state the words "OK to Pay", along with his or her signature on the Purchase Order Form to confirm payment can be processed.

Notes:

- 1. "Order splitting" where the cost of an order is split into a number of smaller values designed to fall below a particular purchase level is not permitted.
- 2. No orders are to be placed with suppliers without an official Purchase Order being supplied by Council first.
- 3. All suppliers are instructed not to supply goods unless they make reference to an official Temora Shire Council Purchase Order number.
- Multiple plant and labour hire purchases from the Approved Supplier Register may be combined into one rolling Purchase Order provided the following conditions are met:
  - a. The combined purchase is from an individual contractor.
  - b. The value of the combined purchase does not exceed \$15,000.
  - c. The maximum length of the rolling purchase order is 10 working days (two weeks)
  - d. Each individual purchase is verbally approved by a delegated authority.
- 5. If a provider supplies goods/services without a Purchase Order number, and produces an invoice to Council without reference to an official Purchase Order number, Council reserves the right to refuse payment for those goods or services.

#### 4.3 APPROVED SUPPLIER ARRANGEMENTS

#### 4.3.1 Approved Supplier Register

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Council has developed a register of goods and service suppliers that meet specified WHS criteria in relation to insurance, registration and licensing, along with a commitment to compliance with Council's adopted policies and procedures. The Approved Supplier Register is also used as a tool to rank plant and labour hire suppliers based on overall value of service.

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Council will adopt biennial renewal of the Approved Supplier Register, with suppliers successfully meeting the specified WHS criteria being established/re-established on the Approved Supplier Register. Successful plant and labour hire suppliers will be grouped in like service fields (electrical, plumbing, etc.) and evaluated and ranked based on value.

The Approved Supplier Register is intended to allow high volume, low value plant and labour hire purchases to be made by authorised delegates without calling for quotations up to a value of \$15,000.

Procurement of plant and labour hire suppliers to perform such work, shall be selected from the Approved Supplier Register, and shall be selected in descending order from the highest ranked supplier down.

The intention of this arrangement is to allow market tested, plant and labour hire support to Councils existing resource base that is efficient to administer, through elimination of the need to obtain multiple, duplicate quotations for high volume, routine purchases of low value.

The results for Council will be maintenance of best value for money, flexibility in procurement methods (labour/plant hire vs project quote for minor routine works) and more efficient use of internal resources.

Under this arrangement Council maintains the right to test the market and call for open quotations for any products or services as it deems necessary.

Procurement of plant and labour hire suppliers form the Approved Supplier Register shall be undertaken consistent with clause 4.3.1 Purchase Order Administration, and further, plant and labour hire suppliers shall complete a Daily Plant and Labour Hire Contractor Time Sheet to be signed by a Council supervisor and submitted with invoice for payment.

The Daily Plant and Labour Hire Contractor Time Sheet is located in Appendix D.

#### 4.3.2 Preference for Local Providers

The Preference of Local Providers is to recognise the importance of local business by ensuring that they are given every consideration in the purchasing function of Council. Further to provide a workable protocol to ensure Council competitiveness.

A Local Provider is defined as a supplier of goods or services which conducts a business from premises located within the Temora Shire Council area and which is engaged in the supply of goods or services similar to those which are subject of the tender or quotation.

#### Preference for Local Provider Policy

1 When considering tenders and quotations, preference shall be given to local suppliers where, taken into consideration:

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- (a) Price (including freight)
- (b) Availability of goods and services;
- (c) Availability and access to after-sales service and maintenance;
- (d) Competence and ability to supply the goods and services to specification;
- (e) Quality and type of the product;
- (f) Long term benefits of a competitive market place and local economic effect of the decision.
- (g) All other factors relevant to consideration of the particular tender or quotation
- (h) Consideration of the specialist nature of supply.
- 2 In considering purchasing options, a local purchase preference, to a value of 5% or \$500, whichever is the lesser value, will be given where a product is available locally. Quotations should be sourced from the local supplier, except in the following instances:
  - (a) Unavailability of a business that is a core supplier of the product or service required. That is the business should be specifically established to provide expertise in the area required. An example would be where Council requires a service such as a landscape design, there are several individuals and businesses who provide facets of the requirement but do not provide a total solution. In this instance no local quotation would be sought.
  - (b)
  - (c) Where an item is provided in accordance with NSW Government procurement contract by a local provider, the local purchase policy will not apply and the conditions of the contract will be strictly applied.
  - (d) Past Pricing Experience. Council are fortunate to be able to access government contracts which in reality local business cannot generally compete with. After initially establishing this by quotation, there will be no need to test each subsequent purchase within a 12-month period.
  - (e) Availability of Expertise. Some local businesses can access goods and services however these are not core lines, hence knowledge, advice and assistance can be lacking. An example could be high end electronic technology with which significant advice on product could be required. In this instance the immediate approach would be to the experts in the field.
  - (f) Expediency. Where a delay occurs in the delivery of a local product, Council may seek alternative supplies.
  - (g) Materiality. Where an item is insignificant or part of a larger project contracted externally, expediency dictates that the item will be purchased externally.
  - (h) In the case of fuel supply, preference will be given at the following rate:
    - \$0.05 per litre where a company has wholesale storage facilities within the shire of Temora and operates a distribution point from that facility.

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- \$0.01 per litre where a company, not having wholesale distribution facilities within Temora Shire Council area employs a local contractor to distribute the fuel.
- 3 Council will not negotiate with local suppliers to reduce the pricing structure after considering the market. That is, all suppliers are expected to supply their best price initially, and Council will operate on this assumption.

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- 4 Council purchasing staff must be prepared to justify to Council external purchases where a similar product is available locally. It is expected that justification will be in the form of written record detailing conformity with this Procedure.
- 5 Tenderers for major projects should be advised that where possible, local services should be used and preference will be given to tenderers utilising local contractors.
- 6 All tenderers should be advised of this Procedure when tenders are called;

#### 4.4 ETHICAL STANDARDS

Temora Shire Council has developed a document G15 - Statement of Business Ethics for External Parties which clearly defines Councils ethical standards, and sets out the expectations of the standards that the providers of goods and services will meet.

G17 - Code of Conduct which has been adopted by Council aims to deliver integrity, ethical conduct and accountability throughout the organisation. Staff and Councillors are expected to act in accordance with this Code and to maintain high standards of ethical behaviour consistent with the positions they hold.

Equally, providers of goods/services and contractors are expected to demonstrate the equivalent behavioural standards. Providers who align their business practices with Councils ethical expectations can expect to:

- compete for business on an even playing field,
- establish practices that will put them in good stead in competing for works with other public sector agencies, and
- provide services in accordance with relevant Chain of Responsibility Codes of Practice

This statement of business ethics does form part of the purchasing process and subsequent contractual arrangements with Council. The consequences of non-compliance for Council staff could include investigation and disciplinary action.

For suppliers/contractors it could include termination of contracts or exclusion from tendering.

Under no circumstances is a provider to approach a Councillor, or a member of Council's staff, during a period where a product submission or tender/quotation has been submitted for evaluation, for the purpose of seeking more information, favourable treatment, or for the purpose of offering certain inducements and gifts that may influence the evaluation of the products and/or tender. If there is any evidence of corrupt behaviour from a provider, Council staff member or Councillor, then all parties involved will be reported to the appropriate authorities.

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Should you believe you have encountered unethical behaviour in your dealings with Council, then you should notify Council's General Manager and you will be given protection under the "Protective Disclosure Act".

#### 4.5 CONFLICT OF INTEREST

Where a Council officer is involved in procurement activity, whether it be on a daily basis, or as part of Tender Evaluation Committee, or as the person actually responsible for inviting tenders, he/she are obliged to declare any interest or bias he/she may have in regard to a particular supplier.

This conflict of interest could range from a pecuniary interest, to a personal interest such as a family member being involved in that business. The individual is obliged to declare this interest at the outset of the process to avoid any supplier being treated in any way other than fairly and without bias. If an interest exists or is perceived to exist, the individual must remove themselves from the process.

It is of paramount importance to Temora Shire Council that all suppliers be treated in an equitable manner and that all dealings are transparent and can withstand public scrutiny.

The simple practice to follow is – If an individual is in any doubt, they should remove themselves from the process.

#### 4.6 WORKPLACE HEALTH & SAFETY

All providers must comply with current Workplace Health and Safety, Worker's Compensation and Environmental legislative requirements and regulations when applicable.

The relevant Council Officer in charge of the contract is to ensure all providers comply with the provisions of Temora Council's, Contractor Safety Management Procedures.

# 4.7 SUSTAINABLE PROCUREMENT

Temora Shire Council is committed to the principles of Ecologically Sustainable Development (ESD). Sustainable procurement will help achieve triple bottom line objectives to deliver better environmental, social and economic outcomes that will assist Council in:

- eliminating unnecessary inefficiency, waste and expenditure;
- contributing to the combined purchasing power of local government to further stimulate demand for sustainable products, including materials able to be collected by community groups through kerbside collection;
- increasing awareness about the range and quality of products available;
- delivering its commitments in relation to ESD and other environmental and social objectives;
- playing a leadership role in advancing long term social and environmental sustainability;
- supporting local businesses and organisations.

To meet the desired outcomes listed above, responsible officers should always give consideration to goods and services that;

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- contain recycled content;
- reduce unnecessary packaging
- are reused or recycled at end of life;
- reduce greenhouse gas emissions;
- save water and/or energy;
- are non-toxic;
- help protect biodiversity and habitat;
- minimise unnecessary purchasing;
- support local jobs;
- provide long term value for money.

#### 4.8 INTERNAL AUDIT

Council's Policy and Procedures allow all those staff who have Delegated Authority to authorise expenditure to actively purchase goods and services required for their Department/Section.

There is a need for strict controls related to purchasing. To support and reinforce these controls, the purchasing of goods and services will be the subject of internal audits in respect of matters such as -

- compliance with Plan objectives
- quotation process (incl. assessment)
- quotation documentation
- orders documentation

# 4.9 RELATED POLICIES

- G5 Complaints Disclosure Reporting Procedure
- G6 Fraud Control Policy
- G9 Corporate Credit Cards
- G15 Statement of Ethics
- G17 Code of Conduct
- G20 Internal Audit Charter

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# APPENDIX A - TENDER ASSESSMENT

The lowest price is not automatically accepted, the Tender Evaluation process applies weighting for criteria such as, skills, quality, experience and previous performance in a manner to ensure value for money.

To assess tenders, the criteria/s intended to encapsulate the quality of the product or the competence of the tendering organisation to undertake a particular. The selection criteria are used to rate each of the tenders.

The criteria is a combination of the following:

- relevant experience;
- appreciation of the task;
- past performance;
- management and technical skills;
- resources;
- management systems;
- methodology;
- product life maintenance costs
- quality
- price, or
- other criteria that relate to the service being contracted.

The Tender Evaluation should have a combination of at least four of these criteria plus the price.

The selection criteria MUST be nominated in the tender document, so that a tenderer is aware how the tender will be evaluated.

#### **Relevant Experience**

Previous experience of the tenderer must be assessed, to achieve the intended outcomes of the project. Recent experience is more valuable than historic experience. Information required should include a list of relevant projects undertaken and for each project provide:

- description and relevance to the tendered project;
- role of the tenderer;
- project cost; and
- duration of project.

#### Past Performance

The tendering organisation's performance in completing past projects to the quality standards required, time performance, within budget, claims history, project management, and product value must be assessed.

Extension to the contract completion date and claims for variations also give an indication of performance capability. Similarly, the satisfaction of previous clients

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regarding the management of the project and project outcome provide useful subjective information on performance of the tenderer.

The information required should include the following information on each project:

- project name;
- client's project manager (name and phone/fax numbers);
- quality standards, target performance levels;
- tender price, variations and final cost;
- completion date and extensions of time granted; and
- details of WHS records.

#### **Technical Skills**

The competence of key management, professional and technical personnel that the tenderer proposes to employ on the project needs to be assessed with particular emphasis on the skills and experience in technical areas comparable to the project.

The information required should include the following details of the proposed project team:

- names;
- function;
- technical expertise; and
- CV's to be provided.

#### Management Skills and Systems

The availability within the tenderers organisation of personnel with appropriate management skills together with effective management systems and methods appropriate to the successful management of the project.

The information required should include the following:

- quality system;
- project management tools;
- program software;
- environmental management system; and
- WHS management system.

#### Resources

The equipment, including facilities and intellectual property, which the tenderer proposes to use on the project need to be assessed.

The information required should include the following:

- specialist equipment;
- labour, by trade skills; and
- facilities.

#### Methodology

The procedures or innovative methods the tenderer proposes to use to achieve the specified end results, or the special processes detailed in tender documents. The

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tenderer should be able to demonstrate its capability to bring the contract to a satisfactory conclusion by describing the methodology of approach to accomplish the project's required outcomes.

The information required shall include the following:

- program of works;
- key performance indicators;
- division of works into subcontracts;
- innovative procedures to be used;
- reporting and recording systems; and
- Quality Plan.

#### Price

The price is the sum that the agency would be required to pay to the tenderer for the work or service provided. This must include all costs over the duration of the contract. Depending on the contract, this could include:

- fixed capital cost;
- variable tender costs during the contract period;
- · special adjustments during the contract period;
- maintenance costs; and
- operating costs.

Weighting on the tender price normally exceeds 60%. A lower weighting on tender price would represent extraordinary circumstances. Evaluation Committees adopting a weighting Tender Evaluation using Weighted Criteria of less than 60% will be required to justify their decision to their agency Procurement Review Committee

#### **Tender Documents**

#### Selection Criteria and Weighting

The criteria and weightings to be used must be selected so that the most appropriate criteria are used to review the tenders. The best value for money outcome is the one that reflects the requirements of the particular project. If the project is highly technical or difficult, emphasis should be placed on the weightings of the total of the non-price criteria and the sub-attributes of technical skills and methodology.

If the project is made up of multiple separable parts and requires a number of trade skills as subcontracts, then a higher weighting should be given to management skills. Selection criteria must be comprehensive and cover all the information required to allow the Tender Evaluation to take place. Only information provided by the tenderer in response to the selection criteria, and other information requested in the tender documents, is permitted to be used in the tender evaluation.

#### **Criteria Notification**

Selection Criteria, which will be used in the Tender Evaluation process, must be included in the Conditions of Tendering (clause 1.17), together with the weighting to be assigned to the criteria. The tender documents may also require that additional information is to be provided for use in the tender evaluation.

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# Weighting

When assigning weights, the Project Manager must ensure that:

- all selection criteria to be used are assigned a weight;
- criteria weightings are to be within the range outlined below; and
- the sum of all weights totals 100.

The weighting range for Selection Criteria should be within the following:

Criteria Item	Percentage	Criteria	Range
		Relevant Experience	5 – 20%
		Past Performance	5 – 20%
Non-Price	10 – 40%	Technical Skills	0 – 20%
Non-Price		Resources	0 – 20%
		Management Skills	0 – 20%
		Methodology	0 – 20%
Price	60 – 90%		60 – 90%

#### Tender Evaluation

A Tender Evaluation Committee comprising three members, two of whom should be the Project Manager and the intended Superintendent or Superintendent's Representative, will assess the tender bids in accordance with the procedures noted below.

The tenders are scored according to the information provided. Only that information submitted at the time of close of tender and lodged with the tender bid shall be used in the evaluation.

#### Scoring "Non-Price" Criteria

The evaluation procedures are as follows:

- 1. Add the individual scores for each non-price criterion. Each criterion is given a point score from 0 (poor) to 5 (excellent) in increments of 0.5.
- 2. Weigh the individual scores for each non-price criteria according to the predetermined weightings. The weighted score is calculated by multiplying the score by the weight. In the example given below, the weighted score for tender 1, criteria 1 is calculated as 9 x 10% = 0.90
- 3. The sum of non-price scores for each tender is then normalised to 5. Normalising is a transformation applied uniformly to each element in a set of data so that the set has some statistical property.
- 4. The following formula is applied to normalise the non-price scores:

Sum of non-price score for each tender x 5 Highest sum of non-price scores

5. This score is then adjusted for the total weighting of all the non-price criteria to obtain the overall weighted non-price score.

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The example below shows how the weighted score is calculated and normalise non-price scores:

NON PRICE	Weighting	SCORE			Weighting SCORE WEIGHTED SCORE			RE
NON FRICE	%	Tender 1	Tender 2	Tender 3	Tender 1	Tender 2	Tender 3	
Past Performance	10	9.0	8.0	7.5	0.90	0.80	0.75	
Technical Skills	10	7.0	8.0	8.0	0.70	0.80	0.80	
Resources	10	8.5	8.0	9.0	0.85	0.75	0.90	
Methodology	10	8.5	8.5	8.0	0.85	0.85	0.80	
TOTAL NON PRICE CRITERIA					3.30	3.20	3.25	
NORMALISE NON PRICE					3.30 x 5 3.30 5.00	3.20 x 5 3.30 4.85	<u>3.25 x 5</u> 3.30 4.92	
WEIGHTED NON PRICE	40%				2.00	1.94	1.97	

# Scoring Price

Scores for price are based on the following method: (Note that the lower the price, the higher the score.)

Normalised Price	=	Lowest tender price x 5	
Normalised Price		Tender price	

TENDERER	TENDER PRICE	NORMALISED PRICE
Tender 1	\$1,282,000	5.00
Tender 2	\$1,333,000	4.81
Tender 3	\$1,925,000	3.33

NON PRICE	Weighting	SCORE			WEIGHTED SCORE		
NONTINOL	%	Tender 1	Tender 2	Tender 3	Tender 1	Tender 2	Tender 3
Past Performance	10	9.0	8.0	7.5	0.90	0.80	0.75
Technical Skills	10	7.0	8.0	8.0	0.70	0.80	0.80
Resources	10	8.5	8.0	9.0	0.85	0.75	0.90
Methodology	10	8.5	8.5	8.0	0.85	0.85	0.80
TOTAL NON PRICE CRITERIA					3.30	3.20	3.25
NORMALISE NON PRICE					<u>3.30 x 5</u> 3.30	<u>3.20 x 5</u> 3.30	<u>3.25 x 5</u> 3.30
					5.00	4.85	4.92
WEIGHTED NON PRICE	40%				2.00	1.94	1.97
TOTAL PRICE CRITERIA					5.00	4.81	3.33
WEIGHTED PRICE	60%				3.00	2.89	2.00
TOTALS	100%				5.00	4.83	3.97

In the above case tenderer 1, would be the successful tender.

# Equivalency

When the difference between the first and second ranked scores is less than 3% the lowest price tender of the two is taken as the preferred tender unless there are

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extraordinary reasons for not doing so. The "3% rule" is based on a statistical review of the variances in the subjectivity of the evaluation committees' individual scoring.

Contract				
Contract Sum				
	DOCUMENTATION			
	il selected open or selective tendering method (clause ith reasons, recorded on file?	Yes	No 🛛	N/A
	nent for tenders is on file?	Yes	No	N/A
	er invitation to bid is on file?	Yes	No I	N/A
	ments provided to tenders on file?	Yes	No I	N/A
	rided to tenderers include:	Yes	No	N/A
	work, facilities or services	Yes	No	N/A
	ate and tender lodgment requirements	Yes	No	N/A
	policies applicable to the procurement	Yes	No	N/A
	criteria and methodology	Yes	No	N/A
	ntact person	Yes	No 🛛	N/A
	terms and conditions of contract	Yes	No 🛛	N/A
	teria on which tenders will be assessed	Yes	No 🛛	N/A
<ul> <li>A stateme the tender</li> </ul>	nt that unethical or inappropriate conduct will result in being disqualified	Yes	No 🛛	N/A
	ormation on interaction between council and tenderers prohibition on contacting Councillors	Yes	No 🛛	N/A
. Record of all rec	uests for tender documents on file?	Yes	No 🛛	N/A
	nvolved in preparing and issuing tender documents?	Yes	No 🛛	N/A
Declaration of co	onflicts of interest for all staff involved on file?	Yes	No 🛛	N/A
staff on file	of all communications between tenderers and council including records of advertising, attendance and ided at any briefing sessions)?	Yes	No 🛛	N/A
	tion of any changes made to tender specifications nade the change and why)?	Yes	No 🛛	N/A
tenderers or po tenderer was dis	nanges to tendering specifications communicated to all otential tenderers and that no tenderer or potential advantaged on file?	Yes	No 🛛	N/A
<ol><li>Records of any of who made the</li></ol>	variation to closing date (including reasons and identity edecision)?	Yes	No 🛛	N/A
	and time stamped?	Yes	No 🛛	N/A
	er opening carried out in accordance with clause 175 n (two persons also present/members of public able to	Yes	No 🛛	N/A
	pt for facsimile and electronic delivery with tenders or electronically?	Yes	No 🛛	N/A
when received a	recording the acceptance of any late tenders, including nd why accepted?	Yes	No 🛛	N/A
7. Documented te	nder assessment criteria on file?	Yes	No 🛛	N/A
ENDER ASSESSM	ENT DOCUMENTS			
non-complying?	on-complying tenders and why they were assessed as	Yes	No 🛛	N/A
assessment par		Yes	No 🛛	N/A
<ol><li>Recommendation documents?</li></ol>	n for preferred tenderer is in line with assessment	Yes	No 🛛	N/A

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Contract				
Contract Sum				
	DOCUMENTATION			
<ul> <li>Background contractor,</li> </ul>	I information on the performance of the previous if any	Yes	No 🛛	N/A []
<ul> <li>A summary</li> </ul>	of the tender process	Yes	No 🛛	N/A 🛛
<ul> <li>Details of tenders</li> </ul>	enders received and details of any non-complying	Yes	No 🛛	N/A 🛛
	nalysis of the comparative tenders based on unit e price/annual cost/total contract cost	Yes	No 🛛	N/A 🛛
<ul> <li>Details of a</li> </ul>	ssessment criteria used together with weightings	Yes	No 🛛	N/A 🛛
	and recommendation based on analysis of t criteria results	Yes	No 🛛	N/A 1
<ul> <li>If recomme that recommendation</li> </ul>	ndation is not to accept any tender, the reasons for nendation	Yes	No 🛛	N/A []
22. Evidence contrac	t entered by council is in accordance with the tender?	Yes	No 🛛	N/A 🛛
tenderers, counci	ters into negotiations with one or more unsuccessful resolution includes reasons for that decision, ce of tenders with whom it negotiates?	Yes	No 🛛	N/A 🛛
	advised all tenderers of outcome of process and copy ad at council advising of outcome (clause 179 of the	Yes	No 🛛	N/A 🛛

SUCCESSFUL TENDERER	REASON FOR SELECTION

Name: Signature Date:	
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	Te	mora Shire Cou	Temora Shire Council – Tender Evaluation Form	luation Form			
	Weighting		SCORE			WEIGHTED SCORE	ORE
	%						
TOTAL NON PRICE CRITERIA							
NOD MALLSE NON BELCE							
WEIGHTED NON PRICE							
Normalised Price	= Lowest ten	Lowest tender price x 5 Tender price		TENDERER	TE	TENDER PRICE	NORMALISED PRICE
			Tender 1				
			Tender 2				
			Tender 3				

TOTAL PRICE CRITERIA     TOTAL PRICE CRITERIA       WEIGHTED PRICE     60%       TOTAL WEIGHTED NON PRICE = PRICE     100%	
--	--

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# APPENDIX B - RECORD OF QUOTATION FORM

# **RECORD OF QUOTATION**

QUOTATION FOR: (Describe Goods or Service)						
SUPPLIER	RATE PER ITEM	ESTIMATED COST				
	Total					

SUCCESSFUL QUOTATION	REASON FOR SELECTION
	1.
	2.
	3.
	4.
	5.

Name:	Signature:	Date:
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Notes:

- 1. Attach completed Record of Quotation Form to Council Purchase Order
- 2. Further Information available in Procedure G3 Procurement

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(<\$150,000)
Form
Evaluation
Quotation
DIX C -
APPEN

			Quota	ation Evalu	Quotation Evaluation Form < \$150,000	\$150,000					
					Assessn	Assessment (1 Low - 5 High)	High)				
Quotation Number	Contractor Business Name	Quotation Notes	Quoted Price/Rate (5)	Price (40%)	Product Quality/ Technical Expertise (20%) (15%)		WHS Compliance (15%)	Sustainability Score (10%)	Score	Ranking	Comments
1									0	1	
2									0	1	
m									0	1	
4									0	1	
ŝ									0	1	
Assessme nt Crite ria		Description									Assessme nt Ranking
	Price =	Price = Total price, type of fee, contingencies, establishment, terms and conditions	establishment, term:	is and conditi	ons						1 = Very Poor
Produc	Product Quality/Technical Expertise = Product quality,	Product quality, quality standards, suitability / technical expertise, credential of key personnel, systems and techniques, depth and nature of support.	ability / technical exp	pertise, crede	ential of key perso	nnel, systems	and technique	es, depth and n	ature of si		2 = Poor
	Availability/Reliability =	Availability/Reliability = Ability to provide goods and services on time / track record of delivery	in time / track record (	of delivery							3 = Fair
	WHS Compliance =	WHS Compliance = Ability to comply with WHS standards (insurances, registration, licencing, etc) / Ability to meet TSC WHS policy and procedure	in surances, registrati	ion, licencing	(, etc) / Ability to n	neet TSC WHS	policy and pro	cedure			4 = Good
	Sustainability =	Sustainability = Recycled content, recyclable packaging, waste minimisation, water or energy saving, reusable, reduced emissions,	, waste minimisation	1, water or en	nergy saving, reuse	able, reduced (	emissions,				5 = Excellent
S	Sucessful Quotation	Total Price			Justification				Notes: 1. Comple	Notes: 1. Complete blank cells	0
									2. Attach	completed a	<ol><li>Attach completed and signed quotation evaluation to</li></ol>
									purchase order 3 Eurther infor	order	purchase order 3. Eurthar information is available in Drocedure G3
	Name	9		Signature		Date	te		Procurem	Procurement, Clause 4.2.2	.2.2

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APPENDIX D – Daily Plant and	Labour Hire Contract	or Time Sheet
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		Contr	actor Plant/Labo	ur Hire Sheet			* 28
Con	npany :						TEMORA
Sr	Date	Job No	Job Description	Plant/ Labor Details	Hrs	Rate	Total (Incl Gst)
1							
2							
3							
4	_						
5							
6							
7							
8							
9							
10	_						
11	_						
12							
13							
14	_						
15							
16							
17							
18							
19							
					Total	Incl GST	
-	TSC Repres	sentative Signa	ture	Contractor Signature			

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# **13.6 PROSPER INITIATIVE**

File Number:	REP19/710
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

# REPORT

# THE ATTACHMENT TO THIS REPORT IS LOCATED IN THE ECONOMIC DEVELOPMENT COMMITTEE MINUTES

# **Customer Focus Group**

The latest activity under the Prosper Initiative was delivered on Tuesday 4<sup>th</sup> June in the Town Hall Theatre. Approximately 35 business owners attend a customer focus group event whereby facilitator, Vickie Burkinshaw, asked a panel of 6 young mothers questions about their expectations of customer service and shopping habits. The audience was provided with insight into consumer behaviour that could help improve customer service in their businesses.

The EDM also provided the results of the shopping survey (attached) that was conducted in spring of 2018. The survey results highlights opportunities for businesses to better cater for customer needs.

Michael Douglass, Digital Advisor at the Business Enterprise Centre in Wagga, was also present. It is envisaged that the next stage of the program will involve workshops with small groups of business owners who are seeking to flesh out solutions to providing better customer experiences. These could range from introducing a software system to improve processes to online selling, or better utilising social media. Once the solutions are mapped out, there may be an opportunity to involve youth in implementing and maintaining the solutions with the support of training.

Michael is funded by the Federal Government. The first two consultations are free and after that it is \$25 per hour for each business. The focus group event was kindly sponsored by Service NSW and operated at no cost to Council.

# Find It In Temora

Another project under the Prosper Initiative providing positive results for residents and the business community is the Find It In Temora Facebook group. The page, which launched in early March 2019, is a place where residents can post queries about where to procure products or services in Temora. Responses are provided by other residents and businesses owners.

The group already has 632 members and has solved over 80 requests for information. This simple, self-administered tool, is an effective way to assist residents to shop locally which providing key information to businesses on what products and services are missing from Temora Shire as well as where to focus their advertising.

# RESOLUTION 217/2019

Moved: Cr Kenneth Smith Seconded: Cr Nigel Judd

It was resolved that Council notes the report.

# CARRIED

Report by Craig Sinclair

# 13.7 PUBLIC AFFAIRS MEDIA UNIT

File Number:	REP19/711
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

# REPORT

The Public Affairs Media Unit for the Australian Army will be in Temora Shire from Tuesday 11<sup>th</sup> to Thursday 13<sup>th</sup> June undertaking a training exercise.

Four teams will compete in the exercise which involves producing a video and other media material on local subject matters of their choice. The EDM provided assistance to the team captains to select relevant topics and connect the teams to locals who can provide the content.

The outcomes of the exercise will be made available for use by Council and others at no cost, providing an opportunity to utilise the videos for tourism and economic development purposes. Subject matters currently under consideration include Temora's aviation community, ghost history, and recreational shooting.

# **RESOLUTION 218/2019**

Moved: Cr Dale Wiencke Seconded: Cr Dennis Sleigh

It was resolved that Council notes the report.

CARRIED

Report by Craig Sinclair

# **13.8 EMBRACE TEMORA**

File Number:	REP19/712
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

# REPORT

The Embrace Temora Campaign is designed to showcase the diversity of Temora Shire's community. Starting the multiculturalism to assist prepare residents for the arrival of new residents from refugee and migrant backgrounds, it is envisaged the campaign will shift to focus on other areas of the community in the future.

The campaign utilises a variety of mediums through Council's communication channels, including Facebook, the website and Narraburra News. The Embrace Temora Facebook group currently has 211 members. The campaign is currently focusing on dispelling the myths about refugees and migrants through a range of frequently asked questions posts. A series of profiles of existing residents from migrant background is also being rolled out. These stories help to show that migrants have been part of our community for a long time and, in many cases, own businesses that are providing essential services and employment to other residents.

The campaign is designed to stimulate conversations, both supportive and otherwise. In this regard it is achieving its goal. A number of residents have volunteered their time or services to support the refugee resettlement program. Whilst others have aired their concerns about the impact the new residents may have on the Shire. These concerns are met with factual information about the program to help inform and remove any perceived or real anxieties that come with change of this nature.

The Resettlement Committee have met twice. Minutes of the meets are being supplied to Council. Council's participation at the Pathways to Employment Expo was supported by four local businesses who were seeking to find candidates with suitable skills for positions that have been vacant for up to 2 years. These include nurses, mechanics, electricians and aged care staff.

There were hundreds of job seekers at the event, many of whom had not considered relocating to the country, whilst others who were keen to move away from Sydney did not know where in regional NSW to begin their search. Attending the event provided a great opportunity to speak with those from refugee and migrant backgrounds first hand. The skills and needs of the attendees were as diverse as the range of ethnicities represented.

Council officers also had the chance to meet with a number of organisations that specialise in the provision of support for refugees and migrant workers to relocate from metropolitan areas and find employment in regional areas. Council officers believe that working with these agencies may provide a more effective way to target those with the appropriate skills and cultural fit for Temora Shire. It is proposed to invite a number of these agencies to Temora in August to talk further about forming a working relationship and to provide necessary insight in to Temora Shire so these organisations can best represent the needs of community and employers.

Since the expo, the first of the potential new residents visited Temora and had interviews with a number of organisations. The family of four, originally from Iran, were impressed with Temora as a safe and cost-effective place to raise their children. A member of the family has secured

temporary employment as a chef in Temora Shire with a view to becoming permanent after a trial period.

# RESOLUTION 219/2019

Moved: Cr Claire McLaren Seconded: Cr Dale Wiencke

It was resolved that Council support working with agencies specialising in refugee and migrant resettlement to identify and support skilled candidates seeking to relocate to Temora Shire.

CARRIED

Report by Craig Sinclair

# 13.9 SPONSORSHIP REQUEST

File Number:REP19/713Author:Executive AssistantAuthoriser:General ManagerAttachments:Nil

# REPORT

# THE ATTACHMENT TO THIS REPORT IS LOCATED IN THE ECONOMIC DEVELOPMENT COMMITTEE MINUTES

The NSW Business Chamber invited Temora Shire Council to be a sponsor of the Murray-Riverina Regional Business Awards to be held at the Temora Aviation Museum on Friday 6 September 2019.

There are three investment options available:

- 1. Regional Partner: \$3,000 plus GST
- 2. Primary Regional Partner (One only per region): \$6,000 plus GST
- 3. Regional Category Partner: \$4,000 plus GST

The sponsorship proposal is attached for consideration.

# RESOLUTION 220/2019

Moved: Cr Claire McLaren Seconded: Cr Max Oliver

It was resolved that Council sponsors the Murray-Riverina Regional Business Awards as a Regional Partner to the cost of \$3,000 plus GST for the event.

# CARRIED

Report by Craig Sinclair

# 14 CORRESPONDENCE

# 14.1 SOUTHERN SPORTS ACADEMY - SPONSORSHIP 2019

File Number:	<b>REP19/592</b>

nt
It

Authoriser: General Manager

Attachments: 1. Southern Sports Academy 🕹 🔀

# REPORT

Seeking sponsorship for 9 athletes from Councils Local Government area by contributing \$200.00 per athlete with a total of \$1,800.00. It has been the practice of Council to support this initiative in the past.

# RESOLUTION 221/2019

Moved: Cr Claire McLaren Seconded: Cr Graham Sinclair

It was resolved that Council sponsors the 9 athletes attending Southern Sports Academy from Councils Local Government area to the value of \$1,800.00.

# CARRIED



PO Box 8545, Kooringal NSW 2650 P: 02 6931 8111 | F: 02 6931 8011 <u>www.ssa-nsw.org.au</u> ABN 15 193 274 996

Tuesday, 14 May 2019

Mr Gary Lavelle General Manager Temora Shire Council PO Box 262 Temora 2666 RECEIVED 20 MAY 2019 TEMOBA SHIRE COUNCIL 70419

Dear Gary,

The Southern Sports Academy continues to provide elite young athletes from Southern NSW with cutting edge development programs designed to assist them in their pursuit of higher level sporting achievements. The Academy has built on its focus of ensuring that athletes that graduate from the Academy do so as more rounded individuals possessing the necessary sporting and life skills to excel in the next phase of their lives.

We have continued to produce athletes of the highest calibre, evidenced by the numbers of athletes who have gone on to represent their sport at State, National and International competition. In doing so, these athletes remain great ambassadors for the regions in which they emanate.

Since the inception of the Academy in 1992, the collective contributions of LGA's from around the region have been vital not only to the success of the Academy, but also to its survival. Historically The Academy has invited you to contribute to the development of athletes from your Local Government Area by contributing \$200 per athlete to the Southern Sports Academy. We have found that there have been an increased number of councils that have declined to provide assistance, sadly putting at risk the sustainability of the Academy on a broader scale, as such we are extremely appreciative of your continued support.

Given	Surname	Town	Sport	LGA
Megan	Neville	Temora 2666	AFLW	Temora
Ruby	Watterson	Temora 2666	Basketball	Temora
Halle	Derrick	Temora 2666	Netball	Temora
Darcie	Manning	Temora 2666	Netball	Temora
Abbey	Reinhold	Temora 2666	Netball	Temora
Josh	McGregor	Temora 2666	Rugby	Temora
Bernard	Ricketts	Temora 2666	Rugby	Temora
Luke	Tudulu	Temora 2666	Rugby	Temora
Waisea	Tudulu	Temora 2666	Rugby	Temora

Your area is currently represented in the Academy by:

On behalf of athletes from your region, we look forward to your continued support.

Yours sincerely,

Andrew Bell

Chairman



# 14.2 TEMORA SHOW SOCIETY 2019 - WAIVING FEES

File Number:	REP1	19/642	
Author:	Executive Assistant		
Authoriser:	General Manager		
Attachments:	1.	Temora Show Society 🕹 🛣	

# REPORT

Temora Show Society has made application to hire Councils mobile stage, street stall van and portable toilets for the 2019 Temora Show.

The Show Society is requesting Councils consideration for waiving the fees on the hire.

Fees would be:

Mobile Stage - \$400.00 deposit \$200.00 Hire Street Stall Van - \$32.00 Toilets - \$300.00

Delivery, Setup & Pickup Toilets - \$250.00

At 6:17pm, Cr Kenneth Smith left the meeting.

Cr Kenneth Smith declared a non-pecuniary interest in relation to item REP19/642, due to being a Member of the Temora Show Society.

# RESOLUTION 222/2019

Moved: Cr Graham Sinclair Seconded: Cr Nigel Judd

It was resolved that Council accede to the Temora Show Society request to waive the fees.

CARRIED

At 6:19 pm, Cr Kenneth Smith returned to the meeting.

# **ORDINARY COUNCIL MEETING MINUTES**

70560

Temora Show Society Inc.

PO Box 102 TEMORA NSW 2666 ABN 48 140 872 913 Email: temorashow@gmail.com Website: www.temorashow.com Show Mobile: 0448 253 640



31 May 2019

Mr Gary Lavelle General Manager Temora Shire Council 105 Loftus Street TEMORA NSW 2666

.

Dear Gary,

Re: Temora Show - Saturday 28 September 2019

Applications for the hire of Council's Mobile Stage, Rotary Caravan and Portable toilets were submitted to Council yesterday.

If the applications are approved it will be greatly appreciated if Council can see fit to waive its hire fees for the Stage, Caravan and portable toilets. Also, we would be grateful if all 3 items could be delivered the day before the show i.e.. Friday 27 September as the stage and caravan weren't delivered until show day last year.

We will ensure that a committee member is available to show where the stage and caravan are to be positioned. In that regard, will it be possible to let me know the approximate delivery time/s so I can ensure that someone is available to direct the driver/s so as to not waste their time?

Please be assured that our Show Society is very aware and extremely grateful for Council's ongoing assistance and support without which we would not be able to provide much of our entertainment and events.

We look forward to hearing from you.

Yours sincerely

Anelie

Jone Pavelic Temora Show President Phone: 0414 609 607

Temora Show Society Inc.

# 15 NOTICE OF MOTION

Nil

16 BUSINESS WITHOUT NOTICE

# 1. CR OLIVER

Off dog leash area at Lake Centenary has a lot of catheads. *Manager of Engineering Works advised that this has been dealt with*.

# 2. CR MCLAREN

Oversize movements to oversize agriculture vehicles – usually 6.5 metres. Still corresponding with relevant authorities.

Attended the Internal Audit information meeting held at Leeton on the 22 May 2019, and advised of the setting out proposed requirements for structure and operations.

Requested leave for the July 2019 Committee meeting day and July 2019 Council meeting.

# RESOLUTION 223/2019

Moved: Cr Nigel Judd Seconded: Cr Kenneth Smith

It was resolved that leave be granted for July meetings for Cr McLaren.

CARRIED

# 3. CR SINCLAIR

Advised that he has heard that Win TV is withdrawing from Regional News on 28 June 2019 and Council should express concerns regarding this.

# RESOLUTION 224/2019

Moved: Cr Graham Sinclair Seconded: Cr Nigel Judd

It was resolved that Council writes to the Win News Board and express Councils extreme disappointment with the closure and a copy supplied to Minister Michael McCormack, and ABC Regional News.

# CARRIED

# 4. CR SLEIGH

Advised that he receives Government News everyday on his computer, where is it coming from?

Charles Sturt University recipients – pleasing to see their letters acknowledging their scholarships.

# 5. CR JUDD

Bridges – Raising concerns with current bridges width as they seem narrow. Are older bridges able to be widened?

# *Engineering Technical Manager advised that they would be most likely be replaced and capacity increased accordingly.*

Attended seminar yesterday with Cr Sleigh with Murrumbidgee Local Health regarding drought and the effects on the shopping centre.

Congratulate Cr McLaren on her Rural Leadership Scholarship and the write up in the local paper.

# 6. CR SMITH

Concern with large vehicles parked in the motorbike park in Hoskins Street, and the overhang onto the road.

Advised of concerns regarding dogs that are wondering around at night killing lambs in Brampton Street.

Mayor Firman advised that the Ranger will follow up on both of these items.

# 7. CR FIRMAN

Advised that at the Temora & District Sports Council meeting last night the President of the Temora Greyhounds presented a copy of the proposed business case regarding their future. Strong push to strengthen regional centres, and believes that they will obtain TAB status. Cowra would forgo 10 meetings out of their allocation to maintain TAB status at Temora.

# 17 COUNCILLORS INFORMATION PAPER

### **RESOLUTION 225/2019**

Moved: Cr Claire McLaren Seconded: Cr Graham Sinclair

It was resolved that the Information Reports be received.

CARRIED

# 1. CR JUDD

Cr Judd raised concerns on the Regional Roads being handed back to the State.

# RESOLUTION 226/2019

Moved: Cr Nigel Judd Seconded: Cr Kenneth Smith

It was resolved that Council raise concerns on the Regional roads being handed back to the State and a future report is prepared and reported to Council.

CARRIED

# 2. MOBILE BLACK SPOT PROGRAM

Mobile Black Spot Program – investigate whether there are suitable areas for submission.

# RESOLUTION 227/2019

Moved: Cr Dennis Sleigh Seconded: Cr Claire McLaren

It was resolved that Council investigate whether there are suitable areas for submission and advise REROC of any submission made.

CARRIED

# 17.1 NOTICE BOARD - JUNE 2019

File Number:	REP19/615
Author:	<b>Executive Assistant</b>
Authoriser:	General Manager
Attachments:	Nil

# JUNE

3 <sup>ra</sup>	Seniors Tech Group – Temora Library
8 <sup>th</sup>	Temora Aviation Showcase
17 <sup>th</sup>	Seniors Tech Group – Temora Library
21 <sup>st</sup>	Southern NSW Farming Ball
22 <sup>nd</sup>	A Taste of Art Exposition – TADVAC Centre
24 <sup>th</sup>	Seniors Tech Group – Temora Library
28 <sup>th</sup>	TBEG Business Awards Dinner

# JULY

3 July – 2 August Temora Textile & Fibre Exhibition 2019 – Bundawarrah Centre 19<sup>th</sup> TDEF Deb of the Year Ball

#### 17.2 **TEMORA MEMORIAL TOWN HALL INCOME & EXPENDITURE - MAY 2019**

File Number:	REP19/742
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

### INCOME

\$

Balls Bar Concerts Dance Prac Dances Election Expo's Foyer Hall Kitchen Musical Recital Piano Hire Performances Presentation Nights Rehearsals Stage Hire Supper Room Table Hire Wedding Receptions Workshops	
TOTAL INCOME	\$NIL
EXPENDITURE	\$
Utilities	
Gas Water Electricity Rates <b>Cleaning</b> Supplies	382.14
Wages Sanitary Service <b>Maintenance</b> Includes Plant, Stores, Handyman's Wages Administration	16.85
Wages Miscellaneous	154.89
TOTAL EXPENDITURE	\$553.88

# 17.3 WORKS REPORT - MAY 2019

File Number:	REP19/734
Author:	Secretary Engineering
Authoriser:	General Manager
Attachments:	Nil

Report

# **Main Roads**

- MR57-inspection & routine maintenance
- MR84-inspection & routine maintenance
- MR 84-table drain maintenance
- MR57-clean culvert & rock protection

### Local Roads

- Jepsons Road gravel resheet
- Trevaskis Lane
- Fishers Lane pipe installation
- Peels Road
- Gummers Lane
- Haddrill's Road
- Tyndalls Road
- Davey's Road
- Garvin's Lane
- Back Ariah Park Road
- Ryan's Road
- Turner's Road
- Altus Road
- Quandary Road
- Firman's Lane
- Camps Lane
- Manning's Lane
- Mirrool Road
- Old Wagga Road

# **Urban Temora /Ariah Park**

- Aurora Street upgrade
- Foot path Polaris Street
- Foot path & foot bridge Grey Street
- Tree planting & maintenance

# Works planned for next month

- Maintenance grading
- Sealing Aurora Street
- Drains MR 57
- Depot upgrade

# Report by Mick Mannion

# 17.4 NSW LOCAL ROADS CONGRESS 2019 - DELEGATES REPORT

File Number:	REP1	9/703
Author:	Execu	utive Assistant
Authoriser:	Gene	eral Manager
Attachments:	1. 2.	Media Release 🖞 🛣 Communique 🖞 🛣

Temora Shire Council's Engineering Technical Manager, Mr Rob Fisher, and Cr Nigel Judd, attended the 2019 NSW Local Roads Congress at State Parliament in Sydney on Monday, June 3, 2019.

Keynote Address was given by the new Minister for Regional Transport and Roads, the Hon Paul Toole, MP.

From the Congress Communique, please note the following points:-

- 1. P.1 Shortfall in annual Roads to Recovery Funding
- 2. P.2 Transfer of 15,000 kms of Regional Roads back to the State
- 3. P.2 Congress encourages Councils to develop Road Safety Strategic Plans

4. P. 6 Recommendations to the NSW and Australian Governments eg increase FAGS to 1% of Federal Budget.

Institute of Public Works Engineering Australasia Limited NSW Division Roads & Transport Directorate



# MEDIA RELEASE

2019 Local Roads Congress: State Government commits to more funding to address Regional infrastructure backlog and Road Safety



Managing risks, road funding models, road safety and emerging transport technologies were the issues discussed at the NSW Local Roads Congress held in Sydney on 3 June 2019. Once again, Local Government called upon the NSW and Australian Governments for assistance in delivering their commitments to their communities through greater resourcing and support.

Elected officials and experts from across NSW were joined by the President of Local Government NSW Linda Scott and Members of Parliament to continue the conversation on managing risks, promoting safety, and ensuring fair and equitable funding for local roads.

Key take-away messages resulting from the Congress centred on road safety planning and action, redistribution of funding to the bush, local government capacity and skills, and preparing for emerging transport technologies.

Addressing the Congress, Minister for Regional Transport and Roads, Mr Paul Toole, MP reconfirmed the pre-election announcement of \$500 Million for fixing country roads and \$500 Million for replacing timber bridges as additional funding on top of the existing Fixing Country Roads Program. The Minister also announced his commitment to help address the current infrastructure backlog in NSW communities as well as his support for IPWEA NSW's initiative to train NSW Councils in preparing Road Safety Strategic Plans. The Minister called on everyone to help spread the word on the importance of promoting road safety to their communities.

> Level 12, 447 Kent Street Sydney NSW 2000 • ABN 35 093 562 602 Tel 02 8267 3001 • Fax 02 8267 3071 • Website: www.ipweansw.org

# Institute of Public Works Engineering Australasia Limited NSW Division Roads & Transport Directorate



IPWEA NSW President Warren Sharpe OAM outlined the processes towards achieving better road safety outcomes and called on the NSW Government to build on the excellent work being done in partnership IPWEA (NSW), LGNSW and councils. He also raised significant questions on how roads will be managed into the future taking into account the 81,600 km of unsealed roads in NSW alone.

During the morning panel session, delegates heard from experts from LGNSW, National Transport Commission, NSW Local Government Grants Commission and the NRMA, on managing resources such as technical expertise and developing better funding models for Local Government. The afternoon panel session focused on managing risks and stressed the importance of road safety audits and road safety strategic plans to give a better understanding of road safety risks. Experts from LGNSW, NSW Highway Police Force, RMS, Centre for Road Safety, and National Heavy Vehicle Regulator all provided interesting insights and enticed discussions on risks, responsibility, and regulation.

Bernard Carlon, Executive Director of the Centre for Road Safety, Transport for NSW, confirmed that the NSW Local Government Road Safety Program is currently a three-year rolling program with funding available until 2021. He likewise confirmed that the State Government is providing funding for training to assist Councils in preparing Road Safety Strategic Plans.

John Wall, Program Manager for Connected and Automated Vehicles at Austroads, shared his thoughts on the future of connected and automated vehicles on local roads and the critical infrastructure changes necessary to accommodate these emerging transport technologies.

Shadow Minister for Local Government and Communities and Shadow Minister for Regional Roads, Peter Primrose MLC announced the opposition's continued support for the redistribution of Federal Assistance Grant funding and for the introduction of a mandatory, statutory registration scheme for Engineers in NSW.

LIME APAC Public Affairs Manager, William Peters wrapped up the Congress and shared his insights on the future of Electric Vehicles. He outlined Lime's vision of providing personal mobility through electric bikes and scooters and how this might be accommodated on the local road and footpath networks to the benefit of local communities. He concluded the presentation by inviting delegates to test drive an electric scooter.

Delegates adopted a Congress Communiqué calling for the development of a sustainable and more equitable funding model to look after roads, target road safety, and open up local road network to more efficient transport to better service our community and drive the NSW economy forward.

#### Ends:

A copy of the communiqué can be downloaded from the link below: https://www.ipweansw.org/sites/default/files/uploadedcontent/field\_f\_content\_file/2019\_local\_roads\_congress\_communique\_final.pdf

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Institute of Public Works Engineering Australasia Limited NSW Division Roads & Transport Directorate



#### Media Contacts:

Warren Sharpe, OAM 0409 398 358 John Roydhouse 0406 959 344

#### Institute of Public Works Engineering Australasia NSW Division

Level 12 447 Kent Street Sydney NSW 2000 Tel 02 8267 3001 Fax 02 8267 3071 Email: nsw@ipweansw.org Website: <u>www.ipweansw.org</u> <u>www.roadsdirectorate.com.au</u>

#### About IPWEA NSW

The Institute of Public Works Engineering Australasia NSW Division (IPWEA NSW) is a professional organisation and registered charity providing services and advocacy for those involved in and delivering public works and engineering services to the community.

#### About the Roads and Transport Directorate

The NSW Roads and Transport Directorate is a partnership between IPWEA NSW and Local Government NSW (LG NSW) and seeks to advocate and assist policy makers and road managers on the technical aspects of roads and transport issues in NSW.

Level 12, 447 Kent Street Sydney NSW 2000 • ABN 35 093 562 602 Tel 02 8267 3001 • Fax 02 8267 3071 • Website: www.ipweansw.org

### NSW Local Roads Congress 3 June 2019 Congress Communiqué

The NSW Roads & Transport Directorate, a partnership between Local Government NSW (LGNSW) and the NSW Institute of Public Works Engineering Australasia (IPWEA NSW), in holding the 2019 Local Roads Congress, resolved to announce the following communiqué.

The Congress recognises the critical role of Local Government as a provider of local and regional transport infrastructure in partnership with the state and Federal Governments. The Congress calls for immediate and on-going action from all levels of government to address the unacceptable level of fatalities, serious injuries and road related trauma on our road network, with specific attention to the local road network.

#### Road Funding

The Congress recognises the contribution of other levels of government in providing ongoing financial assistance for the management of local roads and infrastructure, particularly in regional areas through:

#### **NSW Government**

- Rebuilding NSW
- Fixing Country Roads
- Fixing Country Rail
- Fixing Country Truck Washes
- Funding for Road Safety Auditor training

### Australian Government

- Bridges Renewal Program
- Heavy Vehicle Safety and Productivity Program
- The Current \$744.5m Black Spot Program with a commitment to providing \$60m per year after 2021-22
- Roads to Recovery Program

While the funding allocation for the Federal Government's Roads to Recovery program has become permanent and the base funding for the next five years has been increased, the total Federal Government funding program is \$700 million less than it was for the previous fiveyear program. This shortfall must be addressed by increasing the annual Roads to Recovery funding from \$500 million per annum to \$800 million.

The Congress fully supports the announcement by the NSW Government of a \$500 million Fixing Country Bridges Program based on the data contained in the Roads & Transport Directorate's 2017 *Timber Bridge Management Report* and awaits release of the Program details. The Congress also welcomes the additional \$500m to address the declining condition in local roads across NSW. The Congress requests further information and clarification on the announcement by the State Government to transfer up to 15,000 km of Regional Roads back to the State in response to LGNSW's report on cost shifting. IPWEA NSW in conjunction with LGNSW asks for the opportunity to be involved in future consultation to ensure that the intent to benefit councils remains the top priority in the proposal. We also want to ensure that:

- roads that might be taken back will be improved and maintained with an appropriate increase in funding level
- any change in arrangements do not adversely impact other grants provided to Councils (eg FAGS grants) or the delivery of existing works for Transport for NSW (ie RMCCs) on the existing state network
- Council retains the function of being able to undertake works on any roads that are moved from an existing regional road to a state responsibility
- Individual proposals are the subject of consultation with each council involved prior to any changes being made

The Congress also seeks assurances that any roads not transferred to the State, will remain funded through the Regional Road Block Grant program.

The Congress fully supports the Australian Local Government Association's (ALGA) call for the Australian Government to commit to:

- 1. Secure annual Commonwealth funding for local government equal to at least 1% of Commonwealth Taxation Revenue.
- 2. Oppose revenue constraints such as rate capping and cost shifting.
- 3. Encourage councils to acknowledge Financial Assistance Grants as a Commonwealth untied grant to Local Government.
- 4. Strengthen Local Government's credentials as a trusted partner for tied Commonwealth grants.

### Road Safety

Local Government plays a significant role in supporting road safety at the community level, with responsibility for almost 90% of the NSW road network. We recognise that within their existing means and current funding arrangements, Councils already make a significant contribution to road safety. Information collected by IPWEA NSW through the 2017 Road Asset Benchmarking report indicates that there are very few Councils that have adopted a Road Safety Strategic Plan as part of their suite of strategic planning tools. Road Safety Strategic Plans will allow Councils to give greater focus on improving road safety using a safe systems approach. IPWEA NSW has collaborated with Transport for NSW to offer training to all Councils in NSW to improve skills and capacity in road safety audit, and will deliver subsidised training in the preparation of road safety plans during 2019-20.

The Congress encourages all Councils to develop formal Road Safety Strategic Plans aligned to the National Road Safety Strategy 2011-20 and the NSW Road Safety Plan 2021 to ensure that Councils are considering the road safety implications in all activities they undertake.

The Congress notes the assurance given by Transport for NSW that the NSW Local Government Road Safety Program (LGRSP) is currently a three-year rolling program with funding confirmed until 2021.

The Congress calls on the Federal Government to fully fund a \$3 billion annual Road Safety Fund recommended by the Inquiry in the National Road Safety Strategy. A fund of this size could help resource councils to contribute to other aspects of the Safe Systems approach beyond the Safer Roads component. The issue of restricting the use of mobile devices in motor vehicles through technology should also be researched.

#### Heavy Vehicles and Freight Task

Local Government is a major player in the supply chain as custodians of approximately 90% of the State road network. Road transport will continue to play a dominant role in freight transport, with the impact of the increasing freight further contributing to wear and tear on local roads.

The Congress calls for additional targeted investment to unlock local and regional productivity by improving access for freight vehicles and connectivity between local roads and preferred state and national freight routes. The Congress also calls for identification funding to determine key first and last mile pinch points as well as support for councils to undertake more extensive network road quality assessments. Rail freight investments must also continue to be made to help shift as much freight from the road network as possible.

The Congress calls on the NSW Government to accelerate the development of new Regional Transport Plans to inform strategy and decision making.

#### **Roads Maintenance Council Contracts**

The Congress notes the invaluable two-way partnership between Councils and the TFNSW in delivering Road Maintenance Council Contracts (RMCC) on State Highways across regional NSW.

The Congress supports the ongoing direct delivery of the RMCC by Councils for the TFNSW, noting Councils should not be compelled to deliver the RMCC via Joint Organisations. The Congress encourages the TfNSW to work with Councils and the Roads & Transport Directorate to develop and imbed the new TfNSW system requirements for the effective delivery on RMCC and to further build capacity across the Local Government sector.

LGNSW has also successfully lobbied the NSW Government for an increase from 12 months to 24 months for future RMCCs, which will help councils to better plan and manage the maintenance activities.

#### Disruptive Transport Technology

The Congress identifies that the introduction of hydrogen, electric and connected autonomous vehicles will impact Local Government and will require ongoing monitoring and review to maximise opportunities for safety improvements, productivity improvements, reduction in maintenance costs and the public good. This will include working together with the State Government on:

- the deployment of the technology on current infrastructure provision and maintenance arrangements, including funding arrangements and data sharing agreements;
- the additional challenges associated with the introduction of semi-autonomous vehicle technology in rural and regional areas;
- the unknown economic and social impacts of semi-autonomous and autonomous vehicles;
- the safety benefits of connected and autonomous vehicles must be closely monitored to ensure that improved outcomes are achieved across the entire vehicle fleet; and
- the inherent problems arising from the existence of a non-homogeneous vehicle fleet on the transport network are identified and minimised.

To further the outcomes of this Congress, the Congress calls on governments to take the following measures:

#### NSW Local Government

The Congress calls on Councils in NSW to:

- 1. Progress the Congress Communiqué by writing to the relevant Ministers and their local NSW and Australian Government MPs seeking their support for the Congress outcomes.
- 2. Continue to improve asset management performance by:
  - a. continuing to work with the Office of Local Government and the NSW Auditor General to improve the transparency and consistency of infrastructure measures within the Integrated Planning & Reporting framework
  - b. incorporation of a Road Safety Strategic Plan (aligned with the NSW Road Safety Plan 2021 and in accord with the IPWEA NSW Guidelines for Road Safety Plans 2019) within each Council's Resource Plan
  - c. building capacity within the Local Government industry by supporting ongoing training and knowledge sharing
- Support the employment of better techniques and the importation of proven technology to better meet our community's needs through improved engineering and construction methods
- 4. Develop robust workforce strategies to ensure the skills and capacity exist to plan, deliver and maintain local roads now and in the future, including cadet and apprenticeship programs at a professional and operational level
- 5. Advocate for place-based regional transport strategies that encourage public transport and active travel solutions in metropolitan and regional centres across NSW.

#### **NSW Government**

The Congress calls on the NSW Government to:

1. Develop a sustainable funding model for Local Government in NSW

- 2. Implement a system to:
  - a. Recognise the importance of qualified engineers and call on the government, in consultation with key industry groups, to implement on a transitional phase-in basis, a requirement for all local government authorities to have a suitably qualified engineer.
  - b. Recognise engineers as a profession, through a State and National registration scheme, similar to Queensland and Victoria, and as raised at the Council of Australian Governments in 2011-12
  - c. Support cadetships for civil engineering across all government projects, in order to ensure the long-term workforce capabilities
- 3. Accelerate the delivery of regional transport plans across NSW working in conjunction with Councils
- 4. Redistribute Federal Assistance Grants to regional NSW to address social equity and reduce the infrastructure funding gap, with a more meaningful rate charged on urban land so large urban Councils are not financially disadvantaged
- 5. Increase the existing Regional Road Block Grant and Repair Program allocations to reflect increases in the construction cost index which is well above CPI.
- 6. Implement IPART Review of the Local Government Rating System where LGNSW and stakeholders support the recommendations.
- 7. Initiate consultation with Local Government to establish a Freight Strategy to increase productivity and safety through targeted investment
- 8. Work through the TfNSW to support Councils needing assistance to achieve R2 prequalification to ensure Councils are strengthened in contracting to TfNSW to deliver Road Maintenance Council Contracts (RMCC).
- 9. Ensure that the implementation of future RMCC Contracts be direct with Councils and any other arrangements be made only at the request of the individual Councils, avoiding the pitfalls of a one size fits all approach.
- 10. Provide support for Councils to work with local businesses and communities to implement local and regional Climate Change Plans particularly in relation to infrastructure.
- 11. Support Councils in developing and implementing strategic Road Safety Plans as part of the implementation of the NSW Road Safety Plan 2021.
- 12. Provide planning and funding for initiatives that contribute to the reduction of private car journeys across the state such as additional commuter and satellite parking facilities and car share services. This is a broad benefit initiative that will have a positive impact on road safety outcomes, reducing congestion, improving community health and optimizing asset useful lifecycle.
- 13. Improve systems for open reporting and sharing of data with Local Government including during emergency situations (e.g. road closures).
- 14. Continue to work with Local Government to develop a more equitable financial arrangement for the implementation of the use of day labor to repair road infrastructure when responding to undertake repairs resulting from natural disasters.
- 15. Strategically target first and last mile hotspots for enhancement as part of the freight strategy

#### NSW and Australian Governments

The Congress calls on the NSW and Australian Governments to:

- 1. Continue the funding to Local Government under grant programmes such as *Fixing Country Roads* and the *Bridges Renewal Program*
- 2. Build upon the *Fixing Country Rail Program* to target the reduction of freight loads on local and regional roads, including resolving institutional impediments for access to existing rail
- 3. Encourage ALGA to use its position on COAG, informed by State Local Government peak bodies and IPWEA NSW, to develop a new National Infrastructure Partnership for the three tiers of Government for smarter long-term investment planning in transport and community infrastructure.
- 4. Develop a coordinated policy framework that maximises the public good of transport technology (hydrogen, electric and autonomous vehicles) taking into consideration the current transport infrastructure capacities and constraints

#### Australian Government

The Congress calls on the Australian Government to:

- 1. Restore FAGs to 1 percent of the total Federal Government budget.
- 2. Find equitable and sustainable ways to fund infrastructure investment.
- 3. Review the formula for the distribution of identified roads grants, and end cost shifting by state governments
- 4. Increase funding for the replacement or restoration of damaged assets to a more resilient standard following a natural event
- 5. Repair the shortfall in Roads to Recovery funding announced in this year's budget. While the base funding for the next five years was increased, the total program funding is \$700 million less than it was for the previous five-year program.
- 6. Address the potential revenue loss from the shift from petrol to electric vehicles by establishing a new user-pays system to replace the \$18.7 billion a year in road taxes

#### Australian Local Government Association

The NSW Congress seeks the support of ALGA to deliver the NSW Roads Congress outcomes.

#### Further enquiries:

Warren Sharpe OAM, President IPWEA (NSW) - 0409 398 358 Cr Linda Scott, President, Local Government NSW – (02) 9242 4000 Garry Hemsworth, Director IPWEA (NSW) – 0427 432 216 Mick Savage, Manager Roads & Transport Directorate - 0418 808 085 Kylie Yates, Director Advocacy, Local Government NSW – 0418 607 575

# 17.5 ROAD SAFETY OFFICER - MAY 2019

File Number:	REP19/625
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	Nil

# Road Safety Officer – Activity Report - May 2019 Bland, Coolamon, Junee & Temora Shire Councils

- Relocated (2) x VMS trailers from West Wyalong to Wagga (deployed for Easter/Anzac period) saving over \$600 in transport charges
- Approached by Little Blue Dinosaur Foundation to establish 'Hold My Hand' signage program in all (4) x Councils & assisted Council Engineering staff to determine best locations for signage. Liaised between LBDF and Council's for artwork on signage approved by all (4) x Councils & site's being identified
- Commenced engagement with all (4) x Council's to identify roads that may be eligible for funding under Saving Lives on Country Roads Program (SLCRP) for FY20/21 funding
- Extensive work with Bland and Junee Shire Councils on SLCRP funding applications process on Lake Cargelligo Rd and Gundagai Rd respectively. Established teams and provided support via RMS to said teams to progress funding application process
- Identified road section appropriate for SLCRP funding applications at Coolamon (Canola Way) and working with Engineering team from Coolamon Shire Council on possible joint funding submission with Junee Shire Council
- Identified road section appropriate for SLCRP funding applications by Temora Shire Council (Mary Gilmore Way). Joint funding submission with Coolamon, Temora, Bland and Weddin Shire Council's (Bland Shire Council as Lead Council) in Late June 2019
- Initiated Social Media campaign for 'National Road Safety Week' 6<sup>th</sup>-12<sup>th</sup> May
- Initiated Social Media campaign for 'Walk Safely to School Day'on 17<sup>th</sup> May with all (4) x Council's admins
- Initiated Social Media campaign for 'New Penalties for Drink Driving' effective 20<sup>th</sup> May
- Met RMS Road User Safety & Network and Projects teams in Wagga and briefed same on FY18/19 project updates. Discussed ideas for FY19/20 campaigns/projects
- After resident raised an issue with speeding vehicles on Commins & Button St, Junee near the Cooinda Court Aged Care Facility, engaged Cooinda Court management, deployed VMS Speed Radar Trailer and liaised with Police for Increased Visible Enforcement by Highway Patrol in an effort to educate drivers on 50km/h speed limit. Permanent signage advising of possible presence of Aged persons ordered and erected at this location by Junee Shire Council
- Junee Shire Council (Cole Davis) have offered (2) x Pool Vehicles to carry RMS Road Safety messages (vinyl wrapping). Liaising with RMS in Wagga to arrange for these to be signwritten accordingly approved 3/6
- Discussed Active Transport Project opportunities with all (4) x Councils (bike paths, shared paths, pedestrian refuges, pedestrian crossings)
- Created and distributed advertising Flyers & posters for Motorised Scooter/65+ Drivers Workshops in Temora (14/5) and Coolamon (27/5) – distributed to Aged Care locations via letterbox drops, supermarkets, shop windows, libraries, post offices, medical centres and

various other public locations in Temora & villages, and Coolamon & villages and sent to 355 Committees & posted on multiple Social Media channels & via Council newsletters & social media

- Created and distributed advertising Flyers & posters for Helping Learner Drivers Become Safer Drivers Workshops in Temora (15/5) and Coolamon (22/5) – distributed to schools, supermarkets, shop windows, libraries, post offices, medical centres and various other public locations in Temora & villages, and Coolamon & villages and to 355 Committees & on multiple Social Media channels & via Council newsletters & social media
- Ran Motorised Scooter/65+ Driver and Pedestrian Workshop in Temora on 14/5 with (19) attendees (plus (1) one to one meeting after workshop, and one further at home visit to fit flag & safety vest to scooter of resident who was unable to attend due medical appointment) excellent feedback
- Addressed issues raised during Temora Motorised Scooter/65+ Workshop (lighting on Victoria St Ped-X and layback design on Polaris St/Hoskins St) addressed with TSC Engineering for follow up
- Ran Motorised Scooter/65+ Driver and Pedestrian Workshop in Coolamon on 27/5 with (12) attendees – excellent feedback
- Follow up issues from Coolamon Scooter/65+ workshop raised to Coolamon Shire Council Engineering (laybacks in Allawah Village & Loughnan St and hedge height on roundabout on Cowabbie St)
- Engaged Coolamon Shire Men's Sheds (via Ganmain Mens Shed) for future combined 65+ workshop with Ardlethan, Coolamon and Junee Mens Sheds in July 2019
- Fitted safety flags and safety vests to (3) x scooters in Barmedman after request via TSC from resident who saw flyer in Temora but missed workshop
- Ran Helping Learner Drivers Become Safer Drivers Workshop at Temora on 15/5 evening with (12) attendees excellent feedback
- Ran Helping Learner Drivers Become Safer Drivers Workshop at Coolamon on 22/5 evening with (5) attendees excellent feedback
- Assisted Temora Ex-Services Memorial Club with Social Media for Plan B: Win-a-Swag competition promotion. (158) x correct entries received and draw took place on Friday night 24/5 (winner Ken Napier)
- Engaged print media, created media release and arranged Licensing Police for photo op with Club staff for story that ran in Temora Independent newspaper 17/5 promoting Plan B and new drink/drug driving penalties
- Negotiated Preferred Supplier pricing agreement with Kennards Hire Wagga for Variable Messaging Sign Trailers for use in Road Safety Campaigns (pricing extended across all (4) x Councils and significantly better than negotiated pricing with existing supplier (Coates Hire)
- Established FY19/20 Road Safety Campaign priorities with all (4) x Council's. These are Speed, Fatigue, Drink Driving (3 x biggest killers on NSW roads) plus addition of Mobile Phones (Distraction), Rural Cycling Safety and Rural School Bus Safety (awaiting confirmation from RMS on whether last (3) will be approved by them)
- Presented to Temora Shire Council Assets & Operations meeting on Goldfields Way after inaccurate media report raised concerns
- Wrote & submitted funding submission under My Community Project grants program for Rural Learner Drivers to Attend Safer Drivers Courses
- Following resident complaints about speeding vehicles on Airport St, Temora, engaged TSC Engineering who have installed Traffic Counters in (2) x locations. Downloaded data confirms resident reports. Police assistance requested for Increased Visible Enforcement

on Airport St. Speed Radar VMS trailer to be deployed once available on return from Junee location – deployed Friday 31/5

- Advised Council's on Parkitect Mobile Skate Park after noting same installed by Bland and Coolamon Shire Council's
- Advised Council's re: NRMA Electric Vehicle Charging Station after noting same installed at West Wyalong
- Investigating portable Radar Traffic Counters for Bland Shire Council for use on unsealed rural roads (to capture heavy vehicle speed data to pass onto RMS Heavy Vehicle Inspectors and Highway Patrol for increased enforcement) following numerous reports of Heavy Vehicles speeding on back roads to avoid RMS Safety Cameras on Newell Hwy (attempting to access funding for these units)
- Advised RMS Network & Projects (Wagga) on concerns about Heavy Vehicles not stopping at intersection of Newell Hwy & Showground Road, West Wyalong (numerous near misses noted daily)
- Assisted Temora Antique Car Club to write submission to relocate Temora Driver Reviver to Springdale Memorial Club carpark as present site is ineffective (drivers are crashing on Burley Griffin Way <10km East of Temora). Present location also has many access and parking issues that will be resolved with the new location
- Plan B: Win a Swag competition has been very well supported at Temora Ex-Services Club. Drawn Friday 24/5 with XXX correct entries received
- Attended WHS Committee meeting at Coolamon Shire Council 22/5.
- Toolbox Talk (Road Safety) for Coolamon Shire Council Engineering Depot staff scheduled for 6.30am Friday 14/6
- Toolbox Talk (Road Safety) for Bland Shire Council staff arranged for 6am Monday 24/6
- Toolbox Talk (Road Safety) for Temora Shire Council staff arranged for 7am Thursday 27/6
- Toolbox Talk (Road Safety) delivered to Junee Shire Council staff 30/5 (43) attended excellent feedback
- Contacted by Junee resident about possibly relocating bus stop at Junee North Public School. Met resident and presented with petition. Visited site with Council Engineer. Request for formal site review sent to Engineering Director
- Investigated incident (child struck by car) at St Anne's Catholic School, Temora on 27/5. Formal meeting scheduled for 6/6 with RMS, TSC and St Anne's reps'
- Commended update/rewrite of Temora, Bland, Coolamon and Junee Shire Council's Road Safety Action Plan (2019-2021). Significant update of Plan to include latest (2013-2017) ratified data completed 3/6
- Setup dedicated Facebook page for Road Safety Officer Bland, Coolamon, Junee & Temora to allow more streamlined sharing of relevant Road Safety creatives & messages (video, photos etc) with Council Communications Managers/Social Media Admin's and our wider Communities

# FY18/19 RMS Project Status

Child Restraints – Project Completed by Michelle Doolan

Speeding – Project Completed by Michelle Doolan

Fatigue

- Artwork & printing of Fatigue Brochures completed by Michelle Doolan
- Brochures distributed to strategic locations in each LGA (work in progress continuing)
- VMS Trailers & banners to be used in place of paid print media advertising as they are a more targeted and effective means of reaching the correct audience (planning to request significant RMS funding increase in this area for FY19/20)

GLS/Helping Leaner Drivers Become Safer Drivers

- One workshop per Council delivered by Michelle Doolan in 2018
- One workshop delivered Temora (15/5) and Coolamon (22/5)
- One workshop each planned for Bland and Junee for late June

65+ Drivers, Pedestrians and Motorised Scooter Safety

- One workshop delivered Temora (14/5) and Coolamon (27/5)
- One workshop each planned for Bland and Junee for late June

Report by Glenn Sheehan Road Safety Officer

### 17.6 BUILDING APPROVALS - MAY 2019

File Number: REP19/736

Author: Environmental Secretary

Authoriser: General Manager

Attachments: Nil

### **BUILDING APPROVALS – MAY 2019**

- ✓ DA/CC/FSS 10/2019 113-119 Loftus Street, Temora School Alterations
- ✓ DA/CC 18/2019 119 DeBoos Street, Temora Electronic Sign (school)
- ✓ DA/CC 25/2019 159 Anzac Street, Temora Electronic Sign X 2 (school)
- ✓ DA/CC 26/2019 159 Crowley Street, Temora Stage 1 Dwelling Additions & Steel Framed Shed/Garage & Stage 2 Dual Occupancy (Granny Flat)
- ✓ DA/CC 27/2019 Coolamon Road, Temora Convert Church to Dwelling House
- ✓ DA 28/2019 15 Tenefts Street, Temora Two (2) Storey Dwelling
- ✓ DA/CC 29/2019 101 Baker Street, Temora Steel Framed Shed/Garage

### COMPLYING DEVELOPMENT ISSUED

- ✓ CDC 15/2019 113 Hoskins Street, Temora Alterations & Additions to Existing Commercial Premises
- ✓ CDC 16/2019 150 Aurora Street, Temora Alterations & Additions to Existing Dwelling and Steel Framed Shed/Garage
- ✓ CDC 17/2019 92 Fishers Road, Temora Inground Swimming Pool
- ✓ CDC 18/2019 148 Anzac Street, Temora Additions to Existing Dwelling
- ✓ CDC 19/2019 106 Vesper Street, Temora Storage Premises

✓ CDC 20/2019 – 13 Rees Street, Temora – New Dwelling

# COMPLYING DEVELOPMENT ISSUED – PRIVATE CERTIFIER

CDC 19064/2019 – 15 Beattie Street, Temora – Inground Swimming Pool

# 17.7 REGULATORY CONTROL - MAY 2019

File Number:	REP19/634
Author:	Environmental Secretary
Authoriser:	General Manager
Attachments:	Nil

Item	Investigate Incidents	Orders Issued Y/N	Penalty Infringement Y/N	Notes
Illegal Parking - Check	6	No	No	No issues, Cars moved within correct time frame.
Scooters & Bikes	4	No	No	Checked main street, everything fine.
School Zones	30 Visits	No	No	No issues TWPS, Temora High, TPS & St Anne's.
Noise	5	No	No	Barking Dogs to be monitored, owners working to fix issues.
Air Quality				
Illegal Dumping/Littering	4	No	No	Trungley Hall Rd, Moroneys Ln and Bundawarrah Rd – All rubbish removed and taken to Tip.
Overgrown/Untidy Blocks	2	No	No	Tree in Aurora St a concern, Chris Campbell to handle. Rob Ferguson to attend to Council's land next to the Saleyards.
Lake Walking Track – leashed animals	33 Visits	No	No	All animals leashed. Currently excellent behaviour by all.
Animal Welfare	9	No	No	<ol> <li>1 Dog – Monitored</li> <li>Goats have secure yard</li> <li>4 Dogs - reported but not</li> <li>found</li> <li>1 Dog – Rescue</li> <li>1 Cat – Taken to vets</li> <li>1 Dog – Seized for animal</li> <li>cruelty, RSPCA contacted</li> </ol>
Dangerous Dogs	6	No	No	<ul> <li>2 Dogs – Checked and contained</li> <li>3 Dogs – Checked but not found</li> <li>1 Dog – Monitoring</li> </ul>
Impounded	6	No	No	Car on Tara Bectric Rd – Owner collected Car on Goldfields Way – Pound 2 Dogs – Pound 1 Dog - Rescue

# **ORDINARY COUNCIL MEETING MINUTES**

Noise Animals	5	No	No	Barking Dogs, being
				monitored and working
				with owners
Nuisance Animals /	6	No	No	Feral cats
Trapping				
Dead Animal Removal	5	No	No	2 Kangaroos
				2 Dogs
				1 Cat
Keeping of Horses in	2	No	No	Monitoring and all fine
Residential Areas				
Main Street Sign	1	No	No	Monitoring School zones in
Approvals Inspections				Loftus St
Rural Stock Incidents	7	No	No	Missing calf suspected to be
				stolen. Sheep out but put
				back in paddocks, fencing
				replaced.
Fruit Fly				
Euthanised	6	No	No	5 Feral Cats
				1 Dog
Rescue Dogs	2	No	No	
Vets Cats/Kittens				
Other	28	No	No	Rabbit problem to be
				attended to by Rob
				Ferguson. Pigs removed
				from property after
				complaints. Aggressive dog
				removed. Showground
				Campers are being
				monitored.

Report by Ross Gillard

# 17.8 CASH & INVESTMENTS FOR PERIOD ENDED 31 MAY 2019

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Cash & Investments May 2019 🕂 🛣



Temora Shire Council

**Cash & Investments** For the period ended 31st May, 2019

	Original	Revised	Actual
	Budget	Budget	YTD
	2018/19	2018/19	Figures
Externally Restricted			
Sewerage Services	1,080,137	1,080,137	1,533,10
Waste Management	867,297	867,297	1,000,55
594 Contributions	0	0	24,85
HACC			
HACC Unexpended	711,785	711,785	1,253,01
HACC-ELE	144,879	144,879	144,879
Total HACC	856,664	856,664	1,397,890
Total Externally Restricted	2,804,098	2,804,098	3,956,40
Internally Restricted			
Leave Reserves	358,014	358,014	1,758,014
Roads Reserve	985,603	985,603	661,120
Local Roads	428,411	428,411	447,53
Industrial Development	197,603	197,603	197,603
Plant & Vehicle Izumizaki Donation	269,392	269,392	458,029
Gravel Royalty	2,152	2,152	2,15
Medical Complex Development	616,930 45,870	616,930	368,28
Infrastructure		45,870	46,76 497,00
Infrastructure - Airpark Estate	776,010 194,734	676,010 194,734	497,004
MapInfo/GIS Upgrades	17,700	194,734	
Ariah Park Youth Hall Revote	6,402	6,402	17,700
Stormwater Drainage Flood Studies & Construction Programs	71,871	71,871	5,628 136,502
Mobile Stage Upgrade Revote	28,179	3,722	(0
Digital Two Way Radio Upgrade	25,000	25,000	19,167
Computer Upgrade	0	200,000	216,713
Lake Centenary Repair Bank Erosion and Sand	0	0	43,06
Airport Hangar Driveway and Retaining Walls	0	0	4,39
Innovation Fund	0	96,000	96,000
Total Internally Restricted	4,023,871	4,195,414	4,975,663
Total Reserves	6,827,969	6,999,512	8,932,070
Carle & Tanana ta anda			
Cash & Investments			
Westpac Cheque Account			240,490
Macquarie Bank DEFT Account			190,582
Bank of Queensland BankWest			500,000
Suncorp			511,717
NAB			500,000
NAB			500,000
NAB			503,267
ME Bank Term Deposit			500,000
BOQ			500,000
AMP Term Deposit			500,000
			588,132
AMP Term Denosit			500,000 535,052
AMP Term Deposit			555,052
AMP Business Saver Account			2 52/
AMP Business Saver Account AMP Notice Account			
AMP Business Saver Account AMP Notice Account NAB Term Deposit (24-701-8261)			525,833
AMP Business Saver Account AMP Notice Account NAB Term Deposit (24-701-8261) NAB Term Deposit (77-177-3095)			525,833 500,000
AMP Business Saver Account AMP Notice Account NAB Term Deposit (24-701-8261) NAB Term Deposit (77-177-3095) Suncorp			525,833 500,000 510,000
AMP Business Saver Account AMP Notice Account NAB Term Deposit (24-701-8261) NAB Term Deposit (77-177-3095) Suncorp AMP Term Deposit			525,833 500,000 510,000 553,264
AMP Business Saver Account AMP Notice Account NAB Term Deposit (24-701-8261) NAB Term Deposit (77-177-3095) Suncorp			3,524 525,833 500,000 510,000 553,264 500,000 105,763
AMP Business Saver Account AMP Notice Account NAB Term Deposit (24-701-8261) NAB Term Deposit (77-177-3095) Suncorp AMP Term Deposit Bank of Queensland	6,827,969	6,999,512	525,833 500,000 510,000 553,264 500,000

I certify that the investments have been made in accordance with the Act, the Regulations and Council's actual Investment Policy.

Steve Firth

Responsible Accounting Officer

# 17.9 RATES COLLECTION - MAY 2019

File Number:	REP19/666
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Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Rates Collection May 2019 🕂 🛣

ORDINARY	COUNCIL	MEETING	MINUTES
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			-	Rates Co	<b>Rates Collections</b>					
			Rates 2018/19	18/19					same period last year	ast year
										Rates
							Rates	Rates	Rates	Outstanding
		Levies including	Land F	Pension	Adjusted Tatal	Demonstra	Outstanding	Outstanding	Outstanding	% 05/06/2019
Category		1 OCD DEA ED	1 004 270 44	A 446 66	1 020 020 70	1 012 E40 10	61 COC L3	6102 /00/10 W	OTOZ IODICO	0TO7 /00/CO
Farmiand	72,314.84	Τ,δσ∠,Uo4.bU	L,884,579.44	-4,440.00	1,8/9,932./8	UL.04C,218,1-	00.765/10	\$	00,443.14	6 6
Residential Temora Occupied	36,019.90	1,201,412.41	1,237,432.31	-85,784.87	1,151,647.44	-1,082,997.85	68,649.59	89	77,773.98	7%
Residential Temora Vacant	6,260.86	66,152.14	72,413.00	-51.91	72,361.09	-65,917.43	6,443.66	%6	12,668.38	23%
Residential Ariah Park	9,176.05	71,846.18	81,022.23	-7,413.62	73,608.61	-58,465.72	15,142.89	21%	10,971.15	16%
Residential Springdale	223.60	9,246.16	9,469.76	-1,340.51	8,129.25	-8,081.05	48.20	1%	709.71	7%
Rural Residential	6,011.68	146,447.33	152,459.01	-9,789.88	142,669.13	-133,654.75	9,014.38	6%	9,561.99	7%
Residential - Temora Aviation	-738.40	37,483.38	36,744.98	-340.98	36,404.00	-35,885.49	518.51	1%	-343.46	-1%
Business Temora - Hoskins Street	9,395.65	244,145.34	253,540.99		253,540.99	-231,387.73	22,153.26	%6	15,682.28	%9
Business Temora - Town	2,272.72	251,496.07	253,768.79		253,768.79	-246,530.20	7,238.59	3%	5,944.50	2%
Business Temora - Aviation	0.00	26,120.39	26,120.39		26,120.39	-26,120.39	0.00	%0	0.27	%0
Business Ariah Park	185.29	15,858.41	16,043.70		16,043.70	-15,048.81	994.89	89	278.01	2%
Business Other	0.00	9,652.01	9,652.01		9,652.01	-9,141.56	510.45	5%	123.16	1%
Residential Sewer	35,378.30	853,514.37	888,892.67	-40,403.57	848,489.10	-788,814.07	59,675.03	7%	60,997.15	%8
Non-Residential Sewer	2,757.05	184,227.41	186,984.46		186,984.46	-172,547.19	14,437.27	8%	7,135.58	4%
Storm Water Levy	2,080.23	48,519.62	50,599.85		50,599.85	-47,019.58	3,580.27	7%	3,357.13	7%
Domestic & Rural Waste	24,804.18	515,069.19	539,873.37	-37,978.30	501,895.07	-459,780.21	42,114.86	8%	38,340.03	%8
Trade Waste	4,283.97	116,147.50	120,431.47		120,431.47	-110,915.87	9,515.60	8%	6,073.96	5%
	\$160,425.92	\$5,659,402.51	\$5,819,828.43	-\$187,550.30	\$5,632,278.13	-\$5,304,848.00	\$327,430.13	8%	\$315,716.96	6%

# 17.10 TEMORA TOWN HALL THEATRE - OPERATING RESULT MAY 2019

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Cinema Operating Result May 2019 🕂 🛣

				TOWI Ope	TOWN HALL THEATRE Operating Statement	EATRE ment						
	VIN	August	September	October	November	December	January	February	March	April	May	Total YTD
Candy Bar Income	5,748	1,670	2,348	4,724		3,299	5,505	877	1,039	3,220	2,418	33,110
Hurchases	(1,329) 4,419	(1,625)	1/71	(44U) 4,284	(351) 1,311	1,591	5,195	(83) 794	(174)	3,102	(1,446) 972	(9,799) 23,310
Admissions												
Income	13,176	4,874	5,760	10,506	6,470	8,119	9,964	2,082	4,149	6,295	4,280	75,674
Audio Visual Purchases	(6,018)	(3,271)	(3,344)	(4,094)		(3,945)	(4,853)	(2,659)	(1,157)	(1,989)	(4,766)	(39,865)
	7,158	1,602	2,415	6,412	2,703	4,174	5,110	(578)	2,992	4,306	(486)	35,809
Other Income												
Facility Hire	610	468	491	545		348	227	'	109	279	109	3,533
Sale of Advertising	182	182	182	182	-	1,382	182	,	182	364	182	3,200
Event Catering	36	55	36	36			•					245
	828	705	209	764	610	1,730	409		291	643	291	6,978
Other Costs												
Advertising	(175)	(299)	(400)	'	(349)	(175)	(83)	(175)	(175)	(175)		(2,004)
Bank Fees	(85)	(160)	(86)	(85)	(121)	(105)	(103)	(128)	(85)	(85)	(107)	(1,149)
Building Maintenance		'	•	'	•	•	'	(2,570)	(248)	(1,286)	•	(4,105)
Cleaning	(210)	(517)	(244)	(437)	(290)	(314)	(300)	(122)	(897)	(384)	(349)	(4,064)
Computer Costs	(220)	•	(492)	(464)	(338)	(546)	(80)	(228)	(435)	(80)	(193)	(3,079)
Event Catering Expenses	•	'	(78)	(65)	(101)	(39)	'	•	•	•		(283)
Freight	(67)	(152)	(113)	(89)	(72)	(85)	(17)	(16)	(65)	(41)	(48)	(745)
General Maintenance	(914)	•	'	'	'	(80)	'	'	(490)		,	(1,484)
Insurance	(6,693)	'	'	'	'	'	'	'	'	•	'	(6,693)
Materials Purchased	(12)	(2)	(171)	(31)	(32)	(13)	(369)	(403)	(324)		(2,777)	(4,195)
Contractors		'		'	•	'	'	(108)	'			(108)
Postage	•	'	'	'		(2)	'	•	•	•		(2)
Rates & Electricity	(1,114)	(1,511)	'	(1,175)	(164)	'	(1,178)	(163)	'	(1,209)	'	(6,514)
Stationery & Office Consumables	•	'	'	(23)	'	'	'	,	(11)	,	'	(64)
Employee Costs	(2,326)	(4,600)	(3,310)	(3,148)	(2,511)	(3,547)	(2,574)	(2,994)	(4,451)	(3,092)	(3,202)	(35,755)
Sundry Expenses	10	(22)	(15)	(10)	(15)	13	6	'	'	(6)	'	(40)
Telephone & Internet	(82)	(85)	(82)	(83)	(84)	(82)	(82)	(82)	(82)	(82)	,	(826)
Volunteer Support		'	'	'	(86)	(1,225)	'	'	'		'	(1,311)
Depreciation		'	(527)	'		(527)			(612)			(1,667)
	(11,888)	(7,347)	(5,519)	(2,590)	(4,163)	(6,787)	(4,777)	(686'9)	(7,934)	(6,445)	(6,677)	(74,115)
Total Cinema Surplus/(Deficit)	517	(4,995)	(624)	5,869		708	5,937	(6,773)	(4,825)	1,606	(5,900)	(8,018)

# 17.11 TEMORA TOWN HALL THEATRE MINUTES - APRIL 2019

File Number:	REP19/662
Author:	Executive Assistant

Authoriser: General Manager

Attachments: 1. TTH April 2019 🗓 🛣



### TOWN HALL THEATRE MANAGEMENT MEETING THEATRE MANAGEMENT COMMITTEE

General Meeting - Wednesday April 3rd, 2019, commencing at 6.00pm at The Theatre

<u>**Present:**</u> Beth Firman, Kris Dunstan, Jan Gilchrist, Guy Piltz, Leanne Nixon, Cr. Lindy Reinhold, Di Monkerud and Jim Cahill

Apologies: Sue James

<u>Correspondence</u>: Film Ink distributors invited us to screen a horror film that had great success at French Film Festival. The meeting decided to decline the offer. Email from Carmel Porter requesting list of upcoming movies prior to the end of the month.

#### Business arising: nil

May movies: 1) Avengers End Game. Six extra screening 2) Little 3) Chaperone 4) Long Shot June movies:

Poms
 Hustle
 Aladdin
 Rocket Man
 Men in Black
 NB: None of these have been confirmed yet.
 We hope to screen Toy Story and the Lion King for the July school holidays.

General business: Beth raised a concern over having to leave the side door open for entering to the cinema during the winter months. She felt letting the cold air in would be putting the cost of running the air conditioner too high and wondered if there was a solution to the problem. Kris said he felt the cost wouldn't be that great and under the circumstances he felt it couldn't be helped. The meeting decided there really wasn't anything we could do about. Kris suggested that he and Guy should look into promoting ourselves with outside signage. He suggested the best spot would be on De Boos Street side of the cinema. There is a perfect place under the eaves of the building where people driving past could see at a glance what was showing. Kris and Guy to look into cost and feasibility and bring findings back to the meeting. Moved Kris, seconded Lindy **CARRIED** 

Beth suggested placing a couple of tables and chairs on the deck once the work is finished to allow people who may want to bring a coffee and sit while waiting for the movie to start or just somewhere to sit after the movie for a chat.

### Financial report:

Kris guided the meeting through the financial report saying that even though we finished (317) we weren't doing too bad considering being closed for a month and the general disorder due to the renovations.

Meeting closed at 6.45

17.12	<b>TEMORA &amp; DISTRICT SPORTS COUNCIL MINUTES HELD 17 APRIL 2019</b>
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File Number:	<b>REP19/700</b>
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Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Temora & District Sports Council J

# GENERAL MEETING OF THE TEMORA AND DISTRICT SPORTS COUNCIL

# REPORT OF THE GENERAL MEETING OF THE TEMORA AND DISTRICT SPORTS COUNCIL HELD ON WEDNESDAY 17th APRIL 2019, AT 6.30 PM AT THE TEMORA EX-SERVICES CLUB

**Attendance:** Judy Gilchrist (Secretary) Rick Firman (President) Denise Breust (Treasurer) Hack Hetherington, Michelle Mawbey(Swimming) Kirsten Bett (Basketball) Max Oliver (TSC) Raymond Wells, Michele Stewart (Tennis) Kate Bruce (High School) Ashton Taylor (Touch) Julian Drumore (Jnr AFL) Michael Harper (Jnr Rugby League) Greg Wiencke, Emma Bowley (Little A's) Linc Macauley, Tom Grant (Cricket) Jack Fuller, Ashley Ryan (Soccer) Martin Bushby, Sally Bushby (Pistol Club) Bruce Lack (Bowling Club)

Apologies: Jack Morton, Tony Stringer, Steve Ruskin, Virginia Bent, Maree Liston, Ian Groth Moved Hack Hetherington Seconded Max Oliver Carried

Executive Meeting Report: Nil

Declaration of Interest: Nil

**Minutes:** The minutes of the previous meeting were read and confirmed on the motion of Judy Gilchrist. Moved Max Oliver Seconded Linc Macauley Carried

# BUSINESS ARISING FROM THE MINUTES:

Nil

### CORRESPONDENCE:

Incoming: THS Luke Tudulu Nomination Forms Outgoing: Business Papers Letters to TSC Sponsorship Letters Moved Michael Harper seconded Ray Wells It was also moved that we send congratulation letters to Damain Wells and Sophie Bowley re their results in the State /National events.

Moved Kate Bruce seconded Ashton Taylor carried

#### Treasurers Report:

Balance as per bank statement \$15,565.05 moved on the motion of Denise Breust Seconded Linc Macauley Carried

Denise will leave the re investing of the money till after the presentation night.

#### **Specific Business:**

Rec Centre Business: Nil

### General Business:

General Business was put on hold for this meeting as we had the voting for the grants

Voting took place with several nominations for the building and equipment grants, but only 2 for the junior sports development grant, which was rather disappointing seeing as though \$500 was up for grabs.

All is ready for the presentation night, good nominations for most categories.

It was decided by the members that we would not have the meeting in May as it was the following week after the presentation night

The next meeting will be on the

19<sup>th</sup> June 2019

6.30 pm Temora Ex-Services Club Narraburra Room

Meeting closed at 7.10pm

Signed Chairman:

Secretary:

# 17.13 TOWN HALL THEATRE MINUTES MAY 2019

File Number:	REP19/664
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	1. TTH May 2019 🕂 🛣



# TOWN HALL THEATRE MANAGEMENT MEETING THEATRE MANAGEMENT COMMITTEE

General Meeting - Wednesday May 1st, 2019, commencing at 6.00pm at The Temora Shire Council Chambers

#### PRESENT:

Beth Firman, Sue James, Jan Gilchrist, Jim Cahill, Guy Piltz, Susan Jeri, Kris Dunstan , Leanne Nixon

#### APOLOGIES:

Nil.

#### MINUTES OF LAST MEETING:

The minutes of the last meeting were read and confirmed on the motion of

Jan and Beth CARRIED

#### **BUSINESS ARISING:**

CORRESPONDENCE Beth has received a letter offering advertising in the Stockinbingal newsletter which goes to Cootamundra. The cost is \$70 per year. The motion to purchase this advertisement was put. Proposed Kris and seconded Jan CARRIED

#### Outgoing:

Beth moved that the outward correspondence be endorsed and the inward correspondence be read and dealt with, seconded Susan. **CARRIED** 

#### **GENERAL BUSINESS:**

After some discussion it was decided that electronic signs for the front of the theatre will be investigated by Kris and Guy before any decision, because of the expensive nature of the product.

#### June/ July Movies

Poms, The Hustle, Aladdin, Rocketman, Men in Black, Toy Story 4 (9 screenings) The Lion King (10 screenings )Yesterday, Wild Rose,

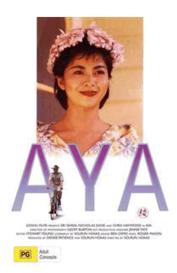
Film Club update

Thanks to Jim for stepping up to project while Sue was away. It was the initial trialling of our people's pick program. Rosemary and David MacLaren's first choice, 'Local Hero' seemed to be well appreciated.

The executive has met with two new coopted members. Thanks go to Nancy again for hosting the meeting at her house. The selections have been made, copyright approved and purchasing is ongoing.

Thanks to Beth for her hard work on the new program.

Next meeting is the AGM and our film for the month is



Aya is an intimate observation of the experience of a Japanese war bride in Australia over a 20-year period. The film begins in the 1950s: life is back to normal for most Australians, but for Aya (Eri Ishida) the conflict is just beginning, she has risked everything by marrying Frank (Nicholas Eadie), an Australian soldier on duty with the Occupation forces in Japan. Facing hostility from her own family, fearing rejection by her new mother-in-law, and facing humiliation from Australian government officials, she joins Frank in her new home in Melbourne.

#### 10th Birthday celebrations

Many ideas were discussed. Kris suggested that we pair them with the relaunch and include a Fundraiser for the new sign. SeptemberIs the likely time. Proposed Chris, seconded Jan. CARRIED

Initial discussion covered using the Captains system to sell tickets and a charge of \$75. Beth, Jan, Sue, Jim? Were proposed as possible captains.

The next Meeting to be held at a restaurant, dinner meeting. Proposed Jim seconded Susan. CARRIED

Jim proposed a Working bee to paint projection room. Date June 3, 10 am CARRIED by general acclaim. He also raised the question of a battery/buzzer for usher's alarm. Since it has rarely been used, this proposal lapsed.

Other minor matters included:

Torches. Guy has put up a light. 2 torches needed, Guy to purchase. Smoke alarms for kitchen and kiosk not needed because it is not a venue where people sleep. Defibrillator will be placed in the foyer. Sue James reminded the meeting of the Film club's offer of \$1000 towards this purchase. Safety seminar will occur after the opening.

There being no further general business, the chairman thanked all for their attendance and declared the meeting closed at 7pm. Next meeting to be held on the 5th June at 6 pm at the Shamrock Hotel.

DATE: \_\_\_\_\_

SIGNED: \_\_\_\_

Chairman

17.14	ARIAH PARK MARY GILMORE FESTIVAL MINUTES HELD 7 MAY 2019
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File Number:	<b>REP19/576</b>

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Ariah Park Mary Gilmore Festival 🕂 🛣

#### Ariah Park Mary Gilmore Festival Committee

\$129.00

\$650.00

\$129.00

\$782.00

\$ 4,973.54

\$ 3.00

#### A Section 355 Committee Of The Temora Shire Council

Minutes From Meeting Held 7/5/2019

Meeting Opened by President- Chris Mutton - 7:35 pm

Present - R Wall, Allen Penfold, Patty Vearing Chris Mutton, Nigel Judd, Margaret Speirs

Apologies Julie Colwill

#### **Minutes Of Meeting**

Read by Robyn Wall

Moved - Allen Seconded - Patty Minutes be Accepted Passed

Treasures Report Given by M Speirs

Inward N& H Judd web site hosting

#### <u>total</u>income

Outwards Payment for stubby holders Web site fee Cheque book fee

Total Expenditure Closing balance as at 30/4/2019

Term Deposit \$22,284.60 Leaving a total of \$27,258.14 Moved –M Speirs Seconded Nigel

#### **Correspondence:**

**Inward** e/mail St Johns ambulance they will do first aid on Saturday of festival e/mail C Pout re Dale Duncan he is no longer singing

#### Out ward

e/mail to C Pout re fees for Dale Duncan phone to QPL re use of closed circuit TV( same to be setup)

# **Business Arising:**

1. new printer ink to be priced at ink station .com

2 look at adding sweets to Friday menu at an extra cost

3 art & craft happy to share supper room for display

4 Letter to hotel to be written re room prices

5 extra flyers have been printed to go to other festivals.

6 people from out of town i.e. Temora ,&Ardlethan have offered to help with festival

7 Logo for festival now on all letter heads

8 .Stubbie holders with festival logo to be same as above

9. Chris has stubbie holders they will sell for \$6.00 each

10 Jason Crutthers to remain as advertised on program

# **Discussions**

The best ways to advertise festival

Meeting closed 9.10

# 17.15 TEMORA RURAL MUSEUM MINUTES HELD 9 MAY 2019

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Temora Rural Museum 🗓 🛣

#### MINUTES OF THE GENERAL MEETING OF THE TEMORA RURAL MUSEUM MANAGEMENT COMMITTEE held at the museum on 9<sup>th</sup> May 2019

Meeting commenced at 7.30pm

**Present:** Neil Martin (in Chair), Rob Maslin, Gordon McGeorge, Graham Lynch, Brian Jennings, Gordon Muir, Bill Speirs

Apologies: Eddie Sams, Cr. Ken Smith, Ken & Kate Hewett, Jean Luck, Jack & Jan Oliver, John Harris, Steve Holden

MOVED that the apologies be received. Robert Maslin / Brian Jennings - carried.

#### Minutes:

**MOVED** that the minutes of the general meeting held on 28<sup>th</sup> February 2019 be accepted as a true and accurate record. Graham Lynch / Gordon McGeorge – carried.

#### Business Arising from the minutes:

DL Flyer has been received.

The new motif for the Bundawarrah Centre has been endorsed by Temora Shire Council and implementation has commenced.

#### **Correspondence:**

 ${\bf MOVED}$  that the correspondence be received and dealt with as read. Graham Lynch / Gordon Muir – carried

Summary as attached.

**Treasurer's Report:** The treasurer reported an Income for the two months since 28<sup>th</sup> February 2019, of \$23,481-82, Expenditure of \$10,765-26, Closing Balance, on 9<sup>th</sup> May 2019, of \$36,926-72 in the museum's working A/c

**MOVED** that the Treasurer invest \$10,000 from the Museum's working account in an appropriate term deposit. Graham Lynch / Neil Martin - carried

**MOVED** that the Treasurer's report be accepted. Graham Lynch / Brian Jennings – carried.

Manager's Report: as attached.

**Curator's Reports:** 

Gordon Muir reported that the Ford Junior tractor has been restored to satisfactory working order and will be given another coat of paint. Minor repairs to the 'T' Model Ford truck and Massey Ferguson 65 tractor have been completed and restoration work will shortly commence on the Oliver tractor.

In the absence of Keri and Col Perry, Bill noted their continuing commitment to maintaining the high standard of the gardening and catering facets of the museum.

The welcome return of Michael Muldoon to assist with cataloguing in the Community Archive was also acknowledged.

Gordon McGeorge noted that the lights in the Telecom Building, Bagdad Hall, School and front exhibition galleries had all been upgraded and the committee is grateful to Neil Storm for this assistance.

Workplace Health & Safety. Bill Speirs will complete his 1<sup>st</sup> Aid Courses next week and both Bill and Ann Pike will attend a TAFE volunteer management course on 15<sup>th</sup> May.

All other curators present reported satisfactory progress.

#### **General Business:**

Brian asked whether the Defib unit in the RFS CEC had been relocated into the unlocked hall space accessing the toilets. As this has not yet been done, he agreed to arrange with Steve to move the unit to increase its accessibility.

Neil advised that the Bowling Club had recently received grant funds to assist with the purchase of a Defib unit and as the Bundawarrah Centre could use another unit, Bill undertook to investigate this grant opportunity.

**MOVED** that if grant funds can be secured to assist with a substantial portion of the cost, an additional Defib unit should be purchased for installation in the Mother Shipton's kitchen area. Brian Jennings / Neil Martin – carried.

Brian drew attention to local opportunities to publicise the Annual Exhibition in the run up to the event and suggested that local service stations be approached to post notices or offer flyers. He also suggested that 'Special Event' signage be displayed on the approaches to the site.

The matter of disposing of apparently surplus building materials and items on the storage block was discussed and it was suggested that each such proposal be considered at a Saturday afternoon working bee before they were removed.

Maurice Henry's offer to donate his Massey Harris Model 701 Baler was discussed. The museum's space constraints were considered against the significance and condition of the machine.

**MOVED** that the committee accept the offer of the Massey Harris Baler and arrange to remove it from Bribbaree to the museum. Brian Jennings / Gordon Muir - carried

**MOVED** that the quote from Choppa's Concreting Service for completion of the new Steam Shed be accepted. Brian Jennings / Robert Maslin – carried

**MOVED** that the Committee authorize the purchase of a consignment of drink coasters promoting the Bundawarrah Centre. Graham Lynch / Gordon McGeorge - carried

**MOVED** that the committee authorize a three month advertising campaign with WIN Television, at \$990 (inclusive) per month, and the production of a suitable 15sec ad, with the aim of attracting 'day trippers' to visit the Bundawarrah Centre. Gordon McGeorge / Robert Maslin.

There being no further business the meeting closed at 8.30pm.

# 17.16 RURAL MUSEUM MANAGERS REPORT 9 MAY 2019

File Number:	REP19/551
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	1. Rural Museum Managers Report 🕂 🛣

Retired Ambulance Officer's Retundol. Sat. 15 April: 11.00am Riverina Sports Car Assoc. Fri. 26<sup>th</sup> Apr. 2.30pm TSC In Miniature Exhibition. 3<sup>rd</sup> – 31<sup>st</sup> May APEX 40 Pub Crawl. Wed.8<sup>th</sup> May 5.00pm APEX 40 Coach tour of Temora. Thurs. 9<sup>th</sup> May 9.00am

**Planned Events:** Pinnacle Volunteers Morning Tea. Wed. 22<sup>nd</sup> May 10.30am Temora Community Mental Health Unit Team Meeting. Wed. 30<sup>th</sup> May 9.30am Guest Speaker, Narrandera Rotary Club. Wed 12<sup>th</sup> Jun. 6.30pm Temora Probus BBQ. Tues. 18<sup>th</sup> Jun. 11.30am TSC Textiles Exhibition. 1<sup>st</sup>-31<sup>st</sup> July

Recent Acquisitions: Sebastopol Bush Fire Brigade Minutes

Correspondence:

General ephemera. 2

Magazines & newsletters. Narraburra News. Mar. Apr. May. 2019 RAHS History Magazine March 2019

Circulars. ANME Invitation

Letters. I/W: RAHS AGM Voting Proxy form

**O/W:** 

Email:

# 17.17 SPRINGDALE PROGRESS ASSOCIATION MINUTES HELD 19 MAY 2019

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Springdale Progress Association 🕂 🔀

<u>Minutes for the meeting of Springdale Progress Association.</u> <u>Held at 5pm Monday 19th May at Springdale Hall</u> The meeting was declared open at 5pm

\_PRESENT:\_Ken Smith, Max Oliver, Anne Thorne, John Woodley, Lyne Andersen, Thelma Reid, Jess Reid.

APOLOGIES: Les Buckley, Pat Thorne, Vinnie Read.

**MINUTES OF LAST MEETING:** The minutes were read and accepted as read on the motion of John Woodley and seconded by Ken Smith. Carried

#### **BUSINESS ARISING FROM THE MINUTES:**

1. Toilet Privacy: concerns have been raised about the lack of privacy for the public toilets. One suggestion was to extend the iron screen. Action: letter to be sent to Temora Shire for consideration of rectifying this problem.

2. The meeting discussed the concern regarding the fortnightly pick up of the nappy bin in the parent's room. The fortnightly pickup creates a foul odour and an increase of flies. Action; Letter to be sent to Temora Shire requesting a weekly pick up.

3.Country and Western night at the hall; to be held 25th October 2019, the Progress committee will cater the event and the organiser of this event to do their own advertising.

Moved Jess Reid, seconded Anne Thorne

TREASURERS REPORT: Treasurer read his report and moved the adoption of this report, seconded by Lyne Andersen Carried

#### **CORRESPONDENCE:**

#### INCOMING:

1. A Thank You card was received from Mayor Rick Firman for the catering provided by the Progress Committee at Council's Assets Meeting.

2. Letter received from Temora Antique Car Club requesting permission to relocate Driver Reviver to Springdale rest area. The committee discussed who will pay for the power used, refreshment to be provided by the car club, with help from committee members, and served from the van. Action: a copy of the letter received to be sent to Council.

Incoming was accepted and moved by Jess Reid, seconded by Max Oliver. Carried **<u>OUTGOING:</u>** Nil

GENERAL BUSINESS: 1. Men's breakfast at the hall 21st September 2019

Meeting closed 6pm **Next meeting**; 20th July, will include the AGM

\_\_\_\_ President; Thelma Reid

# 17.18 HON BRIDGET MCKENZIE - MOBILE BLACK SPOT PROGRAM

File Number:	REP19/601
Author:	Executive Assistant
Authoriser:	General Manager
Attachments:	1. Mobile Black Spot Program 🖞 🛣

The competitive assessment process for Round 5 of the Mobile Black Spot Program is calling for applications from Mobile Network Operators and Mobile Network Infrastructure providers.

Applications are due by July 2019.



69937

# Senator the Hon Bridget McKenzie

Deputy Leader of The Nationals Minister for Regional Services Minister for Sport Minister for Local Government and Decentralisation Senator for Victoria

Cr Rick Firman OAM Mayor Temora Shire Council PO Box 262 TEMORA NSW 2666

Dear Mayor

#### Mobile Black Spot Program - Round 5 opened for applications

The Liberal and Nationals Government has opened the competitive assessment process for Round 5 of its Mobile Black Spot Program (the Program) and is calling for applications from Mobile Network Operators and Mobile Network Infrastructure Providers. The Temora Shire Council's region includes areas classified as non-Major Urban, which are eligible for consideration under the Program.

As you may be aware, the Liberal and Nationals Government has committed \$380 million to the Program to invest in telecommunications infrastructure to improve mobile coverage and competition across Australia. The Program is highly successful and is supported by co-contributions from state and local governments, Mobile Network operators (Optus, Telstra and Vodafone), businesses and local communities. Including co-investment, total Program funding to date is more than \$760 million.

This is delivering 1,047 base stations across the country. Currently, more than 680 base stations are on air, with all base stations expected to be delivered by 30 June 2020.

On 20 March 2019, I announced that an additional \$160 million had been allocated for Rounds 5 and 6 of the Program, with \$80 million allocated to Round 5. Round 5 will again target Public Interest Premises, including economic centres, emergency services facilities and educational facilities.

The Round 5 Program Guidelines were published on the Government's GrantConnect website on 5 April 2019. Applications are due by July 2019. As part of the application process, registered applicants will be provided with the National Mobile Black Spot Database (the Database) which was recently updated during Round 4. This will assist them to identify possible locations, however it is important to note that locations do not need to be registered in the Database to receive funding under the Program.

Past experience has shown that when a local council engages with Mobile Network Operators it increases the likelihood that a base station application will be put forward in its area.

Parliament House, Canberra ACT 2600 Telephone (02) 6277 7495

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I would encourage you to engage with the Mobile Network Operators to identify areas that would benefit from funded base stations.

A key success to this Program has been the funding co-contributions by state governments and third-parties. You may wish to consider whether the Temora Shire Council could offer a financial or in-kind contribution to encourage a proposal, though this is not a mandatory requirement of the Program.

Please contact the Department of Communications and the Arts if you require the appropriate Mobile Network Operator contact details for your area. The point of contact in the Department for further information on Round 5 is MBSPRound5@communications.gov.au.

I look forward to your support for this important Program which is delivering improved mobile coverage to regional and remote Australia.

Yours sincerely

BRIDGET MCKENZIE

# 17.19 OFFICE OF LOCAL GOVERNMENT - CHANGES TO VOLUNTEER & CAREER FIREFIGHTERS

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Office of Local Government 🗓 🔀

Advice of changes to the laws that protect volunteer and career firefighters in NSW.



5 O'Keefe Avenue NOWRA NSW 2541 Locked Bag 3015 NOWRA NSW 2541 Our Reference: Your Reference: Contact: Phone: 70262 A644248

Policy (02) 4428 4100

Mr Gary Lavelle General Manager Temora Shire Council PO Box 262 TEMORA NSW 2666 Email: temshire@temora.nsw.gov.au

6 May 2019

Dear Mr Lavelle

I am writing to advise you of important changes to the laws that protect volunteer and career firefighters in NSW, and to explain how communities throughout NSW can support these reforms.

Those in the Rural Fire Service and Fire and Rescue NSW play a vital role in protecting families, farms and homes in times of civic emergencies such as bushfire. Unfortunately, this service sometimes comes at a personal cost to the health and safety of our frontline emergency workers.

In November 2018, the NSW Government made legislative changes to reform workers' compensation entitlements for firefighters, recognising that those with extended service in this field may be more susceptible to certain types of cancers. The reforms make it easier for firefighters diagnosed with these cancers to receive immediate medical care, and vital support for their families. This is an important protection for those who have given service to our communities in the past, as well as for our present and future emergency services workers.

The cost of the workers' compensation reforms will be shared, as per the usual cost sharing arrangements. Under these arrangements, emergency services costs are divided between insurance providers, the NSW Government and local councils, with local councils providing 11.7% of the total funding. The additional costs associated with the compensation reforms will result in an increase in the annual emergency services levy for councils from 1 July 2019. The increase will vary, depending on the funding formula for each local government area and councils will shortly be advised of the amount by Revenue NSW.

This additional cost will present some challenges for councils, particularly those currently affected by the drought. However, state and local governments must acknowledge the importance of providing support for those workers who have given so much to protect communities.

T 02 4428 4100 F 02 4428 4199 TTY 02 4428 4209 E olg@olg.nsw.gov.au W www.olg.nsw.gov.au ABN 44 913 630 046



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Should you have any queries about the new legislative provisions, please contact the State Insurance Regulatory Authority on 02 9289 1352. Information on the changes is also available on the <u>Revenue NSW website</u>.

Yours sincerely

Tim Hurst Chief Executive Office of Local Government

# 17.20 MICHAEL MCCORMACK MP - TAF SERVICES

File Number:	REP1	9/646
Author:	Exec	utive Assistant
Authoriser:	Gene	eral Manager
Attachments:	1.	TAF Services 🕂 🛣

Thanking Council for raising concerns for the lack of a Terminal Aerodrome Forecast Service at the Aerodrome.

Will raise these concerns with the Minister for the Environment, the Hon Melissa Price and the possibility of a meeting with the Minister.

**NATIONALS** for Regional Australia

# Michael McCormack MP

Federal Member for Riverina Deputy Prime Minister of Australia Minister for Infrastructure, Transport and Regional Development Leader of the Nationals

> Mr Gary Lavelle PSM General Manager Temora Shire Council PO Box 262 TEMORA NSW 2666

Gar1.

Dear Mr Lavelle

Thank you for your letter of 22 March 2019 raising your concerns with me about the lack of a Terminal Aerodrome Forecast (TAF) services.

As you are aware, I am a passionate advocate for the Councils and communities of the Riverina and Central West, and I will use any opportunity I get to promote and help to enhance the growth and development of our region.

To learn of the ongoing situation faced by the Temora Shire in relation to the lack of Terminal Aerodrome Forecast services and the protracted nature of this matter and what this means for the Shire is a real concern to me.

I realise the need for the Aerodrome to secure the TAF service to ensure its economic viability and attract other like services in the future.

I note from previous correspondence Temora Shire Council was encouraged to make contact with Dr Brett Anderson, General Manager Aviation, Land and Maritime Transport of the Bureau of Meteorology (BoM). I have been advised the Council has been in contact with the BoM and advice has been provided regarding the costs involved for Council to enter into a contractual cost recovery arrangement for the provision of TAF services and the BoM is awaiting a response from Council in relation to this information.

Additionally the Department of Environment has advised my office that a consultation draft following the long awaited TAF review is expected to be released around the middle of this year.

Notwithstanding the pending Federal election and the information I have provided above, I am committed to again raising these concerns with the Federal Minister for the Environment, the Hon Melissa Price MP. I have written to and made direct contact with the Minister's office to ascertain the possibility of a meeting being arranged for the Temora Shire Council with the Minister for the Environment or her advisers to further progress this matter.

I will make contact with you when I have received formal advice from Minister Price or her office in relation to this matter and a request for a meeting.

Yours sincerely

Milan Mal

Michael McCormack MP Federal Member for Riverina mm.amc.wga

(( / 4 / 2019 Canberra

P0 Box 6022 Parliament House Canberra ACT 2600 ph 02 6277 7520 website ww

 Canberra
 Parkes

 arment House
 207A Clarinda Street

 ra ACT 2600
 Parkes NSW 2870

 2 6277 7520
 ph 02 6862 4560

 website
 www.michaelmccormack.com.au

Wagga Wagga Suite 2 11-15 Fitzmaurice Street Wagga Wagga NSW 2650 ph 02 6921 4600 fax 02 6921 5900 email michael.mccormack.mp@aph.gov.au



# Michael McCormack MP

**Federal Member for Riverina Deputy Prime Minister of Australia** Minister for Infrastructure, Transport and Regional Development Leader of the Nationals

> The Hon Melissa Price MP Minister for the Environment Parliament House PO Box 6022 CANBERRA ACT 2600

**Dear Minister Price** 

I was recently contacted by the General Manager of Temora Shire Council, Mr Gary Lavelle PSM, seeking urgent assistance from the Federal Government for the establishment and delivery of Terminal Aerodrome Forecast services at the Temora Aerodrome.

I have enclosed a copy of the General Manager's letter and my response to him for your information.

As you will no doubt appreciate, this is a matter of great importance for the Temora Shire Council and has been ongoing for a long period of time, so I would appreciate any advice you are able to provide, and seek your consideration regarding the need to meet or at least arranging a meeting between you or representatives from your office with Temora Shire Council to discuss this matter.

Thank you in anticipation of any advice and assistance you might be able to provide in relation to this very important issue.

Parkes

Yours sincerely

Michael M. Comade

Michael McCormack MP Federal Member for Riverina mm.amc.wga

11 / 04 / 2019

**G O D O** 

Canberra PO Box 6022 Parliament House 207A Clarinda Street Canberra ACT 2600 Parkes NSW 2870 ph 02 6277 7520 ph 02 6862 4560 website www.michaelmccormack.com.au

Wagga Wagga Suite 2 11-15 Fitzmaurice Street Wagga Wagga NSW 2650 ph 02 6921 4600 fax 02 6921 5900 email michael.mccormack.mp@aph.gov.au

#### McDonnell, Aaron (M. McCormack, MP)

From:	Charlotte Butler <charlotte.butler@environment.gov.au></charlotte.butler@environment.gov.au>
Sent:	Friday, 5 April 2019 7:25 PM
То:	McDonnell, Aaron (M. McCormack, MP)
Cc:	DLO Price
Subject:	FW: Review into Terminal Aerodrome Forecasting services [SEC=UNCLASSIFIED]

#### Dear Andrew

Please see below to assist with your enquiry:

- 1. Is the Bureau aware if the Temora Shire Council has made any contact with Dr Brett Anderson or the review committee.
  - RESPONSE: Yes, an officer from the Temora Shire Council contacted the Bureau of Meteorology on 22 November 2018 requesting information on the costs associated with the provision of an aerodrome forecast (TAF) service on a contractual cost recovery basis. The Bureau provided a description of works required and an initial estimate early in 2019 and are awaiting a response.
- 2. Do we have an ETA on the review?
  - RESPONSE: The Bureau expects to release a consultation draft of the TAF Review report around the middle of this year.

#### Charlotte Butler Assistant Adviser! Office of the Hon Melissa Price MP Minister for the Environment

a: Parliament House, Canberra, ACT 2600 t: (02) 6277 7920 } m: 0406 338 521 | e: <u>charlotte.butler@environment.gov.au</u>

From: Petah Rhynehart Sent: Tuesday, 2 October 2018 3:08 PM To: 'ken.grimson@aph.gov.au' <<u>ken.grimson@aph.gov.au</u>> Subject: RE: Review into Terminal Aerodrome Forecasting services [SEC=UNCLASSIFIED]

#### Dear Ken

The Bureau is undertaking a review of the aerodromes at which Terminal Aerodrome Forecast (TAF) services are funded as part of the Meteorological Services Charge (MSC). All aerodromes will be considered as part of this review. A draft TAF Review report is expected to be released for comment in the first half of 2019.

The draft review will be made available on the Bureau's website and at which time interested parties will be encouraged to provide feedback. The Bureau will advise interested parties of the availability of the draft report through a range of channels such as aviation industry partners, meetings and literature.

Feedback will be considered, and consultation undertaken, prior to finalising the recommendations of the review. Any changes to services are be expected to be implemented during the first half of 2020. In the meantime, the Bureau of Meteorology would welcome your input, which can be provided to General Manager Aviation, Land and Maritime Transport, Dr Brett Anderson at <u>brett.anderson@bom.gov.au</u>

Kind regards

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Petah

Petah Rhynehart Departmental Liaison Officer | Office of the Hon Melissa Price MP Minister for the Environment a: Parliament House, Canberra, ACT 2600 t: (02) 6277 7422 | m: 0447 284 981 | e: <u>petah.rhynehart@environment.gov.au</u>

From: Grimson, Ken (M. McCormack, MP) <<u>ken.grimson@aph.gov.au</u>> Sent: Thursday, 20 September 2018 4:28 PM To: Samantha Stebbings <<u>Samantha.Stebbings@bom.gov.au</u>> Subject: Review into Terminal Aerodrome Forecasting services

Good afternoon Samantha,

Minister McCormack has received correspondence in relation to the Bureau of Meteorology's current review of Terminal Aerodrome Forecast (TAF) services.

Would you be so kind as to advise how the Minister and others can make a submission to the review?

Kind regards

Ken

Ken Grimson Deax N CESCONTE DEPER The Income Michael Mit Deare Prim Manael Manael Centrol Acade November 2014 Reported Conference Of France Centrol Academic Centr	inationals In Equal Indiate
ken.grimson@aph.gov.au	www.michaelmccormack.com.au
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Wagga Wagga NSW 2650	W IOM MCONNEMIP
ph 02 6921 4600 lax 02 6921 5909	🗃 kām, neciornacimp

# Temora Shire Council



Our reference: GCL:ATR:

22 March 2019

The Hon Michael McCormack MP Deputy Prime Minister Member for Riverina Wagga Wagga Electorate Office Suite 2 11-15 Fitzmaurice St WAGGA WAGGA NSW 2650

#### Dear Michael

I write to you today regarding a matter of great concern and urgency to Council, namely the lack of Terminal Aerodrome Forecast (TAF) services at Temora Aerodrome.

Temora Aerodrome had TAF services for a substantial period of time before the removal of the services some 6 years ago during a rationalisation process of services provided by the Bureau of Meteorology (BoM). Despite ongoing advocacy and submissions by Council and further reviews we have been unable to secure a reintroduction of the service.

As mentioned earlier, the matter has become one of great importance economically to the Temora Shire Council. We are in the final stages of negotiation with a flight school based in Bankstown to expand and relocate a significant part of their operation to Temora. Unfortunately, the single greatest impediment to this occurring is the lack of a TAF service which is required under their operating procedures.

Council is within weeks of the completion of negotiations for the first phase of this potential development hence the matter is extremely time critical. To assist in progressing this matter we would respectfully request a meeting with the relevant Minister, which we understand to be the Hon Melissa Price MP, senior representatives of the Bureau of Meteorology responsible for decisions on the selection of placements for TAF services and yourself. It is intended that Council Mayor, Rick Firman OAM, representatives of the flight school and myself would attend such a meeting

Temora Shire Council view this business as crucial to the diversification of the economic base of our area, which largely depends on agriculture and need to clearly understand the options available to Council to secure this service.

105 Loftus St, PO Box 262, TEMORA NSW 2666 ABN: 55 048 860 109 DX: 5494 Temora

t: (02) 6980 1100 f: (02) 6980 1138 temshire@temora.nsw.gov.au www.temora.nsw.gov.au Thank you in anticipation of your support on this most important issue. We await your advice as soon as possible on this matter.

Yours faithfully

GC Lavelle, PSM GENERAL MANAGER

# 17.21 MICHAEL MCCORMACK MP - DROUGHT DECLARED

File Number:	REP	19/654	
Author:	Executive Assistant		
Authoriser:	Gen	eral Manager	
Attachments:	1.	Drought Declared 🕂 🛣	

Thanking Council for correspondence seeking a review of local government areas that are not yet drought declared, and advising that Minister McCormack's office has held discussions with the office of Senator the Hon Bridget McKenzie to raise concerns regarding other Councils being added to the eligibility list.

# **Michael McCormack MP**

Federal Member for Riverina **Deputy Prime Minister of Australia** Minister for Infrastructure, Transport and Regional Development Leader of the Nationals



Mr Gary Lavelle PSM General Manager **Temora Shire Council** PO Box 262 TEMORA NSW 2666

Dear Mr Lavelle

Thank you for your letter of 1 May 2019 seeking a review of the local government areas which are not yet drought declared to enable them to access drought communities funding.

I fully acknowledge the severe toll the drought is having not only on our farmers and those who earn their income from their work on the land, but also those who rely on the flow on money spent by farmers in their shops, cafes, gift stores and other small businesses. The impact has been devastating and regrettably the drought isn't showing any signs of breaking soon.

As you are aware, both the State and Federal Governments have made funding available through various financial assistance schemes and I note as you have stated, neighbouring Councils, Bland, Coolamon and Weddin Shires, have been drought declared.

Representing a large part of New South Wales I am conscious there are a number of Shire Councils which have been officially drought declared and some others, like Temora Shire Council, which to date haven't been officially drought declared.

I understand there are a number of factors which are considered in determining the eligibility of Councils to be officially drought declared and added to the eligibility list for funding. Some of the factors relied upon include using rainfall deficiency data from the Bureau of Meteorology, in conjunction with population and industry data (reliance on agriculture) to assess the overall economic impact of the drought in the region.

Following receipt of your letter, I am aware my office has been in discussions with the office of Senator the Hon Bridget McKenzie, Minister for Regional Services, Sport, Local Government and Decentralisation and I too have also raised your serious concerns and those of other Councils with Minister McKenzie who has responsibility for the Drought Communities programme and having Councils added to the eligibility list.



PO Box 6022 Parliament House Canberra ACT 2600 ph 02 6277 7520 website www.michaelmccormack.com.au

Canberra

Parkes 207A Clarinda Street

Parkes NSW 2870

ph 02 6862 4560

Wagga Wagga Suite 2 11-15 Fitzmaurice Street

Wagga Wagga NSW 2650 ph 02 6921 4600 fax 02 6921 5900 email michael.mccormack.mp@aph.gov.au

I will continue to champion the cause of rural and regional Australia and the interests of local Councils and communities with my Ministerial colleagues and will make contact with you when I have received formal advice from Minister McKenzie in relation to this issue.

Yours sincerely

oml Michael McCormack MP

Federal Member for Riverina mm.amc.wga

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# 17.22 MICHAEL MCCORMACK MP - PRE POLL VOTING

File Number:	REP1	9/652
Author:	Execu	utive Assistant
Authoriser:	General Manager	
Attachments:	1.	Pre Poll Voting 🕹 🛣

Thanking Council for correspondence regarding pre-poll voting and advised that Councils request has been forward to Minister Seselja for consideration.

**GOO** 

Federal Member for Riverina Deputy Prime Minister of Australia Minister for Infrastructure, Transport and Regional Development Leader of the Nationals

> Mr Gary Lavelle PSM General Manager Temora Shire Council PO Box 262 TEMORA NSW 2666

Dear Mr Lavelle

Thank you for your correspondence of 20 May 2019 regarding pre-poll voting.

In a letter I have written to the Assistant Minister for Finance, Charities and Electoral matters, Senator the Hon Zed Seselja, I have enclosed your letter to me and expressed my support for Council's position.

I have asked Minister Seselja to forward Council's request for future pre-poll voting in Temora to the Joint Standing Committee on Electoral Matters for its consideration.

Once Minister Seselja responds I will be in contact again.

Yours sincerely

Michael M. Comade

Michael McCormack MP Federal Member for Riverina mm.kg.wga

Canberra

Canberra ACT 2600

ph 02 6277 7520

PO Box 6022 Parliament House

Parkes

207A Clarinda Street

Parkes NSW 2870

ph 02 6862 4560

website www.michaelmccormack.com.au

27 15/2019



Wagga Wagga

Suite 2 11-15 Fitzmaurice Street

ph 02 6921 4600 fax 02 6921 5900

email michael.mccormack.mp@aph.gov.au

Wagga Wagga NSW 2650

TEMORA SHIRE COUNCIL

# 17.23 NHVR THANK YOU TO COUNCIL CONTRIBUTION

File Number:	REP19/698	
Author:	Senior Engineering Technical Officer	
Authoriser:	Engineering Technical Manager	
Attachments:	1. NHVR Thank You Letter 🕹 🛣	

# FIRST HEADING

Council recently received from NHVR the attached 'Thank You' letter for contribution towards the Performance Based Standards (PBS) heavy vehicle demonstration day and agricultural machinery display held in Temora on 11<sup>th</sup> April 2019.



16 May 2019 Our Reference: CCF/362 DOC/21851

Mr Rob Fisher Engineering Technical Manager Temora Shire Council P O Box 262 TEMORA NSW 2666

Dear Mr Fisher

On behalf of the National Heavy Vehicle Regulator (NHVR) management and staff, I would like to thank you for your contribution to the Performance Based Standards (PBS) heavy vehicle demonstration day and agricultural machinery display held in Temora on 11 April 2019.

The time you provided to make the day a success is very much appreciated.

More than 130 people attended the day and the NHVR has received great feedback in terms of how the day helped them to become more informed on the capabilities of high productivity heavy vehicles.

We intend to keep the good momentum going from Temora. The demonstration day has opened lines of communication between local councils and industry representatives to achieve real improvements in the productivity and safety of road transport.

I am also really pleased to hear that a number of discussions are continuing between industry and road managers out of the Temora day to try and open up additional heavy vehicle routes to high productivity PBS vehicles, and consider expanded access on existing routes.

I look forward to these improved lines of communication between industry and road managers leading to real enhancements in the productivity and safety of road transport and the broader economy.

Thank you again and I look forward to continuing to work with you and other road managers in driving tangible improvements in heavy vehicle productivity and safety.

Yours sincerely

**Chief Executive Officer** 

www.nhvr.gov.au | PO Box 492 Fortitude Valley QLD 4006

# 18 CONFIDENTIAL REPORTS

# **RESOLUTION 228/2019**

Moved: Cr Max Oliver Seconded: Cr Dale Wiencke

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993 at 7:08PM:

# 18.1 Confidential Minutes of the Assets & Operations Committee Meeting held on 11 June 2019

This matter is considered to be confidential under Section 10A(2) - a, c, di and e of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with personnel matters concerning particular individuals (other than councillors), information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business, commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and information that would, if disclosed, prejudice the maintenance of law.

### **RESOLUTION 226/2019**

Moved: Cr Claire McLaren Seconded: Cr Nigel Judd

It was resolved that Council approves an interest free loan up to \$25K over a period of 5 years and Council taking over the ownership of the land and arrange a lease agreement with Ariah Park Pre School detailing that they are responsible for the maintenance, public liability and workers compensation insurance.

Carried

# **RESOLUTION 227/2019**

Moved: Cr Graham Sinclair Seconded: Cr Max Oliver

It was resolved that Council close Section 2 and sell to adjoining owner for \$4,200 as per below budget implications as the Council public road is currently used by the owner for primary production purposes. Selling this land upon closure will remove ownership by Council as a public road while alleviating responsibility for public liability and professional indemnity currently incurred by Council.

Further Section 1 be closed and further discussion between the two adjoining land owners with Council staff is undertaken to come to an agreement for sale of the land upon closure as the road serves no public purpose to Council. Upon closure the land will return to Council operational land with a registered Lot and DP which has no further implications until agreement is reached on the sale of this section of land. The land would need to be sold for \$4,200 to recover cost associated to Council undertaking the closure.

# AND FURTHER

That a tender process be conducted prior to the closure with a indicative cost to Council provided to all tenderers.

Carried

RESOLUTION 228/2019 Moved: Cr Claire McLaren Seconded: Cr Graham Sinclair

It was resolved that the remainder of the reports and recommendations as presented be adopted.

Carried

# 18.2 Confidential Minutes of the Economic Development Committee Meeting held on 11 June 2019

This matter is considered to be confidential under Section 10A(2) - c of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

RESOLUTION 230/2019 Moved: Cr Max Oliver Seconded: Cr Kenneth Smith

It was moved that Council does not attend the auction at 50 Airport Street, Temora.

# AMENDMENT

Moved: Cr Wiencke Seconded: Cr Judd

It was moved that Council attends the Auction and make a bid of up to a ceiling as discussed by Council.

The amendment was put and lost

#### AMENDMENT

Moved: Cr McLaren Seconded: Cr Judd

It was moved that Council attends the Auction and make a bid of up to a ceiling as discussed and amended by Council.

The amendment was put and carried

The amendment became the motion

The motion was then put and carried

Carried

# **RESOLUTION 231/2019**

Moved: Cr Graham Sinclair Seconded: Cr Dale Wiencke

It was resolved that the MOU agreement with TBEG and BREED Australia continue under the existing arrangements.

Carried

# 18.3 Temora Shire Residential Land Use Strategy

This matter is considered to be confidential under Section 10A(2) - c of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

# **RESOLUTION 232/2019**

Moved: Cr Max Oliver Seconded: Cr Dale Wiencke

It is recommended that Council:

- 1. Endorse the actions as presented in the report, and
- 2. Receive future reports to update Council on the progress on these actions.

Carried

# 18.4 Ratepayer Hardship

This matter is considered to be confidential under Section 10A(2) - b of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with discussion in relation to the personal hardship of a resident or ratepayer.

# RESOLUTION 233/2019

Moved: Cr Graham Sinclair Seconded: Cr Dennis Sleigh

It was resolved that Council waive the interest for the 2018/2019 and 2019/2020 rating years and review the situation in June 2020

Carried

# 18.5 Airpark Estate

This matter is considered to be confidential under Section 10A(2) - dii of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a competitor of the council.

# THIS ITEM WAS DEALT WITH IN THE ECONOMIC DEVELOPMENT MINUTES REFER TO MINUTE NUMBER 230/2019

CARRIED

# RESOLUTION 229/2019

Moved: Cr Claire McLaren Seconded: Cr Dale Wiencke

It was resolved that the confidential resolutions be brought into open Council.

CARRIED

# 1. WEBCASTING

Cr Judd advised that Dubbo has commenced webcasting and Dubbo is happy to speak with the General Manager about webcasting through Facebook.

Cr Judd spoke to the Minister for Regional Transport, Paul Toole, at the Roads Congress Dinner. He said that the Government's use of the Cost Benefit Analysis or Ratio (CBR) to assess many items in the bush, might have to be re-assessed. Many worthwhile projects in the bush were never going to reach that magic CBR ratio, but were still justified to be done and a political decision sometimes needed to be made. Cr Judd gave the example of the Temora Shire Alternate Route project struggling to reach that magic CBR ratio.

# 2. CR MCLAREN

Advised that the Grey Street Pinnacle House is very congested and may need to look at this in the future, and is there possibility of Councillors looking through the house at a future meeting.

# Director of Administration & Finance advised that a tour could be organised for a meeting day.

# **19 MEETING CLOSE**

The Meeting closed at 9:08PM.

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 18 July 2019.

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GENERAL MANAGER

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CHAIRMAN