



Date: Thursday, 17 December 2020
Time: 4:03PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Ordinary Council Meeting

17 December 2020

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**MINUTES OF TEMORA SHIRE COUNCIL
ORDINARY COUNCIL MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON THURSDAY, 17 DECEMBER 2020 AT 4:03PM**

PRESENT: Cr Rick Firman (Mayor)(Chair), Cr Kenneth Smith, Cr Graham Sinclair (Deputy Mayor), Cr Lindy Reinhold, Cr Dale Wiencke, Cr Max Oliver, Cr Nigel Judd, Cr Claire McLaren, Cr Dennis Sleigh

IN ATTENDANCE: Gary Lavelle (General Manager), Rob Fisher (Engineering Technical Manager), Elizabeth Smith (Director of Administration & Finance), Claire Golder (Town Planner), Anne Rands (Executive Assistant), Craig Sinclair (Economic Development Manager – arrived at the meeting at 4:31pm)

1 OPEN AND WELCOME

The following Public Forums were held at 3:30pm.

- Temora & District Lake Development Committee – Brendan Fritsch, Gordon Durham and Gloria Maslin
- Temora High School – Power point presentation – Ready for Life

2 APOLOGIES

RESOLUTION 277/2020

Moved: Cr Kenneth Smith

Seconded: Cr Max Oliver

That apologies from Director of Environmental Services Kris Dunstan be received and accepted.

CARRIED

3 OPENING PRAYER

The opening prayer was conducted by Pastor Darren Kupke from the Temora Lutheran Church.

4 CONFIRMATION OF MINUTES

RESOLUTION 278/2020

Moved: Cr Kenneth Smith

Seconded: Cr Dennis Sleigh

That the minutes of the Ordinary Council Meeting held on 19 November 2020 be confirmed.

CARRIED

5 MAYORAL MINUTES**1.1 MAYORAL MINUTE - DECEMBER 2020**

File Number: REP20/1424
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

1. I wish to formally advise Council that we have lost one of NSW's good and honourable gentlemen in the Hon Ian Armstrong AM, OBE. Mr Armstrong's sad passing has touched many, with all of us having our own personal reflections. Mr Armstrong was our highly regarded NSW Member for Lachlan for several years, also serving as NSW Deputy Premier and Minister for Agriculture, among many other roles. Mr Armstrong always had time for everyone – no matter their rank or station in life. The thoughts and prayers of Temora Shire Council, together with our community remain with Mrs Jenny Armstrong and their entire Family.

RECOMMENDATION: That Temora Shire Council writes a letter a sympathy on the passing of the Hon IM Armstrong AM, OBE.

2. I inform Council that on Tuesday 18th May 2021, the original Temora Council Chambers we're sitting in today, will turn 100 years old. This is a significant milestone and one that Council will be honouring. There will be an appropriate Reception held on the exact date, to formally acknowledge this occasion. I know all Temora Shire Councillors, together with former Temora Municipal Councillors, will reflect with a warm sense of pride having had the privilege to sit in this Chamber and help shape our strong, prosperous and caring Temora Shire community.
3. I wish to formally advise Council that our Urban Overseer, Mr Chris Campbell has informed us that he will be retiring early January, next year. Mr Campbell has been with Council for some 30 years and has carried out his role with much pride and effort. Council places on record our warm appreciation to Mr Campbell for his dedication to Council and our Shire community, spanning over three decades.
4. As we take time to reflect on the challenging year that was 2020, I wish to formally convey my warm appreciation to Councillors, Staff and our entire community of Temora Shire. The manner in which you have all cared for yourselves and each other, during this difficult Year of COVID-19, has been exceptional. Everyone stepped up and did as we were instructed, by the ever-changing Public Health Orders of the day. I know this year has been most difficult, particularly for our Residents at Greenstone & Narraburra Lodges, however, so far, we've managed to be a COVID-FREE Shire, which is a tribute to everyone. I wish to also pay tribute to our General Manager, Mr Gary Lavelle. His leadership, particularly in this COVID space, has been exceptional.
Thank God, it now appears we will have a legitimate COVID vaccine available to every Australian, which is the news we have all been praying for.
We can also reflect on many positives throughout the year, with an impressive number of upgrades and infrastructure renewals. These various projects have been appreciated by our

entire community. We thank our Federal Member for Riverina, the Hon Michael McCormack MP and NSW Member for Cootamundra, Ms Steph Cooke MP, for their consistent support of our various grant, stimulus programmes, which have only made Temora Shire stronger.

We can also be thankful that our Shire farming community has had, from all reports, a record bumper harvest. The noticeable change in positive attitude we have seen when the rains did come for this season, has been most infectious. When our farming community performs well, our business and wider community also excels.

We have also all heard of the countless acts of kindness that our Citizens have bestowed on each other. This really is the Temora Shire way, particularly during some trying times.

Overall, we have much to be grateful – and I am grateful for such a dedicated group of Councillors and Staff – and a very caring, hardworking, and optimistic Shire community.

I wish every Councillor, Staff Member and Citizen a very Merry Christmas. Let's make sure that 2021 is another BIG year of achievement for our much-loved Temora Shire.

RESOLUTION 279/2020

Moved: Cr Lindy Reinhold

Seconded: Cr Nigel Judd

It was resolved that Council writes a letter of sympathy on the passing of the Hon IM Armstrong AM, OBE and notes the remainder of the report.

CARRIED

6 REPORTS FROM COMMITTEES

6.1 MINUTES OF THE YOUTH ADVISORY COMMITTEE MEETING HELD ON 8 DECEMBER 2020

File Number: REP20/1386

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Minutes of the Youth Advisory Committee Meeting held on 8 December 2020

RESOLUTION 280/2020

Moved: Cr Dennis Sleigh

Seconded: Cr Max Oliver

It was resolved that the reports be received.

CARRIED

RESOLUTION 281/2020

Moved: Cr Kenneth Smith

Seconded: Cr Max Oliver

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

CARRIED



Date: Tuesday, 8 December 2020
Time: 9:32AM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Youth Advisory Committee Meeting

8 December 2020

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**MINUTES OF TEMORA SHIRE COUNCIL
YOUTH ADVISORY COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 DECEMBER 2020 AT 9:32AM**

PRESENT: Cr Rick Firman (Mayor), Cr Dennis Sleigh (Chair), Cr Kenneth Smith, Cr Claire McLaren

IN ATTENDANCE: Melissa Carter (Youth Worker), Anne Rands (Executive Assistant)

1 OPEN MEETING

9:32am

2 APOLOGIES

COMMITTEE RESOLUTION 20/2020

Moved: Cr Kenneth Smith

Seconded: Cr Claire McLaren

That apologies from Director of Administration & Finance Elizabeth Smith be received and accepted.

CARRIED

1. ELECTION OF CHAIRPERSON

Nominations were called for the Chairman. Cr Smith nominated Cr Sleigh. No other nominations received.

COMMITTEE RESOLUTION 21/2020

Moved: Cr Kenneth Smith

Seconded: Cr Claire McLaren

It was moved that Cr Sleigh is the Chairman of the Youth Advisory Committee.

CARRIED

3 REPORTS

3.1 FOOD SCIENCE WORKSHOP

File Number: REP20/1221
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

The Temora Youth Team hosted a Food Science Workshop on the 29th of September, led by Hospitality Leaders Aya Baraket and Maisie Filewood under the supervision of Youth Program Coordinator Melissa Carter. We opened this workshop up to 8+ yr olds from the Temora and surrounding communities. The minimum age for weekly Platform Y workshops is 10 yrs old. However, we open up our school holiday events to 8 and 9 yr olds in an effort to create excitement for attending Platform Y when they reach the required age. A total of 18 young people attended, 5 of which were 8 years old.

During the workshop, the participants were introduced to 6 experiments and the science behind them. The young people were shown:

- Secret Banana Messages- when the banana skin is damaged, it releases a chemical called polyphenol oxidase, which when exposed to oxygen produces the brown pigments in the damaged skin.
- Magic Pepper and Soap – this experiment demonstrated how different particles react with the surface tension of water molecules.
- Magic Milk- this experiment showed how polar and non-polar particles react with each other.
- Shaving Cream Rain Clouds- this experiment demonstrated how the atmosphere works in real life. When clouds get full of water, gravity pulls the water down as rain.
- Rainbow M&M's- when warm water is mixed with the sugary shell, the different coloured dye begins to run and eventually blend together.
- Marshmallow Catapult- a catapult operates by converting potential (stored) energy into kinetic (motion) energy. This was demonstrated through creating mini versions of catapults with sticks and launching marshmallows.

Leaders, Aya Baraket and Maisie Filewood, took advantage of the opportunity to up skill their knowledge in budgeting, time management, computer literacy and coordinating the workshop from start to finish. YPC Melissa Carter is proud of both Leaders for working together and displaying goal-orientated, positive attitudes during the workshop. This workshop proved to be a success with all participants displaying interest in future Food Science Workshops.

Feedback

Below is an email sent from a parent of a participant to Gary Lavelle and Elisabeth Smith.

Hi Gary and Liz,

I wish to place on record my thanks and appreciation to Ms Melissa Carter for running a fantastic Food Science event on Tuesday, 29th September 2020. My son Haydn was in attendance and enjoyed this very much. The program was well presented by the senior members of the Youth Committee and Ms Carter; they should all be congratulated.

The program was additionally well received by us, due to my son being eight (8) years of age. Many of the events that are held at Platform Y are restricted by age, so this was great for Haydn to get

involved in at an early age; and too appreciate/understand the value of Platform Y to Temora's youth.

Many thanks and I hope that in the next school holidays a similar program could be applied and too the age level being more flexible.

Kindest Regard, Belinda

COMMITTEE RESOLUTION 22/2020

Moved: Cr Kenneth Smith

Seconded: Cr Claire McLaren

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

CARRIED

Report by Kassi Owen & Melissa Carter

3.2 WIZARD WHISK MYSTERY BOX CHALLENGE

File Number: REP20/1222
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

On Thursday the 1st and Thursday the 8th of October, the second round of the Wizard Whisk Mystery Box Challenge was completed. This 2 hour workshop was a sequence of the first Mystery Box Challenge held in the July School Holidays. A total of 31 young people utilized this workshop over the 2 days, including 3 eight yr olds.

At each event the participants were divided into 3 teams and faced off to see who could cook the best main meal in a MasterChef style cook-off. The recipes completed were Aussie Style Beef and Salad Tacos; Barbequed Chicken Wraps with Garlic Yogurt; Easy Pepperoni Pizza; Chicken and Egg Pasta; Mini Chicken Lasagna and Thai Beef Salad.

The participants were introduced to new culinary skills whilst making social connections with other young people. They also learnt the financial literacy and nutritional information of the recipes they cooked.

Hospitality Leaders, Aya Baraket and Maisie Filewood, hosted both events with the support and supervision of Youth program Coordinator Melissa Carter. The Leaders had the responsibility of choosing all recipes; making sure the recipes aligned with the Temora Youth Healthy Food Policy; ordering ingredients; utilizing their time management skills; goal setting; and coordinating the workshops.

The Temora Youth Hospitality Leaders will be hosting the final round of the Wizard Whisk Mystery Box Challenge in the 2021 January school holidays.

COMMITTEE RESOLUTION 23/2020

Moved: Cr Rick Firman
Seconded: Cr Claire McLaren

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

CARRIED

Report by Kassi Owen & Melissa Carter

3.3 TOTEM SKATEBOARDING - YOUTH WEEK 2020

File Number: REP20/1223
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

Totem Skateboarding returned to the Temora Shire for the 4th year in a row as part of Youth Week 2020. The Temora Youth Team Leaders were encouraged to invite young people from the community and surrounding villages to promote Platform Y and participate in this event. 13 young people registered and attended the Totem Skateboarding Event with Youth Program Coordinator Melissa Carter attaining 4 new Temora Youth memberships on the day.

On Sunday the 4th of October Media and Promotions Leader, Carus Gray, represented the Temora Youth Team as a Leader at the event. Carus helped to set up and pack up with the Totem crew. He received a one-on-one talk with the crew and learnt what inspired them to start their workshops when they were teenagers. Throughout the event, Totem Leader Nigel repeatedly announced the Youth Motto and praised Temora Shire Council for funding the event.

The Totem Skateboarding workshops included all safety and correct skateboarding techniques, and they provided all skate and safety equipment.

YPC Melissa Carter organised for an article to be printed in the local paper on Thursday the 8th of October. The journalist attended the event and took his own photos. This was at no cost to Temora Shire Council.

Feedback

Social media post from a mother with 3 children who participated:

She did and I got it!! Annabelle and one of her tricks she learnt with Totem today!!! Thanks to Temora Youth@ Melissa Carter for organising such a great event! The kids loved it once again!

COMMITTEE RESOLUTION 24/2020

Moved: Cr Dennis Sleigh
Seconded: Cr Claire McLaren

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

CARRIED

Report by Kassi Owen & Melissa Carter

3.4 AFTERNOON TEA & MINUTE WITH THE MAYOR

File Number: REP20/1224
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

On Wednesday the 21st of October, 20 Temora Youth Team Members celebrated Youth Week 2020 at the Afternoon Tea and Minute with the Mayor Event at Platform Y. At this event, the Temora Youth Leaders shared their impressive contribution of over 350 volunteer hours to the Temora Youth weekly workshops, school holiday workshops and community events.

The Team was praised by Mayor Rick Firman and congratulated for their ongoing commitment to the community during the trying time of the COVID-19 pandemic.

The Temora Youth Leaders finished the event with a segment of 'Minute with the Mayor' where they represented their Team, highlighting their vision and goals for 2021 and the future.

COMMITTEE RESOLUTION 25/2020

Moved: Cr Claire McLaren
Seconded: Cr Kenneth Smith

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

CARRIED

Report by Kassi Owen & Melissa Carter

3.5 CATERING OPPORTUNITY

File Number: REP20/1354
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

On Saturday the 7th of November, 6 Members of the Hospitality Team supervised by Youth program Coordinator Melissa Carter catered for Elaine Costello's 70th Birthday Dinner. The Team made up 5 salads and 2 meat platters in the Platform Y Kitchen.

Later that afternoon, Hospitality Leaders Aya Baraket and Maisie Filewood personally delivered the food to Elaine's home with the assistance of YPC Melissa Carter.

Elaine was extremely impressed with the professionalism of the Team and the quality of the food produced. Elaine made 3 separate social media posts in support of the Temora Hospitality Team. One post was on the "Plug it in Temora" Page and it read "*If you need some catering done you should consider the Hospitality Team at Platform Y. Melissa Carter and her team go above and beyond*".

The Team agreed on making a \$250 profit, and this will go into the Hospitality funds for 2021.

This opportunity gave the Team an insight into private catering and the requirements and professionalism needed to be successful at an event. Due to COVID-19, the Team has had little opportunity to volunteer this year or be involved in any hospitality related community events. This event boosted morale and created excitement for 2021 volunteer opportunities.

COMMITTEE RESOLUTION 26/2020

Moved: Cr Kenneth Smith

Seconded: Cr Rick Firman

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

CARRIED

Report by Kassi Owen & Melissa Carter

3.6 UPCOMING SCHOOL HOLIDAY WORKSHOPS

File Number: REP20/1355
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

The Temora Youth Leadership Team have organised the upcoming 2020/2021 summer school holiday workshops.

Food Science Workshop

Due to the amazing response from the Food Science Workshop in the previous holidays, the Leaders have chosen to include this workshop in the upcoming holidays as well. This workshop will be held on Tuesday the 29th of December 2020 from 2pm-3:30pm.

The experiments will include:

- Magic Dancing Rice
- Homemade Lava Lamp
- Edible Solar System
- Solid, Liquid and Gas
- Orange Fizzy

On the day the participants will be divided into groups and given all instructions needed for the experiments on a sheet of paper. The sheet will also explain the science behind the experiment.

T-Town Dance Off!

The very first T-Town Dance Off! Workshop will be held on Monday the 11th of January 2021 from 2pm-4pm.

On the day the participants will be divided into two groups and mentored by the Leaders to learn and perform a planned choreography. The panel of judges will decide the winning group.

Wizard Whisk Mystery Box Challenge

The final sequel of the Wizard Whisk Mystery Box Challenge will be held Wednesday the 13th and Monday

the 18th of January 2021 from 2pm-4pm. The course for the final Challenge is dessert.

Gaming Tournament

Our ongoing popular Gaming Tournament will be held on Friday the 15th and Friday the 22nd of January 2021

from 2pm-4pm. The workshop will be set up as a round robin draw playing Mario Kart. The overall winner will receive a prize.

Barista Course

In 2018, former Temora Youth Team Leader, Ben Rayner, expressed the desire to have young people in the Temora community professionally trained with barista skills to serve coffee at community events and/or to gain employment. In January 2021, this idea will be put into motion, with 2 free barista courses offered at Platform Y.

Youth Program Coordinator, Melissa Carter, has collaborated with Kylie Ledden from Wagga Catering to hold both sessions using the Temora Youth coffee machine at Platform Y.

The first session on Tuesday the 5th of January 2021 is open to 14-25 year olds in the community who will benefit from attaining this training. The available 8 positions were filled in 24 hours.

The second session on Thursday the 7th of January is open to Temora Youth Leaders exclusively.

The Leaders are then encouraged to take back their learnings and educate other Temora Youth members on the skill of coffee making and serving.

Temora Youth Team Christmas Party and Awards Ceremony

The Temora Youth Team Christmas Party and Awards Ceremony will be held on the 9th of December at Lake Centenary from 4pm-5:30pm. Each member will receive awards for their contribution in 2020 to the Temora

Youth Team and Temora Community.

2020 Temora Youth Team Achievements:

- Over 180 hours to school term workshops (hospitality, gaming, cultural and performing arts)
- Over 15 hours to school holiday workshops
- Over 18 hours to community events (catering opportunities, Clean Up Australia Day, Gidginbung Painting Project)

COMMITTEE RESOLUTION 27/2020

Moved: Cr Claire McLaren

Seconded: Cr Kenneth Smith

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

AND FURTHER

That Cr Sleigh liaise with the Youth Program Coordinator Melissa Carter to forward a thank you to the John Holland Group with a picture collage.

CARRIED

Report by Kassi Owen & Melissa Carter

1. CR FIRMAN

Advising of how impressed he was with the Youth Program Coordinator and her follow up care to the student assaulted in a incident at the park near Platform Y recently.

Enquired if the Youth Team would be interested in catering for the 100 year celebrations of the Council Chambers in May 2021.

Youth Program Coordinator will discuss this with the Catering Team, and this will then be discussed further at the February 2021 Youth Advisory meeting.

2. CR SLEIGH

Advising of the appointment of the Youth Officer who will commence at the end of January for 12 months.

4 CLOSE MEETING

The Meeting closed at 10:23am.

This is the minutes of the Youth Advisory Committee meeting held on Tuesday 8 December 2020.

.....

GENERAL MANAGER

.....

CHAIRMAN

6.2 MINUTES OF THE ROADS HIERARCHY MEETING HELD ON 8 DECEMBER 2020

File Number: REP20/1387

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Minutes of the Roads Hierarchy Meeting held on 8 December 2020

RESOLUTION 282/2020

Moved: Cr Dale Wiencke

Seconded: Cr Graham Sinclair

It was resolved that the reports be received.

CARRIED

RESOLUTION 283/2020

Moved: Cr Kenneth Smith

Seconded: Cr Dale Wiencke

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

CARRIED



Date: Tuesday, 8 December 2020
Time: 11:06AM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Roads Hierarchy Meeting

8 December 2020

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**MINUTES OF TEMORA SHIRE COUNCIL
ROADS HIERARCHY MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 DECEMBER 2020 AT 11:06AM**

PRESENT: Cr Rick Firman (Mayor) (Chair), Cr Nigel Judd, Cr Claire McLaren, Cr Dennis Sleigh, Cr Kenneth Smith, Cr Dale Wiencke

IN ATTENDANCE: Gary Lavelle (General Manager), Rob Fisher (Engineering Technical Manager), Amanda Colwill (Engineering Technical Officer)

1 OPEN MEETING

11:06am

2 APOLOGIES

COMMITTEE RESOLUTION 1/2020

Moved: Cr Kenneth Smith

Seconded: Cr Dale Wiencke

That apologies from Cr Max Oliver, Cr Lindy Reinhold, Cr Graham Sinclair and Director of Administration & Finance Elizabeth Smith be received and accepted.

CARRIED

3 REPORTS**3.1 EW5 - RESTRICTED ACCESS VEHICLE POLICY****File Number:** REP20/1261**Author:** Engineering Technical Officer**Authoriser:** Engineering Technical Manager**Attachments:** 1. EW5 Policy**REPORT**

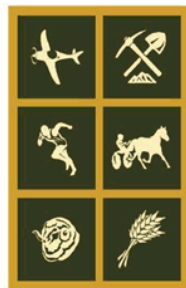
Council's Restricted Access Vehicle policy (EW5) has recently undergone a general review to reflect current practice. The policy is attached for reference with the mark-up visible.

COMMITTEE RESOLUTION 2/2020**Moved:** Cr Dennis Sleigh**Seconded:** Cr Dale Wiencke

That the Committee resolved to recommend to Council that the Restricted Access Vehicle be adopted as presented and that suitable sites for the de-coupling of road trains be further investigated.

CARRIED***Report by Amanda Colwill***

TEMORA SHIRE COUNCIL



TEMORA
The Friendly Shire

Restricted Access Vehicle Policy

ACTIVE

Function: Engineering

Temora Shire Council

Policy Number: EW5

Review Details

ABOUT THIS RELEASE

DOCUMENT NAME: Restricted Access Vehicle Policy
CODE NUMBER: EW5
AUTHOR: Temora Shire Council
ENDORSEMENT DATE: 10 April 2018

REVIEW

Revision Date	Revision Description		Date approved by Council	General Managers Endorsement
February 2018	New Policy	1	19 April 2018	GCL
November 2020	General Review			

PLANNED REVIEW

Planned Review Date	Revision Description		Review by
September 2020	Programed Review		Rob Fisher

Revision Number: 1
 File Name: Restricted Access Vehicle Policy

Revision Date: 19 April 2018
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Function: Engineering

Temora Shire Council

Policy Number: EW5

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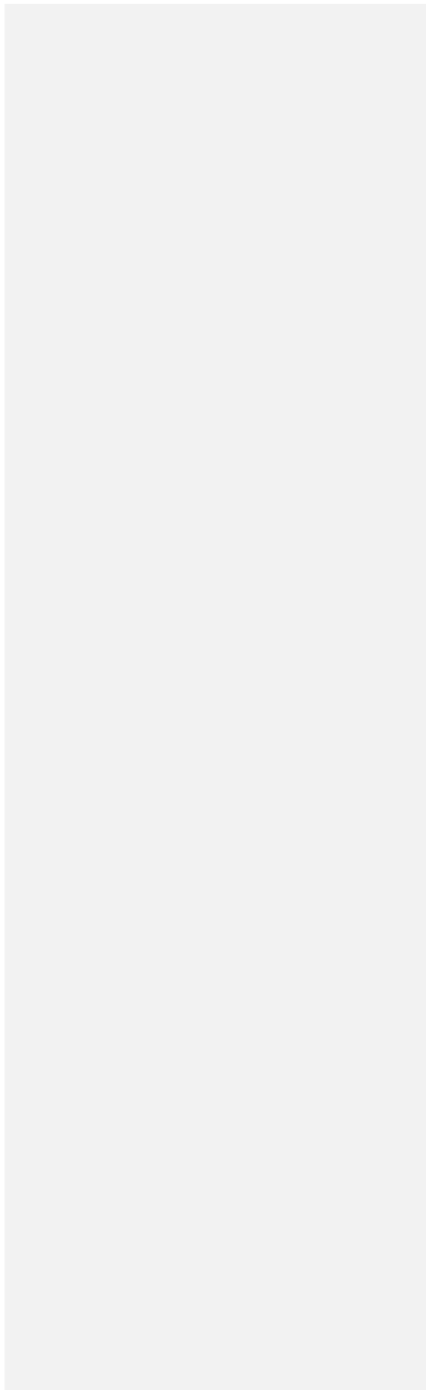
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Appendix A – Road Train Urban Permit Access Map 17

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Function: Engineering

Temora Shire Council

Policy Number: EW5

1. Purpose

Temora Shire Council endeavors to support the needs of local and regional industry, with this Council recognises the necessity for access and operation of Restricted Access Vehicles (RAV) within the Temora Local Government Area (LGA).

This Policy provides guidance to Council staff and transport operators relating to RAV access within the Temora LGA.

2. Scope

This Policy applies to all RAV operation on Temora Shire Council managed road network.

This Restricted Access Vehicle Policy supplements the Temora Shire Councils Asset Management Policy, Asset Management Strategy and [TransportRoads—Asset Management Plan](#).

3. Objectives

The objectives of this Policy are;

- Support local and regional industry by allowing controlled access of RAV's, enabling;
 - i. Efficient, practical movement of freight.
 - ii. Improved access to local industrial areas and local business.
 - iii. Improved linkage of state, regional and local networks.
 - iv. A nationally competitive local industry
- Provide guidance to transport operators wishing to operate RAV's within the Temora LGA.
- Define RAV access routes within the Temora LGA.
- Make clear the limits of access for RAV combinations within the Temora LGA.
- Provide equity and transparency in the way Council manages RAV access requests.

4. Roles and Responsibilities

4.1 Policy Roles and Responsibilities

4.1.1 Elected Council

- To act as stewards for community infrastructure assets.
- To set corporate Asset Management Policy and vision, with linkage to the Community Strategic Plan.
- To ensure appropriate resources and funding for Asset Management activities are made available.

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File Name: Restricted Access Vehicle Policy

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4.1.2 Executive Management

- To oversee the Community expectation for the movement of freight across the LGA and the alignment of those expectations with the Community Strategic Plan.

4.1.3 Engineering Section

- Review and update the Restricted Access Vehicle Policy to ensure it maintains its currency and integrates with other related policy and procedure.
- Assess applications for RAV access against this policy, procedure and guidelines.
- Maintain records of restricted access routes and approvals.
- Provide linkage between the community, key stakeholders and Council on the management of RAV routes.
- Encourage continuous improvement, innovation and cost effective methods to improve RAV route assessment practices.

4.2 Road Access Roles and Responsibilities

Roles and responsibilities for the management of road network access is well articulated in the NHVR Approved Guidelines for Granting Access. These roles and responsibilities are summarised below.

4.2.1 Regulator

The National Heavy Vehicle Regulator (NHVR) administers one set of laws for heavy vehicles under the Heavy Vehicle National Law (HVNL). The NHVR is responsible for:

- heavy vehicle access permit applications, including final decision on granting access,
- assigning vehicle conditions to access permits,
- National Heavy Vehicle Accreditation Scheme management and accreditations,
- Performance-Based Standards Scheme vehicle design and access approvals,
- heavy vehicle standards modifications and exemption permits,
- a national driver work diary and risk classification system for advanced fatigue management,
- one set of national notices,
- one set of national fees for NHVR services, and
- one set of national penalties.

4.2.2 Road Authority

The NSW road authority is the Roads and Maritime Services (RMS). Under the HVNL, the road authority has the power to overrule the decisions of road managers in some situations through a request from the NHVR. The Road

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Authority is also the Road Manager for the State road network and therefore manages network access on this network.

4.2.3 Road Manager

The Road Manager for the Temora LGA is the Temora Shire Council. The Road Manager is responsible for determining whether to consent to the use of RAV's on its roads and may, when consenting, require that travel conditions and road conditions be included in a mass or dimension authority.

5. Review

The policy should be reviewed in conjunction with Councils Road Asset Management Plan.

6. Heavy Vehicle Terminology

- NHVL – National Heavy Vehicle Law. NHVL and regulations commenced in the ACT, NSW, QLD, SA, TAS and VIC on 10 February 2014. The NT and WA have not commenced the HVNL at this time. The aim of the NHVL is to have consistent regulation of the heavy vehicle industry.
- RAV - Restricted Access Vehicle. Any single or combination heavy vehicle Class 1, 2 or 3, which alone or together with its load exceeds the general access mass or dimension limits as defined in the Heavy Vehicle National Regulation. In short terms, any Class 1, 2 or 3 heavy vehicle that operates under a notice or permit.
- GAV - General Access Vehicle. General Access Vehicles comply with mass and dimension requirements and do not require a notice or permit to operate on the road network. These vehicles have general access to the road network unless the road is sign-posted otherwise.
- GVM – Gross Vehicle Mass. GVM is nominated in the vehicle registration details and this is the maximum weight at which the vehicle may be operated on roads in NSW.
- GCM – Gross Combination Mass. GCM is the total weight a truck can carry and tow. This is the maximum weight of a loaded articulated vehicle or combination vehicle such as a prime mover with semi-trailer and / or trailers.
- GML – General Mass Limits. GML states the allowable mass for all types of heavy vehicle axle groups under normal conditions. All vehicles operate under GML unless the vehicle is operating under an accreditation or an exemption.
- CML – Concessional Mass Limits. CML allows an operator to operate at mass limits above the GML provided the operator is accredited under the NHVAS.
- HML – Higher Mass Limits. Operators must be accredited under the NHVAS and participate in the IAP.
- OSOM - Any vehicle that exceeds the dimension or mass limits that are stipulated in the Heavy Vehicle (Mass, Dimension and Loading) National Regulation (NSW) are considered to Oversize Overmass Vehicles.

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- PBS - Performance-Based Standards. PBS vehicles are designed to perform their tasks as productively, safely and sustainably as possible, and to operate on networks that are appropriate for their level of performance. The basic principle of PBS is matching the right vehicles to the right tasks. PBS vehicles are tested against 16 stringent safety standards and 4 infrastructure standards to ensure they fit the existing road network and are safe.
- IAP - Intelligent Access Program. IAP provides restricted access and over dimension/mass vehicles with improved access to NSW's road network. In return, their compliance with approved access conditions is monitored using satellite-based tracking technology. This provides stakeholders with greater assurance that the right heavy vehicles are operating on the right roads.
- RFS - Road Friendly Suspension. RFS is a certified suspension systems designed to reduce the impact of laden axles on road pavements and most bridge structures.
- NHVAS - National Heavy Vehicle Accreditation Scheme. NHVAS is a formal process for recognising and qualifying operators who have robust safety and other management systems in place. There are 4 accreditation modules that operators can obtain that provide a range of operator concessions and benefits.
- GHMS - Grain Harvest Management Scheme. The GHMS promotes the safe and productive movement of grain. Under the scheme, eligible heavy vehicles may exceed regulated total mass limits by up to 5% when delivering certain grains to participating grain receivers in participating Council areas.
- NSWLLS – NSW Livestock Loading Scheme. The scheme provides increased mass limits for livestock loads on NSWLLS approved network. Operators are required to meet stringent criteria to qualify for the scheme. The scheme includes measures to minimise road pavement wear, protect vulnerable bridges and reduce the incidence of livestock vehicle rollovers.
- CoR - Chain of Responsibility. CoR is legislation that recognises accountability and responsibility of all parties in the transport supply chain. Under CoR, parties who have control or influence over the transport task are deemed responsible for complying with and for breaches of these laws. All parties must take all reasonable steps to prevent breaches of mass, dimension, loading, speed and fatigue laws.

Further information regarding Heavy Vehicle terminology can be found at the National Heavy Vehicle Regulator Website, available at the following link; [NHVR](#).

7. Policy

7.1 Restricted Access Vehicle Classes

All Restricted Access Vehicles are categorised within three classes:

7.1.1 Class 1 Oversize and Overmass Vehicles

Class 1 OSOM Vehicles Include;

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- Special Purpose Vehicles (SPV). A special purpose vehicle is a motor vehicle or trailer, other than an agricultural vehicle or a tow truck, built for a purpose other than carrying goods (concrete pumps, mobile crane, drill rig, etc.). Special purpose vehicles are considered a Class 1 vehicle, when they do not comply with a prescribed "general access" mass or dimension requirements applying to it.
- Agricultural Vehicles, Implements and Trailers. An agricultural vehicle is considered a Class 1 vehicle if it, together with its load, does not comply with a prescribed mass or dimension requirement. Examples of an agricultural vehicle include harvesters, tractors, augers, comb trailers, etc.
- Load Carrying Vehicles. An OSOM Load Carrying Vehicle is a heavy vehicle or combination which alone, or together with its load, exceeds prescribed mass or dimension requirements, and designed for the purpose of carrying, a large indivisible item. Examples include a prime mover and extendable trailer or a prime mover and low loader combination.

7.1.2 Class 2 Heavy Vehicles

Freight-carrying Vehicles. General freight carrying vehicles that are longer than 19m requiring specific networks that are capable of handling these larger vehicles.

Class 2 Heavy Vehicles include;

- B-doubles and road trains,
- Double decker buses and buses longer than 12.5m,
- Livestock vehicles higher than 4.3m,
- Vehicle carrying combination that is longer than 19m or higher than 4.3m.
- Performance-Based Standards Vehicles

7.1.3 Class 3 Heavy Vehicles

A heavy vehicle which, together with its load, does not comply with prescribed mass or dimension requirements and is not a Class 1 heavy vehicle.

Class 3 Heavy Vehicles include;

- A truck and dog trailer combination consisting of a rigid truck with 3 or 4 axles towing a dog trailer with 3 or 4 axles weighing more than 42.5t GVM.
- A B-double or road train transporting a load wider than 2.5m

Class 3 heavy vehicles do not include Performance-Based Standards (PBS) vehicles or heavy vehicles complying with prescribed dimension requirements but operating under Concessional Mass Limits (CML) or Higher Mass Limits (HML).

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7.2 Restricted Access Vehicle Planning

Council will adopt a planned and controlled approach to granting road network access to RAV's. The granting of access will be based on sound assessment of commercial need, compatibility with Council planning principles, public safety and infrastructure impact considerations.

7.2.1 Permit Application

Where an RAV permit application is required for access, operators ~~should~~ will be directed to apply for access through the NHVR. ~~Council can directly issue Class 1 and Class 3 permits to transport operators within the Temora LGA, however, the NHVR permit process is preferred. Council will consider direct issue of Class 1 and Class 3 permits in exceptional circumstances.~~

7.2.2 Route Assessment / Access

Council will undertake where possible and practical, route assessment consistent with the following guidance material;

- ~~Approved Guidelines for Granting Access~~
- [NSW ROUTE ASSESSMENT GUIDE for Restricted Access Vehicles](#)
- ~~NSW ROUTE ASSESSMENT GUIDE – freight route investigation levels~~

Council will utilise where possible and practical, the ARRB Restricted Access Vehicle Route Assessment Tool ([RAV RAT](#)) for the purposes of conducting and recording route assessment.

Route assessment generally involves consultation with various interconnection asset managers, below is a table of asset classes and associated asset managers.

Asset Class	Asset Manager	Contact	Road Manager
State Roads	RMS	02 6938 1146	RMS
Regional Roads	Council	02 6980 1100	Council
Local Roads	Council	02 6980 1100	Council
Bridge/Drainage Structures (Local & Regional)	Council	02 6980 1100	Council
Bridge/Drainage Structures (State)	RMS	02 6938 1146	RMS
Railway Crossings	John Holland	02 4028 9488	RMS & Council
Water	Goldenfields Water County Council	02 6977 3200	RMS & Council
Electrical	Essential Energy	13 23 91 0428 620 993	RMS & Council
Gas	APA Group	02 5933 0855	RMS & Council
Telecommunications	Telstra	1800 810 443	RMS & Council

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7.2.3 Financial Consideration

The cost of RAV route assessment is catered for within Councils engineering operations budget.

Route assessment that requires specific assessment of pavement or bridge infrastructure will incur an assessment cost. In the case where assessment of structures or pavement is required the applicant will be given the option of either funding the assessment immediately, or waiting until the assessment is carried out as part of Councils works program.

Where infrastructure is of an insufficient standard to meet applicant's requirements, the applicant will be given the option to fund upgrade works if the works are not already on Council's works program in the timeframe required by the applicant.

The cost of infrastructure assessment and/or upgrade to meet specific route assessment or access requirements of applicant's may therefore be met in one of three ways:

- As part of Council's pre-planned infrastructure maintenance or upgrade budget.
- Through contributions by an applicant to upgrade infrastructure to the appropriate level.
- Through a combination of the above.

7.2.4 Restricted Access Route Record Keeping

Council will maintain records of all approved restricted access routes.

The records will specify;

- The road name.
- The start and end points of the approved part of the road.
- Any special condition/s that applies to the route in respect of RAV's.
- The expiry date of the approval (where applicable).
- All information that was included in the request to the NHVR for gazettal of the route.

7.3 Restricted Access

RAV's are designed for specific purposes and should be limited to roads where their use is appropriate.

The following clauses outline current RAV access within the Temora LGA.

7.3.1 B-Double Access

B-Double access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural Areas – Approved area with travel conditions.
Travel conditions;

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- Unlimited access with exception of listed roads or road sections.

2. Urban – Approved roads only.

B-double access maps are published on the RMS website and available at the following link; [RMS RAV MAPs](#).

B-double combinations must comply with the requirements contained in the National Class 2 Heavy Vehicle B-double Authorisation (Notice) and the adjoining NSW Schedule. Available at the following link; [B-Double Authorisation Notice 2014, National Class 2 B-Double Notice](#)

7.3.2 4.6m High Vehicle Access

4.6m High Vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural – Approved area with travel conditions.

Travel conditions –

- Unlimited access with exception of listed roads or road sections.

2. Urban – Approved roads only.

4.6m high access maps are published on the RMS website, available at the following link; [RMS RAV MAPs](#).

4.6m high vehicle combinations must comply with the requirements contained in the applicable National and State notices. Available at the following link; [4.6m National Notices](#).

Note: Operators must assess the route of travel to ensure no physical obstructions prevent the operation of 4.6m high vehicles. Council will not be held liable for damage caused by vehicles or obstructions.

7.3.3 Road Train Access

Road Train access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural and urban areas – Restricted access via permit.

Conditions –

- Restricted to the following Road Train combinations;
 - A-Double -Type 1 ([Tri-axle dolly](#))
 - Modular B-Triple
 - B-Triple
 - [AB-Triple](#)

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- Access is subject to Road Train combinations operating under the Modern Road Train and Triples East of the Newell Highway Scheme. Scheme information is available at the following link; [Road Train Conditions](#).
- Pavements, bridges and drainage structures shall be assessed as capable of carrying the additional mass.
- Road geometry including intersections shall be assessed for access suitability (travel conditions may be considered in substandard areas with low associated risk).
- Access roads shall be specified (no area access will be considered).
- Period permits available for a maximum of 12-36 months.

Road Trains must comply with the National Class 2 heavy vehicle road train authorisation notice [20152020](#), available at the following link; [National Road Train Authorisation 2015](#)[National Road Train Authorisation 2020](#).

A map of approved urban roads within the Temora LGA considered for Road Train permit access is available in Appendix A – Urban Road Train Permit Access Maps.

Additional Road Train access maps are available at the following link; [RMS RAV MAPs](#)

7.3.4 Higher Mass Limit (HML) Access

Higher Mass Limit access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural and urban areas – Restricted access via permit.

Permit conditions –

- Access roads shall be specified (no blanket access).
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.

Heavy vehicles operating at HML must comply with the NSW Higher Mass Limits Declaration [20152020](#), available at the following link; [NSW HML Declaration 2015](#)[NSW HML Declaration 2020](#).

Note: Urban HML permit access is restricted to the approved Urban B-Double routes. These routes are available at the following link; [RMS RAV MAPs](#).

7.3.5 Class 1 Load Carrying Vehicle Access

Class 1 Load Carrying Vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

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1. Rural and urban areas – Access via permit.

Permit conditions –

- Urban access shall be specified (no blanket access).
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.
- Permits above 5.0m **height** are accompanied with an essential energy high load permit.
- Road geometry including intersections shall be assessed as suitable for combination length and width.

Class 1 Load Carrying Vehicles must comply with National Class 1 Load Carrying Vehicle Notices, available at the following link; [National Class 1 Load Carrying Vehicle Notices](#)

Field Code Changed

Class 1 Load Carrying Vehicle Maps are published on the RMS website, available at the following link; [RMS Class 1 Load Carrying Vehicle](#).

7.3.6 **Class 1 Special Purpose Vehicle Access**

Class 1 Special Purpose Vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural and urban areas – Level 1 and Level 3 approved roads. Level 2 and Level 4 access via permit.

Permit conditions –

- Access routes shall be specified (no blanket access).
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.
- Permits above 5.0m are accompanied with an essential energy high load permit.
- Road geometry including intersections shall be assessed for access suitability (travel conditions may be considered in substandard areas with low associated risk).

Class 1 Special Purpose Vehicles must comply with National Class 1 Special Purpose Vehicle Notice 2020, available at the following link; [Class 1 Special Purpose Vehicle Notice 2020](#)

Class 1 Special Purpose Vehicle Maps are published on the RMS website, available at the following link; [RMS Class 1 SPV](#)

7.3.7 **Class 1 Agricultural Vehicle Access**

Class 1 Agricultural Vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

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1. Rural and urban areas – Access as per [National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice 2020 – NSW Class 1 Agricultural Vehicle Notices](#), available at the following link; [Class 1 Agricultural Vehicle Notice 2020s](#).

Field Code Changed

TSC managed road access outside the limits of state notice, shall be access via permit.

Permit conditions –

- Access routes shall be specified (no blanket access).
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.
- Permits above 5.0m are accompanied with an essential energy high load permit.
- Road geometry including intersections shall be assessed for access suitability (travel conditions may be considered in substandard areas with low associated risk).

7.3.8 Restricted Access Buses

Restricted Access Bus access is expected to be rare and will be considered on an individual case by case permit basis.

7.3.9 Performance Based Standards Vehicle Access

Performance Based Standards vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. PBS Level 1 –

Rural and Urban areas – Area Access

2. PBS Level 2a –

Rural Areas – Approved area with travel conditions.

Travel conditions;

- Unlimited access with exception of listed roads or road sections.

Urban – Approved roads only

3. PBS Level 2B & 3A –

Rural and Urban areas – Access Via Permit

Permit conditions –

- Maximum allowable combination length of ≤ 36.5 metres.
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.

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- Road geometry including intersections shall be assessed for access suitability (travel conditions may be considered in substandard areas with low associated risk).

Urban and rural PBS heavy vehicle access maps, including exception routes are published on the RMS website, available at the following link; [PBS HV MAPs](#).

7.3.10 NSW Livestock Loading Scheme Access

NSWLLS access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural – Approved roads only
2. Urban – Approved roads only.

Urban and rural NSWLLS access maps, including exception routes are published on the RMS website, available at the following link; [Livestock Loading Scheme Maps](#).

Livestock Loading Scheme combinations must comply with the [New South Wales Class 3 Livestock Transportation Exemption Notice 2019/Wales Ministerial Declaration \(Livestock Loading Scheme\) Order 2012 \(the Order\)](#). Available at the following link; [Livestock Loading Scheme Notice 2019-Livestock Loading Scheme Order 2012](#).

Note: Operators must assess the route of travel to ensure no physical obstructions prevent the operation of Livestock Loading Scheme vehicles. Council will not be held liable for damage caused by vehicles or obstructions.

7.3.11 Grain Harvest Management Scheme

GHMS access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Scheme operation restricted to between the dates of 1st October – 1st March annually, approved until 1st March 2021.

Heavy vehicle combinations participating in the GHMS must comply with the New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2016 (No. 1). Available at the following link; [GHMS Notice 2016](#).

GHMS access maps, including exception routes are published on the RMS website, available at the following link; [GHMS MAPs](#).

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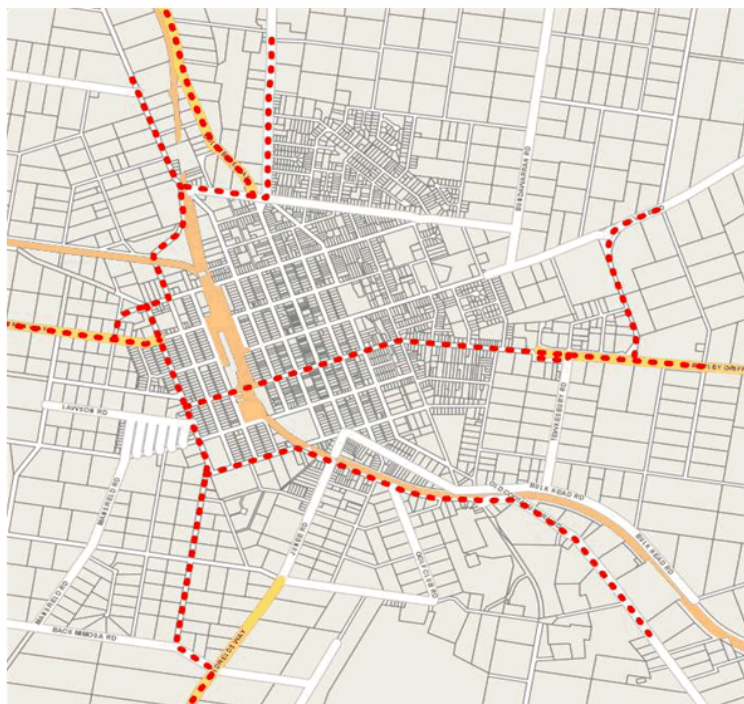
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Appendix A – Road Train Urban Permit Access Map



Road Name	Start	Finish	Road Manager
Trungley Hall Road	Kitchener Road	Teal Street	TSC
Kitchener Road	Airport Street	Trungley Hall Road	TSC
Crowley Street	Kitchener Road	Lucas Street	TSC
Lucas Street	Airport Road	Twynam Street	TSC

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Twynam Street	Lucas Street	Polaris Street	TSC
Polaris Street	Burley Griffin Way	Twynam Street	TSC
Vesper Street	Polaris Street	Back Mimosa Road	TSC/RMS
Back Mimosa Road	Vesper Street	Goldfields Way	TSC
Victoria Street	Vesper Street	Milvale Road	RMS
Ashelford Street	Vesper Street	Old Cootamundra Road	TSC
Old Cootamundra Road	Ashelford Street	GrainCorp	TSC
Tewksbury Road	Burley Griffin Way	Industrial Avenue	TSC
Industrial Avenue	Tewksbury Road	End	TSC
Milvale Road	Burley Griffin Way	Narraburra Street	TSC
Airport Street	Kitchener Road	Saleyards	TSC

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3.2 EW2 - PATHWAYS HIERARCHY PLAN

File Number: REP20/1265
Author: Engineering Technical Officer
Authoriser: Engineering Technical Manager
Attachments:

1. Previous Policy
2. Updated Policy
3. PAMP 2019
4. Physical Works Schedule

REPORT

Council's Pathways Hierarchy Plan – EW2 (formerly Footpath Maintenance and Construction Plan) has recently been reviewed and subsequently reconstructed to reflect current practice. Both the previous and proposed policies are attached to this report for consideration.

The Pedestrian Access and Mobility Plan (PAMP) aims to be used in conjunction with the Pathways Hierarchy Plan and has been attached as reference. This plan was last reviewed in 2019, therefore the Physical Works Program has commenced. An updated program to reflect current progress is provided, with updates marked. A comprehensive review of this program will be undertaken at the next review of the PAMP which is scheduled every 5 years.

COMMITTEE RESOLUTION 3/2020

Moved: Cr Dale Wiencke
Seconded: Cr Claire McLaren

That the Committee resolved to recommend to Council that the Pathways Hierarchy Plan be adopted as presented and that the purchase of a footpath grinder be further investigated.

CARRIED

Report by Amanda Colwill

Function: Engineering/Works

Temora Shire Council

Policy Number: EW 2

TEMORA SHIRE COUNCIL



TEMORA
The Friendly Shire

FOOTPATH MAINTENANCE & CONSTRUCTION

ACTIVE

Revision Number: 2
File Name: Footpath Maintenance and Construction

Revision Date: 31 August 2018
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Function: Engineering/Works

Temora Shire Council

Policy Number: EW 2

Review Details

ABOUT THIS RELEASE

DOCUMENT NAME: Footpath Maintenance & Construction
CODE NUMBER: EW 2
AUTHOR: Temora Shire Council
ENDORSEMENT DATE: 31 August 2018

REVIEW

Revision Date	Revision Description		Date approved by Council	General Managers Endorsement
9 May 2011	New Policy	1		GCL
31 August 2018	Review	2	N/A	GCL

PLANNED REVIEW

Planned Review Date	Revision Description		Review by
September 2020	Review		Engineering Technical Services Manager

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1. CONSTRUCTION OF NEW FOOTPAVING

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1.1 INTRODUCTION

The aim of this plan is to identify the major pedestrian routes within the urban area and to prioritise a works program to improve the mobility and access along the identified pedestrian network.

The policy is divided into two sections the first dealing with new works and the second with maintenance of existing paths.

1.2 ULTIMATE AIM OF PLAN

The main objectives of the plan are therefore:

- † To facilitate improvements in the level of pedestrian access and prioritise particularly areas of high pedestrian concentrations;
- † To reduce pedestrian slip, trip and falls and enhance safe and provide convenient crossing opportunities on major roads; and
- † To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs
- † Develop a five year program for the construction of footpaving in Temora, Aria Park and Springdale;
- † Consolidate the policy of owner contribution to the construction of footpaving
- † Consolidate the policy for owner or developer contribution to private works to the construction of footpaving.

1.3 BACKGROUND

Council can levy contributions from land owners under the provisions of the following acts:

- (1) The Roads Act 1993, Section 217;
 - 1.1 The owner of land adjoining a public road is liable to contribute to the cost incurred by a roads authority in constructing or paving any kerb, gutter or footway along the side of the public road adjacent to the land;
 - 1.2 The amount of the contribution is to be such amount (not more than half of the cost) as the roads authority may determine;
 - 1.3 The owner of land the subject of such a determination becomes liable to pay the amount determined on receiving notice of that amount;
 - 1.4 This section does not apply to the renewal or repair of any paving, kerb or gutter in respect of which contributions have previously been paid and does not apply to the Crown as regards public open space;
 - 1.5 In this section, a reference to a gutter includes, in the case of a roadway that is laid to the kerb in a permanent manner, a reference to such part of the roadway as is within 450 millimetres of the kerb.

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- (2) Local Government Act Section 608, relating to Council fees for services and Section 67 for private works.

Definition: The word "works" will mean the construction of footpaving.

1.4 POLICY

- † Council shall advertise the proposed footpaving construction program each year in the management plan.
- † The contribution for works attributed to the land owner on a rate per metre shall be advertised yearly in the management plan and may be varied at the end of each financial year depending on the cost of plant, labour and materials.
- † The contribution for works from adjoining land owners will be calculated from their road frontage at the rate per lineal metre advertised in the management plan.
- † In the case where works extend down a side street, the contribution to works will be calculated on the lineal distance by half of the rate advertised in the management plan.
- † Where the land extends to a rear street or road (excluding a laneway) and works are to be carried out in the rear street or road (that is not a laneway) the contribution shall be calculated on the frontage of the rear street or road by the rate per metre in the management plan. No contribution to foot paving will be levied to a land owner for works in a laneway.
- † Private works for a developer shall be calculated on an individual basis depending on the extent of the work required.
- † The components of the works to be funded from Council contributions are:
 - strengthening of the road shoulder
 - boxing out for foot paving and subsequent backfilling
 - seeding of backfilling.
- † The width of foot paving shall be shall be nominated in the management plan and the cost of pedestrian ramps borne by Council.
- † This code applies only to the initial construction of new works and not to the repair, reinstatement, rehabilitation, or making safe or other remedial action to existing foot paving or kerb and gutters.

1.5 EXISTING CONDITIONS OF FOOTPATHS

Attached as Figure 1 and 2 is the current situation of Councils footpath in the urban areas of Temora and Ariah Park. The footpaths are a combination of concrete, old bitumen seal and unformed sections.

1.6 NEW CONSTRUCTION

This policy is to provide Council with the necessary background information to be able to:

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- † Enable the adoption of appropriate standards of construction and maintenance for footpaths,
- † Provide Council with a sound basis for future upgrading or development of the footpaths within the urban area.

1.7 PEDESTRIAN ROUTE NETWORK

The pedestrian route network is determined by examining the following:

- † Identifying hazardous locations
- † Identifying location of facilities that generate pedestrian activity
- † Wear on natural footpaths, where no hard surface exists.

Areas that generate pedestrian activity within the urban area are schools, aged care facilities, community centres, child care centres, recreational facilities (parks, swimming pool), shopping centre, licensed clubs, churches and public transport facilities.

The major generators located in the urban area are:

- † Main street shopping,
- † Five schools and TAFE (Temora), Central School Ariah Park; and
- † Senior Citizen Centre.

1.8 CONSTRUCTION CRITERIA FOR NEW FOOTPATHS

The following criteria need be considered when priority listing urban streets for new footpath:

- † Pedestrian volumes
- † Pedestrian type i.e. aged pedestrian, school children etc.
- † Type of surrounds adjacent to the footpath, i.e. shops, school; aged care, residential, industrial.

Table 1 below has attributed rating to the various criteria above and by applying these to each side of the road will give a priority rating to each side of the footpath. As an initial start the pedestrian volume has been divided into two categories, that of less than 50 people per day and those with greater than 50 per day. These categories can be refined in the future as the plan is upgraded.

Table 1 Criteria for Prioritising Footpaths

Criteria	Rating
Pedestrian count less than 50 people per day	1
Pedestrian Count greater than 50 people per day	3
Schools, TAFE, Child Care facilities	2
Elderly Institutions	4
CBD	4
Parks Gardens and swimming pools, reserves etc.	2
Residential	2
Industrial	1
Hospitals, Medical Centre and Doctors Surgery	3

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Churches, Clubs, Motels, Hotels	1
If none of the above are located on the street	0

Appendix A – Footpath Construction Priority lists all of the urban roads in the shire and their footpath condition whether sealed or unsealed. The priority rating for each element has been assessed, by adding the 11 criteria results in a priority rating. The higher the number the higher the priority. There is some overlapping of the criteria, such as a footpath may score a 3 for a high pedestrian count and then score a 2 for having a school, but overall these situations will only highlight that a footpath is required in front of such institutions if not already there.

Appendix A also provides the desired footpath width and the associated cost to construct the path based on current unit rates. From this information a works program can be adopted by Council based on the available funds.

As further information the design standards are summarised in Appendix B for the different types of pedestrian facilities. Including:

- † Footpath surface
- † Footpath dimension
- † Crossing facilities
- † Street furniture; and
- † Lighting

All pedestrian facilities identified within this policy must be constructed to AS1428 and Austroads Part 13, Pedestrians.

1.9 WORK ON FOOTPATH BY OTHERS (NOT COUNCIL)

Any person or firm other than Council constructing or carrying out works on footpaths must notify Council and complete a Footpath Work Application Form (Appendix C). The work must comply with Councils requirements and will be inspected by a Council representative.

The works must ensure the safety of pedestrians and be suitably barricaded to prevent access by the public.

Cost of works by others shall be at the full cost of the person or firm carrying out the work, unless they have been engaged by Council.

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2 MAINTENANCE OF EXISTING FOOTPATHS

2.1 INTRODUCTION

The aim of this procedure is to reduce the risk of injury to the public, and reduce Council's exposure to the possibility of a claim should an injury occur. This shall be achieved by developing and maintaining a systematic approach to inspection, evaluation, maintenance and repair of all footpaths and cycleways as identified in the Asset Register.

Criteria for maintenance activities need to be developed to:

- † To provide a managed level of public safety for users of the footpath and cycleway networks.
- † To extend the life of the footpath and cycleway assets by timely maintenance and rehabilitation.
- † To minimise the potential for 'slip, trip and fall' injuries to occur, a risk management approach to Council's footpath and cycleway networks needs to be developed.
- † Recognise that 'slips, trips and falls' associated with footpath and cycleway networks form a significant percentage of public liability claims received by Council.
- † This policy applies to footpaths and cycleways surfaced with concrete, asphaltic concrete, bitumen seal and pavers.

This policy does not apply to turfed, footpaths. Unformed surface priorities are discussed in section1 of this Policy.

2.2 POLICY STATEMENT

The ultimate aim of the policy is so that Council can;

- † Aim to provide a managed network of footpaths and cycleways for pedestrians and cyclists to utilise.
- † The policy, together with the procedures, provides the guidelines for managing the footpaths and cycleways.
- † Council will within its budgetary constraints, endeavour to provide a level of funding each year to meet the maintenance requirements documented in the procedures.

2.3 PROCEDURES

The procedures aim to:

- † Identify hazards by conducting regular formal assessments or identification through Council's Complaint Management System.
- † Evaluate the types of hazard and their severity.
- † Develop control techniques to manage the hazards.
- † Determine appropriate frequencies of inspections.
- † Determine an appropriate response time to undertake the necessary inspections and repairs for each category of hazard.

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- † Minimise the recurrence of failures using effective maintenance and construction strategies.
- † Develop a system to record and follow the condition of a failed footpath or cycleway system from hazard identification to restoration.

2.4 IDENTIFICATION

The inspection programme identifies all the known risks associated with the footpaths and cycleways and generally takes one of the following forms:

- † Proactive inspections. Inspections of all footpaths and cycleways are conducted at programmed frequencies determined by Council.
- † Reactive inspections. Complaints, requests and reports received via the Service Request Procedure (Trim). (See example - Footpath/Cycleway Inspection Sheet – Appendix D)

2.5 EVALUATION OF HAZARDS

The identified hazard is evaluated for the severity of the hazard and the risk. The evaluation of the risk is rated in accordance with Council's Footpath/Cycleway Risk Rating. (Appendix E)

2.6 CONTROL OF RISK EXPOSURE

The control of the risk exposure is a very specific issue. The type and style of control technique adopted will depend on the resources, facilities and expertise available to Council. There are two considerations to be taken into account when deciding on the control measures to be adopted. They are the type of control measure that should be adopted and the time in which to respond.

There are three basic control measures that are generally implemented by Council:

- † Make the area safe by the erection of temporary barriers or barricades,
- † Effect temporary repairs of the damaged area, and
- † Effect replacement of the damaged area.

Risk Action Response Times are determined on the basis of priority and Council's ability to respond.

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2.7 FOOTPATH HIERACHY

Footpath maintenance standard will not necessarily be reflected by the road classification which the footpath is on, but rather the pedestrian usage. The age and distribution of the population, the proximity to schools, hospitals or other establishments attracting a higher than normal number of pedestrians to the area.

Maintenance can be broken up into five categories.

1	Major Shopping Areas/ Transport hubs CBD with heavy pedestrian traffic, bus stops within the urban area
2	Busy Urban Areas Shopping precincts that are not within the CBD or on the fringe.
3	Less used urban Residential street that have a pedestrian generating feature such as a park or swimming pool;
4	Little used but formed path residential areas that do not have major attractions
5	Not constructed/ informal Paths would include paths and tracks which are known to be regularly used by pedestrians. Typical of these are short cuts between points.

2.8 INTERVENTION LEVELS

Intervention levels serve as trigger points in determining whether repair works are to be carried out. They are very useful in the development of ongoing maintenance programs, as they allow the rating of sections of the footpath according to the present level of disrepair, allowing for future maintenance requirements on a risk priority basis.

Having defined intervention levels also assists Council in being able to organise maintenance works on a priority basis rather than be susceptible to carry out works on a chronological basis, or as a result of pressure from individuals within the community.

It is considered, however, that the greatest benefit is served by assisting in providing the sound legal argument as to why certain works were, or where not carried out.

As such, it is recommended that Council has in place. Determined intervention levels for the range of defects which may occur on or along a footpath.

Intervention levels should be regularly monitored to reflect changing conditions and standards, and it is and considered that the intervention levels established within this policy will also change where the document is reviewed. It is considered appropriate that intervention levels for footpath damage be adopted by Council as set at in Table 2 – Intervention Levels for Footpath.

A generalized diagrammatical representation of the defects to be noted is shown in Figure 1

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TABLE 2 – Intervention Levels for Footpaths

Hierarchy Category	Defect		Recommended Response
1. Shopping Precincts and main transport hubs eg CBD	Level 1	Paved area sunk, cracked, heaved when lips (i.e. slope > 1:1) are \geq 30mm and/or mounding or depressions are >30mm under a 1.2m straight edge	Make safe within 4 hours. Effect repair within 24 – 48 hours
	Level 2	Paved area sunk, cracked, heaved when lips (i.e. slope > 1:1) are \geq 20mm and/or mounding or depressions are >20mm under a 1.2m straight edge	Make safe within 24 hours. Effect repair within 2 – 5 days
	Level 3	Paved area sunk, cracked, heaved when lips (i.e. slope > 1:1) are \geq 10mm and/or mounding or depressions are >20mm under a 1.2m straight edge	Make safe within 2 – 4 working days. Edge grind or repair within maintenance program in 12 months
2. Busy urban area Eg CTC House	Level 1	Paved area sunk, cracked, heaved when lips (i.e. slope > 1:1) are \geq 30mm and/or mounding or depressions are >40mm under a 1.2m straight edge	Make safe within 24 hours. Effect repair within 2–5 days
	Level 2	Paved area sunk, cracked, heaved when lips (i.e. slope > 1:1) are \geq 20mm and/or mounding or depressions are >30mm under a 1.2m straight edge	Effect repair within 2 – 4 weeks
	Level 3	Paved area sunk, cracked, heaved when lips (i.e. slope > 1:1) are \geq 15mm and/or mounding or depressions are > 20mm under a 1.2m straight edge	Edge grind or effect repair within maintenance program, preferably within 12 months
3. Less Used Urban Area Eg Residential Streets with major attractions such as sporting fields, pool	Level 1	Paved area sunk, cracked, heaved when lips (i.e. slope > 1:1) are \geq 30mm and/or mounding or depressions are >40mm under a 1.2m straight edge	Effect repair within 2 – 4 weeks
	Level 2	Paved area sunk, cracked, heaved when lips (i.e. slope >	Effect repair within maintenance

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		1:1) are \geq 20mm and/or mounding or depressions are $>$ 30mm under a 1.2m straight edge	program, preferably within 12 weeks
	Level 3	Paved area sunk, cracked, heaved when lips (i.e. slope $>$ 1:1) are \geq 15mm and/or mounding or depressions are $>$ 20mm under a 1.2m straight edge	Edge grind or effect repair within maintenance program, preferably within one year
4. Less Used Urban Area eg Residential Streets with no major attractions	Level 1	Paved area sunk, cracked, heaved when lips (i.e. slope $>$ 1:1) are \geq 20mm and/or mounding or depressions are $>$ 30mm under a 1.2m straight edge	Effect repair within maintenance program, preferably within 12 weeks
	Level 2	Paved area sunk, cracked, heaved when lips (i.e. slope $>$ 1:1) are \geq 15mm and/or mounding or depressions are $>$ 20mm under a 1.2m straight edge	Edge grind or effect repair within maintenance program, preferably within one year
	Level 3	Paved area sunk, cracked, heaved when lips (i.e. slope $>$ 1:1) are \geq 10mm and/or mounding or depressions are $>$ 15mm under a 1.2m straight edge	Edge grind or effect repair within maintenance program, preferably within one year
5. Unconstructed/informal eg paths that are unformed and act as short cuts	Level 1	Paved area sunk, cracked, heaved when lips (i.e. slope $>$ 1:1) are \geq 30mm and/or mounding or depressions are $>$ 40mm under a 1.2m straight edge	Effect repair within maintenance program, preferably within 12 weeks
	Level 2	Paved area sunk, cracked, heaved when lips (i.e. slope $>$ 1:1) are \geq 30mm and/or mounding or depressions are $>$ 40mm under a 1.2m straight edge	Edge grind or effect repair within maintenance program, preferably within one year
	Level 3	Paved area sunk, cracked, heaved when lips (ie slope $>$ 1:1) are \geq 30mm and/or mounding or depressions are $>$ 40mm under a 1.2m straight edge	Edge grind or effect repair within maintenance program, preferably within one year

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2.9 INSPECTION FREQUENCY

Footpath inspections will be as follows

Inspection Type	Minimum frequency				
	Category 1	Category 2	Category3	Category 4	Category 5
Primary	Once per month	Once per month	Bi monthly	Six monthly	Yearly
Night	6 monthly	6 monthly	Yearly	yearly	50% each year
Event	Following any reported event or accident				

2.10 RECORDS MANAGEMENT

It is important that records are maintained for both the Asset System and the management of customer complaints.

This is particularly relevant to establish Council's response has been reasonable and in accordance with its Duty of Care to the users of its footpaths/cycleways.

All inspections will be recorded on the Footpath Inspection Form listed in Appendix E, and kept by Council's Safety Officer. Any work whether urgent or not will be reported to the Works Engineer or Overseer to incorporate in the maintenance program.

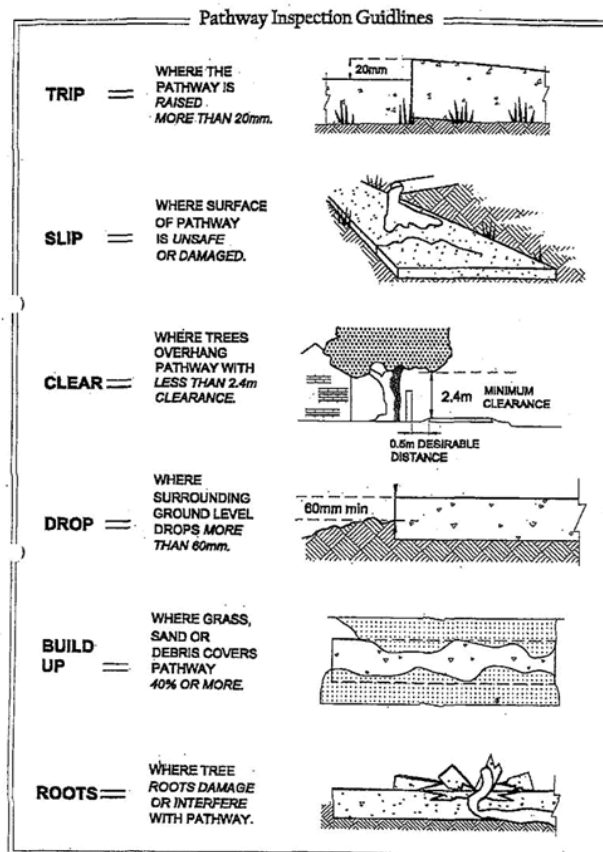
Upon completion of the work, the inspection record will be signed off.

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Figure 1 – General Footpath defects

Figure 1 General Footpath defects



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Path ID	Asset Class	Segment Number	Road Name	Location	From	To	Length	Size of Road	Type of Path	Pavement	Precedence	Subclass	Access	Chap	Integ	Chap	Integ	Chap	Integ	Precedence	Subclass	Access	Chap	Integ	Chap	Integ	Total	Construction			
1	61	61051011	ELDER ST	Temora	Ellyscourt	Wendover	213.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213.0	0			
2	61	61051012	ELDER ST	Temora	Wendover	Greengrove	212.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	425.0	0		
3	61	61051013	ELDER ST	Temora	Greengrove	Shallockburn	472.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	897.0	0		
4	61	61051014	ELDER ST	Temora	Shallockburn	Wendover Drive	259.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1156.0	0		
5	61	61051015	ELDER ST	Temora	Wendover Drive	Wooden Dale	143.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1300.0	0		
6	61	61051016	ELDER ST	Temora	Wooden Dale	Mulleter	173.5	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1473.5	0		
7	61	61051017	ELDER ST	Temora	Mulleter	View	74.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1547.5	0		
8	61	61051018	ELDER ST	Temora	View	Wendover	254.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1801.5	0		
9	61	61051019	ELDER ST	Temora	Wendover	Village	800.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2601.5	0		
10	61	61051020	ELDER ST	Temora	Village	Shallockburn	103.5	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2705.0	0		
11	61	61051021	ELDER ST	Temora	Shallockburn	Wooden Dale	161.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2866.0	0		
12	61	61051022	ELDER ST	Temora	Wooden Dale	Shallockburn	234.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3100.0	0		
13	61	61051023	ELDER ST	Temora	Shallockburn	Wendover	244.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3344.0	0		
14	61	61051024	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3444.0	0	
15	61	61051025	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3544.0	0
16	61	61051026	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3644.0	0
17	61	61051027	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3744.0	0
18	61	61051028	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3844.0	0
19	61	61051029	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3944.0	0
20	61	61051030	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4044.0	0
21	61	61051031	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4144.0	0
22	61	61051032	ELDER ST	Temora	Wendover	Wendover	100.0	N	ASPH/CONC	ASPH/CONC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4244.0	0

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APPENDIX B**B1 Path Surface and Dimension****B1.1 Path Provision**

Path surface and dimensions standards and guidelines are addressed in Austroads Part 13: Pedestrians, Austroads Part 14: Bicycles and in the Australian standards 1428.

According to Austroads, all roads (with the exception of an Access Place) should have some type of the walking facility out of the vehicle path. A separate walkway is preferable; however a shoulder can also provide safe pedestrian accommodation than walking in traffic lanes.

B1.2 Path Surface

Surface treatment should be stable, firm even and relatively smooth but slip resistant. It is also important for many people that surface be flat. General comments in Austroads, in some common paving materials are provided in table B1.

Table B1 Surface Treatments

Surface Treatment	Comment
Concrete and Asphalt	<ul style="list-style-type: none"> ♿ Generally the most functionally appropriate. ♿ Preferred where a footpath is on a gradient, especially where it can become wet. ♿ Concrete and other light colored surfaces are preferred in hot climates as they radiate less heat.
Pavers and bricks	<ul style="list-style-type: none"> ♿ Glazed surfaces can become slippery when wet, therefore pavers and bricks used on footways in external areas should not be used for pedestrian paths. ♿ The provision of a firm well compacted base [preferably in concrete] is essential when used for pedestrian path. ♿ People with sight impairments frequently use difference in pavement colour as a means of guidance. They can find the variations of colour that occur in the surface composed of pavers as confusing. ♿ Bluestone pavers are sometimes used as pavers in Local Area Traffic Management treatments. They can often fail the flatness tests and the difficult to negotiate for people in wheelchairs.
Loose surface materials	<ul style="list-style-type: none"> ♿ Avoid the use of exposed aggregates, gravel, soil, sand, grass and tanbark surfacing on pedestrian routes, other than recreational routes. Even

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	<p>though they can be less expensive, and more aesthetic pleasing, some people find them difficult to walk on and they can impose severe difficulties for people in wheelchairs.</p> <p>† We're these surfaces are used, adequate crossfall should be provided to ensure that good drainage occurs</p>
--	--

B1.3 Path Dimensions

Path dimensions are addressed in AS1428 and Austroads Part 13 and 14. The clear requirements outlined in the documents are provided in Table B2.

Table B2 Width Requirements for Paths

Type of Use	Required width
General minimum width	1.2 m
Absolute minimum width	0.9 m
High pedestrian volumes	2.4 m or greater depending on demand
For wheelchairs to pass	1.8 m
Absolute minimum	1.5 m
For people with disabilities	1.0 m to 1.8 m
For shared [joint use with bicycles] where cyclists passing on opposite directions are rare	2.0m
Two way cyclists are common	2.5 m
Two way cyclists and pedestrians are common	3.0 m

In general a minimum footpath width of 1.2m is considered adequate. However, in high demand locations, such as commercial and retail locations and entrances to schools a minimum width of 2.4m is recommended.

In addition to the above, AS1428 also lists requirements for the design of sloped footpaths. The requirements for landings of at least 1.2m long and maximum lengths of sloped footpaths are dependant on the gradient of the slope. These are included in Table B3

Table B3 Design Requirements for sloped Walkways

	Gradient [constant along whole length]	Maximum length between landing
Slope	1 in 33	25 m ⁽¹⁾
	1 in 20	15 m ⁽¹⁾
	Between 1:33 to 1:20	Linear interpolation from above
Ramp	1 in 14 ⁽²⁾	9 m

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	Between 1:20 and 1:14 ⁽²⁾	Calculate by linear interpolation
--	--------------------------------------	-----------------------------------

- (1) Maximum length can be increased by 30% if one side of a walkway is bounded by handrail as specified in AS1428.1.
- (2) Handrails as specified in AS1428.1 shall be provided on both sides of the ramp.

Furthermore cross falls on footpaths should be as flat as possible, consistent with achieving an adequate drained surface. Excessive crossfall causes problems for some people. AS1428 specifies that any crossfall should not exceed 1:100. Steeper crossfalls may be provided if drainage is a problem but should not exceed 1:40.

B1.4 Tactile Ground Surface Indicators (TGSi)

According to AS1428.4, TGSi can be used to alert people who are blind or vision impaired to pending obstacles or hazards on, or changes in direction and location points of the continuous accessible path of travel, where those hazards or changes could not reasonably be expected or anticipated using existing tactile and environmental cues. Tactile tiles or grooving should be provided at road crossings to indicate the edge of the roadway to pedestrians with sight impairments.

B2 Crossing Facilities

At all road crossings, kerb and gutter ramps should be provided for pedestrians to gain access to the roadway with minimum impediment. Kerb ramps are also essential for people in wheelchairs, golfers or other for other children with mobility restrictions. Kerb ramps should be aligned in the direction of travel.

Standard kerb ramp design should be adopted, however, in situations where the location of a kerb ramp may be compromised by existing services, such as Telstra pits, drainage inlets, the best fit approach may be the only solution. For non-standard ramp placement the following should be satisfied.

- ♿ The ramp path should be at least 1 m wide.
- ♿ The ramp should land within the pedestrian crossing zone and not into the vehicle paths. This is of concern for ramps at corners,
- ♿ There should be no lip or step,
- ♿ The link between the path of travel and the modified kerb ramp should be paved,
- ♿ There should be at least 1 m clear width of footpath around the kerb ramp to allow wheelchairs to pass without being affected by the grade changes in the kerb ramp.

Determining the most appropriate crossing facility to install is mostly dependant on pedestrian and traffic volume as well as the nature of the surrounding area. Austroads indicates that the provision of formal pedestrian crossing facilities should be considered when at least one of the following condition exists:

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- † Whenever there is a need for increased visibility and designation of the crossing area, where pedestrians cross at numerous locations along a short section of road and a formal crossing would serve to channel pedestrian crossing activity to a single point.
- † Where there is substantial conflict between motorists and pedestrian movements,
- † Where the best location for pedestrians to cross may be unclear due to geometric or traffic operational conditions; and
- † At locations recommended as part of the "Safe Routes to Schools" scheme.

Australian Standard 1742.10 specifies installation guidelines in the form of numerical warrants for the establishment of a crossing. In addition to the warrants, Austroads also provides a guide to the most appropriate crossing type for each road classification. An abridged version is included in Table A4, for the differing classes of roads in the shire urban areas.

Table B4 Suitable types of Crossings

Facility	Road Classification	
	Collector Road/Local Crossing Road	Local Street
Pedestrian operated signals	C	Pedestrian devices should not be needed
Pedestrian operated school signals	B	
Pedestrian crossings	B	
Children's crossing	A	
Pedestrian refuge	A	
Footpath (kerb) extension	A	
Road narrowings indented parking, kerb extensions line marking	A	

A Most likely to be an appropriate treatment

B May be an appropriate treatment

C Inappropriate treatment

B3 Other Facilities

B3.1 Bus Shelters

Aust Roads recommends that all bus stops should be provide with adequate signage, lighting and related treatments to clearly identify them. All shelters should be adequately lit, have Australian Standard seating and be as draught proof as possible. All bus stops should also be accessible to all pedestrians including mobility impaired pedestrians.

B3.2 Street Furniture

According to AS1428.2 all items of street furniture should be positioned away from the path of travel and should be of a colour which contrasts with its

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background. Where possible furniture should not be positioned along a building line as it is used as a physical cue for the sight impaired.

All seating should meet AS1428.2. In addition AS1428.2 states that in high use areas with people of ambulatory disabilities, such as areas frequented by the elderly, seats should not be more than 60m apart along the path of travel.

B3.3 Directional Signage

The issue of directional signage is addressed in Austroads Part 13. For a standing person signs should be placed less than 10° above or below eye level. For a person seated, within 15° of eye level is acceptable. All signs should be placed within 30° horizontally of the direction of travel to allow them to be easily read whilst maintaining a clear travel path.

B4 General Routes

B4.1 Path Surface and Dimension

All roads in the urban should have paved footpath on both sides, with a minimum width of 1.2 metres where possible. The paths provided should meet the minimum dimension requirements as stated in Section B1.3.

B4.2 Crossing Facilities

The installation of crossing facilities would be dependent on the ability of a location to meet the numerical warrants, taking into account the local features of the area.

B4.3 Lighting

Lighting meeting the requirements of AS 1158 is recommended for all high pedestrian areas and attractors and around any hazard spots. Lighting should also be adequate at crossing points.

B4.4 Other Facilities

No specific facilities are recommended for general routes. However in areas frequently used by the elderly, AS 1428.2 seating is recommended at 60m to 100m apart.

B5 Low Priority Routes

B5.1 Path Surface and Dimension

Paved footpath is not necessary to be provided on both sides of the low priority route. New footpath should have a minimal width of 1.2 metres and 2.4 metres adjacent to key pedestrian areas. The paths provided should meet the minimum

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dimension requirements stated in B1.3. Australian Standard kerb ramp should be provided at road crossings along the path of travel.

B5.2 Crossing Facilities

The installation of crossing facilities would be dependent on the ability of a location to meet the numerical warrants, taking into account the local features of the area.

At intersections with major traffic routes where crossing opportunities are limited, pedestrian crossings should be considered even if warrants are not met.

B6 Lighting

Lighting to AS 1158 requirements is recommended for all high pedestrian areas and attractors and around any hazard spots. Lighting should also be adequate at crossing points.

B7 Other Facilities

It is recommended that bus shelters be provided along low priority routes at major stops where pedestrians are not already protected by other structures such as building awnings. As with the general route requirements, Australian Standard seating should also be provided in areas frequented by the elderly.

At present with the current situation this is adequately catered for and would only need investigation if transport routes changed in the future.

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APPENDIX C FOOTPATH APPLICATION FORM

APPENDIX C FOOTPATH APPLICATION FORM

TEMORA SHIRE COUNCIL



Risk Management Programme
 PO Box 262
 105 Loftus Street
 TEMORA NSW 2866
 Phone: (02) 69 771099
 Fax: (02) 69 772986
 E-mail: tempa@temora.nsw.gov.au

FOOTPATH WORK APPLICATION FORM

[made under the Environmental Planning and Assessment Act 1979, Section 78A]

This application is for all building, development and subdivision works requiring consent.

A P P L I C A N T	NAME: _____ POSTAL ADDRESS: _____ _____ _____ P/C _____ PHONE: (H) _____ (W) _____ _____ (Signature) Date _____	C O N T R A C T O R	NAME: _____ POSTAL ADDRESS: _____ _____ _____ P/C _____ PHONE: (H) _____ (W) _____ _____ (Signature) Date _____
	Footpath / Road Reserve adjacent to: No: _____ STREET/ROAD: _____ LOCALITY: _____ LOT No: _____ DP: _____ SECTION No: _____		
P R O P O S A L	NATURE OF WORK PROPOSAL: <input type="checkbox"/> gutter crossing <input type="checkbox"/> service installation <input type="checkbox"/> footpath / driveway <input type="checkbox"/> access to premises <input type="checkbox"/> stormwater work <input type="checkbox"/> other		Checklist for Applicants: Will the Work: <input type="checkbox"/> obstruct pedestrian access <input type="checkbox"/> require barrier protection to prevent pedestrian access <input type="checkbox"/> require signage to guide / warn pedestrians <input type="checkbox"/> require additional lighting to facilitate pedestrian movement <input type="checkbox"/> require Council assistance in reinstatement
	ESTIMATED COMMENCEMENT DATE: _____ COMPLETION DATE: _____		
I N S P E C T I O N	FOR OFFICE USE ONLY SATISFACTORY (No/Comment) (Yes/Sign)		
	Before Date & Time: _____		
	During Date & Time: _____		
	After Date & Time: _____		
Further Comments: _____ _____ _____			

u:\wordfiles\templates\hcat\app forms\footpath work

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<p style="text-align: center;">Barrier Equipment</p> <p>Applicants are required to supply their own protection barrier equipment to ensure pedestrian and public safety.</p> <p style="text-align: center;"><u>Please complete a diagram of proposed work area with proposed barrier protection / signage etc. in place.</u></p>
<p>Please Describe:</p>
<p>Comments:</p>

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APPENDIX D FOOTPATH/CYCLEWAY INSPECTION SHEET

APPENDIX D FOOTPATH/CYCLEWAY INSPECTION SHEET

FOOTPATH/CYCLEWAY INSPECTION SHEET

LOCATION / ZONE ROAD NO Ref ORIGIN:

ROAD/STREET

DATE/...../..... INSPECTOR

<p>1 What is the cause and size of the trip hazard</p> <p>Settlement / Erosion <input type="checkbox"/></p> <p>Vehicle <input type="checkbox"/> <input type="checkbox"/></p> <p>Repairing <input type="checkbox"/></p> <p>Water <input type="checkbox"/></p> <p>Wear & Tear <input type="checkbox"/></p> <p>Tree Root Intrusion <input type="checkbox"/></p> <p>Lighting <input type="checkbox"/> <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p>	<p>4 What is the lighting like</p> <p style="text-align: right;">Day</p> <p>Excellent <input type="checkbox"/> / <input type="checkbox"/></p> <p>Good <input type="checkbox"/> / <input type="checkbox"/></p> <p>Adequate <input type="checkbox"/> / <input type="checkbox"/></p> <p>Inadequate <input type="checkbox"/> / <input type="checkbox"/></p> <p>No Artificial <input type="checkbox"/> / <input type="checkbox"/></p>
---	--

<p>2 Is the surface uneven and to what degree</p> <p>Slight <input type="checkbox"/></p> <p>Uneven <input type="checkbox"/> <input type="checkbox"/></p> <p>Very <input type="checkbox"/></p> <p>Extreme <input type="checkbox"/> <input type="checkbox"/></p>	<p>5 Are there shadows on the footpath</p> <p style="text-align: right;">Day</p> <p style="text-align: right;">Night</p> <p>None <input type="checkbox"/> / <input type="checkbox"/></p> <p>Little <input type="checkbox"/> / <input type="checkbox"/></p> <p>Some <input type="checkbox"/> / <input type="checkbox"/></p> <p>Medium <input type="checkbox"/> / <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Heavy <input type="checkbox"/> / <input type="checkbox"/></p>
---	--

<p>3 Is the surface slippery and to what degree</p> <p>Slight <input type="checkbox"/></p> <p>Uneven <input type="checkbox"/> <input type="checkbox"/></p> <p>Very <input type="checkbox"/></p> <p>Extreme <input type="checkbox"/> <input type="checkbox"/></p>	<p>6 Is the footpath frequently used</p> <p>High – CBD, shopping centres <input type="checkbox"/></p> <p>Medium – leisure facilities, schools, aged homes <input type="checkbox"/></p> <p>Low – residential and rural <input type="checkbox"/></p>
---	--

7 Joint Displacement

< 20 mm

20 to 30mm

>30mm

8 Comments / repair method

.....

.....

.....

Signature Date.....

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APPENDIX E RISK ANALYSIS OF HAZARDS AND DEFECTS

APPENDIX E RISK ANALYSIS OF HAZARDS AND DEFECTS

Location Description In Metres	Pavement Condition	Hazards		Identify Defect	Cause	Action Required	Recorded in MDM or other	Expected Response Time
		Yes	No					

PAVED/UNPAVED FOOTPATH: TEMORA SHIRE COUNCIL PEDESTRIAN PAVEMENT INSPECTION

INSPECTED BY: DATE: TYPE: PRIMARY/EVENT

SIGNATURE: TIME:

Function: Engineering/Works

Temora Shire Council

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TEMORA SHIRE COUNCIL RISK ASSESSMENT PROGRAM
Part B – Asset Risk Assessment Analysis and Evaluation

Asset Name: _____

Identified Risk	ANALYSIS			EVALUATION		Treatment
	Low Likely	High Severe	Rating	1-2 Inferable	3-4 Unacceptable	

These Analysis and Evaluation columns must be used in conjunction with Risk Assessment Matrix on previous page.

Assessor: _____

Additional Notes: _____

Date: _____

Signed: _____

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MATRIX USED TO ASSESS RISK PRIORITY

		CATEGORY				ACTION REQUIRED	
		High	High	Medium	Low	1	2
						Immediately	As soon as possible (Time & Finance permitting)
						Within 6 months	Prior to next 12 month inspection
						3-4	5-6
1	How severely could it hurt someone? Or How ill could it make someone?	++ very likely could happen any time A	+ likely could happen sometime B	- unlikely could happen, but v very rarely C	-- very unlikely could happen but probably never will D	1	2
	Kill or cause permanent disability or ill health	1	1	2	3		3
iii	Long term illness or serious injury	1	2	3	4		4
ii	Medical attention or hospitalisation required	2	3	4	5		5
i	First aid needed	3	4	5	6		6

Updated version - November 2003

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FIGURE 1 & 2

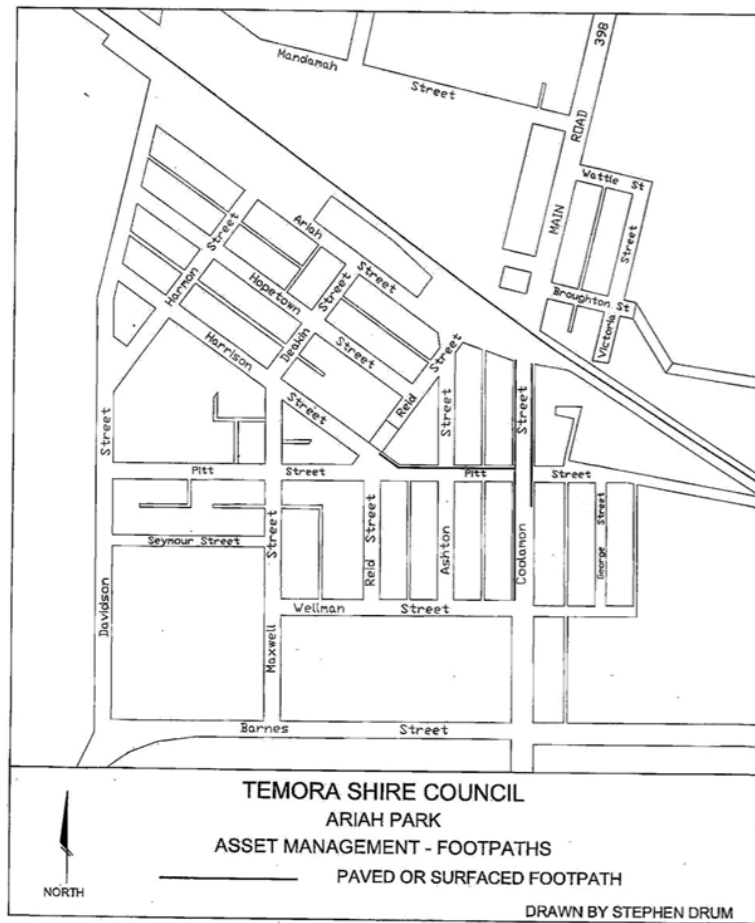


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PEDESTRIAN PAVEMENT INSPECTION

TEMORA SHIRE COUNCIL PEDESTRIAN PAVEMENT INSPECTION								
PAVED/UNPAVED FOOTPATH:			DATE:			TYPE: PRIMARY/EVENT		
INSPECTED BY:				SIGNATURE:		TIME:		
Location Description In Metres	Pavement Condition	Hazards		Identify Defect	Cause	Action Required	Recorded in MDI or other	Expected Response Time
		Yes	No					

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TEMORA SHIRE COUNCIL



TEMORA

The Friendly Shire

PATHWAYS HEIRARCHY PLAN

ACTIVE

Function: Engineering

Policy Number: EW 2
Temora Shire Council

Review Details

ABOUT THIS RELEASE

DOCUMENT NAME: Pathways Hierarchy Plan
CODE NUMBER: EW 2
AUTHOR: Temora Shire Council
ENDORSEMENT DATE:

REVIEW

Revision Date	Revision Description	Date approved by Council	General Managers Endorsement
9 May 2011	New Policy		GCL
October 2020	Reconstruction		

PLANNED REVIEW

Planned Review Date	Revision Description	Review by
January 2023	Review	Engineering Technical Services Manager

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1 PLAN DETAILS

1.1 Aim

The aim of this Plan is to provide a technical framework for the ongoing maintenance, renewal and upgrade of Council's pathway network. It also provides categorisation criteria in order to underpin the service levels provided to the community.

2 NETWORK CLASSIFICATION AND ASSESSMENT

2.1 Classification of Path Network

The Pathway Hierarchy is divided into three major classifications. These aim to reflect characteristics such as surface type and purpose. It is further divided into sub-classifications which detail the intended function of the network. Pathway Hierarchy classification information is noted in [Appendix A](#).

- Pathway Hierarchy Major Classifications:
 - Class 1: Paved Path
 - Class 2: Unpaved Path
 - Class 3: Shared Path
- Pathway Hierarchy Sub-Classifications:
 - Arterial
 - Collector
 - Local

1.1.1 Pathway Definition

For the purpose of this Plan the term 'pathway' can be defined as one of the following:

- Footpath: pedestrian use
- Shared Path: mixed use

2.2 Pathway Hierarchy Assessment

Pathway Hierarchy assessment/review shall be undertaken by Council's engineering department in conjunction with review of this Plan. A subsequent report shall be prepared and tabled for consideration by Council. Factors considered when determining classification within the Pathway Hierarchy are as follows;

- Geographical location i.e. links to major generators
- Pedestrian routes/estimated volumes
- Connectivity/continuity of paved path network

Following Council endorsement, the Pathway Hierarchy Plan shall be used as a guide for Council officers to deliver agreed levels of service consistent with the Plan and provide Council management with direction when considering or undertaking works.

2.3 Pathway Rating Value

The pathway rating value is a figure derived from the addition of a series of weighting points allocated to each section of unpaved pathway. It is intended this value be used as supporting information to the decision making process for assessing potential upgrade

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works. It must be noted the pathway rating value is only a guide and classification of all Council pathways will be at the full discretion of Council.

The below table has attributed rating to the various criteria listed and an accumulation of these figures will determine a final priority rating.

Rating Value Criteria

Criteria		Rating
Pedestrian volume	<50	6
	>50	16
Connectivity	Links to arterial network	16
	Links to collector network	8
	Links to local network	4
	Identified gap in paved network	12
	Links to cycleway or known recreational route	12
Links to Major Generators	Educational facilities (schools, TAFE, childcare)	8
	Aged Care facilities	8
	Medical facilities (hospitals, medical centres)	8
	Public facilities (gym, hotels, clubs, church, supermarket etc.)	8
	Recreational facilities (parks, sporting grounds etc.)	8
Existing Infrastructure	Cycleway	-16
	Pathway on opposite side of road	-16

Once a final priority rating has been established, the following values indicate potential for upgrade, and should be used as a basis for future works programs.

Classification	Rating
Construct paved footpath, or cycleway	≥ 26
Retain unpaved pathway	< 26

2.4 Upgrade Methodology

Network objectives for each hierarchy classification are set in [Appendix A](#). These aim to set the nominal and minimum levels of infrastructure acceptable for each hierarchy classification. In cases where the minimum level infrastructure is not achieved on a section of path, it should be flagged for further investigation and considered for upgrade to a level consistent with the network objective.

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3 MAINTENANCE SERVICE LEVELS

3.1 Asset Inspection / Risk Management

Risk associated with the operation of pathway networks is managed through regular inspection and maintenance of the asset. Regular inspection is achieved via the following methods;

- Programmed Inspection – Proactive inspection of the pathway network is undertaken consistent with Appendix C using 'Reflect' management software.
- Reactive Inspection – Reactive inspection is prompted via public incidents, complaints, requests and/or reports. Public correspondence received is managed through Council's Customer Request Management (CRM) system.
- Asset Condition Rating Inspection – Condition rating inspection is undertaken biennially and is primarily undertaken to capture condition of the asset and to assist in building forward capital works programs. This process is not intended to primarily manage risk, however, is still used as a means of identifying risks existing on the pathway network.

3.2 Pathway Maintenance

Scheduled reactive maintenance is programmed through proactive inspection and condition rating inspection. Scheduled maintenance works are generally derived by grouping defects requiring like rectification activities and delivered as combined work. Examples are footpath grinding, bulk spot replacement programs.

Unplanned reactive maintenance generally occurs due to a reactive inspection resulting from a public incident or complaint. Reactive maintenance is typically undertaken as a high priority either immediately or within a reasonable timeframe (within documented defect intervention response times). Where a high priority defect cannot be rectified immediately, Council staff are expected to undertake temporary works in order to make the site safe. This may involve delineation or barricading of the defect, or in extreme cases closing the respective pathway.

Defects resulting in either scheduled or unplanned maintenance have specific defect response times noted within [Appendix C](#) – Defect Intervention Matrix.

Reflect is also used for recording accomplishment against pathway network defects and maintenance work delivered but not linked to a pathway network defect.

4 DESIGN STANDARDS

For typical pathway applications, Council applies a suite of [standard drawings](#) to be read in conjunction with design standards documented in [Appendix D](#). However, it must be noted, at times it is necessary to modify standard design to suit specific conditions.

Note: Standard drawings are located in the following file directory:
T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings

5 ADMINISTRATION

5.1 Owner Contribution

Council has delegation under section 217 of the Local Government Act 1993 to charge the owner of a property a contribution fee for the initial provision of concrete footpath adjacent to

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their property. [Council Policy EW11 – Footpath / Kerb & Gutter Contributions](#) is the guiding framework for determining the amount to be levied.

5.2 Works Within the Road Reserve

Any private works proposed to be conducted on the road verge or nature strip requires Council's consent. [Council Policy EW13 – Road Verge and Nature Strip](#) is the guiding framework for all works required to be undertaken on any Council road reserve.

Residents are not permitted to close off any part of the nature strip or pathway, due to building or construction works without Council approval.

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APPENDIX A – Pathway Network Hierarchy Classification Table

Major Classification	Sub-classification	Definition	Network Objective	Capital Renewal Cycle	Target Routine Maintenance Cycle
Class 1 Paved Path	1.1 - Arterial	Major shopping areas/transport hubs. High level of pedestrian traffic.	Nominal 3.6m, minimum 1.5m wide concrete footpath on both sides of road carriageway.	75 Years	As Required
	1.2 - Collector	Urban areas within close proximity to CBD linking residential streets to the CBD. Medium level of pedestrian traffic.	Nominal 1.5m, minimum 1.2m wide concrete footpath	75 Years	As Required
	1.3 - Local	Provides access to key community facilities outside of the CBD or provide access to collector paths.	Nominal 1.5m, minimum 1.2m wide concrete footpath	75 Years	As Required
Class 2 Unpaved Path	2.1 - Arterial	N/A	N/A	N/A	N/A
	2.2 - Collector	Unformed, informal pedestrian route with a low level of pedestrian traffic.	Nominal 1.5m, minimum 1.2m wide unobstructed pedestrian access route	N/A	As Required
	2.3 - Local	Unformed, informal pedestrian route with very low pedestrian traffic.	Nominal 1.5m, minimum 1.2m wide unobstructed pedestrian access route	N/A	As Required
Class 3 Shared Path	Concrete Shared Path	Recreational pathway supporting multiple users. Medium level of pedestrian traffic.	Nominal 2.5m, minimum 1.8m wide pathway	75 Years	As Required
	Bitumen Sealed Shared Path	Recreational pathway supporting multiple users. Low to medium level of pedestrian traffic.	Nominal 2.5m, minimum 1.8m wide pathway	75 Years	As Required
	Unsealed Shared Path	Recreational pathway supporting multiple users. Low level of pedestrian traffic.	Nominal 2.5m, minimum 1.8m wide pathway	20 Years	As Required

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APPENDIX B – Pathway Network Hierarchy Maps Urban Temora (north)



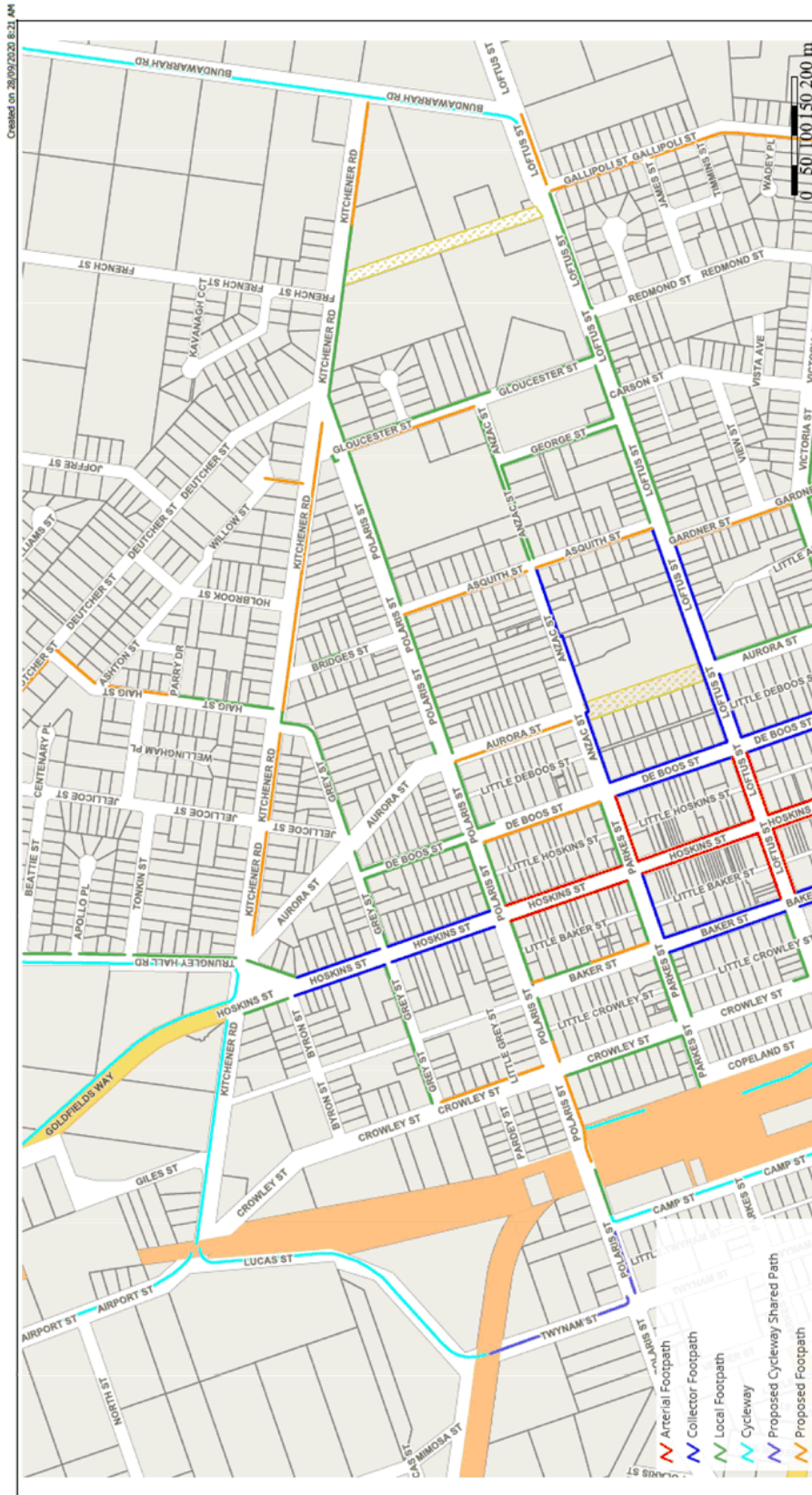
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Urban Temora (central)



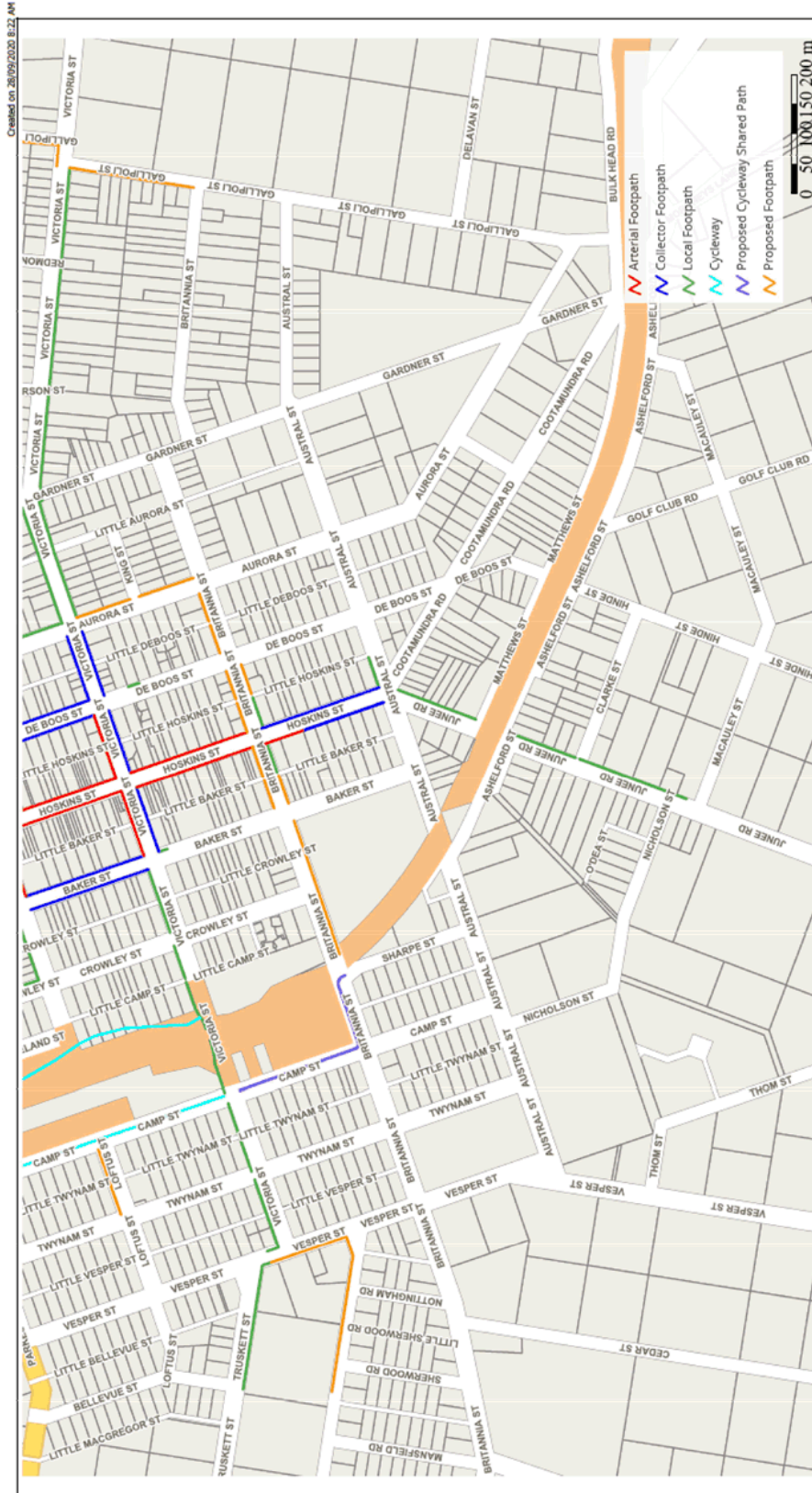
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Urban Temora (south)



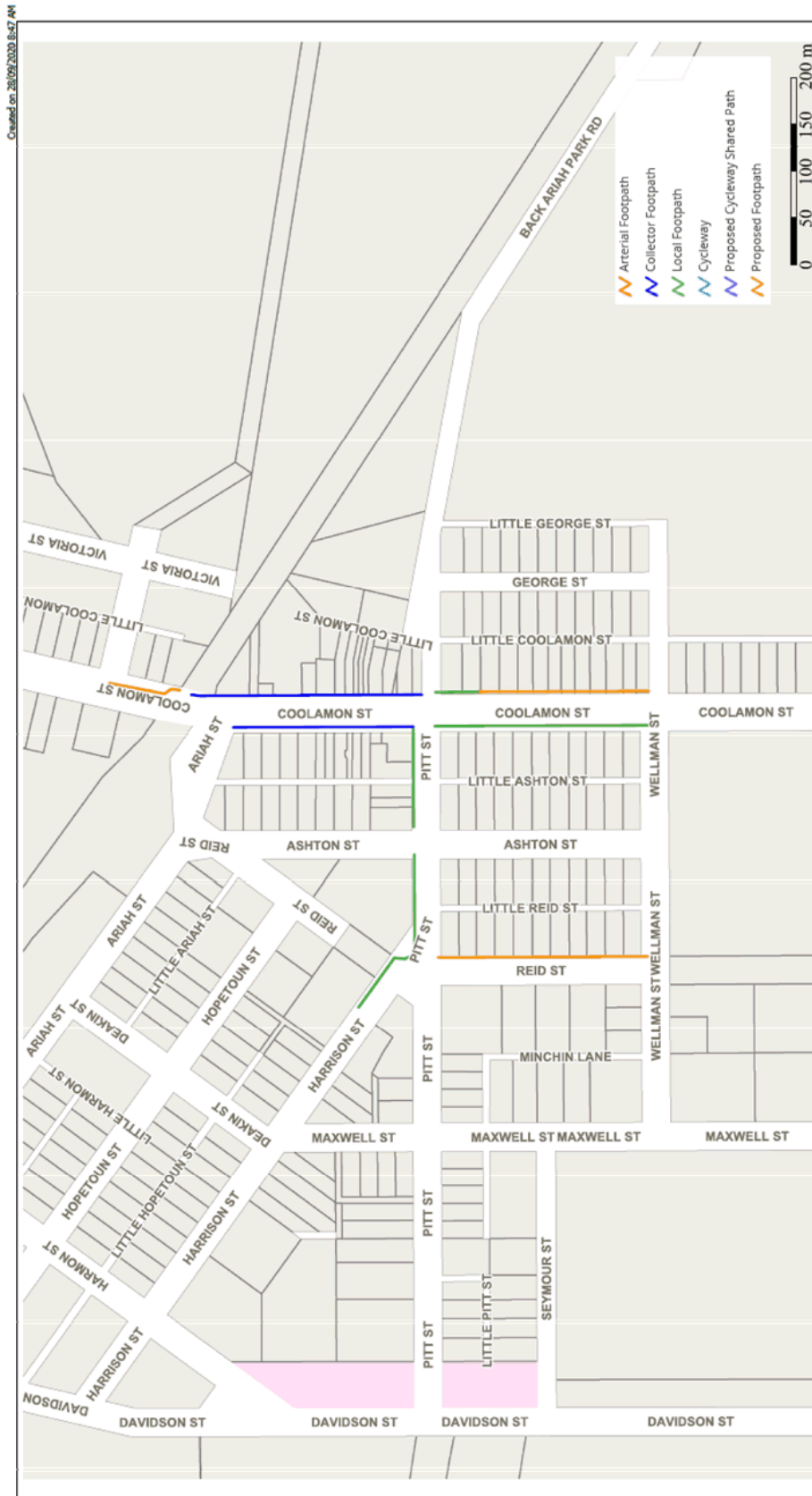
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Urban Ariah Park



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APPENDIX C – Maintenance Defect Matrix

		Pathway Defect Intervention Matrix													
Task Code	Defect	Code	Description	Typical Rectification	Maximum Response Time						Shared Path Class 3				
					Paved Arterial Class 1.1	Paved Collector Class 1.2	Paved Local Class 1.3	Unpaved Arterial Class 2.1	Unpaved Collector Class 2.2	Unpaved Local Class 2.3					
	Edge Drop	E1	Concrete path edge drop off > 50mm	Patching / filling potholes, voids, gaps in pathway using approved materials	6 months	3 months	12 month	12 month	12 month	12 month	12 month	12 month	12 month	12 month	12 month
	Hazardous Material	M1	Hazardous materials on pathway that have the potential to harm pedestrians	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of graffiti	1 week	1 week	1 week	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Loose Material	M2	Loose material on pathway that may become hazardous to pedestrians	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of graffiti	1 week	2 weeks	1 month	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Pram Ramp	P1	Issues relating to a pram ramp (including lip, cracks, slope deficiency, nonexistence etc.)	Removal and replacement of sections of pathways identified in inspections	2 weeks	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Extreme Slippery Surface	S1	Extreme slippery surface	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of graffiti	1 week	2 weeks	1 month	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Moderately Slippery Surface	S2	Moderately slippery surface	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of graffiti	2 weeks	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Slight Slippery Surface	S3	Slightly slippery surface	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of graffiti	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Extremely Uneven	U1	Pathway surface is extremely uneven	Removal and replacement of sections of pathways identified in inspections	1 week	2 weeks	1 month	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Moderately Uneven	U2	Pathway surface is moderately uneven	Removal and replacement of sections of pathways identified in inspections	2 weeks	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Slightly Uneven	U3	Pathway surface is slightly uneven	Removal and replacement of sections of pathways identified in inspections	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Water Ponding	W1	Water ponding on the pavement surface	Repair of path shoulders (drop off, edge break, shoulder cutting, etc.)	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Cracking	C1	Cracking of concrete pathway surface	Inspections of all pathways	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Cracking	CS1	Cracking of sealed pathway surface	Can be either a planned inspection or a reactive inspection as a result of a complaint	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Trip >30mm	T1	Trip hazard >30mm	Grinding of pathways to reduce/eliminate identified trip hazards	1 week	2 weeks	1 month	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Trip 20mm><30mm	T2	Trip hazard between 20mm and 30mm	Grinding of pathways to reduce/eliminate identified trip hazards	2 weeks	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Trip 10mm><20mm	T3	Trip hazard between 10mm and 20mm	Grinding of pathways to reduce/eliminate identified trip hazards	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Trip <10mm	T4	Trip hazard <10mm	Grinding of pathways to reduce/eliminate identified trip hazards	3 months	6 months	12 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Pedestrian Facilities	F1	Issues relating to pedestrian facilities (bins, rails, bike racks, exercise equipment, etc.)	Repair of pedestrian facilities (railing, bins, bike racks, exercise equipment, etc.)	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Graffiti	G1	Graffiti on or near pathway is offensive to pedestrians	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of graffiti	1 week	2 weeks	1 month	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Minor Scour	SC1	Natural surface scour within the pathway reserve < 100mm depth	Patching / filling potholes, voids, gaps in pathway using approved materials	N/A	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Major Scour	SC2	Natural surface scour within the pathway reserve > 100mm depth	Patching / filling potholes, voids, gaps in pathway using approved materials	N/A	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Vegetation Obstruction	V1	Vegetation is obstructing the pathway	Work required to improve pedestrian access or sight distances. May also include removal of tree / roots causing damage to pathways or dangerous overhanging limbs	N/A	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Vegetation Sight Distance	V2	Vegetation is obstructing sight distance for pedestrians or vehicles	Work required to improve pedestrian access or sight distances. May also include removal of tree / roots causing damage to pathways or dangerous overhanging limbs	N/A	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Ground Vegetation	V3	Ground vegetation > 250mm	Mowing or brush cutting of ground vegetation	N/A	2 weeks	1 month	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Gutter Bridge	B1	Issues relating to gutter bridges	Gutter bridge repair (steel or concrete)	N/A	1 month	3 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Gas Infrastructure	GAS	Issues relating to gas infrastructure (gas trenches, gas leaks, gas indicator markers, etc.)	Inspections of all pathways	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Telstra Pit	TP	Issues relating to Telstra pits	Can be either a planned inspection or a reactive inspection as a result of a complaint	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Other	O1	Any other defect that doesn't come under any other defect types (comment required)	Inspections of all pathways	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Miscellaneous			Can be either a planned inspection or a reactive inspection as a result of a complaint	1 month	3 months	6 months	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Note: WO = Work Order. Include in future budget estimates														

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Road Number	Segment	Road Name	Location	Start Point	Unpaved Metres	Rating Value
UR401	2	Ashton	A.Park	Pitt	424	26
UR305	1	Asquith	Tem	Loftus	456	44
UR305	2	Asquith	Tem	Anzac	478	36
UR306	5	Aurora	Tem	Victoria	230	26
UR306	6	Aurora	Tem	King	230	26
UR308	5	Baker	Tem	Parkes	368	30
UR311	8	Britannia	Tem	Railway	148	38
UR311	9	Britannia	Tem	Crowley	230	38
UR311	10	Britannia	Tem	Baker	172	34
UR311	11	Britannia	Tem	Hoskins	172	26
UR311	12	Britannia	Tem	DeBoos	230	30
UR313	2	Camp	Tem	Britannia	235	26
UR318	5	Crowley	Tem	Polaris	200	34
UR318	6	Crowley	Tem	Pardey	204	42
UR319	2	DeBoos	Tem	Polaris	468	30
UR322	1	Gallipoli	Tem	Loftus	364	26
UR322	2	Gallipoli	Tem	James	626	26
UR322	3	Gallipoli	Tem	Victoria	458	34
UR324	1	Gardiner	Tem	Loftus	332	26
UR326	1	Gloucester	Tem	Polaris	430	44
UR337	7	Kitchener	Tem	Haig	130	26
UR337	8	Kitchener	Tem	Bridges	230	26
UR337	9	Kitchener	Tem	Holbrook	720	34
UR338	2	Lawson	Tem	Nottingham	234	26
UR339	3	Loftus	Tem	Twynam	236	30
UR350	5	Polaris	Tem	Rail Crossing	340	30
UR359	1	Twynam	Tem	Austral	474	26
UR359	2	Twynam	Tem	Britannia	468	26
UR359	3	Twynam	Tem	Victoria	464	26
UR360	4	Vesper	Tem	Victoria	284	26

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APPENDIX E – Design Standards

1 Path Provision

All roads should have some type of the walking facility out of the vehicle path. A separate walkway is preferable, however a shoulder can also provide safe pedestrian accommodation. (Austroads Part 6A).

The minimum network objectives for the provision of a path are outlined below, however circumstantial grounds may allow for increased service levels:

Arterial:	Paved pathway constructed adjacent to road on both sides
Collector:	Paved pathway constructed adjacent to road on one side
Local:	Unpaved pathway adjacent to road at minimum on one side

2 Path Surface

Surface treatment should be stable, firm, even and relatively smooth but also slip resistant. Typical surface treatments applied by Council are outlined below:

Surface Treatments

Surface Treatment	Typical Use
Concrete	Maintenance, renewal and upgrade of urban footpaths High use shared paths
Asphalt/Bitumen	Low to medium use shared paths
Gravel	Walking tracks/informal paths
Unformed/unsealed	Undeveloped nature strips

3 Path Dimensions

Situation	Desired Width (m)	Comments
General low demand	Nominal 1.5m, minimum 1.2m	Clear width required for one wheelchair
High pedestrian volumes	2.4m (or higher based on demand)	Generally high use commercial areas (CBD)
Disability access	Nominal 1.8m, minimum 1.5m	Allow for two wheelchairs to pass (1.8m comfortable, 1.5m minimum) Narrower width (1.2m) can be tolerated for short distances
Shared Path	1.8m – 2.5m	

Notes:

- Whilst the minimum width may be used where demand is low it is generally desirable to provide a path that will accommodate two pedestrians side by side.
- Wider than the minimum width (e.g. up to 5 m) may also be necessary at locations where pedestrian flows are high or where pedestrians gather such as in the vicinity of schools and associated road crossings, at recreation facilities and at important bus stops.
- Where demand is significant it may be necessary to provide adequate congregation areas clear of the path required for through movement of pedestrians.

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4 Crossfall

Where paths are for shared use, a crossfall should not exceed 2.5% (1 in 40) to cater for people who have a disability. However, a crossfall of 2.5% should be adopted in order to ensure that the path will shed water and to avoid ponding (AS 1428.1). A flatter crossfall may be adopted provided drainage is facilitated to avoid ponding of water within the path.

5 Landings

Design requirements for sloped walkways are shown in the below table (AS 1428.1).

Design Requirements for Sloped Walkways

	Gradient (constant along entire length)	Maximum length between landing
Slope	1:33	25m*
	1:20	15m*
	Between 1:33 to 1:20	Linear interpolation from above
Ramp**	1:14	9m
	1:20	15m
	Between 1:20 and 1:14	Calculate by linear interpolation

* Maximum length can be increased by 30% if one side of a walkway is bounded by a kerb and a handrail or a wall and a handrail.

** Handrails shall be provided on both sides of the ramp.

NOTE: Landings are not required where walkway gradients are flatter than 1 in 33.

6 Tactile Ground Surface Indicators (TGSIs)

In accordance with AS1428.4, TGSIs shall be installed to alert people who are blind or vision impaired to pending obstacles or hazards on, or changes in direction and location points of the continuous accessible path of travel, where those hazards or changes could not reasonably be expected or anticipated using existing tactile and environmental.

The below requirements must be adhered to:

- TGSIs shall be laid so that there is no likelihood of the edges lifting
- A TGSIs along the direction of travel shall have a dimension of 300mm - 400mm. Where TGSIs are placed across the direction of travel, to ensure they are detected, they shall have a dimension of 600mm - 800mm.
- TGSIs shall be slip-resistance tested
- TGSIs shall have the top surface of bars or domes no more than 4mm - 5mm above the base surface.

Installation of TGSIs will be undertaken as appropriate in conjunction with new infrastructure.

7 Crossing Facilities

Kerb Ramps

At all road crossings, kerb and gutter ramps should be provided for pedestrians to gain access to the roadway with minimum impediment. Kerb ramps are also essential for people in wheelchairs, gofers or other for other children with mobility restrictions. Kerb ramps should be aligned in the direction of travel.

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Standard kerb ramp design should be adopted, however, in situations where the location of a kerb ramp may be compromised by existing services, such as utility pits, drainage inlets, the best fit approach may be the only solution. For non-standard ramp placement the following should be satisfied.

- The ramp path should be a nominal 1.5m wide and at minimum 1.2m wide,
- The ramp should land within the pedestrian crossing zone and not into the vehicle paths. This is of concern for ramps at corners,
- There should be no lip or step,
- The link between the path of travel and the modified kerb ramp should be paved,
- There should be at least 1 m clear width of footpath around the kerb ramp to allow wheelchairs to pass without being affected by the grade changes in the kerb ramp.

Formalised Crossings

Determining the most appropriate crossing facility to install is mostly dependent on pedestrian and traffic volume as well as the nature of the surrounding area. Austroads indicates that the provision of formal pedestrian crossing facilities should be considered when at least one of the following condition exists:

- Whenever there is a need for increased visibility and designation of the crossing area, where pedestrians cross at numerous locations along a short section of road and a formal crossing would serve to channel pedestrian crossing activity to a single point,
- Where there is substantial conflict between motorists and pedestrian movements,
- Where the best location for pedestrians to cross may be unclear due to geometric or traffic operational conditions.

Australian Standard 1742.10 specifies installation guidelines in the form of numerical warrants for the establishment of a crossing. In addition to the warrants, Austroads also provides a guide to the most appropriate crossing type for each road classification.

8 Lighting

Where a pedestrian path is located adjacent to a road, the road lighting should also cater for pedestrians (AS 1158.1 and AS 1158.1.3). The decision to provide additional adequate lighting is a matter to be determined by Council.

9 Bus Shelters

Austroads recommends that all bus stops should be provide with adequate signage, lighting and related treatments to clearly identify them. All shelters should be adequately lit, have Australian Standard seating and be as draught proof as possible. All bus stops should also be accessible to all pedestrians including mobility impaired pedestrians.

10 Street Furniture

In accordance with AS1428.2 all items of street furniture should be positioned away from the path of travel and should be of a colour which contrasts with its background. Where possible

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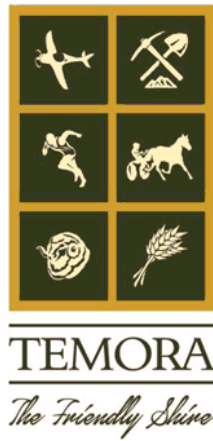
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furniture should not be positioned along a building line as it is used as a physical cue for the sight impaired.

All seating should comply with AS1428.2. In addition AS1428.2 states that in high use areas with people of ambulatory disabilities, such as areas frequented by the elderly, seats should not be more than 60m apart along the path of travel.

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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)

Pedestrian Access and Mobility Plan

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1. INTRODUCTION

Temora Shire Council (TSC) engaged a study of Pedestrian Access and Mobility for the centres of Temora and Aria 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 Aria 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

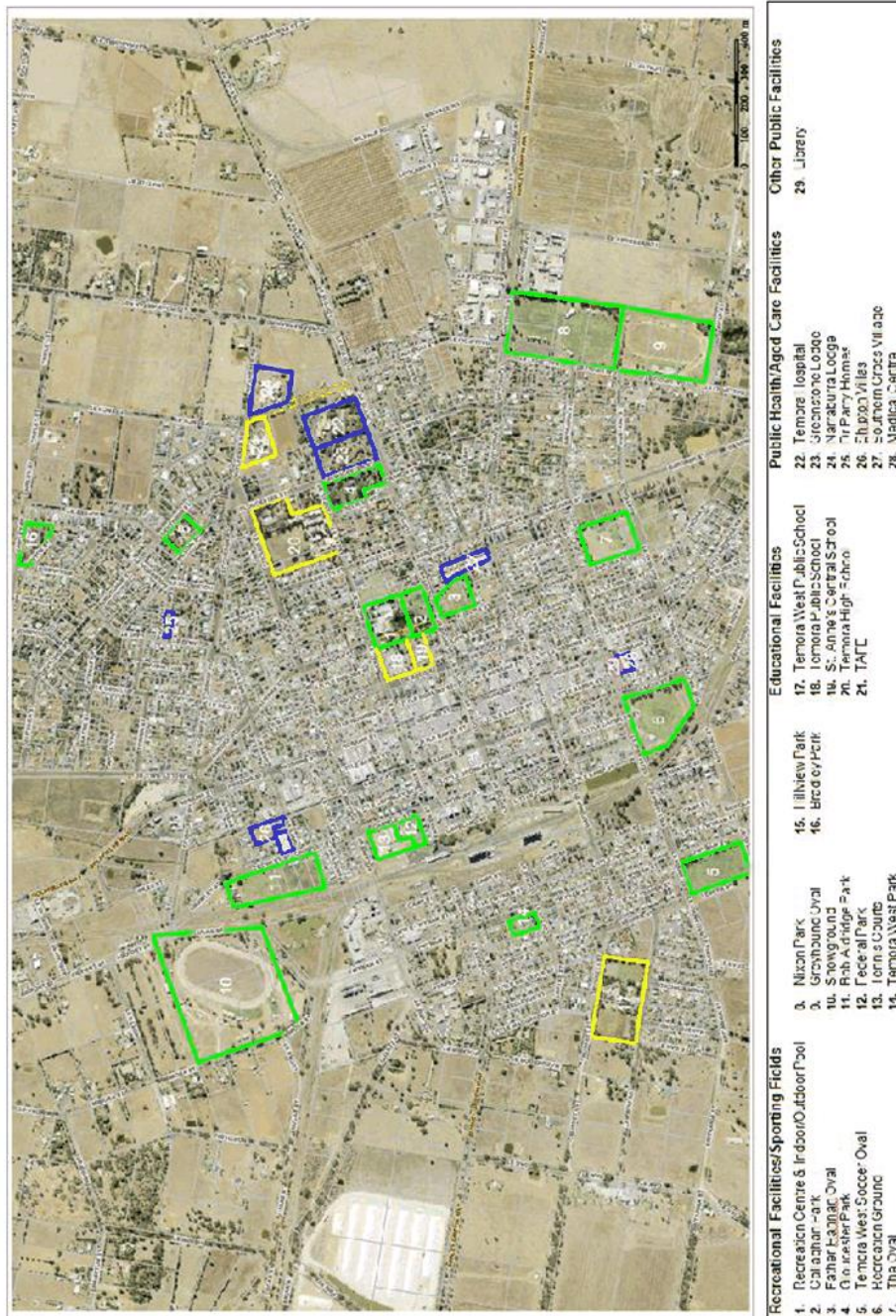
The study team was assisted by the RMS and other officers of TSC.

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Figure 1: Temora Town Centre – Public Facilities

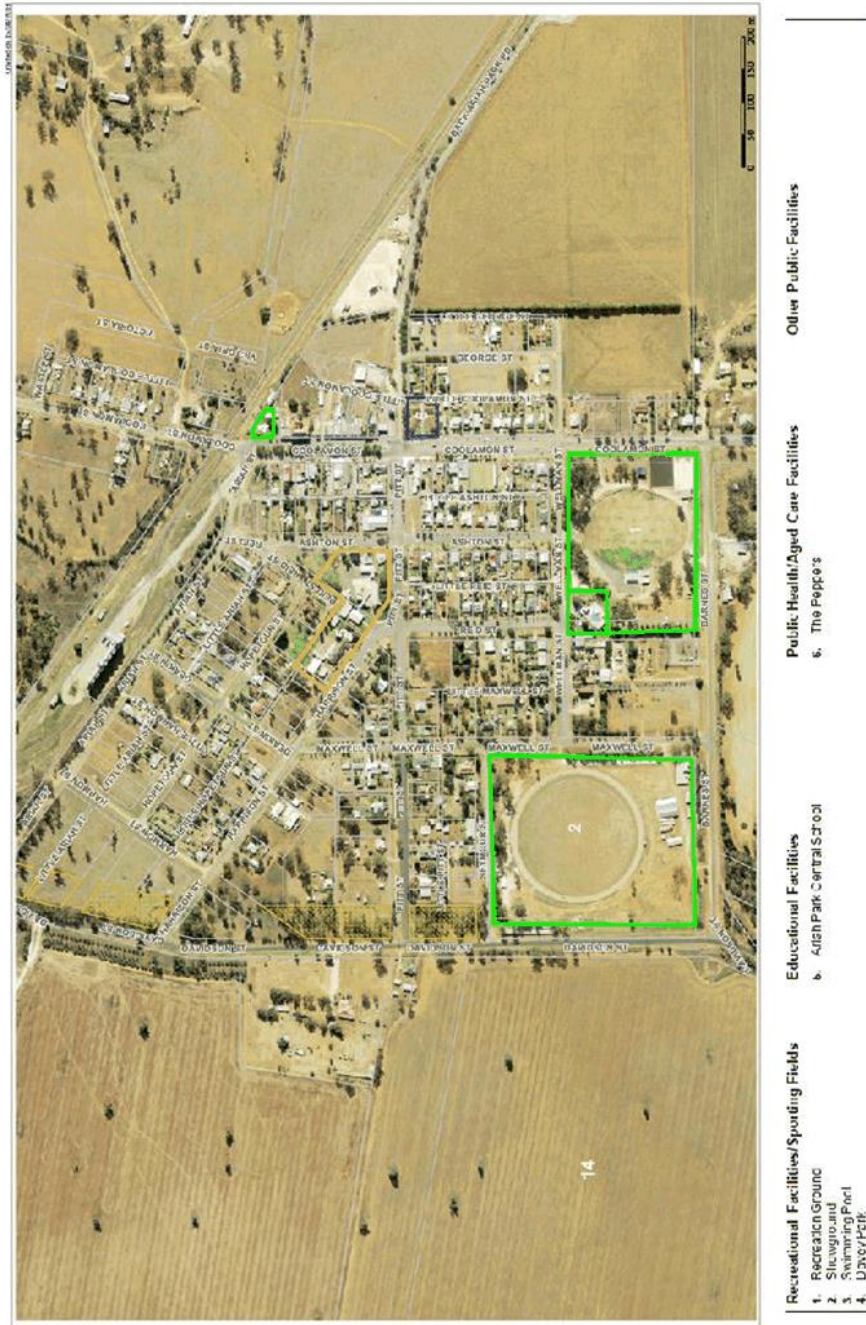


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Figure 2: Ariah Park Town Centre – Public Facilities



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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.

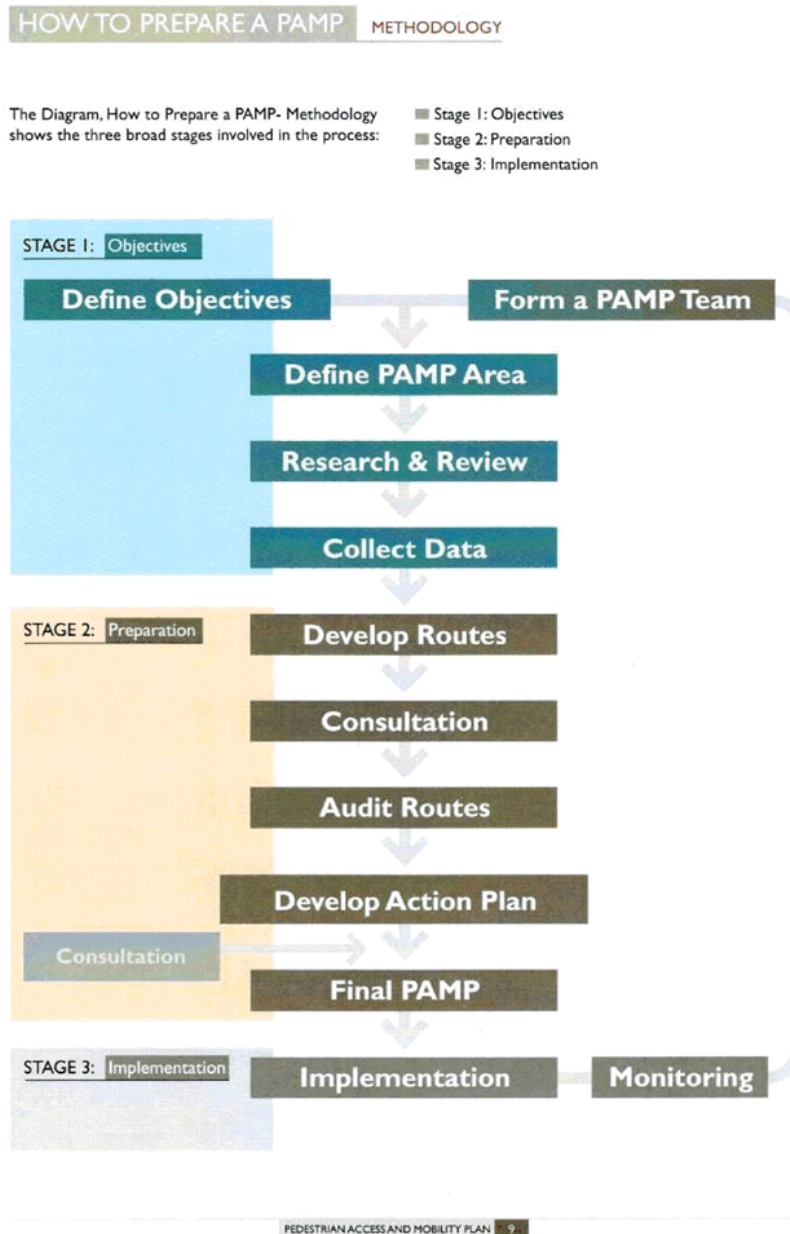
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Figure 3: PAMP Methodology

(Source: RTA's 2002 "How to Prepare a Pedestrian Access and Mobility Plan - An Easy Three Stage Guide")



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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, Aria 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.

Aria 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 south-east

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

1.5 Travel Characteristics

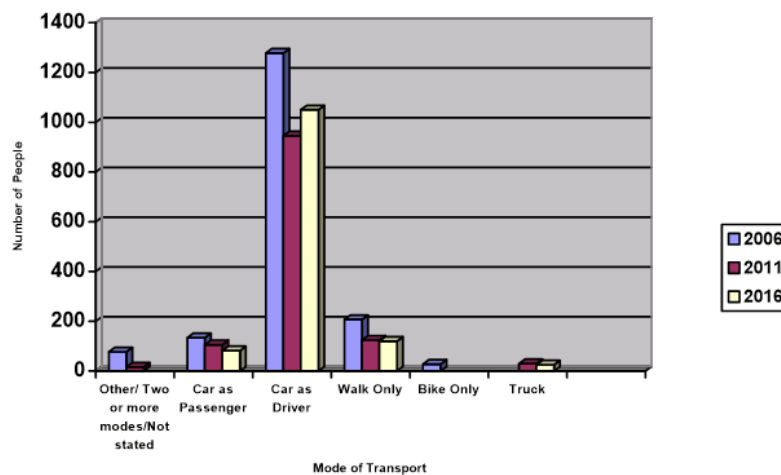
Travel characteristics for Temora have been extracted from the 2006, 2011 and 2016 census data. Chart 1 below shows the journey to work data for residents of Temora, for the single census day in each of the abovementioned years.

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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)
- Aria Park main street (Coolamon Street)
- Five schools (four in Temora and one in Aria Park), one TAFE in Temora;
- Senior Citizen's Centre.
- Temora hospital
- Five aging residential facilities, four in Temora and one in Aria 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 Aria 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 Aria Park the CBD is approximately 200 metres in length. Coolamon Street has two way traffic with parallel parking. There is also a large central median 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 Arian Park accessing Arian 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 accidentally 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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4.4.4 Existing and Proposed Footpath Infrastructure

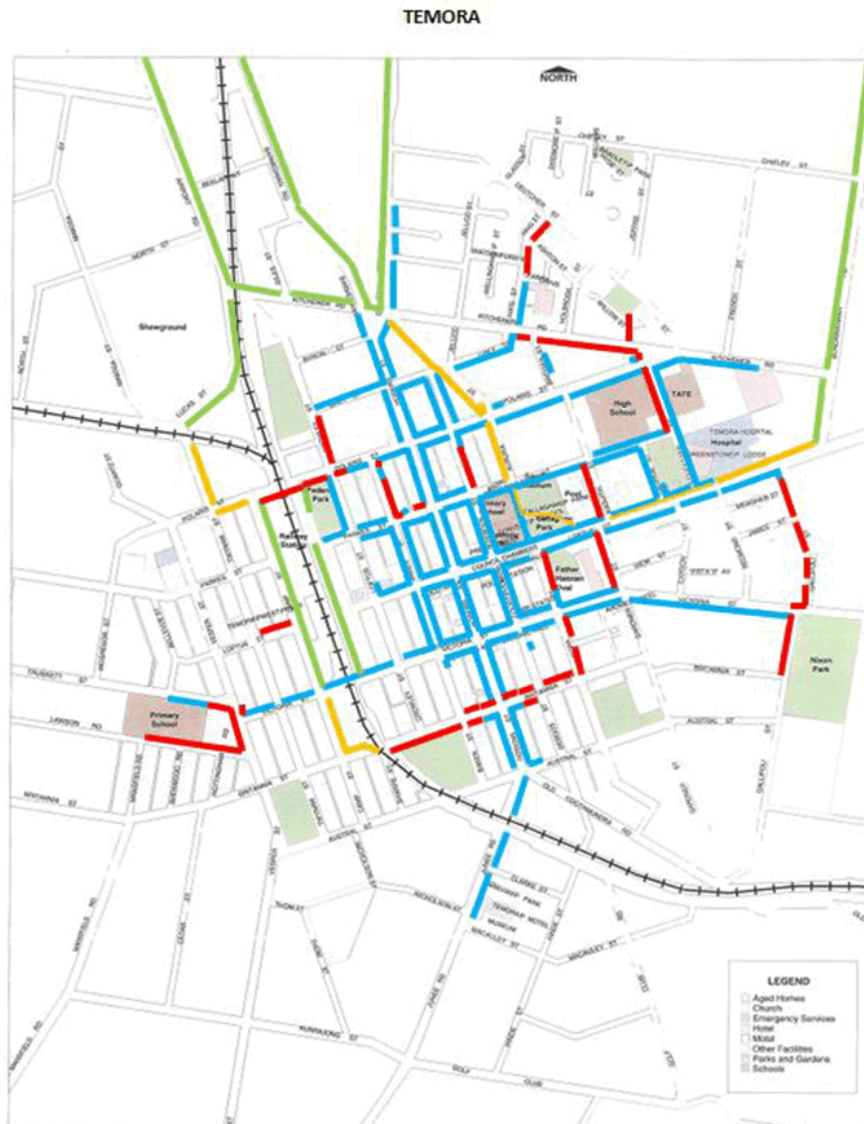


Figure 4
Temora – Footpaths

- Existing Paved Footpaths
- Existing Cycleway or Shared Path
- Proposed New Footpaths
- Proposed New Cycleway or Shared Path

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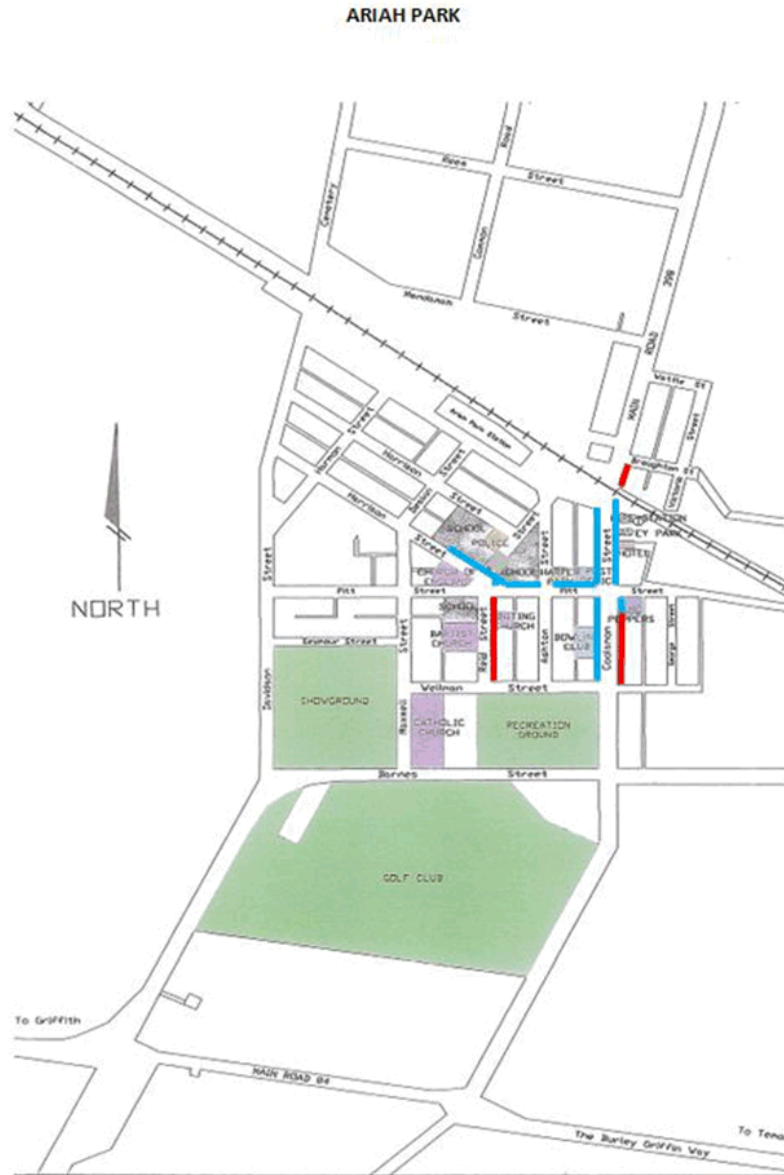


Figure 5
Ariah Park – Footpaths

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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 priority-controlled 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.

Table 2 - Pedestrian Crossing Issues

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

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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/m
	Footpath New (1.5m)	\$150/m
	Footpath New (2.5m)	\$300/m
	Footpath New (3.6m)	\$430/m
	Footpath Reconstruct (1.5m)	\$180/m
	Footpath Reconstruct (2.5m)	\$250/m
	Footpath Reconstruct (3.5m)	\$460/m
	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 (<i>does not include lighting</i>)	\$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 l/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 l/m for as outlined in Council's Schedule of Fees & Charges <i>(Generally considered a side frontage)</i>
All properties with more than one frontage to a public road	50% of cost per l/m for property frontage with street address and 25% of cost per l/m for any other frontage as outlined in Council's Schedule of Fees & Charges
Note; 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; sub-standard 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;
3. 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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8. REFERENCES

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END DOCUMENT

Temora Shire Council

PAMPS



TEMORA
The Friendly Shire

Appendix A

Physical Works Schedule

Temora Shire Council

Temora Pedestrian Access and Mobility Plan
Appendix A

TEMORA				HIGH PRIORITY FOOTPATH WORKS							
ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
01	Hoskins St	M	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	1	item	H	\$1,000,000	1	5-10 years
02	Hoskins St	W	Parkes St S	No kerb ramp crossing access point on 1 approach of roundabout	Provide median opening and wheelchair access ramps	1	item	H	\$10,000	2	1-5 years
03	Parkes St	N	Hoskins St E	No Foot Path	Construct New Footpath (1.5m) (Between Hoskins & Little Baker St)	80	m	H	\$42,000	3	1-5 years
04	Parkes St	N	Baker St W	No Kerb Ramps	Install 2 Access Ramps	2	item	H	\$5,000	4	1-5 years
05	Loftus St	N	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	H	\$180,000	5	1-5 years
06	Hoskins St	E & W	Victoria St N	No kerb ramp crossing access point on 1 approach of roundabout	Provide median opening and wheelchair access ramps	1	item	H	\$15,000	6	1-5 years
07	Truskett St	N & 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	H	\$5,000	7	1-5 years
08	Truskett St	S	Vesper St W	No Foot Path	Construct new Foot path (1.5m)	140	m	H	\$21,000	8	1-5 years
09	Vesper St	E	Victoria St N	Needs Footpath connecting to Kerb Ramp	Construct New Foot path (1.5m)	25	m	H	\$3,750	9	1-5 years
10	Polaris St	S	Railway Level Crossing	No Pedestrian Crossing Facility at Level Crossing	Install Railway Pedestrian Facility	1	item	H	\$80,000	10	1-5 years
11	Polaris St	S	Crowley St E	No Footpath	Construct New Foot path (1.5m)	200	m	H	\$33,000	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 1	m item	H H	\$15,000	12	1-5 years
13	Gloucester St	S	Polaris St N	No Footpath	Construct new Foot path (1.5m)	240	m	H	\$40,000	13	1-5 years
14	Aurora St	E	Loftus St N	No Footpath	Construct new Foot path (1.5m)	110	m	H	\$16,500	14	1-5 years
15	Hoskins St	W	Grey St N	Kerb ramp has a lip at invert level being sub-standard	Replace Kerb Ramp	1	item	H	\$2,500	15	1-5 years

Temora Shire Council

Temora Pedestrian Access and Mobility Plan
Appendix A

ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
46	Loftus St	S	Little-Deboos-St E	Kerb Ramp needs installing for inclusive access to footpath	Install Kerb Ramp	2	item	H	\$5,000	46	4-5 years
17	Deboos St	E	Polaris St S	Kerb Ramp missing to access existing concrete footpath	Install Kerb Ramp	1	item	H	\$2,500	17	1-5 years
18	Britannia St	S	Hoskins St E	Concrete footpath in poor condition and needs replacing	Replace existing 3.6m footpath from Pinnacle Driveway to stone concrete section at 1.5m	30	m	H	\$10,000	18	1-5 years
49	Loftus St	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	60	m	H	\$40,800	49	4-5 years Developer to Deliver
20	Victoria St	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	\$12,000	20	1-5 years
21	Asquith St	W	Loftus St S	No Footpath	Construct new Foot Path (1.5m)	206	m	H	\$34,000	21	1-5 years
New	Asquith St	W	Anzac St S	No Footpath	Construct new Foot Path (1.5m)	218	m	H	\$36,000		1-5 years
New	Aurora St	E	Anzac St S	Pedestrian crossing	Construct refuge islands	1	item	H	\$35,000		1-5 years
28	Deboos St	E	Polaris St N	No Footpath	Construct New Foot path (1.5m)	180	m	H	\$30,000	28	1-5 years
New	Loftus St	S	Gallipoli St W	No Footpath	Construct new Foot-path (1.5m). Sealed cycleway same as Bundawarra Rd	130	m	H	\$20,000		1-5 years
40	Gallipoli St	W	Loftus St N	No Kerb Ramp	Install Kerb Ramp	1	item	H	\$2,500	40	1-5 years
TOTAL									\$1,053,850		

Total is \$453,850 when not included Polaris Street Roundabout Value

Temora Shire Council

Temora Pedestrian Access and Mobility Plan
Appendix A

TEMORA				LOW PRIORITY FOOTPATH WORKS							
ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
22	Gallipoli St	W	Victoria St N	No Footpath to Nixon Park from Victoria Street	Construct Foot Path (1.5m) (Victoria St to Britannia St)	210	m	L	\$35,000	22	6-10 years
23	Deboos St	W	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	m	L	\$50,000	23	6-10 years
24	Deboos St	E	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	m	L	\$30,000	24	6-10 years
New	Aurora St	E	Polaris St N	No Footpath	Construct new Foot path (1.5m)	220	m	L	\$36,000	26	6-10 years
26	Britannia St	S	Hoskins St E	No Footpath	Construct new Foot path (1.5m)	55	m	L	\$9,000	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	m	L	\$75,000	27	6-10 years
29	Gardner St	W	Loftus St N	No Footpath	Construct new Foot path (1.5m)	210	m	L	\$41,000	29	6-10 years
31	Crowley St	E	Grey St N	No Footpath	Construct new Foot path (1.5m)	180	m	L	\$30,000	31	6-10 years
32	Camp St	W	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	1	item	L	N/A	32	6-10 years
41	Gallipoli St	W	Loftus St N	No Footpath	Construct New Foot path (1.5m)	436	m	L	\$72,000	41	6-10 years
42	Victoria St	N	Gallipoli St E	No Footpath	Construct New Foot path (1.5m) Install Access Ramp	45 2	m item	L	\$12,000	42	6-10 years
49	Lawson Rd	N	Vesper St E	No Footpath servicing the side streets adjoining Lawson Rd	Construct new Foot path (1.5m)	260	m	L	\$43,000	49	> 10 years
45	Vesper St	W	Lawson Road S	No Footpath	Construct new Foot path (1.5m)	130	m	L	\$22,000	45	> 10 years
TOTAL									\$342,350		

Temora Shire Council

Temora Pedestrian Access and Mobility Plan
Appendix A

TEMORA				FUTURE LOW PRIORITY FOOTPATH WORKS							
ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
33	Haig St	E	Deutcher St N	No Footpath	Construct new Foot path (1.5m)	190	m	L	\$32,000	33	> 10 years
New	Deutcher St	S	Haig St E	No Footpath	Construct new Foot path (1.5m)	535	m	L	\$88,000		> 10 years
New	Trungley Hall Rg	E	Beattie St S	No Footpath	Construct new Foot path (1.5m)	170	m	L	\$28,000		> 10 years
New	Glassop St	E	Deutcher St S	No Footpath	Construct new Foot path (1.5m)	185	m	L	\$30,000		> 10 years
34	Deboos St	E	Parke St N	Replace existing bitumen footpath with concrete path due to poor condition	Construct new Footpath (3.5m)	200	m	L	\$91,000	34	> 10 years
25	Aurora St	E	Victoria St N	No Footpath	Construct new Foot path (1.5m)	190	m	L	\$31,000	25	> 10 years
30	Loftus St	N	Camp St E	No Footpath linking Camp St cycleway to Temora West Park (toilets and water access)	Construct new Foot path (1.5m)	120	m	L	\$20,000	30	> 10 years
35	Loftus St	N	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	m	L	\$30,000	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	m	L	\$42,000	36	> 10 years
37	Loftus St	N	George St W	Existing footpath between George St and Gloucester St needs replacing due to poor condition	Replace Footpath (1.5m)	95	m	L	\$20,000	37	> 10 years
38	Parke St	S	Deboos St W	Existing footpath between Deboos St and Recreation Centre needs replacing due to poor condition	Replace Footpath (3.5m)	120	m	L	\$59,000	38	> 10 years
39	Baker St	E	Polaris St N	No Footpath (Section already existing at rear of Woolworths building)	Construct New Footpath (1.5m)	130	m	L	\$27,000	39	> 10 years

Temora Shire Council

Temora Pedestrian Access and Mobility Plan
Appendix A

ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
43	Britannia St	N	Deboos St W	No Footpath	Construct new Foot path (1.5m)	110	m	L	\$18,000	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	m	L	\$40,000	44	> 10 years
46	Britannia St	N	Hoskins St W	No Footpath	Construct new Foot path (1.5m)	110	m	L	\$18,000	46	> 10 years
47	Kitchener Rd	S	Grey St W	No Footpath	Construct new Foot path (1.5m)	400	m	L	\$66,000	47	> 10 years
New	Kitchener Rd	S	Grey St E	No Footpath	Construct new Foot path (1.5m)	490	m	L	\$81,000		> 10 years
New	Kitchener Rd	S	Bundawarran W	No Footpath	Construct new Foot path (1.5m)	210	m	L	\$35,000		> 10 years
48	Kitchener Rd to Hillview Park	N	Polaris St E	No Footpath to Hillview Park via Willow Street	Construct new Foot path (1.5m)	90	m	L	\$15,000	48	> 10 years
50	Hoskins St	W	Victoria St N	Existing 3.6 m footpath needs replacing due to poor condition	Replace Footpath (3.6m)	210	m	L	\$140,000	50	> 10 years
51	Hoskins St	E	Victoria St N	Existing 3.6 m footpath needs replacing due to poor condition	Replace Footpath (3.6m)	210	m	L	\$140,000	51	> 10 years
52	Loftus St	N	Deboos St W	Existing 3.6m footpath needs replacing and the 1.5m adjoining footpath to Callaghan Park	Replace Footpath (3.6m) Replace Footpath (1.5m)	55 55	m m	L L	\$28,000 \$12,000	52	> 10 years
53	Loftus St	N	Asquith St W	Existing footpath between Asquith St and George St needs replacing due to poor condition	Replace Footpath (1.5m)	170	m	L	\$36,000	53	> 10 years
TOTAL									\$811,500		

Temora Shire Council

Temora Pedestrian Access and Mobility Plan
Appendix A

ARIAH PARK				HIGH PRIORITY FOOTPATH WORKS							
ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
54	Reid St	E	Wellman St N	No Foot path to link the pedestrian facility on Pitt St to the Recreation facilities	Construct New Foot Path (1.5m)	240	m	L	\$43,000	54	1-5 years
NEW	Harrison St	N/S	N/A	Construction of new Preschool, no footpath linking to footpath on northern side of Harrison Street	Construct Foot Path (1.5m) Install kerb ramp	8 2	m each	H	\$1,500 \$5,000		1-5 years
TOTAL									\$36,000		
ARIAH PARK				LOW PRIORITY FOOTPATH WORKS							
ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
55	Coolamon St	E	Wellman St S	No Footpath	Construct new Foot path (1.5m)	190	m	L	\$34,000	55	6-10 years
56	Coolamon St	E	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	1	item	L	\$80,000	56	6-10 years
TOTAL									\$108,500		
ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
57	Coolamon St	E	Broughton St N	Continue pedestrian access to the North of the Railway Level Crossing	Construct new Foot path (1.5m)	70	m	L	\$12,000	57	> 10 years
TOTAL									\$10,500		

Temora Shire Council

Temora Pedestrian Access and Mobility Plan
Appendix A

OTHER FUTURE CONSIDERATIONS									
TEMORA	OTHER FOOTPATH WORKS CONSIDERATIONS								
ID	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	L	\$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	L	\$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	L	\$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	1	item	L	\$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	3	item	L	\$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	L	\$5,000		
TOTAL							\$42,500		

3.3 EW12 - ROAD HIERARCHY PLAN

File Number: REP20/1372
Author: Engineering Technical Manager
Authoriser: Engineering Technical Manager
Attachments: Nil

REPORT

Council staff are wanting to finalise and formalise a review of Councils Roads Hierarchy Plan and is seeking Councils input for the current draft revision of the plan. Once worked through with Council it is envisaged the plan will be resubmitted to Council for adoption.

The Road Hierarchy Plan and associated attachments will be sent to committee members via email to allow for optimal viewing and examination.

Budget Implications

Nil

COMMITTEE RESOLUTION 4/2020

Moved: Cr Nigel Judd
Seconded: Cr Kenneth Smith

That the Committee resolved to recommend to Council that the review of the Road Hierarchy Plan be deferred to a standalone workshop to be scheduled early in 2021

AND FURTHER

That the local consultation process is to begin in Q1 2021.

CARRIED

Report by Rob Fisher

4 CLOSE MEETING

The Meeting closed at 12:23PM.

This is the minutes of the Roads Hierarchy meeting held on Tuesday 8 December 2020.

.....

GENERAL MANAGER

.....

CHAIRMAN

6.3 MINUTES OF THE ASSETS & OPERATIONS COMMITTEE MEETING HELD ON 8 DECEMBER 2020**File Number: REP20/1397****Author: Executive Assistant****Authoriser: General Manager****Attachments: 1. Minutes of the Assets & Operations Committee Meeting held on 8 December 2020****RESOLUTION 284/2020**

Moved: Cr Dale Wiencke

Seconded: Cr Lindy Reinhold

It was resolved that the reports be received.

CARRIED**RESOLUTION 285/2020**

Moved: Cr Claire McLaren

Seconded: Cr Dennis Sleigh

It was resolved that the report 3.5 Nixon Park No 2 Steps to Spectator Stand – Nixon Park proceed with the supplied quotation.

CARRIED**RESOLUTION 286/2020**

Moved: Cr Dale Wiencke

Seconded: Cr Graham Sinclair

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

CARRIED



Date: Tuesday, 8 December 2020
Time: 2:07PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Assets & Operations Committee Meeting

8 December 2020

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**MINUTES OF TEMORA SHIRE COUNCIL
ASSETS & OPERATIONS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 DECEMBER 2020 AT 2:07PM**

PRESENT: Cr Rick Firman (Mayor), Cr Nigel Judd, Cr Claire McLaren, Cr Max Oliver, Cr Kenneth Smith, Cr Dale Wiencke (Chair), Cr Dennis Sleigh

IN ATTENDANCE: Gary Lavelle (General Manager), Rob Fisher (Engineering Technical Manager), Claire Golder (Town Planner)

1 OPEN MEETING

2:07pm

2 APOLOGIES

COMMITTEE RESOLUTION 97/2020

Moved: Cr Dennis Sleigh

Seconded: Cr Claire McLaren

That apologies from Cr Graham Sinclair, Cr Lindy Reinhold, Director of Environmental Services Kris Dunstan and Director of Administration & Finance Elizabeth Smith be received and accepted.

CARRIED

3 REPORTS**3.1 PLANNING PROPOSALS FOR REZONINGS - RURAL LIFESTYLE**

File Number: REP20/1282
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: Nil

REPORT

Councillors will recall that at the September 2019 Confidential Council Meeting, Councillors considered a report in relation to the Temora Residential Land Use Strategy. At this meeting, Council identified that potential rural lifestyle development at Springdale and Thanowring Road would require additional environmental studies in order to be supported for rezoning under a draft Planning Proposal.

On a preliminary basis, Council officers have identified that both areas would require studies completed in relation to:

- Agricultural impact assessment
- Ecological Assessment
- Aboriginal Archaeology Assessment
- Bushfire Impact Assessment

In order to inform Council further, Council officers have obtained a quote from a town planning consultancy firm that offers these assessment services, completed by qualified consultants.

The quotes for the assessment reports are as follows:

Thanowring Road

Agricultural Assessment: \$7,680

Ecology Assessment: \$8,975

Aboriginal Archaeology: \$6,120

Bushfire Assessment \$3,960

Project Management \$1,500

Total: \$28,235 (ex GST)

Springdale

Agricultural Assessment: \$6,000

Ecology Assessment: \$5,900

Aboriginal Archaeology: \$4,995

Bushfire Assessment \$3,960

Project Management \$1,000

Total:\$21,855 (ex GST)

Plus additional costs for travel and accommodation

Council's Town Planner would prepare the supporting Planning Proposal documents that would summarise the outcomes of the studies and present the planning justification for the proposed rezonings.

Discussion

Due to the costs of the studies that are required in order to support these proposed rezonings, it is appropriate that the landowners who would seek to benefit from a zoning change contribute towards the cost of the completion of the consultant's reports. Council officers could write to affected landowners to determine their interest in contributing to the studies.

There is no guarantee that the outcomes of the studies will support a change of zoning.

COMMITTEE RESOLUTION 98/2020

Moved: Cr Rick Firman

Seconded: Cr Claire McLaren

That the Committee recommend that Council write to Thanowring Road residents within the precinct and seek their in principle views, indicating that contributions towards the cost of studies may be required.

CARRIED

Report by Claire Golder

3.2 INDUSTRIAL AREA FLOODING

File Number: REP20/1306
Author: Engineering Technical Officer
Authoriser: Engineering Technical Manager
Attachments: 1. Correspondence

REPORT

Council is in receipt of correspondence from Moses & Sons requesting investigation into the storm water management in the Temora industrial area. They are concerned by recent damage to their business and inventory caused by a high intensity rain event earlier in the year. They have attempted rectification works within their premises however they believe the solution requires attention from Council.

Following inspection from engineering staff, it appears water from Hakea Street and from premises on the eastern side of Mallee Street have combined forcing water over the western kerb of Mallee Street and through Moses yard and sheds.

In the short term Council can build up the footpath in the area where the overtopping occurred, however long-term underground drainage must be considered to mitigate future flooding. Continued up stream development combined with the hard stand nature of industrial sites will see this issue progress as opposed to retreat in the coming years.

Budget Implications

\$50,000 - \$100,000

COMMITTEE RESOLUTION 99/2020

Moved: Cr Max Oliver
Seconded: Cr Nigel Judd

That the Committee resolved to recommend to Council to undertake short term works and consider long term options at 2021/2022 budget estimates.

CARRIED

Report by Rob Fisher

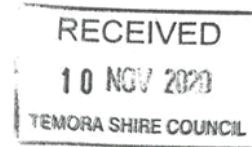
78155



MOSES & SON
 A.B.N 24 000 899 847
 Woolbrokers since 1920
 1-3 Ironbark Street Temora
 PO Box 85 Temora, NSW 2666
 Phone: 02 6977 3100
 Fax: 02 6978 0008
 E-mail: mmoses@mosesandson.com.au
 Website: www.mosesandson.com.au



Temora Shire Council
 Rob Fisher
 PO Box 262
 TEMORA NSW 2666



5 November 2020

Dear Rob,

RE: Storm Water - Melaleuca & Ironbark Streets

Further to your recent conversation with Greg Williams, we would like to request that council investigate and make the necessary changes to the storm water management in the Temora Industrial area.

As a result of downpours in the past year, the storm water run off on both Melaleuca Street and Ironbark Street have caused significant flooding and damage to the Moses & Son site at 1-3 Ironbark Street.

The most significant was from the rains on the 30th March 2020, when wool in our storage shed was damaged as a result of run off from Melaleuca Street. Our Merchandise office has also experienced water damage from the run off and subsequent pooling.

We have made efforts to further seal the sheds and provide extra drainage, but believe the road guttering and storm water run off is no longer equipped to handle the pressure due to recent developments in the Industrial area.

We appreciate Council's assistance and look forward to a prompt solution.

If you would like any more information please contact either myself or Operations Manager, Greg Williams.

Kind regards,

Marty Moses
 Manging Director

3.3 NATIONAL PARKS & WILDLIFE SERVICE REQUEST

File Number: REP20/1308

Author: Engineering Technical Officer

Authoriser: Engineering Technical Manager

Attachments:

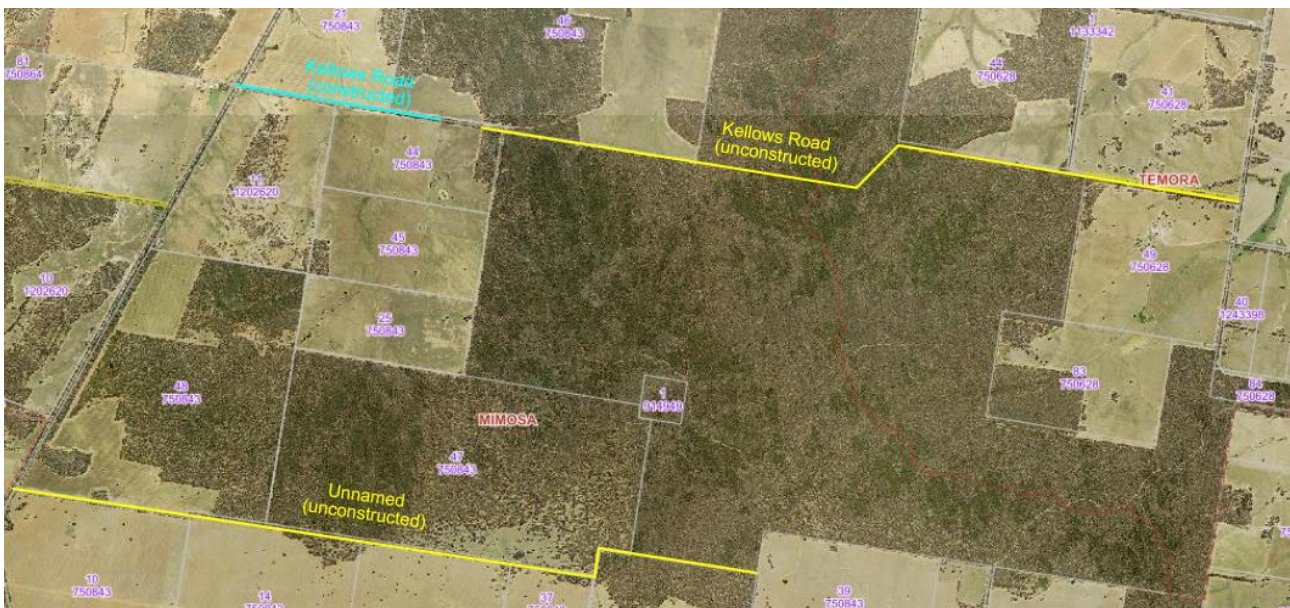
1. Correspondence - Ingalba Nature Reserve
2. Correspondence - Big Bush Nature Reserve

REPORT

Council is in receipt of two proposals from the National Parks & Wildlife Service (NPWS) who have identified several Council public roads to which they are seeking approval for incorporation into the adjoining nature reserves.

Proposal 1 – Ingalba Nature Reserve

NPWS are requesting the two roads marked in yellow to be incorporated into the Ingalba Nature Reserve. The northernmost road is an extension of Kellows Road, however it is unconstructed with only the first 1.9kms being constructed and maintained by Council. The southernmost road is also unconstructed, with the exception of a vehicular track used primarily by NPWS for park management purposes.



Proposal 2 – Big Bush Reserve

NPWS are requesting the road marked in yellow to be incorporated into the Big Bush Nature Reserve. The road is an extension of Rosena Road, however it is unconstructed with only the first 1.6 kms being constructed and maintained by Council.



A review of legal access provisions has determined that approval would not cause any land locking in either instance. Further, each section of road listed in the proposals are not included in Council's Asset Management Register and provides no benefit to Council, therefore disposal is recommended.

Budget Implications

Nil

COMMITTEE RESOLUTION 100/2020

Moved: Cr Kenneth Smith

Seconded: Cr Rick Firman

That the Committee resolved to recommend to Council to support Proposal 1 and not support Proposal 2 at this time.

CARRIED

Report by Amanda Colwill



Planning,
Industry &
Environment



NPWS reference: DOC20/933563
NPWS contact: Josie O'Connell
Telephone: 0488 331 434
Date: 11 November 2020

General Manager
Temora Shire Council
PO Box 262
TEMORA NSW 2666

Dear General Manager,

The National Parks and Wildlife Service (NPWS) has identified council public roads within the Temora local government area that appear suitable for incorporating into Ingalba Nature Reserve. The information sheet attached provides more information about the reservation of council roads under the *National Parks and Wildlife Act 1974*. It will give some guidance and background about the Department's considerations and the statutory process.

The council roads that NPWS proposes to reserve as additions to Ingalba Nature Reserve are shown by yellow on the attached diagram (Annexure 1).

If council agrees that the roads are suitable, NPWS can publish a gazette notice to reserve the roads as part of Ingalba Nature Reserve. Under the *National Parks and Wildlife Act 1974*, the gazette notice has the effect of extinguishing the council road without needing to undertake a formal road closure under the *Roads Act 1993*.

In assessing suitability for gazetting council roads as an addition to Ingalba Nature Reserve NPWS has confirmed that:

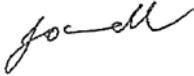
- Temora Shire Council is the controlling authority of the public roads subject to this proposal. I have provided supporting status documentation for your information (Annexures 2-6).
- The northernmost road, off Kellows Road, serves as an entrance to the nature reserve at its western most end. The remainder of the road primarily contains continuous native vegetation that is comparable to the adjoining nature reserve area. I have included multiple extracts of cadastral imagery for your information (Annexure 7).
- The southernmost road is generally unconstructed, containing continuous native vegetation comparable to the adjoining nature reserve. There is a vehicular track that traverses the road corridor in some sections, this track is maintained by NPWS and used for park management purposes.
- The road located south of freehold Lot 48 DP750843 has been assessed as suitable for addition to Ingalba NR as it is fenced out of the adjoining farming properties and forms a corridor of native vegetation comparable to Ingalba Nature Reserve (Annexure 3). If council agrees that this road is not required within the public road network, NPWS would like to manage it as part Ingalba Nature Reserve.
- Assessment of the legal access network indicates that removal of the public right of passage along the roads will not leave surrounding properties landlocked.

We would appreciate it if you could review this proposal at the next Council meeting, and if council agrees please respond with written concurrence.

have confirmed that the next likely council meeting the proposal will be scheduled for is Thursday 17/12/2020, I will follow up on council's decision following the meeting. If this matter is scheduled to a later council meeting, please advise and I will reschedule my follow up accordingly.

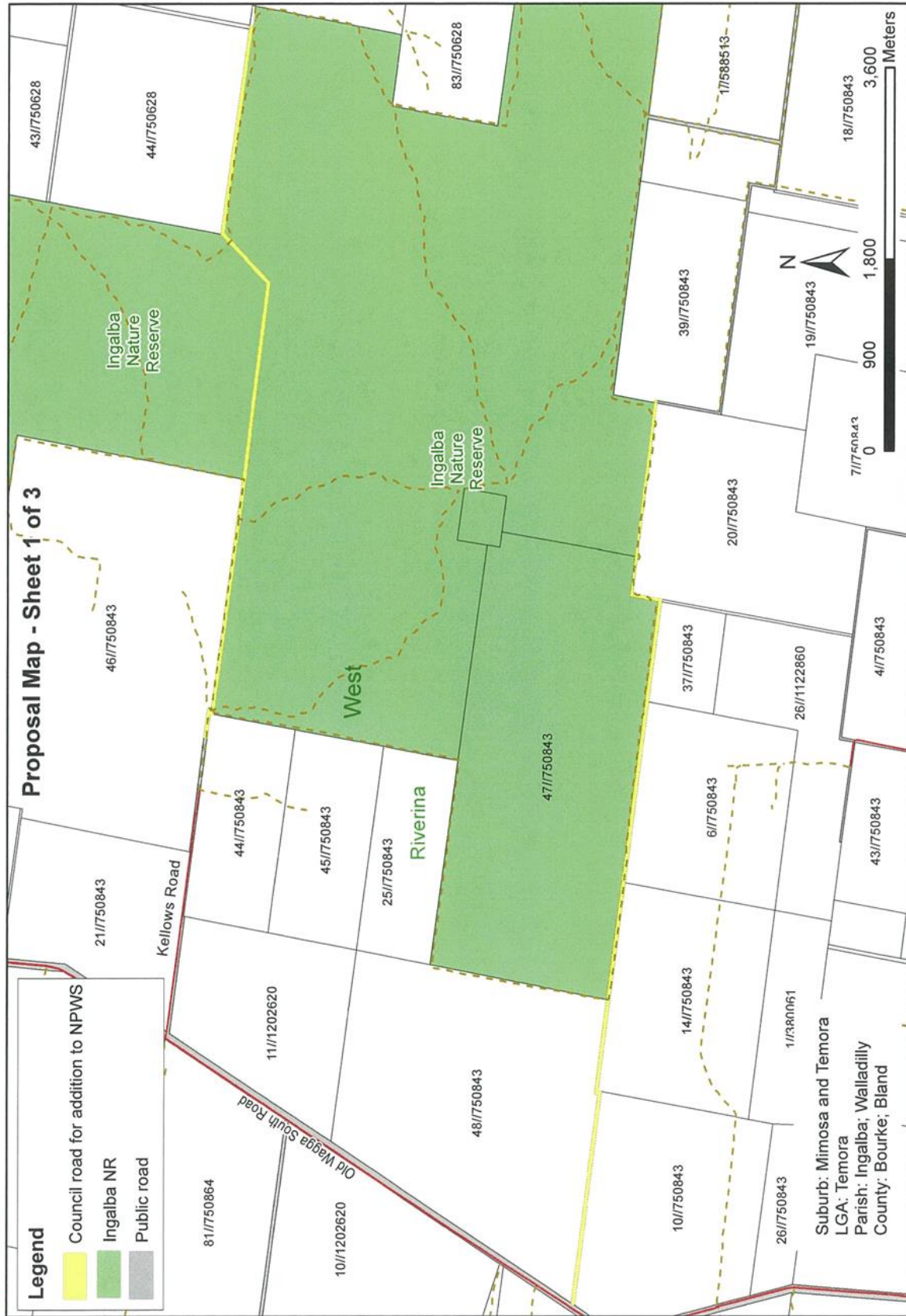
If you have any questions about the information provided or the process, please do not hesitate to contact me.

Kind regards

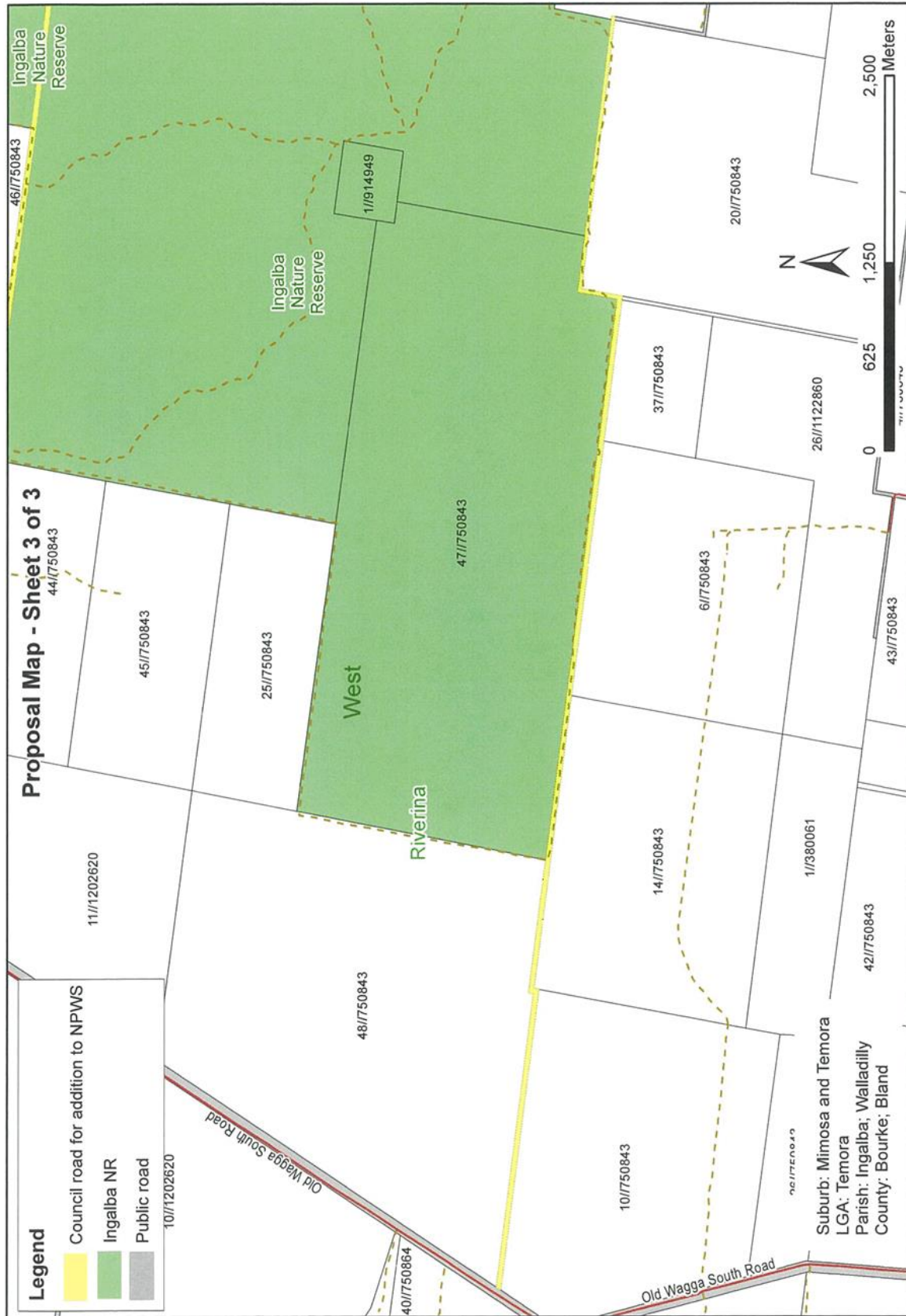


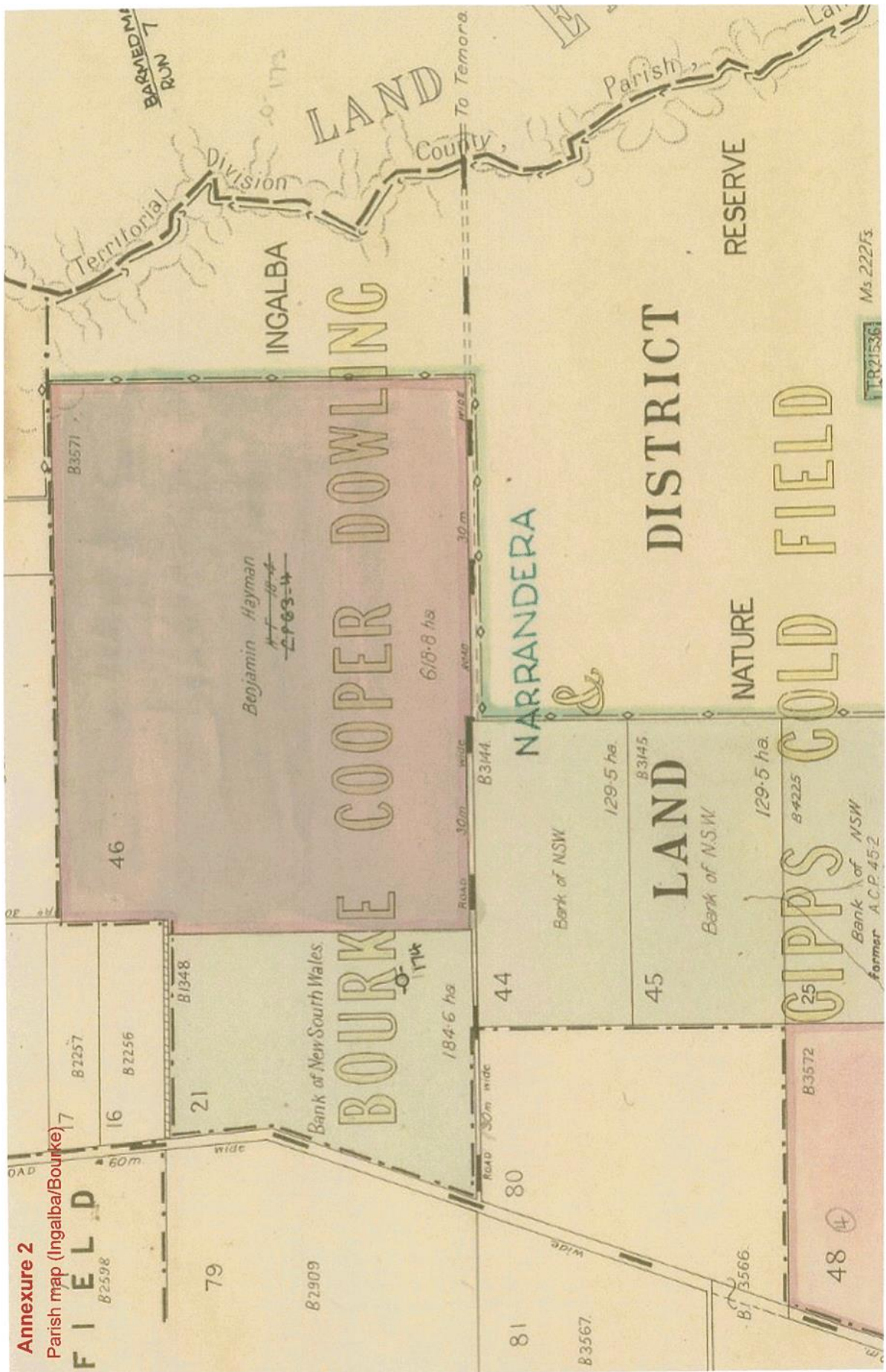
Josie O'Connell
Project Officer, Reserve Access Program
Reserve Establishment Team
National Parks & Wildlife Service
Department of Planning, Industry and Environment

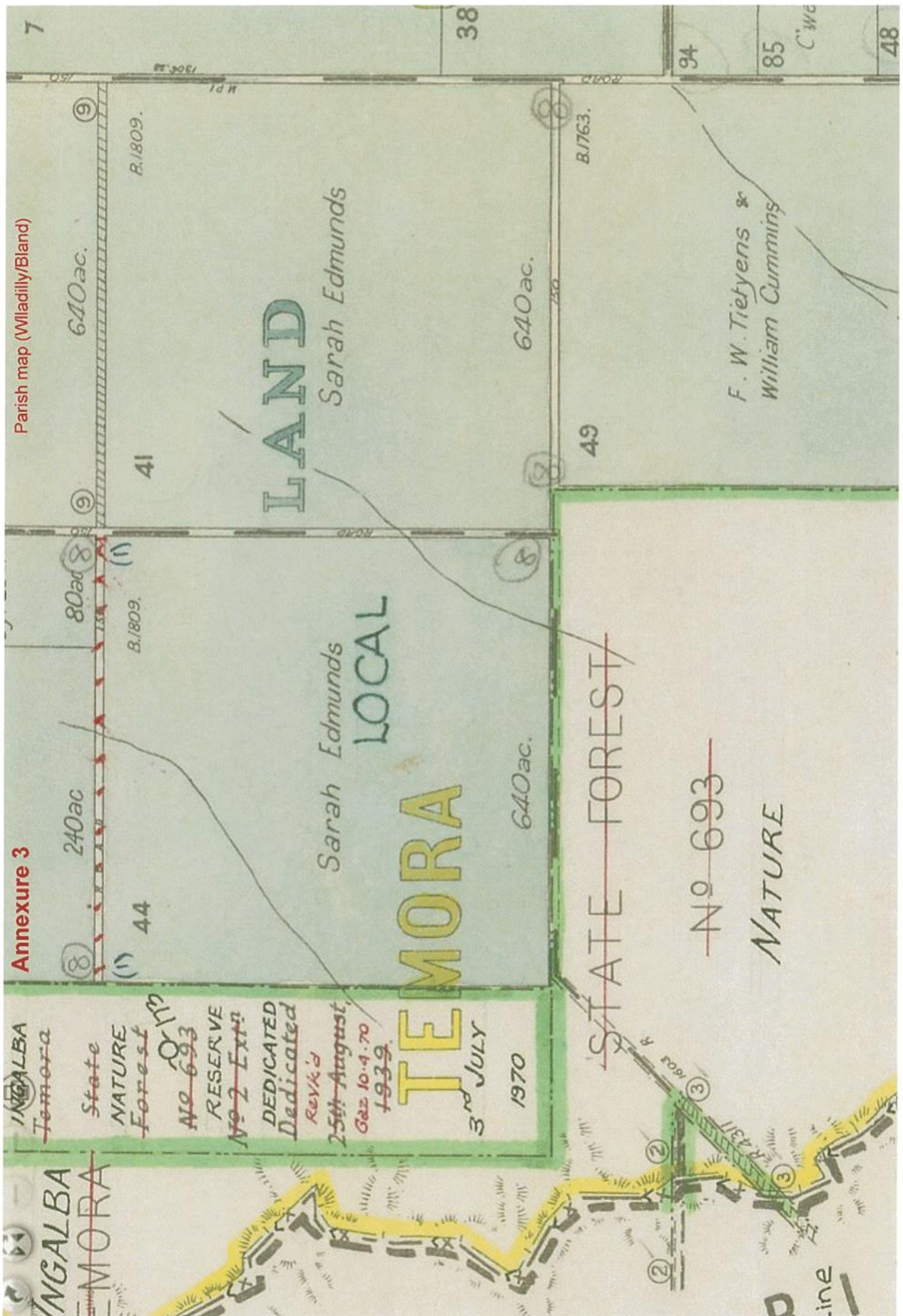
Annexure 1

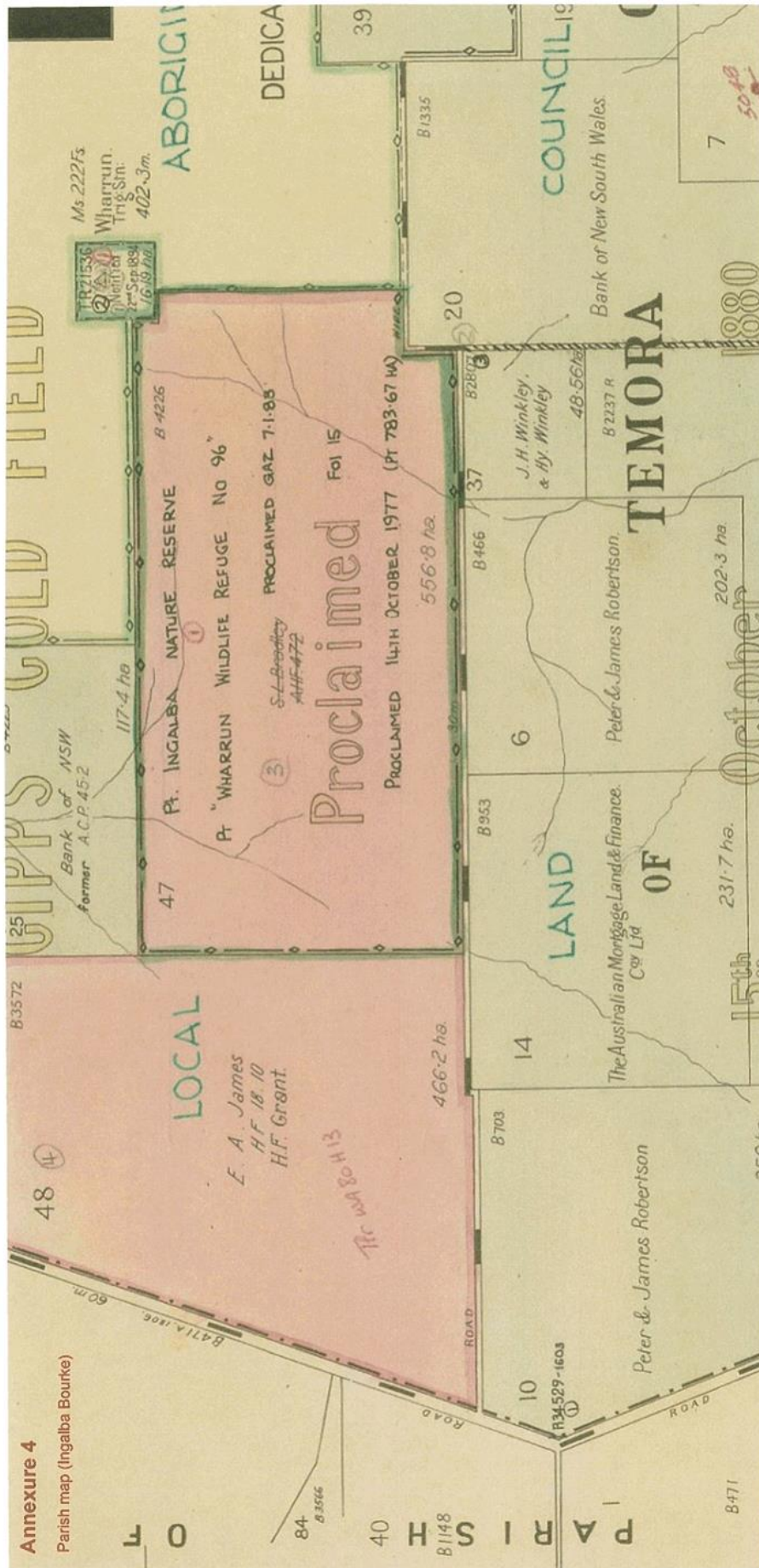




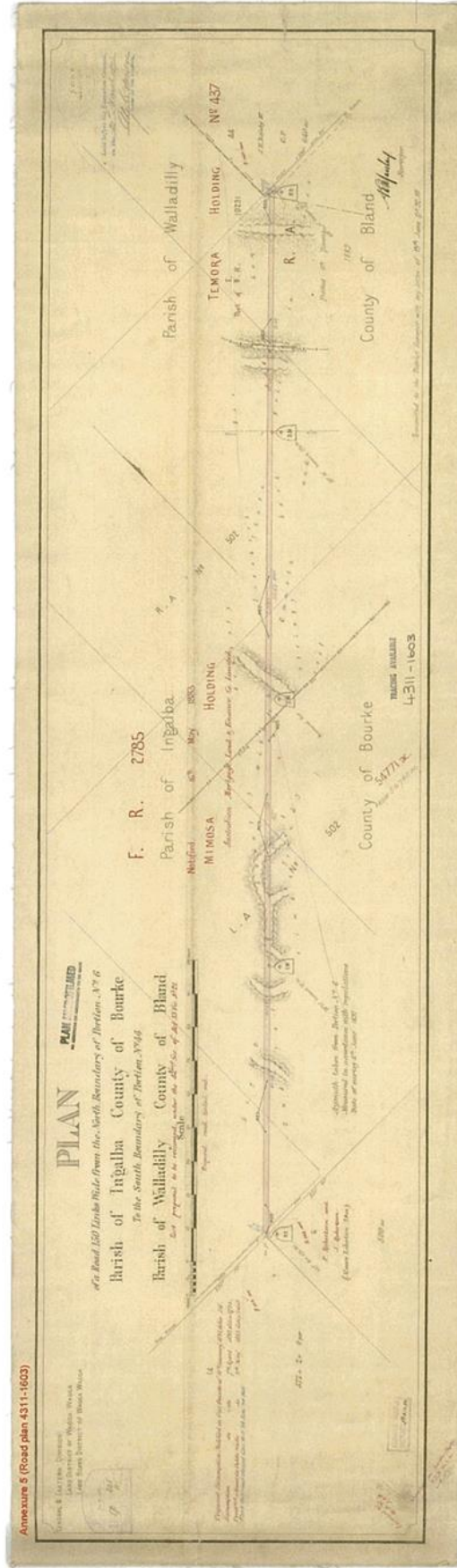








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Annexure 5 (Road plan 4311-1603)

Annexure 6

3740

NEW SOUTH WALES GOVERNMENT GAZETTE, No. 141. [11 SEPT., 1936.]

(5443) Sydney, 26th August, 1936.
NOTIFICATION OF CLOSING OF UNNECESSARY ROADS.

I, Sir DAVID MURRAY ANDERSON, Governor of the State of New South Wales, with the advice of the Executive Council, and in pursuance of the provisions of section 20, Public Roads Act, 1902, hereby declare the roads hereunder described, which are now no longer required, to be closed, and that the lands comprised therein shall be freed and discharged from any right of the public or any person to the same as highways.

D. MURRAY ANDERSON, Governor.
E. A. BUTTENSCHAW, Minister for Lands.

DESCRIPTIONS.

Road known as Reef-street east of section 3; road known as Findlay-street southerly from south-eastern corner of allotment 5, section 2; roads (lanes) within sections 2 and 3, village Bodangora, parish Nanima, county Bligh, Land District Wellington, Shire Cobbara. R. 35-394.

Reserved road within portion Sp.Ls. 07.31, parish Ulmarra, county Clarence, Land District Grafton, Municipality Ulmarra. R. 36-314.

Reserved road 100 links wide within portion 79, parish Narraburra, county Bland, Land District Barmedman East, Shire Narraburra. R. 36-495.

Road (lane) within section 15, town, parish, Land District and Municipality Warren, county Oxley. R. 36-481.

Part of boundary road north of portion 47 extending easterly 13 chains from north-west corner of portion 47, parish Pimlico, county Rous, Land District Lismore, Shire Tintenbar. R. 35-186.

(5442) Sydney, 26th August, 1936.

NOTIFICATION OF CLOSING OF ROADS AND APPROVAL OF THE SALE OF THE LANDS COMPRISED THEREIN UNDER ROAD PURCHASE APPLICATION.

I, Sir DAVID MURRAY ANDERSON, Governor of the State of New South Wales, with the advice of the Executive Council, do hereby notify that, in pursuance of the provisions of the 20th section, Public Roads Act, 1902, the roads described hereunder are hereby closed, and the lands comprised therein are to be granted to the persons mentioned.

D. MURRAY ANDERSON, Governor.
E. A. BUTTENSCHAW, Minister for Lands.

DESCRIPTIONS.

Part of road known as Biddulph-street, south of allotments 3, 4 and 5, section 30, Village of Lyndhurst (2 roads 16 perches), parish Lyndhurst, county Bathurst, Land District Carcoar, Shire Lyndhurst (John Matthew Vickery). R. 35-347.

That part of boundary road separating portions 305 and 299 from portion 304, extending from a point 12 chains east from the south-western corner of portion 305 easterly to a line of fencing lying between points distant westerly 806 links and 606 links, from south-east corner of portion 299, and the more northerly north-east corner of portion 304, respectively; the part of boundary road separating portion 304 from portion 167, west of a line of fencing lying between a north-east corner of portion 304, and the south-west corner of portion 167; boundary road separating portion 273 from portion 304; boundary road separating portions 118 and 327 from portion 321 (6 acres 1 rood), parish Lucan, county Bathurst, Land District Carcoar, Shire Lyndhurst (Bernard O'Neill). R. 33-597.

Note.—Road permit 33-52 will be partly cancelled as from this date.

Part of State Highway No. 10 (Pacific Highway) adjoining lot 1, D.P. 5,014 as shown on plan R. 18,970-1,603 (1 rood 4-10th perches), parish South Colah, county Cumberland, Land District Metropolitan, Shire Hornsby (Keith Robert Slade). R. 32-368.

Part of public road known as Seymour-street north-west of allotment 20, section 117; part of public road known as Lort-street south-west of section 117 and end of road (Seymour-street); part of road known as Busby-street south of Reserve 22,473 for plantation, west from Havannah-street; road, east of portion 161, and extending from Lort-street to Havannah-street (3 acres 1 rood 15 perches), parish and county Bathurst,

Land District and Municipality Bathurst (Right Reverend Doctor John Norton, Very Reverend Edmond Patrick O'Donnell, Reverend Michael Joseph Dunne, as joint tenants). R. 33-394.

Part of boundary road north of portion 1, east of public road within that portion (32 perches), parish Queeban, county Rous, Land District Casino, Shire Kyegle (William Moore). R. 33-784.

Boundary road north of portion 72 (5 acres), parish Clarence, county Clarence, Land District Grafton, Shire Orara (John Timbs). R. 34-456.

Note.—Road Permit 24-37 is wholly cancelled as from 1st September, 1936.

Boundary road separating portions 69, 62, 97, 127, 128 and 137 from portion 136, and reserved road within portion 136 (17 acres 1 rood), parish Warrangong, county Forbes, Land District Cowra, Shire Wangoola (Arthur Elwyn Montague Battye). R. 35-35.

Note.—Road Permit 21-12 is partly cancelled as from this date.

Parts of boundary road east of portions 12 and 75, south of a point 9 chains 50 links south from north-west corner of portion 13, and excluding part necessary to preserve continuity of public road within portions 12 and 13 (7 acres 20 perches), parish Belmore, county Raleigh, Land District and Shire Bellingen (Harold Hugh Hollaly). R. 35-134.

Boundary road separating portion 16 from portion 17, north-east of Irrigation Canal Area (3 roads), parish Narrandera, county Cooper, Land District Narrandera, Shire Yanco (Roland Henry Claude Curry and Charlotte Isabell Curry). R. 35-791.

Boundary road separating portion 82 from portions 88, 83 and end of road; reserved road within portion 88, parish Bolderogery; boundary road separating portion 77 and Little River from portion 78, parish Wagstaff (12 acres 2 roods), parishes Bolderogery and Wagstaff, county Gordon, Land District Molong, Shire Amaroo (Norman Gillies). R. 33-502.

Note.—Road Permit 31-68 is partly cancelled as from this date.

(5404) Sydney, 26th August, 1936.

DECLARATION OF ROADS TO BE PUBLIC ROAD UNDER PROVISIONS OF SECTION 18, PUBLIC ROADS ACT, 1902.

I, Sir DAVID MURRAY ANDERSON, Governor of the State of New South Wales, with the advice of the Executive Council, do hereby notify that the roads hereunder described, in pursuance of the provisions of section 18, Public Roads Act, 1902, are hereby declared to be public roads, and dedicated to the public accordingly.

D. MURRAY ANDERSON, Governor.
E. A. BUTTENSCHAW, Minister for Lands.

DESCRIPTIONS.

Stroud Shire.

Roads known as Beach, West and Short streets; the parts of roads known as Wharf-street (R. 13,018-1,603) extending westerly from Beach-street; North-street north of section 5 and end of road (West-street) and from West-street to western side of Beach-street 150 links wide; Head-street north of sections 2 and 6; Wallis-street south of section 6 not already public road; Middle-street from West-street to Hawke-street; South-street south of sections 26 and 25; Macintosh-street from southern side of South-street to northern side of North-street; Hawke-street from Macintosh-street to Divide-street and part of Strand and Divide streets in continuity extending south-easterly and southerly to the lane within section 21; Strand-street easterly from Divide-street to the eastern side of Boundary-street; village, suburban lands and parish Forster, county Gloucester, Land District Taree. R. 35-475.

Narraburra Shire.

Boundary road separating portion 47 from portions 6, 37, end of road and portion 20 extending easterly, northerly and again easterly from the public road south of part portion 47 and road 100 links wide in continuity along the northern boundary of portion 20 extending easterly to portion 39, parish Ingalba, county Burke, Land District Temora Central.

Designed road 150 links wide south of end of road and portion 46 and road 100 links wide in continuity extending easterly through Temora State Forest No. 693, parish Ingalba, county Burke and Parish Walladilly, county Bland, to public road R. 4,311-1,603, Land Districts Temora Central and Temora. R. 34-565.

Annexure 7

(northern most road)

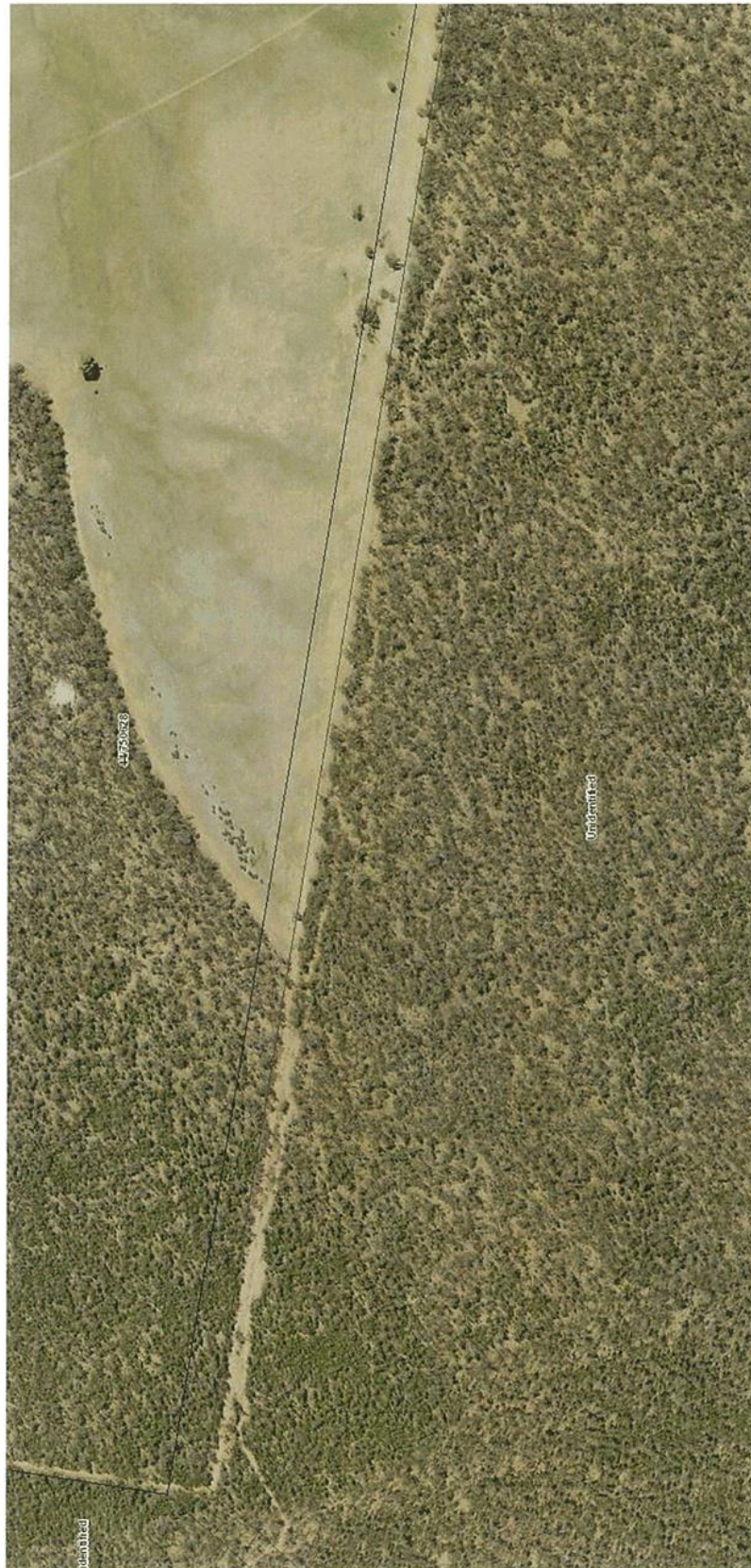


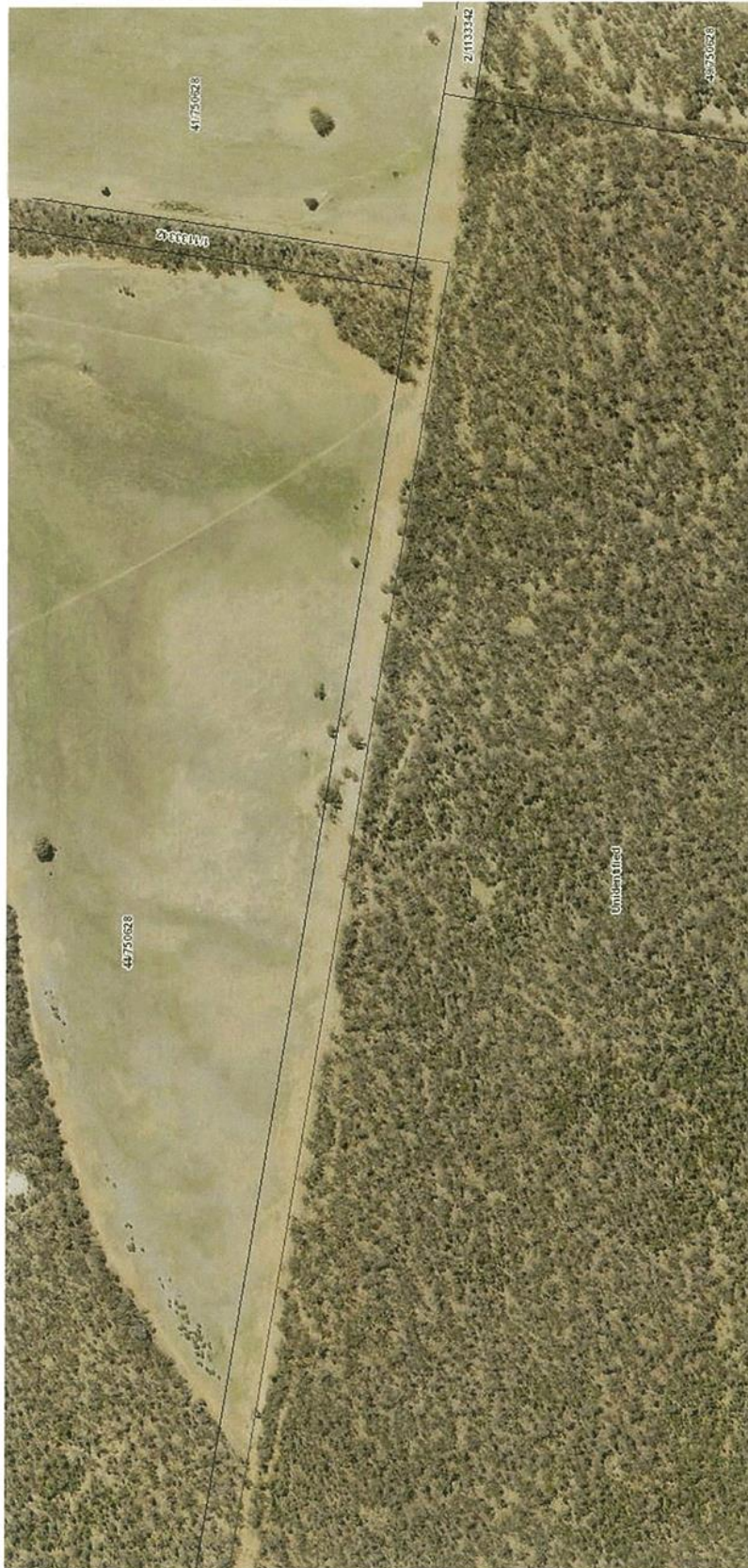










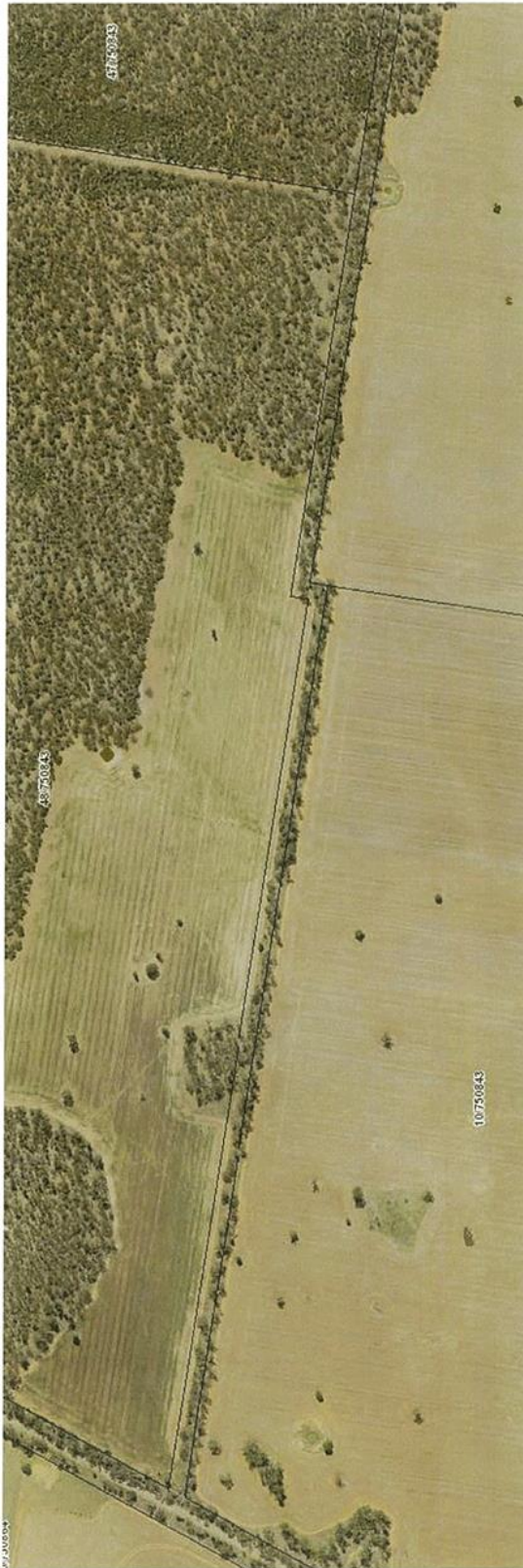


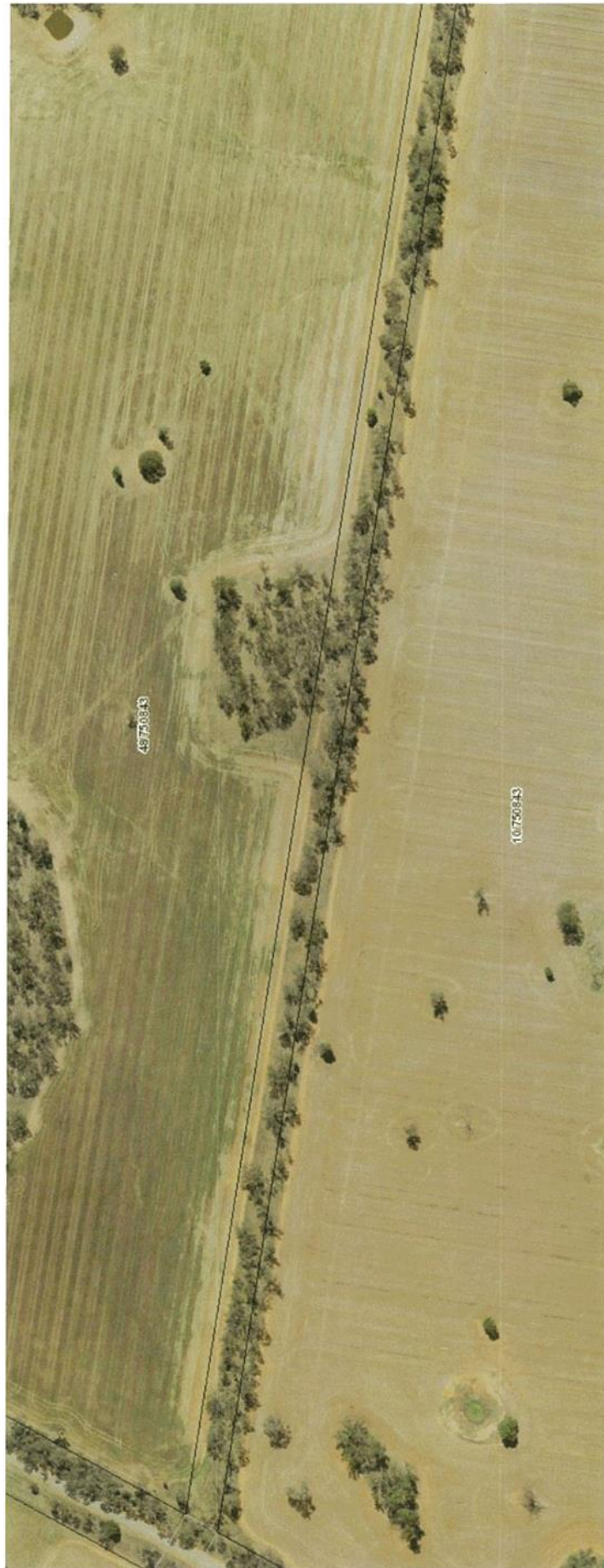


Annexure 9

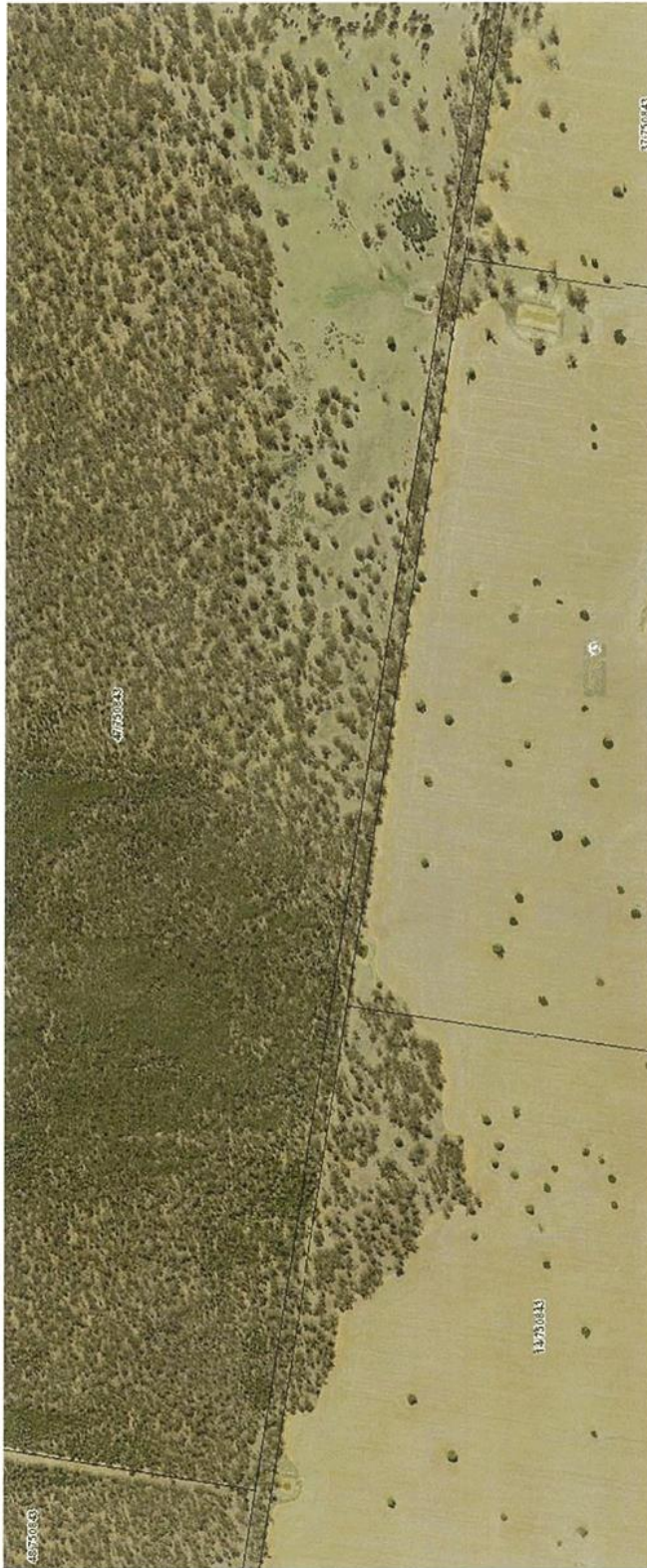
(southernmost road)

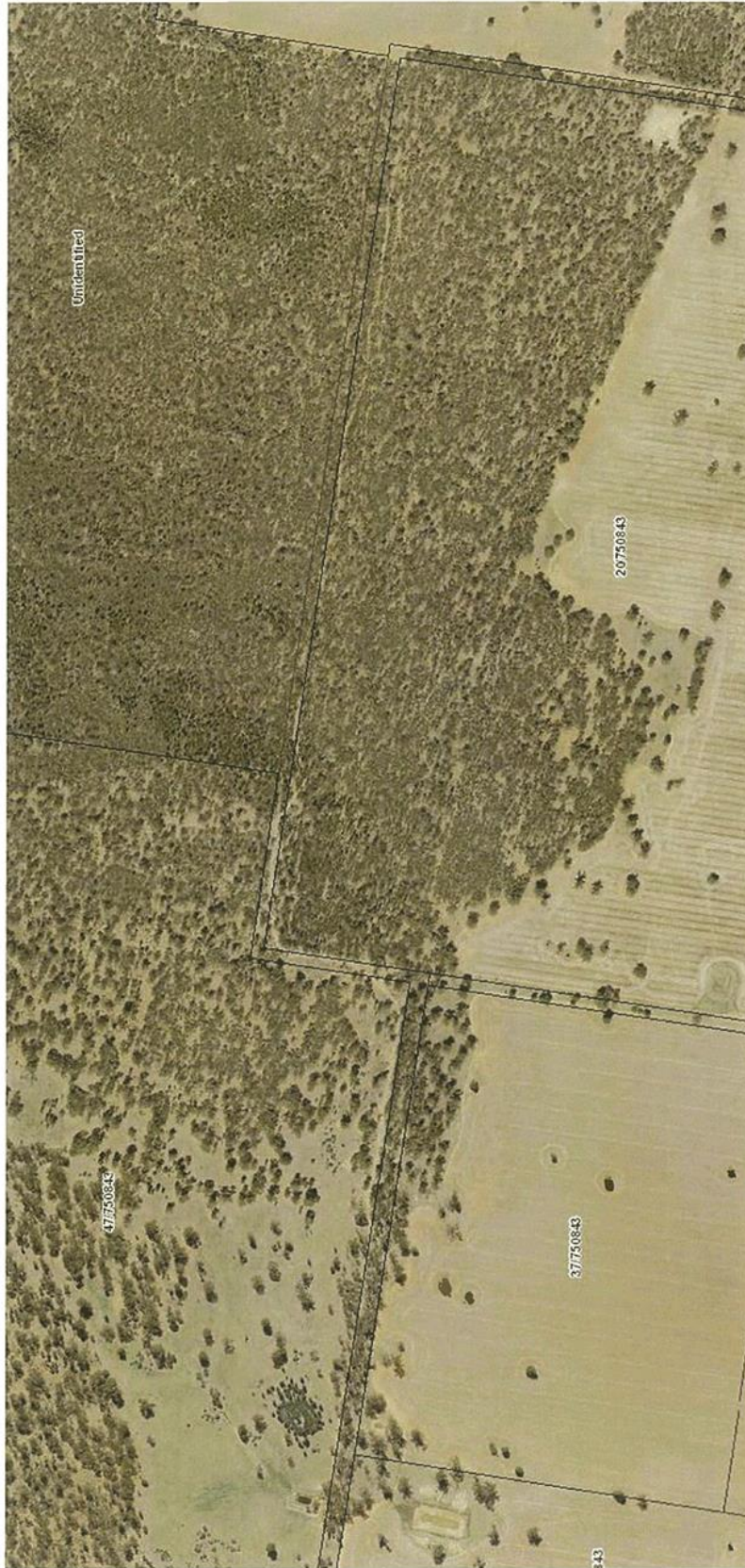


















Planning,
Industry &
Environment



NPWS reference: EF20/27051
NPWS contact: Josie O'Connell
Telephone: 0488 331 434
Date: 11 November 2020

General Manager
Temora Shire Council
PO Box 262
TEMORA NSW 2666

Dear General Manager,

The National Parks and Wildlife Service (NPWS) has identified a council public road within the Temora local government area that appear suitable for incorporating into Big Bush Nature Reserve (NR). The information sheet attached provides more information about the reservation of council roads under the *National Parks and Wildlife Act 1974*. It will give some guidance and background about the department's considerations and the statutory process.

The council road that NPWS proposes to reserve as an addition to Big Bush NR is shown in yellow on the attached diagram (Appendix 1).

If council agrees that the road is suitable, NPWS can publish a gazette notice to reserve the road as part of Big Bush NR. Under the *National Parks and Wildlife Act 1974*, the gazette notice has the effect of extinguishing the council road without needing to undertake a formal road closure under the *Roads Act 1993*.

In assessing suitability for gazetting council roads as an addition to Big Bush NR NPWS has confirmed that:

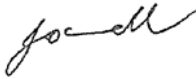
- Temora Shire Council is the controlling authority of the public roads subject to this proposal. I have provided supporting road status documentation for your information (Appendix 2-4).
- The road is generally unconstructed, containing continuous native vegetation comparable to the adjoining nature reserve. There is a vehicular track 5 metres wide that traverses the road corridor in some sections (Appendix 5). This track is maintained by NPWS and used for park management purposes.
- Assessment of the legal access network indicates that removal of the public right of passage along the roads will not leave surrounding properties landlocked.

We would appreciate it if you could review this proposal at the next Council meeting, and if council agrees please respond with written concurrence.

I have confirmed that the next likely council meeting the proposal will be scheduled for is Thursday 17/12/2020, I will follow up on council's decision following the meeting. If this matter is scheduled to a later council meeting, please advise and I will reschedule my follow up accordingly.

If you have any questions about the information provided or the process, please do not hesitate to contact me.

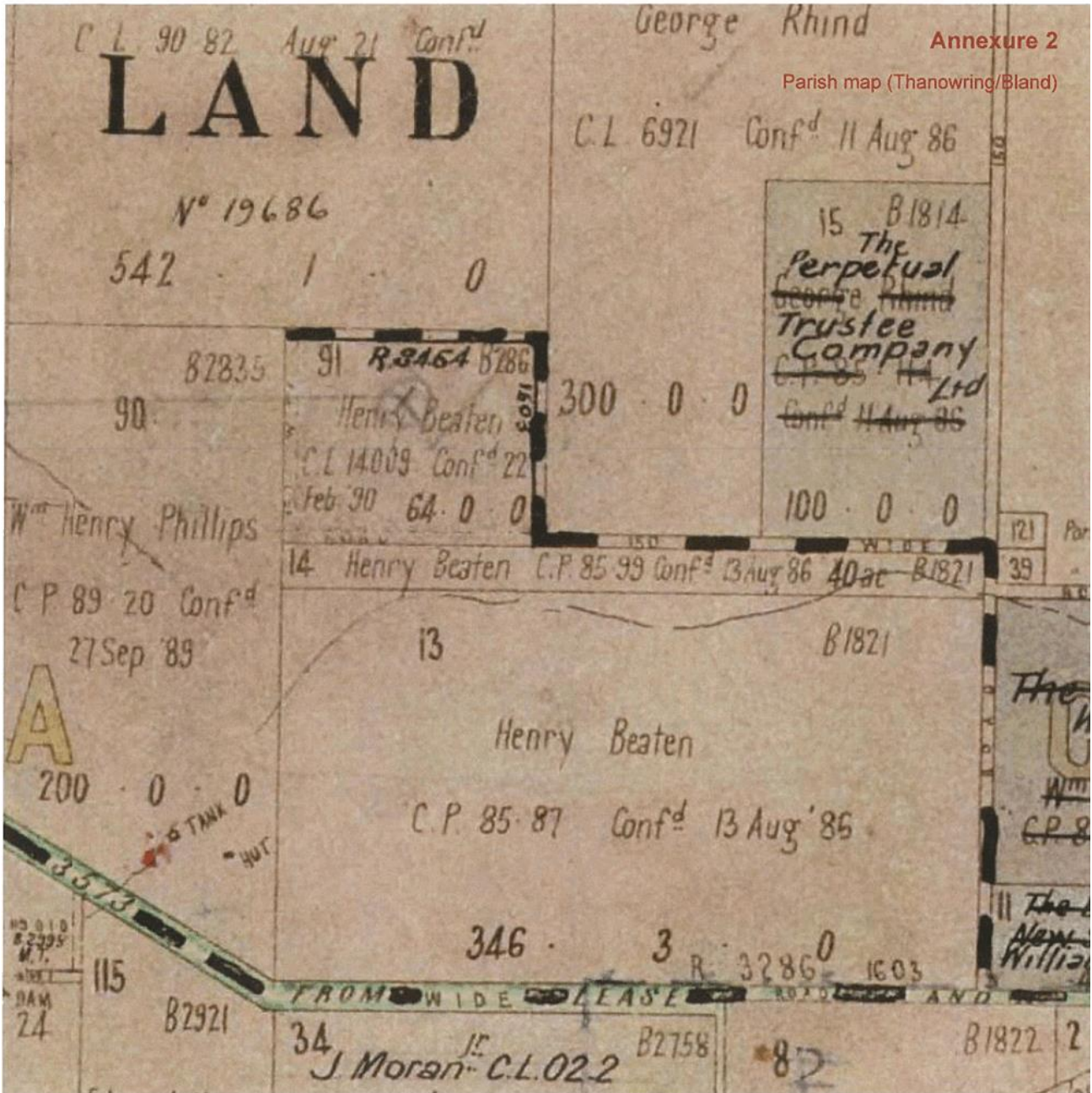
Kind regards



Josie O'Connell
Project Officer, Reserve Access Program
Reserve Establishment Team
National Parks & Wildlife Service
Department of Planning, Industry and Environment

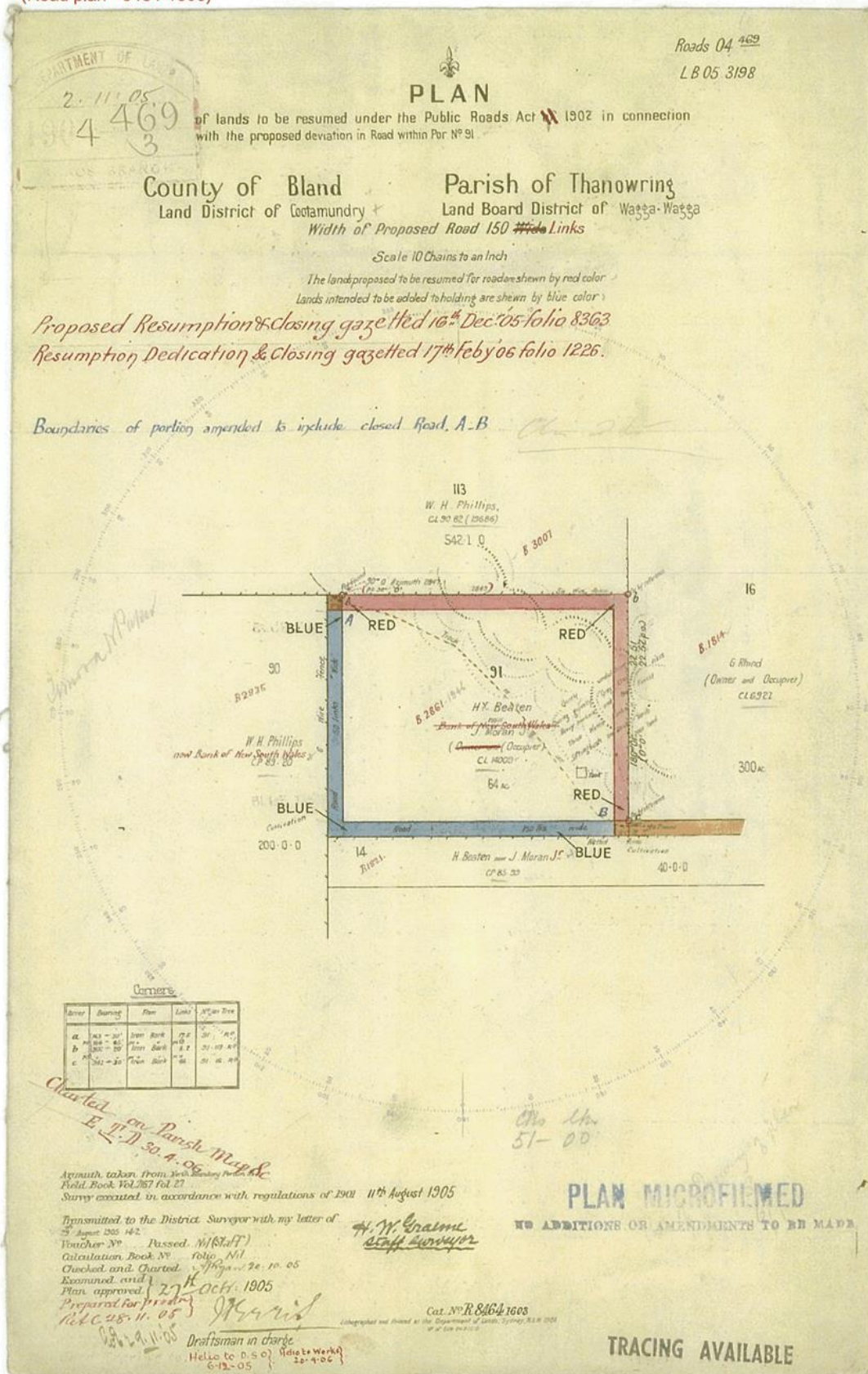
Annexure 1





REG:K058528 / DOC:LP 08464-1603 P / REV:23-NOV-2012 / NSW LRS / PTC:14-May-2020 13:35 / Seq:1 of 1
 © Office of the Registrar-General / Src:CrownLands / Ref:

Annexure 3
 (Road plan - 8464-1603)



Annexure 4

1226 NEW SOUTH WALES GOVERNMENT GAZETTE. [17th Feb., 1906.]

NOTIFICATION OF RESUMPTION AND DEDICATION OF LANDS FOR ROADS, &c.—continued.

DESCRIPTION OF ROAD OPENED—Deviation of road through portion 91, parish of Thanowing, county of Bland.
[Registration No. of Papers—Roads 1904-409-9; Catalogue No. of Plan—R. 8,464-1,603.]

DESCRIPTION OF LAND NOW RESUMED for the road specified above, and dedicated as a public road, and of part of road deemed to be unnecessary, which is now closed.

A proposal to resume the land referred to for the road in question, and to close the part of road deemed to be unnecessary, was published in the Government Gazette of 16th December, 1905, folio 8363.

LAND DISTRICT OF COOTAMUNDREY.

Parish No.	Area.	Parish Name.	Reputed Owner.	Occupier.	Character of Holding.	Width of Land Resumed and Dedicated.	Area Resumed and Dedicated.	Part of Road closed, &c.
91	A. R. P. 64 0 0	Thanowing	John Moran, Junr.	John Moran, Junr.	C.L. No. 14/99	150 links.	A. R. P. 7 1 27	The unnecessary part of boundary road separating this portion (91) from John Moran, Junr.'s portion 14 and Bank of New South Wales' portion 90 is closed and added to C.L. No. 14/99, portion 91, in lieu; the area thereof remains unaltered.

DESCRIPTION OF ROAD OPENED—Part of road from Bethunga to Dudatman, through portion No. 15, parish of Bute, county of Clarendon.
[Registration No. of Papers—Roads 1905-141-21; Catalogue No. of Plan—R. 8,484-1,603.]

DESCRIPTION OF LAND NOW RESUMED for the road specified above, and dedicated as a public road, and of road deemed to be unnecessary, which is now closed.

A proposal to resume the land referred to for the road in question, and to close the road deemed to be unnecessary, was published in the Government Gazette of 16th December, 1905, folio 8364.

LAND DISTRICT OF COOTAMUNDREY.

Parish No.	Area.	Parish Name.	Reputed Owner.	Occupier.	Character of Holding.	Width of Land Resumed and Dedicated.	Area Resumed and Dedicated.	Road closed, &c.
159	A. R. P. 43 0 0	Bute	John Elliott	John Elliott	C.P. 59-75	1 chain	A. R. P. 2 3 0	The unnecessary 1 chain wide road separating (part of) John Elliott's portion 159 from parts of the same owner's portions 155 and 501 is closed and added to C.P. 59-75, portion 159, in lieu; the area thereof remains unaltered.

[7093]

Department of Lands,
Sydney, 17th February, 1906.

NOTIFICATION, UNDER THE PUBLIC ROADS ACT, 1902, OF RESUMPTION AND DEDICATION OF LAND FOR ROAD.

HIS Excellency the Governor, with the advice of the Executive Council, directs it to be notified that, in pursuance of the Public Roads Act, 1902, the land hereunder described (in respect of which lands notice of proposal to resume the same has duly been given) shall be and is hereby resumed (notwithstanding objection which has been duly considered), for the road hereunder specified, and that the said land shall be and is hereby dedicated as a road.

JAMES ASHTON.

DESCRIPTION OF ROAD OPENED—Road for access to the Mullumbimby Road, within portion 10, parish of Mullumbimby, county of Rouss.

[Registration No. of Papers—Roads 1903-747-17; Catalogue No. of Plan—R. 8,476-1,603.]

DESCRIPTION OF LAND NOW RESUMED for the road specified above, and dedicated as a public road.

A proposal to resume the land referred to for the road in question was published in the Government Gazette of 16th December, 1905, folio 8363.

LAND DISTRICT OF MURWILLUMBAH.

Parish No.	Area.	Parish Name.	Reputed Owner.	Occupier.	Character of Holding.	Width of Land Resumed and Dedicated.	Area Resumed and Dedicated.
10	A. R. P. 198 0 0	Mullumbimby	Michael Fitzgerald	Michael Fitzgerald	Freehold	100 links	A. R. P. 0 3 30

[7126]

Department of Lands,
Sydney, 17th February, 1906.

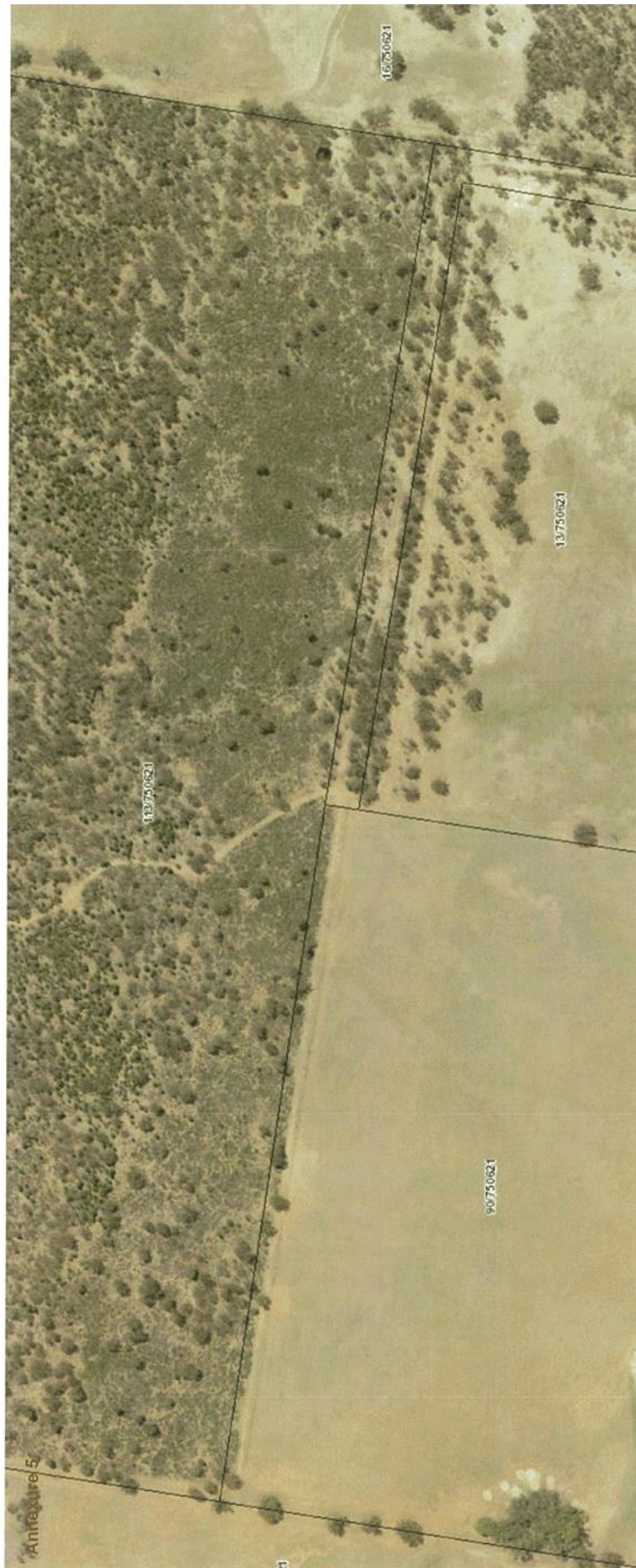
APPLICATION FOR LEASE FOR SPECIAL PURPOSE.

IT is hereby notified, for general information, that the undermentioned application has been received for a Special Lease, under the provisions of the 80th section of the Crown Lands Act of 1884, of the land and for the purpose hereunder stated, and that it is the intention to grant a lease, should no sufficient objection be found to exist, after inquiry by the Land Board and consideration by the Minister.

Any objections will receive due consideration if lodged in writing at the Land Board Office, Grafton, within four weeks from the date of this notice, or before the Local Land Board shall have concluded its inquiry at the hearing of the application for such Special Lease.

JAMES ASHTON.

Applicant.	Locality of Land applied for.	Area.	Purpose for which the Lease is desired.
Thomas Fraser	Fronting portion 49, parish Terranora, county Rouss Tweed River.	About 2½ perches.	Wharf.





3.4 TEMORA RECREATION CENTRE FEES AND CHARGES

File Number: REP20/1317
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: Nil

REPORT

At the October Assets and Operations Committee Meeting, the Committee considered a report in relation to proposed changes to the fees and charges that apply to the Temora Recreation Centre. At the meeting the Committee resolved:

That the Committee resolved to recommend to Council that the Casual fees for the 2020/21 Swimming season be set at:

Family:	\$15.00
Adult:	\$5.00
Child/Concession	\$4.00
Spectator	\$2.00
Water Slide	\$4.00/2hr session
Private Function Waterslide	\$100/hour (must be outside regular schedule)

And further that these fees be put on public exhibition with feedback considered at a future Council Meeting.

The recommendation was endorsed at the October Council Meeting.

Public exhibition

The proposed changes to the fees and charges were advertised in the Temora Independent on Friday 9 October and Friday 16 October. A newspaper article regarding the proposed changes was also produced on 23 October. As a result of the public exhibition, no submissions were received.

Discussion

The proposed increase in fees and charges at the Temora Recreation Centre are considered to be reasonable, given the recent upgrade of facilities and the forthcoming opening of the waterslide, which brings additional staff and operating costs. As no written submissions were received, it is recommended that the changes to the Temora Recreation Centre admittance cost be adopted as exhibited.

COMMITTEE RESOLUTION 101/2020

Moved: Cr Max Oliver
Seconded: Cr Rick Firman

That the Committee recommend that Council adopt the changes to the Temora Recreation Centre fees and charges, as exhibited.

CARRIED

Report by Claire Golder

3.5 NIXON PARK NO 2 - STEPS TO SPECTATOR STAND

File Number: REP20/1318
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. Temora Rugby League

REPORT

As outlined in the attached photos, the steel steps leading to the central part of the spectator stand have corroded over time to a point that they are unsafe and unsightly.

They are in need of replacement. There is no specific funding available in the current budget for the works. The TRLFC has offered to supply some voluntary labour, which could reduce the cost by approx. 25%, meaning about \$3,000 would be required to complete the work.

This needs to be allocated from the current budget surplus or alternatively referred to the 2021/22 estimates.

Budget Implications

The TRLFC has submitted a quote from a local contractor, however the Club has indicated that it is prepared supply voluntary labour in order to reduce that cost.

COMMITTEE RESOLUTION 102/2020

Moved: Cr Claire McLaren
Seconded: Cr Rick Firman

That the Committee resolved to recommend to proceed with the project forthcoming before football season, and receive two quotes for the job

AND FURTHER

That Council takes up the offer of voluntary labour from the TRL Football Club.

CARRIED

Report by Kris Dunstan



Temora Rugby League Football Club Inc.

Affiliated with Group 9

Temora Rugby League
PO Box 523
TEMORA NSW 2666

EMAIL: mark.hughes13@bigpond.com

President: Adam Gidley
Ph: 0417 467 043
Secretary: Mark Hughes
Ph: 0428 772 053



4th November 2020

The General Manager Gary Lavelle

Temora Shire Council

Loftus St

Temora NSW 2666

Dear Gary

Our club would like to replace the existing stairs behind the steak bar/kiosk. They are currently made of steel and were installed approximately 25 years ago. Their condition at present is deteriorating due to rust and they are a real "eye sore" to the general public.

We have costed the project to replace with concrete stairs at \$5000 and we believe we can reduce that further with voluntary labour and are asking if Council would consider funding this project.

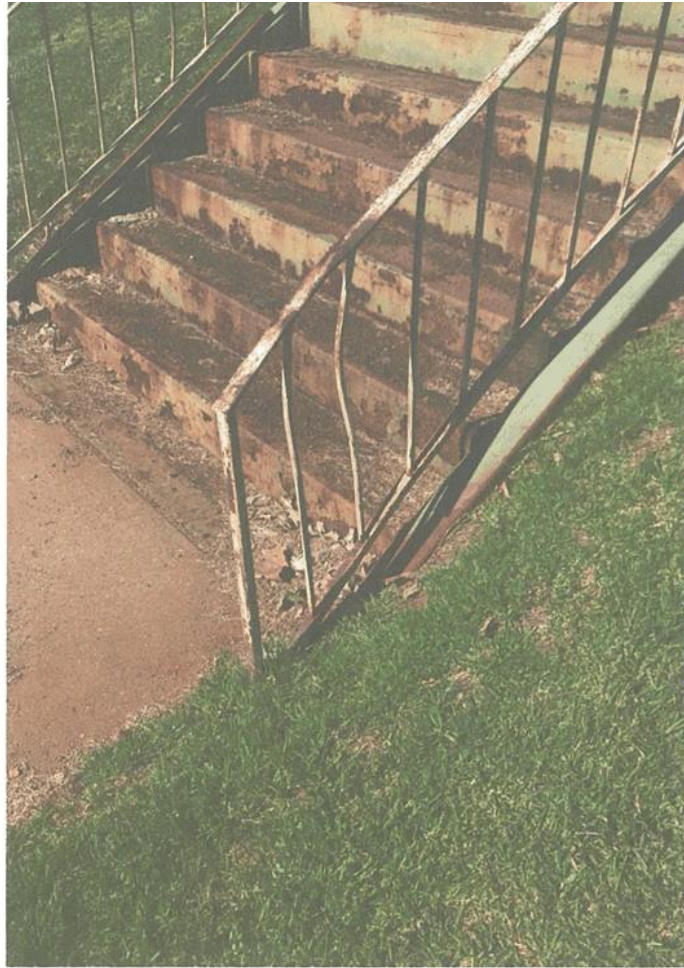
If required we would be happy to meet to discuss this request and look forward to your reply.

Yours sincerely

Mark Hughes Secretary TRLFC

LIFE MEMBERS: John J. Gillies (dec), Eric J. Coleman (dec), Bernard J. Coleman (dec), William A. Pinney (dec), Frederick A. Meale, Barnet Roberts, Gordon F. Lynch (dec), Brian F. Hughes, Valda E. Hughes, Daniel J. Pinney, John P. Leary (dec), Phillip J. Fritsch, Ronald E. Schulz (dec), Graham W. Cowled, Jeffrey C. Smith, Ron (Gubby) Allen, Malcolm Krause, John Morton, Ray Gavenlock (dec), Les Joyce (dec), Justin Hayden, John Snell (dec), Adrian Cain, Ian Harper, Leo Casey, Trevor Krause, Michael Harper.

GROUP NINE PREMIERS - First Grade 1957-58-59-61-77-98-2002-04-06.
Reserve Grade 1946-49-81-82-84. Under 18's 1953-58-72-88-06-08-12-13-15. Under 16's 93-00-01-02-04-11-14.
Clayton Cup winner 1957-2004. League Tag 2009-2010.





3.6 BFRMP PUBLIC EXHIBITION

File Number: REP20/1337
Author: Senior Engineering Technical Officer
Authoriser: Engineering Technical Manager
Attachments: 1. BFRMP Document

REPORT

Councils LEMO/Acting Engineering Works Manager is in receipt of correspondence (attached) from RFS for the Bland Temora Zone Bush Fire Risk Management Plan (BFRMP). This plan is on public exhibition until Monday 4th of January 2021 in which written submission will be received up to that date.

There is a series of large maps received with the BFRMP which will be available for viewing in the room during the Assets and Operations Committee Meeting.

If there are any concerns raised on matters in the BFRMP these can be noted for the LEMO/Acting Engineering Works Manager to make a written submission to RFS if required.

COMMITTEE RESOLUTION 103/2020

Moved: Cr Claire McLaren
Seconded: Cr Rick Firman

That the Committee recommend to Council review the BFRMP and if no concerns raised then note the report.

CARRIED

Report by Alex Dahlenburg

Bland Temora Zone Bush Fire Management Committee PUBLIC EXHIBITION OF DRAFT DOCUMENT

Bland Temora Zone Bush Fire Risk Management Plan

The Bland Temora Zone Bush Fire Management Committee (BFMC) is currently seeking comments on its draft Bush Fire Risk Management Plan (BFRMP) which has recently been prepared.

The draft BFRMP covers the whole of the Bland and Temora Local Government Areas. It includes information about the local area and specifies works to be done to manage bush fire risk in the area.

The draft BFRMP applies to all land in the Bland and Temora Local Government Areas including private land.

The draft BFRMP will be on exhibition for a minimum period of 42 days from Monday 16th November 2020 until Monday 4th January 2021.

The draft BFRMP will be on display at the following locations:

- Bland Shire Council 6-8 Shire St West Wyalong NSW 2671
- Bland Fire Control Centre 221 Neeld St West Wyalong NSW 2671
- Temora Shire Council 105 Loftus St Temora NSW 2666
- Temora Fire Control Centre 108 Vesper St Temora NSW 2666

Copies of the draft BFRMP may be obtained by contacting (02) 69774737 during office hours.

Written submissions on the draft BFRMP can be sent to the BFMC by email at Bland.Temora@rfs.nsw.gov.au or by post to PO Box 169, Temora NSW 2666. The closing date for submissions is Monday 4th January 2021.

For further enquiries, contact Steve Holden on (02) 6977 4737

**Bland Temora Zone Bush Fire Management
Committee**

DRAFT

Bush Fire Risk Management Plan 2020

Prepared by the Bland Temora Bush Fire Management Committee; pursuant to section 52 of the Rural Fires Act, 1997. In accordance with the Regulations to the Rural Fires Act 1997, the draft bush fire risk management plan will be exhibited for a period of not less than 42 days during which time submissions are invited from the public.

As such, members of the public, whether as private individuals or as members of community interest groups are invited to comment on the plan. Submissions should be in writing, and as detailed and specific as possible; however any comments, no matter how brief or general are welcome. All comments received will be referred to the Bush Fire Coordinating Committee with the plan for their final deliberation and approval.

Prior to finalising the plan, the Bush Fire Management Committee is required to consider the submissions to plan and prepare a review for consideration by the Bush Fire Coordinating Committee. Under the Act, the Bush Fire Coordinating Committee may approve the plan, amend the plan or reject the plan in the light of public submissions.

If significant changes are made to the plan after public exhibition, the draft plan will be placed on further exhibition prior to its final adoption.

The closing date for comments on this plan is: Monday 4th January 2021

Comments should be forwarded to:

Executive Officer

Bland Temora Bush Fire Management Committee

PO Box 169,

Temora NSW 2666

Additional information or enquires on any aspect of the plan can be obtained from Executive Officer Steve Holden at steve.holden@rfs.nsw.gov.au or by telephoning Temora Fire Control Centre on 02 6977 4737.

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Authorisation

In accordance with Part 3 Division 4 of the Rural Fires Act 1997, this draft Plan has been prepared by the Bland Temora Bush Fire Management Committee and has been endorsed at the BFMC meeting on 23rd March 2016 for submission to the Bush Fire Coordinating Committee.

Recommended

Chairperson

Bland Temora Zone Bush Fire Management Committee

Approved

On behalf of the

NSW Bush Fire Coordinating Committee

Amendment List

Amendment		Entered	
Number	Date	Signature	Date

Glossary

Assets: anything valued by the community which includes houses, crops, heritage buildings and places, infrastructure, the environment, businesses, and forests, that may be at risk from bush fire.

Bush Fire: a general term used to describe fire in vegetation, includes grass fire.

Bush Fire Hazard: the potential severity of a bush fire, which is determined by fuel load, fuel arrangement and topography under a given climatic condition.

Bush Fire Risk: the chance of a bush fire igniting, spreading and causing damage to the community or the assets they value.

Bush Fire Risk Management: a systematic process that provides a range of treatments which contribute to the well-being of communities and the environment, which suffer the adverse effects of wildfire/bush fire.

Bush Fire Threat: potential bush fire exposure of an asset due to the proximity and type of a hazard and the slope on which the hazard is situated.

Consequence: outcome or impact of a bush fire event.

Fire Fighting Authorities: the NSW Rural Fire Service, Fire & Rescue NSW, the National Parks and Wildlife Service and Forests NSW.

Likelihood: the chance of a bush fire igniting and spreading.

Major Bush Fire: A bushfire which requires the attendance of multiple brigades, or causes damage to property or injury to one or more persons.

Display area: geographic area determined by the Bush Fire Management Committee which is used to provide a suitable area and scale for community participation and mapping display purposes.

Recovery costs: the capacity of an asset to recover from the impacts of a bush fire.

Risk Acceptance: an informed decision to accept the consequences and the likelihood of a particular risk.

Risk Analysis: a systematic process to understand the nature of and to deduce the level of risk.

Risk Assessment: the overall process of risk identification, risk analysis and risk evaluation.

Risk Identification: the process of determining what, where, when, why, and how something could happen.

Risk Treatment: the process of selection and implementation of measures to modify risk.

Vulnerability: the susceptibility of an asset to the impacts of bush fire.

Chapter 1. Introduction

1.1 Background

Under the *Rural Fires Act 1997* the Bush Fire Coordinating Committee (BFCC) must constitute a Bush Fire Management Committee (BFMC) for each area in the State, which is subject to the risk of bush fires. Each BFMC is required to prepare and submit to the BFCC a draft Bush Fire Risk Management Plan (BFRMP).

A BFRMP is a strategic document that identifies community assets at risk and sets out a five-year program of coordinated multi-agency treatments to reduce the risk of bush fire to the assets. Treatments may include such things as hazard reduction burning, grazing, community education, fire trail maintenance and establishing community fireguard groups.

Annual programs to implement the treatments identified in this plan will be undertaken by the relevant land managers and firefighting authorities.

In exercising its functions under the *Rural Fires Act 1997*, including the preparation of a draft bush fire risk management plan, the Bland Temora BFMC is required to have regard to the principles of ecologically sustainable development (ESD).

This document and the accompanying maps together form the BFRMP for the Bland Temora Zone BFMC area.

This BFRMP has been prepared by the Bland Temora Zone BFMC and covers both public and private lands. This BFRMP must be reviewed and updated within each successive five-year period from the constitution of the BFMC.

The BFCC recognises that climate change has the potential to increase bush fire risk. The risk assessment process applied in this BFRMP is based on current climatic conditions. The BFCC will monitor information on climate change and will modify the process when necessary.

1.2 Aim and Objectives

The aim of this BFRMP is to minimise the risk of adverse impact of bush fires on life, property and the environment.

The objectives of this BFRMP are to:

- reduce the number of human-induced bush fire ignitions that cause damage to life, property and the environment;
- manage fuel to reduce the rate of spread and intensity of bush fires, while minimising environmental/ecological impacts;
- reduce the community's vulnerability to bush fires by improving its preparedness; and
- effectively contain fires with a potential to cause damage to life, property and the environment.

1.3 Description of the Bland Temora Zone BFMC Area

1.3.1 Location and land tenure

The Bland Temora Zone Bush Fire Risk Management area is located in Lower Central West New South Wales and includes the local government area(s) of Bland and Temora.

The area covered by the Bland Temora Zone BFMC is 1,135,900 hectares and includes the land tenures outlined in Table 1.1.

Land Manager	% of BFMC area
National Parks and Wildlife Service	1.96
Forestry Corporation of NSW	0.53
Department of Industry - Lands	1.10
Private Land	96.41

Table 1.1 Land Tenure

1.3.2 Climate and bush fire season

The typical/average climate in the Bland Temora Zone experiences temperatures between 26 – 34 degrees Celsius with some periods exceeding 35 degrees, a humidity of less than 15% and dry westerly winds. This will generally occur from October to March. Rainfall within the area is commonly recognised as being 584mm per year. Rainfall in the summer months is usually storms producing short heavy down pours, resulting in minor to local short term flooding.

The typical bushfire danger period commences from the 1st October to 31st March. This may be altered in consultation with Group Officer, Captains, Stakeholders and the BFMC.

Days of increased fire danger weather will generally occur in the months of January and February.

1.3.3 Population and demographic information

Bland Shire

Bland district has the majority of its human settlement centred on the town of West Wyalong. Other areas of settlement are the villages of Wyalong, Barmedman, Mirrool, Tallimba, Ungarie, Weethalle, Naradhan and Kikoira. The population of the Bland Shire is approximately 5,865¹. West Wyalong is on an interconnecting route between Melbourne and Brisbane (Newell Highway) and Sydney to Adelaide (Mid-Western Highway). Transport companies as well as the general public share both of these routes.

Temora Shire

Temora District is predominantly a dryland farming district with the majority of the human settlement residing in the Temora urban area. The remaining population resides in villages Arian Park, Springdale and Trungley Hall. The population of the district is approximately 5,776². The remainder of the population resides on farms scattered throughout the district, including smaller rural village areas of Combaning South, Mimosa, Tara-Bectric, Quandary, Pucawan, Pinnacle, Reefon and Narraburra. Temora is located 85km north of Wagga Wagga in the Lower Central West Plains weather district. The major roads that pass through Temora are the Burley Griffin Way which travels from east to west and Goldfields Way which travels south to north.

1.3.4 History of bush fire frequency and ignition cause

The Bland Temora Zone BFMC area has on average 150 bush fires per year, of which 3 on average can be considered to be major fires.

The main sources of ignition in the Bland Temora Zone BFMC area are:

- Lightning
- Farming Equipment
- Breach Permit

Lightning generally occurs between December and February with summer storms, particularly to the North/North West of the Zone. Farming equipment is a likely contributor to ignitions in the November – December months during the harvest period. The Bland Temora Zone BFMC manages the use of fire for land management over the bushfire danger period with the permit issuing systems. Days of increased fire danger rating of Very High and above will see permits cancelled.

Chapter 2. Identifying and Assessing the Bush Fire Risk

2.1 Process

The Australia/New Zealand Standard AS/NZS 4360:2004 *Risk Management* was used as the basis for the risk assessment process. See Figure 2.1 for the steps involved. For a detailed description of the process undertaken see the Bush Fire Risk Management Planning Guidelines for Bush Fire Management Committees on the RFS website: www.rfs.nsw.gov.au.

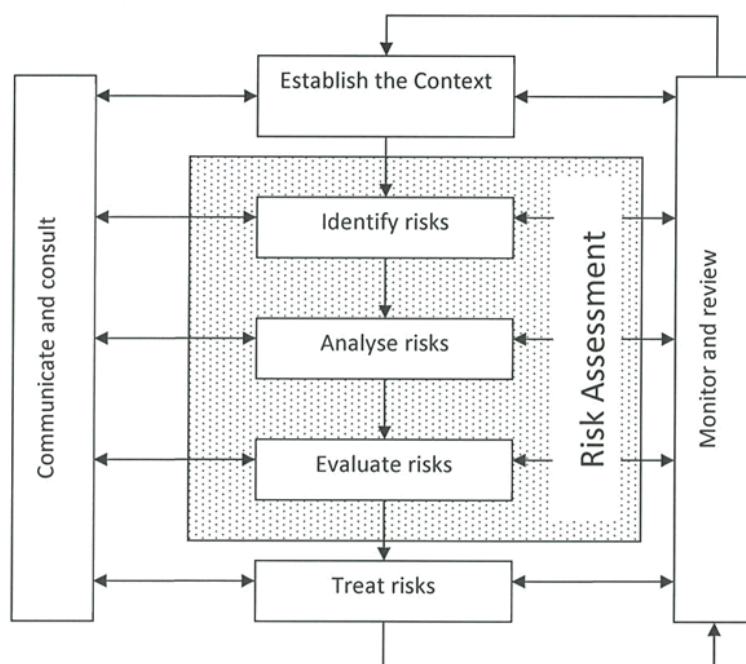


Figure 2.1 Overview of the risk assessment process

2.2 Communication and Consultation

Community participation is an integral part of risk management. The Community Participation Strategy involved developing and implementing a process to address the needs, issues and concerns of stakeholders within the BFMC area in regards to the BFRMP. See Appendix 1 for the Community Participation Strategy used by the Bland Temora Zone BFMC in preparing this BFRMP.

2.3 Identifying the Bush Fire Risk

Identifying the level of bush fire risk firstly involved identifying important community assets considered to be at risk from bush fire in the *Bland Temora* BFMC area, and then assessing the likelihood and consequence ratings.

2.3.1 Assets

BFMC members and the community, including RFS volunteers, identified assets within the Bland Temora BFMC that they believed were at risk of bush fire.

The assets were divided into four asset types:

Human settlement

- Residential areas including urban bushland interface areas and rural properties;
- Special Fire Protection areas including schools, hospitals, nursing homes, and tourist facilities; and
- Other human settlement areas including commercial and industrial areas where distinct from major towns.
- Neighbourhood Safer Place (NSP) is defined by the *Rural Fires Act 1997* as *land or a building designated as a neighbourhood safer place under section 62C*. NSPs provide a place of last resort for people during a bush fire. All designated NSP locations for NSW are available at www.rfs.nsw.gov.au.

Economic

- Agricultural; e.g. major silos, regional saleyards, cropping/grazing land;
- Commercial/industrial e.g. major industries, waste treatment plants, sawmills;
- Infrastructure e.g. large power lines, gas and oil pipelines, railway lines, electricity substations, communication facilities;
- Tourist and recreational e.g. tourist sites and facilities, resorts, retreats;
- Mines;
- Commercial forests e.g. pine plantations, eucalypt plantations and commercial native forests; and
- Drinking water catchments.

Environmental

- Threatened species, populations and ecological communities and Ramsar wetlands;
- Locally important species and ecological communities, such as species and ecological communities especially sensitive to fire

Cultural

- Aboriginal significance – Aboriginal places and items of significance;
- Non-indigenous heritage – places and items arising from the early occupation of NSW by European or other non-indigenous settlers; and
- Other cultural assets – community halls, clubs and recreational facilities.

See Appendix 2 for the full list of assets identified in the Bland Temora Zone BFMC area. See maps North, South and Temora for the location of assets to be treated under this BFRMP.

2.3.2 Assessing the Bush Fire Risk - Consequence

Once the assets were identified, the consequence of a bush fire impacting on these assets was assessed.

See Appendix 2 for the consequence ratings assigned to each asset identified in the Bland Temora Zone BFMC area.

The different asset types had different assessment processes used to determine the consequence. These processes are identified below.

Human settlement

A potential fire behaviour model using vegetation type, slope and separation distance was used to produce a threat rating for human settlement assets. The vulnerability of the asset to a bush fire was also assessed and a rating assigned. These ratings were then used to assess the consequence of a bush fire impacting upon a human settlement asset.

Special Fire Protection (SFP) assets were considered inherently more vulnerable to bush fire due to mobility capacity, knowledge or other issues relating to their inhabitants, (e.g. the elderly, infirm, children or tourists) and therefore stricter requirements for vulnerability assessment and rating were applied. Due to circumstances surrounding NSPs and their use during a bush fire, stricter requirements for vulnerability assessment and rating will also apply to these assets.

Bland Temora Zone Neighbourhood Safe Places

Suburb	Location
Ariah Park	Recreation Ground (Cnr Coolamon St and Wellman St)
Barmedman	Barmedman Park (Cnr of Queen St and Loftus St)
Kikoira	Kikoira Fire Shed (Bradbury's Lane)
Mirrool	Mirrool Park (Hill St)
Naradhan	Naradhan Fire Shed (High Street)
Springdale	Springdale Public Hall (Burley Griffin Way)
Tallimba	Memorial Park (Tallimba St)
Temora	Gloucester Park (Cnr Gloucester St and Loftus St)
Ungarie	Showgrounds (Crown Camp Rd)
Weethalle	Weethalle Showgrounds (Cow Street)
West Wyalong	McCann Park (Cnr Newell Hwy and Mid- Western Hwy)

Economic

The level of economic impact e.g. local, regional or state, as well as the economic recovery costs (how long and complicated a financial recovery will be) of the asset were identified. These ratings were used to assess the consequence of a bush fire impacting upon an economic asset.

- Agricultural; e.g. major silos, regional saleyards, cropping/grazing land;
- Commercial/industrial e.g. major industries, waste treatment plants, sawmills;
- Infrastructure e.g. large power lines, gas and oil pipelines, railway lines, electricity substations, communication facilities;
- Tourist and recreational e.g. tourist sites and facilities, resorts, retreats;
- Mines;
- Commercial forests e.g. pine plantations, eucalypt plantations and commercial native forests; and
- Drinking water catchments.

Environmental

Environmental assets with known minimum fire threshold were assessed to determine if they were at risk of a bush fire within the 5-year life of the BFRMP using fire history data. Those environmental assets which were within or above the fire threshold were not assessed in the BFRMP, as the negative impact of a fire within the 5-year period was determined as being low and may even be of benefit to the asset and surrounding habitat.

The vulnerability of an environmental asset was determined by its conservation status and its geographic extent (distribution across the landscape). Vulnerability and potential fire behaviour model using fuel load, slope and proximity was used to assess the consequence of a bush fire impacting upon an environmental asset.

- Threatened species, populations and ecological communities and Ramsar wetlands;
- Locally important species and ecological communities, such as species and ecological communities especially sensitive to fire.

Cultural

For non-indigenous historical, Aboriginal and other cultural assets a potential fire behaviour model using fuel load, slope and proximity was used to produce a threat rating. The physical vulnerability of the asset to a bush fire was also assessed. These ratings were then used to assess the consequence of a bush fire impacting upon a cultural asset.

- Aboriginal significance – Aboriginal places and items of significance;
- Non-indigenous heritage – places and items arising from the early occupation of NSW by European or other non-indigenous settlers; and
- Other cultural assets – community halls, clubs and recreational facilities.

See Appendix 2 for the full list of assets identified in the Bland Temora BFMC area. See maps for the location of assets to be treated under this BFRMP.

2.3.3 Assessing the Bush Fire Risk - Likelihood

For all asset types the likelihood of a bush fire occurring was assessed. This involves considering fire history, including ignition cause and patterns, known fire paths, access, containment potential and potential fire run (size of the vegetated area). See Appendix 3 for the likelihood ratings assigned to each asset identified in the Bland Temora Zone BFMC area.

2.3.4 Identifying the level of risk

The consequence and likelihood ratings were then used to identify the level of risk. See Appendix 2 for the risk ratings assigned to each asset identified in the Bland Temora Zone BFMC area.

2.3.5 Evaluating the Bush Fire Risk

Once the risk ratings for each asset were identified, they were evaluated to:

- a) Confirm that risk levels identified in the risk analysis process are appropriate and reflect the relative seriousness of the bush fire risk;
- b) Identify which assets require treatments; and
- c) Identify treatment priorities.

2.3.6 Prioritising Treatments

No organisation has limitless resources to deal with adverse risk. It is therefore necessary to define priorities. The bush fire risk ratings determined were used to prioritise treatments, i.e. areas of extreme risk were considered first for treatment, then very high, then high then medium then low. It was also necessary to prioritise within the risk levels i.e. determining which of the high risk was the most serious. This was done on the basis of the consequence and likelihood ratings.

2.3.7 Risk Acceptability

Risks below a certain level were assessed as not requiring treatment within the life of this plan. This is due to a combination of low risk priority and capacity to undertake works. Within the *Bland Temora Zone* BFMC area the level of acceptability is medium. Areas of medium and low risk are likely to be managed by routine procedures and so do not require a specific application of resources.

All NSPs for a BFMC area will require ongoing treatment by the applicable land owner to ensure that the asset remains viable as a place of last resort for people during a bush fire. Therefore, all NSP assets are allocated specific treatments in this Plan, regardless of the level of bush fire risk identified and the risk acceptability nominated by the Bland Temora Zone BFMC.

Chapter 3. Treating the Risk

3.1 Bush Fire Management Zones

Bush Fire Management Zones were identified within the Bland Temora Zone BFMC area and mapped (see maps). These zones identify the fire management intent for a specific area. See Table 3.1 for descriptions of the zones and their purposes. The four categories of Bush Fire Management Zones are:

- Asset Protection Zone (APZ);
- Strategic Fire Advantage Zone (SFAZ);
- Land Management Zone (LMZ); and
- Fire Exclusion Zone (FEZ).

Some of these zones (usually Land Management Zones) may be further classified within this category by the land manager, e.g. LMZ -Heritage Management Zone (NPWS).

LMZs that have been identified as a polygon on the map will have defined management objectives. Below is a list of each identified LMZ and its associated management objectives.

Zone	Purpose	Suppression Objective(s)	Zone characteristics
Asset Protection Zone	To protect human life, property and highly valued public assets and values.	To enable the safe use of Direct Attack suppression strategies within the zone. To minimise bush fire impacts on undefended assets.	As per RFS document <i>Standards for Asset Protection Zones</i> .
Strategic Fire Advantage Zone	To provide strategic areas of fire protection advantage which will reduce the speed and intensity of bush fires, and reduce the potential for spot fire development; To aid containment of wildfires to existing management boundaries.	To improve the likelihood and safe use of: Parallel Attack suppression strategies within the zone. and/or Indirect Attack (back burning) in high to very high fire weather conditions within the zone. To reduce the likelihood of: Crown fire development within the zone. and/or Spot fire ignition potential from the zone.	Zone width related to suppression objectives and dependent upon: <ul style="list-style-type: none"> • Topography • Aspect • Spotting propensity • Location of adjacent firebreaks • Mosaic pattern of treatment Assess Overall Fuel Hazard (OFH) once vegetation communities reach minimum fire thresholds within this plan. Management practices should aim to achieve mosaic fuel reduction patterns so that the majority of the SFAZ has an OFH of less than high.
Land Management Zone	To meet relevant land management objectives in areas where APZs or SFAZs are not appropriate.	As per the land management and fire protection objectives of the responsible land management agency. To reduce the likelihood of spread of fires. To undertake mosaic burning	As appropriate to achieve land management e.g. heritage and/or fire protection e.g. broad scale mosaic burning objectives.
Fire Exclusion Zone	To exclude bush fires.	N/A	Variable dependant on size of fire sensitive area requiring protection.

Table 3.1 Bush Fire Management Zones: Purpose, objectives and characteristics

NB: OFH refers the Overall Fuel Hazard Guide as described in the document published by (Dept. of Sustainability and Environment 3rd ed. 1999 & NPWS version); State-wide procedures for assessment of fuel hazard will be developed in conjunction with the BFCC.

Note: All areas that are not mapped or described as APZs or SFAZs are considered as LMZs

3.2 BFMC Wide Treatments

BFMC wide treatments are activities which reduce the overall bush fire risk within the BFMC area and are undertaken on an ongoing basis as part of normal business. These treatments are not linked to specific assets in the BFRMP, rather they are applied across all or part of the BFMC area as designated by legislation or agency policy. BFMC wide treatments include the following:

- **Reviewing the bush fire prone land map**
These maps identify bush fire prone land and are used to trigger whether a development application is assessed using Planning for Bush Fire Protection³.
- **Ensuring developments in bush fire prone land comply with *Planning for Bush Fire Protection***
This assessment process requires new applications for development to include bush fire protection measures.
- **Using the Local Environment Plan/s (LEPs) to control developments in areas with a bush fire risk**
LEPs can be used to exclude development in extreme bush fire risk areas or where bush fire protection measures cannot be incorporated.
- **Varying the standard bush fire danger period as required**
In years where the weather is particularly adverse the bush fire danger period may be brought in early or extended. This is assessed every year by the BFMC.
- **Requiring permits during the bush fire danger period**
In the bush fire danger period a fire safety permit is required to light a fire in the open. Permits specify conditions such as firefighting equipment that must be on site, or restrict burns based on weather conditions.
- **Prosecution of arsonists/offenders**
Under the *Rural Fires Act 1997* persons may be prosecuted for breaching the conditions on a fire permit, lighting a fire during a Total Fire Ban, allowing fire to escape their property, or other breaches of the Act.
- **Investigation of bush fire cause**
All bush fires which do not have a known cause are investigated to identify how they started.
- **Normal fire suppression activities**
Responding to bush fire is a normal business activity for the firefighting authorities.
- **Assessing and managing compliance with strategic firefighting resource allocation provisions**
Strategic firefighting resource allocation provisions is the process used to identify the number of stations, brigades and appliances required in an area, and considers members, training, assets and hazards.

³ NSW Rural Fire Service 2006 *Planning for Bush Fire Protection: A guide for councils, planners, fire authorities and developers.*

- Preparation of a S52 Operations Coordination Plan**
 The Operations Coordination Plan is prepared biannually and sets out how coordinated firefighting will occur. It includes specific operational restrictions on firefighting techniques in certain areas, where fires will be managed from, and how agencies involved can communicate during operations.
- Fire Management Plans or Plans of Management**
 Some land management agencies have developed fire management plans or plans of management with specific fire or fuel management strategies, for example a Forests NSW Regional Fuel Management Risk Plan, a NPWS Fire Management Strategy. These publicly exhibited plans form the basis for operational fire planning on public parks, reserves and forests.
- Bush Fire Hazard Complaints**
 If someone is concerned about possible bush fire hazards on a neighbouring property or any other land, then this can be reported to the RFS Commissioner or their local RFS Fire Control Centre. The complaint will be investigated and may result in a notice being issued to the landowner or manager to reduce the hazard.
- Grazing**
 The use of grazing as a means of hazard reduction is a treatment widely used throughout the Bland Temora Zone BFMC area by landholders.

3.3 Asset Specific Treatments

There are five broad strategy groups available to treat the bush fire risk to assets identified in the BFRMP.

The types of asset specific treatments in each strategy group used in the Bland Temora Zone BFMC area are listed below. A full list of the treatment strategies in the Bland Temora BFMC area are in Appendix 2.

Strategy	Targeted treatments used in the <i>Bland Temora</i> BFMC area
Ignition Management	Community Engagement Signage Installation
Hazard Reduction	Preparation/Implementation of Fire Management Plan Road Side spraying/burning programs Inspect APZ annually and if fuel load is above 12 t/ha, slash the area Conduct a hazard reduction burn in an SFAZ
Community Education	Conduct Farm Fire Wise education in remote areas Targeted Community Engagement Group area tailored workshops
Property Planning	Develop a village protection plan for high risk areas Clear around all communications towers to prevent fire impact Implementation of individual agency BFRMP
Preparedness	Maintain fire trails S.63 Inspections

Table 3.2 Asset specific treatments used in the Bland Temora BFMC area

3.4 Fire Thresholds

The vegetation in the Bland Temora Zone BFMC area was classified into fire threshold categories (Table 3.4).

Vegetation formation	Minimum SFAZ Threshold	Minimum LMZ Threshold	Maximum Threshold	Notes
Rainforest	NA	NA	NA	Fire should be avoided.
Alpine complex	NA	NA	NA	Fire should be avoided.
Wet Sclerophyll forest (shrubby sub formation)	25	30	60	Crown fires should be avoided in the lower end of the interval range.
Wet Sclerophyll forest (grassy sub formation)	10	15	50	Crown fires should be avoided in the lower end of the interval range.
Grassy woodland	5	8	40	Minimum interval of 10 years should apply in the southern Tablelands area. Occasional intervals greater than 15 years may be desirable.
Grassland	2	3	10	Occasional intervals greater than 7 years should be included in coastal areas. There was insufficient data to give a maximum interval; available evidence indicates maximum intervals should be approximately 10 years.
Dry sclerophyll forest (shrub/grass sub formation)	5	8	50	Occasional intervals greater than 25 years may be desirable.
Dry sclerophyll forest (shrub sub formation)	7	10	30	Occasional intervals greater than 25 years may be desirable.
Heathlands	7	10	30	Occasional intervals greater than 20 years may be desirable.
Freshwater wetlands	6	10	35	Occasional intervals greater than 30 years may be desirable.
Forested wetlands	7	10	35	Some intervals greater than 20 years may be desirable.
Saline wetlands	NA	NA	NA	Fire should be avoided.
Semi-arid woodlands (grassy sub formation)	6	9	No max	Not enough data for a maximum fire interval.
Semi-arid woodlands (shrubby sub formation)	10	15	No Max	Not enough data for a maximum fire interval.
Arid shrub lands (chenopod sub formation)	NA	NA	NA	Fire should be avoided.
Arid shrub lands (acacia sub formation)	10	15	No Max	Not enough data for a maximum fire interval.

Table 3.3 Fire Thresholds for Vegetation Categories

3.5 Annual Works Programs

The land management agencies and firefighting authorities responsible for implementing the treatments identified in this plan will include those treatments in their annual works programs detailing how, when, and where the required activities will be undertaken.

3.6 Implementation

When the treatments identified in this BFRMP are implemented there are a number of issues that need to be considered by the responsible agency including environmental assessments and approvals, smoke management and prescribed burn plans.

Chapter 4. Performance Monitoring and Reviewing

4.1 Review

This BFRMP must be reviewed and updated within each successive five-year period from the constitution of the BFMC. The Bland Temora Zone BFMC will also review this plan as necessary to account for any changes in context or risk. This may be triggered by a range of circumstances, including but not limited to:

- changes to the BFMC area, organisational responsibilities or legislation;
- changes to the bush fire risk in the area; or
- following a major fire event.

4.2 Monitoring

The BFMC is required to monitor progress towards the completion of treatment works listed in the BFRMP, and the timeliness of the works.

4.3 Reporting

The BFMC is required to report annually to the BFCC on its progress in implementing the bush fire risk management activities identified in this plan.

4.4 Performance Measurements

State wide performance measurements which are linked to the BFRMP have been identified by the BFCC. All BFMCs must use these to monitor and report on their success in reducing the bush fire risk in their BFMC area.

Appendices:

Appendix 1 Community Participation Strategy

Date	Target Audience	Method of Communications	Key Message	Responsibility	Location
17 th March 2016	RFS Volunteers	Meeting with group and Brigade Captains	BFRMP Proposal	RFS for BFMC	Temora FCC
15 th March 2016	RFS Volunteers	Meeting with group and Brigade Captains	BFRMP Proposal	RFS for BFMC	Bland FCC
16 th March 2016	Other Emergency Services	Consultation at LEMC Meeting	BFRMP Proposal	BFMC	Temora FCC
23 rd May 2016	General Community	Public Display at Shire Councils and RFS Control Centres	BFRMP Proposal	BFMC	Temora and West Wyalong
23 rd May 2016	General Community	Advertising in local papers	BFRMP Proposal	BFMC	Bland and Temora LGA's
23 rd September 2020	BFMC	Consultation at BFMC Meeting	BFRMP Proposal	BFMC	Temora FCC
3 rd November 2020	BFMC	Email from Executive Officer to BFMC members	BFRMP Proposal	BFMC	Email to BFMC Members
16 th November 2020	General Community	Public Display at Shire Councils and RFS Control Centres	BFRMP Proposal	BFMC	Temora and West Wyalong
16 th November 2020	General Community	Advertising in local papers	BFRMP Proposal	BFMC	Bland and Temora LGA's

Appendix 2: Asset Register

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Appendix 3: Treatment Register

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Appendix 4 North Map

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Appendix 4 South Map

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Appendix 4 Temora Maps

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Appendix 5: Consequence Ratings
 NSW Rural Fire Service (Policy 7.1.10 Organisational Risk Management)

		CONSEQUENCE				
		INSIGNIFICANT 1	MINOR 2	MODERATE 3	MAJOR 4	EXTREME 5
LIKELIHOOD	HIGHLY LIKELY 5	Low +L7	Medium +M4	High +H4	Critical +C4	Critical +C1
	LIKELY 4	Low +L8	Medium +M5	High +H5	High +H2	Critical +C2
	POSSIBLE 3	Low +L9	Low +L4	Medium +M3	High +H3	Critical +C3
	UNLIKELY 2	Low +L10	Low +L5	Low +L2	Medium +M2	High +H1
	HIGHLY UNLIKELY 1	Low +L11	Low +L6	Low +L3	Low +L1	Medium +M1

3.7 ARIAH PARK VILLAGE ENTRANCE SIGN**File Number:** REP20/1339**Author:** Events**Authoriser:** Director of Administration & Finance**Attachments:**

1. Letter from Aria Park Advisory Committee - Village Signage
2. Village Entrance Signs - Updated Artwork Nov 2020

REPORT

Following a request for feedback on the proposed designs for village entrance signage in August, the Aria Park Advisory Committee have since written (see letter attached) with a request to change the colour scheme and to include a message on the reverse of the signs in Aria Park.

The Committee are recommending that the dark green writing and borders be changed to a burgundy colour, and the white background be changed to cream.

The letter states that the Aria Park Community Projects Committee also wishes to fund cost of the addition of a farewell symbol (being the Wheatlumper) along with the words "Share the Load, Share the Road" on the back of the two signs.

A copy of the proposed designs for Trungley Hall, Aria Park and Springdale is attached. The Springdale Progress Committee requested the removal of the population figure and the addition of the phrase "A Great Little Village".

COMMITTEE RESOLUTION 104/2020

Moved: Cr Claire McLaren

Seconded: Cr Dennis Sleigh

That the Committee resolved to recommend to Council to maintain consistency of the white, green and gold colour scheme of the village signs across the shire and further to receive a copy of for approval of the proposed design for the reverse of the signs for Aria Park to ensure consistency with Council branding

AND FURTHER

That a report to December Council meeting on the cost of signs, with Reefton, Gidginbung and Sebastopol in the same design be presented.

CARRIED***Report by Craig Sinclair******Cr Max Oliver left the meeting at 3:03PM***

ARIAH PARK ADVISORY COMMITTEE

A Section 355 Committee of Temora Shire Council

Chairman

*Mr Tim Sanders
0459 272 454
timgrcel@netspace.net.au*

Secretary

*Mr Rowan Bromfield
0427 809 365
rbromfield@deltaag.com.au*

23rd November 2020

Mr Craig Sinclair
Temora Shire Council
105 Loftus Street
Temora NSW 2666

Re: Proposed New Village Signage

Dear Craig,

The Ariah Park Community Projects Committee met back in September and reviewed the proposed designs for the Village Entrance signs.

The Committee agreed with the basic design, but not the present colour scheme. The Committee did not agree with the colour green, as it can be seen with the Coolamon Shire signs, the green is not distinguishable from the green background of trees and vegetation.

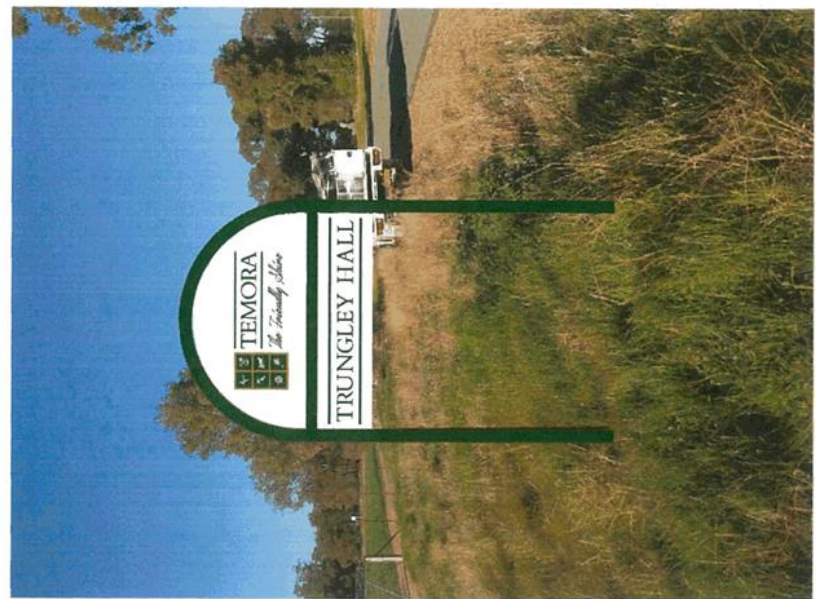
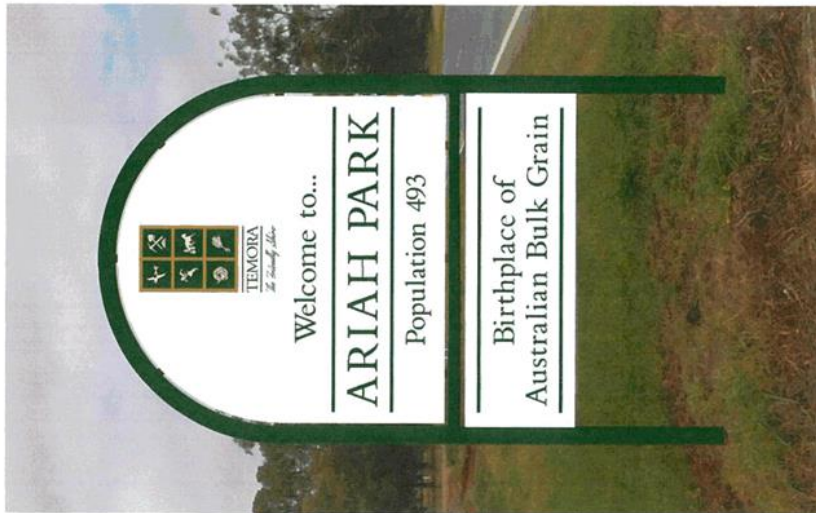
The colour scheme we adopted for Ariah Park back in 2003, was heritage cream and burgundy. Therefore, we strongly recommend that the writing and borders be burgundy with a cream background.

The Ariah Park Community Projects Committee also wants to put a farewell symbol (the Wheatlumper) along with the words "Share the Load, Share the Road" on the back of the two signs, which will be seen as travellers leave Ariah Park.

The Committee would agree to cover the cost of the farewell message on the back.

Kind Regards

Rowan Bromfield
Secretary
Ariah Park Advisory Committee



3.8 LINEMARKING REVIEW

File Number: REP20/1357
Author: Engineering Technical Officer
Authoriser: Engineering Technical Manager
Attachments: Nil

REPORT

Following a report presented at the November meeting of Council, cost estimates have been sought for the linemarking of crests and curves within the Shire.

The below quantities have been determined in order to capture the extent of linemarking required:

ROAD NAME	LINEMARKING (M)
Back Ariah Park Road	250
Combaning Road (north)	700
Combaning Road (south)	2100
Coolamon Road	2290
Grogan Road	6150
Haddrills Road	1500
Howards Road	1280
Mandamah Forest Road	2150
Morangarell Road	9770
Old Cootamundra Road	5500
Old Wagga North Rd	2260
Old Wagga South Rd	2150
Rannock Road	1900
Schmidts Road	660
Tara Bectric Road	9650
Thanowring Road	1240
Trungley Hall Road	3730
Wallundry Road	2200
TOTAL:	55480 *

* Quantities are road centreline marking only.

Two cost estimates have been established, for both a single and double coat application. New linemarking is generally applied using two coats; however in this instance it would be applied on an existing seal therefore one coat would be sufficient.

Single Coat Application

DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Site establishment per visit	1	ea	\$1628	\$1628
Accommodation/incidentals per night	5	ea	\$960	\$4,800
R141 BB Double Barrier Line 1 Coat Application	55480	lm	\$1.25	\$69,350
Mobilisation fee between sites	100	km	\$6.95	\$695
			TOTAL	\$76,473

Double Coat Application

DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Site establishment per visit	1	ea	\$1628	\$1628
Accommodation/incidentals per night	5	ea	\$960	\$4,800
R141 BB Double Barrier Line 1 Coat Application	55480	lm	\$2.50	\$138,700
Mobilisation fee between sites	100	km	\$6.95	\$695
			TOTAL	\$145,823

Other Considerations:**Maintenance**

If endorsed, the centre line marking will require renewal approximately every 5 years. This will result in an additional \$14,000 – \$16,000 annual funding commitment to maintain the upgrade.

Staging

If the project was endorsed but was to be staged over two financial budgets the cost estimate will increase, as it will require two establishment/mobilisation/accommodation fees. The work could be scheduled to ensure roads with the highest frequency of curves/linemarking are prioritised. This could be achieved in the following breakdown:

Year 1 Proposed Schedule:

Road Name	Linemarking (m)	Estimated Cost
Grogan Road	6150	Note: Price is indicative of linemarking only, establishment/mobilisation will vary
Morangarell Road	9770	
Old Cootamundra Road	5500	
Tara Bectric Road	9650	

TOTAL:	31070	\$38837.50 (1 coat)	\$77,675 (2 coat)
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Year 2 Proposed Schedule:

Road Name	Linemarking (m)	Estimated Cost
Back Ariah Park Road	250	Note: Price is indicative of linemarking only, establishment/mobilisation will vary
Combaning Road (north)	700	
Combaning Road (south)	2100	
Coolamon Road	2290	
Hadrills Road	1500	
Howards Road	1280	
Mandamah Forest Road	2150	
Old Wagga North Rd	2260	
Old Wagga South Rd	2150	
Rannock Road	1900	
Schmidts Road	660	
Thanowring Road	1240	
Trungley Hall Road	3730	
Wallundry Road	2200	
TOTAL:	24410	\$30,512.50 (1 coat) \$61,025 (2 coat)

Budget Implications

\$76,500 - \$146,000

COMMITTEE RESOLUTION 105/2020

Moved: Cr Claire McLaren

Seconded: Cr Nigel Judd

That the Committee resolved to recommend to Council that a report on the cost of linemarking only the 2.1 category rural roads over 1-2 years be presented to the December meeting of Council.

CARRIED

Report by Amanda Colwill

3.9 RECREATIONAL ROUTES / RON MARTINS ROAD

File Number: REP20/1362
Author: Engineering Technical Officer
Authoriser: Engineering Technical Manager
Attachments: 1. Original Correspondence

REPORT

A report was presented at the July meeting of Council outlining a submission which was received in relation to the proposed closure of Ron Martins Road. As directed by Council's resolution, a meeting was arranged with the author of the correspondence to further discuss the matter.

The main concern raised during the meeting was the limited number of public areas available on the fringes of town for off-street recreational activities. It was noted that Ron Martins Road is used for that purpose. As a result, a review of possible recreation routes was conducted with several concepts being developed and provided in this report.

Ron Martins Road

In relation to the proposed closure of Ron Martins Road, a decision of Council needs to be made to determine an outcome as to whether to proceed with the closure. The original submission has been attached as reference.

Restricted Access Treatment

In order to provide recreational routes which are safe for all pedestrian types, it is essential that all vehicles (including motorbikes) are restricted. A proposed method is to gate off all entrance points with a restricted access gate (similar to the below image) which is currently used at a trail site in Wagga. These style gates allow a pedestrian to lift their bike over the rail, however it impedes motorbikes and vehicles.



Public Awareness

Many residents and visitors are often unaware of these types of recreational activities that are available. Should several tracks be established the routes could be mapped and presented in a manner that is accessible to the public. This could be done through the public Intramaps interface or through the tourism or Council website.

As part of the review of recreational routes mentioned above, the below options are presented:

Option 1: Teal Street/Narraburra Street/Evatt Street

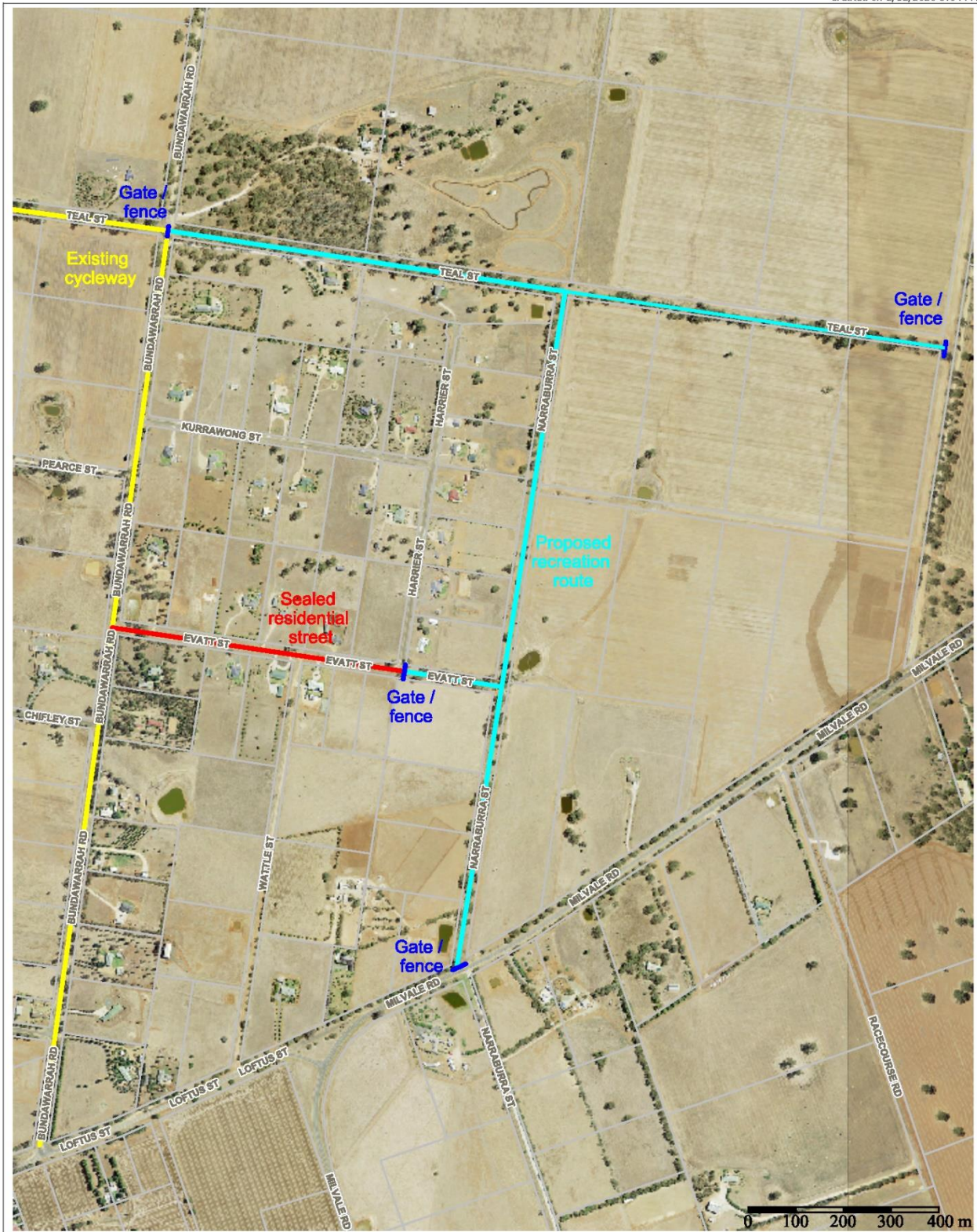
This option provides an off-road extension of the current cycleway on the sealed sections of both Teal Street and Bundawarra Road. It involves turning the unsealed sections of Teal Street (1700m), Narraburra Street (1420m) and Evatt Street (205m) into a pedestrian track.

Currently these roads are under Council control however whilst open to vehicular traffic they present a liability to Council due to the current undesirable condition. As can be seen in photos 3&4, deep ruts are consistently present in these sections caused by wheel tracks in wet conditions.

These roads do not provide primary access to any adjoining properties; however, community consultation would still need to be carried out prior to any action being taken.

It is proposed that this area could be fenced off to vehicular traffic and have restricted access gates installed. If established the track would be approximately 2.25km long (at the longest point), however the road would require grading to ensure it is at a safe level suitable for foot traffic.

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<p>Temora Shire Council 105 Loftus Street PO Box 242 TEMORA NSW 2666 Ph: (02) 6940 1100 Fax: (02) 6940 1138 Web: www.temorashire.nsw.gov.au</p>	<p>Projection: GDA94 / MGA zone 55</p>	<p>Date: 2/12/2020 3:04 PM</p>

1. Teal Street (looking west)



2. Narraburra Street (looking south)



3. Narraburra Street (deep ruts)



4. Narraburra Street (deep ruts)



Option 2: Moroney's Lane Arboretum

Option 2 involves a site on Moroney's Lane, known as Lot 7003 DP94439. The area was formally an arboretum for local native plants previously open to the public, created by Jean (Edis) Martin, wife of Ron Martin. Signposts labelling the native trees are still present.


If established, this area could be utilised for a picnic location or for a short mountain bike/long pump track.

Currently this land is owned by the Crown and managed by Council as operational land. As it stands the site is classed as being unsuitable for public recreation due to it being a former gold mine site. However further investigations could be carried out to determine if this applies to the whole space or part thereof. Alternatively, if it were deemed unsafe, rectification works could also be investigated.

It is proposed that a small parking area could be installed on the eastern side of Moroney's lane as well as a restricted access gate enabling access to the site.

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5. Moroney's Lane Arboretum (current access gate)



5. Moroney's Lane Arboretum (possible parking site)



Option 3: Moroney's Lane / Woodlands Speedway

Option 3 involves an unformed Council Road between Moroney's Lane and Woodlands Speedway (running at the back of the golf course).

The road corridor currently sits within the golf course area, however, is primarily a tree line. If established as a recreational route, a fence would need to be installed to delineate the area. A restricted access gate would be required at each end to allow pedestrian access only.

At the Moroney's Lane intersection there is a small area of bitumen seal (approx. 20m length) which could be utilised as a parking area.

In addition to the above, there is a small crown reserve adjacent to Hinde Street with a track that can be used in conjunction with Woodlands Speedway to link back into the urban road network.

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<p>Temora Shire Council 105 Loftus Street PO Box 242 TEMORA NSW 2666 Ph: (02) 6980 1100 Fax: (02) 6980 1134 Web: www.temoransh.nsw.gov.au</p>	<p>Date: 1/12/2020 3:05 PM</p>			

6. Access from Moroney's Lane



7. Woodlands Speedway End (tree line to left of photo)



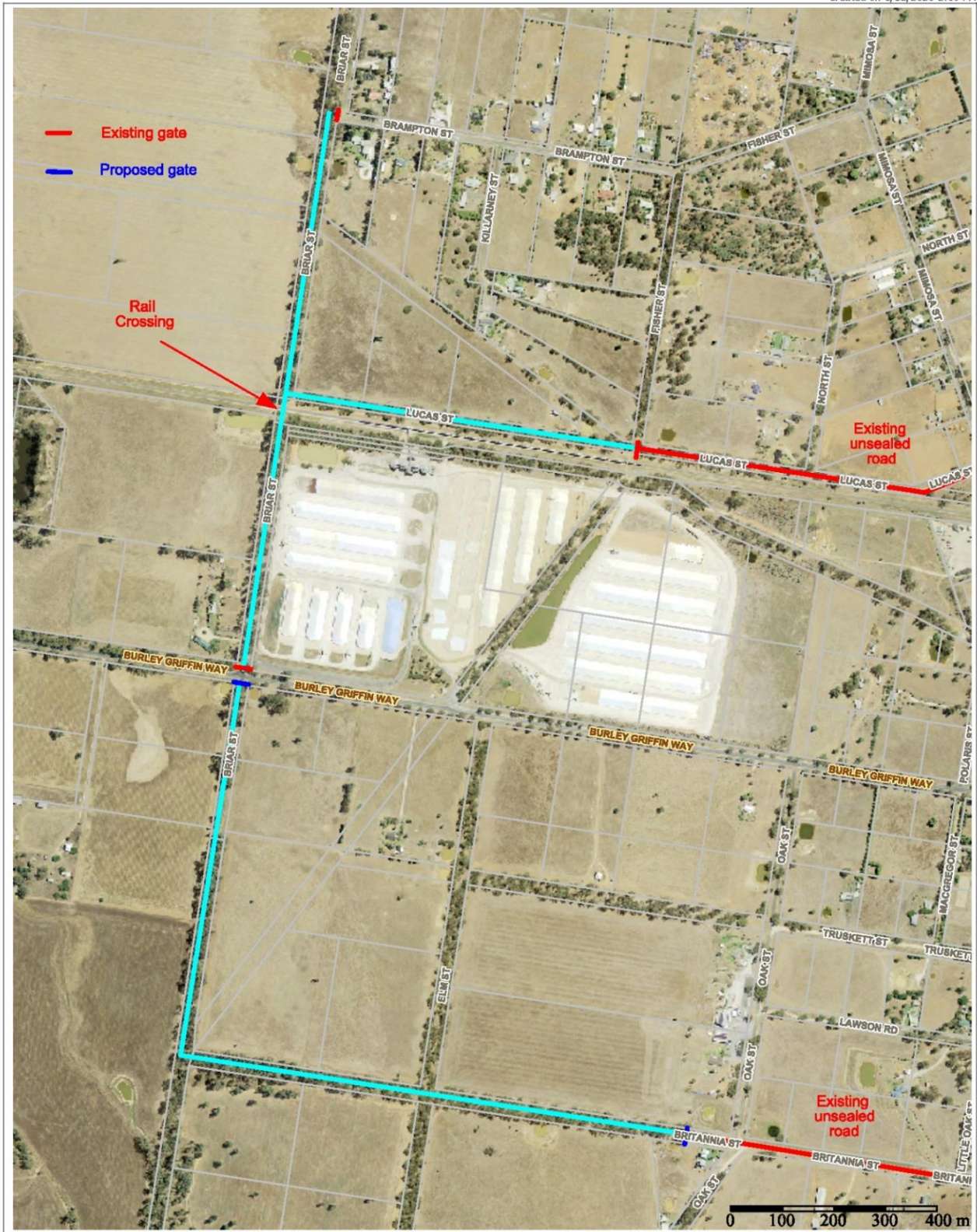
Option 4: Britannia Street/ Briar Street/ Elm Street


Briar Street has previously been gated off on the northern side of Burley Griffin Way due to previous misuse by motorbikes. Access was also restricted at the Lucas/Fisher Street intersection through way of a gate. It is proposed that this route is ideal for recreational purposes and installation of a restricted access gate would facilitate this whilst preventing motorbikes or vehicles.

One limitation of this route is navigating across the railway line. Since the installation of BFB's side loading facility there are now two separate tracks that must be crossed.

It is also proposed that Briar Street (on the southern side of Burley Griffin Way) could also be included as an extension of the above track. The section of Briar Street furthest south has previously been sold to the adjoining landholder; however the western end of Britannia Street can be used to link back into the urban road network.

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8. Britannia Street (looking west)



9. Elm Street/Burley Griffin Way Intersection



10. Briar Street/Burley Griffin Way Intersection (looking south)



11. Briar Street/Burley Griffin Way Intersection (looking north)



12. Lucas Street (looking west)



13. Briar Street/Railway Line (looking north)



14. Briar Street/Railway Line (looking south)



15. Railway Line



16. Briar Street/Brampton Street (looking west)**COMMITTEE RESOLUTION 106/2020**

Moved: Cr Rick Firman

Seconded: Cr Claire McLaren

It is recommended that the Committee propose to proceed with the closure of Ron Martins Road in addition to further investigation into alternate recreational routes by referral to the 2021/2022 budget estimates as a design/investigation project only, including consultation and full budget scope, excluding Option 4.

CARRIED

Report by Amanda Colwill

The General Manager
Temora Shire Council
PO Box 262
Temora NSW 2666

temshire@temora.nsw.gov.au

Dear Mr Lavelle,

Re: Proposed Road Closure, Ron Martin's Road, Temora

We read with dismay of the proposed closure of Ron Martin's Road. It would appear that a precedent has been set and many minor laneways and thoroughfares around our town are being relinquished from public access and sold/leased to private landholders. Our concerns about this are:

1. The roads provide safe environments for walking, exercising dogs, running, cycling and horse riding away from major roads;
2. The roads provide an escape from the monotony of urban bitumen and trafficked roads;
3. The areas are corridors of remnant vegetation that provide a haven for native flora and fauna;
4. The closure of these roads diminishes what our town has to offer its residents in terms of outdoor activity and removes the opportunity for highlighting a hitherto unrecognised asset

Residents of Temora have few areas that are available for walking, running and cycling off road. This is an interest of both of us but also of our friends and colleagues. As these laneways (such as Ron Martin's Road) close, the number of interesting routes left to run or ride or walk which are close to town dwindle. This means that we are forced to use busier roads which are less interesting, less attractive and not as safe (or adventurous) for us and our children.

Although not horse riders ourselves, we often see people riding horses on quiet laneways including Ron Martin's Road. The larger lifestyle blocks on the edge of town are popular with horse owners who need places to ride their horses. Laneway closure means fewer places for horse riding (or bike riding) and the appeal of living in Temora diminishes.

As active holiday makers to regional towns around NSW and Victoria, we look for locations where we can explore the surrounds in a safe, interesting and family friendly way on bike and foot. The importance of having outdoor spaces available for recreational pursuits cannot be understated. It adds greatly to the appeal of a town for living in and visiting.

Temora is in the middle of the region which has one of the highest rates of obesity in NSW. This is due to inactivity, amongst other things. We need to be encouraging all of our community members to be active and we need to provide places for them to be so. As our urban fringe expands (we note in the paper another area ripe for development at Temora West, not to mention the Ellerslie estate)

we fill in the roads and laneways with busier paved sections that will no longer be appealing or deemed safe for kids to ride around, families to walk dogs around and so on. Our kids lose the opportunity to explore the natural environment around them and get further locked into an urban existence which detracts from the benefit of living in a safe country town – ie: a more relaxed, free and easy outdoor life.

In a world where car is chief and farming dominates the environment beyond the town boundary, it would be lovely to see preservation of unstructured outdoor areas with access for all that can be enjoyed for recreation. This adds to the appeal generally in smaller towns and would be very much appreciated by us and our friends who are constantly seeking more interesting places to run, ride and walk. It is also important to preserve these areas as the town expands so that these accessways remain and can provide similar experiences for future generations.

During these COVID-19 social distancing times we have noticed many more people enjoying the outdoors and walking with family. It would be wonderful to be able to continue encouraging outdoor pursuits by keeping and publicising access to, and encouraging the use of, these little laneways which have been widespread around the edges of Temora but are slowly being closed off. Council has been very proactive in investing in the path to and around the Lake, and also the railway precinct walk. How lovely it would be to expand this commitment to include the lanes around Temora (or those that are still accessible).

Having done some research into closures of laneways around Temora recently, we can see that they are all transferred into crown land initially, yet access to the public has been restricted (Briar St, Elm St, Kurrajong St). In other laneways, fences have appeared out of nowhere yet they remain gazetted as public roads (Brittania St, possibly others). Why can't these lanes be opened for pedestrian/horse/bike access? They don't have to be manicured and maintained, they just need to be open. Another that has closed recently is Mills Road which runs between Burley Griffin Way and Reynold's Lane – this has been a favourite running and riding route and its absence now reduces the number of routes around town that are a realistic running distance away from the (undesirable) main roads. At the time of closure these roads apparently became crown property. Are they still Crown property? If so, they should be opened up. If not, why were these sold off in the first place?

In the UK there are laws which allow the public access to walkways across private land (the "Right to Roam") for recreation. We do not have this in Australia but the premise is the right for the public to have access to open space for recreation. Currently in the Temora shire there are few open landscape areas that can be accessed by the public (Narraburra Hills are private property, Boginderra Hills are public but the access is difficult and unpublished). In contrast to the hills, we have state parks (Ingalba, for example) but these are not the most attractive in comparison to the hills. The point is that there is little public access to open, unstructured land for recreational use and therefore we should be retaining what access we have and encouraging its use.

Returning to the issue of Ron Martin's Road, we use it. We cycle it, we run it, we know others who do the same. Gravel cycling is growing (look at the "Dirty 130" event held around Wagga annually, and the Wagga trail marathon for running) and Temora's appeal is the network of gravel and dirt roads at a good distance from town. Ron Martin's road is an important link between the spokes of gravel roads leading from the hub of Temora. By closing it, it is forcing us onto busier roads, closing off the opportunity for linked routes on dirt, gravel etc close to town. The more lanes close, the more this happens and the less appealing Temora becomes and the less reason there is for likeminded people to stay. Temora is not just about cars and farming and keeping kids indoors watching screens. We need to celebrate being in a town that is safe and allows people to roam, kids

to make tracks and jumps and forge pathways to adventure. We need to encourage this, provide for it and make it happen. And if we are unable to reverse decisions that have been made which go against this then it would be beneficial to at least stop it happening in the future.

We would be delighted to have the opportunity to discuss our submission further and look forward to hearing from you.

Yours sincerely,

3.10 SUPPORT TO SEEK GRANT FUNDING - FESTIVAL OF PLACE

File Number: REP20/1373
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. Summer Fund Fact Sheet

REPORT

The Department of Planning, Industry and Environment is seeking expressions of interest from NSW councils to boost free, small-scale activations and events in public spaces in and around the central business district and community facilities. Every council in NSW can sign up for up to \$10,000. The funding is designed to contribute to the free activation of events that enliven local public spaces.

The Temora Shire Council's Creative Lifestyle Expo would be the perfect fit for the grant criteria, as the 2020 event was cancelled due to COVID-19 restrictions, funding would allow Council to reactivate and broaden the event for 2021.

The 2017 Temora Creative Lifestyle Expo was extremely successful with all workshops and tutorials booked out. The Council event delivered over 50 free creative and wellbeing workshops from 10am – 4.00pm in:

- Callaghan Park
- Temora Council Chambers
- Temora Recreation Centre
- Temora Memorial Town Hall
- Temora Bundawarra Centre

The Department of Planning, Industry and Environment Festival of Place – Summer Fund Round 1 would provide funding for Council to expand the expo, as the funding is available for employment of artists, facilitators and other creatives. If Council were successful in securing Festival of Place funding, Temora Lifestyle Expo could be expanded to deliver more creative and wellbeing workshops across the shire to include:

- Hoskins Street
- Temora Library
- Temora Community Centre
- The Town Hall Theatre
- Aria Park
- Lake Centenary

It is requested that Council's support be received to seek grant funding under this program.

It is also requested that Council use existing allocated funds of \$5,000 from Council's Creative Lifestyle Expo budget as a contribution towards this event.

Budget Implications

\$5,000 from Council Event allocation

COMMITTEE RESOLUTION 107/2020

Moved: Cr Rick Firman

Seconded: Cr Dennis Sleigh

That the Committee recommend to Council to support the funding application to be made and Council to use \$5,000 as contribution towards the event.

CARRIED

Report by Amanda Gay

The Festival of Place - Summer Fund

Fact sheet



December 2020

Re-emerge, Celebrate and Engage!

The Summer Fund brings The Festival of Place to you – wherever you are in NSW. It's part of the NSW Government's efforts to bring people back into local centres and support a safe economic recovery.

About the program

The Department of Planning, Industry and Environment is seeking expressions of interest from all NSW councils to support free, small-scale activations and events in public spaces in and around high streets and local centres. Every council in NSW can sign up for up to \$10,000. This funding needs to contribute to free activations or events that enliven local public spaces from summer until the end of the Easter holidays 18 April 2021 .

Example projects could include small to medium activations, such as:

- Street activations such as creative lighting shows or projections
- One-off events such as outdoor markets, micro festivals, open-air theatre or films, street picnics, lawn libraries

- Street entertainment
- Talks or events in public libraries, art galleries, or other community facilities

Program objectives

- Support community wellbeing by giving people opportunities to safely return to public spaces
- Enliven public spaces in high streets within local centres through small-scale activations or events contributing to The Festival of Place
- Boost foot traffic and dwell time in local centres during the day and night to help revitalise the local economy
- Support engagement or employment of creative workers, food and beverage operators and producers



NSW Department of Planning, Industry Environment | December 2020 | 1

The Festival of Place - Summer Fund

Fact sheet



Regional councils are encouraged to contact their Regional Artists Development Office, as there may be an opportunity for a partnership that can also leverage funding available under Create NSW's Regional Music Micro-Festival program.

Councils are encouraged to work with local businesses or local Chambers of Commerce.



Criteria

Funds:

- Must be used to deliver one or more live activations or events.
- May be used towards activations or events that are already in planning, provided councils explain how the funding will amplify or expand on what is already planned.
- Are not to be used on temporary or permanent infrastructure, public domain improvements or installation of public art, unless ancillary to the activation or event which the funding would go towards.

Activation or events:

- Must be in public spaces in and around high streets within local centres. The types of public spaces councils may seek to activate include streets, laneways, squares, plazas, parks, public facilities such as libraries, art galleries and community centres, and car parks.

- Must be free to access, even if registrations are required for managing attendance.
- Should benefit the business community in the local centre and the local creative and cultural sectors.
- Must be COVID-Safe.
- Must be held between December 2020 and 18 April 2021.

Councils:

- Must recognise the NSW Government and The Festival of Place – Summer Fund in any promotion and signage and confirm details for the activation/event title, short description, image and the purpose of the funds to the Department at least three weeks before it is held.
- Should extend an invitation to the NSW Member of Parliament.
- Must submit a completion report within four weeks of the final activation/event being held.



What funding is available for

- Engaging artists, performers, musicians, or other creative workers
- Event production, including technology providers, or arts companies involved in program development
- Event infrastructure, including leasing of equipment



The Festival of Place - Summer Fund

Fact sheet



- Any other service provided it contributes to delivering an activation/event, with the exception of marketing and promotion

Funding is not available to offset expenses of an existing and planned activation or event.



How to sign up

Councils can sign up by completing a simple online form via [SmartyGrants](#), in either December or January. Councils will only be able to sign up once.

- Round 1 opens: 2 December 2020
- Round 1 closes: 5pm, 14 December 2020
- Round 2 opens: 15 December 2020
- Round 2 closes: 5pm, 22 January 2021

A funding deed, containing the funding criteria, will be issued via SmartyGrants to councils that sign up within seven days of when each round closes, and councils will need to sign and return to confirm the funding.

Within 4 weeks of the completion of the activation or event, councils will need to provide a completion report via SmartyGrants to the satisfaction of the Department, in order to receive the full funding as a one-off payment.

Program Outcomes

It is anticipated that the Summer Fund will create a suite of activations and events to activate public spaces across the State. Councils will be asked to report on the number of activations or events, number of people employed, amount of public space activated and partnerships with local businesses.

The Department will be seeking information from councils to understand where barriers may exist to delivering activations and events in public space.



Questions

Contact the public space team via email: publicspace@planning.nsw.gov.au.

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1. CR FIRMAN

Requested that any signage reports to go to the Signage Committee in the future for consideration.
Council Chambers Table – The holes in the table where the monitors were located need to be fixed and if not too expensive panelling to be added to the table.

2. CR JUDD

Questioned the replacement of the screens on the Councillors table.
General Manager advised that the screens will not be replaced and the screen is only used for wording of minutes.

Crown Lands – Someone was mowing Crown Land in Aria Park. Seen increase in activity from Crown Lands Wagga Office.

3. CR SMITH

The outlet into the Golf Club dam needs maintenance.
Engineering Technical Manager advised that this is being investigated currently.

4. CR McLAREN

Howards Road – A lot of regrowth close to the road.
Engineering Technical Manager advised that this is the next project for reconstruction to remove the pine trees.

5. CR WIENCKE

New dam Gardner Street – Noticed old mine shaft.
Engineering Technical Manager advised no concern with this.

4 CONFIDENTIAL REPORTS**COMMITTEE RESOLUTION 108/2020**

Moved: Cr Dennis Sleigh

Seconded: Cr Claire McLaren

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 3:44PM:

4.1 Temora Residential Land Review

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 Lake Centenary Footbridges

This matter is considered to be confidential under Section 10A(2) - c and 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 person with whom the Council is conducting (or proposes to conduct) business and information that would, if disclosed, confer a commercial advantage on a competitor of the council.

CARRIED

COMMITTEE RESOLUTION 109/2020

Moved: Cr Claire McLaren

Seconded: Cr Dennis Sleigh

It was resolved that Council adopts the motions from the closed committee of Council.

5 CLOSE MEETING

The Meeting closed at 4:28PM.

This is the minutes of the Assets & Operations Committee meeting held on Tuesday 8 December 2020.

.....

GENERAL MANAGER

.....

CHAIRMAN

6.4 MINUTES OF THE ECONOMIC DEVELOPMENT AND VISITATIONS COMMITTEE MEETING HELD ON 8 DECEMBER 2020

File Number: REP20/1399

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Minutes of the Economic Development and Visitations Committee Meeting held on 8 December 2020

RESOLUTION 287/2020

Moved: Cr Max Oliver

Seconded: Cr Dennis Sleigh

It was resolved that the reports be received.

CARRIED

RESOLUTION 288/2020

Moved: Cr Dale Wiencke

Seconded: Cr Dennis Sleigh

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

CARRIED



Date: Tuesday, 8 December 2020
Time: 4:30PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Economic Development and Visitations Committee Meeting

8 December 2020

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**MINUTES OF TEMORA SHIRE COUNCIL
ECONOMIC DEVELOPMENT AND VISITATIONS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 DECEMBER 2020 AT 4:30PM**

PRESENT: Cr Rick Firman (Mayor), Cr Nigel Judd, Cr Claire McLaren, Cr Dennis Sleigh, Cr Kenneth Smith, Cr Dale Wiencke

IN ATTENDANCE: Gary Lavelle (General Manager), Craig Sinclair (Economic Development Manager)

1 OPEN MEETING

4:30pm

2 APOLOGIES

COMMITTEE RESOLUTION 25/2020

Moved: Cr Kenneth Smith

Seconded: Cr Dennis Sleigh

That apologies from Cr Graham Sinclair and Director of Administration & Finance Elizabeth Smith be received and accepted.

CARRIED

1. MEMBER OF COMMITTEE

Cr Firman requested that Cr Wiencke join the Economic Development and Visitations Committee.

COMMITTEE RESOLUTION 26/2020

Moved: Cr Dennis Sleigh

Seconded: Cr Kenneth Smith

It was moved that Cr Wiencke be included on the Economic Development and Visitations Committee.

CARRIED

3 REPORTS

3.1 CAMPAIGN BRANDING

File Number: REP20/1344

Author: Events

Authoriser: Director of Administration & Finance

Attachments: 1. Campaign Brands Presentation

REPORT

In order to maintain a degree of cohesiveness across a number of public-facing promotional programs, Officers have engaged a designer to create a suite of branding.

The family of brands will be used for the following campaigns:

1. Visit Temora – the attraction visitors to Temora Shire
2. Meet in Temora – the attraction of business events and conferences to Temora Shire
3. Embrace Temora – the attraction, celebration and support of those from migrant backgrounds in Temora Shire

Using the existing Embrace Temora branding, the designer has created a family of logos and associated imagery that can be used for social media and website design, as well as in the production of printed collateral and merchandise. Each logo is unique as it is communicating to a unique audience, whilst retaining sufficient design elements to ensure consistency.

A copy of the brand guidelines for the suite of campaign branding is attached, along with notes about what each logo represents.

It is important to note that these brands are for specific targeted campaigns and designed to work alongside Council's existing logo.

COMMITTEE RESOLUTION 27/2020

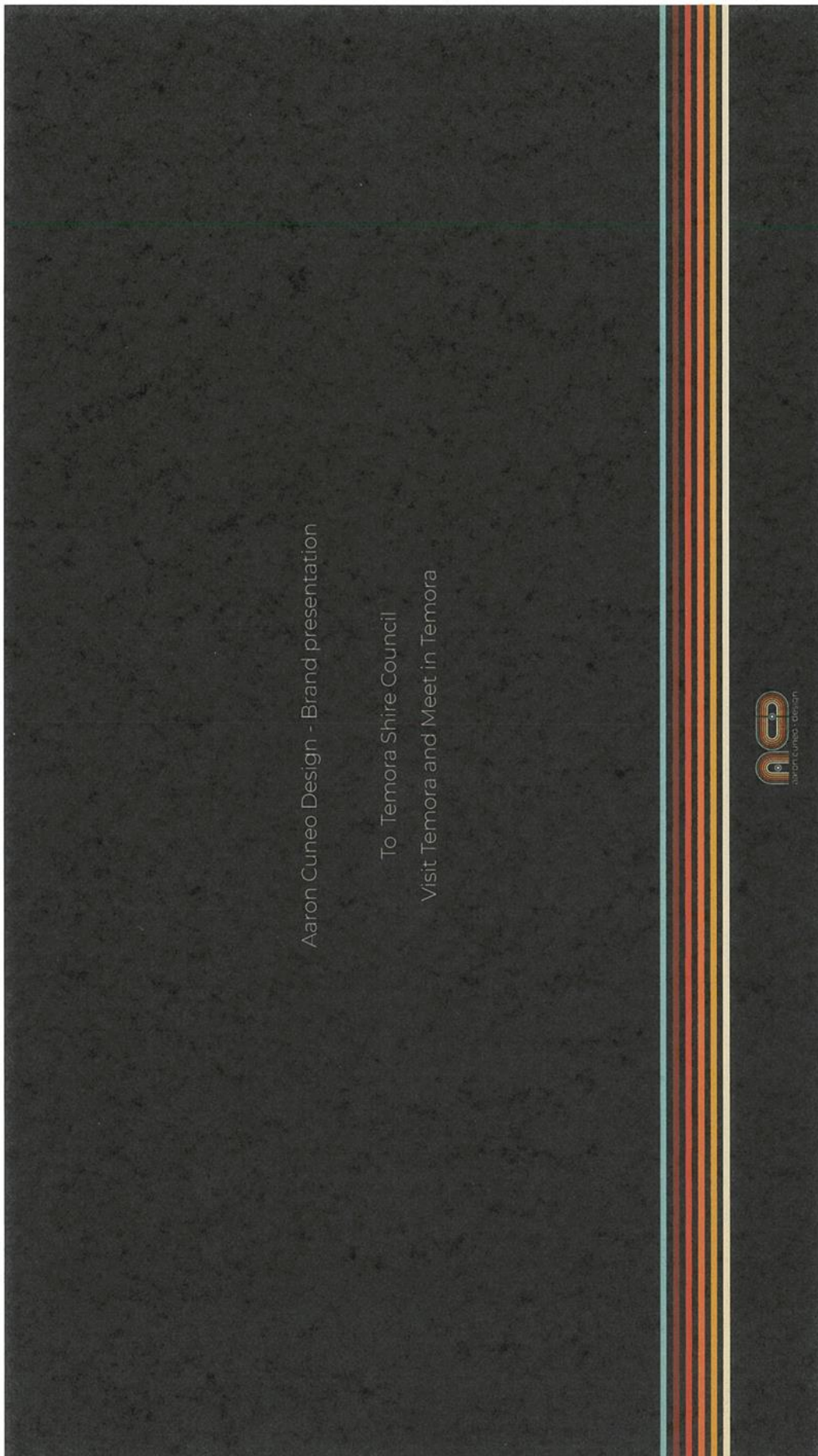
Moved: Cr Kenneth Smith

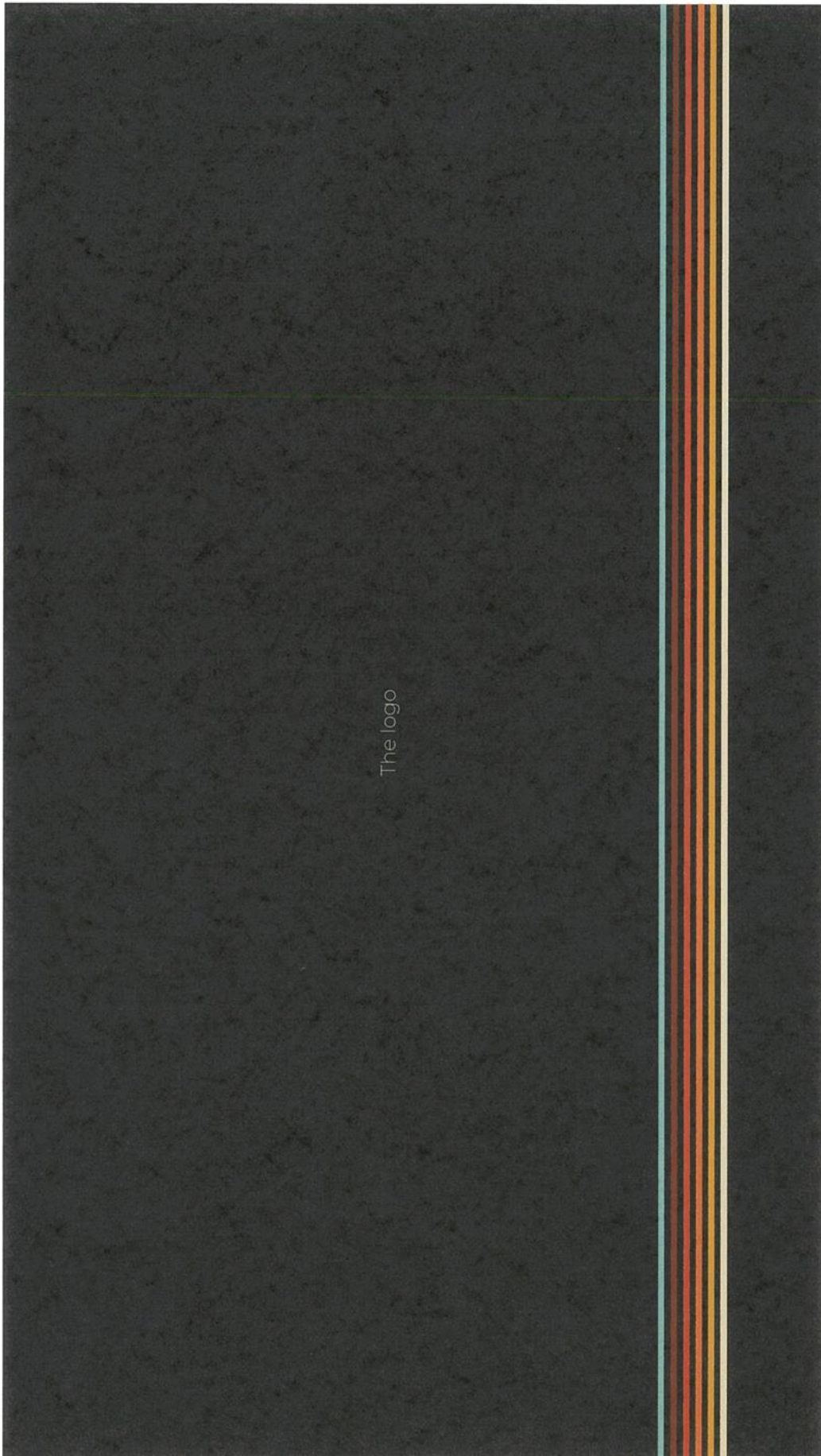
Seconded: Cr Dale Wiencke

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

CARRIED

Report by Craig Sinclair





Brief

Following the creation of the *Embrace Temora* brand, the potential was seen to expand this brand. Firstly to create a destination brand for *Visit Temora*. Secondly a new sub brand to promote *Temora* for Meetings, incentives, conferences and exhibitions known as *Meet in Temora*. All three logos could then work as a brand suite that encourages visitation and relocation to *Temora*.

Solution

Embrace Temora

The brand mark consists of a series of hearts embracing the type. Each heart is different but in essence the same, speaking of our shared humanity. They are all moving towards the direction of *Temora* and embracing the sense of place and community found there. They have a naive simplicity making them feel friendly and accessible. The typeface has a soft welcoming feel.



Solution

Visit Temora

Using the same welcoming typeface, the Visit Temora type, sits along a radiating brand mark. The simple shapes are deliberately abstract so the viewer can interpret what the shapes and colours represent about this beautiful region.

We can see the shape of a flower. It is possibly canola, but it could also be any other micro flowers produced on wheat, barley or oats. The shapes could also be seen as the broad cropping fields viewed from above during the canola season.

The sun is also the key to agriculture. With water at the centre, bounty is assured here, when combined with the life giving rays of the sun. It also captures the beautiful sun rising and setting over the vast flat landscape.

The three main golden shapes all focus on the central teal shape which could be interpreted at the centre of the region that the town of Temora is, with the satellite village of Ariah Park holding a unique and beautiful position on the outer edge of the region.

Finally we can see the blades of a turbine jet engine, which speaks of the central part aviation has in Temora.

With all the interpretations that can be read into this brand mark, it is the feel and emotion that is the most important. It is happy, welcoming and friendly just like the community that will welcome you when you Visit Temora.



Visit Temora - Logo







Solution

Meet in Temora

Again, the same typeface is used for the Meet in Temora logo. This ensures that the three logos work together as a suite.

The brand mark is abstract and lets the viewer to decipher what they see.

The essence of any meeting is speech and conversation. Be it the delivery of a motivational lecture, the discourse of inspired delegates afterwards, or the hub-bub of guest mingling at a reception. The connecting power of words is the mortar that holds all gatherings together.

One also might see as series of de-constructed quotation marks. We are not able to quote verbatim what was said at a wedding or seminar. In spite of our jumbled memory of what was said, we take away the essence of what was communicated.

Finally, the bubbles have a festive, balloon like nature giving the brand a celebratory feel.



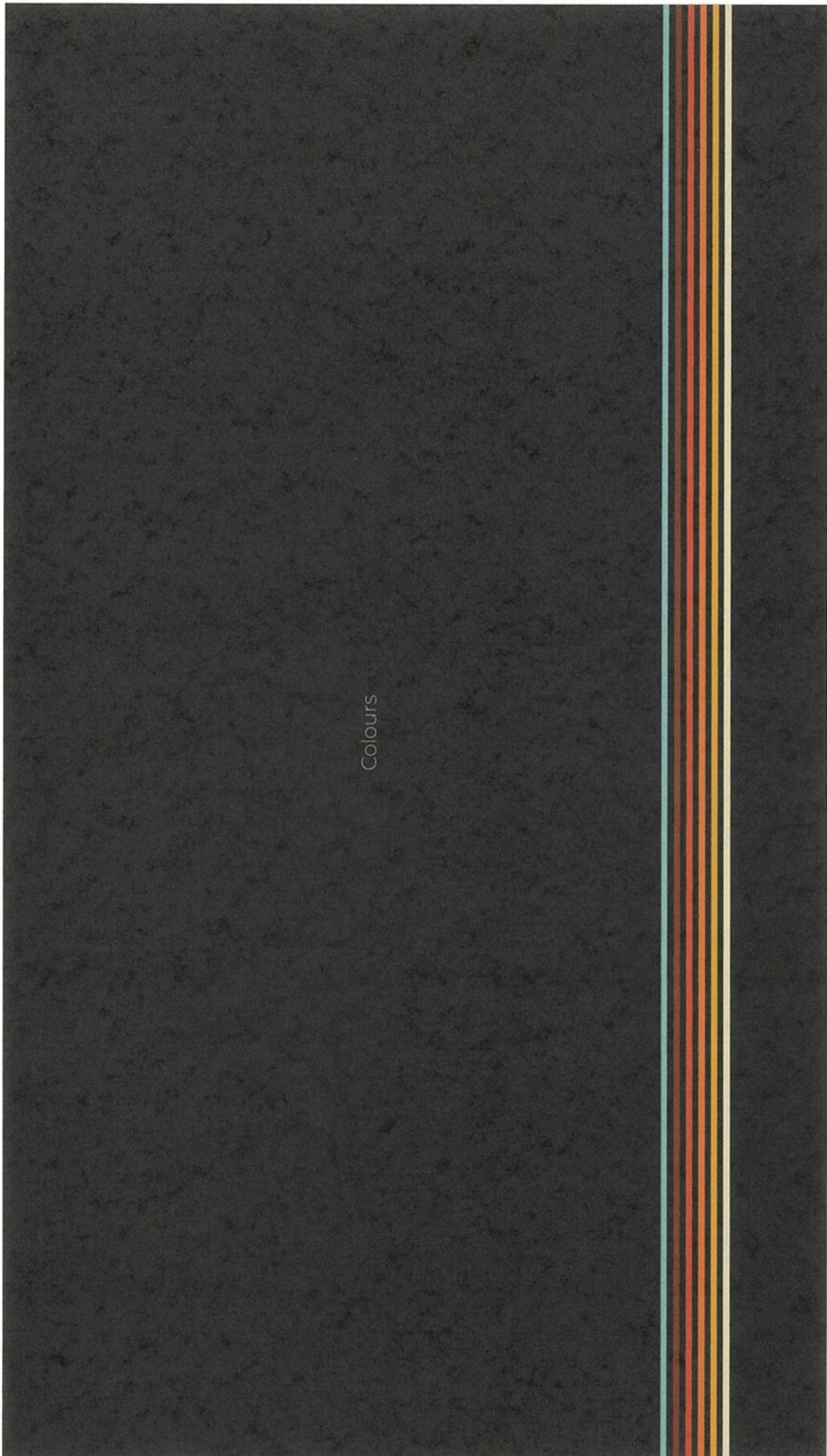
Meet in Temora - Logo















Pink pop
C10 M80 Y55 K0
#f4c5962

Mustard
C30 M50 Y100 K0
#bb8732

Gold
C23 M20 Y100 K0
#fcd8b2c

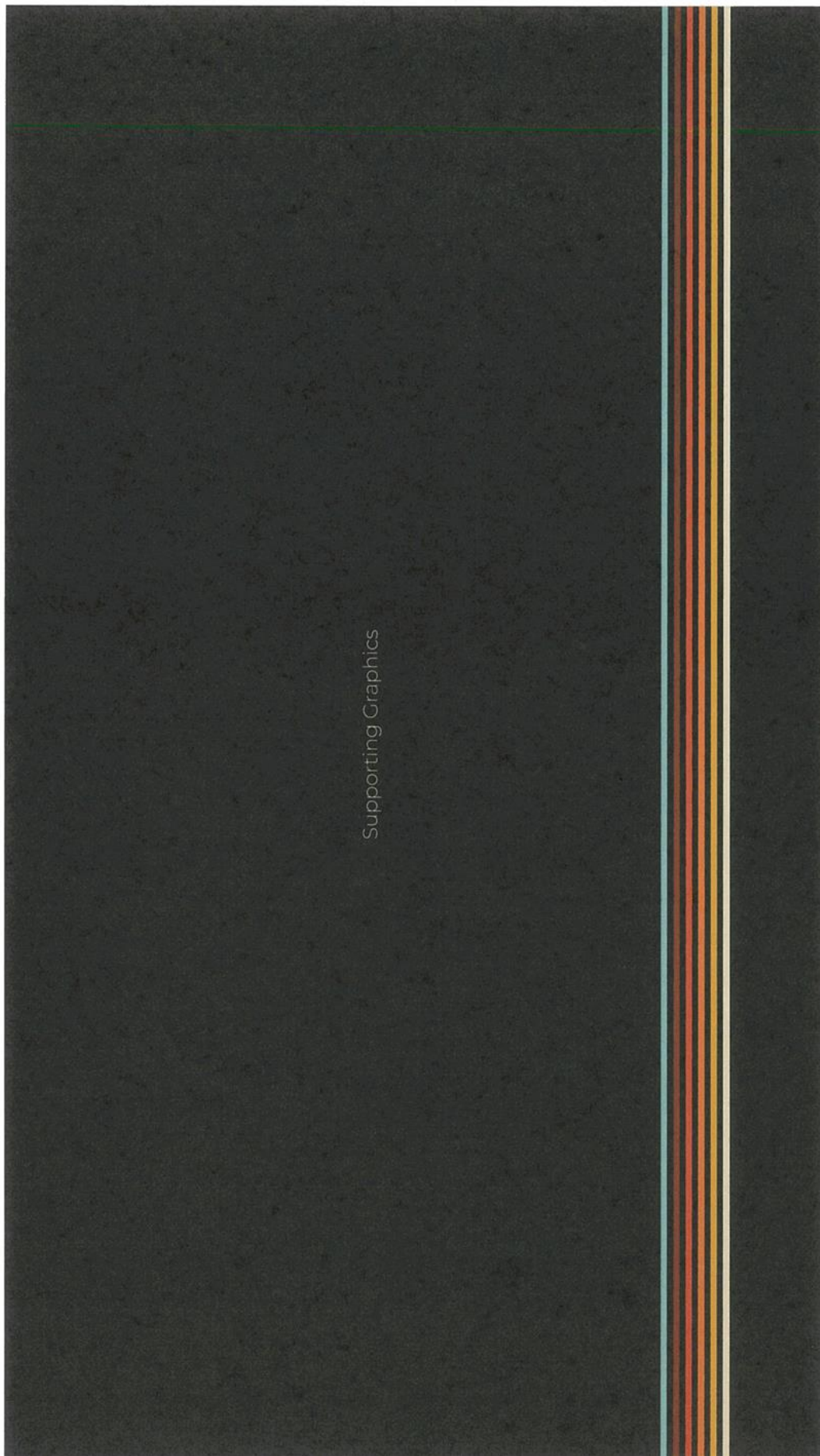
Sun
C0 M30 Y90 K0
#f6d933

Pastel Teal
C55 M20 Y35 K0
#77aaa96

Teal
C77 M32 Y50 K8
#5d8377

Deep Teal
C85 M55 Y60 K60
#133536





Solution

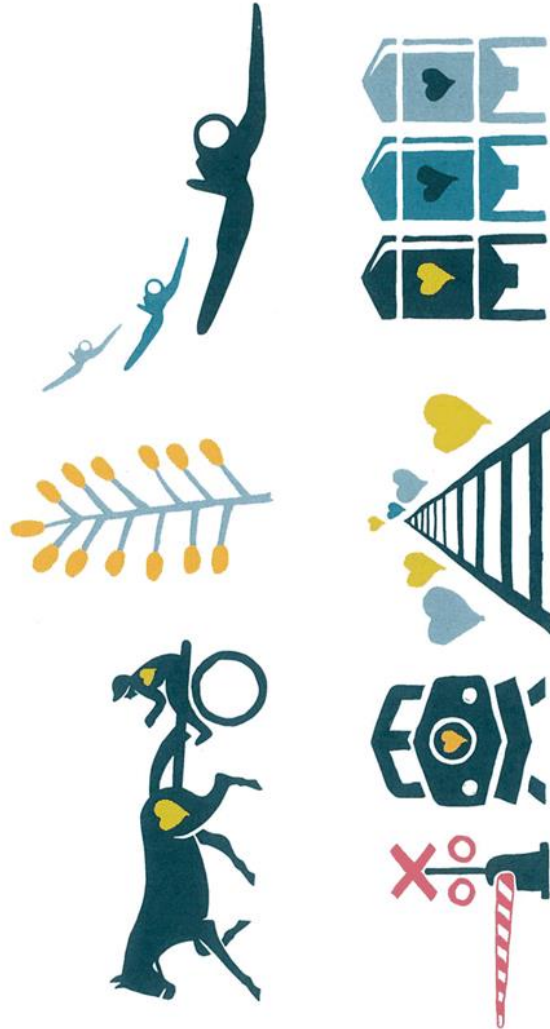
During the design of the Embrace Temora brand, a suite of illustrations was developed that represented the cornerstones of the region. This included the production of canola, wheat and livestock. Temora is also home to the Temora Aviation Museum which has the largest collection of working military aircraft in Australia. It is also a magnet for light aircraft enthusiasts as it boasts the 'Airpark Estate' - a housing development where each home has its personal hangar and access direct to the Temora Airport runway.



Visit Temora - Supporting Illustrations

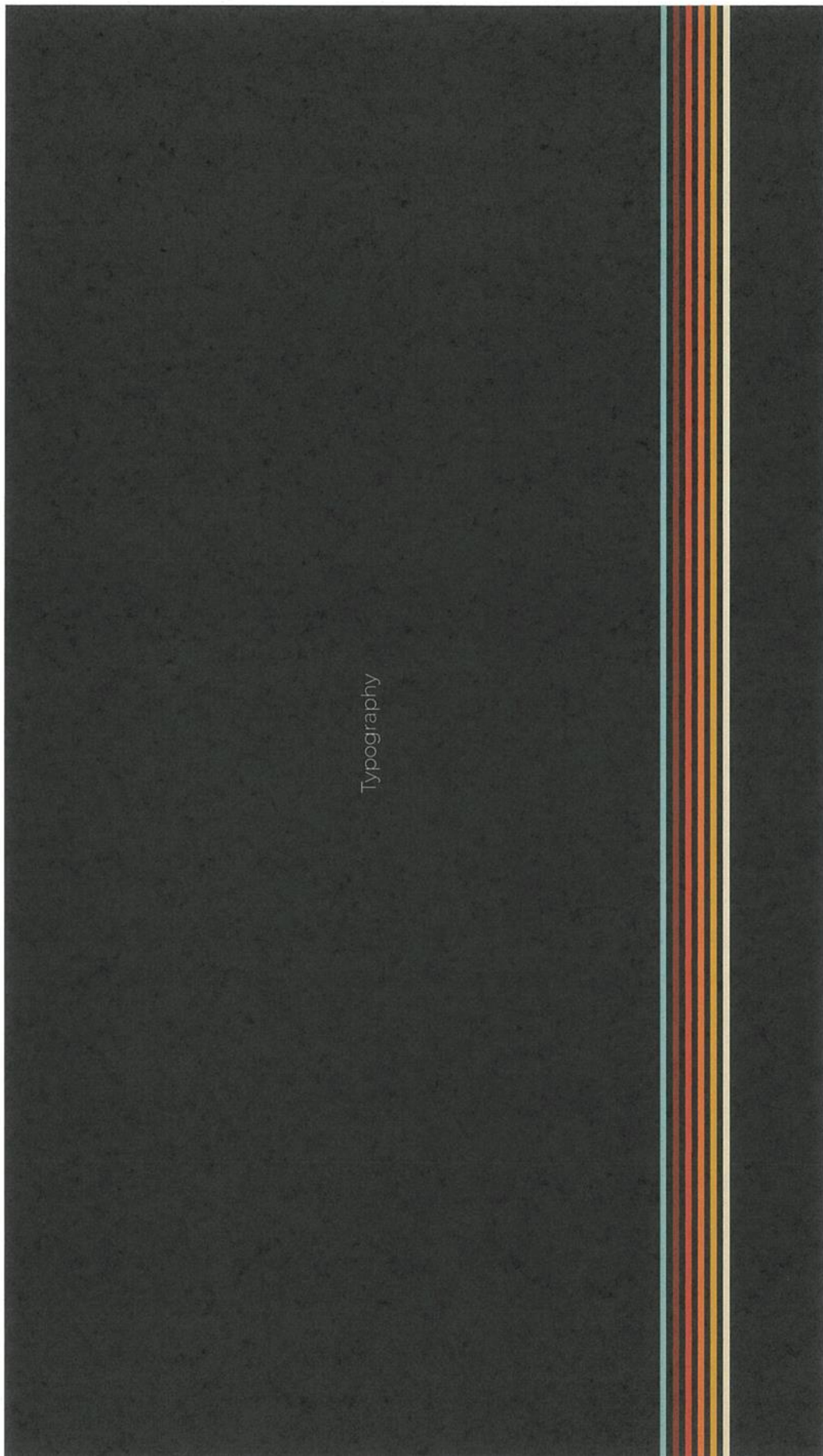
Solution

Further illustrations have been developed to capture more of the essence of Temora. This included the railway, silos, military jet aircraft, canola buds and Paleface Adios.



Visit Temora - Supporting Illustrations





H1 Poynter Old Style Text Bold 40px

Heading 2 Nunito Sans Semi Bold 36px

Heading 3 Nunito Sans Semi Bold 32px

Heading 4 Nunito Sans Regular 28px

Heading 5 Nunito Sans Regular 24px

Heading 6 Nunito Sans Regular 18px

Paragraph Us, sum et aut experravit eat. Ebat rectotatus aut maionum velisim quantotat vellabo restius eaqui dolore doluptis auda is ipsunt ea pro dolut laboris re sit, sdae non re vellacient ex essum volore dio blam quos consed ut facid ut volesti optaquidunt maxum quiae quia volupat.

Bullets

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Numbers

Asafisi consequi iberro vid que
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iustadmet quist, con rera et, sandit, ut occurum essus.
Quit quam, quis ide numquib usclain, ommodit esttemporae.

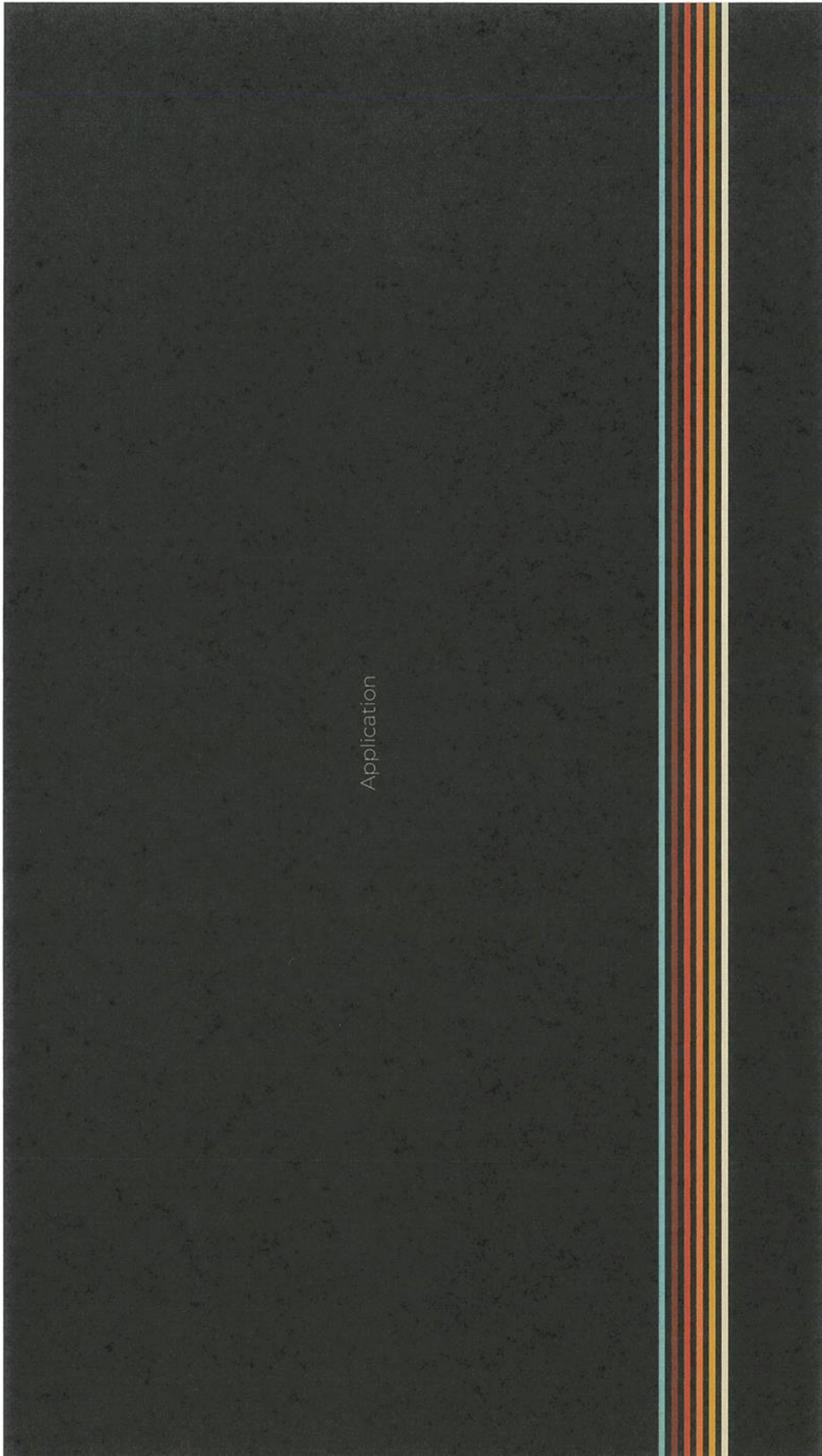
“

This is an example of a breakout quote. Hilicimporem endae a nescien
tinciliquam aut qui di doluptate nisqui consed ulparum rehenti.

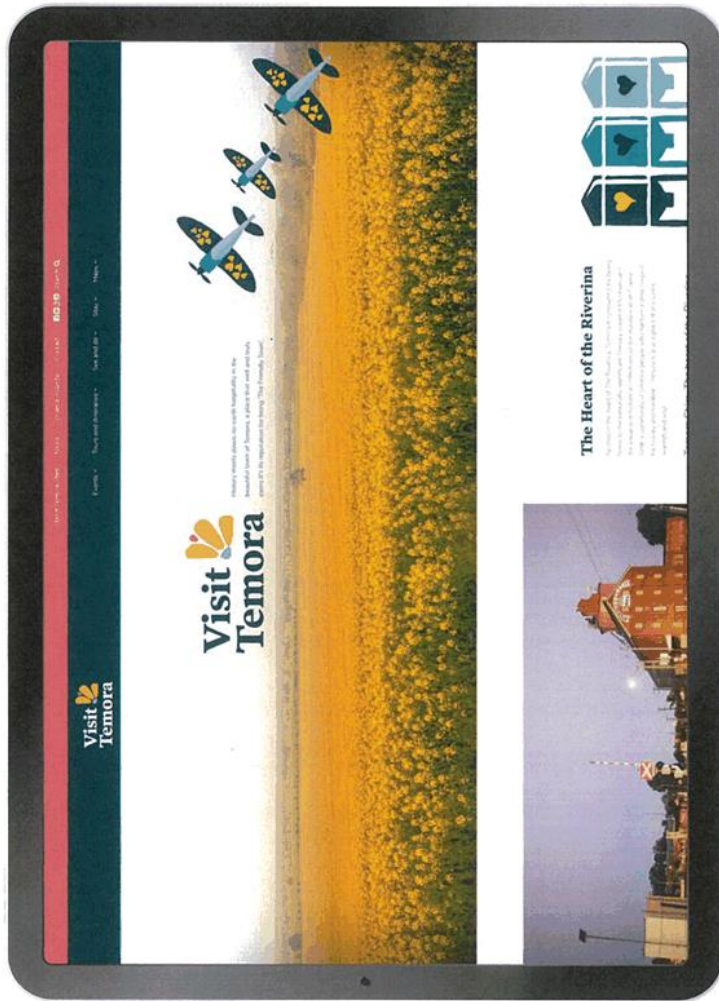
”

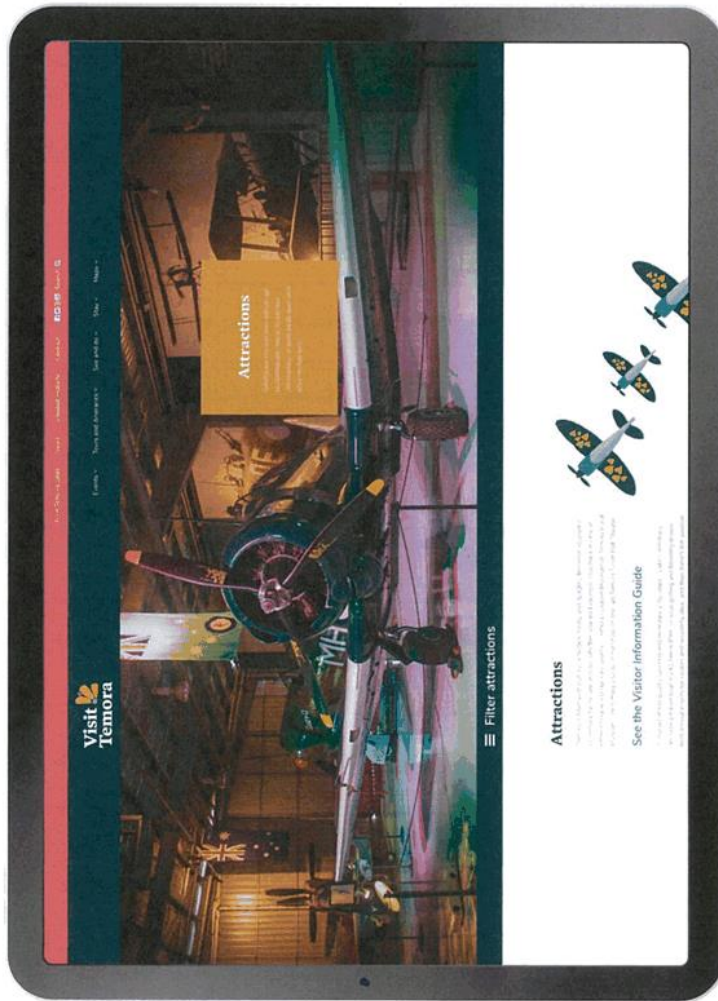


The headline font is still Poynter Old Style which was specified in the Embrace Temora brand presentation. Due to a change in font licensing the sub heading and body copy font has now changed to Nunito Sans. This is an excellent choice as it comes in a large family of weights, is easy to read in print and digital and is a part of Google Fonts, which are free to use even online.



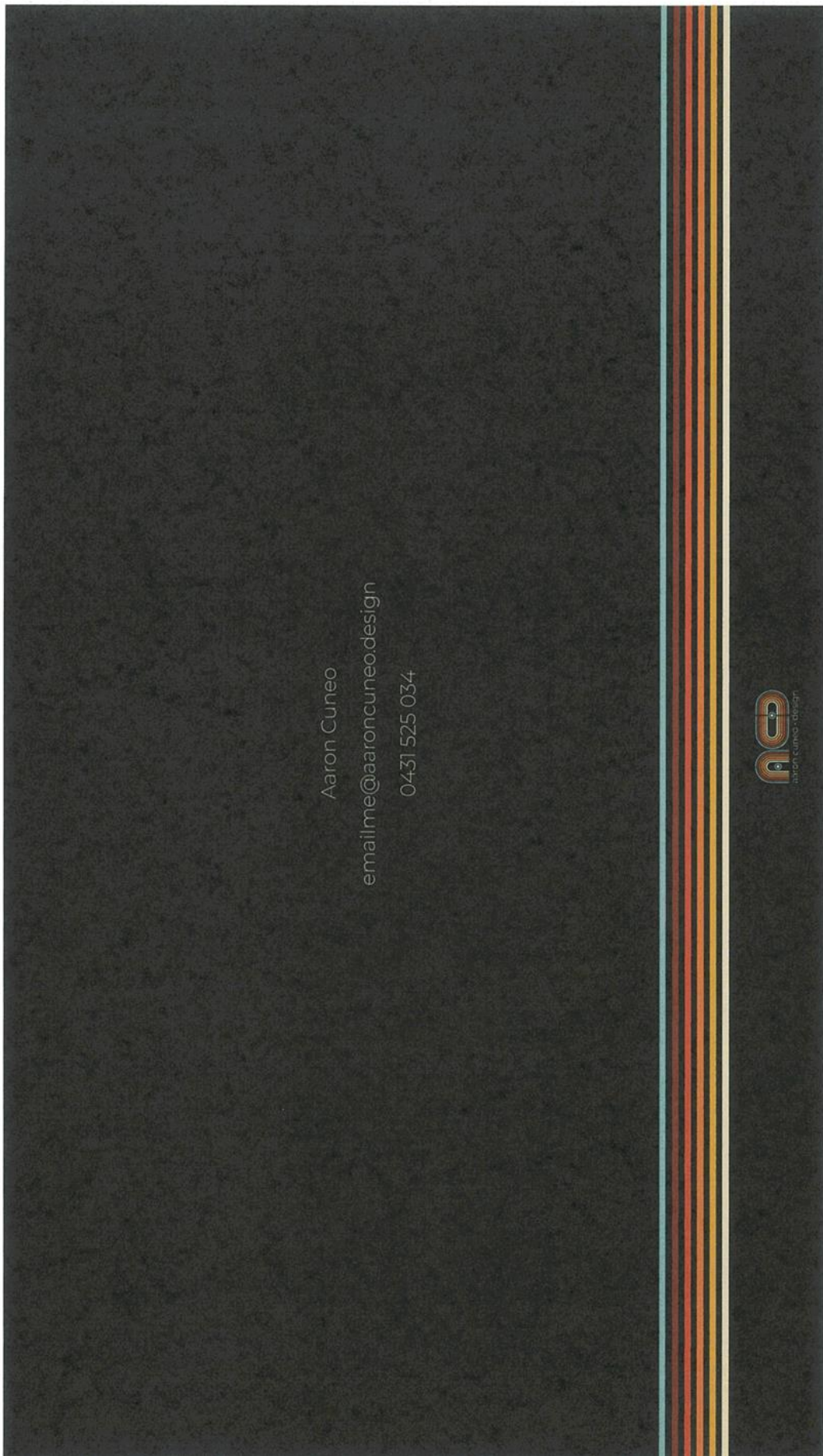
Application







Visit Temora - Application to street banners



3.2 REGIONAL RESETTLEMENT TASKFORCE

File Number: REP20/1346
Author: Events
Authoriser: Director of Administration & Finance
Attachments: Nil

REPORT

In August 2020 Council resolved to partner with Welcoming Australia to deliver a program on behalf of Multicultural NSW. The program involved the creation of a 2 to 3 month contract position to research and document the experience of migrants in Temora Shire, with a focus on identifying the service gaps.

At the time it was planned for this work to be undertaken in the later part of 2020. Recently, Multicultural NSW advised that the commencement of this program is delayed until March 2021.

In the meantime, Multicultural NSW has worked with the Regional Resettlement Taskforce to establish the governance structure for the wider pilot program, with participation from Council's Economic Development Manager.

COMMITTEE RESOLUTION 28/2020

Moved: Cr Nigel Judd
Seconded: Cr Dennis Sleigh

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

CARRIED

Report by Craig Sinclair

4 CONFIDENTIAL REPORTS

COMMITTEE RESOLUTION 29/2020

Moved: Cr Claire McLaren

Seconded: Cr Dennis Sleigh

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 4:45pm:

4.1 Spitfire Drive Reserved Lots

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 Airport Master Plan Implementation

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

Cr Claire McLaren left the meeting at 4:45pm.

COMMITTEE RESOLUTION 30/2020

Moved: Cr Dennis Sleigh

Seconded: Cr Kenneth Smith

It was resolved that Council adopts the motions from the closed committee of Council.

CARRIED

5 CLOSE MEETING

The Meeting closed at 5:15pm.

This is the minutes of the Economic Development and Visitations Committee meeting held on Tuesday 8 December 2020.

.....
GENERAL MANAGER

.....
CHAIRMAN

7 DELEGATES REPORTS**1. CR SMITH**

Attended the Riverina JO meeting in Wagga Wagga last week.

Attended Temora's Own Arts & Crafts meeting last Saturday 12 December 2020.

2. CR FIRMAN

Advised he also attended the Riverina JO meeting and the REROC meeting with the General Manager and Cr Smith. Cr Firman advised that the Riverina JO has a new Deputy Chairman in Rodger Schurmer.

Attended the Local Government Conference via Zoom. First Past the Post motion was lost 66% to 34%. Also the motion on no political parties at local government elections was defeated 56% to 44%.

Mobile Phone Blackspots – REROC will be making submissions to various network operators.

3. CR SLEIGH

Advised that he has attended two Pinnacle meetings.

Friends of the Cemetery – attended a morning tea and acknowledged the work carried out on the storage shed.

Attended the opening at the Aria Park Main Street upgrade.

4. CR OLIVER

Australia Day – Celebrations have been moved to the Temora Memorial Town Hall. There will be a ceremony only with no food due to Covid restrictions.

8 MAYORAL REPORT**8.1 MAYORS REPORT - NOVEMBER 2020**

File Number: REP20/1348
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

1st November – I spent the day reading NSW Local Government Boundary Commission papers re: De-Merger proposals of Snowy Valleys Council and Cootamundra-Gundagai Regional Council.

2nd November – I travelled to Tumbarumba for the commencement of our Public Hearings into the De-Merger proposals of Snowy Valleys Council (Tumut & Tumbarumba).

3rd November – As a Commissioner on the NSW Local Government Boundaries Commission, I attended the first day of Public Hearings in Tumbarumba. It was a full on day with countless speakers addressing the Commission.

4th November – I attended Public Hearings at Tumut, to consider the De-Merger proposal of Snowy Valleys Council.

5th November – I attended Public Hearings at Tumut and attended a meeting of the NSW Local Government Boundaries Commission.

6th November – The General Manager (Mr G C Lavelle PSM) and I attended the Annual General Meeting of the NSW Country Mayors Association, held at the International Convention Centre. Our long-serving Chairman, Mayor Katrina Humphries of Moree Plains stood down after a successful period in office. The new Chairman is Mayor Ken Keith of Parkes Shire, who will do a fine job. Mayor John Seymour of Coolamon Shire retired from the Executive Committee. I was honoured to have been elected to the eight-member team Executive for the next 12 months.

7th November – I attended the annual general meeting of the Cootamundra State Electorate Council, held in Temora. State Member for Cootamundra, Ms Steph Cooke MP was in attendance. I was proud to have been re-elected as Chairman.

- I attended a presentation ceremony in honour of Mr Peter James. The Deputy Prime Minister, the Hon Michael McCormack MP made the presentation to Mr James, for his efforts as a past State Electorate and local Branch Chairman of the Nationals.

9th November – I conducted a ‘Minute with the Mayor’ with Luke Breust. Mr Breust is an outstanding young man who has achieved a great deal in his life. I look forward to conducting future editions of MwM with other exceptional sportsmen.

- I chaired the Temora Local Health Advisory Committee meeting, at Temora District Hospital. Our very special guest was Dr. R W Lehmann OAM. I presented a gift to Dr Lehmann, on behalf of LHAC members, to thank him for his dedicated service.

- I chaired the Temora Shire Australia Day Council meeting, in the absence of our Chairman, Cr Graham Sinclair. Cr Max Oliver was also in attendance, as Treasurer. We have scheduled a ceremony on Tuesday 26th January at Gloucester Park, Temora.

10th November – Councillors, Senior Staff and I attended Council’s Committee Day. This was a really good and productive session.

11th November – Cr Max Oliver and Cr Ken Smith represented Temora Shire at Temora’s wreath laying ceremony, held at our Callaghan Park Cenotaph. They reported a stirring ceremony was conducted, with local RSL Sub-Branch President, Mr Bob Costello again doing a sterling job.

- I had an interview with the Temora Independent.

12th November – I conducted an Interview with Triple M Riverina re: all things Temora Shire. The hosts, Poppy and Leigh do a great job in promoting the Riverina local government areas.

- I attended a Hospital Executive meeting with Pastor Patricia Morris (Temora LHAC Secretary) and Mrs Wendy Skidmore (Hospital Manager).
- The General Manager (Mr Lavelle), Director of Administration & Finance (Mrs Elizabeth Smith), Mr Craig Sinclair (Economic Development Manager) and I attended a meeting with Mr Andrew Bulkeley, the new FarmLink Chief Executive and Operations Manager, Mrs Kylie Dunstan.

13th November – The General Manager (Mr Lavelle) & I attended the annual Cootamundra Mayoral Summit in Harden, hosted NSW Member for Cootamundra, Ms Steph Cooke MP. This was attended by all Mayors and General Managers with Ms Cooke hosting several NSW Ministers via Videoconferencing. This was, in my view, the best Summit yet! Well done and thank you to Ms Cooke and her dedicated Staff!

- I rang the newly elected President of Australian Local Government Association, Cr Linda Scott (also President of Local Government NSW) to extend our hearty and warm congratulations on her election.

16th November – I attended the Council Chambers.

- I had a teleconference with ALGA & LGNSW President, Cr Linda Scott.

17th November – I had an interview with the Temora Independent.

18th November - I attended Council Chambers to carry our Local Government Boundaries Commission work on De-Merger proposals.

- Cr Claire McLaren and I attended a meeting with Mrs Pat Thomas OAM re: Temora & Special Persons & Carers Group. With the NDIS packages now available to those with special needs, the meeting unanimously resolved to disband the Group, after some 27 years of existence. Mrs Thomas and her team can be mighty proud of their achievements – particularly with their strong advocacy for our Supported Independent Living Home, which is being built by Temora Shire Council’s Pinnacle Community Services arm.

19th November – Councillors, Senior Staff and I attended our monthly meeting of Temora Shire Council. Whilst it was a lengthy session, it was most productive.

20th November – The General Manager (Mr Lavelle) and I filmed a Council meeting review segment. This is a new initiative from our Communications Officer, Mrs Kate Slapp. We certainly have good faces for radio...

- I attended Council offices, completing Boundaries Commission work.

23rd November – Councillors, Senior Staff and I attended an extremely significant announcement at the Temora Aviation Museum. NSW Deputy Premier, the Hon John Barilaro MP and NSW Member for Cootamundra, Ms Steph Cooke MP announced Temora Shire Council will receive \$10.1 Million. This is for the next stage of our Temora Airport Master Plan, which is the Saleyard component for up to 40 blocks to be developed.

This is 'game changing' funding and we are sincerely grateful to Mr Barilaro and Ms Cooke for their continuing belief in Temora Shire.

Special thanks to Councillors, Senior Staff and Economic Development Manager, Mr Craig Sinclair & Town Planner, Mrs Claire Golder – for their efforts in securing this colossal funding.

- The General Manager (Mr Lavelle), Cr Judd and I attended, via videoconferencing, our annual Local Government NSW Conference. Our President, Cr Linda Scott did a great job in handing this very complex, Covid Conference.
- I had a meeting with our NSW Member for Cootamundra, Ms Steph Cooke MP.

25th November – As a Commissioner, I attended NSW Local Government Boundaries Commission Public Hearings at Cootamundra. This is for the Cootamundra-Gundagai De-Merger proposal we're currently considering. There are four-Commissioners, and I am the only rural /regional member of the Commission.

26th November – I was honoured to have been invited to deliver a Tribute to the late Malcolm George Reid OAM, at his funeral service. Mr Reid was a very special man and one who our community will always remember fondly.

- I attended sittings of the NSW Local Government Boundaries Commission Public Hearings at Gundagai. Four sessions were held throughout the day/night. This was attended by a large crowd and many speakers sharing with us their thoughts on the proposed De-Merger of Cootamundra-Gundagai Regional Council.
- I had a meeting with our LGNSW President, Cr Linda Scott.

27th November – I attended Council to continue reading through thousands of submissions from residents of Tumbarumba, Tumut, Gundagai & Cootamundra.

- I had a meeting with the Federal Member for Riverina, the Hon Michael McCormack MP.

28th November - Councillors, General Manager (Mr Lavelle) and I attended the official opening of our Coolamon Street (Ariah Park) Upgrade. This \$250,000 enhancement looks terrific and we thank all our Staff and local businesses involved in bringing this to fruition. We were honoured to have both our Deputy Prime Minister & Federal Member for Riverina, the Hon Michael McCormack MP and Member for Cootamundra Ms Steph Cooke.

30th November – I attended Council Chambers to read more submissions on the two De-Merger Proposals.

- I chaired the Temora West Public-School Council meeting, the final one for 2020.

- I rang our State and Federal Association President, Cr Linda Scott for her birthday. Cr Scott is a very strong and genuine Leader.

RESOLUTION 289/2020

Moved: Cr Graham Sinclair

Seconded: Cr Max Oliver

It was resolved that Council notes the report.

CARRIED

Report by Mayor Rick Firman

9 STAFF REPORTS

RESOLUTION 290/2020

Moved: Cr Graham Sinclair

Seconded: Cr Lindy Reinhold

It was resolved that Council receive Staff reports.

CARRIED

10 GENERAL MANAGER**10.1 CALENDAR OF EVENTS - DECEMBER 2020**

File Number: REP20/1377
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

DECEMBER

8 Committee meetings
11 REROC & JO meetings
12 Opening of Recreation Centre Water Slide
17 Council meeting

JANUARY 2021

21 Council meeting
26 Australia Day Celebrations

RESOLUTION 291/2020

Moved: Cr Dale Wiencke
Seconded: Cr Max Oliver

It was resolved that the Calendar of Events be noted.

CARRIED

10.2 SEALS - DECEMBER 2020

File Number: REP20/1380
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

The Council Seal is required to be affixed to the below documents:

- Contract for Sale - 1 Goldfields Way, Gidginbung
- Deed of Variation – Community Transport funding Extension to June 2022

RESOLUTION 292/2020

Moved: Cr Max Oliver
Seconded: Cr Kenneth Smith

It was resolved that the Council Seal be affixed to the above documents.

CARRIED

Report by Gary Lavelle

10.3 DIVIDING FENCES AMENDMENT BILL 2020

File Number: REP20/1376
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

In September 2020, Fishers and Shooters Party member, Mark Banasiak introduced the Dividing Fences Amendment Bill 2020, into the Legislative Council. The explanatory notes to the Bill state:

Overview of Bill

The object of this Bill is to apply the Dividing Fences Act 1991 (the principal Act) to the Crown and other authorities.

Currently, the principal Act does not apply to the Crown or the following bodies—

- (a) a council,*
- (b) a roads authority under the Roads Act 1993 in relation to a public road,*
- (c) an irrigation corporation within the meaning of the Water Management Act 2000,*
- (d) an Aboriginal Land Council in relation to certain land reserved under the National Parks and Wildlife Act 1974,*
- (e) Water NSW.*

The effect of the proposed amendment is to apply the principal Act to the Crown, councils, roads authorities and Water NSW, so that they will be liable to pay for dividing fencing work. Irrigation corporations and Aboriginal Land Councils will remain exempt from the principal Act.

Unfortunately, the Bill, as it stands, is not well thought out and would potentially have a significant financial impact on Local Government. This is due to the Bill not exempting Council from Dividing Fences contributions on transport corridors, parks and reserves. The impact would be greater if Council were required to create additional depreciation expenses for fences along the thousands of kilometres of road managed if the fences were to be treated as a joint council asset. The effect on our residents would inevitably be higher rates or reduced services.

The Shooters and Fishers Party have chosen not to consult with Local Government on this matter that could have grave consequences to finances. Council have sought the support of LGNSW and REROC on this matter.

RESOLUTION 293/2020

Moved: Cr Max Oliver

Seconded: Cr Dennis Sleigh

It was resolved that Temora Shire Council write to the Shooters and Fishers Party protesting strongly about:

1. Potential financial impact on Local Government of the Bill
2. Lack of consultation with Local Government on the Bill

And Further

That copies are also forwarded to the Riverina JO, Local Government NSW President and Ms Steph Cooke, Member for Cootamundra.

CARRIED

Report by Gary Lavelle

10.4 RIVERINA JOINT ORGANISATION

File Number: REP20/1412
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

The voting delegates of Riverina JO are, as determined in the charter of that organisation, the respective Mayors of the constituent councils. In the event that the Mayor is unable to attend, the role of delegate is carried out by the Deputy Mayor.

Temora Shire Mayor, Cr Rick Firman is the incumbent Independent Chairperson of Riverina JO. That is, Cr Firman represents the Riverina JO, not Temora Shire Council. To ensure that Temora Shire Council is represented on the board, the Deputy Mayor Cr Graham Sinclair is appointed as the Council delegate to the Riverina JO.

In the absence of Cr Sinclair, Temora Shire Council does not have a duly appointed delegate. It is rare that the delegate is unable to attend however meetings during harvest can be problematic. Accordingly, it is recommended that Council appoint an alternation delegate to Riverina JO.

RESOLUTION 294/2020

Moved: Cr Max Oliver
Seconded: Cr Dennis Sleigh

It was resolved that Temora Shire Council appoint Cr Smith as alternate delegate to Riverina JO to represent Council when the Deputy Mayor is unavailable.

CARRIED

Report by Gary Lavelle

11 ENGINEERING SERVICES**11.1 LINEMARKING REVIEW - CLASS 2.1 ROADS****File Number:** REP20/1403**Author:** Engineering Technical Officer**Authoriser:** Engineering Technical Manager**Attachments:** Nil**REPORT**

Following Councils December Assets and Operations Committee the following Line Marking Review report has been revised to reflect only line marking upgrade on Councils Class 2.1 Rural Sealed Roads.

Revised cost estimates have been provided for the linemarking of all crests/curves on class 2.1 rural sealed roads only. The extent of linemarking required is based on the following quantities:

ROAD NAME	CLASS	LINEMARKING (M)
Mandamah Forest Road	2.1	2150
Morangarell Road	2.1	9770
Tara Bectric Road	2.1	9650
Trungley Hall Road	2.1	3730
Old Cootamundra Road	2.1	5500 Complete
Thanowring Road	2.1	1240 Complete
Coolamon Road	2.1	2290
	TOTAL:	34,330*

* Quantities are road centreline marking only.

Maintenance

If endorsed, the centre line marking will require renewal approximately every 5 years. This will result in an additional \$60,000 in maintenance funding commitment every 5 years to maintain the upgrade.

Single Coat Application – Year 1 (Morangarell Road, Trungley Hall Road & Coolamon Road)

DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Site establishment per visit	1	ea	\$1628	\$1,628
Accommodation/incidentals per night	4	ea	\$960	\$3,840
R141 BB Double Barrier Line 1 Coat Application	16,000	lm	\$1.25	\$20,000
Mobilisation fee between sites	100	km	\$6.95	\$695.00
			TOTAL	\$26,163.00

Single Coat Application – Year 2 (Tara Bectric Road & Mandamah Forest Road)

DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Site establishment per visit	1	ea	\$1628	\$1,628
Accommodation/incidentals per night	3	ea	\$960	\$2,880
R141 BB Double Barrier Line 1 Coat Application	12,000	lm	\$1.25	\$15,000
Mobilisation fee between sites	50	km	\$6.95	\$347.50
			TOTAL	\$19,855.50

Grand Total (Single Coat Application): \$46,018.5

Double Coat Application – Year 1 (Morangarell Road, Trungley Hall Road & Coolamon Road)

DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Site establishment per visit	1	ea	\$1628	\$1,628
Accommodation/incidentals per night	5	ea	\$960	\$4,800
R141 BB Double Barrier Line 1 Coat Application	16,000	lm	\$2.50	\$40,000
Mobilisation fee between sites	100	km	\$6.95	\$695
			TOTAL	\$47,123.00

Single Coat Application – Year 2 (Tara Bectric Road & Mandamah Forest Road)

DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Site establishment per visit	1	ea	\$1628	\$1,628
Accommodation/incidentals per night	4	ea	\$960	\$3,840
R141 BB Double Barrier Line 1 Coat Application	12000	lm	\$2.50	\$30,000
Mobilisation fee between sites	50	km	\$6.95	\$347.50
			TOTAL	\$35,815.50

Grand Total (Double Coat Application): \$82,938.50

Budget Implications

\$50,000 - \$85,000

RESOLUTION 295/2020

Moved: Cr Claire McLaren

Seconded: Cr Nigel Judd

It was resolved that costings for a single coat be forwarded to the 2021/2022 budget estimates

with a view to funding from regional roads allocation.

CARRIED

Report by Amanda Colwill

12 ENVIRONMENTAL SERVICES**12.1 REVIEW OF SIGNAGE POLICY AND SIGNAGE DEVELOPMENT CONTROL PLAN****File Number:** REP20/1313**Author:** Town Planner**Authoriser:** Director of Environmental Services**Attachments:**

1. Draft Signage DCP Chapter [↓](#) 
2. Draft Signage Guidelines Policy [↓](#) 

REPORT**Background**

At the August 2019 Council Meeting, Councillors considered a report from the Signage Committee in relation to a proposal from the Temora Memorial Ex-Services Club to install additional directional (fingerboard) signage at various intersection locations indicating “Motel” and “Ex-Services Club” in the direction to the Goldterra Motor Inn, Temora Ex-Services Memorial Club and Koreela Park Motor Inn.

Location 1 – Victoria St /Crowley St Intersection: Proposed new post and sign indicating ‘MOTEL’

Location 2 – Victoria St /Baker St Intersection: Proposed new sign indicating ‘EX-SERVICES CLUB’

Location 3 –Hoskins St /Loftus St Intersection: Proposed two new signs indicating ‘EX-SERVICES CLUB’ and ‘MOTEL’

At the meeting it was resolved that the Committee recommend to Council that the Temora Shire Council Planning Regulatory PR3 – Signage Guidelines be reviewed to provide consistency in making decisions on this type of signage prior to any approval.

AND FURTHER

That a letter in response to the request be sent advising that a decision is awaiting the Signage Guidelines review.

An initial review of the current policy and plan that relates to signage in Temora Shire has now been completed

Current situation

There are currently two Council documents that apply to signage in Temora Shire, which are the Signage Guidelines policy and the Signage Development Control Plan (DCP) Chapter.

The Signage Guidelines policy gives guidance where no Development Application (DA) is required, either due to the proposal being exempt from requiring any consent or the proposal only requires the completion of a form, to be approved by Council with public liability information included such as for moveable signs. In addition, the policy provides some brief guidance where a DA is required, to be assessed against Council’s LEP, DCP, and State Environmental Planning Policy (SEPP) Advertising.

The DCP Chapter gives the objectives and considerations that Council should use to assess an application for signage, where an application is required.

Proposed changes

The DCP Chapter currently has very limited content. The proposed changes to the DCP Chapter, as recommended by Council's Heritage Advisor, would add further content to provide guidance in relation to business advertising signage in the Conservation Area and on Heritage Items.

The proposed changes to the Signage Guidelines Policy are summarised as follows:

- Remove references to specified areas for placing community events signage
- No signage to be permitted in roundabouts
- Signage permitted on intersection shoulders for community events only one hour prior and one hour after the event, with permission of the landowner
- \$20 million in public liability insurance required
- Guidance in relation to electoral signage
- Proposals for moveable signage in commercial areas, not immediately outside the business, will require consent of Council and will need to consider tourism benefit and cumulative impact
- Signs are required to be made to a professional standard
- Clearly specifying that signs within the Heritage Conservation Area and on Heritage Items require greater consideration and may require consent. Inappropriately installed signage may require removal by Council.
- Limiting the number of fingerboard signs to a maximum of four signs and setting a priority list for signage.
- Specifying that no Directional Signs for Private/Commercial/Tourist operations can be permitted on the intersections of Hoskins/Victoria Street, Hoskins/Loftus Streets and Hoskins/Parkes Street, in order to manage the high number of potential signs and the risk of motorist distraction
- Advertising signs within the rural zone are limited to only one per property and must not be located within the road verge

RECOMMENDATION

It was resolved that Council:

1. Place the draft Signage Guidelines and draft Signage Development Control Plan Chapter on public exhibition,
2. Consult with relevant stakeholders including local real estate agents, local motels and clubs and the Temora Business Enterprise Group and
3. Receive a future report on the outcomes of the public exhibition.
4. And further that it is referred to the signage committee following the public exhibition.

Report by Claire Golder

Signage

1. Objectives

The objectives of these controls are to:

- encourage the provision of legitimate information and promotional signage associated with the needs of the community and the creation of the image and identity of Temora Shire
- identify those key local considerations for outdoor advertising applying to Temora Shire
- provide adequate opportunities for commercial advertising to support and encourage local business activity.
- promote and protect significant positive visual elements which contribute to Temora's 'sense of place' and the visual amenity of the streetscapes
- protect the cultural heritage values of a place of cultural significance and in Conservation Areas.
- coordinate multiple signage on single buildings through the establishment of an approved signs regime for the site.
- ensure the type and size of signs is appropriate for their location.
- minimise the proliferation of advertisements.
- ensure that advertisements do not adversely impact on traffic circulation and management, or pedestrian safety.
- Ensure advertisements are generally erected on land where the advertised business, sale or goods or service is being carried out.

2. Introduction

The purpose of this guideline is to provide a reasonable scope for advertising and information signs for commercial property in a manner which does not overwhelm or compromise visual amenity within the streetscape.

Many types of signs are identified as exempt development and require no approval from Council. Refer to State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 Division 2. To determine if a proposed sign or advertising is exempt development, it is advisable to contact Council prior to installing any new sign or advertisement.

Where approval from Council is required, Council has identified that there are a number of key local issues associated with outdoor advertising in both towns and rural locations throughout the Shire. These controls provide additional local key principles to augment the operation of *State Environmental Planning Policy No. 64 Advertising and Signage (SEPP 64)*.

3. Key local considerations

The following are key local principles that apply to outdoor advertising:

- signage must comply with SEPP 64 – *Advertising and Signage Schedule 1 Assessment Criteria*.
- Signs shall relate directly to the activity undertaken on the premises.
- Signs shall not obscure a portion of another sign.
- Signs shall not protrude over another property in different ownership or a public/private road or within 600mm of a kerb line.
- The bottom of any free standing sign shall have a minimum clearance of at least 2.5m above a footpath or pedestrian accessway.
- No sign shall detrimentally affect the safety or impede the movement of vehicular or pedestrian traffic or conflict with or obscure any statutory or directional sign.
- Signs shall be constructed and located in sympathy with street planting. No trees should be felled or lopped to allow for greater sign visibility.
- Signs shall be in harmony with the design, scale and character of the buildings which form their background.
- Signs must be structurally and electrically safe.
- The principal sign on the premises shall relate to the name and nature of the business or occupier. Identification of goods and services should be secondary.
- Sign supports shall be minimal and as unobtrusive as possible.
- Signage affixed to a building shall not exceed a maximum of 45% of total exposed wall area for any one wall.
- Signs affixed to a heritage listed building or building located within a Heritage Conservation Area shall not detract from the heritage value of the building, or impact upon the structural integrity of the building, or materially alter the appearance or condition of the buildings structure once removed from that structure.
- advertising in rural areas may only advertise a facility, activity or service located on the land or direct travelling public to a tourist facility or building or place of scientific, historical or scenic interest within the area
- external illumination to signs must be top mounted and directed downwards

4. Information to be Submitted

Where Council approval is required, the following information must be submitted with all sign proposals:

- Measured working drawings showing dimensions, location in plan or position on a building or site and the method of attachment to the ground or to the building.
- Graphic content of the sign or a graphics concept, showing proposed colours and lettering style.
- Specifications of construction materials of the sign and its supporting structure.
- Method of lighting (if applicable).

6. Relevant Section C - Development Controls

The following other parts of *Section C – Development Controls* relevant to Signage include:

- *Activities in Public Places*
- *Development Applications*
- *Heritage and Conservation*
- *Landscaping*
- *Notification of Development Applications*

Function: Planning Regulatory

Temora Shire Council

Policy Number: PR3

TEMORA SHIRE COUNCIL



TEMORA
The Friendly Shire

SIGNAGE GUIDELINES

UNDER REVIEW — **DRAFT**

Revision Number: 2
File Name: Signage Guidelines

Revision Date: 29 April 2011-28 October 2020
Page Number: Page 1 of 24

Function: Planning Regulatory

Temora Shire Council

Policy Number: PR3

ABOUT THIS RELEASE

DOCUMENT NAME: Signage Guidelines
 CODE NUMBER: PR3
 AUTHOR: Temora Shire Council
 ENDORSEMENT DATE:

REVIEW

Revision Date	Revision Description	Date approved by Council	General Managers Endorsement

PLANNED REVIEW

Planned Review Date	Revision Description	Review by
December 2020	To be considered by Signage Committee	General Manager

Revision Number: 2
 File Name: Signage Guidelines

Revision Date: 29 April 2011-28 October 2020
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Function: Planning Regulatory

Temora Shire Council

Policy Number: PR3

1.0 Introduction

These signage guidelines have been developed for Council Staff, Businesses and the Community Groups within Temora Shire.

Signs come in many shapes and sizes and can range from large town entrance signs to small A – frame signs outside local businesses.

The mechanisms for obtaining approval to erect or place signs are also varied. These guidelines have been developed to ensure the applicant will approach Council for consent on appropriate occasions, as well as provide guidelines for Council Staff to ensure that any signage erected is appropriate and consistent with the objectives of this policy.

Many types of signs are identified as exempt development and require no approval from Council. Refer to State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 Division 2. To determine if a proposed sign or advertising is exempt development, it is advisable to contact Council prior to installing any new sign or advertisement.

1.1 Aims and Objectives

The objectives of this Policy are:

- to facilitate the ease of navigation using an appropriate combination of signs;
- To ensure that signage ~~compliments~~complements, rather than dominates or intrudes upon, the character and visual amenity of an area, the buildings on which they are displayed, and the general environment;
- To utilize existing structures for the erection of signage as far as practicable;
- To adopt consistent technical standards, which not only facilitate motorist and pedestrian recognition and comprehension, but also meet road safety objectives and requirements;
- To emphasise that tourist and community service facility signage is directional, rather than promotional;
- To encourage the rationalisation of signage;
- To ensure that all signs, installed and maintained by Temora Shire Council shall simultaneously aim for excellence of design, minimisation of maintenance and susceptibility to vandalism of other damage;
- To provide clarity of the application process for businesses/groups/individuals seeking to erect signage;
- To provide for short term community information signage which relates to specific events or activities.

1.2 Land to which these Guidelines Apply

This plan applies to all lands within Temora Shire Council Local Government boundary, and incorporates Crown Land, road reserves and all public land as defined by the Local Government Act, 1993.

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1.3 Components of this Policy

Temora Shire Signage Guidelines Policy comprises of components being:

Part 1 - Signage

- A. Temporary Community Events
- B. Real Estate Signage
- B.C. Electoral Signage
- C.D. Moveable Advertising Signage (Commercial)
- D.E. Moveable Advertising Signage (Industrial)
- E.F. General Advertising Sign – Commercial (Non Heritage Conservation Area) – Industrial
- F.G. Advertising Signage – Heritage Conservation Precincts (Temora & Ariah Park)
- G.H. Directional Signage – Community Services & Tourist Facilities
- H.I. Advertising Signage – Rural Land

Part 2 - General Matters for Consideration

- A. General
- B. SEPP 64
- C. Signs Prejudicial to Traffic Safety

Part 3 - Maintenance

Part 4 - Definitions

Appendix 1 - SEPP 64 Signage Assessment Criteria

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PART 1 - SIGNAGE**A Temporary Community Events Signage****Purpose**

To enable community groups to promote their activities to the wider community, while allowing Temora Shire Council to manage the approved signage sites so that there is equitable access for community groups, and to ensure that the signs do not detract from the amenity or safe passage of traffic.

Requirements to be met

~~A number of approved sites have been identified throughout Temora, Ariah Park and Springdale. There is a limit to the number of signs permitted to be displayed at each site (Refer Table 1 – Approved Locations for Temporary Community Event and Information Signage)~~

- The sign must promote a forth coming community event, for which the majority of revenue raised (51% or greater) must be returned to the local community;
- All signs placed at an approved site shall be:
 - of a commercial quality and be professionally made;
 - no greater than 1.8m (height) X 1.2m (width) in size;
 - properly secured and maintained during the period that they are erected.
- Signs relating to an event may not be erected earlier than four (4) weeks before an event and must be removed within four (4) working days of the events conclusion;
- ~~No commercial advertising shall be permitted at an approved site. No signage shall be placed on roundabouts, road blisters or pedestrian refuges~~
- ~~Where signage is proposed at intersections with Hoskins Street, signage shall only be placed on intersection shoulders. Signage shall only be placed within one (1) hour of the event commencing and removed within one (1) hour of the event concluding.~~
- ~~Signage located on private property must have the permission of the landowner.~~
- ~~The signage must be covered by a public liability insurance policy with cover for an amount of no less than \$20 million, provided by the organising community group.~~

Application Process

~~Applications must be made on the approved form, and must be made at least two (2) weeks prior to the date that the signs are to be erected. The allocation of sites is in a "first come, first served" basis. No application fee is payable. No application is required when the requirements of this section of the policy are satisfied.~~

Non Compliance

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Failure to remove Temporary Community Events Signage within ~~four (4) working days~~ one (1) hour of the conclusion ~~will~~ may result in the signs being removed and impounded by Councils Ranger/Law Enforcement Officer.

Councils Ranger may also impound any temporary community signs that is placed on any public place, road or road reserve or any land contrary to stated requirements and may issue a penalty notice in accordance with the provisions of the EP & A Act, 1979.

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Suggested Site Locations (for Councils discussion)

— Temora:

- Caravan Park Fence Line (Four (4) Signs)
- Lake Centenary Rest Stop (Four (4) Signs)
- Road Reserve – Southern Side Stock Road (Four (4) Signs)

— Ariah Park:

- Burley Griffin Way Turn Off/Entrance (Four (4) Signs)
- Harper Park (Four (4) Signs)

— Springdale

- Springdale Rest Stop/Public Hall (Four (4) Signs)

NOTE: Number of positions of signs to be determined in conjunction with Information Bay.

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B Real Estate Signage**Purpose**

To enable temporary real estate signage to be displayed in a manner that ~~compliments~~ complements other forms of advertising (e.g. newspaper and window displays), while ensuring signs do not detract from the visual amenity of the area.

Requirements to be met(i) On Site Signs

- Onsite signs must be erected wholly within the subject properties' boundaries;
- No more than three (3) signs are to be erected advertising any one property;
- The size of any real estate sign shall not exceed:

1.2m-1.8m (height) X 0.9m (width) – Residential
 2.4m (height) X 1.2m (width) – Commercial
 2.4m (height) X 2.4m (width) – Industrial

(ii) Moveable Advertising Signs (including Pointer, Open for Inspection & Auction Signs)

- Can only be displayed between 8:00 AM – 5:00 PM on the day(s) when the building is open to the public for inspection and agent is actually attending the property during the advertised times or on the day of the auction;
- One (1) sign may be placed directly outside the property being offered for sale and not more than one (1) additional sign may be placed at a nearby intersection directing people to the property
- These signs:
 - a) must be placed as close to a property boundary as is practicable. Those signs that are located at a nearby intersection must be displayed on the same side of the road as the subject property;
 - b) must be removed **immediately** the public inspection period ceases on each day or when the auction has been completed and agency staff have left the premises;
 - c) must not incorporate flags or bunting;
 - d) must not be placed on traffic islands or roundabouts;
 - e) must not be greater than 1.2m in height and 0.9m in width;
 - f) must be weighted/fixed to prevent them from being blown over.

Application Process

No application is required when the requirements of this section of the policy are satisfied.

Non Compliance

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Councils Ranger/Law Enforcement Officer may remove any real estate sign/structure that is contrary to the provisions of this policy.

C Electoral Signage

Purpose

To specify appropriate locations where electoral signage may be displayed and the timeframe for display of signage.

Requirements to be met

The standards specified for that development are that the development must—

- (a) not be more than 0.8m² in area, and
- (b) if on the site of a heritage item or draft heritage item—not be attached to a building, and
- (c) be displayed by or on behalf of a candidate at an election referred to in clause 2.106 or the party (if any) of any such candidate, and
- (d) be displayed in accordance with any relevant requirements of the Act under which the election is held, and
- (e) be displayed only during the following periods—
 - (i) 5 weeks immediately preceding the day on which the election is held,
 - (ii) the day on which the election is held,
 - (iii) 1 week immediately following the day on which the election is held.

Application Process

Under the Electoral Act 2017:

- No posters may be displayed on any Crown or community owned land
- Posters banned from trees on road verges and alongside highways
- No posters on council-owned buildings, structures or in parks
- Posters only allowed on private property with owner's permission
- Posters are banned from any wall, fence or boundary of a polling place
- No posters on cars or stalls on footpaths near polling place
- Electoral matter cannot be written, drawn or depicted on any property, including roads, footpaths, buildings, vehicles, vessels, hoardings or place (whether it is or is not a public place and whether on land or water).
- Names and addresses of a person authorising the electoral material must be included on all posters and signs

Where these requirements are met, no application is required.

Non Compliance

Council will contact the offices of the relevant candidate and direct that the signage be removed

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Temora Shire Council

CD Moveable Advertising Signage (Commercial Areas)**Purpose**

To enable a moveable advertising sign to be displayed on the footpath immediately adjacent to the premises to which it refers.

Requirements to be met

- The placement of display of any moveable advertising sign (A frame sign) must be in accordance with Temora Shire Councils ["Commercial Activities on Footpaths Policy— Code No. 74\) Activities in Public Places Chapter of the Temora Shire Development Control Plan \(DCP\) 2012"](#)
- A permit is required and shall have effect for a period of 12 months;
- The Guidelines for the placement are extensively outlined in Councils [DCP Code No. 74](#) however generally the following requirements are applicable:
 - One (1) sign may be displayed for each street frontage;
 - Must be displayed directly in front of the business premises to which it refers;
 - Must be only displayed during the time at which the premises is open;
 - Must not be greater than 1.2m (height) and 0.9m (width);
 - Must be weighted/ fixed to prevent the sign from being blown over;
 - Must not impede pedestrian or vehicular traffic;
 - Be non illuminated or have moveable parts
 - [Must only be located on the footpath and not located on road blisters or a roundabout.](#)
- [The owner of a moveable advertising sign on the footpath, must take out and then maintain for the duration of the activity, a public liability insurance policy with cover for an amount of no less than \\$40-20 million in the joint names of that person and Temora Shire Council or, the policy must show Temora Shire as being an interested party. A copy of the certificate of currency of the insurance policy must be provided when making application.](#)
- [Any proposals that do not meet these criteria must be assessed by Council to determine the need for and the tourism benefit of the advertising signage, as well as the cumulative impact of signage within the area. Tourism and not for profit community organisations will be considered to be of higher priority than other commercial operators.](#)

Application Process

The application form ([Annexure 1—of Councils Code No. 74 Activities in Public Places](#)) shall be submitted for approval along with a copy of Public Liability Insurance Policy which indemnifies Council. No application fee is payable.

Non Compliance

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Councils Ranger/Law Enforcement Officer may remove and impound any non-conforming signage structure.

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DE Moveable Advertising Signage (Industrial Area)

Purpose

To provide clear guidelines for the management of moveable advertising signs so as to ~~minimize~~ minimise the visual impact of such signs.

Requirements to be met

Each property in an industrial area may not have more than one (1) moveable advertising sign located directly outside the property.

Any moveable advertising sign in an industrial area must:

- Be no greater than 1.8m (height) and 1.2m (width);
- Be only displayed during the times at which the property is trading to the public;
- Be weighted or fixed to prevent the sign from being blown over;
- Not incorporate flags or bunting;
- Be placed as close as practicable to the property boundary;
- Not be illuminated by any means.
- ~~Must be removed entirely when business is not trading~~
- Be professionally made and include appropriately sized lettering for the speed zone where the sign is to be displayed

The Moveable Advertising Sign must not be placed on a traffic island, round about, pedestrian refuge, reservation adjacent to a service road. Approval may be granted to display a Moveable Advertising Sign on a reservation where a service road adjoins the property where business is not visible from the main thoroughfare.

Where the above conditions can-not be complied with, no sign may be displayed.

Application Process

No ~~permit application~~ is required providing above conditions are met, except where proposals involve a business that is not visible from the main thoroughfare.

Where a business seeks to display a Moveable Advertising Sign where a service road adjoins the property a Permit must be obtained. Applications must be made ~~on Application Form 2 of this Policy~~ prior to the erection of the signs.

Application Fee

Where a ~~Local Law~~ Permit is required and application fee as prescribed by Temora Shire is payable.

Non Compliance

Councils Ranger/Law Enforcement Officer may remove and impound any moveable advertising sign in an industrial area that is placed on any public place, road and road reserve, or land contrary to the stated requirements, and may issue a penalty notice in accordance with the provisions of the EP & A Act, 1979.

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Temora Shire Council

EF General Advertising Sign – Commercial (Non Heritage Conservation Area) and Industrial**Purpose**

To allow for the orderly display of ~~effective~~ advertising signs that are appropriate and sensitive to the zoning and the environment in which they are displayed. These controls are also to ensure that General Advertising Signs do not cause a loss of amenity or adversely ~~effect~~ the natural or built environment or the safety or efficiency of a road.

Requirements to be met

- The placement of any sign shall be undertaken in accordance with the provisions of the Temora Local Environmental Plan, ~~1987~~2010, and Section 4.16 of the EP & A Act, 1979.
- Approval for any sign expires on the date specified of the Development Consent. Existing signs (or where no date is specified) the expiry date is ~~Seven~~seven (7) years from the date of erection.
- Signage is only permitted which identifies/promotes the business that is physically located where the sign is to be erected/installed. Third party signage is not permitted under this policy.

Application Process

Signs that are fixed to an existing structure (building wall, fence or the like) and that are less than 4m² in area, do not require approval under this policy.

Freestanding, Projecting or Hanging Signs require a Development Application to be lodged for Councils consideration and are assessed in accordance with Section ~~90~~ 4.16 of the EP & A Act, 1979.

A fee in accordance with Councils Fees and Charges policy as listed in the current management plan is payable at the time of lodgement.

Non Compliance

~~The failure to obtain consent for the erection of an advertising sign, where consent is required, is an offence under the Environmental Planning and Assessment Act, 1979 and as such the provisions with regards to notices, orders, penalty infringement notices and local action is applicable.~~

~~Councils Ranger/Law Enforcement Officer may remove and impound any moveable advertising sign in an industrial area that is placed on any public place, road and road reserve, or land contrary to the stated requirements, and may issue a penalty notice in accordance with the provisions of the EP & A Act, 1979.~~

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Temora Shire Council

**FG Advertising Signage – Heritage Conservation Precinct
(Temora & Ariah Park)**

Purpose

To improve the overall visual quality of the streetscape in providing signs and advertising; which are in appearance, number, placement and arrangement – appropriate to the significant historical and architectural character of the Conservation Area.

Requirements to be met

Signs and advertisements within the Heritage Conservation Areas or in proximity to Heritage Items require greater consideration. Applicants are strongly encouraged to contact Council prior to commissioning or installing any new signage or advertisements involving local heritage areas. Inappropriately installed signage may require removal by Council.

- (i) Matters for Consideration;
- Generally, signs on individual buildings or within areas of special significance should be discrete and should complement the building or area. The architectural characteristics of a Building should always dominate. For example, signs should not be placed on cast-iron, first floor verandahs, balustrades or in front of cast-iron verandah frieze work.
 - Advertising should be placed in locations on the building or item which would traditionally have been used as advertising areas. For example awning faces and masonry facades below the parapet.
 - Sky-sign opportunities will be rare. No signs should break an historic parapet or roofline of a building. A possible exception is single-storey verandah rooflines, where signs sometimes project above verandah spouting or across the verandah roof.
 - Sidewalls provide opportunities, but should be carefully considered. Painted signs on sidewalls are to be located at the top of the wall as a painted rectangle abutting the front corner or in some cases extending in a strip across the full depth of the building.
- (ii) Number of signs per site. The number of signs per site is a principal control mechanism. The general options and limits are as follows;
- (a) forecourt and footpath: one free-standing sign;
- (b) ground floor façade;
1. awning fascia;
 2. one suspended under awning/verandah sign or cantilevered over-footpath sign at standard awning level where there is no verandah;
 3. above door head/above window transom;
 4. piers;
 5. below window sill (not recommended);
 6. one sign on the window glass or masonry beside the door.

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(c) upper level signs

1. wall face applied panel sign;
2. one projecting vertical sign;
3. parapet panel sign

(iii) Existing Signs

- Where a number of signs exist on a building that do not comply with Council Policy as described by these Guidelines or other advice provided by Council, a condition will be placed on any subsequent consent that these signs be consolidated. ~~In any event, all signs must comply within seven years of notification.~~

(iv) Size of Signs

- In general, there are no standard sizes for signs in heritage areas. They may vary according to the design and history of the building or its environment;
- The following will be utilised for guidance in Applications for buildings which are contemporary or in assessing existing signs;
- The total area of advertisements mounted parallel to the façade of a building will, in general, be less than 4 square metres in area for smaller properties and not more than 6 square metres for larger properties.
- Signs suspended beneath awnings or verandahs will be less than one square metre in area and not more than two square metres on each face;
- The total area of signs on a building will be less than eight square metres.

Note:

Further information/guidelines regarding external signs and advertising on buildings within the Heritage Conservation Area is available in ~~Council Policy No.:~~ [Temora Shire Council Development Control Plan 2012 Chapters: Heritage and Conservation; and Signage \(approved 17th December, 1998\)](#)

Application Process

~~Signage proposals that require a Development Application to be lodged for Councils consideration are assessed in accordance with Section 4.16 of the EP & A Act, 1979.~~

~~A fee in accordance with Councils Fees and Charges policy as listed in the current management plan is payable at the time of lodgement.~~

~~Development Applications involving signage located within a Heritage Conservation Area, or located on or affecting a Heritage Item, will be referred to Council's Heritage Advisor for comments as part of the assessment process.~~

~~A Development Application is required for the erection of all external signs and advertising within the Heritage Conservation Precinct and that the advice provided by Council and its Heritage Advisor is final and binding.~~

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Non Compliance

The failure to obtain consent for the erection of an advertising sign in the Heritage Conservation Precinct is an offence under the Environmental Planning and Assessment Act, 1979 and as such the provisions with regards to notices, orders, penalty infringement notices and local action is applicable.

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GH Directional Signs – Community Services & Tourist Facilities

Purpose

To provide assessment criteria for applications for tourist and community service facility directional (fingerboard) signage to minimise the unnecessary duplication of signage while providing sufficient navigational advice to traffic.

Requirements to be met

Directional signage provides the final link between the facility operator and the traveling consumer to reinforce precise locations and to facilitate safe, efficient and orderly travel.

- Text Size – The size and font of the text on directional (fingerboard) signs must be to [RTA-Transport for NSW](#) and Australian Standards. The number of words on a sign needs to be kept to a minimum to maintain a minimum height of 100mm.
- Colour Coding:
 - Community Service – White text on Blue background
 - Tourist – White text on Brown background
 - Accommodation – White text on Blue background
- Manufacture of Signs will be carried out and erected by Temora Shire Council only. Actual cost will be charged to the subject business if appropriate.

Types of development permitted to apply for Tourist Attractions and Community Services Directional Signage include:

Caravan Park
 Motels
 Bed & Breakfast/Farm Stays
 Retirement Village/Nursing Homes
 Cemetery
 Churches
 Schools – [KindergartenPreschool](#), Primary School, Secondary School
 TAFE Colleges
 Emergency Services – Ambulances, Fire [Brigade& Rescue](#), Rural Fire Service, Police, SES
 Museums – Aviation & Rural
 Hospital
 Historic Site – Approved by Councils Heritage Committee and listed on LEP
 Clubs – Bowling, Ex-Services and Golf Club
 Community – [ScoutArts Centre](#)/Girl Guides Hall
 Town Hall/Council Chambers
 Library
 Public Toilets
 Picnic Facilities
 Public Car Parks
[Saleyards](#)
 Showgrounds/Trotting Track/Greyhound Track

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Sporting Grounds
Aerodrome/Railway Station
Tourist Information Centre
Waste Disposal/Recycling Facilities

Notes:

- "Advance" Signs will only be permitted if required for traffic safety purposes;
- If the facility is located on the declared main road, no intersection signage is warranted. If the facility is not located on a higher order road, a sign may be permitted at the nearest intersection with a main road via the shortest and/or safest single route;
- If the facility is greater than 1Km from the intersection in an urban area, or more than 5Km from the intersection in a rural area, the distance from the intersection shall be shown on the sign;
- No Directional Signs for Private/Commercial/Tourist operations can be permitted on the intersections of Hoskins/Victoria Street, Hoskins/Loftus Streets and Hoskins/Parkes Street. This is to manage the high number of potential signs that could occur at these locations and the risks associated with motorist distraction
- Wording on fingerboard directional signage should not include the business name, merely a broad description of the type of facility. (i.e. Motel, B & B, etc.).
- New directional signs, if approved by Council, will be costed to the business requesting the signage
- A maximum of four (4) fingerboard signs, including the street name, visible to the approaching motorist can be erected on a signpost
- The priority of fingerboard signs is as follows:
 - Street name
 - Emergency Services
 - Public toilets
 - Sports fields
 - Swimming pools
 - Library
 - Cemetery
 - Tourist attractions – museum, gallery
 - Schools
 - Golf Club
 - Bowling Club
 - Community Centre
 - Showground
 - Accommodation

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HI Rural Signage

Purpose

To ensure that Advertising Structures on rural land:

- Convey advertiser's messages and images while complementing and conforming to both the development on which it is displayed and the character of the surrounding locality;
- Does not adversely **effect-affect** the area in which it is located in terms of appearance, size, illumination, overshadowing or in any other way; and
- Does not lead to visual clutter through the proliferation of signs.

Requirements to be met

Advertising signs in rural zones are permitted only where the sign (s) is/are either:

- A "business identification sign" as defined.
- A "temporary sign" as defined
- Advertisements placed on land for the specific purpose of directing the traveling public to places of scientific, historic, scenic or tourist interest but only if:
 - The advertisement relates to a building or place, and
 - The principal purpose of the advertisement is to direct the traveling public to that building or place, and
 - The size of the advertisement is not larger than would reasonably be required to direct the traveling public.

Applications for this type of advertisement are to be accompanied by supporting documentation justifying the place is of scientific, historic, scenic or tourist interest. Such places are to be of a level of local, regional, state or national significance.

- Advertisements placed on land for the specific purposes of directing the traveling public to "Tourist Facilities" as defined.
- Only one(1) sign per rural property will be permitted.
- The signs must be located in provide property and not located within the road verge.

Application Process

New Signs

Advertising Structures in Rural Land require the Development Consent of Temora Shire Council. Proposals for Advertising Structures in Rural Land that require a Development Application to be lodged for Councils consideration are assessed in accordance with Section 4.16 of the EP & A Act, 1979.

A fee in accordance with Councils Fees and Charges policy as listed in the current management plan is payable at the time of lodgement.

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If the development proposal involves the erection of an advertising structure, in addition to development consent ~~you—applicants~~ must obtain a construction certificate. All building work must be carried out in accordance with the provisions of the ~~National Construction Code of Australia, Building Code of Australia~~ and the structure certified by a qualified and practising Structural Engineer.

Duration of Consent

Permanent signs ancillary to approved/permissible development will normally receive unlimited approval. Approval for individual signs in rural, areas will be issued for a maximum of five (5) years. It is the applicant's responsibility to ensure that development consent remains current and valid, as the period of approval may vary.

An extension to the consent may be sought under Section ~~96-4.55~~ of the EP&A Act. Continuing approval is subject to compliance with relevant planning controls and the condition of the sign at the time of the re-assessment.

Such an application should be made well in advance of the expiry date to enable council sufficient processing time.

Non Compliance

The failure to obtain consent for the erection of an advertising sign on ~~Rural-RU1 Primary Production Zoned zoned Land-land~~ is an offence under the Environmental Planning and Assessment Act, 1979 and as such the provisions with regards to notices, orders, penalty infringement notices and local action is applicable.

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PART 2 - GENERAL MATTERS FOR CONSIDERATION

A. General

- (i) the objectives of this plan;
- (ii) the effect of the proposal on the landscape or scenic quality of the locality;
- (iii) the character, location, siting, bulk, scale, shape, size, height, density, design or external appearance of the proposed development;
- (iv) the relationship of the advertising to the public place to which it is directed, especially whether it or the advertising contained within is:
 - appropriate in size and scale to the lawful speed of travel of any motor vehicles on an adjacent road;
 - appropriate to the purpose of the public place;
- (v) any other appropriate matter under Section ~~79c-4.15~~ of the Environmental Planning and Assessment Act, 1979;
- (vi) the likely effect of the proposal on the level of safety of the traveling public.

B. SEPP 64

Council will also use the assessment criteria identified in SEPP 64 (appendix 1).

C. Signs Prejudicial to Traffic Safety

- (i) they obscure or interfere with road traffic signs;
- (ii) they obscure or interfere with the view of a road hazard or on-coming vehicle or any other vehicles or person or other obstruction which should be visible to drivers and other road users;
- (iii) they give instructions to traffic by the use of the words 'halt', 'stop' or other directions or initiate traffic signs in respect of shape, colour, etc.;
- (iv) they can be programmed, move; use flashing or chasing lights or are highly reflective or intense enough to impair a driver's vision or to distract the driver's attention;
- (v) they are situated where road conditions require higher levels of driver concentration, e.g. where sight distance is limited on curves, at important intersections, near traffic signals near level crossings, at merging and diverging traffic sites or within the driver decision distance (generally 100-200 metres) at such locations.

PART 3 - MAINTENANCE

- (i) A letter will be sent to the property owner or business operator Requiring removal of the non complying sign within seven (7) days
- (ii) If no response is received, a *Notice of Intention to Serve an Order* will be issued under Section ~~121H-Schedule 5 Part 6~~ of the EP&A Act specifying when an Order will be issued, the terms of the proposed Order and the period for compliance with the proposed Order.
- (iii) If no response is received within fourteen (14) days, an order will then be issued under Section ~~9.34124B~~ of the EP&A Act for removal of the sign.
- (iv) If the order is not complied with and the sign is not removed within the stated time frame, Council may issue a Penalty Infringement Notice

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(PIN 8188) and remove the sign with all costs recoverable from the owner of the land.

PART 4 - DEFINITIONS

In this Plan:-

"**DCP**" means [Temora Shire](#) Development Control Plan [2012No-7](#).

"**LEP**" means Temora Shire Local Environmental Plan [20104987](#).

"**Advertisement**" means the display of symbols, messages or other devices for promotional purposes or for conveying information, instructions, directions or the like, whether or not the display includes the erection of a structure or the carrying out of a work.

"**Business identification sign**" means an advertisement, which in respect of any place or premises to which it is fixed contains all or any of the following:-

- (a) A reference to the identification or description of the place or premises;
- (b) A reference to the identification or description of any person residing or carrying on an occupation at the place or premises;
- (c) Such directions or cautions as are usual or necessary relating to the place or premises or any occupation carried on there;
- (d) Particulars relating to the activities, goods, commodities or services dealt with or provided at the place or premises;

"**Real Estate Sign**" means an advertisement in respect of a place or premises to which it is affixed which contains only a notice that the place or premises is or are for sale or letting together with particulars of the sale or letting is not displayed for more than 7 days after letting or completion of the sale of the premises or place that the sign relates.

"**Temporary Sign**" means an advertisement of a temporary nature which:-

- (a) announces any local event of a religious, educational, cultural, political, social, or recreational character or relates to any temporary matter in connection with such an event; and
- (b) does not include advertising of a commercial nature (except for the name (s) of an event's sponsor)

These signs must not be displayed earlier than 28 days before the day on which the event is to take place and must be removed within 7 days after the event.

"**Tourist Facilities**" means an establishment providing short term holiday accommodation and/or recreation, and may include;

- (a) hotels, motels, bed and breakfasts, caravan parks, camping grounds, and associated facilities eg. Swimming pools, golf courses, tennis courts etc.

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**APPENDIX 1 – STATE ENVIRONMENTAL PLANNING POLICY NO. 64 -
(ASSESSMENT CRITERIA)**

1. Character of the area

- Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?
- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?

2. Special areas

- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?

3. Views and vistas

- Does the proposal obscure or compromise important views?
- Does the proposal dominate the skyline and reduce the quality of vistas?
- Does the proposal respect the viewing rights of other advertisers?

4. Streetscape, setting or landscape

- Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?
- Does the proposal screen unsightliness?
- Does the proposal contribute to the visual interest of the streetscape, setting or landscape?
- Does the proposal reduce clutter by rationalising and simplifying existing advertising?
- Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation management?

5. Site and building

- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?
- Does the proposal respect important features of the site or building, or both?
- Does the proposal show innovation and imagination in its relationship to the site or building, or both?

6. Associated devices and logos with advertisements and advertising structures

- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?

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7. Illumination

- Would illumination result in unacceptable glare?
- Would illumination affect safety for pedestrians, vehicles or aircraft?
- Would illumination detract from the amenity of any residence or other form of accommodation?
- Can the intensity of the illumination be adjusted, if necessary?
- Is the illumination subject to a curfew?

8. Safety

- Would the proposal reduce the safety for any public road?
- Would the proposal reduce the safety for pedestrians or bicyclists?
- Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?

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13 ADMINISTRATION AND FINANCE**13.1 VILLAGE ENTRANCE SIGNAGE - UPDATED QUOTE****File Number:** REP20/1394**Author:** Events**Authoriser:** Director of Administration & Finance**Attachments:**
1. Village Entrance Signage - Revised Quote 1 [↓](#) 
2. Village Entrance Signage - Revised Quote 2 [↓](#) **REPORT**

Further to the recommendation of the December meeting of Assets and Operations, please find attached the revised quotes for the village entrance signage. This quote includes:

4 x large signs (Ariah Park & Springdale)

8 x small signs (Reefton, Gidginbung, Trungley Hall, Sebastopol)

The small signs all include the installation of a new panel below the arch that will display the name of the village. This is so the Council logo can be large enough to be visible within the arch.

The total cost for the works is \$28,770.80 ex GST. This is within budget for the project.

RESOLUTION 296/2020

Moved: Cr Claire McLaren

Seconded: Cr Nigel Judd

It was resolved that Council accept the revised quote and proceed with installation of the village entrance signage.

CARRIED

Report by Craig Sinclair



6 Hakea Street
 Temora, N.S.W. 2666
 email : irvsigns@intemora.net.au
 ABN : 29 207 616 914

Telephone
 02 6977 4658
 Mobile
 0428 774658

0 November 2020

Temora Shire Council

05 Loftus Street
 EMORA NSW 2666
 Australia
 Ph:02 6980 1100
 Fax:02 6980 1138

Attention:Craig Sinclair

Reference:Temora Shire Council - Shire Village Signs - Additional Panels

Quote:QS11349

Dear Craig,

Thank you for the opportunity to quote on your project. The cost to supply requested services is listed below.

Quotation QS11349

Delivery / Installation Address

105 Loftus Street
 TEMORA
 NSW 2666 Australia

Supply materials, fabricate additional framing. Paint new framing to match existing. Supply and signwrite sign faces. Install on site.

Warrah Park - 2 new sign faces, reuse existing frames

Springdale - 2 new frames and sign faces.

Woolfeeton, Gidginbung, Trungley Hall, Sebastopol - 2 new sign frames and faces for each site

Old wooden signs have been removed.

Total Cost	\$5,010.80
GST	\$501.08
Project Total	\$5,511.88

If you require any further information concerning any aspect of this project please do not hesitate to contact me.

Regards,

Anthony Irvine

Approval to Proceed

I have read and understood this Quote and the terms & conditions of engaging the services of Irvine Signs as outlined above for the Quoted amount of \$5511.88 inc GST.

Standard Payment Terms : Payment required strictly 7 days from Invoice Date unless alternative arrangements are made prior to commencement.

I agree that all products & services remain the property of Irvine Signs until paid in full.

_____ in behalf of Temora Shire Council Date Purchase Order



6 Hakea Street
 Temora, N.S.W. 2666
 email : irvsigns@intemora.net.au
 ABN : 29 207 616 914

Telephone
 02 6977 4658
 Mobile
 0428 774658

0 November 2020

Temora Shire Council

05 Loftus Street
 EMORA NSW 2666
 Australia
 Ph:02 6980 1100
 Fax:02 6980 1138

Attention:Craig Sinclair

Reference:Temora Shire Council - Shire Village Signs - Redo existing

Quote:QS9824

Dear Craig,

Thank you for the opportunity to quote on your project. The cost to supply requested services is listed below.

Quotation

QS9824

Delivery / Installation Address

105 Loftus Street
 TEMORA
 NSW 2666 Australia

Design, supply materials, cut to shape, signwrite and install new panels on 4 large and 8 small Village signs. Prep and paint existing frames.

Price is for replacing existing panels and painting existing frames only. No alterations or additions to the structures.

Total Cost	\$23,760.00
GST	\$2,376.00
Project Total	\$26,136.00

If you require any further information concerning any aspect of this project please do not hesitate to contact me.

Regards,

Anthony Irvine


Approval to Proceed

I have read and understood this Quote and the terms & conditions of engaging the services of Irvine Signs as outlined above for the Quoted amount of \$26136.00 inc GST.

Standard Payment Terms : Payment required strictly 7 days from Invoice Date unless alternative arrangements are made prior to commencement.

I agree that all products & services remain the property of Irvine Signs until paid in full.

On behalf of Temora Shire Council Date Purchase Order

14 CORRESPONDENCE**14.1 ACTIVE FARMERS - MARCH 2021****File Number:** REP20/1388**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Active Farmers  **REPORT**

Council has received a request seeking approval to change the Active Farmers Games on the 13 March 2021 to Active Farmers Run for Resilience Event.

The run would be a 5km & 10km running or walking event with a 21km running event and would use roads within Farmlink for the required distance.

Farmlink have given verbal approval subject to risk management plan and insurance documents provided.

**Since receiving the request in writing, Active Farmers have sent an email requesting the date change from the 13 to Sunday 14 March 2021.

RESOLUTION 297/2020**Moved:** Cr Kenneth Smith**Seconded:** Cr Graham Sinclair

It was resolved that Council grants approval for the Active Farmers Run for Resilience Event on Sunday 14 March 2021.

CARRIED



"Gundouran"
 Mangoplah
 NSW 2652
 P: 0439 343 925
 E: ginny@activefarmers.com.au
 W: www.activefarmers.com.au

Temora Shire Council
 105 Loftus Street
 Temora NSW 2666

7th December 2020

Subject: Active Farmers Games @Temora to convert to Run for Resilience

Dear Ashleigh,

I am writing to seek council approval and consent to convert the Active Farmers Games, 13th March 2021 to an Active Farmers Run for Resilience Event.
 Given the current restrictions around social distancing and hygiene associated with Covid-19, we believe that it will be difficult to facilitate the planned Active Farmers Games event. This unique event does require teamwork at close physical proximity and the shared use of equipment (for example tyre flipping and hay wall climbs involving a rope to hold onto). We think that the Run for Resilience style event, in the current climate is far more suitable and achievable. It is important to note that this is definitely not the end of the Active Farmers Games and we have aspirations that the Games will remain an annual event, enjoyed by the Temora and surrounding farming communities.

Run for Resilience background

In October 2020 we held our inaugural Run for Resilience at Mangoplah, NSW. There were 239 entrants ranging from children, walkers and elite level athletes, who were able to enjoy the sights of farmland around the cross-country style course.

The inaugural 'Run For Resilience' was designed to provide a challenging, fun and family friendly event to look forward to in spring. In a world where it's hard to find the time and motivation to keep active, this event provided the inspiration required for the local and surrounding communities. This event also provided the community with an opportunity to get together, have some fun and enjoy the community connection even with Covid-19 restrictions in place.

More information about this event, including photos and a short wrap up video can be found [here](#) or by visiting the Active Farmers website.

Run for Resilience Temora 13th March 2021

Given we have successfully facilitated the above-mentioned Run for Resilience event during the Covid-19 pandemic and under the current restrictions we feel confident that we can facilitate the same style event in substitution of the Games. Should the event substitution be approved by council we propose to hold; 5km & 10km running or walking events and a 21km running event. We would prefer to avoid the use of roads and have therefore been in correspondence with Farmlink so that we can utilise the land they manage to make up the required kilometres.

Farmlink have provided verbal approval in principle, subject to our risk management plan and insurance being acceptable. We are confident we can fulfill those requirements and have commenced mapping out a course through the Farmlink farmland and the Lake premises. To mitigate the risks involved we will have multiple volunteers and aid stations situated around the course, complimented by first aid staff on site. We will also ensure we are following all Covid-safe procedures, especially at the start/finish vicinity located at the Lake Centenary hub.

Although our preference was to continue building on the momentum of the Active Farmers Games, we believe that the proposed compromise to substitute to the Run for Resilience event is the best scenario for the health and wellbeing of the Temora and surrounding communities. We would greatly appreciate the support of council converting the Active Farmers Games to a Run for Resilience event prior to 17th December.

Many Thanks,

Ginny Stevens
 Active Farmers
www.activefarmers.com.au

16/11

14.2 TEMORA PUBLIC SCHOOL PRESENTATION DAY 2020**File Number:** REP20/1401**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Temora Public School [↓](#) **REPORT**

Temora Public School is seeking Council's support for sponsorship for the Annual Presentation Day 2020 to the value of \$200.00

Note: Donations have been made in previous years.

RESOLUTION 298/2020

Moved: Cr Graham Sinclair

Seconded: Cr Kenneth Smith

It was resolved that Council approves \$200.00 for the Temora Public School Annual Presentation Day 2020.

CARRIED



Temora Public School

119 DeBoos Street, TEMORA NSW 2666
Telephone: 02 6977 2877 Fax: 02 6977 2132
Email: temora-p.school@det.nsw.edu.au
Website: www.temora-p.schools.nsw.edu.au
ABN 54 075 856 481



Wednesday, 9th December, 2020

Mr Gary Lavelle
The General Manager
Temora Shire Council
105 Loftus Street
TEMORA NSW 2666

Dear Mr Lavelle

RE: Temora Public School Presentation Day

This year our presentation day will be held on Monday, 14th December. We are presently organising awards and certificates and would appreciate if, once again, the Temora Shire Council would be kind enough to contribute to these awards.



In past years, Temora Shire Council has kindly contributed \$200-00 as a scholarship to 2 of our Year 6 students to assist with their costs in Year 7 at Temora High School. The generosity of local business houses enables us to continue to recognise the wonderful work of many of our students.

Thank you for your continued support. It is greatly appreciated.

Yours sincerely

Sharon Reardon
Principal

14.3 BREASTSCREEN VAN

File Number: REP20/1416
Author: Secretary Engineering
Authoriser: General Manager
Attachments: 1. **Breastscreen Van**  

REPORT

Council have received a request from Breastscreen NSW MLHD to bring their mobile screening van to Temora from 18th January to 12th February 2021.

The van will be situated on the vacant block next to the Metro Station on Victoria Street as per previous visits.

RESOLUTION 299/2020

Moved: Cr Dale Wiencke
Seconded: Cr Claire McLaren

It was resolved that Council approves the Breastscreen NSW mobile van for 18 January to 12 February 2021 on the block next to the Masonic Lodge.

CARRIED



**BreastScreen NSW mobile screening unit:
Trailer operations
& Site specifications**



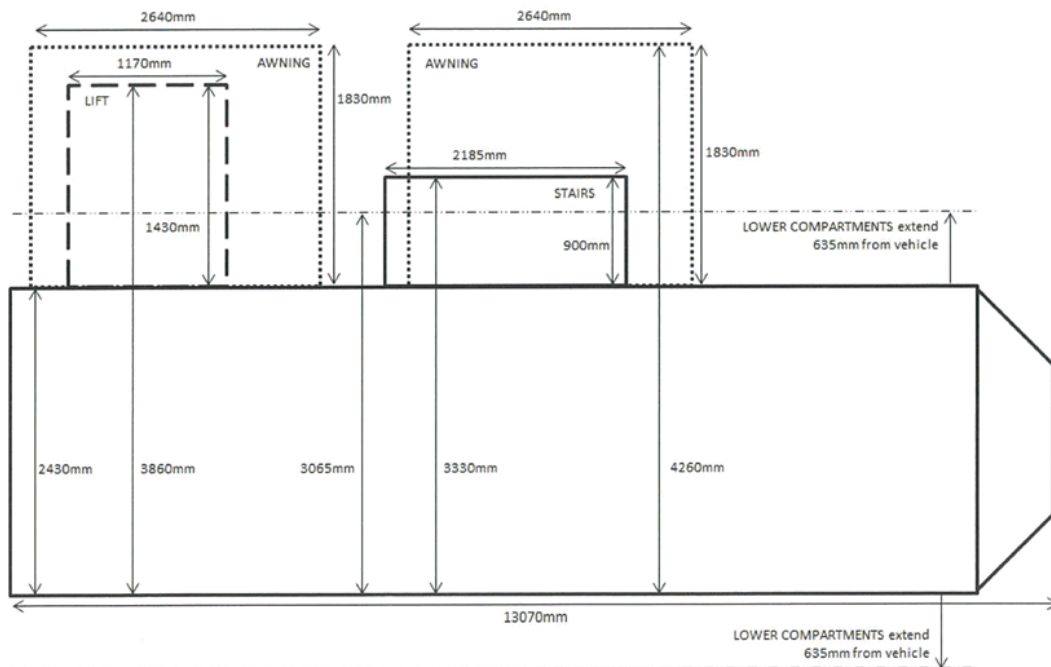
Approximate trailer dimensions:

Length	12.5m
Width	2.43m
Height	4m
Ground clearance	349mm
Weight	12.4 tonnes
Power cord length	30m



Site selection – ensure that:

- 32 amp, 3 phase power (5 pin connector) is available;
- the ground is firm enough to support the landing gear;
- there is sufficient space to access all lower compartments, the stairs, the wheelchair lift and awnings;
- the site is cleared of any debris.

Operational dimensions



14.4 TWYNAM STREET - HEAVY VEHICLE TRAFFIC

File Number: REP20/1418
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. Twynam Street  

REPORT

Council is in receipt of correspondence from Twynam Street residents complaining about heavy vehicle traffic along the street, and request size, weight and speed restriction signs along Twynam Street and on the corners of Victoria and Polaris Streets.

A petition was signed by 29 residents.

RESOLUTION 300/2020

Moved: Cr Graham Sinclair
Seconded: Cr Lindy Reinhold

It was resolved that Council refers this matter to the Roads Hierarchy Committee for consideration.

CARRIED

Petition to Temora Shire Council

Cover Letter

BOB TAYLOR – PRINCIPLE PETITIONER

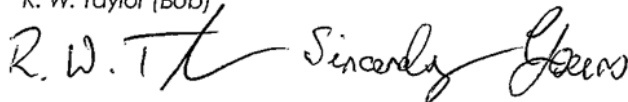
15 December 2020

Petition to Temora Shire Council
105 Loftus St Temora NSW

Dear Council,

1. We the undersigned residents of Twynam Street, Temora NSW have been constantly disturbed and worried about the increase in heavy vehicle traffic along our street between Victoria and Polaris Streets, from early morning till late in the evening. In the past, these concerns have been raised with council, police and the RMS about heavy heavy vehicles speeding, excessive weighted vehicles damaging the road, vibration damage to houses, dust and dirt being raised with heavy vehicle traffic threatening pedestrians and children walking to/from school and generally disturbing the peace and wellbeing of the residents.
2. On the RMS website it clearly recommends (B-Double) heavy vehicle usage specifically around Twynam St by using either, Camp or Vesper Sts, but some heavy vehicle drivers ignore, or unaware, or are totally confused by this recommendation. The combination of number of axle's, weight and length of the vehicle is a determining factor here, but ambiguous in the extreme. Most local drivers appear to be doing the right thing, however, contractors don't seem to care about what roads they use. Despite objections being raised with the relevant authorities and letters being sent to BFB, nothing has been achieved to curtail this ongoing problem.
3. We the undersigned residents of Twynam Street, who live between Victoria and Polaris Sts, are now calling on council to make our lives safer and healthier by placing size, weight and speed restriction signs on along Twynam St, in particular on the corners of Victoria and Polaris Sts. We consider an appropriate speed should be 50kph with an upper weight restriction of 4tonne. We believe there is no reason for heavy vehicles to be using Twynam St, alternative routes are available, there is no yard or complex for heavy vehicles in this part of Twynam St and it should be kept for residential use only. Further, we point out the close proximity of Temora West Park on the corners of Twynam and Loftus Sts where families are encouraged to attend for outings and young children play. Please help us fix this problem.

R. W. Taylor (Bob)

A handwritten signature in black ink that reads "R. W. Taylor" followed by a flourish and the word "Sincerely" written in a cursive script.

15 NOTICE OF MOTION

Nil

16 BUSINESS WITHOUT NOTICE**1. CR SMITH**

Would like to see turning lanes onto Thanowring Road. A resident had a close call with a truck recently.

Thanked Councillors and Staff who attended the Councillors christmas party and donated the funds to the Temora Can Assist.

2. CR OLIVER

A resident has friends from West Wyalong who visited recently and they have commented on how good the trees on the Wagga Road entrance to Temora look.

3. CR WIENCKE

Trungley Hall Road – The vacant block on the entrance to Apollo Place is very untidy with high grass, also Apollo Place needs a tidy up.

Thank you to Council for the asphalt into the entrance at the Trungley Hall War Memorial.

4. CR McLAREN

Prickly Pear – A large clump of prickly pear near Reefton
Engineering Technical Manager will investigate this.

5. CR JUDD

Grant funding – Looking forward to a lot of the projects coming to completion in the next few weeks and a short break before the next lot or projects commence.

6. CR SINCLAIR

Wishing everyone all the best for Christmas and the New Year. Looking forward to a more positive 2021.

7. CR FIRMAN

Wishing everyone a very merry Christmas and a relaxing time over the break.

8. CR SLEIGH

West Wyalong Newspaper – Very sad to see they are losing their paper and unsure how Temora go about it, to make sure the local paper is not lost.

9. GENERAL MANAGER

Transport for NSW – Advised that he has received a email in the last 10 minutes from Transport NSW to change the speedlimit to 60km through all of Springdale, and wanting a reply by Tuesday.

17 COUNCILLORS INFORMATION PAPER

RESOLUTION 301/2020

Moved: Cr Dale Wiencke

Seconded: Cr Max Oliver

It was resolved that the Information Reports be received.

CARRIED

RESOLUTION 302/2020

Moved: Cr Nigel Judd

Seconded: Cr Max Oliver

It was resolved that Council writes to the Federal Member Michael McCormack MP, to express Councils extreme disappointment to new arrangements in relation to ALGA having a voice on national stage.

AND FURTHER

That State and Federal Members be contacted to seek their positions on the arrangement.

CARRIED

17.1 TEMORA MEMORIAL TOWN HALL - INCOME & EXPENDITURE NOVEMBER 2020

File Number: REP20/1406
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

FIRST HEADING

INCOME	\$
Hall	521.50
Kitchen	140.00
Piano Hire	20.00
Stage Hire	42.50
Supper Room	68.00
TOTAL INCOME	\$792.00

EXPENDITURE	\$
Utilities	
Gas	
Water	16.32
Electricity	
Rates	391.55
Cleaning	
Supplies	
Wages	388.65
Sanitary Service	206.31
Maintenance	
Includes Plant, Stores, Handyman's Wages	506.40
Administration	
Wages	
Miscellaneous	
Organisation Support Costs	
TOTAL EXPENDITURE	\$1721.02
INTERNAL DONATION	\$348.62

YEAR TO DATE

Income	\$3,679.00
Expenditure	\$36,914.44
Internal Donations	\$1,506.24

17.2 ROAD SAFETY OFFICER - NOVEMBER 2020

File Number: REP20/1347
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

ACTIVITIES

- Meeting with Sgt Greg Tarbit.
- ARSF Roadset media release sent to high school and comms team for distribution. It is a unique online course teaching Year 9 students the skills to be safe road users whether they're on a bike, skateboard, scooter, on foot or a passenger in a vehicle
- Consultation with Alex Dahlenburg regarding VMS sites for Fatigue Project.
- Submission of chosen VMS sites to TfNSW for approval
- Delivery of Plan B Win A Swag campaign resources to Temora Ex Services and Memorial Club. Consultation with club manager Ben Wells to discuss process and expectations. Photo opportunity and meeting with Inspector Ryabovitch.
- Safe Bicycle riding, skateboarding and foot scooter riding articles written and emailed to all schools in the Temora shire except Catholic schools
- Organising Four Shires December Quarterly Meeting
- Meeting with TfNSW to finalise VMS sites

FACEBOOK POSTS

- Not wearing a seatbelt. Stop it or Cop it Video
- No excuses message
- Drink Drive. Stop it or Cop it video
- Be safe around slow moving LAV
- Speeding Stop it or Cop it Video
- Everyday decisions matter
- Don't rush to the other-side message
- ARSF Roadset media release
- Top tips to avoid driving tired
- Remembrance day message
- Candle post to remember those lost on our roads
- World day of remembrance – victims lost on our roads video
- Sydney Harbour bridge – Road Safety Week
- Take the pledge to drive safely – Road safety week
- Brad Fittler – People we know video
- Make the right call behind the wheel video
- Drive safe this harvest video
- Senior Constable Chris Cowen post - What to do after a car crash
- Plan B teaser post

EDITORIALS

- Skateboard Safety article sent to Temora High School newsletter

- Harvest article and images

Report by Karen Trethowan

17.3 WORKS REPORT - NOVEMBER 2020

File Number: REP20/1413
Author: Secretary Engineering
Authoriser: General Manager
Attachments: Nil

Main Roads

- MR57-Inspection & Routine Maintenance
- MR84-Inspection & Routine Maintenance
- MR57 & MR84 Sucker Spraying
- MR57 Bitumen Sealing
- MR84 Bitumen Sealing
- MR 57 Bulls Plain – Pipe Culverts

Local Roads

- Dirnaseer Rd
- Morangarell Rd Seg 7 Shoulder Widening
- Morangarell Rd Segment 12 Reconstruction
- Back Aria Park Rd
- Reynolds Ln
- Mcleods Ln
- Cedar Rd
- Wynds Ln
- McDougalls Rd
- Coddingtons Ln
- Glynburn Rd
- Back Mimosa Rd
- Boundary Range Rd
- Barbys Ln
- Shoulder Grading rural road reseal segments
- Haddrills Rd Resheet
- Gardners Ln Resheet
- Mary Gilmore Way Sucker Spraying
- Rural Roads Slashing & Spraying

Urban Temora & Aria Park

- Airport Upgrade
- Macauley Street K&G
- Aria Park Recreation Ground Upgrade Carpark & access
- Rec Centre/Pool Grounds Irrigation, Lawn and Gardens
- Gardner Street Retention Dam Construction
- Effluent Trunk Main duplication along Trungley Hall Rd
- K&G Maintenance

- Footpath Maintenance

Works Planned for Next Month

- MR57 Bulls Plain – Pipe Culverts
- Morangarell Rd Segment 12 Reconstruction
- Airport Upgrade
- Joffre St K&G
- Aria Park Recreation Ground Upgrade
- Urban Heavy Patching
- Council Rural Road and urban reseals including
 - Coolamon St, Aria park
 - Rannock Rd
 - Old Wagga Rd South
 - Old Wagga Rd North
 - Thanowring Rd
 - Bartondale Rd
 - Mimosa St
 - Giles St
 - Beelah St
 - Dirnaseer Rd
 - Bushells Rd (Formerly Combaning Rd)
- Maintenance Grading rural roads

Report by Alex Dahlenburg

17.4 BUILDING APPROVALS - NOVEMBER 2020

File Number: REP20/1414
Author: Environmental Secretary
Authoriser: General Manager
Attachments: Nil

BUILDING APPROVALS – NOVEMBER 2020

- ✓ SUB 53/2020 – Lot 2; DP 209557; Bartondale Road, Temora – Special Uses Subdivision
- ✓ SUB 63/2020 – Lot 16; DP 750623; 2144 Mary Gilmore Way, Temora – Rural Subdivision
- ✓ DA/CC 66/2020 – Lot 1; DP 17578; 160A Gardner Street, Temora – Carport and Rear Deck
- ✓ DA/CC 67/2020) – Lot 19; DP 758957; Section 27; 124 Camp Street, Temora – Carport and Shed Extension
- ✓ DA/CC 68/2020 – Lot 2; DP 1236963; 89 Mansfield Road, Temora – Stage 1 Dwelling House and Stage 2 Steel Framed Shed (no CC for Stage 2 issued)
- ✓ CC 49/2020 – Lot 5; DP 758957; Section 24; 191 Twynam Street, Temora – Residential Storage Shed/Garage

COMPLYING DEVELOPMENT ISSUED

- ✓ CDC 49/2020 – Lot 4; DP 1013574; 178 Crowley Street, Temora – Carport
- ✓ CDC 50/2020 – Lot 7; DP 1112742; 124 Sheriffs Road, Temora – Dwelling Addition
- ✓ CDC 51/2020 – Lot 1; DP 11980; 4 Seymour Street, Ariah Park – Dwelling Additions & Alterations
- ✓ CDC 52/2020 – Lot 10; DP 1236963; 6 Leary Place, Temora – S/F Shed

17.5 REGULATORY CONTROL - NOVEMBER 2020

File Number: REP20/1409
Author: Environmental Secretary
Authoriser: General Manager
Attachments: Nil

Item	Inspection/ Incidents (Number)	Orders Issued Y/N	Penalty Infringement Y/N	Notes
Illegal Parking - Check	4	No	No	3 x No Issues 1 x Moved On
Scooters & Bikes		No	No	
School Zones	37	No	No	All schools checked. No issues.
Noise	7	No	No	6 x Checked no further Issues 1 x Injured Dog
Air Quality		No	No	
Illegal Dumping/Littering	3	No	No	Rubbish on Bartondale Road, Lake Fishing Area & Old Cootamundra Road
Overgrown/Untidy Blocks	7	No	No	1 x Meeting with owners 3 x Monitor 1 x Untouched 2 x Ongoing
Lake Walking Track – leashed animals	45	No	No	45 x No issues
Animal Welfare	16	No	No	1 x Rehome Dog 1 x Snake 1 x Meeting regarding Birds at Airport 1 x Investigate Birds being fed at Airport 2 x Checked, No Issue 1 x Dog Surrendered 1 x RSPCA report 7 x Monitor
Dangerous Dogs	3	Yes	No	3 x Monitoring
Impounded	5	No	No	3 x Dog returned to owner 1 x Dog to Rescue 1 x Pick up Dog from Vets
Noise Animals	3	No	No	1 x Monitor 1 x Investigate 1 x Follow up with owner
Nuisance Animals / Trapping	7	No	No	1 x Goanna Removed Removed from Airport – 36 Crows, 9 Kites & 6 Gallahs 5 x Kittens taken to Vet 1 x Possum relocated
Dead Animal Removal	3	No	No	Birds at Airport

				1 x Fox 1 x Cat
Keeping of Horses in Residential Areas	1	No	No	1 x Court action pending
Main Street Sign Approvals Inspections	1	No	No	1 x Approval paperwork forwarded
Rural Stock Incidents	3	No	No	2 x Checked, all fine 1 x Contacted owner
Fruit Fly		No	No	
Euthanised		No	No	
Other		No	No	11 x Check showgrounds, cemetery, railway, airport 1 x Police update 6 x Days with work experience student

Report by Ross Gillard

17.6 CASH & INVESTMENTS FOR PERIOD ENDED 30 NOVEMBER 2020

File Number: REP20/1404

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Cash & Investments [↓](#) 



Temora Shire Council

Cash & Investments

For the period ended 30th November, 2020

	Original Budget 2020/21	Revised Budget 2020/21	Actual YTD Figures
Externally Restricted			
Sewerage Services	2,437,752	2,437,752	2,249,311
Domestic Waste Management	672,714	672,714	771,235
Stormwater Drainage Flood Studies & Construction Programs	215,925	215,925	168,955
S94 Contributions	96,875	96,875	124,640
Unspent Restricted Grants	0	0	508,844
Pinnacle Externally Restricted	0	0	1,602,207
Drought Funding	369,300	369,300	602,401
Total Externally Restricted	3,792,566	3,792,566	6,027,593
Internally Restricted			
Pinnacle Internally Restricted	1,786	1,786	657,945
Other Waste Management	448,159	448,159	452,295
Leave Reserves	1,379,036	1,379,036	1,379,036
Roads Reserve	500,000	500,000	500,000
Local Roads	597,159	597,159	142,213
Industrial Development	197,603	197,603	197,603
Plant & Vehicle	446,214	446,214	387,976
Izumizaki Donation	2,152	2,152	2,152
Gravel Royalty	313,754	313,754	308,887
Medical Complex Development	25,710	25,710	19,085
Infrastructure	848,203	848,203	975,403
Infrastructure - Airpark Estate	152,892	152,892	82,310
Digital Two Way Radio Upgrade	50,000	50,000	41,250
Computer Upgrade	137,379	137,379	204,031
Sports Council Requirements	62,370	52,370	62,370
Youth Donations	1,351	1,351	3,103
Revotes & Unspent Grants	164,953	164,953	488,513
Airside Maintenance	67,819	67,819	70,490
Total Internally Restricted	5,396,540	5,386,540	5,974,662
Total Reserves	9,189,106	9,179,106	12,002,255
Cash & Investments			
Westpac Cheque Account			789,959
Macquarie Bank DEFT Account			336,937
AMP Business Saver Account			553,286
AMP Notice Account			3,606
Westpac Cash Reserve			2,701,611
Term Deposits:			
Bank of Queensland			500,000
National Australia Bank			500,000
Suncorp Limited			500,000
National Australia Bank			503,312
National Australia Bank			516,193
National Australia Bank			504,385
Bank of Queensland			500,000
National Australia Bank			500,000
Bank of Queensland			500,000
National Australia Bank			510,747
Macquarie Bank			500,000
AMP Bank			515,087
AMP Bank			504,364
National Australia Bank			538,998
National Australia Bank			524,213
Bank of Queensland			500,000
Macquarie Bank			503,593
Westpac Bank			500,000
National Australia Bank			502,392
National Australia Bank			500,000
National Australia Bank			500,000
National Australia Bank			502,144
National Australia Bank			500,000
Macquarie Bank			500,000
Total Cash & Investments	9,189,106	9,179,106	16,510,827
Less Funds required for operational purposes			(1,000,000)
Cash & Investments Available for Reserves			15,510,827
Funds Available for Operating Cashflow			3,508,572

I certify that the investments have been made in accordance with the Act, the Regulations and Council's actual Investment Policy.


Gary Lavelle
General Manager

17.7 RATES COLLECTION - NOVEMBER 2020

File Number: REP20/1382

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Rates Collection November 2020 [↓](#) 

Rates Collections												
Rates 2020/21												
Category	Levies including Interest & Legals			Pension Rebates	Adjusted Total	Payments	Rates		Rates		Rates	
	Arrears	Interest	Total				Outstanding 02/12/2020	Outstanding % 02/12/2020	Outstanding 02/12/2019	Outstanding % 02/12/2019		
Farmland	49,725.26	1,944,703.46	1,994,428.72	-3,752.05	1,990,676.67	-1,045,662.41	945,014.26	47%	938,872.81	49%		
Residential Temora Occupied	58,833.90	1,279,323.05	1,338,156.95	-83,286.95	1,254,870.00	-689,937.48	564,932.52	45%	561,678.83	47%		
Residential Temora Vacant	3,884.56	69,964.19	73,848.75	0.00	73,848.75	-41,210.99	32,637.76	44%	30,183.28	43%		
Residential Ariah Park	15,147.60	73,024.02	88,171.62	-7,559.11	80,612.51	-40,580.70	40,031.81	50%	39,842.10	51%		
Residential Springdale	771.48	10,159.00	10,930.48	-992.53	9,937.95	-5,824.25	4,113.70	41%	3,207.95	40%		
Rural Residential	7,130.86	152,018.42	159,149.28	-10,522.07	148,627.21	-93,787.59	54,839.62	37%	57,514.63	40%		
Residential - Temora Aviation	264.84	41,859.45	42,124.29	-570.63	41,553.66	-26,842.10	14,711.56	35%	12,998.16	33%		
Business Temora - Hoskins Street	6,541.41	252,605.11	259,146.52		259,146.52	-144,703.98	114,442.54	44%	109,709.19	42%		
Business Temora - Town	8,017.10	268,433.61	276,450.71		276,450.71	-186,940.10	89,510.61	32%	82,977.22	31%		
Business Temora - Aviation	0.00	26,774.53	26,774.53		26,774.53	-18,945.24	7,829.29	29%	2,532.16	10%		
Business Ariah Park	1,640.83	17,593.72	19,234.55		19,234.55	-11,777.38	7,457.17	39%	5,862.56	34%		
Business Other	134.34	9,453.29	9,587.63		9,587.63	-9,114.08	473.55	5%	2,346.45	24%		
Residential Sewer	40,328.71	925,757.84	966,086.55	-40,286.53	925,800.02	-522,768.09	403,031.93	44%	393,470.70	44%		
Non-Residential Sewer	11,543.77	120,260.03	131,803.80		131,803.80	-106,310.11	25,493.69	19%	9,223.45	9%		
Storm Water Levy	2,366.33	48,689.15	51,055.48		51,055.48	-28,169.64	22,885.84	45%	23,161.80	45%		
Domestic & Rural Waste	30,815.27	567,570.39	598,385.66	-39,668.98	558,716.68	-312,088.29	246,628.39	44%	242,084.68	45%		
Trade Waste	4,663.93	118,296.84	122,960.77		122,960.77	-76,734.91	46,225.86	38%	43,537.09	34%		
Overpayments	-84,401.56		-84,401.56			87,348.94	2,947.38		-9,431.64			
	\$157,408.63	\$5,926,486.10	\$6,083,894.73	-\$186,638.85	\$5,981,657.44	-\$3,274,048.40	\$2,623,207.48	44%	\$2,549,771.42	44%		

17.8 TOWN HALL THEATRE - OPERATING RESULTS NOVEMBER 2020

File Number: REP20/1329

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Town Hall Theatre - November 2020 [↓](#) 

TOWN HALL THEATRE
Operating Statement

26/11/2020

	July	August	September	October	November	Total YTD
Candy Bar						
Income	692	238	278	1,165	85	2,459
Purchases	(558)	-	(100)	(27)	-	(686)
	134	238	178	1,138	85	1,773
Admissions						
Income	1,382	693	1,529	2,373	727	6,704
Audio Visual Purchases	(317)	(852)	(386)	(1,370)	(260)	(3,185)
	1,065	(159)	1,143	1,003	467	3,519
Other Income						
Facility Hire	-	-	-	-	636	636
Sale of Advertising	182	182	-	91	-	455
Event Catering	-	-	-	390	-	390
	182	182	-	481	636	1,481
Other Costs						
Advertising	(210)	-	-	(178)	-	(388)
Bank Fees	(85)	(85)	(85)	(85)	(144)	(484)
Building Maintenance	-	-	(357)	-	-	(357)
Cleaning	(164)	(1,047)	(73)	(128)	(36)	(1,448)
Computer Costs	-	(80)	(249)	(223)	-	(552)
Freight	-	(36)	-	-	-	(36)
General Maintenance	(128)	-	-	-	-	(128)
Insurance	(5,352)	-	-	-	-	(5,352)
Materials Purchased	-	-	-	(353)	-	(353)
Rates & Electricity	(574)	-	-	(2,223)	(168)	(2,965)
Employee Costs	(2,940)	(799)	(442)	(1,410)	(1,950)	(7,542)
Telephone & Internet	-	(82)	(82)	(82)	-	(246)
Depreciation	-	-	(733)	-	-	(733)
Total Cinema Surplus/(Deficit)	(9,453)	(2,129)	(2,021)	(4,682)	(2,298)	(20,583)
	(8,073)	(1,868)	(700)	(2,060)	(1,109)	(13,810)

17.9 FRIENDS OF TEMORA SHIRE CEMETERIES MINUTES HELD 7 SEPTEMBER 2020**File Number:** REP20/1349**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Friends of Temora Shire Cemeteries Minutes [↓](#) 

FRIENDS OF THE TEMORA SHIRE CEMETERIES (Incorporated with the Temora Shire Council)

Ian Preston (Group Pres) 32 Gallipoli St Temora NSW 2666 Ph. 0428 729 410	Pat Taylor (Hon Sec) 22 Lawson Rd Temora 2666 Merryl Graham (Hon Treas.) PO Box 251 Temora 2666	Temora Shire Council PO Box 262 Temora NSW 2666 Ph. 02 6980 1100
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Email us at: temshire@temora.nsw.gov.au - be sure to direct it for our attention.

Minutes of the Friends of the Temora Shire Cemeteries Meeting Monday 7 September 2020 at Lych Gate Old Temora Cemetery

Meeting Opened: 10.00am.

Attendance: Ian Preston, Rick and Pat Taylor, Max Oliver, Harold Fritsch, Betty Brabin, Barb Harmer, Merryl Graham, Belinda Bushell, Mavis and Keith Cassidy, Wilma McCubbin, Dennis Sleigh, Kris Dunstan.

Apologies: Darryl Sutherland, Pam Buerckner, Robyn Lewis, Toots Noack and Ray Perry. Accepted.

Minutes: Minutes of the previous meeting were read by Pat. The minutes were moved by Wilma McCubbin 2nd Betty Brabin. carried.

Business Arising: Sebastopol and Quandary signs still in the pipeline.

Ariah Park Cemetery – water line not repaired at this stage.

Treasurer's Report: Financial report by Merryl Graham indicated a credit balance of \$27721.77. Merryl moved her report be accepted as read. 2nd Wilma McCubbin and Carried. Merryl informed the meeting that one of our IBD accounts of \$12,065.14 had matured in August and was not rolled over and is currently in a holding account. May need this money to finance the invoices for the shed build. Merryl Graham moved that the money in this IBD account be transferred into the cheque account if the shed renovation and Chinese memorial invoices exceed the cheque account bank balance. 2nd Patsy Taylor, Carried

IBD account. Moved Merryl Graham that the money in the other IBD which will mature in October be reinvested at the best rate. 2nd Ian Preston. carried.

Correspondence:

Outward:

- Email Kony Kang regarding Feng Shui and the Chinese Cemetery.
- Email Chinese Heritage Association of Australia requesting information regarding Chinese Cemeteries.

Inward:

- Email Kony Kang regarding Feng Shui and the Chinese Cemetery.
- Email Chinese Heritage Association of Australia reply regarding Chinese Cemeteries Correspondence moved by Belinda Bushell to be accepted. 2nd Mavis Cassidy. Carried

General Business:

1. GREEN SHED: Ian Preston informed the meeting that the renovations are almost completed. Lighting still to be installed. Shed colour was changed from brown to beige (Dulux Paperbark).

Ian praised the high quality of work carried out by Jeff Gilchrist, Bevan Reid and Bruce Firman.

The FOTSC are very grateful for their time and work.

At a later date and when time permits, the contents of the shed will be sorted and organised – possibly with new shelving etc.

Meeting Notice - 7 December 2020.docx

FRIENDS OF THE TEMORA SHIRE CEMETERIES (Incorporated with the Temora Shire Council)

Ian Preston (Group Pres) 32 Gallipoli St Temora NSW 2666 Ph. 0428 729 410	Pat Taylor (Hon Sec) 22 Lawson Rd Temora 2666 Merryl Graham (Hon Treas.) PO Box 251 Temora 2666	Temora Shire Council PO Box 262 Temora NSW 2666 Ph. 02 6980 1100
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Email us at: temshire@temora.nsw.gov.au - be sure to direct it for our attention.

2. CHINESE CEMETERY: Merryl Graham addressed the meeting regarding the status of the Chinese Portion of the cemetery and the memorial. Progress has been made. Conferring with the Heritage Committee and the Heritage Adviser and liaison with a Feng Shui practitioner, Kony Kang. Merryl presented an explanation of the memorial. The significances of the size and shape of the rock, the pedestal on which it will be placed, the direction to which it will lay and the plaques which will be mounted (refer to attachments).

Belinda Bushell informed the meeting that an appropriate rock has been found at one of the Council quarries. Still waiting on a quote from a stone cutter in Harden. Cartage of the rock still to be arranged.

3. TEMORA SHIRE COUNCIL DATABASE: Belinda Bushell informed the meeting that the Cemetery Database is now available on-line and can be accessed via the Temora Shire Council website. So far the database has been well received with positive feedback. Belinda acknowledged the work Alex Dahlenburg and Amanda Colwill have done.

Kris Dunstan suggested that obituaries be placed on the website and to confer with the Family History Group first. Merryl will send what digital obituaries she has to Belinda.

4. OVER HANGING BRANCHES: Harold Fritsch has requested Temora Council to arrange for the removal of overhanging branches on the gum tree at the North West corner of the Old Monumental Cemetery. Kris Dunstan to arrange removal with the next tree lopping program.

5. INFORMATION EXCHANGE: Ian mentioned the September issue of the Narraburra News which included a reminder to the general public that following rain events dirt roads in the Old Monumental section should be avoided.

Wilma McCubbin read an interesting article from the Temora Star dated 1882.

Merryl discussed the extension to the dam located on the corner of Old Cootamundra Road and Gardiner St and the possibility of early graves being in the area.

Next Meeting: Monday 7 December 2020 commencing at 11.30am at HILL VIEW PARK. Christmas Lunch to follow. Wet weather venue to be decided in accordance with the COVID 19 social distancing regulations advised at the time.

President Ian Preston thanked everyone for their attendance.

Meeting Closed 10.44am

17.10 TEMORA HERITAGE COMMITTEE - OCTOBER 2020 MINUTES**File Number:** REP20/1392**Author:** Building Surveyor**Authoriser:** Director of Environmental Services**Attachments:** 1. Temora Heritage Committee - October 2020 Minutes [!\[\]\(5a132f13505a6571904d622757b7a8f0_img.jpg\) !\[\]\(0f17417dd77a61b2fdbff69a33adf9f2_img.jpg\)](#)

MINUTES

MINUTES OF THE MEETING OF THE TEMORA HERITAGE COMMITTEE

Meeting Held: Temora Town Hall on Thursday, 15th October, 2020

Present: David Scobie, Ros Hartwig, Cr Nigel Judd, Claire Golder, Michael Collins, Bill Speirs, Merryl Graham, Wilma McCubbin, Ken McCubbin, Cr Max Oliver, Cr Dale Wiencke, Kris Dunstan (Chair), Belinda Bushell and Rod Ballantyne

Apologies: Graham Lynch

Commenced: 12:03 PM

ITEM		ACTION
1	<p>Confirmation of Minutes – Minutes confirmed Moved Ros Hartwig and Seconded Cr Dale Wiencke</p>	
2	<p>Business Arising from Previous Minutes –</p> <ul style="list-style-type: none"> • Digitisation Project – Hard Drive. Library Manager is keen for the equipment to be housed at the Library. Awaiting IT regarding the specifications moving forward, hopefully receive information prior to December meeting. • State Heritage Inventory – still ongoing. • Sproules Lagoon & Indigenous Heritage – meeting was postponed due to inability of access to the site due to wet weather, proposed to arrange in the new year. 	

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<p>BB to forward information to Cuttlefish Design to commence drafting the panels.</p>	<ul style="list-style-type: none"> • Temora Memorial Town Hall – Interpretive Panel – 5 X Panels on the Western wall. • Satellite Airfield Sites – email received from Anna Gebels advising of her assistance with the project, however at a cost for her research time. • Chinese Heritage – site has been levelled/gravelled. Engineering dept to relocate quartz rock. Mick Reardon has been engaged to construct slab. Carl Valerius to do rock interpretation (quotation not yet received). • Gidginbung Station – interpretive timeline panels and handrail to complete – on track. • Urban Myths & Misadventures – a meeting with Brett Green was held to determine time and cost. A review of the 1st draft is to be undertaken by Bill Speirs. This has placed Brett on hold for any future works. • Oral History – Rob Willis has been consulted an email outlining his services is to be received.
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	<ul style="list-style-type: none"> District Self Drive – self drive areas were allocated for members to review and bring back a draft to the February/March meeting 2021 for the committee’s comments. 	
3	<p>Heritage Fund Applications – Nil Applications received</p>	
4	<p>Heritage Advisors Report – Noted A meeting of enthusiastic committee members is to occur in regard to advocating for more funding towards heritage tourism. This process is to develop a Funding Strategy. Whether its advocating to the Temora Shire Councils annual budget for monies or assistance in receiving further funding.</p>	
5	<p>General Business – <i>Dale Wiencke</i> 1. Main Street – knows of someone who has some information for the CBD businesses – once received will give to Graham Lynch.</p>	


Next Meeting: Thursday, 10th December, 2020 at the Shamrock Hotel Verandah 11:00 AM for meeting and Christmas Luncheon thereafter
Meeting Closed at 12:53 PM

17.11 IMAGINE TEMORA MINUTES HELD 10 NOVEMBER 2020

File Number: REP20/1335

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Imagine Temora [↓](#) 

Minutes of a Meeting of the Imagine Temora Committee held on 10th November 2020 at Temora Shire Council Offices.**Present:**

Chair – Collette Blazer (Indi Artists), Secretary - Taz Rundle (Temora Town Band), Susan Jeri – (Temora Performing Arts), Amanda Gay – (TSCCCE), Rod Gray – (TEM-FM & Original Live Music Group), Ken Forster – (TADVAC), Cr Lindy Reinhold (TSC), Susan Hunn – (M.A.T.). Guest Gary Lavelle – General Manager TSC.

Apologies:

None

Opening and Attendance:

Open 5:10pm

Declaration of Interests:

N/A

Minutes of the previous meeting:

Have been circulated and are considered read, Moved Cr Lindy Reinhold,
2nd Ken Forster.

CARRIED

Business arising from previous minutes:

Nil.

Correspondence:

General broadcast emails to members regarding Last month's aborted meeting and the reschedule for Mr Lavelle's presentation tonight.

Reports:**Indi Artists; - Collette Blazer**

International Pastelist –Lyn Diefenbach has been arranged to conduct a 5 day workshop starting 14th May 2021, at , 4 Rosella Street. The cost to attend the whole workshop is \$600.

MAT; - Susan Hunn

10 minutes mini-plays are still in pre-production planning.

Radio plays are still being workshopped.

The Great Gatsby production was very close to final dress rehearsals before COVID restrictions stopped them, it will happen, it's on a slow simmer.

Radio/Original Live Music; - Rod Gray

The *On-Air Presentation* training planned in conjunction with Platform Y has been Postponed until later in 2021.

Still looking for bands to be involved in the *Activating Unusual Spaces* program.

TPA; - Susan Jeri

This Saturday Toni Bozicevic Concert is progressing well.

TADVAC; - Ken Forster

A successful workshop held last week and weekly classes still happening.

Temora Shire Community and Cultural Service/Events; - Amanda Gay-McCrone

Reports a very successful ARTS exhibition and New Residence dinner.

Creative Christmas Art Competition closes 18th Dec and judges to be;

Cr Lindy Reinhold, Collette Blazer and Taz Rundle.

Art Space in Wagga over the previous weekend was very successful and

Inspirational.

There is a plan for a Michael Fix concert in the Moombucca Woolshed in

April 2021. Further work to ensure all possible variations of COVID restrictions that may be in place then.

Specific business:

Address to the assembled members by General Manager of the Temora Shire. The salient points to take back to your group are;

- Original concept based along the lines of the very successful *Sports Council*. An Executive processes the daily/weekly business and conducts monthly meetings with members groups.
- Membership not for incorporated organisation that have their own legal standing and structure (TADVAC, Temora Town Band) but are very welcomed as associates to improve the diversity of the Committee.
- To be the peak body for the Arts and Culture in Temora.

- There was consideration of a budget, not to directly fund events but to offset use of Council facilities, never well communicated and not actioned
- Preferred communication conduit to the Council from member groups with referral from the Committee.
- Current expectation to conduct meetings and business in the new ART PRECINCT, there will be office and meeting space there.
- There has been an expectation of a greater use of Social Media
- The Council review of 355 committees has also run afoul of COVID-19 and has been postponed.
- Expected member groups ANY GROUP THAT PROMOTES COMMUNITY ARTISTIC OR CULTURAL ACTIVITIES. All the stitching groups, Men's Shed, Fishing Club, Car Clubs.

A lot of discussion occurred during the presentation and some new information became known that is very encouraging to those in attendance.

The members thanked Gary for attending and encourage the review of 355 Committees.

Confirmation of date and venue of next meeting:

8th December AGM and General Meeting in the meeting room of the council chambers.

Meeting closed at: 6:40pm

17.12 SPRINGDALE PROGRESS ASSOCIATION MINUTES HELD 15 NOVEMBER 2020**File Number:** REP20/1358**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Springdale Progress Association [↓](#) 

78438

Meeting minutes for the meeting of Springdale Progress Association.

Held at 5pm Sunday 15th November 2020 at Springdale Hall

PRESENT: L. Andersen, L. Buckley, V. Reid, J. Miller, K. Smith (TSC), P. Thorne, A. Thorne, J. Woodley

The meeting was declared open at 5.02 pm

APOLOGIES: M. Oliver (TSC), M. Poulton. Motion for the apologies be accepted

Moved: L. Andersen Seconded: K. Smith Carried

MINUTES OF LAST MEETING: The minutes of the last meeting were read.

Moved: K. Smith Seconded V. Reid Carried

Business arising from the minutes:

- Driver Reviver - \$300 taken
- Film night - the Covid-19 Plan was followed by all attending

Moved: P. Thorne Seconded: L. Andersen Carried

TREASURERS REPORT: Treasurer read her report and moved the adoption of this report,

Seconded by : L. Andersen Carried

- **Business Arising from the Treasurers Report:**
- RMS funding will pay for a path from the new BBQ area

CORRESPONDENCE:

Outgoing: Nil

Incoming: email from Craig Sinclair regarding the size of the Springdale and other villages signs. All will be uniform size

Motion for the Outwards be approved and the Inwards be received and dealt with as read.

Moved: J. Miller Seconded A. Thorne Carried

GENERAL BUSINESS:

- Mowing at the Springdale rest area- the long grass due to lack of mowing is now considered a fire and snake bite risk, it is also unsightly.

The following was discussed

- L. Andersen to write to TSC GM and Councillors about our concerns.
- L. Buckley to contact Gary Lavell
- If needed, P. Thorne will speak to Chris Campbell (TSC Parks & Gardens)
- If no response P. Thorne will contact Springdale RFS regarding the fire risk.

Moved : P. Thorne Seconded: L. Andersen Carried

- Dogs are still fouling the short grass around the Cenotaph
- TSC to be asked to provide Doggie Doo bags
- A new wheelie bin to be requested for the new BBQ area
- Will we be allowed to celebrate NYE at Springdale, organisers will make tentative plans for this event.

Moved : J. Miller Seconded: V. Reid Carried

Meeting closed 5.50 pm Next meeting 17th January 2021 at 5pm

President: Les Buckley

19/53

17.13 TEMORA PERFORMING ARTS MINUTES HELD 7 DECEMBER 2020

File Number: REP20/1390

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Temora Performing Arts [↓](#) 

Temora Performing Arts Meeting held Monday 2nd November 2020

Meeting commenced: 5.35 pm at Ex-Services Club

Present: Dorothy Anderson, Nita McIntyre, Fran Cahill, Fay Webb, Annie Thorne, Josie Holloway

Apologies: Dennis Sleigh, Fay Hodge, Susan Jeri,

Minutes of Previous meeting: Distributed and accepted. Moved by Fran, Seconded: Dorothy

Treasurer's Report: Balance at 30/11/2020 \$4,270.00

Paid: Advertising for Variety Night \$115.14

Artists Fee (Tony Bozicevic) \$600.00

Donations (Can Assist and Redkite) \$1,000.00

3 Cheques outstanding (Can Assist, Redkite & Dorothy)

Projected balance \$3,177.50

Account for payment: \$54.66 (Advertising for Tony Bozicevic concert)

Moved that payment be approved: Dorothy, Seconded: Josie Carried

General Business:

Tony Bozicevic Concert: 40+ in attendance for a very good performance, enjoyed by all

Christmas Party: Wednesday 16th December at 7.30 pm at Susan & Arturo's


Bring your own meat, drinks and salad or dessert to share.

Send invitation to Ruth & Harold Fritsch, Dennis & Margaret Sleigh, Merrill Middleton

Next meeting: Monday 1st February 2021 at Poppies Lounge, Ex-Services Club at 5.30 pm.

Meeting closed: 6.15 pm

17.14 ESSENTIAL ENERGY PRESENTATION

File Number: REP20/1360
Author: Engineering Technical Officer
Authoriser: Engineering Technical Manager
Attachments: 1. Presentation [↓](#) 

Essential Energy recently delivered a presentation which covered some of the services that impact on Councils. It is attached for reference.

Essential Energy Council Drop In Session October 2020

- **Encroachments and Planning Portal**
- **Electric Vehicles**
- **Understanding Solar Impacts**



Essential Energy

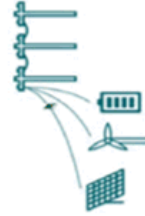
Geoff Burgess - Head of Strategic Council Partnerships

Damian Munday - Land & Routes Team Leader

Glenn Leman - Contestable Works Design & Certification Manager

Louis Salisbury - Innovation Delivery (Network and Non-Network)

Waide Elliott - Major Network Connections Manager



1 | Commercial-in-confidence

Our Vision, Purpose and Values

Our Vision

What we want to be

Empowering communities to share and use energy for a better tomorrow.

Our Purpose

What we stand for

To enable energy solutions that improve life.

Business Objectives

- Continuous improvements in safety culture and performance
- Operate at industry best practice for efficiency, delivering best value for customers
- Deliver real reductions in customers' distribution network charges
- Deliver a satisfactory Return on Capital Employed
- Reduce the environmental impact of Essential Energy where it is efficient to do so



Make safety your own



Be easy to do business with



Make every dollar count



Be courageous, Shape the future
Be inclusive, supportive and honest



Encroachments and Planning Portal

Presented by
Damian Munday - Land & Routes Team Leader
Glenn Leman - Contestable Works Design & Certification Manager



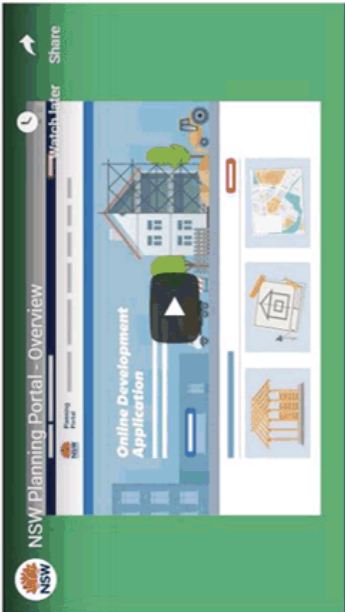
Development Applications

- Section 45 of the *State Environmental Planning Policy (Infrastructure) 2007* (SEPP) requires consultation with the electricity supply authority for the area for any development in proximity to electrical infrastructure
- We will make comment based on factors such as:
 - Is there a registered easement?
 - Is the powerline protected by section 53 of the Electricity Supply Act 1995?
 - Type of construction e.g. liveable structure, pool, carport etc.
 - Distance to the nearest conductor (under blowout conditions).
 - Distance to nearest structure (pole/tower/stay/padmount/switching stations etc).
- Development Applications can be submitted through the [NSW Planning Portal](https://www.nsw.gov.au/development-applications) or via the conveyancingteam@essentialenergy.com.au email address.

Introducing the NSW Planning Portal

Welcome to the new NSW Planning Portal – a digital space where community, industry and government can work together to better understand and meet their obligations under the Environmental Planning and Assessment Act 1979.

Please use the top menu to find important digital services, publications and open data tools. The tiles below provide helpful information covering sections of the Act.



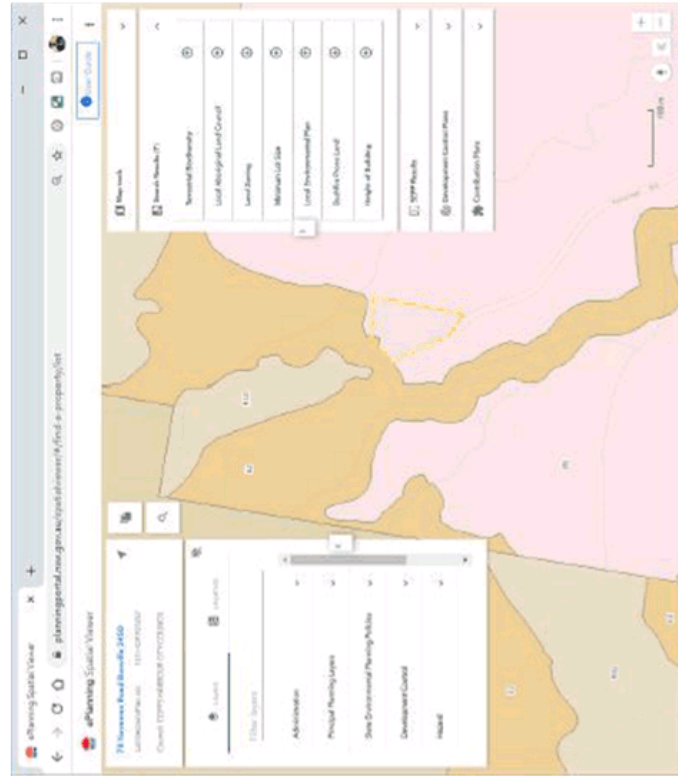
NSW Planning Portal - ePlanning Spatial Viewer

Scenario 1 - This land parcel is not impacted by potential electrical easement, therefore no warnings appear in the property report regarding electrical infrastructure.



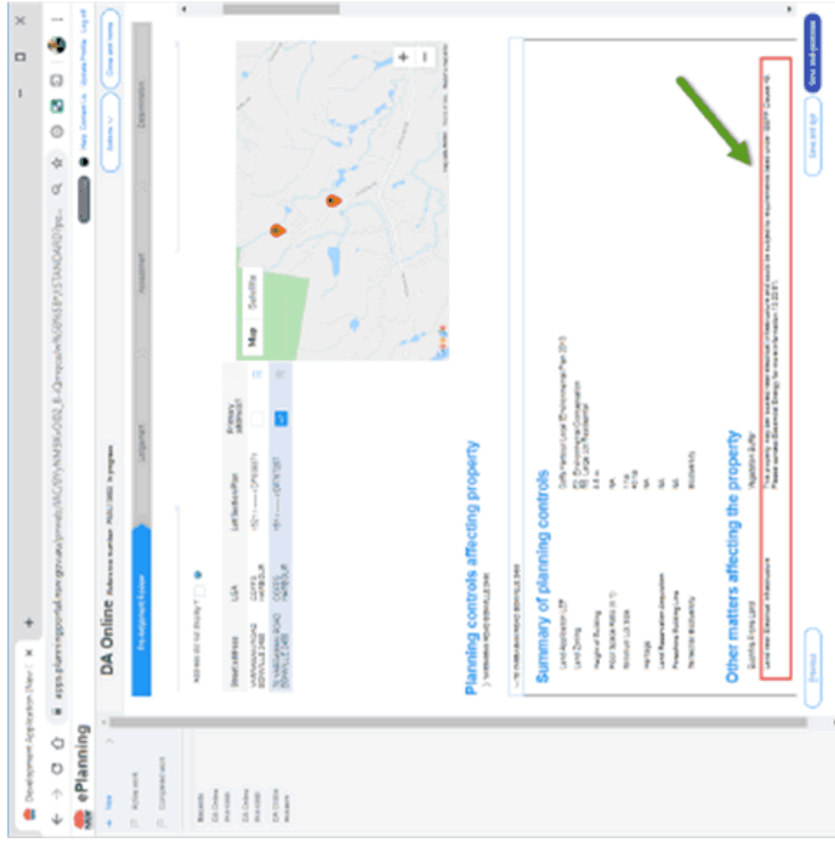
NSW Planning Portal - ePlanning Spatial Viewer

Scenario 2 - This land parcel is impacted by potential electrical easements, an alert appears in the property report regarding electrical infrastructure.



NSW Planning Portal – Online DA Service

- The Online DA service allows anyone to submit & track a development application online
- At stage 2 of the process, the application form requires the property location to be identified by address or by lot & plan number
- During this process, the same proximity warnings will be displayed regarding electrical infrastructure for each impacted property



Encroachments on Electricity Infrastructure

Section 49 of the *Electricity Supply Act 1995* (the Act) allows the Network Operator to:

- remove or modify an encroachment from its network if the owner refuses to make compliant
- recoup costs after following the prescribed legislative process

Note: the Network Operator only has the option of removing the encroachment under the legislation (if recouping costs)

Section 53 of the Act protects our assets constructed prior to May 2006 that are not supported by a registered easement

There are a number of encroachments on the network where structures have been built near or under powerlines. A lot of these structures have been subject to Development Application approvals

Exempt or Complying Development

Customers completing works under this type of development must make application to Essential Energy to encroach on the network.

This can be done using the form on our web page <https://www.essentialenergy.com.au/our-network/encroachments>

Further information on easements is available on our web page

<https://www.essentialenergy.com.au/our-network/easements>

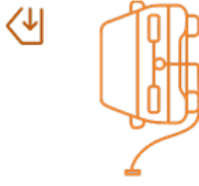


- DA approved for the construction of the building
- DA wasn't referred to Essential Energy.
- The building doesn't comply with ISSC20 or the relevant Australian Standard
- Essential Energy will seek to recoup the costs to correct this issue



- Construction of a shed/carport type structure
- Landowner thought it was appropriate to use conduit to hold the powerline up off the top of the structure
- Landowner should have sort approval from us prior to any construction
- Landowner will be responsible for costs to correct this issue





Electric Vehicles

Helping to enable tomorrow's future electricity demand for a better community outcome.

Presented by Louis Salisbury

Innovation Delivery (Network and Non-Network)

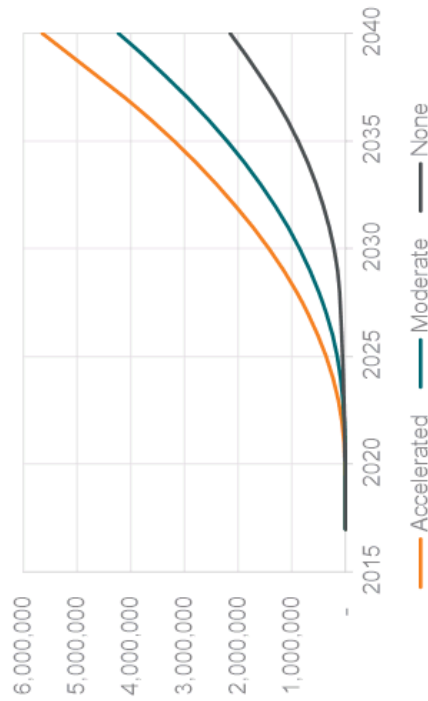


EV Outlook

- > Electric Vehicle adoption within Australia is expected to be slow in comparison to our global counterparts.
- > Charging profiles throughout the day are aligned with the solar curve.
- > It's assumed that generally, EV owners will charge from home for the bulk of their energy needs
- > EV infrastructure then needs to fill the gaps on long travel or non-typical situations
- > Generally, EVs can't draw the rate of power of the "ultra-fast" chargers offer yet.
- > 50-150kW chargers are broadly applicable for EV use today and the near future

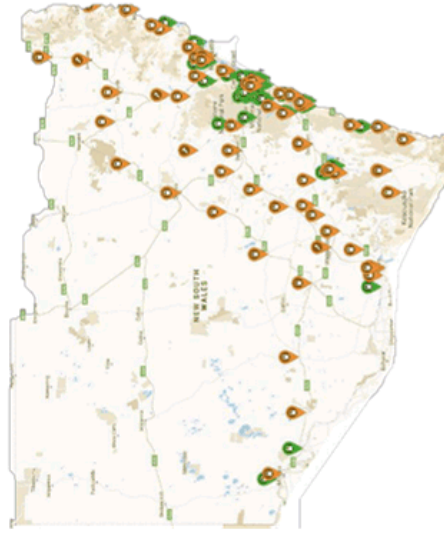
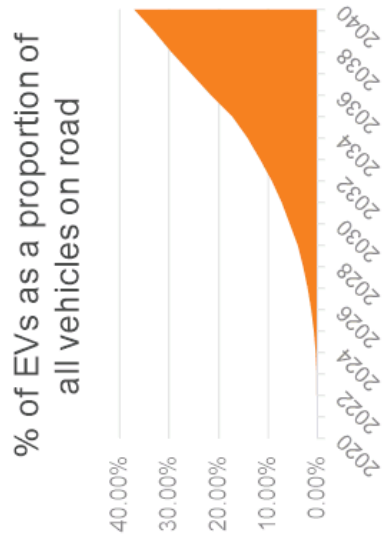
Unless there is much stronger advocacy and incentivization, AEMOs moderate uptake curve is the standard most business are working towards.

Electric Vehicle uptake forecast (NSW)



Growth in our network

- > Transient and Fleet EVs are expected to be the larger, earlier EV "impact" perceived within our operating patch with the correct incentive
- > There are currently 63 known publicly available 7-350kW DC charging sites within the Essential Energy Network.
- > Whilst the number of EV's specific to our network is unknown, we do know there are 4200+ BEVs and a further 390000+ PHEVs within NSW.
- > Generally, EVs are supported by Essential Energy as one key technology that will support the communities into the future.
- > Close and early-collaboration when installing charging infrastructure ensures the selection of locations that will minimize Network related costs.
- > Essential Energy does not own or operate any EV infrastructure within NSW.



Work happening within Essential Energy

Electric Vehicle Charging Industry Working Group

- The EV charging industry working group has been running for 2 years
- Main goals are to seek and provide education internally and for proponents looking to connect
- Bringing together the major players in the charging industry and focusing specifically on 'fast' and 'public' chargers
- Education has allowed for our early strategy developments and "smoother" process for connection
- Essential Energy has been called out several times internally and externally via channels like the national EV council as to value of our proactiveness in working with the industry group

⇨ EV council tariff study

Goal: highlight any gaps in DNSP tariff structure that may occur using novel technologies like EV fast charging and educate external parties as to the decision making that occurs to create a network tariff

⇨ NSW government EV program

Goal: Support program by steering choices towards areas beneficial for the charging customer as well as the grid. Be able to respond proactively to grant submissions by proponents to better turn around connection's requests.

⇨ Evenergi EV Impact Paper

Goal: develop additional knowledge to inform strategy internally whilst supporting both the tariff study and government program, and begin to provide more in-depth models to bring into internal forecasting

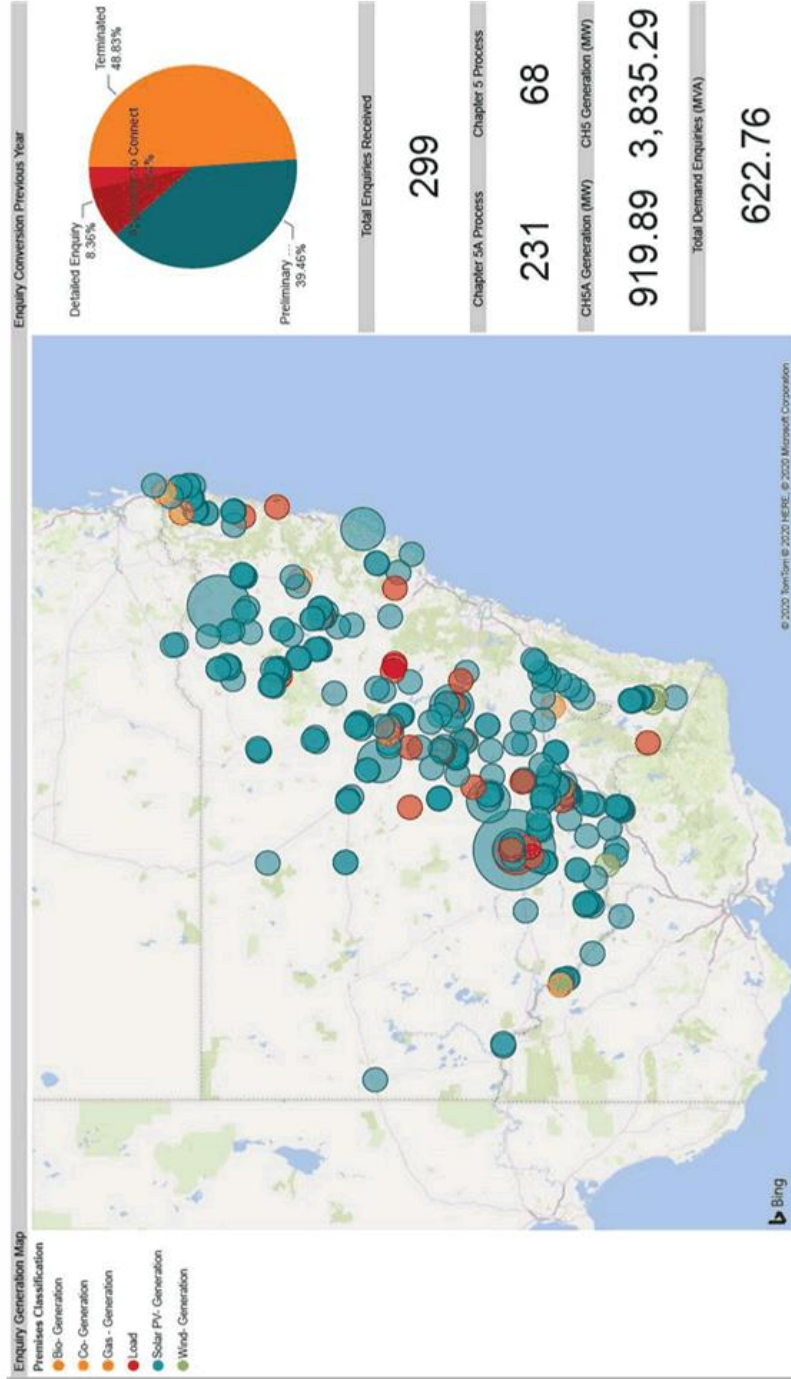


Understanding Solar Impacts

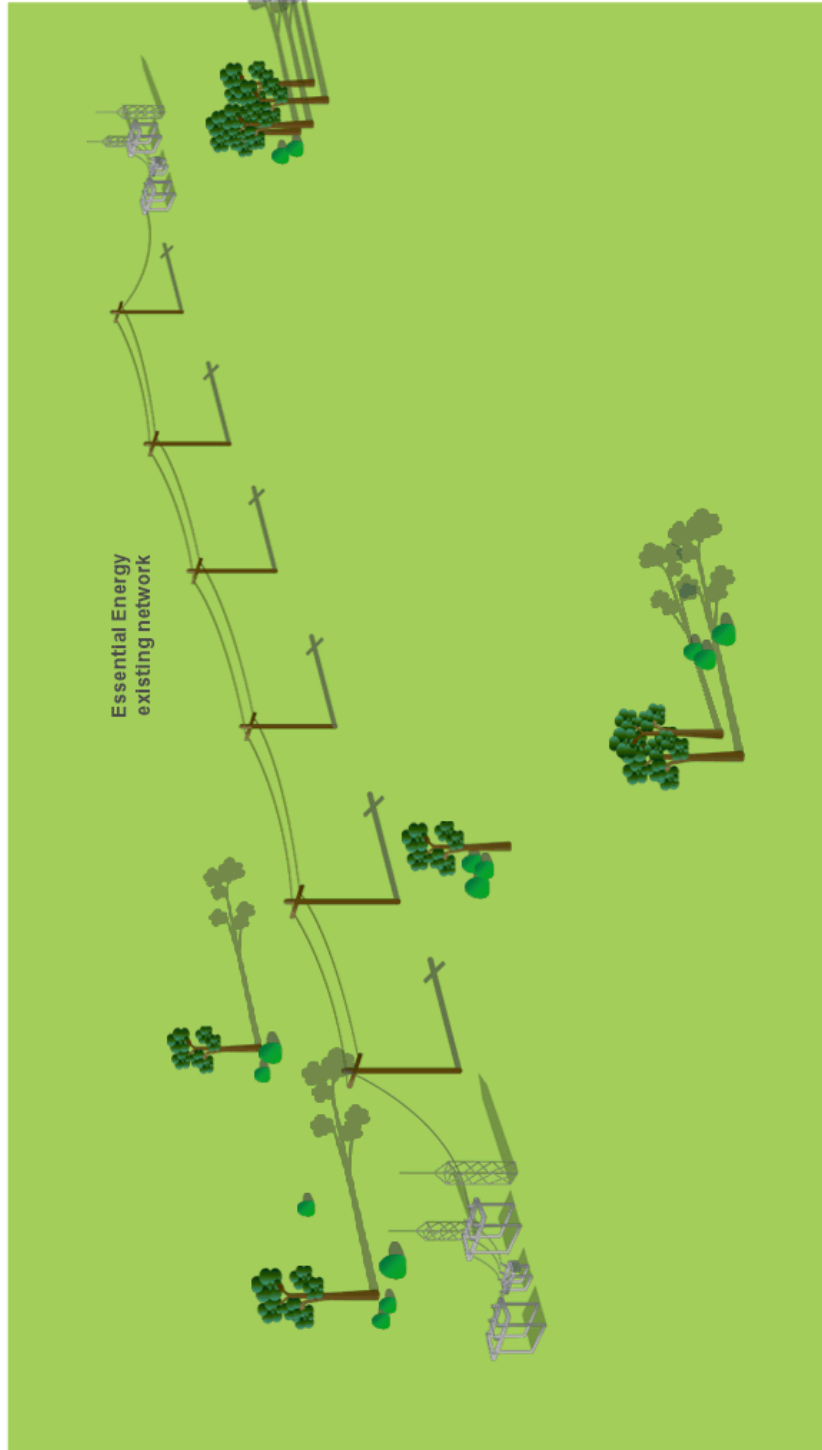
Presented by Waide Elliott
Major Network Connections Manager



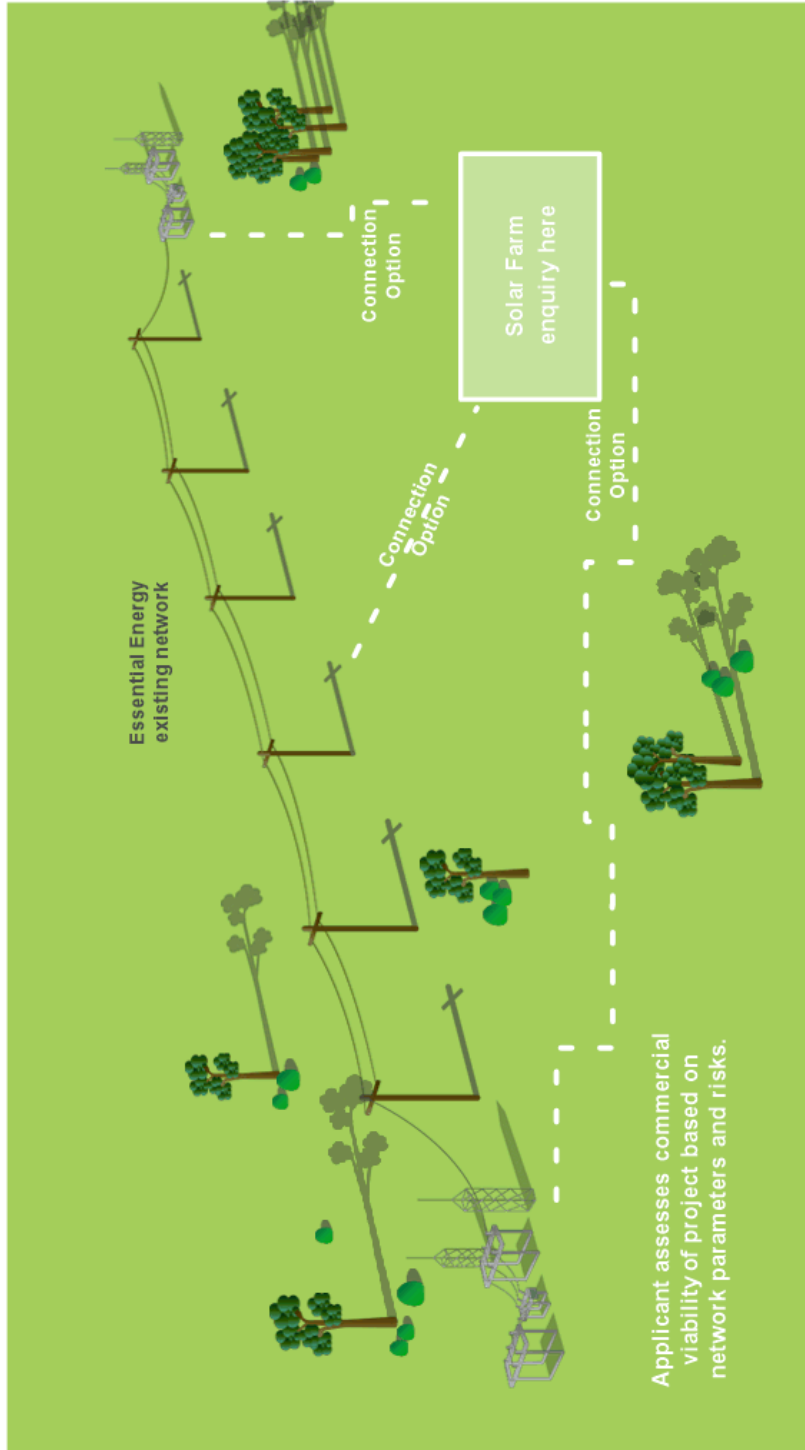
Current trends



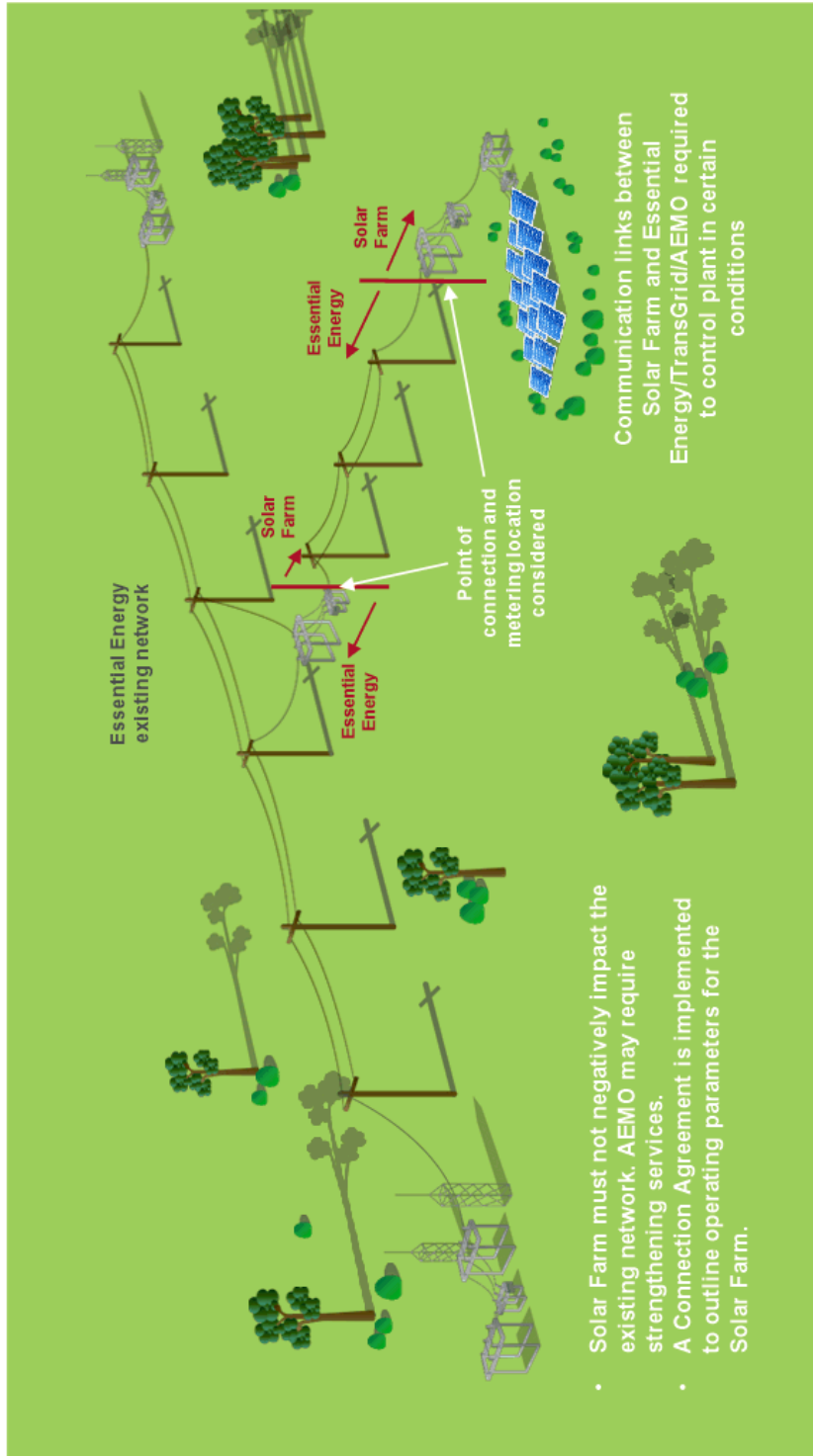
What are considerations of a major connection?



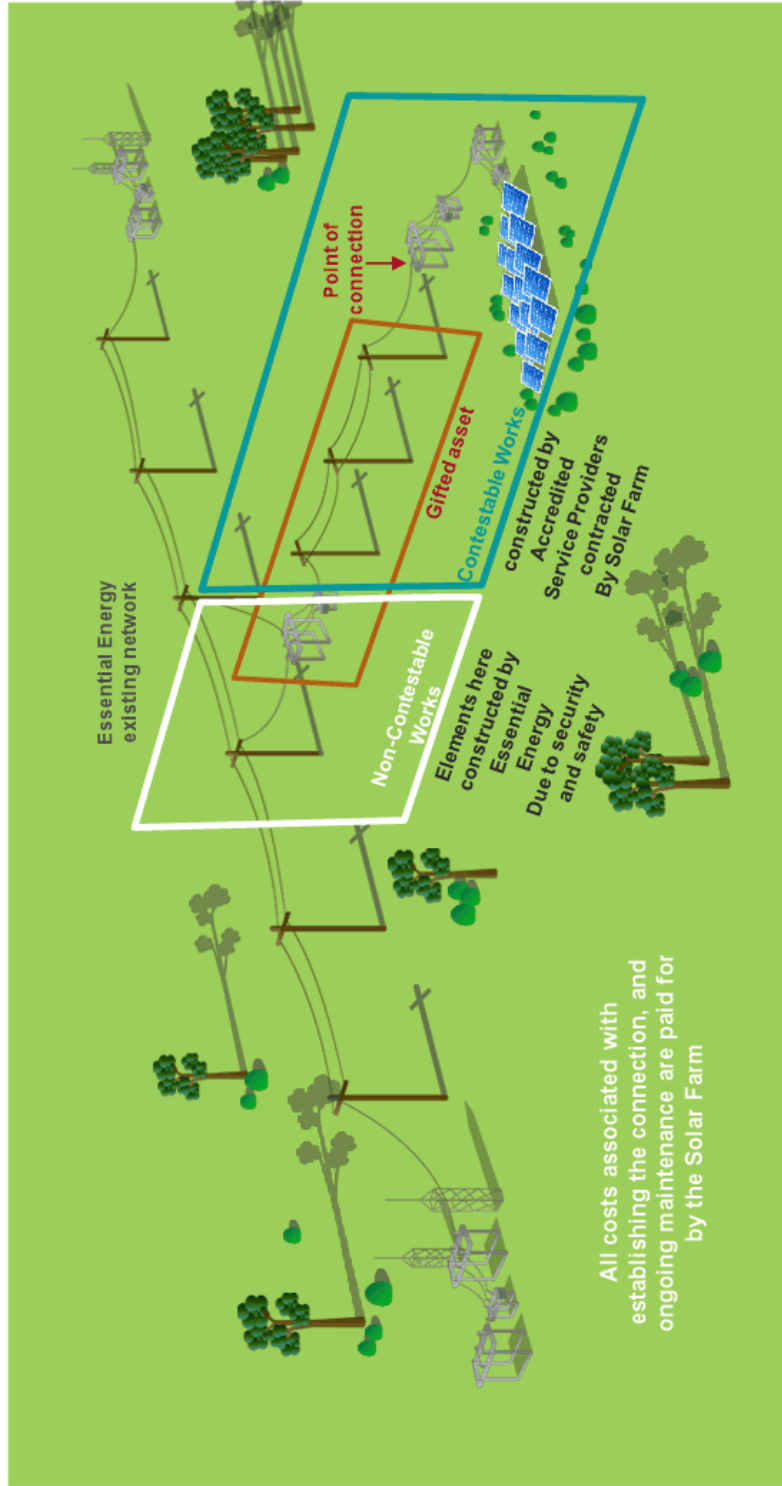
Solar Farm Connection Enquiries



Solar Farm Connection Enquiries



Solar Farm Connection Enquiries

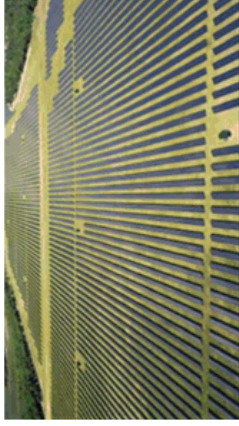


Connection Considerations

- Essential Energy has significant obligations as a Network Service Provider (NSP) operating within the National Electricity Market (NEM).
- When assessing a connection application our Planning team must consider:
 - Network Resilience (also called Network Strength) which is the ability to 'ride through' unplanned disturbance events, including faults, storms, varying loads and solar production. This is a critical element with performance requirements determined by Australian Energy Market Operator (AEMO).
 - Capacity of the existing infrastructure – proponents may be required to augment the network or implement a special protection scheme to prevent overload of network equipment.
 - Directional flows – at midday peak solar generation generally causes the network to 'run in reverse'.
 - Rooftop PV growth - impacting network capacity and flows.
 - Anti/Islanding – to ensure proposed connections will either disconnect in an outage or provide reliable supply during wider area outage events.
- Due to the technical nature and criticality of each connection all applicants require the support of an experienced engineering team to meet the requirements of AEMO and Essential Energy to ensure the stability of the NEM and no adverse impact on Essential Energy's network.

What services are dominating applications?

- We are seeing an increasing trend in enquiries for:
 - Solar and Wind Farms – 68 enquiries for >5MW generation from larger investment groups in the past 12 months
 - Solar Farms with Battery – 231 enquiries <5MW generation consisting of investment groups, Community and Council solar projects, Government and ARENA supported initiatives over the past 12 months
 - Enquiries for grid scale batteries providing dispatchable energy to the NEM, or as contingency to support critical infrastructure in emergencies
 - Interest in Bio generation at waste sites
 - Installation of Hydrogen production on solar sites
 - Interest in Pumped Hydro Energy Storage – using solar in low demand to pump water to higher reservoirs



What are we doing to support Connections?

- Major Connections to our network will continue to increase as the NEM transitions to renewables. To support this we are:
 - Increasing resources within the Major Network Connections Team to manage applications
 - Developing simpler external information and assigned Case Managers to support applicants through the process
 - Improving Technical assessment processes to support timely and accurate assessments
 - Implementing our 'Better connect' System to simplify interaction with our Connection teams – supporting faster response times and better communications and providing greater transparency of progress of applications.
 - Working with industry partners to identify best practice connections.

Summary of Questions & Answers from both sessions

Question	Response
<p>Are you looking at controlling/accessing inverters/batteries e.g. rooftop solar?</p>	<p>Yes, but primarily to understand the energy flows within the network and manage network constraint where appropriate in the future.</p>
<p>Bushfires resilience - electricity network was an issue. Solar farms are at significant risk to grass fire and connectivity. With these farms to be part of the power grid, what regulation will ensure protection of the power network?</p>	<p>Essential Energy undertakes an annual Bushfire Preparedness Compliance process with reporting to IPART. Customers that fail to comply may be disconnected where the bushfire risk is not managed appropriately and the risk is unacceptable.</p>
<p>Byron Shire Council Q.1. Can Essential Energy provide a fact sheet that Council can give to applicants along with requests for information regarding the level of detail Essential Energy requires to assess development where there is an encroachment?</p>	<p>Please refer to information provided on our website at https://www.essentialenergy.com.au/our-network/encroachments</p>
<p>Byron Shire Council Q.2 Is the Portal is now the preferred means of contact regarding how designers liaise directly with Essential to reach a resolution?</p>	<p>The Planning Portal is our preferred method of contact. However, we are also happy to accept emails to conveyancingteam@essentialenergy.com.au or telephone inquiries. The Planning Portal will be mandated by legislation (for SEPP referrals) next year, so it is ideal to start using it now where practical.</p>





Question	Response
<p>Byron Shire Council Q.3. Request that Essential Energy DA referral responses separate the conditions and the general comments. Planners are placing "General Comments" in the notes section of consents. i.e. comments are not conditions of consent.</p>	<p>Essential Energy has no objection to our comments not being part of the consent. They are not imposed conditions, rather they provide relevant information for consideration. It is Council's decision if it applies the conditions listed in our response; however, Council should be aware that if there is a dispute in the future in relation to any of the items listed, Essential Energy will rely on that response.</p>
<p>Byron Shire Council Q.4. Does Essential Energy have a preference for power line spacings on bushfire prone land?</p>	<p>The overhead design manual has information on design spacings for rural overhead line design. Please refer to CEOM7097 https://www.essentialenergy.com.au/partners/document-library Generally the conductor spacing is larger for rural or vegetated corridors - Refer to Clause 3.4 for details.</p>
<p>Byron Shire Council Q.5. How close to a power pole, light pole or pillar box can a driveway across the road verge (footpath area) be constructed?</p>	<p>Generally we need around 1.0m metre clearance around the base of the pole/pillar etc to allow asset inspectors access to inspect the asset. They need room to dig around the pole to inspect the timber for decay.</p>
<p>Byron Shire Council Q.6. Is a notice of arrangement (NOA) required for strata title subdivisions (noting that these are sometimes exempt development)?</p>	<p>Yes a NOA is required on all strata title developments regardless if there is only Level 2 works required.</p>





Question	Response
<p>Byron Shire Council Q.7. Who can owners or developers contact when they are having issues obtaining an NOA?</p>	<p>The developers can contact the Certification Officers in the first instance, then if they would like their project escalated they can contact the Contestable Works Team Leader via email at contestableworks@essentialenergy.com.au.</p>
<p>Byron Shire Council Q.8. Whose responsibility is it to ensure that electricity supply is installed correctly for development? Who makes sure a developer has complied with the NOA requirements to engage correct Accredited Service Provider?</p>	<p>The Developer/ASP is responsible for the installation of the electricity supply to the development. Essential Energy Certification Officers and Network Assurance Facilitators will ensure that the electricity supply to the development complies with Essential Energy standards and NSW Services and Installation rules.</p>
<p>Byron Shire Council Q.9 What is the legal definition of an "Overhead Electricity Transmission Line" as distinct from an "overhead electricity power line"?</p>	<p>The definition of overhead electricity line is usually found in the document for which it relates, i.e. in the easement terms or the legislation that you are applying. The differentiation would depend on the documents you are comparing. The reason we insist on our easement terms and easement documents referring to overhead powerlines rather than "transmission" or "electricity" is to avoid confusion. Obviously easements are for the distribution and transmission of electricity, however issues can arise if you include "transmission" rather than "powerline" wording depending on the voltage and future use of the powerline. For example a 132,000 volt line is a transmission line, but forms part of our distribution network. An 11,000 volt powerline is a distribution powerline and it is used for transmission of electricity. Essential Energy only insists on particular wording for the naming of new easements. We do not require an existing easement to be altered because of the naming of the easement. We look at the terms of an existing easement to ensure that any new infrastructure is permitted by the existing terms. If you would like further clarification please email us at conveyancingteam@essentialenergy.com.au</p>





Question	Response
<p>Can we get access to the GIS layers so that we can identify what developments are required to be referred to Essential Energy?</p>	<p>Our GIS team have an automated monthly process that produces the GIS layers for Councils to use within their systems. Please contact dustin.chislett@essentialenergy.com.au to arrange access. Alternatively, should you have any issues gaining access, please contact Geoff.Burgess@essentialenergy.com.au</p>
<p>Do we use the conveyancingteam@essentialenergy.com.au email for pre-lodgement DA meetings when developers are requiring information about their demands and your infrastructure?</p>	<p>For connection enquiries please follow the information on our website https://www.essentialenergy.com.au/our-network/connecting-to-the-network. There is an application portal on this page with an information pack explaining the process. For actual DA's not going through the NSW Planning Portal, these are to be sent to conveyancingteam@essentialenergy.com.au</p>
<p>EV - I would expect that most of the charging for Council owned EVs would occur in the Council building carpark(s) rather than from home. Especially when there may be times during days when excess solar generation results in cheap electricity?</p>	<p>We are expecting fleet vehicles to charge when electricity is cheap. For grid electricity, that is off peak overnight, or it could be utilising on site PV to do so during solar hours. From Essential Energy's perspective, both of these cause minimal grid impact. For consumer EVs, charging is more likely to occur at home where the vehicle will spend most of its time.</p>
<p>For Councils wanting to assess the best place to encourage providers to install public charge stations, either on Council land or private land, when should we get in contact with Essential Energy to assess the best sites from a network perspective?</p>	<p>The best start to this would be to utilise the AREMI maps and enable the available distribution capacity and distribution substations layers. This should give a good start on whether a location is feasible from a high level to build the support for the connections team. Then reach out as normal to go through the connections process and they can provide advice where needed.</p>





Question	Response
<p>Future discussions around potentiality to incorporate micro grids or similar into new subdivisions might be worthwhile.</p>	<p>Noted. We will take this into consideration when planning future quarterly meetings.</p>
<p>How does SEPP & the planning portal apply to us in QLD?</p>	<p>The SEPP is NSW based legislation. The Planning Portal is also only relevant in NSW. In QLD we are a referral agency under the Development Assessment Rules of the Planning Act 2016 (QLD). The triggers for a referral are listed in Schedule 10 of the Planning Regulation 2017 (QLD). The referrals can be sent to us via email.</p>
<p>I see Ausgrid is setting up free Charging Stations on their pad mount transformers, is Essential Energy looking at something similar?</p>	<p>The innovation and strategy teams are investigating the potential value for our network and will be hoping to engage with Ausgrid to understand this further.</p>
<p>If most charging happens at home, are there any new infrastructure requirements we need to consider for new subdivisions etc?</p>	<p>Not currently, this largely still fits within the current processes given the behind-the-meter nature of EV charging and the current low uptake of EVs in general.</p>
<p>Is Essential Energy looking at converting roadside electricity distribution boxes into electric vehicle charging stations similar to JOLT and Ausgrid in Sydney?</p>	<p>The innovation and strategy teams are investigating the potential value for our network and will be hoping to engage with Ausgrid to understand this further.</p>
<p>Will Essential Energy be looking at installing their own EV charging stations - perhaps as part of smart poles or multi functional poles?</p>	<p>Essential Energy is not currently looking to install and operate their own EV infrastructure.</p>





Question	Response
<p>QPRC propose to establish EVCs in Braidwood, Bungendore, and Queanbeyan in its new off-street carparks. Our designers will engage with Essential Energy on siting and specs. Are there any Essential Energy incentives to install and operate?</p>	<p>Essential Energy does not provide incentive to install and operate EV infrastructure within our network; however, we are willing to work with parties installing and operating to see if costs can be minimised, such as connecting in an area not requiring upgrades or correct tariff alignments etc.</p>
<p>We have installed charging stations in public spaces as part of our leadership role working with NRMA. Is Essential Energy having any direct discussions with T4NSW to seek private investment into this space to create commercial charging stations?</p>	<p>We are in contact and working with the NSW Government Net Zero team to better facilitate their EV investment program. Essential Energy itself will not be installing or looking to invest in private charging infrastructure at this time.</p>
<p>What is the business model for charging stations generally? Are these likely to be provided by the private market or is there a need for Council/Government intervention in the early days of uptake?</p>	<p>The private market is currently providing the early bare-bones charging networks along most major routes, towns and cities. Some of this is private investment, and some is supported by NSW Government when required for commercial viability in this early adopter period.</p>





Question	Response
<p>Why have Essential Energy changed their Policy to now require separate trenching in new residential land developments? This now makes it very difficult to try and fit all services into the road reserve, including footpaths.</p>	<p>Our old trench used to have an alignment (to the centre of the trench) of 1 metre from the boundary. Our new trench shows that now the 1 metre is to the outer edge of our trench, so in effect we are taking up less available road reserve. In doing this we have stipulated that we do not want other services sharing our trench (i.e. within the 1 metre mark). This has been prompted by what we have seen constructed in the past with various "shared trench" schemes where other services are installed too close, or even on top of our services, restricting our access for maintenance or repair. Providing our nominated clearances are allowed for, there is however no reason why the trench cannot be dug wider to accommodate other services – i.e. the electrical trench does not have to strictly be "separate" from a construction perspective.</p>





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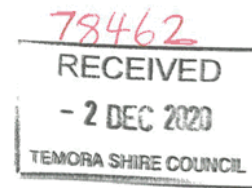


17.15 MICHAEL MCCORMACK MP - LOCAL GOVERNMENT REPRESENTATION ON NATIONAL CABINET**File Number:** REP20/1378**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Michael McCormack  **FIRST HEADING**

Advising that the Minister responsible for Local Government, the Hon Mark Coulton MP, that there is nothing in the new arrangements which prevents the continuation of the Local Government relations with the National Cabinet.

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 correspondence of 20 October 2020 regarding Local Government and the National Cabinet.

The Australian Government values the ability to partner with the local government sector to manage the health, social and financial impacts of the COVID-19 pandemic and, as assured by the Minister responsible for Local Government, the Hon Mark Coulton MP, there is nothing in the new arrangements which prevents the continuation of that relationship.

The health and wellbeing of all Australians, their livelihoods and their jobs remain the Government's top priorities.

Minister Coulton meets regularly with State and Territory Local Government Ministers and the President of the Australian Local Government Association (ALGA) to share information and to co-ordinate efforts to ensure all three levels of government are working together to position Australia to emerge stronger and more resilient.

In recognition of the importance of local government to the lives of all Australians, under the new intergovernmental arrangements the National Cabinet, the Council on Federal Financial Relations and ALGA will meet in person once per year as the National Federation Reform Council. The Council will focus on priority national federation issues such as Closing the Gap and women's safety.

Once National Cabinet has finalised the details of the new arrangements, including the rationalisation and reset of the Council of Australian Governments councils and ministerial forums, ALGA will of course be advised and will no doubt inform local governments of the new arrangements.



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Additionally, it may interest you to know the Prime Minister, the Hon Scott Morrison MP, recently appointed me as Chair of the National Cabinet Infrastructure and Transport Reform Committee. As Chair of the Committee, I will be responsible for facilitating the development of proposals to streamline planning and approval processes at all levels of government to support faster and more efficient delivery of infrastructure projects and co-ordinating efforts to deliver infrastructure investment stimulus between jurisdictions. I look forward to working with all levels of Government to deliver on this important task and have no doubt the good working relationship I have with local Councils in my electorate and across the nation will greatly assist me in this role.

I trust this information is of assistance and appreciate you conveying this advice to Temora Shire Councillors.

Yours sincerely



Michael McCormack MP

Federal Member for Riverina

mm.amc.wga

21/12/2020

18 CONFIDENTIAL REPORTS**RESOLUTION 303/2020**

Moved: Cr Graham Sinclair

Seconded: Cr Lindy Reinhold

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 6:00PM:

18.1 Confidential Minutes of the Staff Consultative Committee Meeting held on 26 November 2020

This matter is considered to be confidential under Section 10A(2) - a 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).

RESOLUTION 265/2020

Moved: Cr Max Oliver

Seconded: Cr Graham Sinclair

It was resolved that the reports be received.

CARRIED

RESOLUTION 266/2020

Moved: Cr Max Oliver

Seconded: Cr Graham Sinclair

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

CARRIED

18.2 Confidential Minutes of the Assets & Operations Committee Meeting held on 8 December 2020

This matter is considered to be confidential under Section 10A(2) - c and 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 person with whom the Council is conducting (or proposes to conduct) business and information that would, if disclosed, confer a commercial advantage on a competitor of the council.

RESOLUTION 267/2020

Moved: Cr Dale Wiencke

Seconded: Cr Nigel Judd

It was resolved that the reports be received.

CARRIED

RESOLUTION 268/2020

Moved: Cr Dale Wiencke

Seconded: Cr Max Oliver

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

CARRIED

18.3 Confidential Minutes of the Economic Development and Visitations Committee Meeting held on 8 December 2020

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 269/2020

Moved: Cr Graham Sinclair

Seconded: Cr Lindy Reinhold

It was resolved that the reports be received.

CARRIED

RESOLUTION 270/2020

Moved: Cr Graham Sinclair

Seconded: Cr Max Oliver

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

CARRIED

18.4 Pinnacle Community Services Ltd - Constitution

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.

RESOLUTION 271/2020

Moved: Cr Claire McLaren

Seconded: Cr Dennis Sleigh

It was resolved that Council endorse the Constitution for Pinnacle Community Services Ltd.

CARRIED

18.5 Domestic Waste Charge - Camp Street

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 272/2020

Moved: Cr Graham Sinclair

Seconded: Cr Claire McLaren

It was resolved that Council reimburse the ratepayer for overcharge of domestic waste services for the period 2010-2019 totalling \$1,740.00, which is proven by the mapping images.

CARRIED

18.6 Residential Land Development Incentive Scheme

This matter is considered to be confidential under Section 10A(2) - c and 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 information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business and commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

RESOLUTION 273/2020

Moved: Cr Claire McLaren

Seconded: Cr Graham Sinclair

It was resolved that Council receive a draft policy for a Residential Land Development Incentive Scheme, and report back to Council for consideration.

CARRIED

CARRIED

TEMORA SWIMMING POOL**RESOLUTION 304/2020**

Moved: Cr Claire McLaren

Seconded: Cr Dennis Sleigh

It was resolved to investigate options for low socio-economic families to be offered assistance for accessing the Temora Swimming pool next summer.

CARRIED

RESOLUTION 305/2020

Moved: Cr Kenneth Smith

Seconded: Cr Dennis Sleigh

It was resolved that Council adopts the motions from the closed committee of Council.

CARRIED

19 MEETING CLOSE

The Meeting closed at 7:44PM.

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 21 January 2021.

.....
GENERAL MANAGER

.....
CHAIRMAN