



Date: Thursday, 15 November 2018
Time: 4:03PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Ordinary Council Meeting

15 November 2018

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**MINUTES OF TEMORA SHIRE COUNCIL
ORDINARY COUNCIL MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON THURSDAY, 15 NOVEMBER 2018 AT 4:03PM**

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

IN ATTENDANCE: Steve Firth (Director of Administration & Finance), Gary Lavelle (General Manager), Rob Fisher (Engineering Technical Manager), Bimal Shah (Engineering Works Manager), Kris Dunstan (Director of Environmental Services), Renae Sinclair (Engineering & Environmental Services Secretary), Claire Golder (Town Planner), Lyn Ward - Temora Independent (left meeting at 6.05pm)

1 OPEN AND WELCOME

4:03

PROCEDURAL TO STAND ASIDE STANDING ORDER

RESOLUTION 262/2018

Moved: Cr Dennis Sleigh

Seconded: Cr Graham Sinclair

That Council stands aside standing orders to listen to the following:

Crowe Horwath – Auditor Mr Brad Bohun presented the 2017/18 financial accounts to Council.

CARRIED

PROCEDURAL TO RESUME STANDING ORDERS

RESOLUTION 263/2018

Moved: Cr Max Oliver

Seconded: Cr Graham Sinclair

That Council resumes standing orders.

CARRIED

2 APOLOGIES

Moved: Cr Dennis Sleigh

Seconded: Cr Kenneth Smith

That the apology from Cr Dale Wiencke be received and accepted.

3 OPENING PRAYER

The opening prayer was conducted by Cr Dennis Sleigh.

4 CONFIRMATION OF MINUTES

RESOLUTION 264/2018

Moved: Cr Graham Sinclair

Seconded: Cr Kenneth Smith

That the minutes of the Ordinary Council Meeting held on 18 October 2018 be confirmed.

CARRIED

5 MAYORAL MINUTES

MAYORAL MINUTE - NOVEMBER 2018

File Number: REP18/1375
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

1. Council will reflect on the recent 100th anniversary of the ending of World War 1. I thank Council for resolving to present a Mayoral Citation to all Temora Shire Ex-Servicemen and women – past and present. This was presented at a reception held last week and I know it was appreciated. I place on record Council's thanks to the Temora RSL Sub-Branch President, Mr Bob Costello, and Arian Park Sub-Branch President, Mr Laurie Doyle together with their members for conducting dignified and stirring Remembrance Day services.
2. I wish to formally place on record Temora Shire Council's warm appreciation to our NSW Member for Cootamundra, Ms Steph Cooke MP, for the recent cheque presentation of \$1.56 Million. This was under the State Government's Stronger Country Communities – Round 2 grant programme. Temora Shire was able to fund 11 projects which cover all sections of our Shire. Temora Shire Council, together with our community, warmly thanks Ms Cooke and the Government.
RECOMMENDATION: That Temora Shire Council writes to the NSW Member for Cootamundra, Ms Steph Cooke MP and the NSW Government, to thank them for the Stronger Country Communities Round 2 Grant funding of \$1.56 Million.
3. Council will be aware of the occasional extensive and lengthy business papers we have had. To this end, I would ask Council to consider permitting the Executive of Council (Mayor, Deputy Mayor, General Manager and Director of Finance & Administration) to use their discretion, to determine an earlier start time for the relevant ordinary meeting of Council. I am conscious Council is becoming busier, and, together with the policy reviews taking place over the next several months, I believe it necessary to have this policy in place.
RECOMMENDATION: That Temora Shire Council permit the Executive of Council (Mayor, Deputy Mayor, General Manager & Director of Finance & Administration) to have the discretion of starting the Ordinary meetings of Council earlier, should it be deemed necessary.
AND FURTHER; that, should there be a change to the meeting start time, the necessary advertising take place on Council's social media pages and website, at a minimum.
4. I note the long-serving President of Group Nine Rugby League Board, Mr John Morton, has retired from that position at the recent annual meeting.
I wish to place on Council's record our appreciation to Mr Morton for the outstanding service given to rugby league through several levels, including the Temora Dragons (a former President), the Riverina (Group 9 President) and to NSW (former CRL Senior Vice President).
Today, Mr Morton's love of sport is further exhibited through his role as a long-serving Vice President of the Temora & District Sports Council.
Mr Morton has carried out all his respective roles with dedication, diligence and dignity.

On behalf of Temora Shire Council, and the wider community, we warmly thank Mr Morton for his significant contributions to rugby league.

RESOLUTION 265/2018

Moved: Cr Kenneth Smith

Seconded: Cr Nigel Judd

That the recommendations as presented be adopted and the remainder of the report noted.

CARRIED

Report by Mayor Rick Firman OAM

6 REPORTS FROM COMMITTEES

6.1 MINUTES OF THE YOUTH ADVISORY COMMITTEE MEETING HELD ON 6 NOVEMBER 2018

File Number: REP18/1334

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Minutes of the Youth Advisory Committee Meeting held on 6 November 2018

RESOLUTION 266/2018

Moved: Cr Lindy Reinhold

Seconded: Cr Dennis Sleigh

It was resolved that the reports be received.

CARRIED

RESOLUTION 267/2018

Moved: Cr Graham Sinclair

Seconded: Cr Dennis Sleigh

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

CARRIED



Date: Tuesday, 6 November 2018
Time: 11:20AM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Youth Advisory Committee Meeting

6 November 2018

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**MINUTES OF TEMORA SHIRE COUNCIL
YOUTH ADVISORY COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 6 NOVEMBER 2018 AT 11:20AM**

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

IN ATTENDANCE: Steve Firth (Director of Administration & Finance), Melissa Carter (Youth Officer)

1 OPEN MEETING

11:20AM

2 APOLOGIES

COMMITTEE RESOLUTION 15/2018

Moved: Cr Rick Firman

Seconded: Cr Kenneth Smith

That apologies from General Manager Gary Lavelle be received and accepted.

CARRIED

3 REPORTS**3.1 ENVIRONMENT TEAM****File Number:** REP18/1283**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** Nil**REPORT**

We had 1 young person attend the working bee at the community garden with Brittany Turner on 20th October 2018. He then came and reported on his learnings about native planting to the youth team on Monday leadership day. He did an excellent job and it was extremely informative.

COMMITTEE RESOLUTION 16/2018

Moved: Cr Kenneth Smith

Seconded: Cr Rick Firman

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

CARRIED***Report by Melissa Carter***

3.2 BE CONNECTED

File Number: REP18/1284
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

We have 4 young people who are taking on this opportunity to help and guide seniors in technology. It's great to see the rapport that is building with this group. We have achieved 6 weeks and everyone is happy to continue for another school term.

COMMITTEE RESOLUTION 17/2018

Moved: Cr Claire McLaren
Seconded: Cr Kenneth Smith

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

CARRIED

Report by Melissa Carter

3.3 WELL BEING

File Number: REP18/1285
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

Wellbeing fortnightly team is not viable with numbers. We are suggesting we get the team working on one large wellbeing event per term. Give the team some options to think about. Examples include the “mindful warrior”, “Temora barefoot yoga”, maybe a ½ day event or full day event on a Saturday or Sunday. Christine and Team to continue to meet fortnightly to develop an event with the event management group. With a possibility holding this in Week 7.

COMMITTEE RESOLUTION 18/2018

Moved: Cr Kenneth Smith

Seconded: Cr Rick Firman

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

CARRIED

Report by Melissa Carter

3.4 HOSPITALITY TEAM

File Number: REP18/1286
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

RV Muster –1 young person from the Hospitality Team has taken on the role of finance officer for this event and has done costing for the BBQ event. I'm very happy with the estimates and will send through to Elaine Costello, Organiser of the RV Muster.

On the 3rd October 2018 the Hospitality Catered for a family reunion – 8 members of Youth Hospitality team attended. Set up tables, chairs, catered for 34 people. Cherry ripe slice, lemon slice, sandwiches. JJ was given great feedback on his service style and manners.

COMMITTEE RESOLUTION 19/2018

Moved: Cr Claire McLaren
Seconded: Cr Dennis Sleigh

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

CARRIED

Report by Melissa Carter

3.5 EXTRA INFORMATION

File Number: REP18/1287
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

I have set up a parent chat group on messenger. This was helpful change so that we can see which parents have seen each message, and also limit multiple messaging to on the Youth phone.

Warbirds Downunder was a great experience for our young people who attended. 3 young people sold program books for 2 days at the main entrance. Peter Harper Executive Officer from the Temora Aviation Museum awarded this group with certificate's and a \$200 cheque.

John Dean potentially offers Temora Youth Team an opportunity to MC Mind Matters Festival on 19th October. No one was available in our Youth Group, and I then had given the opportunity to 2 young people from St Anne's did such a great job. The young people were rewarded with awards.

Two young people have received the Take Charge awards in the leadership meeting for taking on the MC role.

All mentors for our programs are happy to continue their roles in 2019.

COMMITTEE RESOLUTION 20/2018

Moved: Cr Kenneth Smith
Seconded: Cr Dennis Sleigh

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

CARRIED

Report by Melissa Carter

3.6 VOLUNTEER HOURS

File Number: REP18/1288
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. Volunteer Hours

REPORT

Please see attachment for the spreadsheet I have kept for the volunteering hours from every member in our Youth Group through the year. This spreadsheet is how we have determined who we should nominate for the Young Citizen of the award. Worthy of nomination was any young person who volunteered over 140 hours 2018.

COMMITTEE RESOLUTION 21/2018

Moved: Cr Dennis Sleigh
Seconded: Cr Rick Firman

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

CARRIED

Report by Melissa Carter

3.7 FUTURE OPPORTUNITIES

File Number: REP18/1289
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

Woolworths Discovery Tour – Monday 12th November from 4:00pm to 5:00pm. Both hospitality teams are invited to attend. Educational benefit – will be able to see the backend of productions of the deli, bakery, dock, fruit and veg section taste and smell experience, education materials etc.

The Youth Group is participating in the campaign Temora's Great Quack Quest on November 27th as dancers and the Hospitality team is providing lunch to the participants.

COMMITTEE RESOLUTION 22/2018

Moved: Cr Dennis Sleigh
Seconded: Cr Claire McLaren

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

CARRIED

Report by Melissa Carter

1. AUSTRALIA DAY

Cr Rick Firman advised that the Youth Team requested to contact the Australia Day Committee regarding any involvement in the Australia Day celebrations.

4 CLOSE MEETING

The Meeting closed at 11:57AM.

This is the minutes of the Youth Advisory Committee meeting held on Tuesday 6 November 2018.

.....
GENERAL MANAGER

.....
CHAIRMAN

6.2 MINUTES OF THE PROMOTIONS & VISITATION COMMITTEE MEETING HELD ON 6 NOVEMBER 2018**File Number:** REP18/1335**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Minutes of the Promotions & Visitation Committee Meeting held on 6 November 2018**RESOLUTION 268/2018**

Moved: Cr Kenneth Smith

Seconded: Cr Nigel Judd

It was resolved that the reports be received.

CARRIED**RESOLUTION 269/2018**

Moved: Cr Max Oliver

Seconded: Cr Nigel Judd

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

CARRIED



Date: Tuesday, 6 November 2018
Time: 12:00PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Promotions & Visitation Committee Meeting

6 November 2018

Order Of Business

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**MINUTES OF TEMORA SHIRE COUNCIL
PROMOTIONS & VISITATION COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 6 NOVEMBER 2018 AT 12:00PM**

PRESENT: Cr Nigel Judd, Cr Max Oliver, Cr Kenneth Smith (Chair), Cr Sleigh (Observer), Cr McLaren (Observer), Cr Wiencke (Observer), Mrs Elaine Costello, Mr Bob Costello

IN ATTENDANCE: Steve Firth (Director of Administration & Finance), Craig Sinclair (By Telephone) (Economic Development Officer), Ann Pike (Ms),

1 OPEN MEETING

12:00PM

2 APOLOGIES

COMMITTEE RESOLUTION 10/2018

Moved: Cr Max Oliver

Seconded: Cr Kenneth Smith

That apologies from Cr Rick Firman, General Manager Gary Lavelle, Mr Bill Speirs, Ms Jone Pavelic and Mr Peter Harper be received and accepted.

CARRIED

3 REPORTS**3.1 NOVEMBER 2018**

File Number: REP18/1184
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

The Committee considers any issues raised by the Members.

Elaine Costello – Reported on the RV Muster and advised that bookings have gone online. Pleased with the progress to date.

Ann Pike – Advising that advertising for new committee members is commencing with new members to commence in January.

Cr Oliver – Advised that there was a large increase in visitors to the Railway Station during the Warbirds event and that a wedding had been held at the venue with 150 guests.

Bob Costello – Reported on preparations for Remembrance Day Ceremony.

Cr Judd – Reported on the Mary Gilmore Festival.

Craig Sinclair – Advised that the tourism forum is scheduled for Monday 12 November 2018 and all relevant people have been invited.

COMMITTEE RESOLUTION 11/2018

Moved: Cr Kenneth Smith

Seconded: Cr Max Oliver

That the Committee resolved to recommend to Council to note the comments by members.

CARRIED

4 CLOSE MEETING

The Meeting closed at 12:27PM.

This is the minutes of the Promotions & Visitation Committee meeting held on Tuesday 6 November 2018.

.....

GENERAL MANAGER

.....

CHAIRMAN

6.3 MINUTES OF THE ASSETS & OPERATIONS COMMITTEE MEETING HELD ON 6 NOVEMBER 2018**File Number:** REP18/1336**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Minutes of the Assets & Operations Committee Meeting held on 6 November 2018**RESOLUTION 270/2018**

Moved: Cr Graham Sinclair

Seconded: Cr Lindy Reinhold

It was resolved that the reports be received.

CARRIED**RESOLUTION 271/2018**

Moved: Cr Max Oliver

Seconded: Cr Graham Sinclair

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

CARRIED



Date: Tuesday, 6 November 2018
Time: 2:00PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Assets & Operations Committee Meeting

6 November 2018

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**MINUTES OF TEMORA SHIRE COUNCIL
ASSETS & OPERATIONS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 6 NOVEMBER 2018 AT 2:00PM**

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

IN ATTENDANCE: Steve Firth (Director of Administration & Finance), Rob Fisher (Engineering Technical Manager), Bimal Shah (Engineering Works Manager), Kris Dunstan (Director of Environmental Services), Claire Golder (Town Planner), Alex Dahlenberg, Amanda Colwill

1 OPEN MEETING

2:00pm

2 APOLOGIES

COMMITTEE RESOLUTION 115/2018

Moved: Cr Dale Wiencke

Seconded: Cr Kenneth Smith

That apologies from General Manager Gary Lavelle be received and accepted.

CARRIED

PROCEDURAL TO STAND ASIDE STANDING ORDERS

COMMITTEE RESOLUTION 116/2018

Moved: Cr Kenneth Smith

Seconded: Cr Max Oliver

That Council stands aside standing orders to listen to the following:

Mr Owen Plowman – REMO Officer presenting a report on Emergency Management procedures.

CARRIED

PROCEDURAL TO RESUME STANDING ORDERS

COMMITTEE RESOLUTION 117/2018

Moved: Cr Dale Wiencke

Seconded: Cr Kenneth Smith

That Council resumes standing orders.

CARRIED

3 REPORTS

3.1 INTRAMAPS CEMETERY MODULE

File Number: REP18/1232
Author: Senior Engineering Technical Officer
Authoriser: Engineering Technical Manager
Attachments: 1. Ground Penetrating Radar Example

REPORT

Councils Senior Engineering Technical Officer and Engineering Technical Officer will show the Committee a short demonstration on the new Intramaps Cemetery Module currently nearing completion for the Temora Cemetery inclusive of all sections.

This module currently only encompasses the Temora Cemetery including Old Monumental, New Monumental, Lawn, Columbarium Wall and Memorial Wall. Development of the module and all data processing has been undertaken over a period of four financial years through maintenance expenditure as a low priority job amongst other works.

After seeing the demonstration Councils Engineering Department is aware that Aria Park and Trungley Hall Cemeteries may be considered to develop into the module. An approximate budget on doing so can be included in a future report for budgeting through maintenance expenditure.

As part of the ongoing marking / identification of graves in the Old Monumental Temora Cemetery Councils Engineering Department has been investigating the cost and possibility of performing a ground penetrating radar survey to locate all burials. This would significantly aid the Friends of Cemetery group in being sure of marking the graves using records and information obtained. If beneficial and cost effective after further investigation the Friends of the Cemetery group may wish to contribute funding towards this project. An example of ground penetrating radar is attached with further investigation required before determining any feasibility.

Further to this Council is able to publish this data to the public using Intramaps which can be costed by the IT department at a later date as this is best left until all data is live within the module and preferably after Council has operated the module internally for a period of time (>6 months) to ensure no issues are observed prior to any form of public use.

COMMITTEE RESOLUTION 118/2018

Moved: Cr Claire McLaren
Seconded: Cr Dale Wiencke

That the Committee recommend to Council that a report on the cost of ground penetrating radar be compiled and the Friends of the Cemetery Committee be approached regarding sharing the cost.

CARRIED

Report by Alex Dahlenberg and Amanda Colwill

Ground Penetrating Radar Example



Images 1 & 2 - Larger Machine Operating and available of a smaller machine for smaller spaces

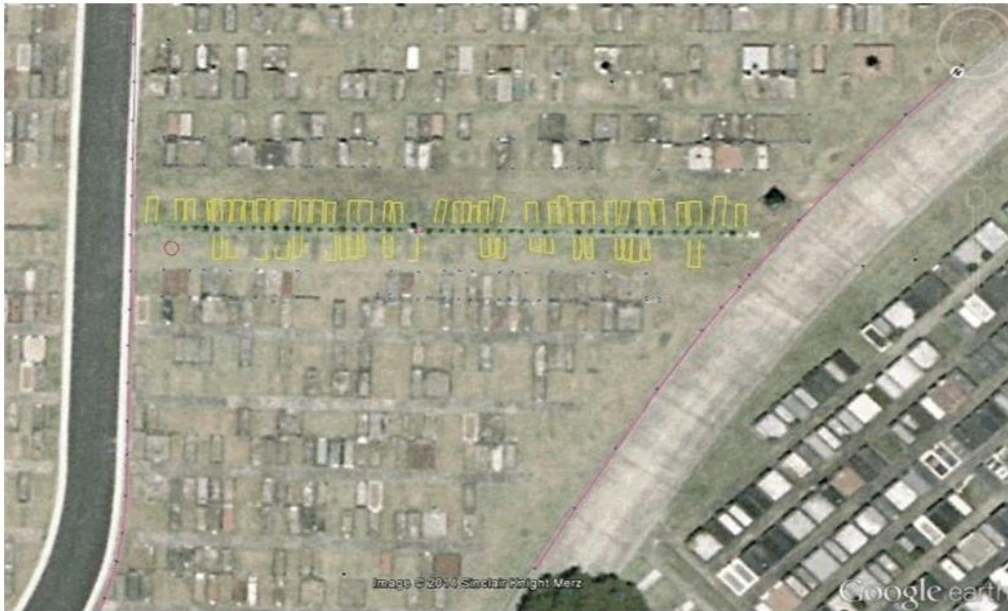


Image 3 - Yellow markers outline interpretations made towards all detected anomalies, delivered in .dxf format to the client.

At 3:00 pm, Cr Max Oliver left the meeting.

3.2 PARKES STREET FOOTPATH

File Number: REP18/1182
Author: Engineering Technical Manager
Authoriser: Engineering Technical Manager
Attachments: 1. Plan View

REPORT

During a recent Councillor Walk and Talk event, a request was received for Council to consider paving the northern side of Parkes Street (between Hoskins Street and Little Baker Street).

Council staff have followed up this request and can provide the following information;

- Currently a number of pedestrians use this section of unpaved footpath predominantly to access Woolworths from Hoskins Street via Little Baker Street.
- The adjacent business is keen for this work to proceed, with this work going some way to beautifying the area and aiding the suppression of dust entering their business. Further to this, the business is aware a financial contribution from them is required for the works to proceed and they are happy to commit to this contribution.
- A standard 1.5m concrete path is proposed for a total length of 37m (Option 1).
- There is a 1.2m path on the southern side of Parkes Street from Hoskins to Crowley Street.
- If this option 1 is completed, this will leave a 60m gap (between little Baker Street and Baker Street) in the paved network between Hoskins Street and the Railway Station on the northern side of Parkes Street. If council would like to see this link completed as one project this cost is represented by combining option 1 and option 2.

Budget Implications

Option 1 – 37m @ \$120/m² = \$6,600 - \$2,442 land owner contribution = \$4,158 Council contribution

Option 2 – 60m @ \$120/m² = \$10,800 - \$3,300 land owner contribution = \$7,500 Council contribution

Total combined cost to Council = \$11,658

COMMITTEE RESOLUTION 119/2018

Moved: Cr Kenneth Smith

Seconded: Cr Claire McLaren

That the Committee recommend to Council to refer costings for consideration in the 2019/2020 budget estimates.

CARRIED

Report by Rob Fisher



3.3 CHIFLEY STREET DRAINAGE

File Number: REP18/1222
Author: Engineering Technical Manager
Authoriser: Engineering Technical Manager
Attachments: 1. Catchment Map
2. Correspondence

REPORT

Council has recently received a request from a resident of Chifley Street regarding a drainage issue causing flooding of private property.

Due to development in this area this area over the past 30 years (Skidmore St, Williams St, Hyde St and Joffre St), storm water runoff has increased to a point where it can no longer efficiently cross Chifley Street without causing flooding of low lying private property.

With this area currently zoned R1 General Residential, future development along Joffre Street and French Street will cause increased stormwater runoff in this area increased flooding of low lying areas.

Recommended Treatment

Short term works

1. Undertake a catchment analysis determining peak stormwater discharge crossing Chifley Street when considering a fully developed area.
2. Determine required culvert structure/s to efficiently transport storm water across Chifley Street without inundating low lying property.

Long term works

- Construct culvert structure accommodating stormwater runoff from developed Streets in within the catchment area (eastern area).
- Consider creation of a drainage easement through the privately owned property in Chifley Street.
- Construct culvert structure/s accommodating stormwater runoff from the western catchment zone when fully developed.

Budget Implications

Point 1 - \$2000

COMMITTEE RESOLUTION 120/2018

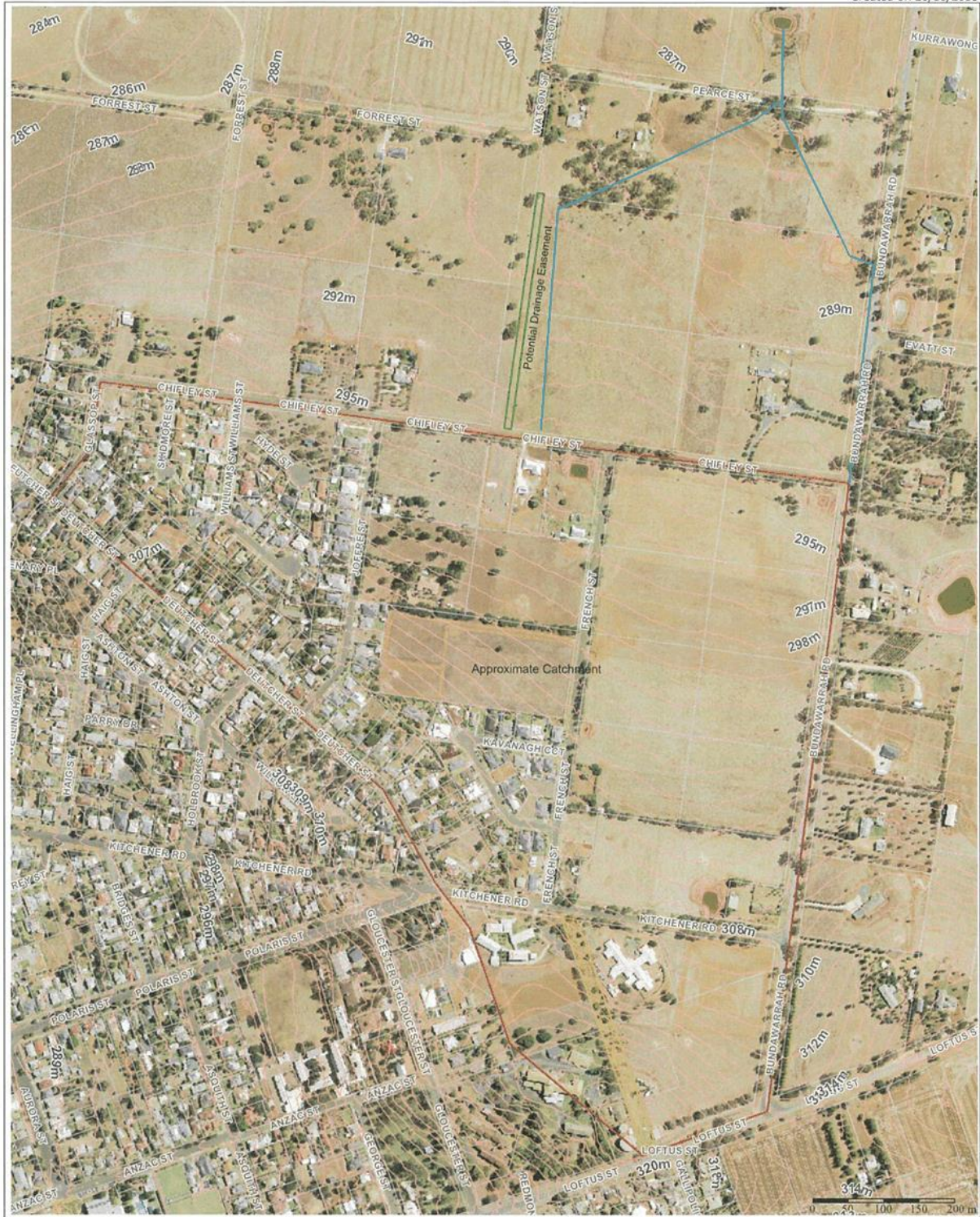
Moved: Cr Rick Firman
Seconded: Cr Dale Wiencke


That the Committee resolved to recommend to Council to undertake catchment analysis and develop a basic culvert design for construction consideration in the 2019/2020 budget estimates.

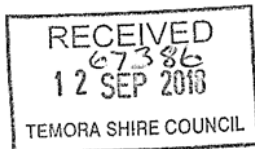
CARRIED

Report by Rob Fisher

Created on 26/10/2018



 <p>Temora Shire Council 105 Lefias Street PO Box 362 TEMORA NSW 2666 Ph: (02) 6980 1100 Fax: (02) 6980 1138 Web: www.temora.nsw.gov.au</p>	<p>© Temora Shire Council. © LPI Department of Finance and Services, Panorama Avenue, Bathurst, 2795. www.lpi.nsw.gov.au. While every care is taken to ensure the accuracy of this product, Temora Shire Council and the Local / State / Federal Government departments and Non-Government organisations whom supply datasets, make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the product being inaccurate or incomplete in any way and for any reason.</p>	<p>Projection: GDA94 / MGA Zone 55 Scale: 1:100000 Created By: H.A. Jones</p>
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Leon & Lee Lewis
30 Chifley Street
TEMORA NSW 2666

12 September 2018

Temora Shire Council
105 Loftus Street
TEMORA NSW 2666

To Whom It May Concern,

RE: Stormwater Drainage at front of property – 30 Chifley Street, Temora

I am writing in relation to the stormwater drainage located at the front of my property at 30 Chifley Street, Temora.

When rainfall events occur (regardless of size of event) water drains from Chifley, Joffre and French Streets to the front of my property and the system is not large enough to cater for any amount of rain and it therefore floods into my property.

I have attached some photos from 2017 of what happens during rainfall events. This also occurred just last Thursday 6 September 2018 when we only had approximately 28mm of rain.

Can you please assess the drainage and make appropriate changes to allow the water that runs from Joffre, French and Chifley Streets to drain away quickly to prevent flooding of my property.

Please contact me on 0448 973 484 to discuss the matter further. I look forward to your reply.

Regards,

Leon Lewis

A handwritten signature in black ink, appearing to read "Leon Lewis".







3.4 DISASTER RECOVERY FUNDING ARRANGEMENTS

File Number: REP18/1226
Author: Engineering Technical Manager
Authoriser: Engineering Technical Manager
Attachments:

1. Sept 2018 Facts Sheet
2. Implementation Guide
3. Opt-in / Opt-out Form

REPORT

Council has recently received correspondence from the Office of Emergency Management requesting Council consider participation in the OEM Interim Day Labour Co-Funding Arrangements for Disaster Relief and Recovery.

The new interim arrangements will be active from the 1st November 2018, with Councils who opt in to the interim arrangements having access to the new arrangements from the date of opt in. Council can choose to opt in or out with the existing arrangement remaining in place.

Disaster Recovery Funding Arrangements	
Advantages	Disadvantages
<ul style="list-style-type: none"> • Allows use of Council plant and day labour. 	<ul style="list-style-type: none"> • Activation threshold and maximum contribution is linked to rates revenue and will increase over time vs current fixed contributions.
<ul style="list-style-type: none"> • 3 month time limit to complete emergency works vs 21 days. 	
<ul style="list-style-type: none"> • Activation threshold less than current until TSC revenue reaches \$3.9m annually. 	

Additional information is available at the following link;
<https://drfa.support/interimdaylabour2018/>

Budget Implications

Nil

COMMITTEE RESOLUTION 121/2018

Moved: Cr Rick Firman
 Seconded: Cr Claire McLaren

That the Committee resolved to recommend to Council to opt-in to the Interim Day Labour Co-Funding Arrangements.

CARRIED

Report by Rob Fisher



Information for NSW Local Councils

DRFA 2018: Disaster Recovery Funding Arrangements

The Commonwealth is replacing the existing Natural Disaster Relief and Recovery Arrangements (NDRRA) with the Disaster Recovery Funding Arrangements (DRFA) on 1 November 2018.

To comply with the DRFA and to remain eligible for future funding assistance from the Commonwealth, the NSW Government is revising the NSW disaster assistance arrangements.

The most significant changes under the DRFA impacting local councils relate to the Restoration of Essential Public Assets, which includes public roads, bridges and other infrastructure.



DRFA 2018

The DRFA is part of the Commonwealth's response to the 2015 Productivity Commission's inquiry into disaster funding arrangements and a major audit of the NDRRA carried out by the Australian National Audit Office.

The DRFA establishes a framework for the Commonwealth to share the cost of disasters with the NSW Government, local councils and other stakeholders. The proportion of the Commonwealth's contribution in any given year is dependent on the total amount of disaster expenditure on certain measures, which varies from year to year. Historically, over the last 10 years, the NSW Government has contributed over 70% of disaster assistance funding, with the Commonwealth contributing about 30%.

The Office of Emergency Management (OEM) has liaised with the Commonwealth, NSW state agencies and local councils to ensure that NSW is ready for the introduction of the DRFA from 1 November 2018.

Restoration of Essential Public Assets

The key changes under the DRFA relate to the Restoration of Essential Public Assets. These changes include:

- Three new sub-categories:
 - i) Emergency Works
 - ii) Immediate Reconstruction Works, and
 - iii) Essential Public Asset Reconstruction Works
- Revised time limits for:
 - a) compiling estimated reconstruction costs
 - b) restoration works completion; and
 - c) submission of final reimbursement claims
- Evidence requirements for damaged essential public assets:
 - a) pre-disaster condition
 - b) scope of damage
 - c) evidence that the damage is a direct result of the eligible disaster; and
 - d) photographic evidence demonstrating the completion of works.
- More detailed and comprehensive requirement for damaged asset data to be included in funding claims, as well as the requirement for long-term record keeping for audit purposes.

Revised NSW Agency Guidelines

The NSW Government is revising state and agency guidelines and submission forms to comply with the DRFA. The revised guidelines will be published by 1 November 2018:

- **NSW Disaster Assistance Guidelines (NSW DAG), 2018 edition.** The Disaster Assistance Guidelines are the NSW Government disaster funding policy arrangements and define funding arrangements between the state and councils.
- **NSW Natural Disaster Essential Public Asset Restoration Guidelines.** This is a new set of guidelines consolidating the Roads & Maritime Services and Public Works Advisory disaster assistance arrangements. The guidelines cover funding assistance eligibility requirements for Restoration of Essential Public Assets.
- **Form 306.** The new Form 306 is a revised and consolidated version of the current claim submission form. The revised Form 306 captures all evidence and data required for internal controls and auditing purposes.

Support and Training

OEM is committed to provide councils with ongoing support and training for a successful transition to meet all DRFA requirements:

- Councils can request one-on-one video conference support sessions via email: drfa.support@justice.nsw.gov.au
- In July/August 2018 the first module of training was completed at 7 locations in NSW. The second training module for councils is scheduled for October/November 2018 in Grafton, Maitland, Nowra, Wagga Wagga, Parkes, Narrabri and Sydney. Registration is open to councils via the support portal www.drfa.support/training
- During the 2018/2019 disaster season, OEM will provide support through various channels including online and phone. An in-person training and support team of Public Works Advisory engineers and external service providers will be available on the ground for councils needing additional assistance.

Interim Day Labour Arrangements

From 1 November 2018 the NSW Government is removing restrictions on day labour (including internal plant and equipment hire) for councils that opt-in to a new co-funding model aligned with the DRFA cost-sharing principles.

Background

Initial consultation and testing of the DRFA occurred with 15 selected councils across the state in collaboration with the Office of Local Government (OLG), Roads and Maritime Services, and Public Works Advisory. Seventy percent (70%) of councils provided feedback via an on-line survey circulated in April 2018. Several councils expressed a preference to claim disaster funding assistance for costs relating to day labour (incl. internal plant and equipment hire).

Key observations on the basis of case studies and stakeholder consultation indicated that:

- Timeliness of restoration works is often the most important driver especially in situations when local access is restricted. End-to-end quoting, tendering and procurement processes can result in delays between the disaster event and required restoration works.
- Not all damage restoration works can be carried out by contract labour due to the remoteness of the location or difficult terrain. In these situations, the councils have no choice but to use day labour.
- It is costly and inefficient to engage contract labour to carry out minor works particularly when the works are spread over large areas. In these circumstances, day labour is preferred.
- Given the urgent nature of Emergency Works, councils typically use day labour to complete these works, whilst reconstruction works are more likely to comprise a mixture of day labour, overtime and contract labour.
- The capacity of councils to substitute contract labour and overtime with day labour is limited by the size of their workforce, the scale and nature of the damage.

Other Jurisdictions

In considering the inclusion of day labour and internal plant and equipment hire costs, OEM

evaluated the Commonwealth funding model and impact on NSW. A fundamental principle of DRFA is that recovery is a shared responsibility and that councils affected by the same eligible disaster should receive the same assistance.

OEM also reviewed the implementation of day labour provisions in Western Australia and Queensland, when they were temporarily eligible under the NDRRA. Compared to NSW, Western Australia and Queensland have more closely aligned their council co-funding models with the NDRRA and DRFA cost-sharing principles. It was noted that the implementation of these day labour provisions required an assurance framework to ensure a value-for-money outcome across all levels of government.

During discussions with councils, a revision to the pre-DRFA co-funding model was proposed which is similar to the approach taken by other jurisdictions. This revised co-funding model demonstrates:

- a) Shared responsibility and risk between stakeholders across all layers of government.
- b) A cost sharing formula linked to financial capacity which helps ensure an efficient and equitable allocation of resources.

The co-funding model proposed by the NSW Government limits the financial risk to councils with a capped approach per event and year. It also implements a less costly cost-sharing model for councils in comparison to the co-funding agreement between the Commonwealth and the NSW Government under the DRFA.

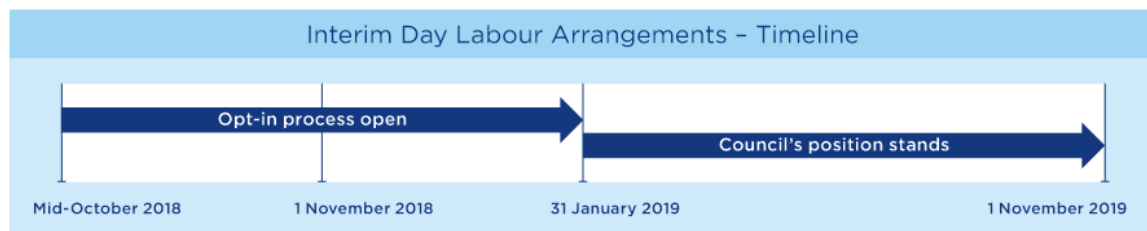
Implementation of Day Labour Arrangements

The NSW Government has approved the implementation of interim NSW Day Labour Arrangements from 1 November 2018.

- The interim Day Labour Arrangements include:
 - a) eligibility to claim for costs related to day labour (incl. internal plant and equipment hire)

- b) an extended time limit for Emergency Works from 21 days to 3 months, and
- c) a new co-funding model for councils aligned with the DRFA cost-sharing principle.

- The condition for councils to take advantage of the new interim Day Labour Arrangements is the acceptance of a new co-funding model (outlined on the last page).
- Councils have the option to stay with the pre-DRFA arrangement, which means:
 - a) day labour costs (incl. internal plant and equipment hire) remain ineligible for funding assistance
 - b) the time limit for Emergency Works remains at 21 days; and
 - c) the co-funding for councils remains the same as under the pre-DRFA policy (outlined on the last page).
- By mid-October 2018 all councils will receive relevant information, including details about the opt-in process and how to advise OEM on their position.
- Local councils should advise OEM of their position regarding the Day Labour Arrangements by 1 November 2018, and no later than 31 January 2019.
- Only councils that have opted-in to the new Day Labour Arrangements prior to an eligible disaster can claim for day labour, internal plant and equipment hire and Emergency Works up to the three (3) month time limit.
- Once a council has advised OEM of their position regarding the new Day Labour Arrangements, the council's position will stand until 1 November 2019.
- If a council has not advised OEM of their position and an eligible disaster impacts their local government area after 1 November 2018, the council will be regarded as having opted-out of the new Day Labour Arrangements.
- Day Labour Arrangements consultation with local councils will continue until October 2019. (Consultation will also include the NSW mitigation policy.)



New Co-Funding Model

Outlined below is the new co-funding model aligned with the DRFA cost-sharing principle.

- i. Each financial year, a threshold for activating Restoration of Essential Public Asset funding (Emergency Works, Immediate Reconstruction Works and Essential Public Asset Reconstruction Works) will be calculated for every local council. This threshold will be the lesser of 0.75% of the council's total rate revenue in the financial year two (2) years prior or \$1 million (excluding GST).
- ii. For a council to receive funding for Restoration of Essential Public Assets arising from an eligible disaster, the total estimated cost of restoration works must exceed the council's threshold (excl. GST).
- iii. The council must contribute funding or resources to a level that is equivalent to their threshold or 25% of the cost of these works, whichever is lower.
- iv. A council's contribution for restoration of essential public assets arising from all declared eligible disasters in a financial year will be capped at 2% of their total rate revenue in the financial year two years prior to the financial year in which the eligible disasters occurred.

A council's total rate revenue comprises the four rate categories: residential, farmland, business and mining.

Information for individual local council's rate revenue is available from the Office of Local Government website at:

www.olg.nsw.gov.au/public/my-local-council/yourcouncil-website

Councils that opt-in and accept the new co-funding model are eligible for day labour (incl. internal plant and equipment hire) costs, and have an extended time limit of 3 months to complete Emergency Works.

Pre-DRFA Co-Funding Model

Outlined below is the pre-DRFA co-funding model.

- i. Roads and Maritime Services and/or Public Works Advisory will fund 100% of eligible Emergency Works costs (limited to 21 days, and excluding day labour and council's own plant and equipment); and
- ii. For Immediate Reconstruction Works and Essential Public Asset Reconstruction Works on local roads and road infrastructure, councils will be required to contribute 25% of the assessed cost up to \$116,000 (i.e. \$29,000 maximum) for each eligible disaster, capped at \$58,000 per financial year; and
- iii. For Immediate Reconstruction Works and Essential Public Asset Reconstruction Works on other essential public assets, councils will be required to contribute 25% of the assessed cost up to \$116,000 (i.e. \$29,000 maximum) for each eligible disaster, capped at \$68,000 per financial year, and minus any contributions made for works on local roads and road infrastructure in (ii).

Councils staying with the pre-DRFA arrangements are not eligible for day labour, internal plant and equipment hire costs, and must complete Emergency Works within 21 days.

Regardless of a council's position on the Day Labour Arrangements, all councils must comply with the new eligibility requirements under the DRFA commencing on 1 November 2018.



For more information visit the support portal: www.drfa.support



DRFA 2018 – Information for NSW Local Councils

Interim Day Labour Co-Funding Arrangements | Implementation

From 1 November 2018 the NSW Government is removing restrictions on day labour (including internal plant and equipment hire) for councils that opt-in to the interim NSW Day Labour Co-Funding Arrangements.

All local councils are requested to advise the Office of Emergency Management (OEM) of their position.



Important information!

All local councils should advise OEM of their position regarding the interim Day Labour Co-Funding Arrangements by 1 November 2018, but no later than 31 January 2019.

- Only councils that have opted-in to the Day Labour Co-Funding Arrangements prior to an eligible disaster can claim for day labour, internal plant and equipment hire and Emergency Works up to the three (3) month time limit.
- Once a council has advised OEM of their position regarding the Day Labour Co-Funding Arrangements, the council's position will stand until 1 November 2019.
- If a council has not advised OEM of their position and an eligible disaster impacts their local government area after 1 November 2018, the council will be regarded as having opted-out of the new interim NSW Day Labour Co-Funding Arrangements, for that specific eligible disaster.

Interim Arrangements

The interim NSW Day Labour Co-Funding Arrangements include:

- a) eligibility to claim for costs related to day labour (incl. internal plant and equipment hire),
- b) an extended time limit for Emergency Works from 21 days to 3 months, and
- c) a revised conditional co-funding model which is aligned with the DRFA cost-sharing principle.

Councils have the option to 'opt-out' and stay with the pre-DRFA arrangements, which means:

- a) day labour costs (incl. internal plant and equipment hire) remain ineligible for funding assistance,
- b) the time limit for Emergency Works remains at 21 days, and
- c) the co-funding for councils remains the same as under the pre-DRFA policy.

NSW Day Labour Co-Funding Arrangements and Mitigation Policy consultation with councils will continue until October 2019.

Access all relevant information here
<https://drfa.support/interimdaylabour2018>

Timeline



Step-by-step instructions

- 1 Read the DRFA factsheet. (Also circulated on 17 Sept 2018)
- 2 Read the new co-funding model factsheet.
- 3 Do a cost impact analysis for your council.
- 4 Read Appendix D – Day Labour Co-Funding Arrangements Guidelines
- 5 If your council has questions contact OEM.
- 6 Advise OEM of your council's position.



DRFA 2018 – Information for NSW Local Councils

Interim Day Labour Co-Funding Arrangements | Council's position

12 October 2018

Dear General Manager,

Following extensive consultation by my office, all NSW local councils are requested to advise the Office of Emergency Management (OEM) of their position regarding the interim NSW Day Labour Co-Funding Arrangements by 1 November 2018, and no later than 31 January 2019.

Please be aware that:

- Only councils that have opted-in to the new Day Labour Co-Funding Arrangements prior to an eligible disaster can claim for day labour, internal plant and equipment hire, and Emergency Works up to the three (3) month time limit.
- If a council has not advised OEM of their position and an eligible disaster impacts their local government area after 1 November 2018, the council will be regarded as having opted-out of the interim Day Labour Co-Funding Arrangements.
- Once a council has advised OEM of their position regarding the new Day Labour Co-Funding Arrangements, the council's position will stand until 1 November 2019.

On the next page you will find the 'Opt-in / Opt-out' form. OEM kindly asks Council's General Manager to fill it out and return a signed copy as soon as possible via email to: drfa.support@justice.nsw.gov.au.

If your Council has any questions, please contact Lalit Singh directly via email Lalit.Singh@justice.nsw.gov.au or phone 02 9212 9335.

Many thanks for your collaboration.

A handwritten signature in blue ink, appearing to read 'Feargus O'Connor'.

Feargus O'Connor
Executive Director
Office of Emergency Management | NSW Department of Justice

Interim Day Labour Co-Funding Arrangements | **Opt-in / Opt-out form**

OEM requests all NSW local councils to advise OEM of their opt-in / opt-out preference for the interim NSW Day Labour Co-Funding Arrangements.

Cut-off date: 31 January 2019

All supporting documentation can be found on the support portal:
<https://drfa.support/interimdaylabour2018/>

Councils that require further information can contact OEM via email:
drfa.support@justice.nsw.gov.au

Instructions: All sections must be filled out.

- 1.** I / Council Staff have read and understood the supporting documentation in relation to the interim NSW Day Labour Co-Funding Arrangements:

Document name:	YES
1. OEM_DRFA_factsheet September 2018	<input type="radio"/>
2. OEM_DRFA_new co-funding model factsheet	<input type="radio"/>
4. Appendix D – Day Labour Co-Funding Arrangements Guidelines.	<input type="radio"/>

- 2.** Council's opt-in / opt-out preference is indicated below (select one):

	YES
A. The council is OPTING-IN to the interim NSW Day Labour Co-Funding Arrangements.	<input type="checkbox"/>
B. The council is OPTING-OUT and chooses to remain with the pre-DRFA arrangements.	<input type="checkbox"/>

- 3.**

Name of the council

Date [DD/MM/YY]

General Managers name:

General Manager's signature:

3.5 RV MUSTER 2019

File Number: REP18/1238
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. RV Muster

REPORT

Council has received correspondence from the Event Organiser for the 2019 RV Muster requesting Councils assistance for the following:

- Extra garbage bins and additional collection of waste
- Street Banner in Hoskins Street one week prior to the Muster commencing 16 April 2019
- Use of the Rotary Caravan on 23 April 2019 from 7:30am to 5:30pm
- Council notify the Caretaker of the Aviation Park that the park will be closed to 'casual' bookings and have the authority to ask those not taking part in the Muster to vacate any site that they may be occupying as at the 23 April 2019

COMMITTEE RESOLUTION 122/2018

Moved: Cr Rick Firman
Seconded: Cr Claire McLaren

That the Committee resolved to recommend to Council to approve the following:-

- Extra garbage bins and additional collection of waste
- Street Banner in Hoskins Street one week prior to the Muster commencing 16 April 2019
- Use of the Rotary Caravan on 23 April 2019 from 7:30am to 5:30pm
- Council notify the Caretaker of the Aviation Park that the park will be closed to 'casual' bookings .

CARRIED

Anne Rands

From: Anne Rands
Sent: Tuesday, 30 October 2018 11:47 AM
To: Anne Rands
Subject: FW: TEMORA RV MUSTER

From: Event Organiser [<mailto:TemoraRVMuster@outlook.com>]
Sent: Tuesday, 30 October 2018 8:42 AM
To: Gary Lavelle
Subject: TEMORA RV MUSTER

Good Morning Gary,

Further to previous correspondence I am writing to seek the support of the Temora Shire Council in assisting with above mentioned event.

As you are aware, the event will take place from the 23rd April, 2019 to the 30th April, 2019 inclusive, however I have already been advised that a number of participants will arrive a few days earlier and some will stay a few days after the event which will generate site fees over and above those that are payable by the participants for the event itself.

As indicated by Council, site fees for the duration will be \$20 pn powered site and \$15 pn for unpowered during this period. All other site fees outside these dates will be at the current rate applicable at that time and will need to be collected by the Aviation Park Caretaker as would normally be the case.

The event is not restricted to those with an RV and is in fact open to the residents of Temora on a "day trip" basis and is to be encouraged. Resident's are welcome to participate in any event scheduled for the Muster.

To assist with the Muster I ask the following:

*Extra garbage bins and an additional collection of waste.

*The street banner to be affixed across the Hoskins/Loftus intersection as was the case for the 2017 Muster, one week prior to the Muster ie: 16th April, 2019

*Use of the Rotary Caravan on the 23rd April, 2019 from 7.30am - 5.30pm

*Council to notify the Caretaker of the Aviation Park that the park will be closed to "casual" bookings and have the authority to ask those not taking part in the Muster to vacate any site that they may be occupying as at the 23rd April, 2019

As we are an "UNFUNDED" event and rely solely on the generosity of the business houses and residents of Temora to make this Muster even better than the success of 2017 any assistance that Council may be able to offer would be greatly appreciated.

If you have any questions or concerns please do not hesitate to contact me.

Kind regards,

Elaine Costello
Event Organiser
0410 653 680

3.6 TEMORA SECURITY SERVICES - VANDALISM

File Number: REP18/1251
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. Temora Security Services

REPORT

Suggesting Council lock vehicle access to playing grounds with only Council maintenance staff & club delegate having an access key.

Also if consideration could be given to erecting signage to display "Consumption of Alcohol by minors in an Offence".

COMMITTEE RESOLUTION 123/2018

Moved: Cr Rick Firman
Seconded: Cr Claire McLaren

That the Committee resolved to recommend to Council to refer this matter to the Temora and District Sports Council for consideration.

CARRIED

Report by Gary Lavelle

TEMORA SECURITY SERVICESPO Box 246
Temora NSW 2666

ABN: 36 147 477 879



3rd October 2018

Temora Shire Council
Mr Gary Lavelle
PO Box 262
TEMORA NSW 2666

Dear Gary,

As per our meeting regarding the recent vandalism at Nixon Park.

I understand your request and have passed this on to staff that if we are able to identify that there are minors involved, to act accordingly.

I had suggested that council lock vehicle access gates onto immediate playing area, not into the grounds.

Keys only need to be allocated to appropriate users ie: council maintenance staff and sporting club delegate.

Notify all sporting clubs that these sporting facilities are strictly not for these types of gatherings, (end of season "Mad Monday").

Would council consider erecting signage at sporting grounds entrances to display "Consumption of Alcohol by minors is an offence"...or to that effect.

Yours Faithfully

Darryl Evans
Partner
Master Licence: 410668337
TemoraSecurityServices@bigpond.com

Phone: 0419 437 504

Email: TemoraSecurityServices@bigpond.com

3.7 LAKE CENTENARY MANAGEMENT COMMITTEE - ACTIVE FARMERS GAMES

File Number: REP18/1255
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. LCMC

REPORT

Lake Centenary Management Committee has received a request from Active Farmers Organisation to hold a “tuff mudder” event at Lake Centenary on the 16th or 23 March 2019.

The Lake Centenary Management Committee have unanimously voted in favour of the event occurring with three recommendations listed in the attached correspondence.

COMMITTEE RESOLUTION 124/2018

Moved: Cr Dale Wiencke
Seconded: Cr Rick Firman

That the Committee resolved to recommend to Council to provide in principle support for the proposal and seek further information regarding the event.

CARRIED

Report by Gary Lavelle



67999

Thursday, 3 August 2017

Mr Gary Lavell
Temora Shire Council
Loftus St
Temora N.S.W. 2666

Dear Gary

The Lake Centenary Management Committee (LCMC) received an email from the Active Farmers organisation on the 9th October 2018, seeking approval to host the Active Farmers Games at Lake Centenary on the 16th or 23rd March 2019.

The Active Farmers have proposed to host a "tuff mudder" based event to be held around Lake Centenary. I have also forwarded the proposal for your reference.

The LCMC voted unanimously for the proposed event to proceed under the following recommendations:

- The LCMC cannot authorise the use of the Jet Boat compound. The LCMC recommend that the Active Farmers contact the Jet Boat association to seek their approval for use of their facilities.
- The LCMC recommend that the Active Farmers consult with the Temora Shire Council to determine the types of obstacle's required, their construction and locations.
- We also recommend the Active Farmers keep a check on the Lake's water levels with the LCMC or Council prior to the event, as it would appear to be a "dry" season and the closure of the main lake body appears imminent.

The LCMC would also like to offer the use of the kiosk facilities to the Active Farmers.

The LCMC wish the Active Farmers a successful event.

Yours sincerely

Brett Cornford
Chairperson LCMC



Active Farmers Games Project Overview

Proposal

This document contains a formal proposal to the Temora Council & Lake Centenary Advisory Committee to request use of Lake Centenary to host Active Farmers Games in March 2019.

Active Farmers Origin

Active Farmers is a Not For Profit Organisation and Health Promotion Charity and was founded by Ginny Stevens at Mangoplah NSW in 2015, in response to her concerns about mental health in farming areas, and growing isolation from expanding farm technology, rising labour costs, and the dearth of health and wellbeing activities in small farming communities.

Active Farmers proactively addresses rural and remote community access issues through regular group fitness in a fun and supportive environment, facilitated by qualified personal trainers.

Designed especially for small farming communities with limited or no local access to fitness expertise and equipment, our motivational and interactive training sessions help promote physical and mental health and wellbeing, foster social interaction and enhance community connectedness.

Regular fitness sessions are supplemented by access to nutrition and mindfulness workshops run locally, accredited mental health first aid training, online mental health consultations and special events tailored to local communities.

These activities address five of the Royal Flying Doctor Service's 10 recommended key components for mental health programs in rural and remote Australia.

Active Farmers Games

The concept – Why?

Think Tough Mudder with a rural spin!

Research suggests that regular exercise and social interaction combined have a profound benefits not only to physical health, but also to mental health and resilience. Given the nature of farming and living in rural and remote areas we have been and are going to be faced with tough and challenging times, whilst living in the best place in the world, country Australia. We currently run regular group fitness classes in 30 small farming communities in Qld, NSW, Vic & Tas (largely populated around Temora – map attached), however we believe that we can inspire many more people to join our existing classes, start Active Farmers and above all take their physical & mental health seriously. We also believe that the current levels of suicide in farming communities is far too high and needs to change. We believe by running an event that encourages team work, comradeship, physical & mental



toughness provides an opportunity for our existing network and abroad to work towards something and take their health seriously, and build resilience within their community, organisation or family.

We also recognise that the current seasonal conditions are tough, therefore believe this event will provide something for the community to work towards and look forward to/raise spirits.

The Games Outline

The proposed course is designed to be completed in teams of three, whereby teams register online and require each other to complete the course. We would like to commence the course at the canteen, and complete an anticlockwise lap of the lake. We have identified 10 obstacles to be completed during the lap;

- Obstacle 1: Jet Boat – utilising channels
- Obstacle 2: Jet Boat – utilising channels
- Obstacle 3: Push tractor tyres up a hill
- Obstacle 4: Balance on a suspended log
- Obstacle 5: Tube across the water (near Farm Link)
- Obstacle 6: Push a square hay bale
- Obstacle 7: Climb a hay bale stack
- Obstacle 8: Crawl through a tunnel
- Obstacle 9: Drag a weighted wheelie bin
- Obstacle 10: Climb up a slope and slide down a blow up slide

**Please note that these are 'proposed' obstacles and we are more than happy to alter them upon any requirements and/or be open to any suggestions.*

We do request that the lake be closed for the event from the hours of 7am – 12noon. We anticipate the course will take approximately 1-2 hours to complete, however the set-up and pack-down will require additional time.

We will have volunteers placed at each obstacle, drink stations, ambulance officers around the course and will take the safety of all participants very carefully.

Proposed Dates

We proposed the 16th or 23rd March 2019, starting at 9am and concluding by 1pm. (including food and presentations)

Size of the event

We propose to open the event to 27 teams of three / 81 participants, plus support crew, spectators, volunteers & caterers. We anticipate that filling 27 teams may not be very difficult given we will be opening the event up for not only Active Farmers participants, but also to the general public such as local businesses or sporting clubs.



Catering

We intend on utilising a local charity/organisation (John Harper has been in contact with a local mental health charity) to cater for the event.

Ambulance

We propose to contact a local organisation such as St Johns Ambulance and/or seek advice from the Temora hospital.

Entertainment

We have Gordon Bray, 'the voice of rugby' pencilled in as our MC. We also intend on providing some entertainment for kids (potentially a mini kids competition) and a DJ.

Insurance

We have had preliminary conversations with the Temora council and will work with their current insurer, as well as the Active Farmers insurer to confirm that the insurance for the event is more than adequate.

Flow on effects

As well as the above mentioned aim of the event, we believe there will be multiple flow on effects to the Temora township and community. As mentioned previously we believe we will fill 27 teams of three (81 participants). These participants will more than likely come with their families, support crew and/or friends, potentially bringing 160+ people to the area. Not only will we be utilising a local organisation for the event catering, we would be delighted to promote local accommodation, cafes, eateries and sites in Temora and surrounds as part of the attraction of coming to the Active Farmers Games. We will be engaging with a PR and marketing firm (TBA) and endeavour to work very hard to ensure we have maximum publicity of both Active Farmers Games, and Temora as a fantastic host. We will be utilising a combination of print, social media, radio and television to broadcast our event.

In addition to promoting Temora as a fantastic location, we anticipate there will be another very important benefit, and that is to inspire more farmers and community members to get moving, take their physical and mental health seriously and look out for their community. We are striving to make a real difference to the health, and in particular mental health of farming communities and strongly believe that the Active Farmers Games have the capacity to raise a lot of awareness and get a lot of people moving!



Council Involvement & Sponsorship opportunities

We will be seeking sponsorship for the Active Farmers Games and would love to offer the Temora Shire Council and Lake Centenary advisory committee an opportunity, should our proposal be approved to be involved in whichever capacity should be of interest. Our Active Farmers Games Event committee are more than happy to organise a time to meet face to face to explore opportunities to work together in bringing this event to Temora.

In summary

We are extremely excited about running this event and believe there will be endless benefits, not only for the participants but for all the people inspired by the event, and the Temora community at large.

We thank you for your consideration for allowing the Active Farmers Games to proceed at your fantastic venue, Lake Centenary and will be more than happy to provide additional information should you require it.

We look forward to hearing from you.

Kind Regards,

Active Farmers Games Event Organising Committee

Ginny Stevens
Founder & CEO Active Farmers
P: 0439 343 925
E: ginny@activefarmers.com.au
www.activefarmers.com.au



Building stronger and more resilient farming communities in rural Australia

Vision

Building stronger and more resilient farming communities in rural Australia

Mission

Active Farmers mission is to advance health and social and public welfare in rural and remote communities by:

- 1) providing programmes, including, but not limited to:
 - a) group fitness classes for all levels and ages
 - b) nutrition, general wellbeing and financial planning workshops and consultations
 - c) remote access to mental health services
- 2) fostering social interaction
- 3) enhancing community connectedness, and
- 4) building community resilience



Building stronger and more resilient farming communities in rural Australia

FOUNDER – GINNY STEVENS

June 2017

I grew up on a farm in Tasmania and have always been passionate about agriculture and staying active. I combined these two loves when I founded Active Farmers in 2015.

Concerned about the level of depression and suicide in rural communities, I developed a program for farmers and other community members to improve their physical and mental health and wellbeing. Through exercise and interaction, participants become more aware of their health and develop a greater sense of community.

In January this year I made the decision to leave my eight year Agribusiness banking career and, with the support of Delta Agribusiness expand Active Farmers so that as many country towns in regional areas throughout Australia can have access to the service as possible.

My philosophy is that the more people who understand the connection between being physically fit and well connected within their community and being mentally strong the better! Active Farmers is therefore going to create a large network of farmers and community members working together to improve both physical and mental health, and build social capacity in their communities!

I am now settled at Mangoplah, southern NSW on my husband's family farm with twins on the way and couldn't be happier with life in the country!

Qualifications

- Bachelor of Agricultural Science, University of Melbourne
- Cert IV Personal Training

Former positions

- Jillaroo, Manbulloo Station, Katherine NT 2006
- ANZ Agribusiness Banking Graduate program, Deniliquin NSW
- ANZ Agribusiness Assistant Manager, Griffith NSW
- ANZ Small Business Banking Rural Manager, Wagga Wagga NSW
- Rabobank Rural Manager, Wagga Wagga NSW



Building stronger and more resilient farming communities in rural Australia

BOARD MEMBERS – brief biographies

Gerard Hines
GradDipFarmMgt

Managing Director, Delta Agribusiness Group

Gerard grew up on a family farm at Wallendbeen NSW, and has 30 years involvement in agribusiness. After 16 years operating a Joint venture farm services business in southern NSW, he established Delta Agribusiness in 2006 with several long-term colleagues.

Gerard also has interests in a telecommunications company that owns and manages a group of Telstra licensed shops across the Central West and Southern NSW.

Gerard is passionate about regional communities and the sustainability of agriculture at all levels, and constantly strives to add value to farming operations across regional Australia. Gerard enjoys the challenges of building dynamic teams, who are making a difference by challenging the status quo, being innovative, and driving a culture of shared vision, and equitable outcomes to all stakeholders.

John Hewitt

Director & Shareholder, Landmark Harcourts, Tasmania

John grew up on a working farm in northern Tasmania and has worked throughout the rural industry in Victoria and southern NSW with both national and international companies in senior management positions in a range of agricultural enterprises including horticulture, forestry, cropping, grazing and dairying.

John is currently a Director and shareholder of three unlisted dairy companies.

Fred Lester LLB LLM

Solicitor & Director, Clarke & Gee Launceston, Tasmania

After growing up in Northern Tasmania, Fred studied law at ANU and was admitted to practice in 2006. He completed a Master of Law at ANU in 2008 and practised in Canberra between 2006 and 2011 before returning to Launceston.

Fred was elected to the Council of the Law Society of Tasmania in 2013 and is currently a member of the Council's Executive Committee.

Rebecca Milliken
BA MHR

Head of HR, Delta Agribusiness

Bec grew up on a commercial sheep and cattle property on the Hay Plains. After graduation from the Australian National University, Bec worked in a range of roles for leading Australian recruitment firms. Her Delta Ag role includes travelling NSW supervising recruitment, talent management, learning and development, leadership and succession, workplace health and safety and more.

Bec is current President of the Riverina Ag Network and an RIRDC sponsored participant in the Australian Rural Leadership Program. She is also completing her HR Masters through Southern Cross University.

Emma Rossi
BA, MBA

Media & strategic communications executive

Emma Rossi spent nearly two decades reporting for news and current affairs on national television, a job that took her overseas as a foreign correspondent, across Australia as a reporter, and into the lounge rooms across the world as a news presenter.

Since 2011, Emma has been the public face of the Federal Government's telecommunications and media regulator. She is also a regular spokesperson for Children's e-safety and security.

Growing up Emma's family had a farm in the Pilliga Scrub where she learnt to ride muster, skirt a fleece and preg-test a cow.

Emma has been an Australia Day Ambassador for NSW Premier and Cabinet since 2013, and is currently a Board Director and instrumental in the establishment of Mary's House, a refuge in Sydney's lower north shore for women and children fleeing domestic violence.

Ginny Stevens *BAGSci*
Cert III & IV Fitness

Founder and General Manager, Active Farmers

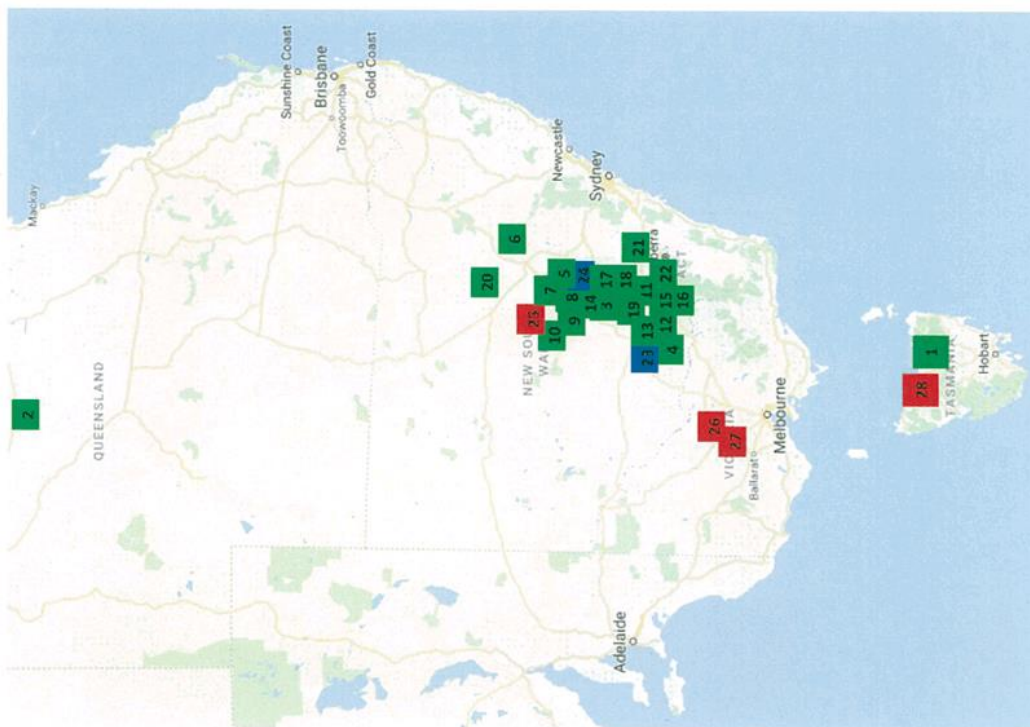
Ginny grew up on a farm in Tasmania and has always been passionate about agriculture and keeping active. She combined these two loves when she founded Active Farmers in 2015.

Ginny jillarooed on a NT cattle station for a year before starting university.

After 7 years in agribusiness banking in southern NSW, Ginny decided to devote her energies full-time to expanding the Active Farmers network and services. She and husband Andy operate a mixed farming business at Mangoplah and spend every spare minute with twins born in July 2017.

ACTIVE FARMERS COMMUNITIES

1. Hagley, TAS:
2. Hughenden, QLD:
3. Ariah Park, NSW:
4. Burrumbuttock, NSW
5. Gooloogong, NSW:
6. Dunedoo, NSW:
7. Egorwa, NSW:
8. Grenfell, NSW:
9. Quandialla, NSW:
10. Caragabal, NSW:
11. Jugiong, NSW:
12. Mangoplah, NSW:
13. Uranquinty, NSW:
14. Wirrinya, NSW:
15. Ladysmith, NSW:
16. Book Book, NSW:
17. Stockinbingal, NSW:
18. Illabo, NSW:
19. Eurongilly, NSW:
20. Coonamble, NSW:
21. Collector, NSW:
22. Tarcutta, NSW:
23. Lockhart, NSW:
24. Murringo, NSW:
25. Trundle, NSW: coming soon
26. Pretty Pine, NSW: coming soon
27. Bridgewater on Loddon, VIC: coming soon
28. Burnie, TAS: coming soon





Building stronger and more resilient farming communities in rural Australia

INFORMATION FOR DONORS AND SPONSORS

Corporate information
Active Farmers Ltd
ABN 81 623 351 888

Postal address
PO Box 5361,
SOUTH WAGGA WAGGA
NSW 2652

Charity Status
Registered with the Australian Charities and Non-for-profits Commission
Endorsed as a Deductible Gift Recipient

All donations are tax deductible

Design services donated by Myl Doughty



Who are we?

Active Farmers is a not-for-profit organisation reaching people living in small rural and remote farming communities to provide fitness, mental health and wellbeing programs.

Active Farmers has full charity and tax-deductible status.

What is the need?

Australian reports¹ of health determinants for people living in rural and remote communities highlight:

- nollow levels of physical exercise
- higher rates of mental illness and fewer mental health services
- almost double the rate of suicide than in major cities

People travel, if they must, the 30, 50 or 100+ kilometres to access services and amenities taken for granted by city dwellers. Most have no ready local access to medical, health, and financial services. There are few or no places of daily interaction such as shops, cafes or newsagents. Some have a pub and a small store, but rarely a gym or fitness facilities.

It is not feasible for small communities to enjoy the abundance of services available in large centres but these relative disparities underscore some of the challenges faced by people living and working in non-urban and often remote locations.

How do we address the need?

This dearth of ready access, particularly to locally available health and wellbeing activities, was the genesis of Active Farmers goals to:

- provide regular group fitness classes for all fitness levels
- facilitate nutrition and general wellbeing workshops and consultations
- offer remote access to mental health services
- foster social interaction
- enhance community connectedness and resilience

These goals address five of the Royal Flying Doctor Service's 10 recommended key components for mental health programs in rural and remote Australia².

Jacquie Mate "My Active Farmers trainer has helped me so much mentally after being burnt out in bushfires... nine months on she still has my back." - Active Farmers participant, Dunedoo

Susan Porter "It really doesn't matter about your fitness level because you go at your own pace, you don't have to keep up with anyone. What a wonderful concept for our community! It's got us all together in the mornings and it's improved our fitness." - Active Farmers participant, Mangoplah

Andy Ross "Active Farmers is a must for rural areas especially given the limited access to structured fitness classes. I can do a lot more things on the farm now." - Active Farmers participant, Mangoplah

How much have we accomplished to date?

A lot! Since partnering with DeltaAg in early 2017 we've expanded to embrace 20+³ small farming communities stretching from Tasmania to outback Queensland.

Specialist service providers in nutrition, mindfulness and massage run local workshops and provide personal advice online.

We have built a social media following of thousands of people. Our small office uses technology to schedule classes and share stories and news from across our network.

Additional small farming communities are in the pipeline.

¹ See page 7 for more information and references
² RFDS 2017 report *Mental health in rural and remote communities* p. 13, accessed 7 Sep 2017 at <https://www.flyingdoctor.org.au>

Why do we need your help?

To help fund our programmes in small farming communities especially smaller groups in more remote areas where full cost recovery is not always feasible. Indicative costs include:

EXPENSES	\$
VENUE HIRE FOR 1 GROUP FITNESS CLASS	\$25
1 MONTH'S VENUE HIRE FOR 2 FITNESS CLASSES / WEEK	\$200
1 NUTRITION OR MINDFULNESS WORKSHOP IN A LOCAL COMMUNITY	\$500
EQUIPMENT FOR GROUP FITNESS CLASSES IN ONE COMMUNITY	\$1200
ANNUAL EXPENSES FOR VENUE HIRE AND TRAINER FOR 2 CLASSES PER WEEK IN ONE COMMUNITY	\$6500

Frequently asked questions

Where does Active Farmers operate?

Our programmes run in many small farming communities typically with little or no access to a gym/fitness services.

Is Active Farmers only for farmers?

No. All community members are welcome to join our programmes.

What do you typically offer in a small farming community?

Two local group fitness classes per week at a local venue, access to nutrition, mindfulness & finance workshops.

Who are your trainers and specialists?

Our qualified trainers are local people passionate about the health of their farming communities and a crucial part of our network. Specialists in nutrition and mindfulness run local workshops, and private consultations online. We also provide access to mental health specialists via secure video conference.

Do people pay to attend the fitness classes?

Yes. People typically pay between \$10 and \$15 per class.

How are donors and sponsors recognised?

We are grateful to all our donors and sponsors. Major donors and sponsors can be recognised on our website, at fundraising events and through our engaged social media following.

Selected references: mental health determinants in rural and remote communities

No/low levels of exercise

A report by the Australian Institute of Health and Welfare¹ noted that 72% of rural and remote people reported no/low levels of exercise compared with 65% for major cities.

Higher rates of mental illness, fewer mental health services, lower government Medical Benefits Schedule (MBS) expenditure

People living in rural and remote communities have higher rates of mental illness than their urban counterparts, and higher rates of mental health hospitalisations. Yet psychologist rates per 100,000 population is less than half that in major cities². Correspondingly, per capita MBS expenditure on mental health services in rural and remote Australia was less than half that of major cities³.

Risks of self-harm

People living in small farming communities are those at highest risk for formation of mental health problems. The rate of suicide in remote and very remote Australia is almost double the rate in major cities⁴. A range of rural circumstances contributes to broad sociocultural, mental health, economic and service-related problems and conditions, which in turn place individuals in those areas at greater risk of self-harm⁵.

1 Australia's Health 2016, Australian Institute of Health and Welfare p. 162
 2 Mental Health in Rural and Remote Australia, National Rural Health Alliance Inc, Infographic October 2016
 3 Mental Health in Rural and Remote Australia National Rural Health Alliance Inc, Fact Sheet March 2017
 4 Suicide in rural Australia National Rural Health Alliance Fact Sheet 14 – May 2009

How can you help us?

Tax-deductible financial donations, no matter how large or small

How can you donate?

That's easy!

Online: www.activefarmers.com.au

Email: donations@activefarmers.com.au

Phone us on 0439 343 925

Follow us:

 www.facebook.com/activefarmersau/

 www.instagram.com/activefarmers/

 Subscribe through our website www.activefarmers.com.au



3.8 ACCESSIBLE & MOBILITY PARKING

File Number: REP18/1257
Author: Engineering Technical Officer
Authoriser: Engineering Technical Manager
Attachments: 1. Appendixes

REPORT

An objective included in Council's 2018/2019 corporate planning and reporting frameworks is for Council to provide sufficient accessible parking spaces. Subsequently, Council staff have reviewed existing accessible parking spaces available and provide a range of options for improved accessible parking that meet the needs of the community.

Current Location of Accessible Parking Spaces

A review of current accessible parking spaces within Temora and Aria Park has been conducted and is mapped in Appendix B and C. The following table summarises the locations and establishments with these provisions.

Public Facilities/On Street (Temora):

Ref No.	Location	Qty
1	Medical Imaging Centre	1
2	Medical Centre	2
3	Railway Precinct	2
4	Temora Ex-Services Club	2
5	Hoskins Street CBD	5
6	Council Offices	1
7	Temora Public School	1
8	Temora Recreation Centre	1
9	Temora High School	1
-	Memorial Town Hall (under consideration)	TBC

Public Facilities/On Street (Aria Park):

Ref No.	Location	Qty
1	Bowling Club	1
2	Aria Park Central School – Pitt Street	2
3	Aria Park Central School – Harrison Street	2

Private Third Party Facilities:

Ref No.	Location	Qty
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Ref No.	Location	Qty
1	IGA	2
2	Woolworths	2
3	McDonalds	1
4	Temora Hospital	1
5	Temora TAFE	1
6	Aviation Museum	6

Australian Standards

The applicable standards in relation to accessible parking include the following two specifications:

- Australian Standard for Parking Facilities – On Street Parking (AS 2890.5 - 1993)
- Australian Standard – Off-Street Parking for People with Disabilities (AS 2890.6 – 2009)

AS 2890.6 specifies minimum requirements for the provision of parking for people with a disability.

Angled accessible parking dimensions (Figure A)

As dictated by the specification angled accessible parking shall comprise of the following parameters:

- Dedicated parking spaces shall be between 45 and 90 degrees
- Dedicated parking space shall be 2400 mm wide by 5400 mm long
- A shared area on one side of the dedicated parking space shall be 2400 mm wide by 5400 mm long
- Both the dedicated parking space and shared area shall be at the same level
- Bollards shall be provided in the shared area at a minimum height of 1300 mm
- Each parking space shall comprise of a firm plane surface with a fall not exceeding 1:33 (on a bituminous surface) in any direction

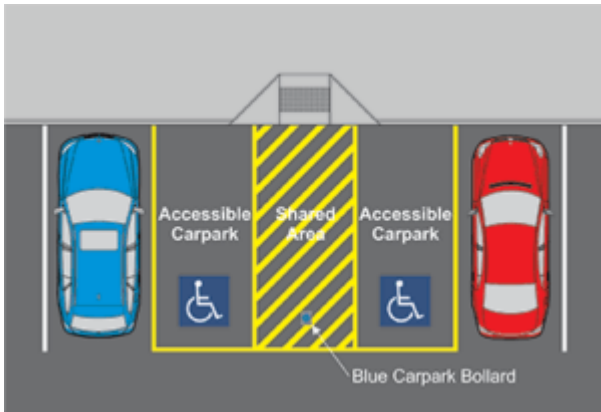
Parallel accessible parking dimensions (Figure B)

As dictated by the specification parallel accessible parking shall comprise of the following parameters:

- Dedicated parking space shall be 3200 mm wide by 7800 mm long
- A shared area adjacent to the non-trafficked side of the dedicated parking space shall be 1600 mm wide by 7800 mm long
- The shared area may be at a higher level than the dedicated parking space in which it shall be separated by a kerb no more than 190mm high
- Where kerb ramp are provided they shall be installed at the front or rear corner of the parking space
- Each parking space shall comprise of a firm plane surface with a fall not exceeding 1:33 on a bituminous surface in any direction

Pavement Markings

- Each delineated space shall be identified by means of a white symbol of access between 800 mm and 1000 mm high placed on a blue rectangle with no side greater than 1200 mm, located in the centre of the space between 500 mm and 600mm from the entry point
- Pavement marking shall be yellow and shall have a slip resistant surface
- Dedicated parking spaces shall be outlined with unbroken lines 80 to 100 mm wide on all sides unless delineated by a kerb, wall or barrier



Typical Accessible Parking Layout

Figure A: Double Accessible Car Parking Spaces in Accordance with AS 2890.6

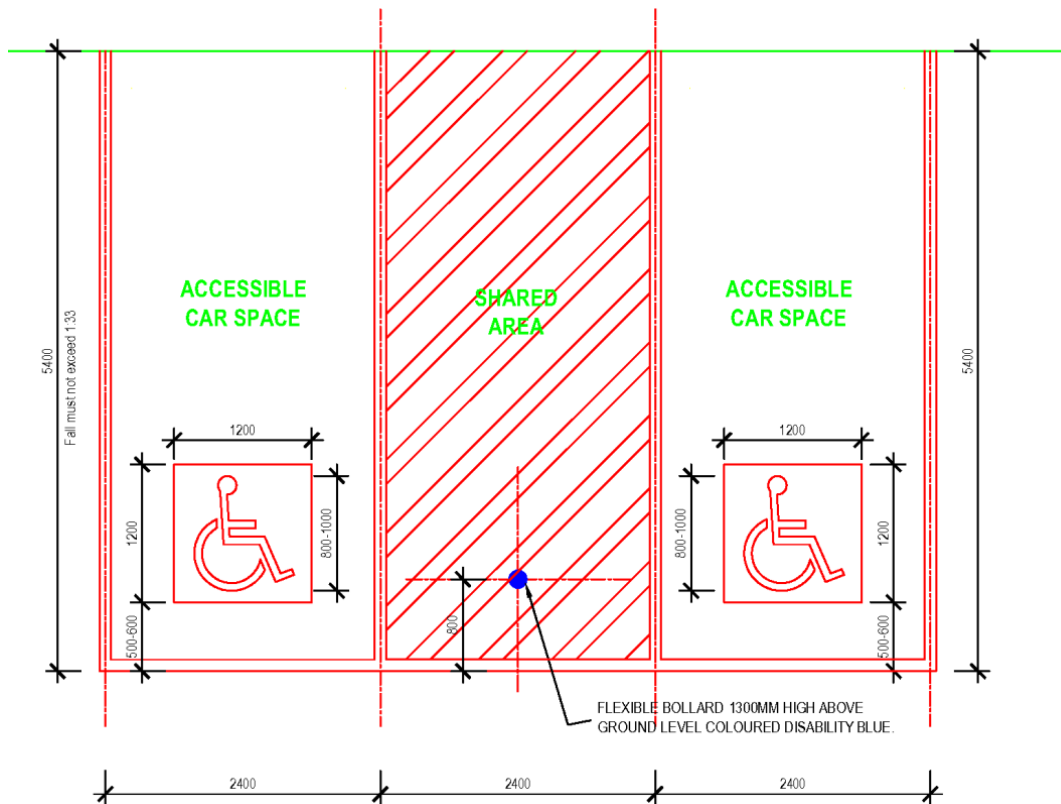
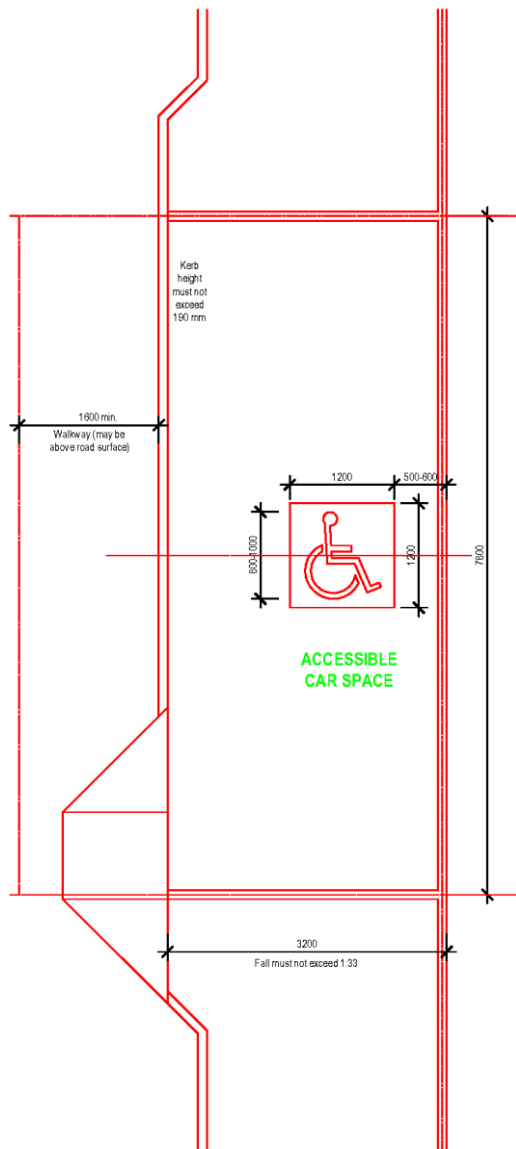


Figure B: Parallel Accessible Car Parking Space in Accordance with AS 2890.6



Current Compliance

As informed by AS2890.6, each accessible parking space shall comprise of a firm plane surface with a slope gradient not exceeding 1:33 on a bituminous surface in any direction. A review of Council managed accessible parking facilities has been undertaken against AS2890.6 to determine current levels of compliance with this standard. Results of the review are tabulated in Appendix A.

Australian Disability Parking Scheme

The Australian Disability Parking Scheme (ADPS) includes an Australian Disability Parking Permit, which is recognised nationally. It also establishes nationally consistent eligibility criteria and national minimum parking concessions to help reduce the barriers for permit holders when travelling interstate. State and Territory Governments are responsible for the management of the ADPS.

Permit holders can park in parking spaces showing the international symbol of access and can receive concessions in most public parking spaces where the sign or meter shows specific time limits.

The national minimum standards for disability parking concessions give States and Territories the flexibility to provide additional concessions to meet the needs of local permit holders. All disability parking permit holders will therefore need to check the local rules for parking and obey all other road and parking conditions.

NSW Mobility Parking Scheme

When you apply for a Mobility Parking Scheme permit in NSW, you'll also be issued an Australian Disability Parking Permit. Successful holders need to display the NSW Mobility Parking Scheme permit in the plastic sleeve of the Australian Disability Parking Permit when using it to park.

Mobility Parking Concessions

You can only access parking concessions when:

A Mobility Parking Scheme permit and Australian Disability Parking Permit are displayed together in the vehicle, and

- The vehicle is being used to transport the permit holder.
- Parking concessions are only available at on-street and Council operated car parks.

Time limited parking areas

Permit holders can park in time limited parking areas for longer time periods. If the parking area is limited to:

- More than 30 minutes: the vehicle can park for an unlimited time
- 30 minutes: the vehicle can park for up to two hours
- Less than 30 minutes: the vehicle can park for a maximum of 30 minutes.

Metered, coupon or ticket parking areas

A vehicle displaying a valid permit can park in metered, coupon or ticket parking areas at no charge.

Designated disability parking spaces

Parking spaces and signs that show the symbol for people with disabilities are for the use of vehicles displaying valid permits only.

For all other vehicles, the disability symbol has the same effect as a 'No Stopping' sign.



No parking areas

In areas signposted as 'No Parking', a vehicle displaying a valid permit can stop for no longer than five minutes to drop off or pick up passengers or goods. The driver must remain within three metres of the vehicle.

All other parking rules continue to apply.

Mobility Parking Scheme permits do not allow you to stand or park a vehicle:

- Between 'no stopping' signs
- At taxi stands
- In bus, loading, construction or truck zones
- On clearways.

Frequency of Accessible Parking

AS2890.6 sets out that parking facilities, whether public or private, shall provide the number of car parking spaces for people with disabilities as specified in the below table:

PROVISION OF ACCESSIBLE CAR PARKING SPACES	
Total number of car spaces	Number of accessible car spaces
1 – 20	Not less than 1
21 – 50	Not less than 2
For every additional 50 car spaces or part thereof	Not less than 1

Target Access Provision

It is appropriate Council provide adequate accessible parking for public use throughout the Temora LGA. This is particularly important at Council owned and/or managed public infrastructure, but also at private infrastructure accessed by Council managed public parking. As such, Council staff have prepared a register of high use public and private facilities that require Council consideration for provision of accessible parking. These facilities have been examined in relation to current provision of accessible parking, with staff making recommendation regarding potential improvements.

Considerations

Facilities not investigated which Council may wish to consider, include:

- Churches
- Cemeteries
- Temora Bowling Club
- Golf Clubs
- Tennis Courts
- Springdale Hall
- Bradley Park

It may not always be practical or viable to provide accessible parking at community facilities due to factors such as;

- Low traffic volumes/usage
- Available alternative parking options

- Adverse site conditions (unsealed car parks, steep slopes, etc.)
- Installation cost

COMMITTEE RESOLUTION 125/2018

Moved: Cr Rick Firman




Seconded: Cr Claire McLaren


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


CARRIED



Report by Rob Fisher/Amanda Colwill

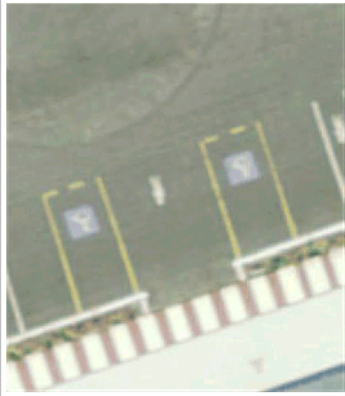
Appendix A: Current Accessible Parking (Temora)

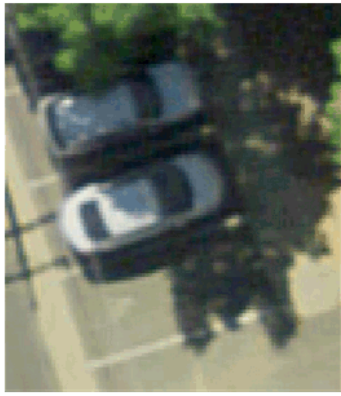
	Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
CBD Main Streets	Hoskins Street Temora	5 accessible parking spaces	On street parking	No	No shared zone Slope exceeded (excluding park outside Post Office) Kerb ramp outside of parking area (park outside Newsagency & Chinese Restaurant only)		Dimension: Consider moving accessible park to adjacent bay to allow for provision of a 2.4m shared zone and bollard in existing bay. Note: this will result in loss of 5 Hoskins CBD parks. Slope: No Action. Kerb Ramps: No Action.
	Coolamon Street Ariah Park	No accessible parking	On street parking	N/A	N/A		Council to consider installation of a parallel accessible park within Coolamon Street CBD
Education	Temora High School	1 accessible parking space	On street parking	No	Parking space too narrow/under length Slope exceeded Kerb ramp outside of parking area		Dimension: Lengthen park by approx. 1.65m towards kerb ramp. Increased width not feasible. Slope: No action. Kerb Ramp: Overcome when park dimension adjusted. Note: Consider moving east to main entrance to allow for accommodation of correct width.

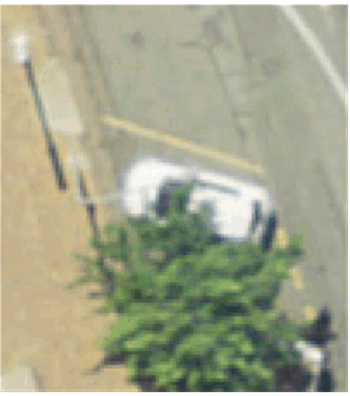
Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
Education	Temora Public School	On street parking	No	Parking space too narrow/under length Kerb ramp outside of parking area		Dimension: Lengthen park by approx. 3.45m, Widen park by approx. 0.35m. Kerb Ramp: no Action. Access via driveway adjacent accessible park.
	St. Anne's Central School	Private off street parking	N/A	Not reviewed		Not reviewed.
	Temora West Public School	On street/off street parking	N/A	N/A		Council to consider installation of parallel accessible park. Options Lawson Road – 11.2m kerb to kerb (struggle for width). No paved footpath. Truskett Street – 17.5m kerb to kerb. Private – No suitable hardstand visible
	Temora Pre-School	On street parking	N/A	N/A		Council to consider installation of angled or parallel accessible park servicing Gloucester Park and Preschool. Options Lofus Street – Potentially steep slope and may affect existing



Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
Education						angled parking. George Street – Hard to provide efficient access to both park and preschool entrance.
	Temora TAFE	1 accessible parking space	Private off street parking	Not reviewed		Not reviewed.
	Ariah Park Central School	2 accessible parking spaces	On street parking	Parks not delineated		Dimension: Consider delineating parallel parking space

Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
Health	1 accessible parking space	Off street parking	No	Parking space under length Shared zone too narrow/under length and requires a bollard		Dimension: Lengthen park by 0.5m. Widen shared zone by 1m, install bollard in shared zone.
	2 accessible parking spaces 1 drop off/pick up zone	On/off street parking	No	Parking space under length Shared zone too narrow/under length		Dimension: No action. Increased length or width not feasible.
	1 accessible parking space	Private off street parking	Not reviewed	Not reviewed		Not reviewed
	No accessible parking	On street parking	N/A	N/A		Council to consider / encourage private off street parking.
	No accessible parking	Off street parking	N/A	N/A		Encourage private off street parking.

Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
Narraburra Lodge	No accessible parking	Off street parking	N/A	N/A		Encourage private off street parking.
Lake Centenary	No accessible parking	Off street parking	N/A	N/A		No Action. Large opportunity for informal parking close to facility amenity.
Railway Precinct	2 accessible parking spaces	Off street parking	No	Shared zone requires pavement markings & bollard		Dimension: Consider marking shared zone and installing bollard.
Federal Park	No accessible parking	On street parking	N/A	N/A		Council to consider installation of angled accessible park. Potentially could be serviced by Railway precinct or Tennis Courts.
Gloucester Park	No accessible parking	On street parking	N/A	N/A		Council to consider installation of angled accessible park servicing Gloucester Park and Preschool.
Nixon Park	No accessible parking	Off street parking	N/A	N/A		Council to consider installation of angled accessible park adjacent to new playground (central to all users)

Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
Recreation	1 accessible parking space	On street parking	No	No shared zone Slope exceeded Kerb ramp outside of parking area		Dimension: Consider moving accessible park to the east and convert current park to shared zone and install bollard Slope: No action Kerb Ramp: Over come when park dimension adjusted.
	No accessible parking	On street parking	N/A	N/A		Council to consider installation of angled accessible park on Loftus street.
	No accessible parking	On street parking	N/A	N/A		No Action. Large opportunity for informal parking close to facility amenity.
	No accessible parking	On street parking	N/A	N/A		Council to consider installation of parallel accessible park on Loftus street. Could be either/or both sides of Hoskins Street.
	No accessible parking	On street parking	N/A	N/A		No Action. Large opportunity for informal parking close to facility amenity.
	No accessible parking	On/off street parking	N/A	N/A		Council to consider internal or external (Crowley Street) angled accessible park.
	No accessible parking	On street/off street parking	N/A	N/A		Council to consider internal angled accessible park.

	Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
Recreation	Temora West Sports Ground	No accessible parking	On street parking	N/A	N/A		Council to consider internal or external (Twynam Street) angled accessible park.
	Ariah Park Recreation Ground	No accessible parking	Off street parking	N/A	N/A		Council to consider internal angled accessible park to service club house and adjacent sports fields.
	The Oval/Boom Netball Complex	No accessible parking	On street parking	N/A	N/A		Council to consider internal angled accessible park.
Other Buildings or Facilities	TSC Office	1 accessible parking space	On street parking	No	Parking space under length No shared zone Slope exceeded Kerb ramp outside of parking area		Dimension: Decrease width of carpark by 2.4m and convert this area to a shared zone (width of parking space still compliant) and install bollard Slope: ??? Kerb Ramp: Overcome when park dimension adjusted.

Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
Other Buildings or Facilities	Temora Ex-Services Club	On street parking	No	No shared zone Slope exceeded Kerb ramp outside of parking area		Dimension: No action Slope: ??? Kerb Ramp: No action
	Ariah Park Bowling Club	On street parking	No	Park not delineated No shared zone Slope exceeded Dimensions do not allow for two parking spaces		Council to consider consolidation and installation of 1 angled accessible park.
	Temora Town Hall	No accessible parking	No	Parking under review as part of Town Hall upgrade		Provision of a minimum of 1 parallel accessible adjacent to access ramps and provision of 1 or 2 angled accessible parks.
	Ariah Park Town Hall	No accessible parking	N/A	N/A		Council to consider installation of angled accessible park to service Town Hall and playground.
	Temora Library	No accessible parking Drop off zone	On street parking	N/A	N/A	No action. Council owned medical centre and medical imaging accessible parking close by. Plus formalised drop off and pick up point located adjacent to

Facility	Current Parking Provisions	Parking Location	Compliance with AS2890.6	Comment	Typical Layout	Recommendation
Temora Rural Museum/ Information Centre	No accessible parking	On street parking		N/A	N/A	library entrance. Council to consider installation of parallel accessible park on Macauley Street.

Appendix B: Current Accessible Parking (Temora)



Private Third Party Facilities

Ref No.	Location	Qty
1	IGA	2
2	Woolworths	2
3	McDonalds	1
4	Temora Hospital	1
5	TAFE	1
6	Aviation Museum	6

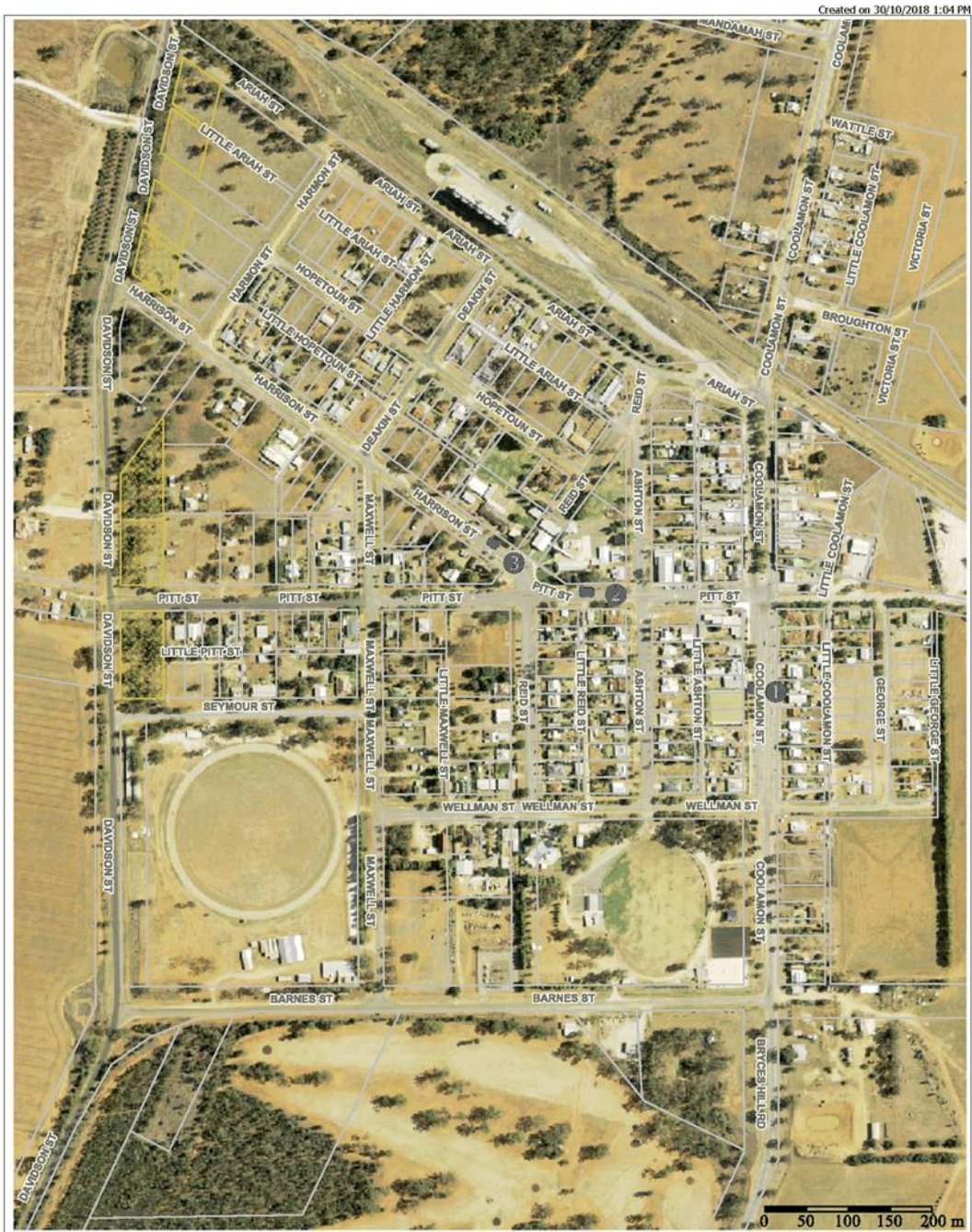
Public Facilities/On-Street


Ref No.	Location	Qty
1	Medical Imaging Centre	1
2	Medical Centre	2
3	Railway Precinct	2
4	Temora Ex-Service Club	2
5	Hodgins Street CBD	5
6	Council Offices	1
7	Temora Public School	1
8	Temora Recreation Centre	1
9	Temora High School	1

Disabled Parking

Temora Shire Council
 PO Box 1000
 14 BROADWAY, TEMORA, NSW 2865
 Tel: (02) 6962 1138
 Web: www.temora.nsw.gov.au

Appendix C: Current Accessible Parking (Ariah Park)





LDA
Landscape Design Australia

Formerly Urban-Central
105 Leland Street
PO Box 2102
Richmond, VIC 3121
Ph: (03) 9980 1100
Fax: (03) 9980 1133
Web: www.landscape.com.au

Disabled Parking

Public Facilities/On-Street ■■■■

Ref No.	Location	Qty
1	Bowling Club	2
2	Ariah Park Central School – Pitt Street	1
3	Ariah Park Central School – Harrison Street	1

3.9 MOBILE COVERAGE - BLACKSPOT

File Number: REP18/1258
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. Mobile - Blackspots

REPORT

Council is in receipt of correspondence from a resident regarding the lack of mobile coverage between Aria Park and Coolamon on the Mary Gilmore Way, and is requesting Council to make representations to relevant departments for consideration in Round 4 of the National Black Spot program.

COMMITTEE RESOLUTION 126/2018

Moved: Cr Rick Firman
Seconded: Cr Nigel Judd

That the Committee resolved to recommend to Council to make representations to State and Federal Members and REROC

AND FURTHER

That a copy of the correspondence be forwarded to the Aria Park Advisory Committee.

CARRIED

Report by Gary Lavelle

68000

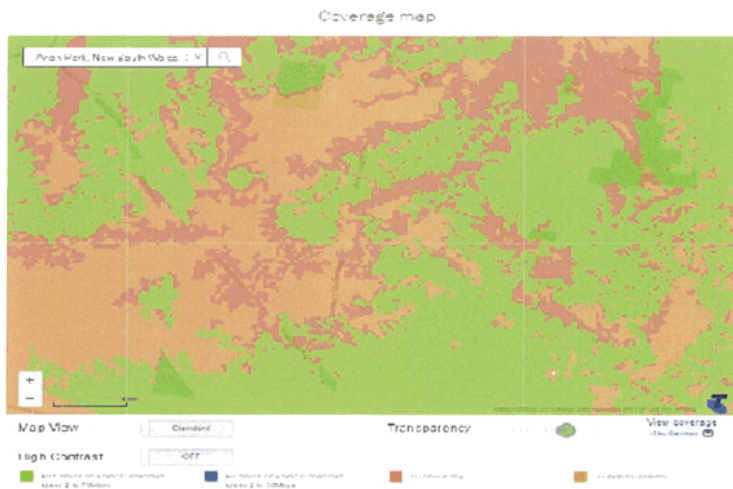
Attn: Temora Shire Council,

I am writing to inform you of the serious lack of mobile coverage between Ariaiah Park and Coolamon, along the Mary Gilmore way and surrounding districts such as Tara, Methul, Yarranjerry state forest, Walleroobie etc. I ask you to pressure the relevant Government Department and the Minister responsible to seriously consider this area for round 4 of the National Black Spot program.

Firstly, I am quite surprised it hasn't been considered in previous rounds, due to fact population growth has bucked trends of rural decline, with many families living on properties along the Mary Gilmore way and surrounding districts. If we want farmers to remain viable, feel safe and secure, make essential business-related calls and utilise emerging agricultural mobile based technologies, we must provide this basic service.

Secondly, the Mary Gilmore Way between Ariaiah Park and Coolamon provides a very important link to the major regional centre of Wagga Wagga, residences from Ariaiah Park, Mirrool, West Wyalong etc utilise the road for several reasons. Such as economic motives, selling stock, grain or going to Wagga Wagga to shop. Essential services, such as health care. To social aspects of visiting the movies, going to a nice restaurant or a night out on the town. This is a very busy road, accidents could occur, people may need to get into contact with others for all sorts of reasons.

Thirdly, forward thinking, the regions North of Wagga Wagga could potentially become more viable living places for workers commuting to Wagga Wagga or Coolamon. You hear in the news about politicians wanting people to move to the regions, if we provide basic mobile service along the Mary Gilmore Way between Ariaiah Park and Coolamon and connecting the regional districts, people will come. Please forward my request and pressure the relevant Government agencies to get this important service provided.



Source: <https://www.telstra.com.au/coverage-networks/our-coverage> Current Telstra coverage, requiring expensive external areas for coverage and even these don't seem to work. Refer to link for more details.

Regards

Brenton O'Brien

3.10 COUNCIL CROWN LAND CLASSIFICATION AND CATEGORISATION

File Number: REP18/1264
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: 1. Crown Land

REPORT

Introduction

The new Crown Land Management Act 2016 (CLM Act) began on 1 July 2018 and there are changes to the way council manages land that has been dedicated to Council as a Crown Reserve.

The CLM Act authorises local councils that are appointed to manage dedicated or reserved Crown land (council managers), to manage that land as if it were public land under the Local Government Act 1993 (LG Act). Generally council managers will manage land as if it were community land. Under the LG Act, a 'plan of management' must be adopted for all community land. The plan categorises the land and governs its use and management.

The LG Act requires that all public land must be **classified** as either community or operational land.

The CLM Act provides that Crown land managed by council managers as public land must be managed as if it were community land, unless the minister administering the CLM Act has given written consent to classify the land as operational.

Under the CLM Act, council managers must then **categorise** all Crown land under their management one or more initial categories of community land referred to in section 36 of the Local Government Act 1993 (LG Act). The categories that are available are: Natural area, Sportsground, Park, Area of cultural significance and General Community Use.

The purpose of this report is to inform Council of the land that has been identified by Crown Land as being Crown Reserves within Temora Shire, and propose **initial classifications and categorisations** of each of the reserves.

Councillors will note that this is a preliminary list provided by Crown Lands and the final list of all land for which Council will be the Land Manager will occur as part of this investigation process.

Community Land

Crown Land that is classified as community land is used for community purposes, including parks, sportsgrounds and general community use.

Operational Land

Where the minister has given written consent to classify land as if it were operational land, the council manager of the land has all the functions that a local council has under the LG Act in relation to operational land.

Land uses that may be classified as operational are cemeteries, waste management sites, depots and drainage land.

Council managers cannot sell any operational land without further ministerial consent nor do anything that contravenes:

- any condition of the council's appointment instrument as a Crown land manager

- the Crown Land Management Regulation 2018
- any applicable Crown land management rule
- any applicable plan of management adopted under Division 3.6 of the CLM Act.

In accordance with Section 3.22 (5) of the CLM Act, the NSW Department of Industry—Lands & Water (the department) will only issue ministerial consent to manage land as operational where a council manager can demonstrate that either the land:

- does not fall within any of the categories for community land under the LG Act, or
- could not continue to be used and dealt with as it currently can, if it were required to be used and dealt with as community land.

Plans of Management

Once Council has received a response from the Minister for Lands regarding any requests for classification as operational land, and the initial categorisations proposed, Council must prepare Plans of Management for all Council Crown Land that is classified as community land. Council has received funding for this purpose. It is proposed to employ a consultant to prepare the draft plans. All Plans of Management must be completed by 30 June 2021.

Council Crown Reserves

The attached table provides a list of all land identified by Crown Lands as being a Crown Land to be managed by Temora Shire Council as Council Manager.

In addition, the Temora Old Cemetery, Aria Park Cemetery and Trungley Hall Cemetery are identified as being Crown Land that is devolved to Council, where Plans of Management are optional.

Land owned by the State of NSW

The land identified in the above table is only that land that has been identified by Crown Land where Council is the Land Manager. There are 164 parcels of land identified within Council's records as being owned by the State of NSW within Temora Shire.

Where Council is interested in becoming the either the owner or the Land Manager of other Crown Land within Temora Shire, these negotiations can occur through the Crown Land office located in Wagga.

COMMITTEE RESOLUTION 127/2018

Moved: Cr Rick Firman

Seconded: Cr Dale Wiencke

That the Committee recommend to Council

1. Confirm the proposed land classifications for the land identified by Crown Land in Temora Shire where Council is the Council Manager.
2. Notify the Department of Industry of Council's decision and proposed categorisation.
3. Apply for ministerial consent to classify and manage Crown land as operational land where land identified within this report is proposed to be classified as operation land, rather than community land, due to its current or future use for operational purposes.
4. Commence the process of preparing Plans of Management for key sites of community land

that will require in-depth community consultation, namely the Temora Agricultural Innovation Centre, Nixon Park 1 &2 and Gloucester Park.

5. Receive a future report once the reclassification requests are determined by the NSW Department of Industry.
6. Continue to seek clarification where Council records indicate that the land is privately leased or may not be Council Managed Crown Land.

CARRIED

Report by Claire Golder

Reserve Name	Location	Lot & DP	Proposed Classification	Consistent with Crown Land Guidance	Proposed Categorisation	Consistent with Crown Land Guidance
Lake Centenary	420 Goldfields Way Temora	Lot 1212 DP 45494	Community Land	Yes	Park	Yes. Ownership being investigate.
Gloucester Park	Loftus St Temora	Lot 1095 DP750587	Community Land	Yes	Park	Yes
Temora Town Tennis Courts/Federal Park	Crowley St Temora	Lot 7018 DP 94443, Lots 1-9, Section 34 DP 758957	Community Land	Yes	Park	Yes
Nixon Park 1 & 2	65-75 Gallipoli St Temora	Lots 850, 851, 855, 856 DP 750587	Community Land	Yes	Sportsground	No – proposed park
Temora West Sportsground	Twynam St Temora	Lot 7302 DP 1135594	Community Land	Yes	Sportsground	No – proposed park
Temora Recreation Ground	Britannia St Temora	Lot 7017 DP 94446	Community Land	Yes	Sportsground	No – proposed park
Bob Aldridge Park	54-76 Crowley St Temora	Lots 152, 305-307 DP 750587	Community Land	Yes	Sportsground	No – proposed park
	Lucas St Temora	Lot 7009 DP	Operational Land	No – proposed community land -	Used as a dam	No

Sebastopol Reserve	924 Sebastopol Rd Sebastopol	Lot 102 DP 751424	Community Land	Yes	Park	Yes
Gidginbung School Site	Burley Griffin Way Quandary	Lots 16-17 DP 750820	Community Land	Yes	Park	Yes
Combaning School Site	Combaning School Rd Combaning	Lot 140 DP 7505952	Community Land	Yes	Park	Yes
Marble Quarry Rest Area	Burley Griffin Way Quandary	Lot 7003 DP 1067824, Lot 7006 DP 1067825	Community Land	Yes	Park	Yes
Ariah Park Depot	Barnes St Ariah Park	Lot 7011 DP 1024274	Operational Land	No – proposed community land – general community use	Used as a Council depot. No general public access	No
Ariah Park Depot Dam	Barnes St Ariah Park	Lot 7019 DP 1024273	Community Land	Yes	General Community Use	Yes
Ariah Park Garbage Tip	57 Sanitary Depot Rd Ariah Park	Lot 150 DP 750852	Operational Land	No – proposed community land – general community use	Used as a waste disposal site	No
Ariah Park Garbage Tip	57 Sanitary Depot Rd Ariah Park	Lot 149 DP 750852	Operational Land	No – proposed community land – general community	Used as a waste disposal site	No

Ariah Park Garbage Tip	57 Sanitary Depot Rd Ariah Park	Lot 147 DP 750852	Operational Land	use No – proposed community land – general community use	Used as a waste disposal site	No
Golden Gate Reserve	Gardner St Temora	Lot 7011-7012 DP 1056557	Operational Land	No – proposed community land - park	Used for dam, drainage and stockpile	No
Cnrs Gardner, Old Cootamundra & Gallipoli	Gardner St Temora	Lot 7312 DP 1154897	Operational Land	No – proposed community land - park	Used for drainage, future dam and road reserve	No
Goldengate Reserve - Effluent	Gardner St Temora	Lots 799-801 DP 750587, Lot 7311 DP 1154891	Operational Land	No – proposed community land – general community use	Used for stormwater, not effluent	No
Springdale Recreation Reserve	Burley Griffin Way Springdale	Lots 11-20 Section 3 DP 758923 Lot 1 DP 903961	Operational Land	No – proposed community land - park	Used as a cleanfill stockpile site	No. Land used as Springdale Recreation Reserve is 6240 Burley Griffin Way Lot 90 DP 750603
Gidginbung Reserve	30 Taylors Rd Gidginbung	Lot 159 DP 750621	Operational Land	No – proposed community land - park	Used for Rural Fire Service Purposes	No

Reefton RFS Shed	2414 Goldfields Way Reefton	Pt Lot 11 Section 6 DP 758875	This land is recorded by Council to be privately leased			
Reefton Recreation Reserve	282 Schlunkes Rd Reefton	Lot 4 DP 1127978	This land is recorded by Council to be privately leased			
Moroneys Lane Reserve	Moroneys Lane Temora	Lot 7003 DP 94439, Lot 1182 DP 750587	Operational Land	No – proposed community land - park	Former mine site. Not suitable for public recreation	No
	Moroneys Lane Temora	Lot 268 DP 750587	This land is recorded by Council to be privately leased	No – proposed community land – park with Moroneys Lane Reserve		
Temora Caravan Park	19-21 Junee Rd Temora	Lot 2 DP 557949	Community Land	Yes	General Community Use	No – proposed park. Review as part of future Plan of Management

4 CONFIDENTIAL REPORTS**COMMITTEE RESOLUTION 128/2018**

Moved: Cr Claire McLaren

Seconded: Cr Dale Wiencke

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993 at 4:22PM:

4.1 Temora West Sportsground Development

This matter is considered to be confidential under Section 10A(2) - di of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

4.2 Temora Ambulance Museum Stage 3

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.

CARRIED

5 CLOSE MEETING

The Meeting closed at 5:08PM.

This is the minutes of the Assets & Operations Committee meeting held on Tuesday 6 November 2018.

.....

GENERAL MANAGER

.....

CHAIRMAN

6.4 MINUTES OF THE AERODROME USERS COMMITTEE MEETING HELD ON 6 NOVEMBER 2018**File Number: REP18/1338****Author: Executive Assistant****Authoriser: General Manager****Attachments: 1. Minutes of the Aerodrome Users Committee Meeting held on 6 November 2018****RESOLUTION 272/2018**

Moved: Cr Nigel Judd

Seconded: Cr Kenneth Smith

It was resolved that the reports be received.

CARRIED**RESOLUTION 273/2018**

Moved: Cr Claire McLaren

Seconded: Cr Lindy Reinhold

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

CARRIED



Date: Tuesday, 6 November 2018
Time: 5:30 PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Aerodrome Users Committee Meeting

6 November 2018

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**MINUTES OF TEMORA SHIRE COUNCIL
AERODROME USERS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 6 NOVEMBER 2018 AT 5:30 PM**

PRESENT: Cr Rick Firman (Mayor), Cr Nigel Judd (Chair), Cr Dale Wiencke, Cr McLaren (Observer), Cr Sleigh (Observer), Cr Sinclair (Observer), Cr Smith (Observer), Cr Oliver (Observer) Mr Grant Johnson, Mr Nick Wills, Mr Geoff King, Mr Robert Maslin Mr Peter Harper

IN ATTENDANCE: Kris Dunstan (Director of Environmental Services), Steve Firth (Director of Administration & Finance), Rob Fisher (Engineering Technical Manager), James Durham (Building Inspector/Quality Assurance Officer), Claire Golder (Town Planner), Craig Sinclair (Economic Development Manager)

OBSERVERS IN ATTENDANCE:

Graham Engel, Simon Pike, Ken Smithwell, Sue Falkner, Mike Holloway, Josephine Holloway, M Engel, Don Woodward, Robert Matthews, Keith Bradshaw, Cherye Mackie, Phillip Mackie, Robert Blain, Sam Richards, Malcolm Bennett, Emma Bowley, Guy Bowley, Michelle Bradshaw, Tom Gilbert, Scott Lennon, Glen McNamara, Quentin Maxwell, Ian Bell, Norm Bailey, Jill Bailey, Gareth Otley

1 OPEN MEETING

5:30PM

2 APOLOGIES

COMMITTEE RESOLUTION 11/2018

Moved: Cr Dale Wiencke

Seconded: Mr Robert Maslin

That apologies from General Manager Gary Lavelle and Mr Frank Lovell, be received and accepted.

CARRIED

3 REPORTS**3.1 LINE MARKINGS - AERODROME**

File Number: REP18/1265
Author: Executive Assistant
Authoriser: General Manager
Attachments: 1. Taxiway Markings

REPORT

Line marking works will be undertaken shortly to the apron and Spitfire Drive taxiway. A copy of the MOS compliant markings are attached.

COMMITTEE RESOLUTION 12/2018

Moved: Mr Nick Wills
Seconded: Mr Grant Johnson

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

CARRIED

Report by James Durham

Section 8.4: Taxiway Markings

8.4.1 Introduction

- 8.4.1.1 Taxiway markings must be provided on all asphalt, sealed or concrete taxiways, as specified below. Taxiway markings must be painted yellow.

8.4.2 Taxi Guideline Markings

- 8.4.2.1 Taxi guideline markings must be provided on all asphalt, sealed or concrete taxiway surfaces, in the form of a continuous yellow line 0.15 m wide. On straight sections, the guideline must be located in the centre of the taxiway. On curved taxiways, the guideline must be located parallel to the outer edge of the pavement and at a distance of half of the taxiway width from it; i.e. the effect of any fillet widening at the inner edge of a curve is ignored. Where a taxi guideline marking is interrupted by another marking such as a taxi-holding position marking, a gap of 0.9 m must be provided between the taxi guideline marking and any other marking.
- 8.4.2.2 The same form of taxi guideline marking must be used on aprons as detailed below, under 'Apron Markings'.
- 8.4.2.3 Taxi guidelines on runways must not merge with the runway centreline, but run parallel to the runway centreline for a distance (D), not less than 60 m beyond the point of tangency where the runway code number is 3 or 4 and 30 m where the code number is 1 or 2. The taxi guideline marking must be offset from the runway centreline marking on the taxiway side, and be 0.9 m from the runway centrelines of the respective markings.

Note: Markings with non-compliant separations do not have to be brought into compliance until the next remarking of the pavement.

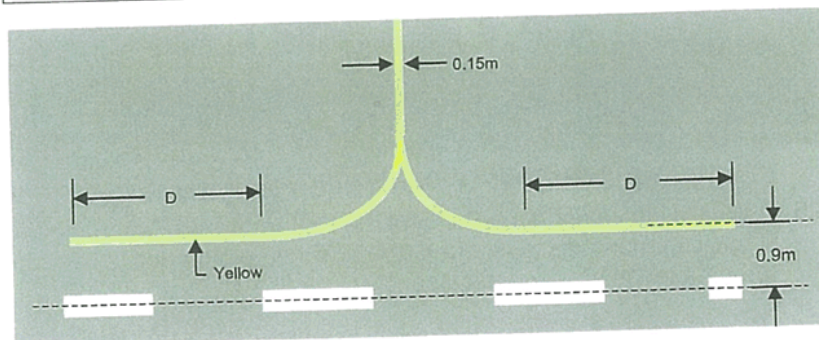


Figure 8.4-1: Taxi guideline markings meeting runway centreline markings

Section 8.5: Apron Markings

8.5.1 Introduction

- 8.5.1.1 Aprons accommodating aircraft of 5,700 kg Maximum All Up Mass (MAUM) and above, must be provided with taxi guidelines and primary aircraft parking position markings. Where the apron may be occupied by these and lighter aircraft at the same time, the aerodrome operator must also provide secondary aircraft parking position markings on the apron for the lighter aircraft.
- 8.5.1.2 Where aprons accommodate only aircraft of less than 5,700 kg MAUM, there is no mandatory requirement for taxi guidelines nor for marked aircraft parking positions. In these cases, the aerodrome operator may decide whether to provide markings, or to allow random parking.
- 8.5.1.3 The design of apron markings must ensure that all relevant clearance standards are met, so that safe manoeuvring and the precise positioning of aircraft is achieved. Care must be taken, to avoid overlapping markings.

8.5.2 Apron Taxi Guideline Markings

- 8.5.2.1 Apron taxi guideline markings must be of the same form as those used on the taxiway. The design of taxi guidelines on aprons is dependent on whether the aircraft is being directed by a marshaller or the pilot.
- 8.5.2.2 Where aircraft are to be directed by a marshaller, the 'nose wheel position principle' shall apply; that is, the taxi guideline is designed so that when the aircraft nose wheel follows the taxi guideline, all the required clearances are met.
- 8.5.2.3 Where aircraft are to be guided by the pilot, the 'cockpit position principle' shall apply; that is the taxi guideline is designed so that when a point on the centreline of the aircraft midway between the pilot and the co-pilot seats (or in the case of a single pilot aircraft, in the centre of the pilot seat) follows the taxi guideline, all the required clearances are met.
- 8.5.2.4 Where there is a change in aircraft position control between the pilot and the marshaller, the taxi guideline must convert from one principle to the other. At aerobridges, the taxi guideline must be designed using the cockpit position principle.
- 8.5.2.5 Where an aircraft designator marking is required to cover a multiple number of aircraft types, and there is insufficient space for the marking, an abbreviated version of the designator may be used e.g. an A330-200 may be abbreviated to A332, a BAe 146-200 to B462 and a B737-800 to B738. A list of typical aircraft designators is published by Airservices Australia on their web page:
<http://www.airservicesaustralia.com/pilotcentre/SpecialpilotOps/acft.pdf>.

8.5.3 Apron Edge Markings

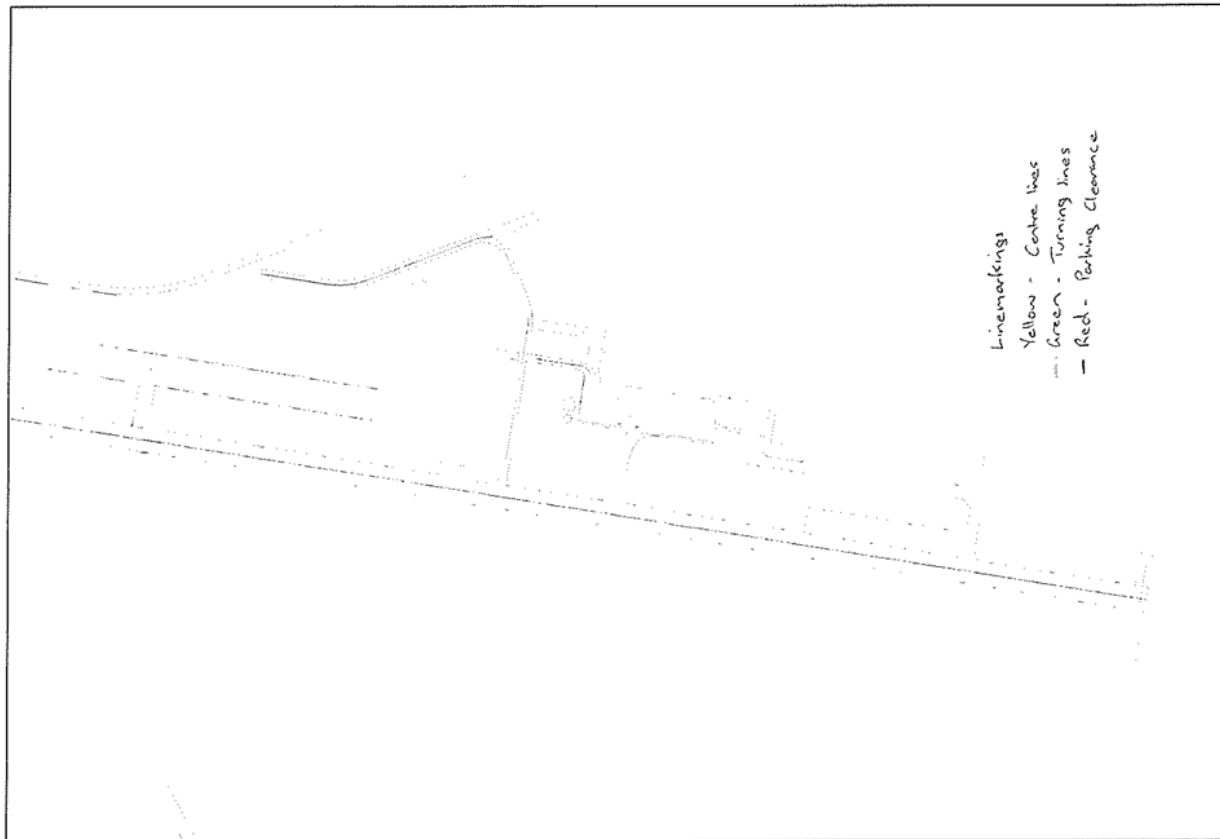
- 8.5.3.1 Must be provided where the limit of high strength pavement cannot be distinguished from the surrounding area, and aircraft parking is not restricted to fixed parking positions. Where marking is required, the apron edge must be identified by 2 continuous yellow lines 0.15 m wide, spaced 0.15 m apart.
- 8.5.3.2 The edge of gravel, grass or other natural surface aprons must be identified by cones, spaced at a maximum distance of 60 m and painted yellow; except for dedicated helicopter aprons which must be light blue.

8.5.4 Parking Clearance Line

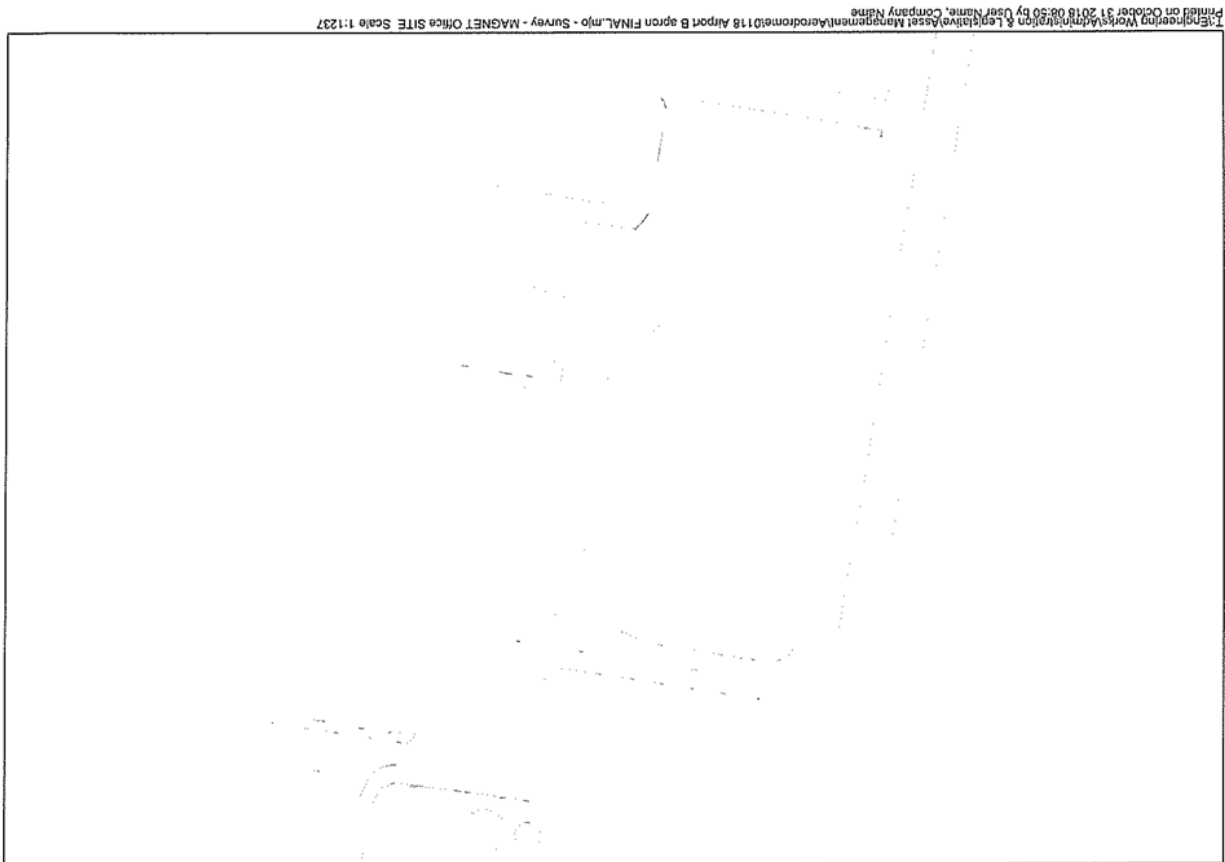
- 8.5.4.1 Parking clearance lines may be provided at an aircraft parking position to depict the area that must remain free of personnel, vehicles and equipment when an aircraft is taxiing (or being towed) into position or has started engines in preparation for departure.
- 8.5.4.2 Parking clearance lines may also be provided on light aircraft aprons with random parking, where it is desired to limit the parking to particular areas.
- 8.5.4.3 The parking clearance line must comprise a continuous red line 0.10 m or, if desired, 0.20 m wide. Where required, a continuous yellow or white line 0.10 m wide on either side can enhance the parking clearance line. The words 'PARKING CLEARANCE' must be painted in yellow on the side where the light aircraft are parked, and readable from that side. These words must be repeated at intervals not exceeding 50 m, using letters 0.3 m high, located 0.15 m from the line, as shown below.



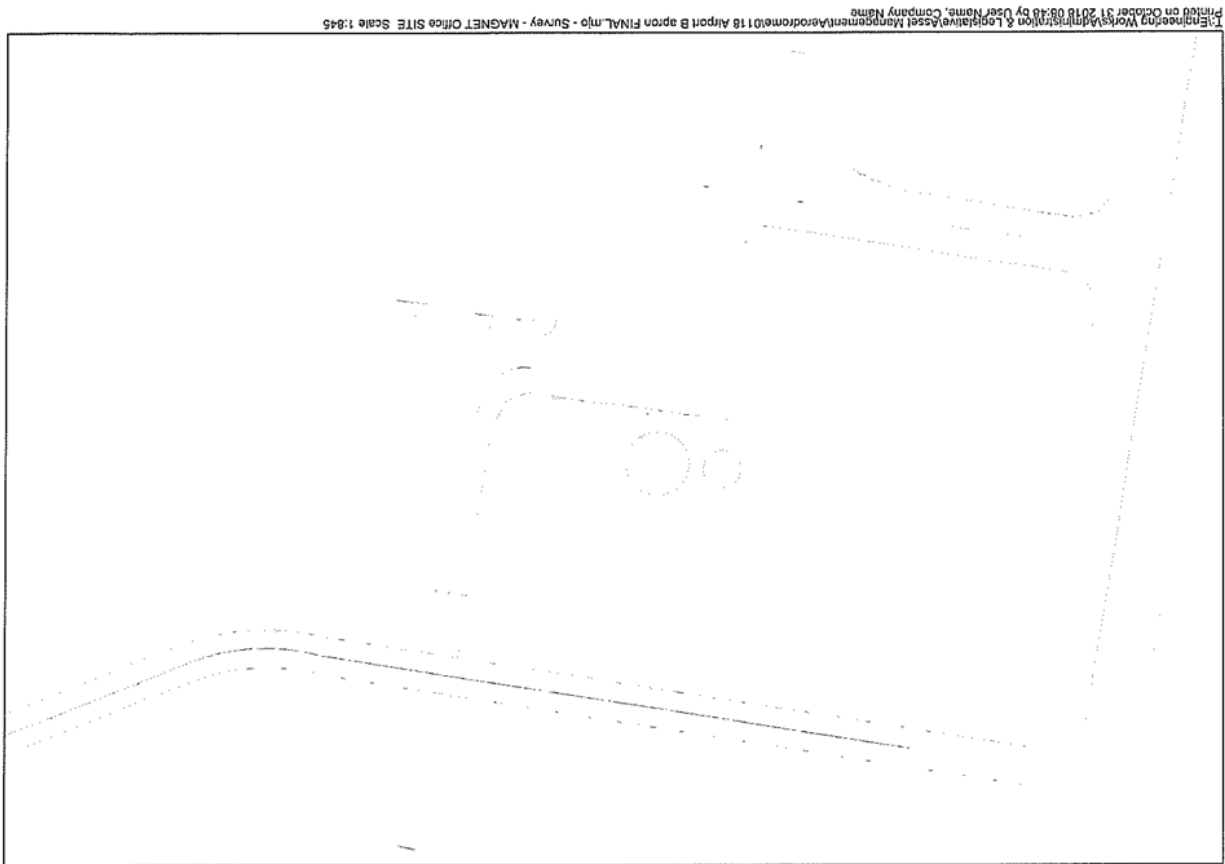
Figure 8.5-1: Parking clearance line



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Printed on October 31 2018 08:54 by User Name, Company Name



Printed on October 31 2018 08:50 by User Name, Company Name
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3.2 NEW LINK TAXIWAY

File Number: REP18/1266
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

Consideration need to be given to naming the new Spitfire Drive Taxiway. Is it a continuation of Taxiway A or does it require a separate identity so as not to create confusion.

Once named the new taxiway would then be added to the ERSA.

COMMITTEE RESOLUTION 13/2018

Moved: Mr Nick Wills
Seconded: Mr Robert Maslin

That the Committee resolved to recommend to Council to rename the Spitfire Drive Taxiway and report to the next Aerodrome Users Committee

AND FURTHER

Investigate renaming of Taxiway C.

CARRIED

Report by James Durham

3.3 AERODROME - FUEL PRICE

File Number: REP18/1267
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

At the last Council meeting there was a motion to add an item to the Aerodrome Users Committee meeting regarding fuel price at the aerodrome. Council received several negative comments regarding the price of fuel over the warbirds weekend. Councils concern with the comments received, is this particular issue has the potential to negatively impact upon people considering permanent relocation to Temora or the Temora Aerodrome.

COMMITTEE RESOLUTION 14/2018

Moved: Mr Nick Wills
Seconded: Cr Dale Wiencke

That the Committee resolved to recommend to Council to investigate when Skyfuel is establishing an Avgas facility at Temora Airport.

CARRIED

Report by James Durham

3.4 CALENDAR OF EVENTS - NOVEMBER 2018 AERODROME

File Number: REP18/1268
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT**November**

11 TAM Showcase Remembrance Day
14,15,16 Runway 05/23 booked for V8 supercar testing

December

1 TAM Showcase
3-7 Runway 05/23 booked for V8 Supercar testing
26 Dec to 26 Jan Gliding Championships

COMMITTEE RESOLUTION 15/2018

Moved: Mr Peter Harper
Seconded: Mr Robert Maslin

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

CARRIED

Report by James Durham

3.5 TEMORA AIRPORT MASTER PLAN

File Number: REP18/1119
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: 1. Temora Airport Master Plan Submissions
 2. Temora Airport Master Plan

REPORTIntroduction

The Draft Temora Airport Master Plan 2018 was placed on public exhibition for a period of 32 days, between 27 July 2018 and 27 August 2018. Written notification of the exhibition was provided to all landowners within the Temora Airpark Estate, as well as adjoining landowners. Members of the Aerodrome Users Committee were notified of the public exhibition via email. Notices of the exhibition were also placed in the Temora Independent newspaper and on Council's social media page.

Submissions

As a result of the public exhibition, seven written submissions were received, including a submission prepared on behalf of 19 residents of the Airpark Estate.

A copy of these submissions is attached.

A summary of the issues raised and Council officer's comments are presented at Table 1.

Submission No.	Issues raised	Council officer comment
1	Error with listing of fuel capacity	Noted. This error has been corrected.
2	No reference to aerial application aircraft loading site Aviation forecast limitations Will advise other flight training business owners of the business opportunities in Temora Additional annual levy in airport rates would be supported by the majority of airpark residents, in order to contributed further to the airport	Noted. This facility is now included in the plan. Noted and agreed that this is an issue. This is included as a recommendation for future action in Table 10. Council has already raised this as an issue with their Federal representative. Noted and supported Noted

<p>3</p>	<p>Request Council consider the use of volunteer labour for some tasks to reduce maintenance costs</p> <p>Minor wording change requested to reference to gliding runway 09/27</p> <p>Propose Council consider the installation of a PIN-type access vehicle gate that is auto closing</p> <p>Would like to see a trailer tiedown area identified. Note the use of overflow camping area and Council owned land adjacent to Bartondale Road</p> <p>Advised of the Airport Operational Group that meet 2-3 times a year to discuss safety at the airport</p> <p>Advised of the issues associated with any proposed development of land owned by Council, located north of the airport. This land provides emergency landing options and is used as part of the aviation museum displays</p> <p>Land identified immediately surrounding the airport, in the north western sector may be more appropriate for future development</p> <p>Note Temora Gliding Club role in providing aviation related events</p>	<p>Noted. Council can consider if this is appropriate and will make contact if appropriate.</p> <p>Noted and amended.</p> <p>Noted. Council will consider and investigate if this is appropriate.</p> <p>Noted. Plan has been amended to include these references. Long term storage of glider trailers is required to occur within the storage facility.</p> <p>Noted and included in the plan</p> <p>The constraints associated with this land are noted. Council to consider future response.</p> <p>Noted. Council to consider this issue but note constraints of access, servicing and private ownership.</p> <p>Noted and amended</p>
<p>4</p>	<p>Comments from Temora Aviation Museum marked on plan</p> <p>when taxiways "G" & "H" were commissioned, it was understood that they were going to be sealed, that actually are not sealed as stated in the Master Plan</p> <p>Need to ensure the latest ERSA map is reviewed with the additional taxiways. This is a TSC action.</p> <p>Include caveat not to build on those blocks at</p>	<p>Sealed taxiways A to F and two unsealed taxiways G & H</p> <p>Due to be completed February 2019</p> <p>This land will be retained by Council as vacant land for</p>

	<p>eastern end of 09/27</p> <p>In relation to pavement strength monitoring, Monitoring by whom. How will a pilot determine if their aircraft is capable of manoeuvring on hard stands etc.</p> <p>Advise that there are two weather cameras at the Temora Aviation Museum</p> <p>Advise that Avtur has been commissioned</p> <p>Suggest that the Temora Airport Assets Value included in the plan at Table 4 is low</p> <p>Need to update large event accommodation plan</p> <p>Raise concerns about any development located north of the airport, on land owned by Council would have a huge adverse effect on display flying operations at the TAM</p>	<p>safety purposes</p> <p>The issue of taxiway and apron strength is a significant issue for Council, which it is taking steps to improve understanding and management of this issue.</p> <p>Noted and included in the plan</p> <p>Noted and included in the plan</p> <p>Noted. Council is currently in the process of reviewing the valuation of assets.</p> <p>These maps have been updated</p> <p>The constraints associated with this land are noted. Council to consider future response.</p>
5	<p>State that comments about a friendly and thriving community are Council rhetoric.</p>	<p>Disagree that the Master Plan is just trying to present a community that is friendly.</p>
	<p>Dispute that the plan has included relevant stakeholder</p>	<p>The plan has been developed as a draft through consultation with the groups and organisations associated with the Temora Airport. Individual consultation has occurred as part of the public exhibition.</p>
	<p>Request that Council respond to the objective to optimise telecommunications at Temora Airport through submission to relevant carriers and Government Ministers</p>	<p>Noted as recommended for future action in Table 10</p>
	<p>Concern about risks associated with the actions of residents and visitors, not addressed by Council</p>	<p>Council has obtained independent airport safety advice, to assist Council to improve in this area. Included in future action table.</p>

	<p>Safety issue associated with Aero Club airside access. Insufficient signage to alert people to the danger</p> <p>State that Council has allowed people to breach planning laws</p> <p>Question the formation of the Aerodrome Users Committee</p> <p>Airport maintenance budget – assist with reducing this amount</p> <p>Concern that some residents are being allowed by Council to not maintain their properties to a neat and tidy standard</p>	<p>Noted. Included in Council review as above</p> <p>Disagree with this statement. Council attempts to work with all landowners at the airpark estate in accordance with the relevant legislation and the conditions of development consent</p> <p>This is a Committee of Council. Anyone can nominate to be part of this Committee. It is not restricted to only members of the airpark estate.</p> <p>An airport is one of the most expensive community assets for a Council to maintain. The proposed residents levy is intended to assist Council with the amount of budget allocated to the airport. However the financial demands with maintaining an airport into the future are most likely to go up, not down.</p> <p>Noted. There will likely be situations associated with any development area that it takes some landowners much longer to develop their property than others. In particular as many landowners at the airpark estate do not occupy their properties as a primary residence, some will not be maintained to the high standards of other properties. Council does issue untidy block letters where required and places limits on occupation of hangars. Council can undertake enforcement of these issues, however this is a</p>
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	<p>Consider that safety at the Temora Airport is extremely lax. Suggest additional signage and fencing to address this</p> <p>Extremely concerned about security issues and lack of control over people using the taxiways and easements for non-aviation purposes</p> <p>Propose that the aerobatic box be moved further to the west of runway 18/36 due to noise conflict with residents of the airpark estate</p> <p>Advise that fencing north of 78 Airport St is in poor condition and needs replacing. Requires signage that advises of no unauthorised entry</p> <p>Agree that landing fees are unsuitable and support the introduction of a reasonable levy, similar to the cost to access other Council assets</p>	<p>slow process.</p> <p>Noted. Council is investigating this as part of the security review.</p> <p>Noted. Council is investigating this as part of the security review.</p> <p>Aerobatics takes place for a relatively short period of time during the year. Council will remind participants to be conscious of airpark residents and limit flying close to residential properties</p> <p>Noted. For Council investigation and action</p> <p>Noted</p>
<p>6</p>	<p>The weather station is an Aerodrome Weather Information Service Facility (AWIS) broadcast on VHF</p> <p>Consider that the vast majority of those accessing the Aero Club facility would be aviators with awareness of tarmac protocols</p> <p>Check the boundary of the caravan park map</p> <p>In relation to report highlighting reduced pavement lifespan issues, consider that the majority of aircraft operating at Temora Airport have a MTOW of either 600kg or 1500kg, so have minimum impact. Weather and ageing have a greater effect on surface deterioration</p> <p>Consider that taxi distances are only long</p>	<p>Noted and amended</p> <p>Noted. However it is still appropriate for Council to consider and manage risks, particularly for those not involved with aviation, including visitors to the caravan park</p> <p>This map has been updated</p> <p>Noted and agreed that the surface will deteriorate over time due to the effects of the weather, which combined with continuous use requires ongoing repairs, maintenance and future renewal projects</p> <p>Noted. This may only be an</p>

	<p>when there is a requirement to use Runway 05</p> <p>In relation to low level of airport income, propose to attract more events, retain existing events and investigate why some events no long use Temora Airport</p> <p>Several of the threats are within Council control</p> <p>Do not support residents airport levy due to unintended consequences. Requires innovative thinking</p>	<p>issued depending on the location of the hangar where the aircraft is stored.</p> <p>Noted. Council will attempt to so this as part of the actions arising from the Airport Master Plan, in partnership with user groups at the airport</p> <p>Agree that Council manages development around the airport, and seeks to support its ongoing use for events through development management</p> <p>Noted but disagree that a relatively small contribution for the major beneficiaries of a Council maintained airport should assist Council with maintenance costs</p>
7	<p>Consider that Temora Airport is a major public asset that contributes to the local economy in a wide range of ways that represent a great return on the \$300,000 annual investment by Council. The aviation estate at the Temora Aviation Museum continue to generate significant levels of direct economic benefit to the local community</p>	<p>Noted</p>
	<p>Suggest change the vision to include "Temora, Australia's home of recreational aviation" to encourage peak recreational aviation bodies to make Temora their headquarters</p>	<p>Noted but consider this overall vision to be too narrow and not a reflection of emerging opportunities in pilot training for commercial purposes. Consider that this has greater opportunities for employment and economic benefit than administrative roles with recreational aviation bodies</p>
	<p>Consider alternative vision of "Temora, Australia's premier airpark"</p>	<p>Noted but again consider this vision is too narrow as focuses predominantly on the residential airpark use</p>
	<p>Concern about uncertainty in cost of living</p>	<p>Agree that the airpark provides a specialised market</p>

	<p>expense for airpark residents</p> <ul style="list-style-type: none"> - higher construction costs due to soundproofing - limited number of buyers - no indication of value of levy - does not include rates from airpark residents, rental income from cabins and caravan park <p>- pilots will lose medical clearance in time but may wish to remain living at the airpark without using their aircraft</p>	<p>with specific design requirements</p> <p>Council is conscious of the need for any levy to be a modest cost to landowners</p> <p>General rates support wider community infrastructure</p> <p>Income from the Airport caravan park is used to manage the caravan park and is not allocated to the airport</p> <p>Noted. Airpark residents would have the option of leasing their hangar or renting out their plane in order to cover the costs of any levy, if their hangar is no longer in use by them</p>
	<p>Proposed tax on airport businesses a major disincentive to invest for small business</p>	<p>Council is conscious of the need for any levy to be a modest cost to business, however it is not unreasonable and common practice for businesses operators to contribute towards the maintenance of infrastructure that supports their business</p>
	<p>Levy is not defined and future increases unknown</p>	<p>Council will conduct further consultation with residents regarding the details of how the levy will operate, how it will be applied and future increases to be considered as part of Council’s budget process</p>
	<p>Special arrangements required for any future flying school. Concern that such a business could compromise the vision of aviation lifestyle</p>	<p>Agree that special arrangements would occur through negotiation with any large business wishing to use Temora Airport. Council will seek to manage conflicts between competing users, through hours of operation</p>

	<p>Competing regional airports planning, inclusion of references</p> <p>Ideas for future development and land use</p> <ul style="list-style-type: none"> - aircraft camping area - increasing use of the terminal building as pop up café or farmers market space - stormwater recovery and management system, involving use of Council owned land north of the airport - T-hangars for rent <p>Include Airpark residents as stakeholders</p> <p>Need for clear identity in order to avoid diluting investments</p>	<p>airpark residents Temora Aviation Museum and commercial business operators. It is recognised that this group has diverse skills that benefit and assist with operations at the airport. This has been added to the plan (page 8)</p> <p>Council officers have examined other regional airport plans and airparks as part of developing the Master Plan for Temora</p> <p>Council to consider this further</p> <p>Council could consider such proposals if they arose, however it would not be Council’s role to operate these businesses</p> <p>This can be considered as part of the outcomes of the Temora Flood Study</p> <p>This can be investigated by Council in the short term to identify if this is needed and viable</p> <p>This has been added</p> <p>It is important for the Temora Airport to be diversified in order to be a multipurpose facility, for residents, for tourists, for business, for emergency purposes, for the economy, for the community. The use of the Temora Airport for increased commercial purposes does not have to cause conflict with recreational users, including airpark residents, through careful management and consultation in relation to future proposals.</p>
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Table 1: Summary of issued raised in written submissions and Council officer comment

In addition, Council officers received some verbal feedback on the draft master plan:

- request that Council provide further consideration of the issue of the Airport Road junction with Goldfields Way, and the adjoining rail crossing. The resident requested that Council examine the issue of existing drainage in the area to minimise localised flooding and maximize the delivery of stormwater to Lake Centenary. This will occur as part of the Temora Flood Study
- request that Council review and update aerial images used within the master plan. This has been done.
- Request that Council officers meet with representatives of Temora Flyers onsite to discuss future actions identified within the Master Plan. Council officer have agreed to meet with representatives of Temora Flyers, with a date yet to be determined. Temora Flyers were requested to provide any immediate concerns or comments in writing, however no matters have been raised with Council officers.

Budget Implications

Nil

Discussion

The exhibition version of the Temora Airport Master Plan has been updated in response to the issues raised in the submissions. A copy of the updated version is attached.

The Aerodrome Users Committee is presented with the compiled version for any further comments.

The final version will need to be adopted by Council.

COMMITTEE RESOLUTION 16/2018

Moved: Mr Nick Wills

Seconded: Cr Dale Wiencke

That the Committee recommend to Council to postpone any decision on the adoption of the Temora Airport Master Plan until further financial information is provided.

CARRIED

TEMORA AERO CLUB
PO BOX 206
TEMORA NSW 2666

Date: 18 August 2018
To: Garry Lavelle and Claire Golder
Subject: Draft Temora Airport Master Plan

The General Manager
Temora Shire Council

Firstly may I congratulate both Council and Clair Golder on the Draft of the Temora Airport Master Plan which we found to be an informative and most comprehensive document. If approved will serve as a document of historical significance portraying our past as well a tool for the planning of the airport development into the foreseeable future.

I noted that there were a number of issues pertaining to the Aero Club and its future and hopefully we can resolve these amicably when the time comes.

The only adjustment that I noted is very minor, on page 35, indicating fuel supply storage of 10,000 litres when in actual fact the correct amount is a maximum of 28,000 litres.

Generally speaking the document is well thought out and will contribute greatly to the successful development of the airport well into the future.

Yours sincerely
Robert Maslin
President



TEMORA
The Friendly Shire

Ashleigh Burnett
Secretary – Environmental & Engineering Department
Temora Shire Council

T 02 6980 1101

F 105 Loftus Street (PO Box 262) Temora NSW 2666

W www.temora.nsw.gov.au E secretary@temora.nsw.gov.au



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Attachments which give access to confidential information.

From: Jill Bailey [mailto:jbailey@temora.nsw.gov.au]
Sent: Tuesday, 14 August 2018 12:16 PM
To: Temora Shire Council
Cc: Temora Flight Training; Norm Bailey
Subject: Draft Aerodrome Master Plan - comments

Garry

Please accept my congratulations on the creation of this excellent document for the Aerodrome. As usual, Temora Shire Council has provided thoughtful, careful insight into the management of this important asset, which has attracted many new residents to the shire.

I note in 8.3 Airport Facilities there is no mention of the new proposed area near Spitfire Dr for loading of aerial application aircraft? While the taxiway does provide access for the residents of Stage 4, it may be worth considering noting this specific aerial application loading area?

Council may consider noting an additional Weakness: Lack of aviation forecast for Temora, although I understand the Bureau of Meteorology is possibly reconsidering the removal of many smaller aerodrome forecasts.

With your permission, I can also advise some flight training business owners of the proposed Council opportunities for attracting commercial operations, as the terms Council is offering are very attractive. I will refer all enquiries to Council for detailed information to remove myself from direct interactions.

Finally, in relation to potential income from the airpark, speaking for myself and Norm, I believe an additional annual levy on our residential rates would be accepted by the majority of airpark residents, to assist Council with ongoing costs and contribute further to the airport.

Regards

Jill Bailey
National Operations Manager
RAAus: Freedom to Fly

W: www.raa.asn.au



Temora Gliding Club
PO Box 206
Temora NSW 2666

27 August 2018

Mr Gary Lavelle
General Manager
Temora Shire Council
PO Box 262
Temora NSW 2666

Dear Gary

Thank you for the opportunity to comment on the *Draft Temora Airport Master Plan (July 2018)*. We appreciate the involvement that has been afforded to the gliding fraternity and commend Council staff on the way and ease with which they have engaged with stakeholders.

The master plan provides the Temora Gliding Club with context that we can use in our own planning processes such as the size and type of events that we can confidently plan for in the future. These events can continue to deliver significant visitor spend in the local economy.

The draft master plan collates operational detail and data into one resource which will focus attention on future challenges and provide objective context to aid further strategic planning. It is helpful to know the future budget estimates for airport operations. We would like the Council to consider the use of volunteer labour for some tasks with a view to reducing maintenance costs (e.g. grass cutting, maintenance of markers, etc). An appropriately structured volunteer induction and management system would be able to mitigate new risks. Pilot volunteers would have a very acute awareness of risk management in the airport environment and a strength of the Temora aviation community is the diverse skills background. We are confident that a suitable pool of volunteers may be available.

In terms of the content in the current draft document we make the following comments:

Page 33, Runway 09/27 section, last paragraph

The current text could be amended to better describe the grass glider runway. The grass runway west of runway 18/36 was described in the previous section, therefore, in this section the text simply needs to describe the "*grass glider runway abutting on the northern side and full length of runway 09/27*".

Security Requirements section, commencing page 67

It is acknowledged that some vehicles need to access airside. We suggest the Council consider and plan for the installation of a PIN-type access vehicle gate. Ultimately an auto-closing gate would add additional security.

Facility improvement projects, commencing page 68

It would be helpful to have a trailer tiedown area or areas formally recognised in the master plan. During competitions and camps space is required to accommodate up to 50 visiting trailers. The area identified in map 10 for overflow camping has traditionally been used for trailer tiedown. Additionally, the land identified in map 15 west of the runway 36 threshold was also used during last state competition. This latter area already has tiedown cables installed.

Page 73, Operational Management

Consider noting the existence of an operational group who meet 2-3 times a year to discuss airfield and aerial operations from a mixed user safety perspective. The group comprises those involved in flying training and the Temora Aviation Museum and is primarily focussed on risk management associated with mixed operations. It is largely an information sharing forum.

Page 77, Commercial aviation development

Map 17 identifies Council owned land to the north of the aerodrome. Several constraints are identified with the land and the master plan states that its future use remains unknown. This land which is currently cropped presents emergency landing options to aircraft departing on Runway 36. Development on this land would remove those current emergency landing options (noting Lake Centenary constrains the straight-ahead options). Development in that area may also impact on display configurations for Temora Aviation Museum (TAM). We respectfully suggest that consideration be given to protecting the land from inappropriate development and potentially sold or land-swapped for continuing rural purposes.

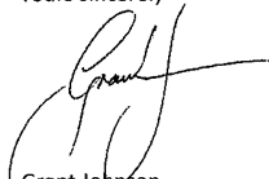
Privately owned land identified in Map 16 (in particularly the north western sector) may be more appropriate for future commercial development with fewer road access constraints (e.g. railway crossing), not being in the vicinity of runway departure tracks and with less impact on the aerobatic box and TAM display tracks.

Page 79, top dot point

Please consider including the fact that Temora Gliding Club also provides aviation related events.

If you would like to discuss any of these items further, please let me know.

Yours sincerely



Grant Johnson
President

DRAFT TEMORA AIRPORT MASTER PLAN

My comments to the above draft airport master plan are listed below.

- 1. Executive Summary (Pages 4 & 5)**

Your comments “friendly and thriving community” contained in the Executive Summary is, in my opinion, just council rhetoric. I have not seen much of this around the airpark, unless you are a member of the “clicky” group on the airpark who think they run the place and anyone that disagrees with them are vilified and threatened.

Your comment “included relevant stakeholders as part of the process” can only be a small number of people who believe that represent everyone on the airpark. They have certainly not solicited my views.
- 2. Purpose and objectives of master plan (Page 7)**

Strategic objectives relevant to the Airport “Optimise telecommunications at the Temora Airport. My comment on this is that ADSL connections are “ancient” and mobile coverage at the airport leaves a lot to be desired. Submission by council to the relevant carrier/s, and government ministers to improve this should be considered as a matter of urgency. Good, fast, stable connections are a necessity for businesses and individuals these days.
- 3. Managing risks associated with asset liability (Page 8)**

If this comments relates to the protection of airpark residents, property, visitors to the airpark, then the council has a lot to do. I see numerous behaviours and practices by residents and visitors that have the potential to cause harm that are not being address by the council.
- 4. Airport Facilities – Bellman Hangar with Aero Club Annexe (Page 35)**

From a safety perspective, it is not desirable to have people “wandering around” the airside of the airport. An airfield, taxiways etc. are dangerous for the people who are not aviators. I see little or no signage advising people to “Keep Out” and when they see residents/pilots moving around the airfield, then think is it okay for them to do the same. This has the potential to end in disaster.
- 5. Airpark Estate (Page 38)**

I totally agree with the council’s vision for the “Airpark Estate is an estate of high amenity and functionality” and that “developments that It approves will support this vision” Unfortunately certain owners within the airpark do not support this vision and their behaviour is at odds the council’s vision. As for “Council therefore encourages good neighbourly relations between resident, which can be achieved through controls on development for safety and amenity reasons” is, once again, just council rhetoric. The council has in my opinion, over years, allowed certain individuals to breach the planning laws which has resulted in bullying, threats and attempts at intimidation to try to silence people from exercising their rights and only wanting the council to apply their planning laws.
- 6. User Committee has been formed (Page 39)**

Who voted of these people who supposedly represent all of us on the air park? A small number of people who attended a BBQ? How about a truly democratic process where people nominate for the positions and are then elected by “ALL” the residents of the airpark
- 7. The maintenance budget of \$261,848 for the 2017-18 financial year (Page 48)**

How can resident of the airpark help/assist in reducing this figure?

8. Ensuring a high standard of development in the airpark estate (Page 58)

I totally agree with the council on this, so I am amazed that the council allows people, who do not support this vision, to continue to degrade the high standard that most people on the air park has adhered to. It is not difficult to see who these people are. Take a trip down Tenefts and Airport Streets and you will see those properties where the owners live in their hangars (no house on the block) and other properties where unused building material have been left for YEARS and overgrown grass/weeds

9. Operational Management "Air safety is the highest priority" (Page 73)

In my opinion, safety at the airport is extremely lax. There is no signage advising visitors that there is no admittance to the airside of the aerodrome for "Unauthorised" persons. This type of signage should be quite visible around areas where visitors would normally be. E.g. the caravan park/camping areas and other accommodation in Tenefts and Tigermoth Street and along the fencing between Harding Street and the airfield. There should also be signage on the fencing along Airport Street north of 78 Airport Street to the railway crossing and on the fencing between Bartondale Road and the airfield, particularly on the approach to Runway 36.

10. Security requirements (Page 67)

At the moment, and in my opinion, security on the airfield is a joke. People, mostly air park residents, use the taxiways and other areas of the airfield as their own person "back yard" e.g. parking of buses, four wheel drives, cars etc in the taxiway easements, children and air park property owners ride bicycles around the taxiways and playing in the taxiway easements, driving vehicles (cars/golf buggies) around the taxiways etc. How can you expect visitors to believe that these areas are aircraft movement areas when this type of activity is occurring. **This requires so decisive action by the council.** I understand that a letter from the council has been sent our regarding security but I do not have a copy. If people are complaining about security, then they only have themselves to blame as the aforementioned behaviour only demonstrates to visitors that the taxiways and adjoining airfield are "play areas" Council has a major responsible here.

11. Aerobatic Box (Page 63)

In my opinion, the aerobatic box should be moved further to the west of runway 18/36. During practice, the aircraft move closer and closer to the residential areas of the airpark. Also the noise from these aircraft are NOT like normal aircraft landing or taking off and the practice goes on continually all day and for days on end

12. Projects – Upgraded fencing and access gates (Page 85)

Fencing to the north of 78 Airport Street is in poor condition and needs replacing. Signage regarding "No unauthorised entry" should be place on the fences as a matter of urgency.

13. Draft Airport Usage Fees Policy

I agree with the council that landing fees are not really the way to go. I would support a "reasonable" Residents Airport Levy provided a similar levy is paid by all other persons using any council asset.

Gary Lavelle

67148

From: Temora Shire Council
Sent: Monday, 27 August 2018 10:02 AM
To: Gary Lavelle
Subject: FW: Draft Temora Airport Master Plan



Ashleigh Burnett
 Secretary – Environmental & Engineering Department
 Temora Shire Council

p: 02 6980 1101
 a: 105 Loftus Street (PO Box 262) Temora NSW 2666
 w: www.temora.nsw.gov.au e: secretary@temora.nsw.gov.au



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Attachment, which arise as a result of email transmission.

From: Peter McIntyre
Sent: Monday, 27 August 2018 9:33 AM
To: Temora Shire Council
Subject: Draft Temora Airport Master Plan

The General Manager.

I would like to comment upon some of the points contained within the draft plan.

Page 34 . The weather station listed is an AWIS facility. Aerodrome Weather Information Service. It is currently broadcast on VHF. It is an important aerodrome service.

Page 35. Aero Club access. The vast majority accessing the Aero Club facility, would be aviators with an awareness of tarmac protocols.

Page 37 Map 7. Should the caravan park blue boundary as shown be extend further south?

Page 51 Reduced pavement lifespan. The majority of aircraft operating at Temora aerodrome have a MTOW [Maximum Take Off Weight] of either 600KG RAAUS registered or, 1500KG VH registered. These weigh considerably less than a Toyota Landcruiser. I believe that they would have minimum impact. Weather and ageing would have a greater effect on runway and tarmac deterioration.

Page 54 Weaknesses. Relatively long taxi distances. I consider that the only one that meets this criteria is when there is a requirement to use Runway 05.

Low level of airport income. Attract more events. Retain/maintain continuity of events that are in keeping with aviation interests. Investigate why some events no longer use Temora as the preferred aerodrome.

Page 55. Threats. Three of the last four are within council control.

Page 89. Residents Airport Levy. This proposal needs to disappear now. Beware of unintended consequences. What is required is innovative thinking.

Yours Sincerely,

Peter McIntyre

Temora.

Temora Aviation Estate Residents

On behalf of the following Aviation estate residents

Mal & Jo Bennett
Robert Blain & Lynne Dwyer
Grant & Kelly Booth
Wayne Glasser
Frank Lovell
John & Anne Morrissey
Paul O'Conner
Gareth & Robyn Otley
Simon Pike
Sam & Carol Richards
Nick Wills

24th August 2018

Claire Golder

Town Planner/Strategic Projects Officer
Temora Shire Council
105 Loftus Street
Temora, NSW 2666

Dear Claire Golder:

Please find attached a submission in response to the Draft Temora Airport Master Plan as posted on your website <http://www.temora.nsw.gov.au/f.ashx/documents/Draft-Temora-Airport-Master-Plan-July-2018.pdf>

The plan represents a significant amount of work by Council, and as residents, we welcome the opportunity to work with Council in further enhancing the value that the Aviation Estate delivers to the Temora shire and its residents over the coming years in a collaborative way.

Re: submission please contact John Morrissey via email (John.Morrissey@csiro.au) and he will direct your questions to the people contributing to this submission.

Yours sincerely,

John Morrissey
on behalf of the residents listed above

Submission in response to the “Draft Temora Airport Master Plan”

Executive Summary

The Temora Shire Council is to be congratulated in providing such a comprehensive and complete document for public planning regarding the Temora Airport Master Plan. The following comments are drawn from a number of residents and should be read as input to further improve the plan and its execution over the next few years.

The Temora Airport is a major public asset that contributes to the local economy in a wide range of ways that represent a great return on the \$300K annual investment the council makes in its funding of maintenance and management of the facility. The creation of the aviation estate and the establishment of the Temora Aviation Museum continue to generate significant levels of direct economic benefit to the local community that would not have been achieved without the foresight of the council in promoting the ongoing development of the airport.

The council describes its vision for the airport as follows:

The ideal location for aviation lifestyle, tourism, business and training, supported by a friendly and thriving community, in a picturesque regional setting.

Looking at the facility one could say that this vision has already been achieved and as such no strategic plan is required... job done! However, we all know that things seldom stay the same and as such, we need to set the direction and guiding principles to further enhance the facility and generate further benefit to the wider community.

Accordingly, we suggest a number of alternative visions might be considered:

Temora, Australia's home of recreational aviation.

The ideal location for aviation lifestyle, tourism, business and training, supported by a friendly and thriving community, in a picturesque regional setting.

If such a vision were adopted, then the suggested airport enhancements could be better coordinated with the long-term desire of attracting all of Australia's peak recreational aviation bodies to make Temora their headquarters. The proposed multi-purpose facility could be used to attract the Sport Aircraft Association of Australia (SAAA), Recreational Aviation Australia (RAA), Gliding Federation of Australia (GFA) and Antique Aircraft Association of Australia (AAAA) into a single complex where they could share facilities such as administrative support, training facilities and draw on an existing skilled workforce of aviation minded residents to support their operations. The airpark development would also offer options for staff to move to Temora permanently to take up roles in the peak bodies. The airport would then be the logical place to host various national events for these organisations... who knows perhaps we could become Australia's version of Oshkosh.

An alternative vision might be:

Temora, Australia's premier airpark.

The best place to enjoy an aviation lifestyle, where tourism, business and training are supported by a friendly and thriving community, in a picturesque regional setting.

If this was your focus, then the development activities would all center on attracting more airpark residents by continuing current incentives like having no landing fees, a proactive amenable council and low cost of living.

The Airport Master Plan is all about what do we want the airport to grow into over time. Each strategic vision for aviation activities at the airport will require a different approach if we are to maximise the return on investment that council makes each year; and having a clearer vision will make it easier to prioritise investments to achieve the end goal of the final agreed vision.

Issues and comments from residents regarding the current draft.

Note: The following is a collection of some of the concerns and issues raised by various local residents in relation to the current Draft plan. They do not represent the views of all residents and some may wish to express alternative views themselves directly with council.

1. Uncertainty in cost of living expenses for airpark residents.

The council appears to be moving more towards a cost recovery model to support its ongoing maintenance costs of the airport. Statements like "rates at the airport are lower than those charged in town" ignore issues such as the higher cost of building at the airport in soundproofing dwellings; and the fact that there is a limited or niche market for houses located on an airport affecting long-term property values. (We have all seen the film "The Castle," so people understand that it takes a unique person to want to live at an airport). Some residents have reported difficulty in gaining finance for their new houses because banks are unwilling to lend money where there is no evidence that their investment can be recovered by selling the house.

The current document talks about adding an airport maintenance levy without providing any indication as to how much that levy will be. The balance sheet for airport operations also seems to ignore the rates income the council gains from the airport subdivision, listing only the rentals for the Temora Flyers and the Temora Aero Club as income along with daily rental for Agricultural operators. Rental from the cabins and Caravan Park are also not included in the balance sheet.

Finally, all pilots will eventually lose their medical clearance due to old age or other factors. When this happens their aviation usage of the airport ceases, however many of these people want to remain on the estate because of their strong connection to the local community. Should these people be charged for the maintenance of a facility they can no longer make use of? Many of the airpark residents are on fixed or diminishing retirement incomes, so the prospect of ever-increasing airpark charges is a real issue for them.

2. Proposed tax on Airport businesses a major disincentive to invest for small business.

The Airport plan talks about the principle that if a business makes money out of the airport facility then some of that profit should go towards supporting the Airport infrastructure. The report also acknowledges that the Museum funded the new east-west sealed runway and as part of this investment they are exempted for airport landing charges. (A great example of a good co-investment model for some future developments).

A couple issues need to be considered here. Attracting new investments into the shire is increasingly becoming a very competitive marketplace. When other councils see the success of the Temora Airpark they too will be tempted to adopt a similar development model and compete for businesses. The general aviation market is in deep decline in Australia due to high cost structures and expensive government regulation while the recreational aviation sector is holding its own in difficult economic conditions.

In the Airport plan the council proposes a levy or tax on business located at the airport without defining what that levy will be and how it might increase over time. Many small businesses on the airpark are run with very tight margins, trying to keep costs down so they can attract new clients in a diminishing market. An additional cost or levy may cause some of these businesses to cease operations. Other businesses are run at a loss, mainly because they give the sole operator something to do as a hobby or because they are in semi-retirement. How do you charge a loss-making enterprise a tax on profits?

A key issue is "what constitutes a business?" Is someone who lives at the airpark and runs a consultancy from an office in their home running a business? Some business are part-time and only operate for short periods during the year, do they pay the levy only while the business operates? Finally is someone who is renting a hangar spot to a fellow aviator running a small business and therefore a target for the council levy?

If a large commercial flying school chose to move to Temora then we would encourage council to put in place special arrangements that incorporate additional financial support for airport operations (possibly via a co-investment activity in enhanced facilities). The reason for this would be twofold: firstly, if they are a large enterprise they would make significant use of the facility to the detriment of current airport users, including the museum and airpark residents; and secondly, we would expect their business models to have already taken into account the full costs of operating at the Temora Airport. Council should determine if attracting large commercial flying schools to the airport supports or compromises the overall vision of the Airport being "*The ideal location for aviation lifestyle*"

3. We need a clearer picture of the operational costs and income derived from the airport.

There are two ways of looking at the economics relating to the Temora Airport. The first is looking at all the cash flows in and out of the precinct as a whole, including the new rates stream created by the establishment of the airpark for vacant land that previously generated no income. The second takes the wider view that investment in the airport generates additional economic activity in the town including the construction of nearly 80 hangars and 30 new homes and increased business on Main Street with more residents spending their money in the town on goods and services.

The Draft plan could be improved by including income from rates, caravan park and cabin rentals, long term leases of airport buildings by various organisations and event rentals (Temora 1000 etc). Providing projections for growth in rates and profits from the sale of additional blocks would also allow residents and other interested parties to get a better picture of the overall shortfall in operational costs for the airport.

The plan would be further enhanced by exploring ideas for generating additional income from things like leasing out the existing terminal building as a pop-up café on weekends or for a local farmer's market; or rental for hangar space in a new council developed set of hangars servicing the needs of those who want to store their aircraft without building or buying their own hangar (the going rate for hangar rental at Temora is between \$1200-2500/year per aircraft, and there is a lot of demand from places like Canberra for such accommodation).

4. Need for a more aggressive approach to pursuing compensation for damage to airport facilities by third party organisations.

somewhere on a nice day to grab a bite to eat and meet up with friends. A bit of advertising in various aviation forums and magazines could create demand and possibly create a new income stream for existing cafes in town. Having an onsite popup café would also service the caravan park users during the summer flying season.

3. Storm water recovery and management system

The council owns a parcel of land on the northern boundary that is prone to flooding and difficult to develop. An obvious use for this land would be as a water collection and storage point for draining the airport in general. Holding the water locally would allow it to be reused via irrigation to maintain the grass runways used for gliding and other water dependent activities around the airport. The recovery system could be open pondage or underground using systems like the Atlantis Flo tank system as deployed at RAAF base Williamstown (<http://atlantiscorporation.com.au/2017-raaf-airport-upgrade/>) providing a valuable source of water during the drier times in Temora.

4. T-hangars for rent

With general aviation becoming more expensive in major capital cities like Canberra, many pilots are choosing to relocate their aircraft to country airports like Goulburn, Cooma and Adaminaby. The current rental for a single engine aircraft at the airpark averages \$100-120/month. Building a couple of long double-sided hangars could provide a reliable long term rental income for council, as well as add to the attraction of Temora as a place to base a large commercial training operation. An alternative model might be for Council to offer land packages for joint hangar development, funded by a consortium of aircraft owners.

Minor Errors and suggested corrections in the published Draft plan

Page 11 – Suggest that “Airpark residents” be added to the list of Key stakeholders

Final comments

We the residents of the Temora Airport love our airpark and we have a strong vested interest in ensuring it remains an affordable and sustainable long-term asset that continues to deliver considerable economic impact for the town and the surrounding shire. We see ourselves as partners with council to ensure the success of the plan as it goes forward. We suggest the council adopts a strategy of being agile enough to take advantages of opportunities as they arise, but that they continue their excellent communications with all users and residents of the airport.

We need a strong, shared vision of what the place can be, so we can all work together to achieve that long term goal. Stating what we want the Airport to be will provide a solid framework for setting the speed and priority of future investments in the airport. Are we the home of recreational aviation? Are we Australia's best and most desirable airpark? Or are we the home of Qantas's future pilot program? We need a clear identity so that we don't dilute our investments trying to be all things to all peoples.

Finally, we again congratulate council on the draft plan and its alignment with all the other planning activities in the shire. With some additional minor clarification and minor tweaks, a final agreed plan should be achievable in a short timeframe.

Thanks for your efforts,

Organisations who rent the airport facility should be held accountable for the damage they do to the airport infrastructure. All significant organisations these days take out third party people and property insurance for the public events they hold, or commercial activities they undertake. The draft plan provides a couple of examples where damage has been done to council property and the costs of rectification appear to have been borne by council out of the maintenance budget. The draft plan is not clear on how this was resolved, but it would be reasonable for any organisation wanting to run a major event at the airport to present a copy of their insurance policies to council as part of their application to use the facility. Formal induction procedures probably need to be put in place ensure these users are fully aware of their obligations and what will happen if issues arise.

5. People as an asset

Any draft plan should include a significant section about people as a resource. The draft plan touches on this briefly in a few areas with statements like the museum "offers opportunities for volunteering." The plan would be enhanced by adding a section talking about the people involved in the airport, including the council management team and engineering group, as well as the pool of talent Airpark residents represent. Should the vision that targets the Airpark becoming the home of recreational aviation be the direction we wish to go, the combination of the airport's physical facilities with the Airpark's available human capital will help when putting together proposals to attract recreational aviation's peak bodies to make Temora their headquarters. The talent pool of skilled people out at the airport is fairly diverse and is something that could be utilized in many ways in the wider community.

6. What are competing regional Airports planning?

A quick Google search for "Regional airport plans" and "Australian Airparks" yields a wealth of information that could be referenced in Temora's master plan under the heading of "*What are competing airports in regional Australia planning over the next five to ten years?*" Linking this to the Airport Master Plan SWOT analysis would provide further clarity for readers, reinforcing many of the observations and comments provided in the current document.

The Master Plan contains content from a number of government and private websites, so a list of references should be provided as part of the document's appendices for future reference.

Ideas for future developments and land use

1. Adding an aircraft camping area to the existing caravan park

The grass area adjacent to the existing Caravan Park would, with the addition of a gate, make a great area where aircraft owners could pitch a tent beside their aircraft on a regular basis. Running a power line down along the existing fence line would provide the opportunity to offer powered sites that would allow pilots and their crews the ability to charge their devices and run a light or two. Alternatively, the sites could be unpowered and pilots could use Aero Club facilities. Creating an area for 5-10 aircraft to park and camp should increase the utilisation of the existing park facilities and provide additional income with little or no additional investment.

2. Increasing the utilisation of the terminal building.

The concept of a weekend pop-up café or local farmer's market space could be explored to increase the utilisation of the existing terminal building. Adding a couple of shaded outdoor tables would allow patrons to do a little plane spotting while sipping a coffee and munching on a Temora baked pie or two. In aviation, we have the concept of the hundred dollar hamburger, which is essentially the idea of going

Claire Golder

From: Guy Bowley -
Sent: Monday, 27 August 2018 9:07 PM
To: Claire Golder
Cc:
Subject: TAE Submission

Hi Claire

Just to let you know we have seen the Temora Aviation Estate Submission and we support this submission.

Kind Regards
Guy and Emma Bowley

Temora 2666



TEMORA
The Friendly Shire

TEMORA AIRPORT MASTER PLAN

TEMORA SHIRE COUNCIL

SEPTEMBER 2018



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1. EXECUTIVE SUMMARY

Temora Airport has a growing reputation as a major national focus for recreational aviation, both for visitors and residents. In strategic planning terms, its further growth and development will bring cumulative benefits and diversity to the local economy and enhance Temora's role within the aviation community. Temora Airport therefore forms a valuable part of a broad economic and social base for Temora Shire.

Equally important, Temora Airport has a crucial role in supporting the provision of emergency services to Temora and surrounding areas. Firefighting aircraft, air ambulance and rescue helicopters all use Temora Airport in times of emergency. The ongoing support of this role is critical for the safety of the community.

Temora Shire Council's development of the airport seeks to promote aviation and aviation-based industry in the region, as an integral objective of the Temora Shire Community Strategic Plan 2030, through support for the airport and its users.

Recreational and general aviation are major activities occurring at the airport. This occurs alongside the tourism and educational attractions of the onsite Temora Aviation Museum, which allows recreational tourists and aviation enthusiasts to experience flying historic wartime aircraft. Temora Airport also supports agricultural spraying and spreading of fertilisers, which provides timely, weather dependent, inputs for local farmers. The Temora Airpark estate is also an important land use, with an expanding house and hangar estate that has been developing over the past 20 years.

The Temora Airport Master Plan seeks to establish objectives, understand existing facilities, consider future demands and develop plans for future enhancement, consistent with the vision of Temora Shire Council for the Temora Airport, which is:

The ideal location for aviation lifestyle, tourism, business and training, supported by a friendly and thriving community, in a picturesque regional setting.

The development of the Temora Airport Master Plan has included relevant stakeholders as part of the process.

The plan responds to regulatory and policy controls, site features and constraints in order to protect ongoing operations. An assessment of the emerging role of the Temora Airport has developed goals for future opportunities and enhancing the economic and social benefits that the Temora Airport brings to the community.

2. PURPOSE AND OBJECTIVES OF MASTER PLAN

Temora Airport is an important public infrastructure asset, connecting Temora to wider commercial services and the recreational aviation community, as well as servicing local farming needs and supporting the community in emergencies. Council has also been developing an Airpark Estate to encourage aviation enthusiasts to settle in Temora and further enhance their enjoyment of flying. Temora Airport is home to the Temora Aviation Museum, a major regional attraction offering visitors the experience of seeing historic war time aircraft both on ground and in flight, accompanied by a detailed range of static displays and visitor facilities.

Temora Airport, Temora Aviation Museum and Temora Airpark estate, generate significant social and economic benefits to the Temora community. Like all major infrastructure, Temora Airport needs to continue to respond to change, and this requires appropriate planning to protect this asset over the long term, generate future benefits and ensure its safe and efficient operation into the future.

The Temora Airport Master Plan seeks to establish objectives, understand existing facilities, consider future demands and develop plans for future enhancement, consistent with the vision of Temora Shire Council for the Temora Airport, which is:

The ideal location for aviation lifestyle, tourism, business and training, supported by a friendly and thriving community, in a picturesque regional setting.

This specific vision supports the overall vision for Temora Shire, as adopted in the Community Strategic Plan 2030, which is:

“Our community strives to reflect the qualities of its greatest asset – its people – friendly, supportive, practical, hardworking and successful people. Whilst holding on to the strengths of our past, we embrace change and grasp every opportunity to enhance our environment, economy and lifestyle.”

This vision is organised into six main themes:

- Social issues related to *“retaining our quality of life”*
- Community leadership focussing on *“engaging and supporting the community”*
- Economic issues related to *“building our Shire’s economy”*
- Environmental issues related to *“preserving our beautiful surrounds”*
- Economic issues related to *“embracing and developing aviation”*
- Economic issues related to *“enhancing our agricultural wealth”*

Strategic Objectives relevant to the Temora Airport are:

- 1.9 Provide services required for excellent liveability in a rural community
- 3.5 Strengthen the Temora Shire economy
- 3.6 Support Tourism, acknowledging the value it brings to the Temora Shire economy
- 5.1 Optimise telecommunications at the Temora Airport
- 5.2 Retain and develop facilities at Temora Airport
- 5.3 Ensure land use plans are developed to protect the future use of the airport
- 5.4 Provide a clear direction for the current use and future direction of the Temora Airport
- 6.1 Maintenance of infrastructure to support agriculture

A purpose of the Temora Airport Master Plan is to present emerging opportunities for Temora Airport to differentiate itself with better and more innovative services, and reinforce a market position.

The objectives of the Temora Airport Master Plan are:

- Maintain the ability for aircraft to operate safely and unrestricted through the maintenance of existing infrastructure, to agreed service levels
- Ensure the airport is operating in accordance with National regulations, standards, legislation and policies, including the National Airports Safeguarding Framework
- Understand current conditions, performance, utilisation and costs

- Plan for and support the ability for airport facilities to be maintained, enhanced and expanded
- To improve future levels of service in response to population growth, demographic changes and community expectations, as well as options for commercial opportunities
- Efficiently use Council's resources
- Develop options for attracting and developing more general and recreational aviation activity at the airport
- Promoting the role of the airport and its significance as a community asset, including identity, employment, residential development, safety, heritage, education and tourism
- Providing for the airport to increase revenue
- Safeguarding the airport's long term plans and objectives
- Managing environmental and heritage constraints
- Managing risks associated with asset liability
- Managing risks outside of the airport, including land use conflicts, wildlife and public safety.
- Provide direction for Councillors, Council officers, user groups and the community

The Temora Airport Master Plan is a Council document, to be referred to by Council staff when making decisions about the Temora Airport. Consideration of activities and priorities relating to the operations of the Temora Airport are considered by the Aerodrome Users Committee, which supports discussion between Council, Councillors, Airpark residents Temora Aviation Museum and commercial business operators. It is recognised that this group has diverse skills that benefit and assist with operations at the airport.

3. STRATEGIC VISION

The overarching strategic vision to be implemented by the Master Plan is:

The ideal location for aviation lifestyle, tourism, business and training, supported by a friendly and thriving community, in a picturesque regional setting.

For Temora, this vision encompasses the enjoyment of recreational aviation from a broad perspective:

- Recreational flying
- Sport aviation, including gliding
- Airpark estate lifestyle
- Commercial aviation development and businesses, including pilot training
- Spectator enjoyment of a wide variety of aircraft and events
- Tourism and educational focal point of museum and accommodation
- A well maintained airport that provides critical emergency services infrastructure, commercial and agricultural uses

4. SCOPE OF MASTER PLAN

The Temora Airport Master Plan provides for long-term planning at the Temora Airport site. Temora Airport Master Plan will be attentive of community and Council prosperity, their vision, goals, aspirations and priorities in terms of development and identification of future challenges. This broad focus reflects the view of the airport as a community asset and not limited to those involved with aircraft and their operations.

The document includes:

- **Data collection** to evaluate **current conditions** and **predict future situations**, including environmental issues, transport demands, utility needs, economic conditions, services demands, population projections, social conditions, and emergency services needs.
- The **economic contribution** of 'core' operations, measured in terms of:
 - The economic contribution of the range of activities undertaken at airport precincts, measured in terms of the **level of employment** and value added created.
 - Contributions that encompass the wider role of airports in raising productivity, **attracting inward investment** and **facilitating tourism** and trade activity.
- **Social contributions** which highlight the role of airports in promoting regional inclusion and partnering with community groups to enhance social outcomes
- **Emergency services** role in providing infrastructure for fire fighting, air ambulance, police air wing and rescue helicopter
- A **Land Use Study** including identification of land areas requiring specific treatment for development and identifying precincts within the site
 - To include **identification of land in future development phases**.
 - To include **potential commercial development** (taking advantage of Runway 18/36, Temora Aviation Museum and other businesses local to the area) but principally focused toward Residential Airpark Estate development.
- **Asset and infrastructure renewals and/or upgrades** with indicative costs and asset life.
- **Forecast on regulatory requirement burden** in approaching years and best practice response to this.
 - To include consideration for safety and security regulations that may or may not arise, impacting the Airpark Estate model.

- Consideration of **short-term** (10 year), **mid-term** (30 year) and **long term** (100 year) strategy for all aspects of the Master Plan.
- Problem/Solution analysis on **future opportunities and challenges**, including SWOT analysis where appropriate.

A range of studies relating to the Temora Airport have already been completed, including:

- Airpark lots – existing and future
- Survey plans
- Obstacle Limitation Surfaces
- Flood Study
- Environmental- fish
- Wind data
- Aboriginal heritage
- Terrestrial ecology
- Noise assessment

The key stakeholders involved with the Temora Airport are:

- Temora Shire Council, specifically, engineering, town planning and economic development staff
- Temora Shire Councillors
- Aerodrome Users Committee – a Section 355 Committee of Council
- Temora Aviation Museum
- Temora Aero Club
- Temora Flyers Inc.
- Temora Gliding Club

- Temora Airpark residents
- Temora Historic Flight Club
- Aviation business operators
- Rural Fire Service
- Government Stakeholders including Civil Aviation Safety Authority (CASA)

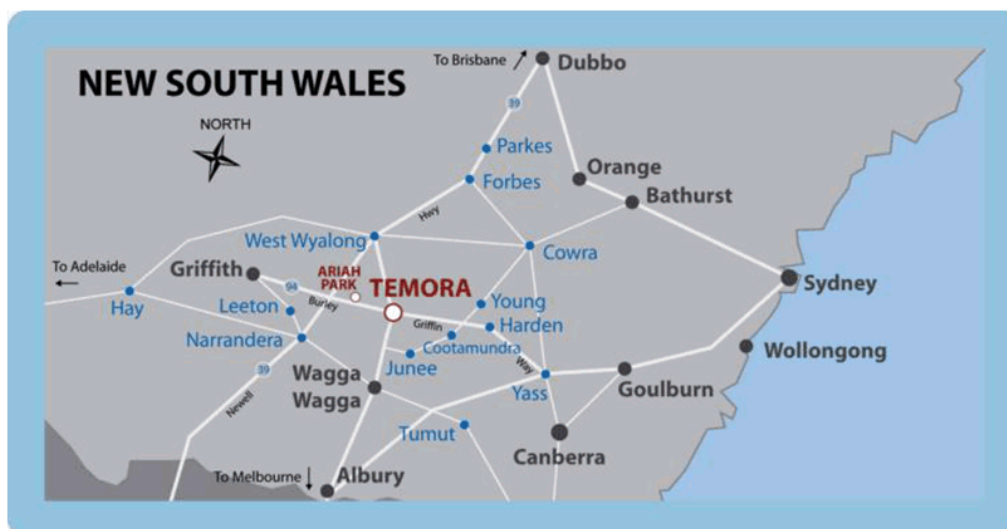
Input from these stakeholders has been obtained as part of the development of the Temora Airport Master Plan, through a series of focus groups, written comments and review of the draft document.

5. INTRODUCTION TO TEMORA SHIRE AND TEMORA AIRPORT

Temora Shire is a local government area covering 2,802km², with a population of 6258 residents (ABS, 2017), increasing from 6,110 recorded at the 2016 Census.

The population increased by 334 people from the 2011 recording of 5776 residents, representing an increase of 5.8% over five years. To encourage further population growth and promote the long term viability of its Shire, Temora Shire Council is taking active steps to retain its current population, encourage the return of former residents, and to promote Temora as a place for new residents to belong. The long term management and development of the Temora Airport is an important component of this active promotion.

Temora is located in the Riverina Region of NSW, 418km south west of Sydney, as shown in Map 1 below:



Map 1: Location Map of Temora

Temora has an elevation of 302 metres above sea level. The terrain is flat to gently undulating. Temora has a warm, temperate four-season climate, with cool to mild winters and warm to hot summers. Compared to the rest of Australia, Temora experiences far below average wind speed and is relatively fog-free, making it suitable for year round aircraft operations. The Shire land is mostly used for cropping and grazing. It is central to all Eastern Australian States linked by air, road and rail. The community and Council is aviation friendly.

Temora Shire has an economic base of agriculture, specifically grain, sheep and wool, supported by a strong local economy that includes retail, education, health care, professional services and tourism. Temora has 2,641 of its residents in the workforce, and an unemployment rate of 4.9%, which is lower than both the national and state average.

The Temora Airport is a crucial part of the broad economic base, supporting skilled employment, tourism, recreation, farm services and flying training.

The airport is located approximately 2 kilometres to the north-west of the main street of Temora. Map 2 shows the location of the Temora Airport in relation to the town of Temora.



Map 2: Location of Temora Airport in relation to Temora town centre

The Temora Airport encompasses the following assets:

- Sealed main runway 05/23
- Sealed north- south runway 18/36
- Unsealed east-west runway 09/27
- Sealed taxiways A to H and two unsealed taxiways
- General aviation apron
- Concrete apron at front of Aviation Museum
- Pilot Activated Lighting runway lights on 05/23

- Taxiway lights on 18/36 and taxiway D
- Three lit windsocks and one unlit windsock
- Global Navigation Satellite System (GNSS) or Global Positioning System (GPS) approaches.

The **Temora Aviation Museum** is a key focal point of the Temora Airport. This world class attraction has arguably the finest collection in the southern hemisphere of flying historic aircraft. Established in 1999, it has developed an impressive reputation for its display of military aircraft with historical significance to Australia. Temora Aviation Museum hosts a series of one or two day Aircraft Showcase Days throughout the year. A selection of the museum's aircraft are featured on these days, and due to the close proximity of the aircraft, visitors are able to experience unique sights and sounds associated with this aeronautical experience. A Major Airshow, known as Warbirds Downunder, which demonstrates all aircraft and attracts around 20,000 visitors, is held every second year.

Temora Airport performs a vital role in emergency medical transport to metropolitan centres, with the ability to receive both fixed and rotary winger aircraft, such as the Air Ambulance and Snowy Hydro rescue helicopter, including for refuelling purposes.

The Temora Airport supports the broader community through providing local attractions and interests, volunteering opportunities and community fundraising. Four local aviation groups are present in Temora, **Temora Aero Club**, **Temora Gliding Club**, **Temora Flyers Inc.** and **Temora Historic Flight Club Inc.**

Temora Population Forecast

The Australian Bureau of Statistics Census data of 2016 reports the population of Temora Shire to be 6,110 people. This is an increase of 334 people from the 2011 population of 5776, representing an increase of 5.8% over five years. It also shows that Temora Shire has turned around the population decline between 2006 and 2011.

Of this population, 3,796, or 62%, were aged under 55 years whilst 2,320, or 38%, were aged over 55 years.

In general over the past 10 years, there has been a decline in population numbers in Temora aged 44 years and under, whilst there has been an increase in the number of residents aged 45 years and older. Notably, from 2006 to 2016, the number of residents aged 55-64 years has increased by 99 people, and those aged 65-74 years has increased by 208 people.

Over the next 20 years, some decline in age categories is predicted, namely in the late teens/early 20s and in the 40s – mid 50s age groups. Growth is expected in many age categories, including young children, peak child bearing years (25-39 years) group and over 60 years age group. **Between 2011 and 2026**, the age structure forecasts for Temora Council area indicate **a 31.7% increase in resident population of retirement age**. As frequently, **it is the retiree age group that is most likely to be involved in recreational aviation**, due to **availability of time and finances**, this predicted growth in the number of senior residents in Temora Shire corresponds to **supporting facilities most likely to be utilised by seniors**.

6. MARKET OF GENERAL AND RECREATIONAL AVIATION

Temora Airport caters for both General Aviation (GA) and Recreational Aviation (RA). GA is governed by Civil Aviation Safety Authority and RA is governed by Recreational Aviation Australia (RAA). RAA is charged by the Civil Aviation Safety Authority (CASA) to register aircraft, accredit flying schools and certify pilots who operate on a not-for-profit basis, flying outside major cities and away from military bases and 20 kilometres from a commercial airport.

RA approved aircraft are limited to two seats maximum and have a Maximum Take-Off Weight (MTOW) of no more than 600kg. The types of aircraft include civil light aircraft, microlights and ultralights. A recreational aircraft can travel at up to 250 kilometres per hour. Cost of purchase of such civil light aircraft ranges from \$30,000 to \$40,000 and up to \$140,000. There are five main manufacturers in Australia, with the most common aircraft flown by recreational aviators being built by Bundaberg-based company, Jabiru.

Almost 10,000 people in Australia hold a recreational pilot's certificate, with approximately 3,500 registered microlight and ultralight aircraft. Recreation Aviation Australia (RAA) covers almost half of all aircraft operating in the country.

In contrast, a GA licence allows the pilot to fly larger aircraft and fly aircraft with more than two seats, as well as the opportunity to:

- Fly in controlled airspace (upon completion of CTA training during the navigation exercises)
- Fly at night (upon completion of a NVFR Rating)
- Fly on instruments / in cloud (upon completion of an Instrument Rating)
- Fly aerobatics (upon completion of an Aerobatic Endorsement)

In more recent years, recreational pilots represented the fastest growing group of aviators in Australia, although numbers have levelled currently. Several factors have contributed to

the growth in recreational aviation, including affordability of aircraft, interest and increased leisure time of retirees.

Under requirements set down by CASA, a recreational pilot certificate is secured after completing a prescribed number of hours' flying, aeronautics exams and a satisfactory medical report.

Like Recreational Aviation Australia (RAA), gliding in Australia is a self-administered (Gliding Federation of Australia) sport aviation organisation responsible to CASA through regulations. Gliders are sophisticated aircraft designed to be aerodynamically efficient and capable of covering over 1,000 kilometres in a single flight and at speeds around 150 kph and sometimes more. At Temora, gliders are either towed into the air behind a powered aircraft or they self-launch using an onboard engine that retracts into the fuselage after use. Gliders are typically made from composite materials with a modern single seat glider of 15 metre wingspan weighing 270kg empty and 600kg at its maximum takeoff weight when loaded with pilot and water ballast. This is to improve glide performance in strong summer conditions. Open class and high performance two seat gliders have wingspans exceeding 20 metres and can be up to 850kg at takeoff. Older gliders are quite affordable in the \$15,000 - \$35,000 range with new state-of-the-art gliders requiring an investment of \$200,000 and more.

In addition, Qantas has recently reported that Boeing estimates the world will need about 640,000 more pilots in the next 20 years, with 40 per cent in the Asia Pacific region. That level of demand is important for Australian aviation, so that all parts of the industry have access to qualified pilots in a country that relies so heavily on air transport.

There is a strong potential for Temora Airport to contribute to the supply of these trained pilots, through the development of a pilot training facility, using the competitive advantages in the region.

Box 1 provides recent aircraft usage statistics.

Box 1: Recent aircraft statistics

The Federal Department of Infrastructure and Transport's General Aviation Survey **2012** found the number of **general aviation flying hours in Australia** was **1.7 million hours**. The greatest number of hours was dedicated to charter flights at over 500,000 hours, followed by aerial work, training and private use. Less frequent were business, agriculture and testing and ferrying purposes.

The number of **fixed wing, single engine aircraft** decreased by 1.7 per cent to **8,443**, or 67.9 per cent of all registered aircraft in the General Aviation and Regional Airline sectors. **Fixed wing, multi-engine aircraft** decreased by 6.0 per cent to **1,815** (14.6 per cent of the total).

In 2012, **1,302 amateur-built aircraft** accounted for 10.5 per cent of all aircraft in the General Aviation and Regional Airline fleet. This represents a 0.9 per cent increase over the number of amateur-built aircraft in 2011 (1,290 aircraft).

In 2012, **ultralight aircraft flew** a total of **195,200 hours**, representing an increase of 29.5 per cent over 2011.

At the end of December 2012, a total of **3,509 aircraft had current registrations** issued by **Recreational Aviation Australia**, a decrease of 5.7 per cent over 2011.

The number of **registered gliders** increased by 0.1 per cent to **1,206** by December 2012 compared with December 2011. The total number of **reported flying hours** increased by 51.2 per cent to **192.0 thousand hours** in the calendar year 2012.

The Australian General Aviation and Regional Airline fleet contains **many older aircraft**, with the **average age being 27.7 years**, which is an increase compared to 2011 (27.0 years).

Average flying hours per aircraft decreased by 1.7 per cent, from 156.2 hours in 2011 to **153.6 hours in 2012**. For **active aircraft only**, excluding aircraft that were not flown during the year, the average **number of hours flown** was **200.0 per aircraft**.

7. BACKGROUND AND CONTEXT OF THE TEMORA AIRPORT MASTER PLAN

Temora Airport has a defence history, which has since transitioned to its recreational, heritage, agricultural, residential and emergency roles of today.

7.1 GENERAL INFORMATION

Temora Airport is a Tier 6 Regional Airport without Regular Passenger Transport services and is owned and operated by Temora Shire Council.

The Temora airport is a “Registered Airport”, operating under the national standards and advisory notes published by the Australian Civil Aviation Safety Authority (CASA). CASA administers the *Civil Aviation Act* (1988) through the accompanying Civil Aviation Regulations, Civil Aviation Orders, Civil Aviation Advisory Publication and the Manual of Standards (MOS). The MOS is where physical characteristics are defined including surfaces, dimensions, markings and lighting, which specifies the suitability of an airport to be used by aeroplanes within a range of performances and sizes.

Temora has three runways:

Runway 05/23 is a 2,040 metre x 30 metre bitumen surface with pilot activated lighting including a PAPI. Runway 05/23 is capable of regional airline aircraft operations by arrangement with the aerodrome operator.

Runway 18/36 is a 1,468 metre x 30 metre bitumen surface with a widened grass surface within the runway strip on the western side for vintage aircraft and glider operations

Runway 09/27 is 815 metres in length and configured with a gravel surface within a 60 metre runway strip and abutting on the northern side a separately marked grass surface for vintage aircraft and glider operations

The apron areas around the Temora Aero Club and refuelling areas are unrated.

7.2 HERITAGE SIGNIFICANCE

History of the Temora Airfield

10 EFTS was formed on 1st May 1941 and was one of 12 elementary flying schools established in Australia. In the years prior, the site was home to the Temora Aerodrome, which was constructed as relief work in the wake of the 1930s depression. Commencing in 1939 the relief work employed an average of 40 men every day for 65 weeks. Workers came from Temora and surrounding areas.

Due to the Temora area's favourable climate and geography, following the outbreak of World War II the airport was controlled by the Royal Australian Air Force and in 1941 No. 10 Elementary Flying Training School (TENEFTS) was established to provide initial flight training for pilot graduates. This became the largest and longest lived of the schools established under the Empire Air Training Scheme, with more than 2500 pilots graduating between 1941 and 1946, and a peak of 97 Tiger Moth aircraft used for flying training.

From the 1st January 1941, construction began on the air school. The total project involved the construction of approximately 90 buildings, 6 Bellman Hangars, sports fields, car parks and petrol stations costing \$164,548. The project provided significant employment for the local area.

The school opened on the 1st May and the local community eagerly awaited the arrival of the first aircraft. Five brand new Tiger Moth aircraft arrived on May 11th. New aircraft continued to arrive after their construction in Richmond and by the end of 1941 there were 94 aircraft.

Following the war, in 1946 local veterans and pilots founded the Temora Aero Club, utilising a Bellman Hangar as a club house. Club members and other private citizens have been instrumental in the improvement and development of the airport facilities. In particular, David Lowy, 1998 Australian Aerobatics Champion, who later founded the Temora Aviation Museum. Parts of Temora Airport, being the original hanger and a WWII ammunition bunker, are listed as heritage items in the Temora Local Environmental Plan 2010.

Australian Warbirds Association Ltd

The Australian Warbirds Association Limited (AWAL) was incorporated in 1989 as a non profit company to bring together aircraft owners, operators, restorers, maintainers, historians and enthusiasts to share their passion for ex-military aviation and to promote and preserve Australia's proud military aviation heritage.

Subsequently, with the advent of Limited Category, AWAL became the industry body to undertake self-administration of the category on behalf of CASA. The result is that Australians have more freedom to fly a greater variety of ex-military aircraft than practically anywhere else in the world.

Structure: AWAL is managed by a board of volunteer directors. The CEO and Director of Self Administration report to the Board.

Services provided by Australian Warbirds Association Ltd:

- Administers Limited Category aircraft on behalf of CASA.
- Provides systems of maintenance for various warbird types.
- Bi-monthly newsletters to keep members informed.
- Conducts seminars and training days for engineers, owners, and pilots of limited category aircraft
- Assists Warbird enthusiasts to get close to real Warbirds and their operators.

7.3 RECENT DEVELOPMENTS

In the mid 1990's, Temora Shire Council began development of Stage 1 of the airpark estate offering house and hangar and commercial lots with taxiway to the runways. Since the completion of Stage 1, Stages 2 and 3 have commenced and construction of for Stage 4 is complete, with lots offered for sale.

The major challenge in the development of the airpark estate has been the costs associated with the provision of water, sewerage, electricity and telecommunications. Major upgrades have been required to extend these services to the site. Together with the construction of roads and drainage, the total development cost for Stages 2, 3 and 4 is of the order of \$3 million.

These costs are being met through sales and a net surplus should result at the successful completion of the project. It should be noted however that the sale of allotments will be spread over a number of years and that the momentum established in the initial phase of development must be maintained.

The development and sale of the airpark estate will add to the current Shire rate base and introduce a number of new businesses into the region.

In November 2004, Temora Shire Council, in partnership with the Temora Aviation Museum and the Federal Government, completed a \$3.8 million upgrade to the airport, opening a 2,040 m (6,690 ft) runway 05/23. The runway allows the airport to handle larger and heavier aircraft, up to regional airline aircraft size, which is of major significance to the Temora Aviation Museum, and provides more flexibility for aircraft operations at night and in variable wind conditions. The development of this runway has, over time, significantly changed the regional aviation context and presents opportunities for economic development in an area where the weather is conducive to flying all year around.

Box 2 provides general information about small rural airports.

Box 2: Small Rural Airports

There are 2,000 airstrips near towns and rural properties around Australia.

Most of the registered airport and aerodromes in Australia are very small; and, in addition, there are numerous much smaller facilities across the country, which are used for (more irregular) aircraft operations. These facilities, many of which are owned and operated by local councils, **have little broader industry profile yet provide vital services to their communities.** The majority of these smaller and dispersed facilities **face considerable operational and financial pressures.** While the maintenance and operational cost requirements for remote airports are often modest, they **typically lack the scale to ensure they can be financially self-sustaining.** As a result, a large share, if not most, have recurrent requirements for financial support by governments, either in a general sense or for specific works (eg to pave runways or install navigational lighting). In addition, some airports or airstrips are maintained and **operated under non-commercial terms** (mostly through local council ownership) to retain their strategic value to regional communities. The drive for greater efficiencies by RPT operators has also led to consolidation on many regional routes. Greater load factors have certainly benefitted some regional airports (and passengers) but it has meant that other facilities handle fewer and more irregular air services. In some cases, RPT services have ceased altogether which can have a more fundamental effect on sustainability.

Results from the State of the Industry Survey emphasise that there is a clear pattern between declining profitability and airport size. Key profit and loss statistics indicate:

- Around 95% of major and major regional airports reported profits.
- Only 55% of regional airports reported a profit.

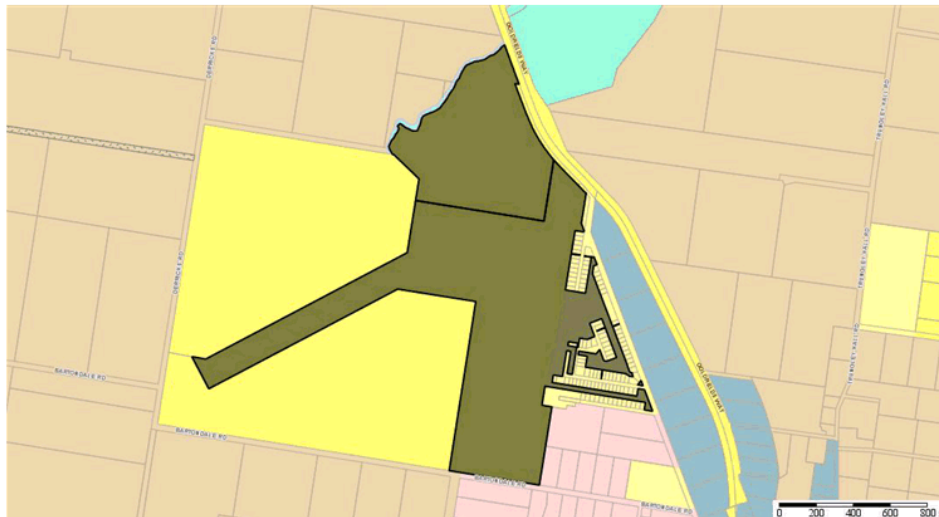
8. EXISTING AIRPORT FACILITIES

Temora Airport's location, zoning and planning controls, environmental constraints, existing infrastructure, facilities, air park estate and operational levels are described in detail within this section.

8.1 CURRENT PLANNING CONTROLS

Temora Airport is located on Airport Street Temora, on the northern fringe of Temora and adjoining Goldfields Way, the major North-South State road travelling through Temora.

Map 3 below indicates the airport land, shown shaded grey, which is owned by Temora Shire Council.



Map 3: Airport land owned by Temora Shire Council (shown shaded)

The land owned by Council consists of the runways and hangars, located on Lot 8 DP 1195195, with an area of 123.3 hectares and an adjoining parcel to the north, known as Lot 1 DP 786998, with an area of 48.58 hectares. The combined total of these two parcels is 171.88 hectares.

Map 4 provides an aerial image of the airport locality.



Map 4: Temora Airport Aerial Image

Map 5 shows the zones applying to the airport precinct.



Map 5: Temora Airport Precinct Land Zones

Zone	
B2	Local Centre
B4	Mixed Use
B6	Enterprise Corridor
E1	National Parks and Nature Reserves
IN1	General Industrial
R1	General Residential
R5	Large Lot Residential
RE1	Public Recreation
RE2	Private Recreation
RU1	Primary Production
RU3	Forestry
RU9	Village
SP1	Special Activities
SP2	Infrastructure
W2	Recreational Waterways

Zoning Key

This land is zoned SP2 Infrastructure (Airport) under the Temora Local Environmental Plan 2010. The objectives of this zone are:

Zone SP2 Infrastructure

Objectives of zone:

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

The zone permits, with consent, development for the purposes of an airport including any development that is ordinarily incidental or ancillary to development for that purpose.

Land adjoining the Council owned land, also zoned SP2 Infrastructure, is privately owned and is used for agricultural purposes.

Temora Airpark Estate is zoned SP1 Special Activities – Business premises, Residential, Tourist and Visitor Accommodation, incidental with aviation. The objectives of this zone are:

Zone SP1 Special Activities

Objectives of zone:

- To provide for special land uses that are not provided for in other zones.
- To provide for sites with special natural characteristics that are not provided for in other zones.
- To facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land.
- To encourage the protection and careful management of roadside native vegetation and native habitats.
- To encourage a variety of business, residential and tourist accommodation land uses within the vicinity of the airport that are incidental to aviation.

The land zoned SP1 and SP2 covers approximately 400 hectares, in a mixture of Council and private ownership. Adjoining land is zoned for Primary Production, Enterprise Corridor and Large Lot Residential purposes.

The Temora LEP 2010 also includes the following clause to manage the interaction between proposed new development and the airport:

6.7 Development in areas subject to airport noise

(1) The objectives of this clause are as follows:

(a) to prevent certain noise sensitive developments from being located near the Temora Airport and its flight paths,

(b) to assist in minimising the impact of aircraft noise from that airport and its flight paths by requiring appropriate noise attenuation measures in noise sensitive buildings,

(c) to ensure that land use and development in the vicinity of that airport do not hinder or have any other adverse impact on the ongoing, safe and efficient operation of that airport.

(2) Before issuing development consent to development on land in the vicinity of that airport, the consent authority:

(a) must consider whether the development will result in an increase in the number of dwellings or people affected by aircraft noise, and

(b) must consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021—2000, *Acoustics—Aircraft noise intrusion—Building siting and construction*, and

(c) must be satisfied that the development will meet AS 2021—2000, *Acoustics—Aircraft noise intrusion—Building siting and construction* with respect to interior noise levels for the purposes of:

(i) if the development will be in ANEC contour 20 to 25—educational establishments, hospitals and residential accommodation, and

(ii) if the development will be in ANEC contour 20 to 30—public administration buildings, and

(iii) if the development will be in ANEC contour 25 to 30—hostels and hotel or motel accommodation, and

(iv) if the development will be in ANEC contour 25 to 35—business premises, office premises and retail premises, and

(v) if the development will be in ANEC contour 30 to 40—light industry.

(3) For the purposes of this clause, a reference to ANEF in AS 2021—2000, *Acoustics—Aircraft noise intrusion—Building siting and construction*, is taken to be a reference to ANEC.

(4) In this clause:

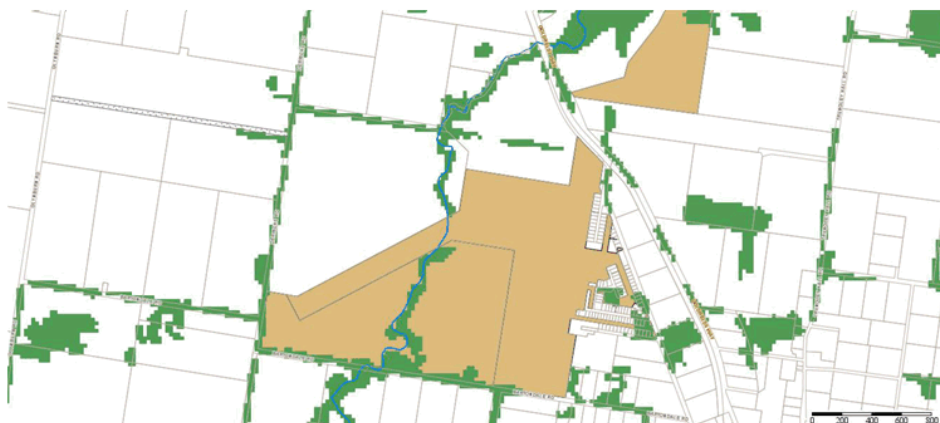
ANEC contour means a contour on the Australian Noise Exposure Concept 3 Map for Temora Airport, a copy of which is available for inspection by the public during office hours in the office of the Council.

Development in the airport precinct is also controlled by the **Temora Shire Development Control Plan 2012**, which includes a chapter titled “Temora Airpark Estate”. This chapter has the objectives of:

to:

- ensure that the Temora airport's operation is enhanced and not compromised by any development within the subdivision
- provide guidelines/standards to existing owners and prospective purchasers of land, to ensure a satisfactory standard of development is maintained
- assist applicants in the compilation and submission of development applications
- establish overall guidance for environmentally sensitive and sustainable development in this area
- achieve an overall high level of amenity through building design, landscaping and fencing that are compatible with these principles as set out in this Plan

Map 6 shows the land constraints that apply to the Temora Airport precinct.



Map 6: Temora Airport Constraints Map

Map 6 indicates the location of heritage items (shown beige), sensitive biodiversity (shown green) and sensitive waterways (blue line).

8.2 AIRCRAFT MOVEMENT AREAS

There are three aircraft movement areas of the runways, taxiways and aprons.

8.3.1 Runways

Temora Airport currently operates three runways:

Table 1 Existing Runway Characteristics

RUNWAY	LENGTH	WIDTH	STRIP	SURFACE	PCN	CATEGORY
Runway 05/23	2000m	30m	150m	Sealed	30	4C
Runway 18/36	1468m	30m	90m	Sealed	8	2C
Runway 09/27	815m	30m	60m	Unsealed	10	2B

Under CASA MOS 139 Clause 6.2.18, the following runway strip width criteria apply:

Table 2 Runway Width Requirements

OPERATION TYPE	CODE	RUNWAY STRIP WIDTH	CONCESSION
Non-Instrument	3 and 4	150m*	90m

Instrument Non-Precision	3 and 4	150m**	90m
Instrument Precision	3 and 4	300m***	150m

* May be reduced to 90m subject to the classification of the aircraft

** May be reduced to 90m for aircraft up to and including Code 3C

*** May be reduced subject to landing minima adjustments

Runway 05/23

Runway 05/23 was completed in November 2004.

The \$3.8 million runway project undertaken by Council was financed through a \$500,000 grant from the Department of Transport and Regional Services; a \$1.65 million contribution from Private Business; and \$1.65 million from Council.

Runway 05/23 has been commissioned to cater for operations by Temora Aviation Museum aircraft, however the new runway significantly increases the operational capability of Temora Airport. Runway 05/23 has the capability to operate aircraft up to and including Code 4C. However, the associated taxiway and aprons do not have the capability for larger at this time.

Runway 05/23 is equipped with a medium intensity airfield lighting system, including PAPI, and pilot activated lighting. Runway lighting to Runway 18/36 has been downgraded to taxiway status only for night operations.

Runway 18/36

Runway 18/36 is retained for daytime operations only, and will be lit as a taxiway for access to the general aviation apron and aviation museum at night. Runway 18/36 is rated PCN 8. Any aircraft above this rating will require a pavement concession. There is also

runway 18/36 grass strip on the western side.

Runway 09/27

Runway 09/27 is now 815 metres in length and before runway 05/23 was developed, it complemented the main north-south runway by offering an east-west runway of approximately 900 metres length. In order to accommodate the development of the Airpark Estate the runway was shortened at the eastern end to its current length. Whilst marginal for many aircraft the runway is used by gliders and other aircraft with short field capability when the wind is too strong across the other runways. The inclusion of a cross runway as part of the airport infrastructure makes Temora Airport ideal for student pilot training and for hosting fly-ins for antique and light sport aircraft.

The runway is a gravel surface within a 60 metre wide runway strip and abutting on the northern side is a separately marked (orange) runway of approximately 48 metres width for use by vintage aircraft and gliders.

Runway 09/27 does impose some height limitations on the airpark estate. Current height limitations at the western end of these allotments are approximately 8.5m.

There is a glass glider runway abutting on the northern side and full length of runway 09/27.

8.3.2 Taxiways and Aprons

The configuration of the three runways has determined that Runway 09/27 can be used as an unsealed link taxiway between the two sealed runways. Aircraft not capable of operating on unsealed pavements must taxi via the Runway 18 threshold to access Runway 05/23. Taxi distances to Runway 05/23 from the general aviation and aviation museum aprons are significant.

A general aviation apron is located east of Runway 18/36 and south of the existing Runway 09/27. The apron has two marked RPT aircraft positions and parking for many small-medium aircraft.

Pavement strength does not correspond to runway strength and its use requires careful monitoring.

The Temora Aviation Museum has developed its own aircraft aprons on Council owned land and under normal circumstances has no requirement to operate from the general aviation apron.

8.3 AIRPORT FACILITIES

Current aviation facilities provided at Temora Airport are:

- Automated Weather Station
- Avgas and Avtur Refuelling Facilities
- Bellman Hangar with Aero Club Annex
- Former Terminal Building
- Private Hangars
- Airport lighting
- Emergency and firefighting facilities
- Aerial application aircraft loading facility
- Access roads and car parks
- Accommodation

In addition, there are two weather cameras located at the Temora Aviation Museum.

Automatic Weather Station(AWS) – Bureau of Meteorology

The Bureau of Meteorology has established an automated weather station to the west of Runway 18/36. This is an Aerodrome Weather Information Service (AWIS), currently broadcast on VHF. This AWS has the capability of providing continuous wind and weather information for pilots and is also accessible by telephone.

The AMS provides real time information such as temperature, humidity, wind speed and direction, pressure and rainfall. However, it does not provide information such as cloud cover or visibility.

There is no Aerodrome Forecast (TAF) for Temora Airport. This is a significant hindrance as this prohibits Temora's use as a landing area for passenger aircraft, which would otherwise be able to land using Temora's substantial runway. The lack of TAF also reduces the reliability of Temora Airport as a landing destination for both visiting aircraft and those planning flights that pass over Temora.

Council and other stakeholders will press for the reinstatement of Aerodrome Forecasting from Temora Airport for these reasons.

Fuel supply

Temora Airport is currently equipped with a 28 000 litre avgas storage and fuel dispenser adjacent to the general aviation apron. This fuel facility is operated by Aero Refuellers. Fuel is available 24/7 via swipe card. The facility has an above ground storage tank.

A second supplier has commissioning facilities to sell Avgas and Avtur fuels. These facilities are also available 24/7 by electronic swipe card.

Temora is used as a stopping point for refuelling by local and visiting pilots, as well as jet fuel used by the Rural Fire Service and the South Care Helicopter.

The Temora Aviation Museum has its own avgas and JET A1 storage adjacent to the avgas storage area, however, except in emergencies these fuels are not available to the public. The Temora Aviation Museum dispenses both avgas and JET A1 with two mobile refuelling tankers. A bunded area is required for the parking of fuel tankers.

Any intended development within 200 metres of the fuel storage areas will need to consider exclusion zones around flammable liquids. Specialist dangerous goods advice is required prior to consent.

Bellman Hangar with Aero Club Annexe

The Temora Aero Club currently operates from premises located in a two storey annex on the western side of the Council owned Bellman hangar. Whilst this location is convenient and operationally efficient, it does require all visitors to traverse the aircraft apron for access. A risk assessment of this access is necessary to manage continued use of this access into the future.

Former Terminal Building

The former terminal building is located on the northern end of Harding Street, with access via Tenefts Street. It is a rectangular building, approximately 25m x 7m, and features a polished timber floor, toilets and showers, with a corrugated iron roof and clad walls.

The Temora Flyers Inc currently leases the former Temora Airport Terminal for the purpose of club meetings and events. The building also serves as an outing destination for Pinnacle Services, the community organisation of Council that provides services for people with a disability.

Council intends to maintaining its links with Temora Flyers Inc in their work to promote additional aviation events and visitation to Temora

Private Hangars

Private hangars are provided as part of the Airpark Estate. The earliest stage of the estate provides hangar development only. The following stages provide house and hangar development.

Airport lighting

Lighting at the airport includes pilot activated runway light, lighting of existing buildings at the airport and street lighting within the caravan park and residential estate.

Emergency and firefighting facilities

Facilities for helicopter landing, tank water supply and communications are available onsite.

Aerial application aircraft loading facility

A separate loading area has been developed by Council for the purpose of safely and efficiently loading aircraft used for aerial agricultural purposes, including spraying and fertiliser spreading. Presently this facility is available with access from Bartondale Road, however it is planned to relocate this facility to a permanent location at the northern end of Airport Street, adjacent to Spitfire Drive.

Access roads and car parks

Access to Temora Airport is through Tenefts Street. Airport parking is available in Harding Street, adjacent to the Temora Aero Club and former Terminal building. Tourist visitors can access cabins, caravan and tent sites using Tigermoth Avenue.

Parking is available for 100 vehicles at the Temora Aviation Museum, including six disabled parking spaces, using Tom Moon Avenue.

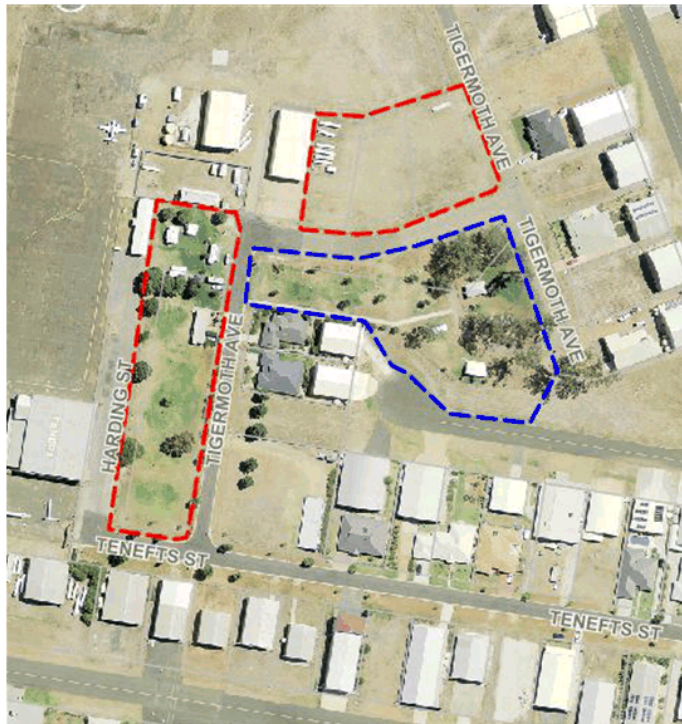
Accommodation

There is a range of onsite accommodation at the Temora Airport.

- **Caravan Park**

A high quality caravan and camping park has been developed at the Airport to cater for visitors to Temora. The camping area has modern amenities and a fully fitted shelter/kitchen with electric BBQ, hot water and refrigerator.

The land available at Temora Airport for caravans and camping, with associated amenities and open space is shown by Map 7 below:



--- Main caravan park --- Overflow caravan park

Map 7: Airpark Caravan Park site

- Airpark Cabins

The Airpark Cabins are a staged development being undertaken by Council, designed to provide accommodation for visitors to Temora. The site is shown by Map 8. Council has completed Stage One, which consists of four cabins. Two cabins (Cabins 2 and 3) are self-contained with two bedrooms, bathroom, kitchenette, air conditioners and lounge area. Cabin 2 has a disabled access bathroom. Cabins 1 and 4 are known as bunkrooms, interconnecting with cabins 2 and 3 respectively, containing bunk beds to sleep up to 7 people, bar fridge, air conditioner and sink. No bathroom or cooking facilities are included in Cabins 1 and 4.



Map 8: Airpark Cabins site

The plans include approval for the construction of additional self-contained cabins, consisting of Stage 2, comprising two x two bedroom cabins and a three bedroom cabin. Stage 3 would consist of 4 cabins, identical to Stage 1. The final construction layout would be in a "U" shape, with a grassed area facing Tenefts Street.

In addition, the Temora Aviation Museum has its own onsite cabins, known as Sky Lodge, available for use by visitors to Temora.

8.4 AIRPARK ESTATE

Temora Shire Council is capitalising on its reputation as being **an aviation friendly town** through the development of an airpark estate incorporating both a **residential airpark estate** and **commercial aviation businesses**. The Airpark Estate has been constructed by Council to attract recreational pilots, commercial and aircraft related industries to live, work and enjoy the uncomplicated airspace at Temora.

Council's vision for the Airpark Estate is an estate of **high amenity and functionality**. Council intends that the design and construction of developments that it approves will support this vision. This requires controls that achieve the desired objectives without being unnecessarily restrictive or demanding upon construction costs.

Council's Airpark is intended to support the **recreational aviation lifestyle** and the benefits that this brings to aviation enthusiasts. Council therefore encourages good neighbourly relations between residents, which can be achieved through controls on development for safety and amenity reasons. Council's policy for the Airpark Estate is to encourage a mixture of compatible land uses and activities.

The Temora Airpark Estate offers the highest level of convenience for aviation enthusiasts, by having access from their home or industry to their hanger, to a taxiway, and to three runways, all within a modern estate, with all services and facilities connected.

The Airpark Estate comprises 84 lots, of which over half have been developed.

The current stage under construction includes a further 20 lots.

An Aerodrome Users Committee has been formed, where issues are discussed and recommendations made to Council for adoption. The Aerodrome Users Committee is a Section 355 Committee of Council and the meetings, held every second month, formed the consultation forum for the development of the estate.

Key features of the airpark estate are:

- No landing, takeoff or movement fees for residents of the airpark, or visiting recreational pilots.

- No time restrictions on activities.
- Jet fuel available
- 24 hour operations

The airpark estate has brought many new residents to Temora that now contribute to the local Temora economy and support Temora Shire Council in the provision of improved services and facilities.

The lots are available to accommodate a variety of uses including:

- Hangar and Residence
- Aircraft Maintenance
- Aircraft Repainting and Refurbishment
- Kit Aircraft Manufacture
- Aircraft Component Manufacture and Overhaul
- Historical Aircraft Restoration
- Aircraft Storage
- Aircraft Operational Base for Commercial Operators
- Sport and Historical Aircraft Organisations
- Flying Training Organisations

Residential lots, ranging in size from 800 to 1250 square metres and **Commercial lots** are available. Direct access via taxiways is provided to the three runways.

Temora Shire Council currently offers **incentives to operate an aviation business** from the commercial lots available. Greenfield sites with road and taxiway access are available 2,000-50,000 square metres, having road and taxiway access. The incentives include:

- Lease/purchase costs. Council will offer a freehold or long leasehold title to the developer at no charge for a site up to 5,000 square metres. Negotiations would be based on the potential for investment and employment.
- Set-up costs: Earthworks and asphalt for buildings and car and aircraft parking would be provided at cost. Taxiway access would be provided as required to the site at no cost to the developer.
- Ongoing fees and charges: depending on the number of jobs created at least the first five years would be free of Councils fees and charges.
- Utilities – power, water, natural gas, sewer and telephone / internet are already on-site.

There are **existing aviation related companies** in the estate –

- Advanced management and design personnel are already resident on the Airpark as well as small aircraft builders and the world renowned capabilities of the Temora Aviation Museum in aircraft engineering and restoration of historic and jet aircraft.
- Other operations include Composite repairing, flight training school, aircraft manufacture, aircraft maintenance personnel. Specialties are in glider construction, glider repairs and maintenance, and sales.
- Volunteering opportunities are available at Temora Aviation Museum
- Immersion in the large and growing aviation community

The presence of the Temora Aviation Museum is a major attraction for all potential investors. The Temora Aero Club, Temora Gliding Club and the Temora Flyers Inc complement the activities of the Aviation Museum by conducting fly-ins, exhibitions and championships, all of which assist in maintaining a level of interest and involvement, which achieves a “critical mass” of aviation activity throughout the year.

The combined efforts of the Temora Aviation Museum, Temora Airpark, Temora Aero Club, Temora Gliding Club and Temora Flyers Inc have been integral to the success of Temora Airport over recent years.

a. Airpark Estate Development - Airfield Planning Criteria

The airpark estate development has been designed on the following basis:

Facility	Code	Width	Max Wingspan
Main Access Taxiway	C	53m	36m
Secondary Taxiways	B	40m	20m
Parallel Taxiway	B	43m	24m

Allotments generally have a 25m frontage and are either 40m or 50m in depth. General lot sizes are 1000m² or 1200m².

20m road reserves have been allowed for in all areas of the development to facilitate the construction of services, landscaping and traffic / parking facilities.

8.5 CURRENT OPERATION LEVELS

It is estimated that there are around 15,000 take offs and landings per year at Temora Airport. Predominantly these are local, with both take off and landing in Temora.

Recent data collected provides the following picture of operation levels at Temora Airport, as shown in Table 3.

- *Aircraft movement data*

Month	Aircraft movements (incl. Landings, Touch and Go, Stop and Go and Practise Approaches)	Aircraft landings only	No. MTOW Category 1000kg or more
September 2015	298	208	66
October 2015	843	670	155
November 2015	870	702	296
December 2015	693	467	139
January 2016	729	624	192
February 2016	408	330	91
March 2016	653	481	171
April 2016	552	401	106
May 2016	470	377	111
June 2016	521	372	107
July 2016	820	586	351
Total	6857	5218	1785
Average/month	623	474	162

Table 3: Aircraft Movement Data from Temora Airport (Avdata, 2015/6)

- *Timing of peak operations*

The vast majority of aircraft movements at Temora Airport occur during daylight hours. Only a few aircraft movements each month occur at night.

- *Seasonality of operations*

Table 1 indicates that during the year, the highest level of aircraft movements occur in Summer, which relates to peak gliding season and Winter, which relates to demands for agricultural use.

- *Aircraft types using airport*

As shown by Table 1, the majority of aircraft using Temora Airport are lighter aircraft, weighing less than 1000kg. Mostly between 20 – 30% of aircraft movements will be aircraft weighing more than 1000kg each month. The exception is in the peak agricultural season in July where 43% of aircraft movements are aircraft weighing more than 1000kg.

- *Origin and destination data*

Flights originating from other airports are generally registered with Airservices Australia. Over the past 12 months, the number of landings per month from outside airports has varied from as low as 3 to as high as 78 flights, but is generally around 20 landings.

- *Approach procedures (non-instrument, non-precision, precision)*

Temora Airport offers the options of non-instrument (visual), non-precision (horizontal guidance) and precision (horizontal and vertical guidance). As the non-directional beacon has been removed, pilots can use Global Positioning Systems (GPS) to guide their approaches to Temora Airport.

Gliding

Gliding has long been associated with Temora and there is a high representation of gliding enthusiasts amongst Airpark Estate residents. Gliding activity brings many benefits to Temora and the local economy, with a high number of visitors attending summer camps and competitions.

- The main gliding times are November to March.
- During 2015-16, there were approximately 1290 Gliding movements during the November - March period
- During the main gliding period there are approximately 50 regular visitors who visit and fly in Temora each year
- During the peak gliding time from end of December until the end of January there is a Christmas Camp each year, with often up to 35 or more visitors at any one time, with an average stay of 10—14 days
- Visitors advise that they spend \$110---\$200 per day each, depending on which type of accommodation they have
- Several small groups come at other times and may stay for several days

Every third year Temora Gliding Club also hosts the NSW State Gliding Championships. This usually attracts 40—50 entrants and about 60-70 people and the lasts for 7—10 days. This is in addition to the Christmas Camp activity

Temora has the reputation as one of the very best gliding sites in this country, if not the best. As a result of so many people visiting Temora to fly gliders, about 14 gliding enthusiasts have now purchased blocks in the Aviation Estate.

8.6 AIRPORT TOURISM

The role of domestic and international tourism in the economy of regional areas should not be underestimated.

For Temora Airport, this tourism includes:

- Light aircraft pilots wishing to visit Temora and stay overnight
- Recreational Vehicles (RVs) and caravanners who include visiting the Temora Aviation Museum and rural NSW within their round trip.
- Other recreational activities and events associated with Temora Airport

Existing tourist attractions at the Temora Airport are:

Temora Aviation Museum

The most recent **Warbirds Downunder** event at the **Temora Aviation Museum** in 2015 attracted 20,000 visitors to Temora, providing both a local and regional tourism boost. The next Warbirds Downunder will be held on 12 – 13 October 2018.

In 2016, Temora Aviation Museum (TAM), which is open to the public 361 days per year, was rated by online tourism site TripAdvisor as one of the top 25 museums to visit in the Pacific.

Visitation to the Museum includes those wishing to view the static displays or attend one of the flying events such as Aircraft Showcase. Other events hosted by TAM attract groups of visitors that would not otherwise visit the region. On average TAM hosts 40,000 visitors per annum on a year when the biennial Warbirds Downunder is held and 20,000 per annum during other years. This is a mixture of day trippers, overnight and weekend visitors.

The attendance figures from Warbirds Downunder 2015 when used in conjunction with statistical data identified in Tourism Research Australia's – National Visitor Survey (YE Sep 2015) determine that the economic benefit of Warbirds Downunder to the local and regional economy was \$6.375m.

The research shows that:

- Overnight visitors spend \$162 per person per night and stay an average of 2.3 nights in Temora equating to \$373.
- Day-trippers spend \$164 per person per day

The Temora Aviation Museum provides an interesting local attraction for locals to show visiting friends and relatives, which is one of the largest markets for Riverina tourism. In addition, the museum supports many local community organisations through donations in return for the supply of volunteer cooking and serving staff at the Mess Hall canteen, which is open on showcase days.

The Temora Aviation Museum has also hosts a unique warbird photography workshop known as Shoot! several times a year, with an internationally acclaimed photographer. Around 15 participants attend three day workshops, tailored to beginner, intermediate or post-production photography of aircraft. Attendees enjoy local accommodation and meals as part of their workshop.

The Temora Aviation Museum employs 12 fulltime staff, 2 part time staff and 2 casual employees. Roles include Chief Executive Officer, General Manager, Aircraft Engineers, Administration, Reception and Maintenance. Outside of this, the museum regularly has contractors and consultants on site to assist in many different areas of the Museum's operation including, aircraft engineering specialists, accounting, facility maintenance (including electricians, plumbers) and facility construction projects (fabricators). The large majority of contractors employed by the museum are not local residents with many of them travelling from Sydney or Melbourne. Therefore, this generates demand for overnight accommodation in Temora.

More than 40 Volunteers are employed by the Temora Aviation Museum.

Temora 1000

The Temora 1000 (T1000) is promoted as Australia fastest runway race.

The event is a motor vehicle sprint from a standing start for 1000 metres, with time and speed recorded. It is organised and run by New South Wales Commodore Club (NSWCC). This is a not for profit organisation made up of a group of friends with a love of motorsport.

It took two years to stage the first T1000. Confederation of Australian Motor Sport (CAMS) required the event to adhere to stringent guidelines to meet their approval. Temora was chosen, as the runway is of suitable length and in excellent condition. In addition, the TAM venue, with the ability to cater for events, creates an ideal location.

The T1000 was the first event of its' type since the laws changed in 2001 and since, a few other 1000m sprint events have emerged. However, none of these events are CAMS sanctioned, making the T1000 an event of even greater prestige.

Entrants come from all over Australia, but largely from NSW and Victoria.

There are usually around 100 entrants, and each entrant usually will have at least one person with them.

Most participants stay in the local motels, and the Terminus Hotel is used as a hub, with a meet and greet on the Friday night, and a presentation dinner on Saturday after the event.

This event, for a minimum of two nights, brings at least 200 people to Temora for meals, fuel, accommodation and other local spending.

Marketing of the event is through the event website and social media. There are plans to include a second event in town, in consultation with Council.

Other uses

Temora Airport has also hosted other uses of its runway, including motorsport vehicle testing and commercial filming, which also generates local tourism income.

9. TEMORA AIRPORT BUDGET

Council's Asset Management Plan, prepared in 2016 provides details of asset costs, both replacement and annual costs.

The **replacement cost value** of the infrastructure assets at Temora Airport is **\$5.39 million**.

The **average annual cost** of the airport is estimated at **\$300,000**.

Over the **10 years from 2016 to 2026**, the **total maintenance and renewal expenditure** for the airport is estimated to be **\$3 million**.

Council's Resourcing Strategy, prepared in May 2015 specifies **an income estimate of \$9,737**, to be received from the Temora Aero Club in rental fees. This income is expected to continue into the foreseeable future, at a similar level each year, indexed to inflation.

Council charges a fee of \$396 (including GST) per day for access to the airport for agricultural purposes. The fee is charged to the business operating the aircraft. For each access day, a representative of the business operating the aircraft is required to sign their agreement to operate their aircraft in accordance with Councils' procedures governing loading location and ensure that all ground crew and truck drivers understand and comply with Council procedures. Due to demands for agricultural use of the airport being predominantly limited to when Temora and surrounding areas experience a wet winter, preventing weed spraying and fertiliser spreading by ground application, this income is variable.

The airport has a **maintenance budget of \$261,848 for the 2017-18 financial year**. Budget estimates for the next eight years estimate an increase in budget allowance up to \$309,335 in 2024-25. This maintenance budget includes operational costs, such as lighting for night landings. The maintenance funding allocated by Council is considered in the Asset Management Plan to be sufficient to maintain the current overall condition of the airport over the next 10 years.

The fundamental purpose of the Aerodrome Asset Management Plan (AAMP) is to improve Council's long-term strategic management of its aerodrome assets in order to cater for the community's desired levels of service in the future. This will be undertaken in accordance with Council's key strategic documents and demonstrates reasonable management in the context of Council's available financial and human resources.

The AAMP achieves this by setting standards, service levels and programmes that Council will develop and deliver. The standards and service levels have been set in accordance with user needs, regulations, industry practice and legislative codes of practice. Table 4 details the value of airport assets.

Table 4: Temora Airport Assets Value

Asset category	Replacement Value	Written Down Value
Aerodrome land	1,408,908	1,408,908
Buildings (7)	2,267,420	1,782,165
Runways, Taxiways & Hardstand	1,528,764	1,043,096
Electrical, Lighting, other equipment/facilities	188,736	140,486
TOTAL	5,393,828	4,374,655

This income and expenses is summarised in Table 5 below:

Table 5: Airport Resourcing Strategy summary

Year	Income (\$)	Expenses (\$)
2015-16	9,737	240,935
2016-17	9,981	247,692
2017-18	10,230	254,658
2018-19	10,485	261,814
2019-20	10,748	269,179
2020-21	11,016	276,757
2021-22	11,292	284,559
2022-23	11,574	292,580
2023-24	11,864	300,839
2024-25	12,160	309,335

In addition to the maintenance expenses, the budget allocates funds for non-operating income and expenses, in the form of specific projects. The sale of lots in the Airpark Estate is the source of income. Expenses associated with developing the estate are estimated. This income and expenses and their estimated timeframes are summarised below in Table 6.

Table 6: Airport Non-Operating Income and Expenses

Year	Income (\$)	Expenses (\$)
2015-16	320,000	Airport Master Plan: 20,000 Seal around fuel facility cover: 33,000 Cost of Airpark Estate Assets sold: 139,037
2016-17	320,000	Seal car park eastern side of Aero Club: 5,612 Development of Airpark Estate: 250,000 Cost of Airpark Estate Assets sold: 139,037
2017-18	320,000	Cost of Airpark Estate Assets sold: 139,037
2018-19	320,000	Cost of Airpark Estate Assets sold: 139,037
2019-20	320,000	Reseal taxiways: 41,801 Cost of Airpark Estate Assets sold: 139,037
2020-21	320,000	Reseal taxiways: 56,109 Development of Airpark Estate: 250,000 Cost of Airpark Estate Assets sold: 139,037
2021-22	320,000	Reseal taxiways: 36,619 Cost of Airpark Estate Assets sold: 139,037
2022-23	160,000	Cost of Airpark Estate Assets sold: 34,759
2023-24	0	Strengthen apron and level depressions: 181,273
2024-25	0	Strengthen apron and level depressions: 185,130

While **increased residents at the subdivision** will result in an **increase in general rates** income collected, it will result in **higher landing and takeoff volumes** which will result in **reduced pavement lifespan**, although noting that the majority of airport usage involves light aircraft. There is also the possibility of **increased level of service demands**.

Current lease, usage fees, tourism income and land rate revenue provides only a **relatively small contribution to the annual expenditure** on the airport for maintenance and infrastructure development. However, like many Council assets, the Airport is operated as a community service obligation with general revenue, alongside grant allocations, contributing to the bulk of finances allocated to the Airport. Council has determined that the development of the Airpark Estate will add significantly to the rate base and level of investment in the town.

Temora Shire Council has pursued commercial aviation operators, aircraft maintenance organisations and aircraft manufacturing, encouraging such businesses to operate from Temora, to complement the existing industry in the region.

Aviation related businesses are seen as an important driver for regional employment, business activity and training opportunities.

10. STRATEGIC PLANNING

Considering the Temora Airport from a strategic perspective allows the information gathered in the preceding sections to be used to recognise opportunities, identify and manage threats, develop goals and prioritise actions to achieve Council's vision. Consultation with key stakeholders has formed a valuable part of strategic planning for Temora Airport and development of the Master Plan.

10.1 STAKEHOLDER CONSULTATION

Preliminary stakeholder consultation has occurred by talking with key Council staff, Aerodrome Users Committee members and representatives of Temora Aero Club, Temora Gliding Club, Temora Flyers Inc and Temora Aviation Museum. Further consultation will occur as the plan moves beyond its status as preliminary draft.

Stakeholder Consultation has developed:

- Accurate Background Information
- Plans and Aspirations
- Areas for Improvement
- Priority Actions

10.2 SWOT ANALYSIS

Building on the data and information collected, an analysis of the strengths, weaknesses, opportunities and threats (SWOT) relating to the Temora Airport provides an initial concept for developing future policies and projects.

Table 7 provides the SWOT analysis.

Table 7: SWOT Analysis of Temora Airport

Strengths	Weaknesses
<ul style="list-style-type: none"> • 2000m runway combined with 1468m runway, as well as a cross runway • Wide and multiple runway direction strips suitable for gliding and antique aircraft • GPS approaches for all weather capability • Climate suitable for year-round use, with predominantly clear skies and low wind, and fewer number of days with fog, cloud, high wind or rain that prevent flying • Aero Club, Temora Gliding Club and Temora Flyers Inc • Supportive Shire Council seeking investment • Friendly town atmosphere • Temora Aviation Museum • Land available surrounding airport • Existing hangar and airpark developments • Low cost structure for establishment of new aviation related industry and development • Low operating costs • Enthusiastic aviation community • No landing and aircraft parking fees 	<ul style="list-style-type: none"> • Distance from Sydney / Melbourne and relative remoteness • Size of population may limit growth opportunities • Relatively long taxi distances at airport • Extreme summer temperatures • High budget costs to maintain infrastructure • High long term costs to replace infrastructure with low levels of reserves to do so • Current low level of airport income • 05/23 rated for heavy aircraft, but taxiways and aprons are not rated

<ul style="list-style-type: none"> • No airspace restrictions • No restrictive security complications associated with RPT • Large rural catchment area • Proximity to township • Proximity to Canberra & Wagga • Summer weather suitable for gliding • Relatively well serviced town 	
<p>Opportunities</p> <ul style="list-style-type: none"> • Potential for medium / heavy commercial aircraft maintenance • Potential for general aviation maintenance, sales and manufacture • Potential for commercial development, including flight training school • Aviation airpark development • Potential purchase of land on eastern side of airport for future development • Rising costs of maintaining private aircraft at major capital city airports • Offering aviation based lifestyle away from hectic conditions at small metropolitan airports, intensified with the closure of some airports due to need for residential development • Attractive base for aircraft maintenance, manufacturing and associated 	<p>Threats</p> <ul style="list-style-type: none"> • Competition with other regional airports for commercial aircraft maintenance • Competition with other small airports offering airpark estates • Long term infrastructure replacement and maintenance costs • Cost and availability of aviation fuel • Developing land around the airport • Overdevelopment that could limit the potential to host events • Noise complaints • Restriction of airport activities

<ul style="list-style-type: none"> • Attractive to aviation enthusiasts for hangar / residence development • Potential for historical, experimental and glider manufacture and maintenance • Sustainability, solar power • Potential for separate wider gliding strips alongside runway 18/36 to cater for additional gliding • Attracting competition in fuel supply to keep costs competitive 	
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10.3 REGIONAL ECONOMIC GOALS

Temora Shire Council is actively developing strategies that are aimed at stimulating economic activity, growth and investment in the region across a broad range of opportunities, through its Economic Development Plan. Temora Airport is seen as an important driver of economic growth in the region and a very important community facility.

Temora Shire Council has invested heavily in infrastructure on the airport, including the Airpark Estate, Runway 05/23 construction and support of the Temora Aviation Museum.

Temora Airport is seen as a driver for economic growth in the region, and is important in attracting investment from outside of the area.

Temora Shire Council has not imposed aircraft landing and parking fees as these are seen as a disincentive to aviation activity and investment.

Future goals for the airport are to:

- Encourage the provision of additional flexible training facilities. Temora Airport has the advantage of flying training that does not conflict with Regular Passenger Transport operations and the flight paths of capital city airports. Noise impacts are minimised due to low population density. In addition, the relatively safe flying weather throughout the year, along with flat to gently undulating terrain, offers attractive conditions for new pilots. There is available, underutilised land adjoining the airport that would support this development.
- Encourage complementary commercial businesses, including engineering and other aviation related businesses
- Continue to support the Temora Aviation Museum aims to educate local students, and students living further afield about the operations of an airport as well as aviation history during wartime. Opportunities exist through in-class presentations and follow up behind-the-scenes tours.
- Improve facilities through additional hospitality and accommodation services, local employment opportunities and support for community functions on airport grounds
- Future Airpark expansion through identification of preferred site.
- Flood study of Council owned land located north of the airport. Determine future purpose of this land.
- Increasing the number of visitors, improving the experience for visitors and increasing the range of events available in order to attract different markets of visitors.

These goals are explored further in Section 11.

11. FORECAST OF FUTURE OPERATIONS AND FACILITIES DEVELOPMENT PLAN

The future of the Temora Airport depends on the ongoing improvement of services and facilities to strengthen its role as a valuable infrastructure asset, and as part of a diverse local economy.

The overall factors to consider for future development are:

- Considering the wider area around the airport, and taking the airport into consideration in relation to proposed developments
- Managing competing interests as part of future planning
- Serving a wide range of aviation uses including recreation, business, tourism, emergency, lifestyle and agricultural uses
- Focus on repairs and maintenance of infrastructure, and quality of work. Regular maintenance of existing infrastructure such as condition of taxiways and weed management will reduce overall maintenance costs
- Works designed for purposes of use, such as taxiways and aprons constructed with sufficient strength for the intended usage.
- Mapping of existing infrastructure, such as underground drainage for purposes of risk management
- Improving economic viability through additional income sources
- Maintaining the provision of emergency services role at the airport
- Ensuring a high standard of development in the airpark estate
- Focus on long term sustainable growth in uses, events, attractions, facilities, well maintained and financially sustainable infrastructure, and air park estate development
- Ensuring that future development does not impact upon aircraft displays and events

Based upon the analysis of the existing facilities and considering the vision and objectives identified, the facilities development plan covers the development of the airport's infrastructure into the future. This development plan responds to:

- global, national and regional aviation trends - economic, social, tourism and population information
- benchmarking against similar airports and larger airports for possible future growth options
- security requirements
- required capacity/physical capability, including:
 - o weather forecasting services
 - o pavement strength
 - o GPS approaches
 - o terminal development
 - o car parking needs
- Council's identified vision and objectives

These factors are considered in further detail below:

11.1 TEMORA AIRPORT DEVELOPMENT PLAN

Temora Shire Council appreciates the value of the Temora Airport as a commercial, recreation, emergency services, agricultural, lifestyle and tourism asset. The Temora Airport has already diversified in its operations through the strategic decision of Council, through attracting the development of the Temora Aviation Museum, developing an airpark estate over the past 20 years and supporting the continuing use of the airport for commercial, recreational, agricultural, tourism and emergency services purposes. This diversification has assisting with retaining existing residents, attracting new residents, the creation of new jobs and small businesses and supporting the Shire's largest employer, the agricultural industry.

However, there is a strong awareness that in order to work towards increased economic sustainability and the maintenance of airport infrastructure into the future, there is a need to do more to attract business investment to Temora Airport.

The strengths and opportunities identified give weight to the case for attracting a pilot training facility and related commercial aviation businesses. Temora can offer existing suitable infrastructure, available land, ideal climate for trainee pilots, and the unrestricted airspace needed to contribute to meeting the demand for training the large number of pilots required in the Asia Pacific region.

The attraction of a suitable aviation business will be a complementary development to the existing airport land uses, and support the continuation of these existing uses into the future.

11.2 ENGINEERING PROJECTS AND MAINTENANCE REQUIREMENTS

Data collected by Council is used to guide relevant engineering projects, maintenance requirements and their priorities. Data interpretation and identification of relevant constraints provide guidance to develop specific projects. The projects identified are prioritised to meet required capacity and physical capability of the airport into the future.

Demand Analysis

- Numbers and Types of aircraft

Numbers and types of aircraft are remaining steady, with a mixture of recreational and seasonal agricultural aircraft, alongside daily low levels of small scale commercial aircraft and private jets.

- General Aviation, Temora Aviation Museum, Aero Club, Temora Flyers and Gliding Club forecasts

Consultation with user groups using a survey to gain further insight into current and predicted levels and types of usage

- Use of airport by emergency services

Recent investment in rural fire service infrastructure at Temora Airport consolidates the role of the site for district fire-fighting responsibilities, which necessitates the maintenance of airport infrastructure to required standards. The site maintains a role in medical transport, including refuelling of emergency aircraft.

Constraints

Factors that are already in existence at the Temora Airport and must be considered in relation to new projects and developments are identified as constraints.

- Obstacle Limitation Surface (OLS)

The airport is a planning consideration when Council officers are presented with development proposals in the vicinity of Temora airport. The OLS restricts the location and height of new development in proximity to the airport. Red beacons are placed on towers erected in Temora for pilot identification purposes.

As the airport is located on the fringe of Temora, there are no immediate development pressures on the area. Surrounding development is generally low density or rural land uses. The airpark estate is being developed within the constraints of the OLS. Controls on other nearby land remain in place to limit additional residential development that may introduce land use conflicts.

- Runway Strips

The runways all remain in active use and the range of lengths, types and directions available to aircraft is an asset for Temora Shire, offering choice and safety. The ability for different types of aircraft, from small private aircraft, gliders and larger warbirds involved in air shows, to coexist and complement each other is a strength to be promoted. The retention of all runway strips, including the parallel gliding strips is intended to occur as part of the ongoing management of Temora Airport.

- Taxiways and aprons

The taxiways and aprons also remain in active use and their retention and maintenance is essential to support the ongoing use of the runway strips.

- Flood and Inundation

Flood studies of the airport took place during the investigation of the construction of Runway 05/23. A natural waterway is managed on the airport. Additional flood studies of land in the urban areas of Temora are currently underway.

- Environmental and Heritage Constraints

Environmental constraints and heritage matters that are applicable to the Temora Airport are considered in Table 8.

Table 8: Environmental constraints identified at Temora Airport

Issue	Comment
Air quality	Use of aircraft does impact upon air quality. However, levels of use are considered low and minimal in relation to other sources of air pollution in the area, such as vehicles and dust. Burning off paddocks prior to crop sowing creates smoke issues, however risks are managed through notices from adjoining landowners
Biodiversity and threatened species	<p>The site and surrounding land is already cleared, developed and used for airport, residential or agricultural purposes. There are very limited habitat and native vegetation issues at Temora Airport.</p> <p>Managing issues relating to birds is ongoing. The DCP includes controls limiting planting types to species that are not bird attracting. Management practices at the airport discourage bird habitats on airport land.</p> <p>Active techniques are required to reduce the risk of bird strikes.</p>
Noise pollution	Increasing levels of aircraft usage will increase levels of noise from the airport. New developments within the vicinity of the airport are appropriately designed to manage noise impacts. Levels of usage are expected to continue to be low to moderate, with limited impact on existing residents.
Soil conservation	Impacts on soil as a result of new development will require management to avoid erosion from stormwater runoff and flooding.
Heritage conservation	Heritage buildings are preserved through the Temora LEP, with detailed information about historical usage recorded by Temora Shire Council and Temora Aviation Museum. Heritage issues

	would be considered as part of future development that may impact upon heritage items.
Obstacle Limitation Surface	Height limitations apply to all areas adjacent to the runways. A copy of the OLS is included in the Appendix to the Master Plan.

- Property Boundaries

Consultation with adjoining property owners forms part of the development of the Master Plan. Council must consider their input to the process and the supporting role that adjoining land delivers in providing buffers, visitor accommodation and future airpark and commercial development uses.

The precinct plans provide further details about possible future uses of adjoining property.

- Noise Contours

A noise contour map for Temora Airport is in place and is included as an appendix to the Master Plan.

- Temora Aviation Museum

The Temora Aviation Museum has an immensely valuable role to the Temora Airport, attracting visitors to Temora Shire. The museum also has a complementary role by providing an additional attraction for airpark estate residents. Both private aircraft usage and the commercial role of the museum with display flights and testing work well together, given that overall usage is low.

- Aerobatics Box

The aerobatics box is an invisible box of airspace that is set aside for use by aerobatics pilots for training and competition. The availability of this airspace is an attraction for Temora when there is competition for airspace use in metropolitan and regional airports. Development is restricted in the vicinity of the aerobatics box and airspace usage is restricted when aerobatics is taking place. The ongoing use of the aerobatics box is a factor to be managed along with other competing uses of the Temora Airport.

- Development Zones

The existing airport zones are shown on Map 5 of the Master Plan.

The LEP zones of particular interest as part of the Master Plan and relevant comments are shown in Table 9.

Table 9: Relevant LEP zones and future development

Zone	Comment
B6 Enterprise Corridor	Business zone that provides for a variety of land uses that complement the location of this land adjoining a State Road. This includes freight transport facility and light industry. Dwelling houses are not permissible in the zone, except where associated with a business, so land does not allow for residential airpark estate development. Land would require a land use study to demonstrate suitability and preference for land in B6 zone, and rezoning by NSW Planning and Environment for an air park estate purpose, if necessary.
R5 Large Lot Residential	Large Lot Residential land located to the south east of the airport covers an area of approximately 159 hectares. A minimum lot size of 2 hectares applies to the area. The area is already extensively developed, however there are some opportunities for future development by way of vacant large or subdivision potential. Reducing the potential for land use conflicts would form part of any development applications received by Council.
RU1 Primary Production	Rural zone. Functions as a buffer for the airport from other land uses. Controls in place to limit new dwelling houses that may introduce land use conflicts and noise issues.
SP1 Special Activities	Zone restricts land uses to Business Premises, Residential, Tourist and Visitor Accommodation, Incidental with Aviation. This zone recognises the special characteristics of this land with proximity to the airport. Construction of the final stage of the airport estate has commenced. This should meet demands for airpark estate lots for the next 5 - 10 years. Next stage must be confirmed as part of the Master Plan.
SP2 Infrastructure	Main airport zone, including runways, aprons (Council owned) and immediately surrounding rural land (mix of

	Council and private ownership). Privately owned land to West and South of runway – controls manage agricultural usage to minimise risk to airport operations. Council owned land located to the North – investigate potential for commercial development with managed flood risk
W2 Recreational Waterways	Lake Centenary. Complementary resident and tourist attraction nearby to airport. Offers swimming, fishing, water skiing, jet boats, cycling and walking destination, children's playground, and amenities.

Assets, Engineering Project Identification and Tasks

This section considers and develops the Temora Airport's:

- Financial Strategic Development Plans – 5, 10, 20, 50, 100 years
- Capital Expenditure Plans and Operational Expenditure Plans
- Asset Management Plans

Building on the data and identified constraints, specific engineering projects are identified and prioritised as applicable to airport assets, as shown in Table 10.

Table 10: Airport Assets, Projects, Costs and Timeframes

Asset	Project	Task cost and timeframe
Overall sealed areas	Resealing and line marking	\$600,000 – over the next 10 years. Ongoing to asset renewal schedule
Runway 05 / 23 (main runway)	Pavement strengthening pending post flooding. Subject to current investigation	Up to \$3 million – within next 10 years
Runway 18 /36 (sealed North-South runway)	Rehabilitation and strengthening, pending post flooding investigation	\$1.4 million – within next 10 years
Runway 09/27 (unsealed East-West runway)	Renewal	\$3 million – over next 40 years

Taxiways	Strengthening and resealing. Drainage improvements and investigation	Up to \$1.5 million within the next 10 years
Aprons	Rehabilitation and strengthening	\$600,000 - \$1.2 million within the next 10 years
Hangars	Renewal and maintenance as required	\$500,000 over 20 years
Helicopter facilities	Dedicated helicopter facility – concrete landing pad	Complete
Emergency services facilities	Rural Fire Service facilities in place. Council may be required to maintain this in the future	State Government allocation
Roads	Stormwater drainage improvements needed in Tigermoth Avenue, along the edge of the taxiway Rehabilitation over 20 years. Reseals and linemarking as per asset management plan	\$100,000 over 20 years
GPS/GNSS approaches	Potential for licensing fee in the future	Unknown
Terminal development	Potential commercial development/leasing	Negligible cost to Council. Subject to need.
Car parking	Existing parking levels at both the Temora Airport and Temora Aviation Museum are considered suitable for current usage levels. Special event parking arrangements occur for Warbirds Downunder, which uses offsite parking and bus transport.	Renewals costed under roads

	Reseal and linemarking	
Utility services and drainage	Provision of utility services as part of staged development. Drainage covered as part of Temora flood study. Includes investigation of potential agricultural use site	Around \$500,000
Lighting	Runway lighting subject to ongoing maintenance. Street lighting	\$15,000 annually \$25,000 each street light
Airport Street access	Spitfire Drive access included as part of development costs	Other costs of access subject to investigation
Environmental management	Vegetation, wildlife, flooding and drainage. Including managing risk of bird strikes, flood study, fencing, chemical spill risks, fuel facilities, hazardous substances	Subject to individual investigations

11.3 SECURITY REQUIREMENTS

Temora Airport is currently secured with fencing and lockable gate access to the airside. Signage is posted to ensure vehicles are not parked in the direct flight paths.

Access issues are monitored regarding:

- access to the airport by support vehicles (including fuel, fertiliser and water trucks), inspection vehicles. Flashing beacons or hazard lights are used to identify airside vehicles.
- access to the airport is controlled through Temora Shire Council, Temora Aviation Museum, Temora Aero Club, Temora Gliding Club and Temora Flyers Inc

Airport inspections monitor condition of infrastructure and ensuring airpark estate access gates are not left open. Additional safety signage, fencing and managing airside interactions are required as actions.

11.4 FACILITY IMPROVEMENT PROJECTS

In addition to engineering projects and maintenance requirements, specific facilities improvement projects are identified.

These include:

- Refuelling facilities
- Aerial agricultural uses of the airport
- Future cabin development
- Temporary additional accommodation
- Caravan storage facility
- Partnering with Temora Aviation Museum

Refuelling Facilities

Council has undertaken works at the existing Skyfuel-operated fuel bowser, specifically pouring of a concrete slab and installation of a motion-activated light. Skyfuel intend to install a credit card facility for automated purchase of Jet A1 fuel.

Upgrade of taxiways is required to ensure long term suitable access.

Aerial agricultural use of Airport

Medium sized planes (in excess of 5,700kg) trucks and other equipment use the airport for aerial spraying and fertiliser spreading. The previous service area, located adjacent to the fuel bowser, and the surface of the existing hardstanding area had deteriorated due to its use for truck manoeuvring. This created some operational issues, with trucks parked on aprons, damage to gravel runway and stones tracked across Runway 18/36.

It is desirable to plan for improving agricultural access to the airport by designating a suitable area for truck parking and manoeuvring away from the aircraft apron.

The agricultural aircraft generally provided their own fuel cart, so do not require the loading of chemical near the fuel depot. There is a need for close access to the runway to allow for the tight turn around times for spreading or spraying.

The creation of a dedicated agricultural aviation loading area overcomes these sources of potential conflict.

A temporary site has been arranged using access from Bartondale Road, to enable separation of agricultural usage from residents of the airpark. A long term location is being completed as part of the Master Plan.

Future Cabin Development

There is potential to enhance and expand upon the cabins currently offered by Council at the Airport.

The cost of construction of stage 1 of the cabin development was approximately \$150,000 in 2009.

Cabins 1 and 4 are less frequently occupied due to the lack of self-contained facilities and are usually only occupied when use as an interconnecting room to the adjoining self-contained rooms. Cabin 1 has the potential for an additional bathroom and kitchen to be constructed in order to make this cabin self-contained and increase its usage. Cabin 4 is constructed to the building line of Tenefts Street so would not be suitable for this modification.

Cabins 2 and 3 are occupied most weekends throughout the year. Longer stays occur for visiting groups, such as for waterskiing, and contractors working in Temora.

The cost of constructing Stage 2 is estimated to be \$180,000. It is proposed that at the time of construction Cabin 1 is modified to become a self-contained unit, whilst still remaining interconnected to Cabin 2. This is estimated to cost \$20,000 for this modification.

It is recommended that Stage 3 of the development include ensuite bathrooms to all rooms, with the flexibility of interconnecting doors to cater for families and large groups.

Current accommodation costs of \$90 for two people for Cabin 2 or 3 and \$50 for 2 people for cabins 1 or 4 per night, with \$10 per extra person. This should be increased once Stage 2 has been completed.

It is desirable to consider the ability of visitors to access views of the airport from their cabin or from designated areas.

Temporary additional accommodation

At certain times throughout the year, additional visitor accommodation needs to be provided, in excess of normal demands. This is most keenly felt during the Warbirds Downunder event at the Temora Aviation Museum, held every two years, where up to 20,000 visitors have attended the museum.

Previous Warbirds Downunder events have expanded the existing Temora Airfield Tourist Park to overflow capacity, with unpowered caravan and tent sites, as well as land used on Bartondale Road to accommodate visitors in a 'tent city', set up and managed by outside operators. In addition, there is the capacity to accommodate further visitors at Lake Centenary, if necessary. Maps 9 and 10 below indicate the locations of large event visitor accommodation at Temora Airport.



- - - Main caravan park - - - Overflow caravan park - - - Additional warbirds camping

Map 9: Site of Temora Airfield Tourist Park

These sites include Council owned land and privately owned land, located east of Airport Road. It is the current position of Council that this land, shown by Map 10, be retained in Council ownership for overflow camping purposes, as well as glider trailer tiedown area during major gliding events, by prior arrangement with Council.



Map 10: Council owned land used for overflow camping purposes and trailer tiedown during gliding events



Map 11: 'Tent City' site, on Bartondale Road. Located on private land

Map 11 shows the location of the tent city site, where private land was used to accommodate visitors to Warbirds Downunder. Tents were erected and included with camping beds for visitors to use, alongside temporary amenities and camp kitchen facilities. This type of accommodation is only expected to be needed for Warbirds Downunder. However, as the airpark expands into the future, alternative sites will be needed.

It is the position of Council that the potential for camping at Lake Centenary for special event purposes be explored prior to the next Warbirds Downunder event beyond 2018.

Caravan Storage Facility

When the modern caravan park was created by Temora Shire Council at Temora Airport, several long term caravans were in place at the site. Council provided a storage area for these caravans so that previous users of the old caravan park were not disadvantaged. The modern caravan park has been in operation for many years now, so a reasonable period of free caravan storage has been enjoyed by the owners of these caravans. It is now appropriate that these caravans now be moved offsite so that other land uses can occur on this site. The caravan storage site, located behind the campground amenities block, is shown in Map 12.



Map 12: Existing caravan storage facility

It is the position of Council that any caravans, glider trailers or similar that require long term storage at Temora Airport be stored within this facility, and not elsewhere at the airport. Further, those using the storage facility will be charged a weekly fee by Council for this service.

11.5 OPERATIONAL MANAGEMENT

Air safety is the highest priority when considering operational management.

Temora Airport has a very good safety record and pilots are using the airport with regard to their own safety and that of others. Council's role is to assist with this ongoing cooperative use of the Temora Airport by the many stakeholders who have an interest in the airport.

Council has a role in balancing these competing interests and needs, considering existing and future airpark residents, ability to access the runways with few restrictions, maintenance and upgrade of infrastructure to allow airport use, and risk management of aircraft in relation to nearby development.

Current operational management occurs through Council, with the Engineering Department overseeing major operational procedures. Daily management of the airport is tasked to Council officers involved in scheduling commercial usage, maintenance and security. The Aerodrome User Committee has a role in assisting Council with both short and long term decisions relating to the airport. In addition, an airport operational group meets 2-3 times a year to discuss airfield and aerial operations from a mixed safety user perspective. This group comprises those involved in flying training and the Temora Aviation Museum and is primarily focussed on risk management associated with mixed operations. It is largely an information sharing forum.

The current arrangement allows Council to maintain an active involvement in the condition and usage of the airport. This is desirable given that the airport is one of Council's most valuable assets, its maintenance is a specialised role and the airport has high levels of Council investment relating to both asset maintenance and infrastructure provision, particularly relating to the Airpark Estate. The role is managed efficiently through the allocation of resources for only the specific hours necessary, rather than a full time role.

12. FUTURE DEVELOPMENT PLANS

The future development opportunities, including additional land purchases and arrangements to support future growth and investment at the Temora Airport are described in the following sections.

12.1 FUTURE DEVELOPMENT OPPORTUNITIES

In addition to maintaining and renewing existing assets and improving existing facilities at Temora Airport, the Master Plan identifies future development opportunities to be examined and determined to be implemented over the medium to long term. These projects include:

- Airport landholding and potential land acquisitions
- Commercial aviation development
- Airport Tourism
- Multipurpose airport building
- Private aircraft storage
- Adjoining development and aircraft noise contours

Airport Landholding and Potential Land Acquisitions

Council must consider the future expansion of the airpark estate, to accommodate future residential and commercial uses, including businesses and commercial hangar space. There are two identified sites available. Both sites may be utilised for future development purposes, as demand requires.

Site 1 - North of the airport

Council owns land to the north of the airport, known as Lot 1 DP 786998 and is zoned SP2 Infrastructure (Airport). This site, shown shaded at Map 13, whilst convenient in proximity, has significant constraints due to significant flooding and drainage issues, as well as the potentially adverse impacts with Runway 05/23, such as turbulent winds. In addition, issues could arise in relation to requirements for aircraft displays to be limited to airspace above vacant land or unoccupied buildings. Despite these identified constraints, there is part of the site that may be suitable for future development, where demand arises.



Map 13: Council owned land north of Temora Airport

Site 2 – Temora Saleyards land

This land is the site of the Temora Saleyards. This land, shown by Map 14, has the advantage of already being in Council ownership. However the site is disadvantaged by its disconnection from the existing Airpark Estate and lack of ready access to the runway. The site is not level, it is contaminated and is still used as a saleyards, although the level of use is declining.



Map 14: Location of Temora Saleyards land in relation to Temora Airport

Further to the Temora Saleyards land, the airpark could potentially be expanded with the inclusion of additional privately owned land. Council has taken steps to secure the long term development of land adjoining Temora Airport. It is of strategic importance to engage with these landowners so that arrangements could be negotiated for suitable purchase, if necessary.

In addition, land with frontage to the airport, used as large lot residential land with taxiway access to the runway, could be redeveloped for aviation related industry, for example a pilot training facility with onsite accommodation. The project is intended to support the long term viability of the investment in the runways at Temora Airport, as well as strengthening the Temora Aviation Museum.

Boeing estimates the world will need about 640,000 more pilots in the next 20 years, with 40 per cent in the Asia Pacific region. That level of demand makes the academy important Australian aviation more broadly, so that all parts of the industry have access to qualified pilots in a country that relies so heavily on air transport (QANTAS, 2018).

Excluded sites

Three other sites are excluded from consideration. Due to the need to restrict residential development under the direct flight path, two of the excluded are sites along Bartondale Road and surrounding Runway 05/23.

Map 15 shows Council owned land. This site is used as a trailer tiedown area during major gliding competitions and includes tiedown cables.



Map 15: Council owned land Bartondale Road

Land adjoining Runway 05/23, known as Lots 2 and 3 DP 1104736 is in private ownership, used for cropping purposes is also zoned SP2 Infrastructure (Airport), with a covenant to ensure that it is not developed or used for other non-compatible uses. This land is therefore excluded from consideration for development as part of the airpark estate. This is shown shaded by Map 16.



Map 16: Land in private ownership zoned SP2 Infrastructure (Airport)

Land located east of Temora Airport is in private ownership and is located on the eastern side of Airport Street. There are issues in relation to accessing the airport via taxiway across Airport Street. This could involve the closure of Airport Street or the relocation of the rail crossing between Goldfields Way and Airport Street. An option of a taxiway bridge over Airport Street would likely be prohibitively expensive.

Therefore, land on the eastern side is excluded for now from further consideration.

Commercial aviation development

Whilst providing current and future land for development of the airpark estate is a major focus of the Master Plan, providing a suitable site for future commercial development, on a range of scales is also a priority.

Council owned land located north of the airport, shown at Map 17, has some identified constraints, including flooding, access and servicing. Therefore its future use remains unknown.

Other land, in private ownership, is being investigated for future commercial development purposes, as discussed further in Section 13.



Map 17: Council owned land located north of the airport is recommended to be retained for future purposes, guided by Temora Flood Study

Airport Tourism

Attracting tourists to Temora based around the Airport involves:

- Promoting awareness of attractions at Temora Airport to locals, who will bring visiting friends and relatives to experience the attractions
- Include social media, Narraburra News and local newspaper media releases
- Including a visit to the airport as part of other attractions in Temora:
 - o Heritage enthusiasts visiting Temora Aviation Museum, Rural Museum and Railway Temora
 - o Action enthusiasts also visiting Temora Jet Boats at Lake Centenary
 - o Aviation enthusiasts encouraged to visit Temora Aviation Museum, as an independent traveller for a single trip, as part of a tour group, or as part of a longer road trip journey.
 - o Sports related visitors – participants and spectators encouraged to combine their attendance at a Temora sports event with a visit to Temora Aviation Museum, which may involve overnight accommodation

- School students studying Australian history, engineering and science
- Airport events
 - Pilots encouraged to visit to attend aviation related events organised by Aero Club, Temora Flyers Inc, Temora Gliding Club or Temora Aviation Museum
 - Increasing numbers of participants and spectators involved with the Temora 1000
 - Managing competing airport uses
 - *Temora 1000* – currently this event requires the closure of Temora Airport. Event organisers are able to work around the needs of aircraft through radio communications, allowing landing and take off as required. This is considered to be satisfactory.

Multipurpose Airport Building

The Community Strategic Plan identifies the potential for the development of a multipurpose airport building at Temora Airport. The purposes of this building is intended to include: meeting rooms, office space, event and function room suitable for the hosting of flying events and as well as other events, including commercial kitchen and bar area, a briefing room used in preparation of flying and gliding events, and sufficient car parking.

There is support from the aviation community for the development of such a building in order to enhance the attractiveness of Temora as a host for large scale aviation events such as antique aircraft gatherings, gliding championships, aerobatics contests and other recreational aviation events. The building could also be utilised by local flying training organisations, local flying clubs, airpark residents, visitors and locals of Temora Shire.

The concept was investigated as part of the conferencing and events study, conducted by Council officers, with consultant support, with regard to the demand, sustainability and potential return on investment of such a facility.

The outcomes of the Council conducted conferencing and events study revealed that the Temora Aviation Museum is considered to be the venue with the greatest potential to support future conferences and events in Temora, with criteria of unique experience, existence and capacity of current management staff, and ability to source grants/partnerships for future growth, supporting this study outcome. However, through investigation of conference facilities and events within the region, the outcome

demonstrated that a large scale stand-alone conference and event space will not be viable in Temora.

Instead, the study concluded that efficient improvements to the Temora Aviation Museum could be explored to support opportunities that are more diverse to attract visitors to Temora.

The Temora Aviation Museum, being Temora's most prominent tourist attraction, and the use of warbirds in all of Temora Shire's branding and identity, reinforces the need to strengthen this venue into the future. The museum was created through the vision and investment of a benefactor, however there is a need to diversify income sources to ensure long term viability of Temora's strongest tourist attraction.

The retention of the TAM is also an attractive feature of the Airpark Estate, offering residents volunteering opportunities with associated community connectivity. This diversification approach is consistent with the direction of management of the TAM, who have included the touring exhibition of Da Vinci Machines and opened up its accommodation to the visiting public through the refurbished Sky Lodges.

There remains untapped potential to enhance and diversify the visitor experiences at the TAM. This includes underutilised infrastructure that could accommodate seminars and learning in a unique setting and, with some additional investment, providing enhanced experiences to accommodate conferences offering catering, presentation and meeting spaces.

Tasks to progress this project are:

- investigation of existing buildings at the airport, potential refurbishment and repurposing, opportunities for extension, in partnership with the Temora Aviation Museum,
- applying for heritage grants to increase public accessibility to aviation heritage
- future development with regard to existing function facilities located in Temora

The success of the project will rely on achieving multipurpose options for the site, with efficient and effective investment and promoting the venue as part of a package experience. This is needed to entice visitors away from a larger centre or metropolitan venue, in order to enjoy a unique experience that offers value of attendees time to travel to and from the venue, as well as high quality experiences during their stay. This leads to support of the TAM by complementary venues in Temora offering quality accommodation, meals, attractions and experiences (Rural Museum, Railway Temora, Lake Centenary, Town Hall

Theatre, Restaurants/Cafes, Golf Club). It is also appropriate to be actively involved in encouraging new high quality venues that will appeal to both locals and visitors, similar to the experiences of Junee and Coolamon, which are logical choices given Council's existing partnerships with these Councils through the Canola Trail tourism initiative.

Events must be able to cater for a range of budgets, with cost of living expenses reducing the level of disposable income for many tourists. Many retirees that visit Temora would be expected to have modest incomes. In addition, the local region, being the closest source of visitors, as a whole, has lower overall incomes than metropolitan residents living further from Temora.

As a large scale stand-alone conference and event space will not be viable in Temora, it is logical to look to secure the long term future of an existing asset that already benefits the Temora Shire community and to strengthen that asset through diversified opportunities.

Private aircraft storage

Provision for private aircraft storage, outside of the requirements for house and hangar development within the airpark estate, is an opportunity that could occur. The site would require taxiway access and may be a future opportunity within the next stage of the air park estate.

Adjoining Development and Aircraft Noise Contours

It is important to manage adjoining land uses in order to protect long term airport operations from the encroachment of inappropriate development into noise affected areas, to ensure that sensitive land uses are not located in areas of unacceptable aircraft noise and the amenity of surrounding development is not adversely affected by aircraft noise.

An Australian Noise Exposure Forecast (ANEF) provides a scientific measure of aircraft noise exposure taking into account frequency, intensity, time and duration of aircraft operations. It is used to map expected aircraft noise level around an airport. ANEF standards shall be referred to where development is proposed that is located within land affected by ANEF contours.

The Obstacle Limitation Surface (OLS) are a series of reference surfaces that control available airspace around the airport and may define the desirable limits to which objects

may project into the airspace to ensure the safety of aircraft operations. An OLS map is included in the Appendix.

Two criteria will govern the distance from the centerline of the runway to any buildings to be constructed on the site. These are:

- Runway, taxiway and apron clearances
- Obstacle Limitation Surfaces

13. AIRPORT PRECINCT CONCEPT PLAN

A draft airport precinct concept plan has been developed to indicate future land uses within the Temora Airport.

13.1 CONCEPT PLAN & STAGING

The draft Airport Precinct Concept Plan is shown in Appendix 3.

The concept plan identifies particular precincts for future development:

- *Airpark estate precinct*

Project	Stage	Status
Completion of Airpark Stage 4 Spitfire Drive. Lots offered for sale.	One 2018 start	Currently occurring
Surveying and design of Stage 5, former saleyards land, including securing taxiway access to runway	One 2018 start	Currently occurring Will require rezoning to SP1 zone (Aviation) from Saleyards
Negotiations for acquiring additional land for first part future airpark estate expansion	One 2018 start	Future Project Economic Development Officer to discuss with landowner as

		directed by Council. Will require rezoning from R5 to SP1 zone
Investigate potential development of vacant land for future airpark estate expansion	Two 2019 start	Future Project Economic Development Officer to discuss with landowners as directed by Council Will require consultation with TAM as part of land used for tent accommodation during Warbirds Downunder Will require rezoning from R5 to SP1 zone
Negotiations for purchase/arrangements for second part future airpark estate expansion	Two 2019 start, depending on outcome of saleyards land surveying and design	Future Project Economic Development Officer to discuss with landowner as directed by Council Will require rezoning from R5 to SP1 zone

- *Agricultural usage precinct*

Project	Stage	Status
Use of temporary agricultural loading area, located off Bartondale Road.	One Continuing in 2018	Currently occurring
Completion of design for agricultural usage, located north of Spitfire Drive, including truck unloading and turning area off Airport Street (non-airside), aircraft taxiway	One Continuing in 2018	Currently occurring

and loading apron (airside), safety fencing and water tank storage area		
Develop quotation for project works and consider funding options	One Commence in 2018	Future Project
Complete works associated with new agricultural usage site	Two Commence late 2018, if budget allows	Future Project

The new agricultural usage site removes heavy vehicles from Tenefts Street to access the airport apron, which, following upgrade, is not supported to for use by heavy vehicles. This project maintains Tenefts Street as a residential street.

- *Commercial aviation business precinct*

Project	Stage	Status
Complete preliminary design of commercial precinct using Council surveyors and input from Temora Flood Study, including access design and identifying land potentially suitable for future development. Opportunities include aviation training facility, engineering maintenance training facility, aviation support businesses and private hangar storage facilities. Design to consider potential for alternate residential airpark usage.	One Flood study commenced early 2018 Site surveying following flood study	Currently occurring
Consultation with Temora Aviation Museum and input to OLS separation design from	Two Commence late 2018 if	Future Project

aviation consultant	survey supports further investigation	
Promotion of commercial development opportunities at Temora Airport	Three Commence 2019, as required based on design outcomes	Future Project Economic Development Officer to promote as directed by Council

- Existing Operations and Emergency Services precinct

Project	Stage	Status
Rural Fire Service water tanks installation	One Complete final tasks early 2018	Project nearing completion
Upgrade of main airport apron, including refuelling areas, helicopter landing and aircraft parking areas	One Complete highest priority tasks as budget allows	Draft plan prepared. Budget options and staging being considered
Upgrade to provide Code A, Code B and Code C taxiways	Two Upgrade taxiways to provide aircraft with access to runways and apron	Draft plan prepared. Budget options and staging being considered
Improvements to airport security through additional and upgraded fencing and access gates, improved separation of airside and non-airside areas to manage public access	One Complete investigation early 2018 Priorities tasks and complete works as budget allows	Draft plan prepared. Budget options and staging being considered

- Aviation tourism precinct

Project	Stage	Status
Investigation of potential for	Two	Project commencing 2019

visitors to access Aeroclub Hangar for airport viewing and access to refreshments	<p>Considered as part of security review and future consultation with Aeroclub.</p> <p>Requires managing access to be non-airside, schedule of volunteer opening hours, managing access to Temora Aviation Museum. Potentially funded through grant application.</p>	
Provision of additional cabin accommodation at Airpark Caravan Park	<p>Three</p> <p>Consider further in conjunction with TAM, as 12 rooms now available at Sky Lodge, operated by TAM.</p>	Future Project

- *Museum precinct*

Project	Stage	Status
<p>Diversification of experiences, events, services and attractions at Temora Aviation Museum to appeal to visitors and encourage return visits. Consider future travelling exhibitions, similar to Da Vinci machines, more interactive experiences, guided tours, films, and history-focused events.</p>	<p>One</p> <p>Continue supporting role to Temora Aviation Museum to strengthen Temora's major tourist attraction</p>	Ongoing

14. OPERATIONAL ISSUES

Building on the knowledge of population forecasts and the identified infrastructure capacity needs, the operational issues at Temora Airport requiring consideration are:

- landing fees, and
- regional airline operations.

These issues are considered within this section.

14.1 LANDING FEES

Current Policy

Currently, Temora does not charge landing fees at its airport, being a fee per landing. Temora does charge a daily use fee for agricultural users of the Temora Airport.

Temora has promoted its role in supporting recreational aviation and the development of its Airpark Estate by not charging landing fees. This policy is considered among several factors, namely:

- The attractiveness of Temora as a destination and residence due to no landing fees
- Some Council facilities have a user pays component such as the swimming pool, cinema and rural museum.
- Other Council facilities are not user pays, such as the library or parks.
- Infrastructure such as roads and footpaths are used by everyone, with general rate revenue contributing to maintenance.
- The airport is not used by everyone, but contributes in an economic role to the community
- Council has an ongoing maintenance fund for the airport, but without incoming fees is constrained by the number of projects it can fund at any point in time.
- Council does receive income from the sale of airpark estate lots. Price for lots remains affordable in order to encourage sales, however some profits are received above servicing costs to support financing of future stages.
- The airport is maintained by Council as part of its community service obligation and will never be fully self funded. However, it is important that

where income to support the investment in assets can be generated, these opportunities should be investigated and appropriate action taken.

Concept of Landing Fees

- The charging of landing fees is increasing among rural airports.

- Issues would then arise in relation to aircraft owned and used by the Temora Aviation Museum, which would have considerable aircraft movements every year. The Aviation Museum was a major contributor to the cost of the runway construction and has a written agreement with Council that no landing fees shall be imposed upon its own aircraft or upon aircraft that are guests of the museum.

- Advice from some of the Temora aviation community is that, based upon the experience of other small airports such as Merimbula and Goulburn, landing fees are a strong disincentive for visiting aircraft operators and could lead to a major decrease in usage levels of the Temora Airport.

- There is an option to consider applying landing fees for larger aircraft, which is generally outside of the recreational aviation capacity, and are also most likely to require pavement repairs.

Ongoing Airport Income

The airport is seen as an asset that stimulates Temora's economy and the no landing fees policy is viewed as an incentive to attracting business to Temora. Introducing landing fees is likely to be resisted by the aviation community. With other nearby airports that do not charge landing fees, Temora would create a risk of pilots choosing other towns as their destinations in order to avoid paying landing fees. This could also apply in their decisions to invest in the Airpark Estate.

However, if the no landing fees policy continues, this constrains maintenance and improvement beyond Council's current works schedules.

There is the option of other sources of income in order to generate return on its investment into the Temora Airport, such as a modest annual levy for airpark residents with hangars. It is these members of the Temora community who gain the most benefit from the airport. It is therefore appropriate that the concept of a contribution towards specific maintenance projects is generated from these residents. In addition, a thorough review of the calendar of events at the airport and the exploration of new ideas of airport events is needed. This is required in order to ensure that the wider community is benefiting from a sustainable level of visitors who are boosting the local Temora economy through attending airport related events, whilst still providing for the continued enjoyment of the airport by Airpark residents.

A draft Airport Usage Fees Policy has been prepared to support the collection of additional income in order to support the maintenance requirements of Temora Airport. This is a separate policy to the Airport Master Plan. A summary of the procedures of the policy are:

Draft Airport Usage Fees Policy

There is an option to introduce an airport usage fees policy. This system aligns with a user pays system, similar to members of the Temora Recreation Centre, whereby those who gain the most benefit from an asset contribute to its operational costs. The key concepts of the policy are:

Airport Levy

- All households of the Temora Airpark estate will be required to be issued with an annual **Residents Airport Levy** by Temora Shire Council. The levy will take the form of an additional fee, collected separately to rates, by Council, with funds to be allocated towards Temora Airport maintenance projects

Council officers agree that an annual fee is the most appropriate means of collecting a contribution from Airpark estate residents. This approach is taken as Council officers are in agreement with the Committee members that there is a risk to the airport's attraction to recreational pilots if landing fees were applied to all aircraft.

- Local businesses that are based and operate from Temora Airport will be required to be issued with an annual **Local Business Airport Levy** by Temora Shire Council.
- The levy will take the form of an additional fee, collected separately to rates, by Council, with funds to be allocated towards Temora Airport maintenance projects

For residents of the Temora Airport, the local business levy may be in addition to the residents airport levy, as this recognises that business operators are sourcing an income through the usage of the airport.

Landing Fees

Temora has trialled the use of AVDATA and has decided not to continue with these services. This is due to the cost of AVDATA services against the number of aircraft landing at Temora Airport, as well as reliability concerns. There is no other way of recording all aircraft that utilise Temora Airport, other than agricultural users who are required to contact Council in order for their support vehicles to gain access to the airport. This generates a relatively small source of variable income, depending on seasonal demand.

However, Council is aware of regular commercial flights that use Temora Airport, transporting mail, cash deposits and charter commercial flights that contact Temora prior to their scheduled flight. There is a potential for Council to require a change for such larger commercial operators, in order to assist with income needs. This approach avoids landing fees being required from recreational pilots using Temora Airport.

Commercial operators are routinely charged landing fees, therefore a request for a similar fee from Temora Shire is not unexpected. Such commercial operators will need to continue to land at Temora Airport as part of their routine business operations and are therefore unlikely to redirect their flights to another airport to avoid this landing charge.

Alternative revenue solutions

In addition to the concept of a residents and business operators levy, and commercial landing fees, alternative proposals to raise additional funds are:

- Donations from visiting pilots through an honesty system, collected by Temora Aero Club, Temora Flyers Inc and Temora Aviation Museum
- Levy collected by Council for competition participation
- Levy as part of ticket sales for Warbirds Downunder
- Request for sponsorship

14.2 REGIONAL AIRLINE OPERATIONS

Temora Airport does not currently have operations by a regional airline, however it's relative proximity to Wagga Wagga and Canberra mean that frequent connections to Sydney and Melbourne are available, albeit with road travel of 1 or 2 hours respectively.

Temora Shire Council is not actively pursuing regional operators to commence regular public transport (RPT) services given the reality that any viable air services would be

limited in frequency and operated with smaller aircraft than those services currently operating out of Wagga Wagga and Canberra.

Aviation security measures introduced by the Federal Government are a challenge for the commencement of RPT operations, due to the costs associated with new security fencing, passenger screening and aviation security identification cards. The introduction of RPT operations could in fact introduce some difficulties with respect to the securing of the aviation museum, airport residential and hangar developments.

15. IMPLEMENTATION

The implementation section of the document involves the coordination of the background information and analysis of identified issues to formulate a range of recommendations to be considered, adopted, funded and implemented.

The Master Plan makes the following recommendations for future actions and their timing for implementation in Table 10:

Table 10: Recommendations for future action and timeframes

Issue	Comment	Timeframe
<i>Data</i>		
Data recording	Collect data of regular commercial flights for use in collecting landing fees, if required	Short Term Within 12 months
Aerodrome Weather Forecasting (TAF)	Council and stakeholder must lobby for the reinstatement of TAF from Temora Airport	Short Term Within 12 months
<i>Strategic Planning</i>		
Risk Assessment	Responding to CASA requirements, managing risk of wildlife strikes, managing noise, security. System for recording wildlife strikes and near misses. Council insurance review	Short term Within 12 months

	<p>regarding issue of risks to aircraft using unrated taxiways and aprons</p> <p>Response to independent airport safety advice and recommendations</p>	
Commercial development	<p>Need to identify land suitable for future commercial development opportunities, such as aviation related services, lease hangars. May have the option for airpark estate use as well.</p> <p>Include Aviation Industries within the Temora Economic Development Strategy, which considers current and future industry infrastructure and business support needs.</p> <p>The Transport and Logistics Industry Skills Council Ltd reports that there is expected continued demand for aircraft pilots, flight instructors and maintenance engineers.</p>	<p>Short term</p> <p>Within 12 months</p>
Asset renewal plan	Develop an asset renewal plan covering projects, costs, timeframes, process and funding	<p>Short term</p> <p>Within 12 months</p>
Flood Study	Completion of flood study and mitigation works, including land north of the airport, owned by Council, which may not be suitable for future development due to several factors.	<p>Medium term</p> <p>Develop plan within 5 years</p>
<i>Infrastructure</i>		
Airport Aprons	<p>Develop a prioritised plan for the staged upgrading of existing aprons to standards suitable for their usage.</p> <p>Future aprons to be designed to a suitable minimum standard</p>	<p>Short term</p> <p>Within 12 months</p>

Jointly funded infrastructure	Consider the concept of improving airport infrastructure through contribution on a non-cash basis, such as raw materials, or through fund raising events	Medium term Develop plan within 3 years
Fuel supply	Providing opportunity for accessible and competitively priced aviation fuel to be supplied onsite	Short Term Within 12 months
Caravan park	Caravan park is working well and is popular with visitors. Review use of Council owned land within the air park estate for overflow camping requires review. Investigate demand for next stage of airpark cabin development to complement caravan park.	Short term Within 12 months
Caravan storage area	Contact caravan owners to advise that Council will no longer be providing caravan storage and owners should collect their caravan from Temora Airport.	Short term Within 12 months
Former Terminal building use	Currently leased to Temora Flyers Inc, as a meeting place for local and visiting pilots. Council to maintain connection with group through EDO, and support their commitment to organising and providing local aviation related events	Short term Within 12 months
Airport fencing	As fencing requires replacing, consider the type of fencing to ensure suitability and attractive presentation of airport	Short term Develop policy within 12 months
Telecommunications	Receive advise about the current level of telecommunications services at Temora Airport, optimal levels of service and make submission to relevant carriers and Government	Short term Collect relevant status and optimisation data within 12 months. Contact telecommunications

	Ministers to achieve improvements	providers and relevant Ministers
<i>Income</i>		
Airport Levy - residential and business	Explore the concept of an annual levy fee from residents and business operators in order to contribute to an ongoing maintenance fund for particular airport projects. Advise that rate levels are lower than residents located in town.	Short term Within 12 months
Rental fees	Review rental fees charged by Council for usage of airport buildings	Short term Within 12 months
Landing fees for commercial airport users	Determine if charging regular commercial operators and those requiring the assistance of Council staff to use Temora Airport is supported. Investigate process and develop Council policy and fee structure	Short term Within 12 months
<i>Tourism and Events</i>		
Multipurpose building	Consider option for improving aero club to be more accessible for multipurpose uses. Consider opportunities through partnerships with Aviation Museum and heritage grants and possible purpose built facility.	Short term Within 12 months
Large event accommodation	Continue with current arrangements of leasing land for use in large events. Potential for additional overflow camping at Lake Centenary (special event)	Short term Within 12 months
Current airport events	Managing the current calendar of events at the airport. Review what events occur at the airport and if they involve closing the runway or airspace.	Short term Within 12 months

	<p>Managing events in conjunction with private usage, considering landowners have invested in the airpark estate in order to enjoy regular flying. Review economic benefits of these events, such as number of participants, spectators, flow on economic benefits to the Shire. Examine non-recreational aviation uses including motorsport events. Increasing requirements for event organisers to promote visitation to Temora, rather than Temora being just a venue for an event with a small number of participants.</p>	<p>Include EDO and CCS/E</p>
New events	<p>On review of calendar, consider scope to increase events that attract participants and spectators, bringing wider economic benefits and promotion of Temora Shire. Particular focus on events that allow for continued use of airport for private recreational aviation to continue during the event.</p> <p>Continue to create events or exhibits that excite our community and attract tourists, by tapping in to our strengths, including flying festivals. This includes attracting and maintaining high standard events, both large and small. It is imperative that the airport is generating wider economic return to the community if no landing fees are to be introduced, in order to respond to Council's ongoing investment into the resource.</p>	<p>Short term</p> <p>Within 12 months</p> <p>Include EDO and CCS/E</p>
Tourism	<p>An information bay at the airport parking area.</p>	<p>Short term</p> <p>Within 12 months</p> <p>Include EDO and CCS/E</p>

16. CONCLUSION

The Temora Airport Master Plan provides an approach to achieve the vision of Temora Airport:

The ideal location for aviation lifestyle, tourism, business and training, supported by a friendly and thriving community, in a picturesque regional setting.

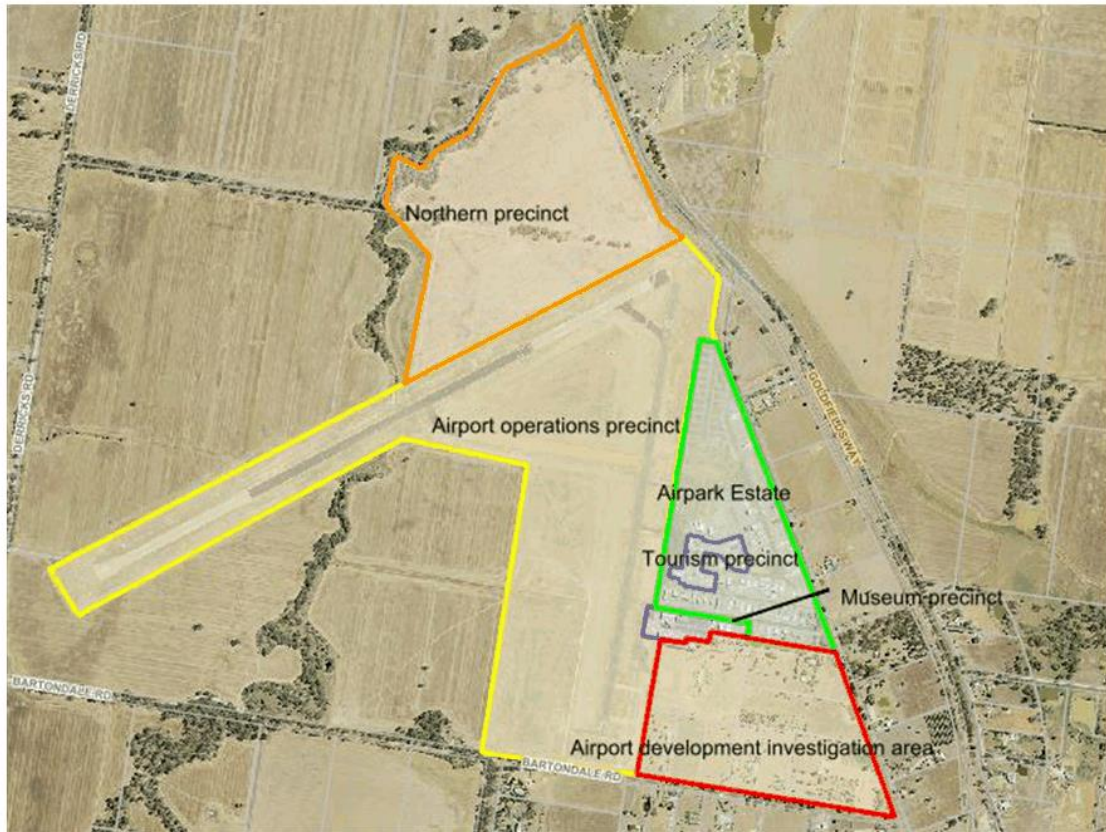
The development of the Master Plan has involved a determination of planning objectives, an assessment of the current situation of the airport and developing future directions. The Master Plan includes relevant stakeholders in this process.

The plan responds to regulatory and policy controls, site features and constraints in order to protect ongoing operations. An assessment of the emerging role of the Temora Airport has developed goals for future opportunities and achieving the economic and social benefits that the Temora Airport brings to the community.

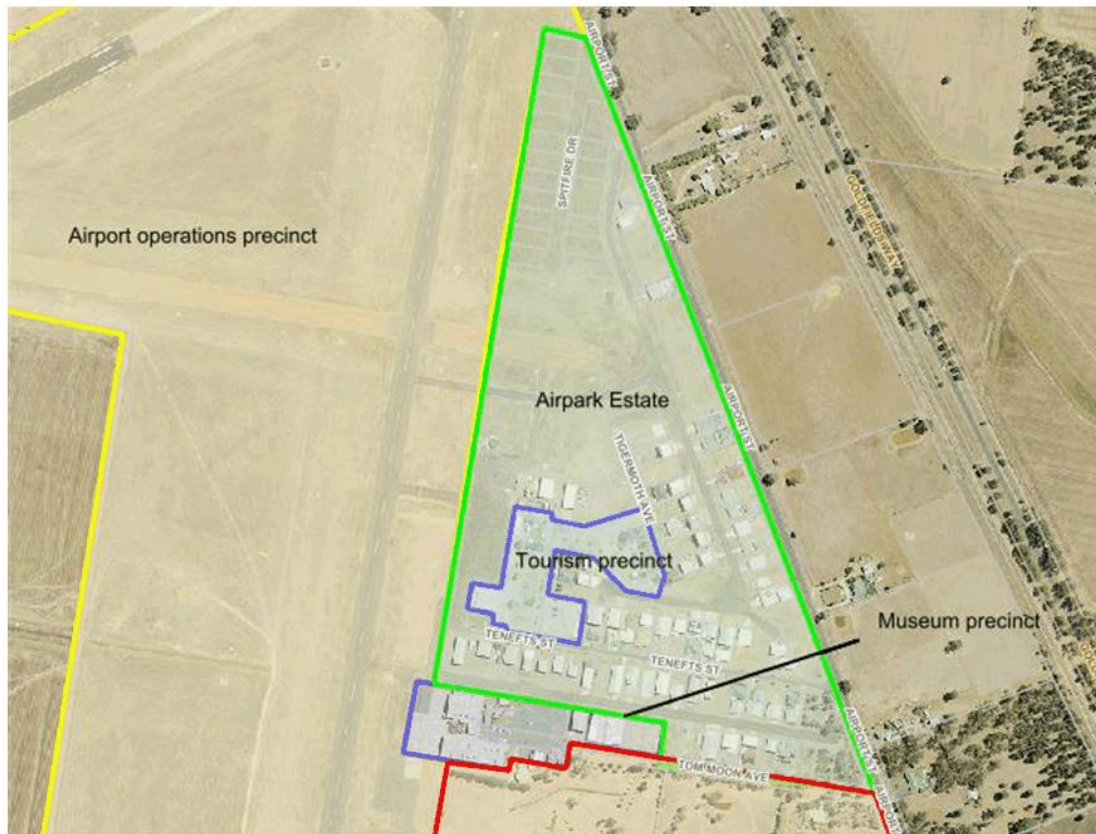
APPENDICES

1. Airport Precinct Concept Plans

Appendix 3. Airport Precinct Concept Plans



Map 1. Temora Airport Precincts Map



Map 2: Airpark Estate and Aviation Tourism Precincts

3.6 DRAFT AIRPORT USAGE FEES POLICY

File Number: REP18/1219
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: 1. Draft Airport Usage Fees Policy
2. Draft Airport Usage Fee Schedule

REPORT

Council staff have prepared a draft policy relating to the procedures for the introduction and administration of Temora Airport Usage Fees.

The draft policy is attached. In addition, a draft fee schedule is attached, which once the policy is adopted, would be included within Council's Fees and Charges Schedule for 2019/2020.

It is proposed that Council use a range of fees and charges to secure additional income for the Temora Airport, to assist with long term financial viability.

It is acknowledged that the Temora Airport is provided as a community service and will require ongoing financial contributions from Council's budget, as well as securing grant funding for major projects. The significant benefit to the wider community of providing an airport suitable for commercial and recreational usage justifies this ongoing commitment by Council.

However, it is reasonable that those who benefit the most from Temora Airport contribute towards its ongoing maintenance. The levies, fees and charges are considered to be reasonable and are not expected to discourage future investment or usage of the Temora Airport.

With the support of Council, the draft policy and fee schedule commenced public exhibition on Friday 26 October 2018. Letters advising of the public exhibition have been sent to all residents of the Temora Airpark Estate. The resolution of Council included a requirement to refer to draft policy and fee schedule to the Aerodrome Users Committee. The exhibition continues until Monday 26 November 2018, after which Council will receive a further report advising of the outcomes of the public exhibition.

COMMITTEE RESOLUTION 17/2018

Moved: Cr Dale Wiencke
Seconded: Mr Robert Maslin

That the Committee recommend to Council to provide comments on the Draft Airport Usage Fees Policy and Draft Fee Schedule as part of the public exhibition until closing on the 26 November 2018

AND FURTHER

That all interested parties were urged to supply submissions on the draft Airport Usage Fees Policy and other issues relating to the Temora Airport which Council intend to consider at the December Council meeting.

CARRIED

Report by Claire Golder

Function: Engineering

Temora Shire Council

Policy Number: EW15

TEMORA SHIRE COUNCIL



TEMORA

The Friendly Shire

AIRPORT USAGE FEES

DRAFT

Revision Number:
File Name: Airport Usage Fees

Revision Date:
Page Number: Page 1 of 6

*Function: Engineering**Temora Shire Council**Policy Number: EW15*

Review Details

ABOUT THIS RELEASE

DOCUMENT NAME: Airport Usage Fees
CODE NUMBER: EW15
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

Revision Number:
File Name: Airport Usage Fees

Revision Date:
Page Number: Page 2 of 6

Function: Engineering

Temora Shire Council

Policy Number: EW15

PART A Outline

Objectives

This policy is aimed at fulfilling the following objectives:

- (a) Manage ongoing maintenance costs at Temora Airport by requiring commercial operators and event organisers to contribute to the cost of repairing and maintaining airport infrastructure, including runways, taxiways, aprons and other costs associated with use of the airport
- (b) Requiring a financial contribution from those residents of the Temora Airpark Estate, as these landowners gain the most benefit from the infrastructure at Temora Airport
- (c) Linking this policy to Council's annual operational plan and budget, delivery plan and asset management plan, as well as event management policy
- (d) Linking this policy to the Temora Airport Master Plan and the Event Management Application Policy

Background

Temora Airport is a valuable part of a broad economic and social base for Temora Shire. The airport provides recreational and general aviation, including the commercial uses of agricultural operations and flight training, aviation services, as well as the extensive tourism and educational role of the Temora Aviation Museum.

Equally important, Temora Airport has a crucial role in supporting the provision of emergency services to Temora and surrounding areas.

Temora Airport hosts a wide range of events throughout the year, drawing participants and spectators to Temora Shire.

However, the costs associated with maintaining and improving the infrastructure located at Temora Airport is an ongoing budget requirement of Temora Shire Council.

In order to assist with managing these costs, Council has developed options for securing financial input from those airport users that gain the most benefit from Temora Airport infrastructure, being airpark estate residents, commercial operators and event organisers using Temora Airport.

Application

This policy applies to land zoned SP1 Special Activities and SP2 Infrastructure at Temora Airport.

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Temora Shire Council

Policy Number: EW15

The policy requires a contribution from users of the Temora Airport in the form of an annual permit and/or landing fees. However, some users of the airport will be deemed to be exempt from these fees, in accordance with the policy.

Airport Usage Fees

- All households of the Temora Airpark estate will be required to pay an annual **Airport Usage Fee**
- Local businesses that are based and operate from Temora Airport will be required to pay an annual **Business Airport Usage Fee**.
- Fees collected will be used to contribute to ongoing maintenance and operations of Temora Airport.

Landing Fees

- Landing fees will apply at Temora Airport, based on the weight of the aircraft, to all commercial aircraft using Temora Airport.
- Larger commercial aircraft place greater demands on airport infrastructure and it is therefore reasonable that heavier aircraft contribute more towards airport maintenance.
- Council will contact regular commercial users of Temora Airport to obtain data of landing frequency, weight of aircraft and fee amount, before preparing six-monthly invoices for payment by the commercial operator (in advance).
- Temora Aviation Museum aircraft, including guest aircraft, are exempt from all landing fees. This exemption applies as a result of their financial contribution in constructing Runway 05/23.
- Landing fee amounts will be set annually by Council.
- Commercial aircraft using Temora Airport will be required to make their landing fee payment prior to any pavement concession that may be required for their aircraft to land at Temora Airport.

Event Fees

- An establishment fee applies for all applications to use the Temora Airport to host an event.

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Function: Engineering

Temora Shire Council

Policy Number: EW15

PART B Procedures

Fee Procedures

Airport Usage Fees

Annual Airport Usage fee invoices be sent to all residents of Temora Airpark Estate and known airport business operators. This will include a written agreement between the applicant and Council relating to safety procedures, access and use of airport infrastructure. The agreement must be signed and returned to Council, along with payment of the relevant fee, by the specified date in order for the resident or business operator to use Temora Airport. Fees are set annually by Council.

Landing Fees

Landing fees for commercial operators, not based in Temora, are set annually by Council.

Fee collection reporting

Details of fee collection will be reported to the Aerodrome Users Committee for monitoring purposes.

Operational Procedure

Commercial Operation

Runway use, taxiing, and refuelling of aircraft shall occur under the direction of Council staff, as required. Planned intensive commercial usage, such as agricultural use, shall be registered with Council at least 24 hours prior to commencement. Council officers shall provide access and egress to aprons and taxiways for support vehicles.

Runway Inspections

The runway shall be inspected by a qualified Council staff member before and after commercial use, subject to Council's discretion. Any damage to facilities shall be repaired at cost to the user. Sealed runways shall be used for landings wherever possible. Ongoing issues with damage to airport runways may result in Council withdrawing access to operators. Council officers may inspect airport usage at any time.

Heavy Vehicles

Heavy vehicle operators shall park vehicles as directed by a Council officer. Agricultural users shall be restricted to the designated agricultural apron.

Events

Event organisers are required to complete Council's event management form, for consideration by Council's Risk Assessment Officer. The establishment fee applies to applications involving the airport. All other Council employee costs to assist with organisation or operations of the event are at Actual Cost, in accordance with Council's Fees and Charges.

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Policy Number: EW15

Exclusive Hire

Organisations seeking exclusive use of the runways are required to sign an Airport Hire Agreement and pay the associated hire fees which include the services of Council's Airport Safety Officer.

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Draft Airport Usage Fee Schedule

For inclusion in Council's Budget

Segment	User type	Revenue Method	Fee / Charge	Charging Period	Notes
Commercial	Agricultural	Airport Usage Fee	\$396	Per day per operator aircraft – already in place	Usage of agricultural facilities including runways, taxiways and apron plus access roads by trucks, requires involvement by Airport Safety Officer to open and close facilities for access.
	Frequent Commercial	Landing fee	\$12/t	Per landing, charged on an annual basis by negotiation dependent on forecast frequency.	Frequent commercial users include: - Money plane - Mail plane
	Infrequent Commercial	Landing fee	\$12/t	Per landing	Where operators contact Council to advise staff prior to their landing, Council can invoice or provide online payment link via Council's new website form.
	Pilot Training	Landing fee	\$12/t	Per landing, charged on an annual basis by negotiation dependent on forecast frequency. Resident Training Aircraft Discount Rate - 50% off the full per tonnage	This fee incorporates the costs associated with night time training where runway lighting is activated by pilots. Runway lighting remains activated for 15 minutes per activation.

				rate	
		Touch and go	\$12/t	Per landing, 25% of the full rate, charged on an annual basis by negotiation dependent on forecast frequency.	
Recreational	Visitor	Donation	\$10	Per visit	Options: - Voluntary donations box - Voluntary donation via Council's new online payment form on website - Aviation groups collecting fees on behalf of Council (e.g. TFI, TAM, TAC)
	Airpark Resident	Fee	\$400	Per annum	Levy applicable from purchase of land
	Events	Landing fee	\$10	per participant per day	Event examples include: - National Gliding Championships This fee forms part of the event application form and can be discounted or waived by Council upon request where the applicant can demonstrate a significant contribution to the local economy or a worthy cause.

	Non-aviation use	Airport Usage Fee	\$1,000	Per hour	Examples include motor sport racing and testing. Council currently charges up to \$5,000 per day. Includes cost of Council's Airport Safety Officer being onsite during the day. For this financial year, 8 days of use for motor sport are scheduled, generating \$40,000. Involves only the main runway. The north-south runway remains open.
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ELECTION OF CHAIR

Cr Judd vacated the chair and the election was conducted by Cr Firman.

Cr Judd was nominated by Mr Geoff King as there was no further nominations Cr Judd was elected unopposed and resumed the chair.

4 CLOSE MEETING

The Meeting closed at 7:30PM.

This is the minutes of the Aerodrome Users Committee meeting held on Tuesday 6 November 2018.

.....

GENERAL MANAGER

.....

CHAIRMAN

7 DELEGATES REPORTS**1 CR SMITH**

Advising of the Rural Museum had a visit from the Finnish Ambassador Mr Lars Backstrom.

2 CR SINCLAIR

Advising of a recent Australia Day Committee and that nominations have been received for Citizen of the Year in all categories

3 CR SLEIGH

Attended the Riverina Regional Library quarterly meeting in Wagga with the Director of Administration & Finance and Library Manager Mrs Wendy Manning.

4 CR FIRMAN

Advising that that acting Prime Minister The Hon. Michael McCormack presented grants to the Agricultural Innovation Centre and the Temora Mens Shed.

8 MAYORAL REPORT**8.1 MAYOR REPORT - OCTOBER 2018**

File Number: REP18/1273
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

2nd October – Cr Ken Smith and I conducted a ‘Walk & Talk Tour’ at the Industrial Estate

- The businesses we got to certainly appreciated our time.
- I had a meeting with Ms Steph Cooke MP and Riverina Police District’s Commander, Supt Bob Noble about totally appropriate behavior in our main street.

3rd October – The Deputy Mayor (Cr Graham Sinclair), Cr Oliver, and I attended the Temora Shire Australia Day meeting. Saturday 26th January is going to be a great day of celebration and entertainment!

- I had a meeting with Riverina District Police Commander, Supt Bob Noble.

4th October – Councillors, Senior staff, the community and I attended an afternoon tea to honour Dr MAR Kamath OAM. There were some 150 people in attendance to pay tribute to Dr & Mrs Kamath and their contributions to the Temora Shire.

- Cr McLaren, Director of Environmental Services (Mr Kris Dunstan) and I attended the Recreation Centre Renovation Working Group meeting, together with other user group representatives.

5th October – I was honoured to have attended the 100th birthday celebration of local World War II Veteran, Mr Tom Woods. This was held at Greenstone Lodge and enjoyed by the many residents, family and friends of Mr Woods. He really enjoyed the party and company. Mr Woods certainly is one of our living legends of Temora Shire!

- I had an interview with ABC Riverina’s Mrs Anne Delaney re: Bikers Charity Bike Ride.
- Cr Dale Wiencke officially opened Temora Shire’s Art Prize exhibition. Cr Wiencke reported a fantastic display of a variety of art. Congratulations were extended to Mr Bob Brabin, who took out the major prize.

6th October – Cr Ken Smith extended the official welcome to the Bikers Charity Bike Ride event. Council acknowledged the remarkable efforts of Organiser, Ms Di Monkerud and her team for raising crucial funds for CANASSIST.

- Cr Nigel Judd OAM presided at the official road naming ceremony for Vearings Road. Cr Ken Smith was also in attendance with other members of the Vearing family.
- I had the pleasure to meet some American friends of Temora Shire. They were most impressed with our Shire.

8th October – Both Cr Judd and I were among those who were invited to pay tribute to an ‘icon’ of Ariaah Park, the late Mrs Gwen Fairman. An overwhelming gathering attended the Ariaah Park Memorial Hall to honour our dear and cherished friend.

9th October – Councillors, Senior Staff and I attended Council committee day.

10th October – I had a meeting with NSW Member for Cootamundra, Ms Steph Cooke MP.

11th October – I attended the Council Chambers.

12th October – WARBIRDS DOWNUNDER commenced. What a significant event to boost the Temora Shire – in many ways. Special thanks to the kind-hearted volunteers who are the backbone of the Temora Aviation Museum!

- I attended the Riverina Australian Football Umpires Association's annual presentation night. I had the honour to present Life Membership to a long-serving Goal-Umpire, Mr Neil Edyvean of Coolamon.

13th October – My Mother (Mrs Beth Firman) and I were among the colossal crowd at WARBIRDS DOWNUNDER. It was overwhelming to meet so many visitors and guests to Temora Shire. I had the opportunity to meet our Governor of NSW, His Excellency, General David Hurley – who was most impressed with our Aviation Museum. It was also great to catch up with our neighbouring Shires in Mayor of Cootamundra-Gundagai Regional Council, Cr Abb McAllister and the General Manager of Coolamon Shire, Mr Tony Donoghue. On behalf of Council and our community, I congratulate all involved with WARBIRDS DOWNUNDER 2018!

- Street Festival.....

15th October – I had a meeting with REROC Chief Executive, Mrs Julie Briggs.

16th October – I had a meeting at Council office.

17th October – Mr Shane Baldry (TDEF Board member) and I were guests of the Deputy Prime Minister, the Hon Michael McCormack MP, in Parliament House, Canberra. We also had a meeting with former Prime Minister, the Hon Tony Abbott MP and attended Question time.

18th October – I presided at the monthly Council meeting, with all Councillors in attendance.

- I extended special birthday wishes to Mrs Nan Bruce on her 95th birthday. Mrs Bruce certainly is an amazing lady who has done much in Temora Shire.

19th October – The Riverina – Joint Organisation (RivJO) held its first Board meeting. I was honoured to have been elected as the inaugural, Independent Chairman. The Deputy Mayor of Temora Shire, Cr Graham Sinclair, will sit on the Board to represent Temora Shire.

I was also very pleased to have been re-appointed as Chairman of the REROC Board, at our Annual Meeting, held in Wagga.

21st October – The Deputy Mayor (Cr Sinclair), Cr Judd, General Manager (Mr Lavelle) and I travelled to attend the annual Local Government NSW conference, held in Albury.

- We had a meeting with LGNSW President, Deputy Lord Mayor, Cr Linda Scott and NSW Country Mayors Association Board President, Mayor Katrina Humphries.
- I attended a meeting of the 13 NSW Joint Organisations (JOs) Chairmen. This was a rather interesting meeting.
- We attended dinner as guests of our Sister City, Randwick City Council.

22nd October – The Temora Shire Delegation attended day one of the LGNSW conference. State President, Cr Scott did a remarkable job in getting through all 100 motions on the one day.

23rd October – We attended the second and final day of the LGNSW conference. This was worthwhile attending and we commend LGNSW on hosting another positive conference where all 128 Councils in NSW come together and share ideas about strengthening our respective communities.

- The General Manager (Mr Lavelle), Director of Environmental Services (Mr Dunstan) and I attended the funeral service of REROC Senior Project Manager, the late Tracey Cornell, at St John's Anglican Church in Wagga.

24th October – I had a meeting with REROC & Riverina JO Chief Executive, Mrs Julie Briggs.

25th October – Cr Judd, Cr Smith, Cr Wiencke and Cr McLaren attended the rural ratepayers meeting at Bectric Hall.

- Council hosted the Support Units of Temora High & Temora West Public Schools at the Shire Depot. We also then enjoyed afternoon tea and fellowship at the Chambers. The students and carers of these Units are very important members of our Shire community.
- I chaired the Temora District Education Fund's monthly Board meeting. Applications close 31st October.
- I had a teleconference with NSW Country Mayors Association Chairman, Mayor Katrina Humphries.
- I had a teleconference with LGNSW President, Cr Linda Scott.

26th October – I attended Temora Shire Council Chambers.

27th October – My Mother's birthday – a special day in my book!

28th October – I attended the 40th anniversary celebrations of the 'Open Door Bookshop'. This was held at the Trinity Lutheran Church and the hospitality extended to NSW Member for Cootamundra, Ms Steph Cooke MP and I was very warm.

Congratulations to Parish Council Chairman, Cr Dale Wiencke, his congregation and volunteers – past and present, who have kept this important business open.

29th October – Councillors and I attended a workshop to discuss various policy documents.

31st October – The General Manager (Mr Lavelle), Director of Administration & Finance (Mr Firth) and I were part of the judging panel to assess a nomination for the Elite Sportsman Walk of Honour.

RESOLUTION 274/2018

Moved: Cr Max Oliver

Seconded: Cr Kenneth Smith

It was resolved that the Mayors report be noted.

CARRIED

Report by Mayor Rick Firman

9 STAFF REPORTS

RESOLUTION 275/2018

Moved: Cr Graham Sinclair

Seconded: Cr Dennis Sleigh

It was resolved that Council receive Staff reports.

CARRIED

10 GENERAL MANAGER**10.1 CALENDAR OF EVENTS - NOVEMBER 2018**

File Number: REP18/1315
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT**November 2018**

6th Committee Meetings
7th Town Hall Theatre
Committee Room – 6:00PM
DELEGATE: Cr Reinhold

8th Rural Museum
7:30PM Bundawarra Centre
DELEGATE: Cr Smith, Cr Oliver

19th Imagine Temora Committee Meeting
Council Chambers at 5:00 PM
DELEGATE: Cr Sleigh

21st Temora & District Sports Council Meeting
Temora Ex-Services Club - 6:30 PM
DELEGATES: Cr Firman, Cr Oliver

15th Council Meeting
29th TBEG Meeting
Temora Hotel at 4:30 PM
DELEGATE: Cr Reinhold

DECEMBER 2018

5th Town Hall Theatre
Committee Room – 6:00PM
DELEGATE: Cr Reinhold

6th REROC JO
DELEGATE: Cr Sinclair, Cr Firman

11th Committee Meetings
12th Imagine Temora Committee Meeting
Council Chambers at 5:00 PM
DELEGATE: Cr Sleigh

19th Temora & District Sports Council Meeting
Temora Ex-Services Club - 6:30 PM
DELEGATES: Cr Firman, Cr Oliver

20th Council Meeting

RESOLUTION 276/2018

Moved: Cr Graham Sinclair

Seconded: Cr Dennis Sleigh

It was resolved that the Calendar of Events be noted.

CARRIED

10.2 RIVERINA JO

File Number: REP18/1237
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

At the Riverina JO meeting held 19 October 2018, Temora Shire Council Mayor, Cr Rick Firman, was elected the inaugural Chair of the organisation.

Under the constitution of the Riverina JO, the position of Chair is considered independent and non-voting. Therefore, it is a requirement for the Council from which the Chair originates, to provide a delegate, other than the Mayor, to represent that Council. In normal circumstances, that position would be filled by the Deputy Mayor.

Accordingly, Council are required to formally resolve that the Deputy Mayor, Cr Graham Sinclair, be appointed as the Temora Shire Council delegate to Riverina JO.

RESOLUTION 277/2018

Moved: Cr Dennis Sleigh
Seconded: Cr Lindy Reinhold






It was resolved that

1. Mayor Rick Firman be congratulated on his appointment as independent Chair of Riverina JO, and
2. Deputy Mayor Graham Sinclair is appointed as Temora Shire Council delegate to Riverina JO.

CARRIED

Report by Gary Lavelle

10.3 CONSULTATION ON JO DOCUMENTATION**File Number:** REP18/1317**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:**

1. JO Charter  
2. JO Meeting Practice  
3. JO Board Payment of Expenses & Provision of Facilities Policy  

REPORT

At the JO Board meeting on 19 October 2018, there were three documents that REROC required to seek input on from the Member Councils. They are:

1. The Charter
2. The Code of Meeting Practice; and
3. The Payment of Expenses and Provision of Facilities Policy.

The next meeting is scheduled for 6 December 2018, and would like your feedback by Friday 30 November 2018.

RESOLUTION 278/2018

Moved: Cr Claire McLaren

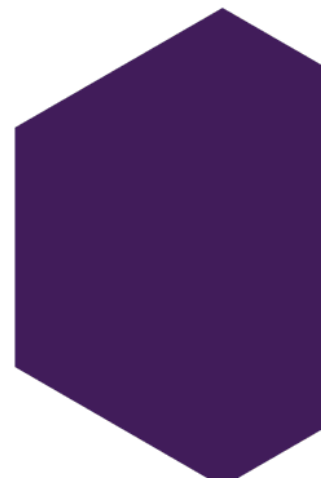
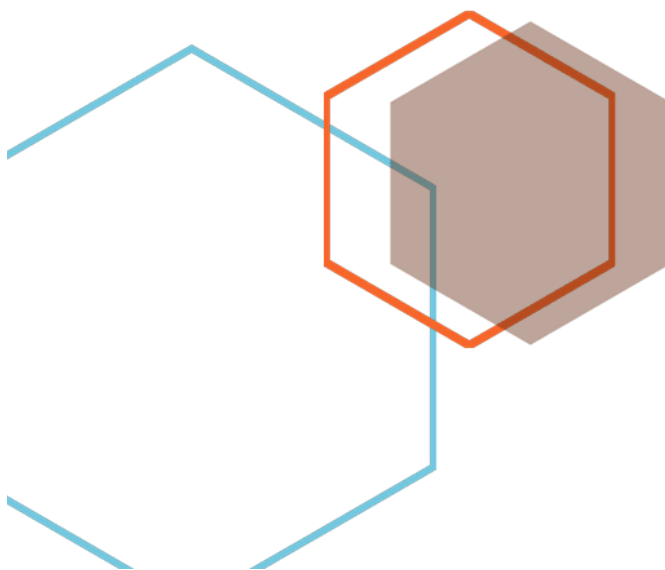
Seconded: Cr Dennis Sleigh

It was resolved that Council endorse the policies.

CARRIED***Report by Gary Lavelle***



CHARTER



Charter – Riverina Joint Organisation



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Charter – Riverina Joint Organisation



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Charter – Riverina Joint Organisation

**PART 1****INTRODUCTION****Preamble**

- 1.1. The operation of and governance principles for the Riverina Joint Organisation (Riverina JO) is guided by this Charter, which has been adopted by resolution of the Board.

Name and legal status

- 1.2. The name of the Joint Organisation is the **Riverina Joint Organisation**.
- 1.3. Riverina Joint Organisation is a body corporate proclaimed under the *Local Government Act 1993* (the Act) with the legal capacity and powers of an individual. [See the proclamation](#) forming this joint organisation for further information about the membership and functions of Riverina Joint Organisation and other key matters.
- 1.4. While the principle functions of the Joint Organisation are provided for in the Act and through this Charter, powers are also conferred on the Joint Organisation as a statutory corporation under section 50 of the *Interpretation Act 1987*. Other functions may be conferred on a joint organisation by legislation and may be delegated to a joint organisation by one or more Member Councils.

Interpretation

- 1.5. This Charter is to be interpreted in accordance with the *Local Government Act 1993* and *Local Government (General) Regulation 2005* and the *Interpretation Act 1987*.

Charter – Riverina Joint Organisation



Definitions

1.6. In this Charter, the following terms are used below.

Act	means the <i>Local Government Act 1993</i> .
Board	means the Joint Organisation board, consisting of the Mayors of each Member Council, any additional Voting Representatives of these Member Councils appointed under section 400T of the Act and any other Non-voting Representatives who may attend, but are not entitled to vote at, a meeting.
Board Members	means the Voting Members and the Non-voting Members of the Joint Organisation Board.
Charter	means this document, outlining the operational and governance principles for the Joint Organisation and any other agreed matters, consistent with the Act and other laws.
Chairperson	means the person, who is a Mayor, elected to the office of chairperson by the Voting Representatives on the Board from among the Voting Representatives who are a Mayor.
Councillor	means a person elected or appointed to civic office and includes a Mayor.
Executive Officer	means the person employed by the Joint Organisation to conduct the day-to-day management of the Joint Organisation in accordance with strategic regional priorities and other plans, programs, strategies and policies of the Joint Organisation and to implement without delay the lawful decisions of the Joint Organisation.
General Manager	means the person employed by a council to conduct the day-to-day management of the council in accordance with strategic plans, programs, strategies and policies of the council and to implement without delay the lawful decisions of the council.
JO	means Joint Organisation.
Joint Organisation	means the organisation established under Part 7 Chapter 12 of the <i>Local Government Act 1993</i> , that represents the Member Councils.
Member Council	means those councils proclaimed under the Act to be part of the Riverina Joint Organisation.
Mayor	means a person elected or appointed to civic office, who is the leader of a council.
Non-voting Member	means those councils and other organisations or individuals that are members of the Joint Organisation but do not have the right to vote.

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Non-voting Representative	means the chosen representative of a Non-voting Member of the Board (sometimes called an ‘associate member’). This includes: <ul style="list-style-type: none">• an employee of the public service nominated by the Secretary, Department of Premier and Cabinet• any other individual or representative of a council or other organisation invited by the board to represent a non-voting member of the board• any other person or a member of a class of persons prescribed by the Regulation.
Regulation	means the <i>Local Government (General) Regulation 2005</i> .
Voting Representative	means the representative of a Member Council on the Board.

Adopting the Charter

- 1.7. This Charter was formally adopted by the Riverina Joint Organisation on 19 October, 2018
- 1.8. This Charter will be made publically available via the following website administered by the joint organisation within 30 days of adoption on the Riverina Joint Organisation (JO) website.

Amending the Charter

- 1.9. This Charter will be reviewed in the first instance of the conclusion of the first six (6) months of operation of the JO and then every two (2) years at the first Board meeting held after the election of the Chairperson. Other amendments may be made from time to time by resolution of the Board.

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**PART 2****ESTABLISHMENT****Vision and principles**

2.1. The vision of Riverina Joint Organisation is:

Strong Regions, Progressive Local Government, Vibrant Communities

2.2. The Riverina Joint Organisation will act in accordance with the following principles:

Integrity, Honesty, Respect, Accountability, Regionally-focused, Collaborative

Principal functions

2.3. The principal functions of the Riverina Joint Organisation will be to:

- 2.3.1. Establish strategic regional priorities for the joint organisation area and develop strategies and plans for delivering these priorities;
- 2.3.2. Provide regional leadership for the joint Organisation area and to be an advocate for strategic regional priorities; and
- 2.3.3. Identify and take up opportunities for inter-governmental cooperation on matters relating to the Joint Organisation area.

Other functions

2.4. The Riverina Joint Organisation Board may:

- 2.4.1. From time to time, by resolution of the Board agree to the JO undertaking other functions that create or enhance regional and strategic capacity.
- 2.4.2. The JO will only undertake other functions where a vote occurs in accordance with clause 5.4.1.



PART 3

MEMBERSHIP

Voting Members

- 3.1. The following are the foundation Member Councils of the Riverina Joint Organisation:
 - 3.1.1. Bland Shire Council
 - 3.1.2. Coolamon Shire Council
 - 3.1.3. Cootamundra – Gundagai Regional Council
 - 3.1.4. Greater Hume Shire Council
 - 3.1.5. Junee Shire Council
 - 3.1.6. Lockhart Shire Council
 - 3.1.7. Temora Shire Council

Non-voting members

- 3.2. The following organisations are Non-Voting members of the joint organisation:
 - 3.2.1. The NSW Government, as represented by a nominee of the Secretary of the Department of Premier and Cabinet, currently the Department of Premier and Cabinet, Director Riverina Murray Region
 - 3.2.2. The General Managers of each of the Member Councils or their delegated representative.
 - 3.2.3. Riverina Water County Council to be represented by the Chairperson and General Manager
 - 3.2.4. Goldenfields Water County Council to be represented by the Chairperson and General Manager

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Changes in membership

- 3.3. A proclamation is required for the Riverina Joint Organisation to change Voting Members.
- 3.4. Any Voting Member proposing to withdraw from the JO must give six (6) months' written notice.
- 3.5. This Charter may be amended to change Non-voting Members of the Board.
- 3.6. In deciding whether to propose or support a change in membership, the Riverina Joint Organisation will:
 - 3.6.1. At the request of the Member Council, consider a draft resolution seeking membership change; and
 - 3.6.2. Following a resolution in support, amend this Charter as set out in section 1.9 to change membership as set out at section 3.3 – 3.5.

Financial contributions

- 3.7. Each Member Council is to contribute a monetary payment or equivalent contribution based on the following methodology, which will apply to the first 18 months of operation of the JO:
 - 3.7.1. A flat fee in an equal amount for each Voting Member; and
 - 3.7.2. A flat fee, which is equivalent to the fee paid by each Voting Member, for each County Council.
- 3.8. Member Councils will be consulted about proposed contributions by the Board in the following manner:
 - 3.8.1. The Board will resolve a fee structure and proposed fees for the forthcoming financial year;
 - 3.8.2. Member Councils will be notified of the resolution and asked to provide feedback on the proposal, feedback to be provided within 30 days of the notification ("the Consultation Period");
 - 3.8.3. The JO Board will discuss feedback received and determine a final fee structure and fees at the first Board meeting held following the end of the Consultation Period.

Decision resolution

- 3.9. In the event of an equality of votes in relation to a critical matter to be determined by the Board the resolution is lost.
- 3.10. The mechanism for the Board to move critical matters forward is as follows:
 - 3.10.1. **Step 1** – internal resolution using one or more of the following:
 - 3.10.1.1. Take into account board member views and rework the proposal.

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- 3.10.1.2. Establish a specific sub-committee to review and rework the proposal.
- 3.10.1.3. Set aside time for the board to discuss the proposal prior to the next board meeting.
- 3.10.1.4. Obtain and present to the board advice from an expert or an independent report.
- 3.10.2. **Step 2** – Independent mediation (may include using any of the processes outlined in Step 1):
 - 3.10.2.1. Board resolves to work with an independent mediator to support board to resolve the decision.
 - 3.10.2.2. Where a mediator cannot be agreed, the board could ask Office of Local Government to appoint a mediator (as for a general manager contract).
- 3.10.3. **Step 3** – appoint an independent arbitrator
 - 3.10.3.1. Board resolves to appoint an independent arbitrator to support board to resolve the decision.
 - 3.10.3.2. Where the arbitrator cannot be agreed the board could as [LG NSW/OLG] to appoint an arbitrator.
- 3.10.4. Critical matters to be determined by the board include:
 - 3.10.4.1. Adoption of the Annual Performance Statement and Financial Statements
 - 3.10.4.2. Decisions to commit financial contributions from member councils that represent an increase of more than twice the NSW rate-peg for the given year.
 - 3.10.4.3. Any other matter which the Board resolves as being a critical matter.

Dispute resolution

- 3.11. In the event of a dispute between Board Members that arises from or relates to the Riverina Joint Organisation, the following steps will be taken to resolve that dispute:
 - 3.11.1. Relevant Board Members will advise the Joint Organisation prior to taking legal action;
 - 3.11.2. Relevant Board Members will give notice to Board specifying the nature of the dispute
 - 3.11.3. On receipt of notice, Member Councils must endeavor in good faith to resolve the dispute promptly using informal dispute resolution techniques such as mediation, expert evaluation or determination or similar techniques, as agreed by those members
 - 3.11.4. Members that are parties to the dispute will pay the mediator's costs.

PART 4

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THE BOARD

Governing board and role

- 4.1. The Board of Riverina Joint Organisation consists of:
 - 4.1.1. The Independent Chairperson who is the Mayor of one of the Voting Member Councils;
 - 4.1.2. The Deputy Mayor of the Member Council from which the Chairperson is drawn;
 - 4.1.3. The Mayors of each Member Council; and
 - 4.1.4. The Non-voting Representatives listed in clause 3.2.
- 4.2. The role of the Board is to direct and control the affairs of the Joint Organisation. The Board is to consult with the Executive Officer in directing and controlling the affairs of the Joint Organisation.
- 4.3. The Joint Organisation Executive Officer and staff may also attend meetings of the Board in an advisory capacity.

Chairperson and role

- 4.4. The Chairperson is an independent Chair representing the Riverina JO Region, he or she does not represent his or her own Member Council.
- 4.5. The Chairperson is to be elected by the Voting Representatives of the Board from one of the Voting Representatives every 2 years. In the absence of the Chairperson, a person elected by the Voting Representatives at the meeting of the Board is to preside at the meeting. The chairperson does not have a vote.
- 4.6. The Chairperson is the JO's spokesperson on strategic matters and will represent the JO at regional forums where possible. The Chairperson is responsible for the conduct of meetings.
- 4.7. Where, in the absence of the elected Chairperson, another Voting Member is elected as the Chairperson to replace the elected Chairperson, that person is not required to act as an independent Chairperson.

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**Alternates**

- 4.8. Member Councils that choose to appoint an alternate representative must notify the JO of that person's name and position.
- 4.9. The alternate representative must be a Deputy Mayor, unless the Deputy Mayor is not available, then another councillor may be nominated.

Advisory committees and working groups

- 4.10. The Riverina Joint Organisation may establish committees and advisory groups from time to time by Board resolution.

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**PART 5****MEETINGS****Meeting frequency**

- 5.1. The Board will meet a minimum of four times a year in accordance with a schedule adopted by the Board annually.

Participation and quorum

- 5.2. The quorum for a meeting of the board is a majority of Voting Representatives entitled to vote under this Charter being at the meeting either in person or by electronic means. No business is to be transacted at a general meeting without a quorum.

Voting and decision making

- 5.3. Decisions about principal functions:
- 5.3.1. A decision of the Board supported by a majority at which a quorum is present is a decision of Riverina Joint Organisation.
 - 5.3.2. Each Voting Member of the Board has one vote each in relation decisions taken about principal functions.
 - 5.3.3. In the event of an equality of votes, a motion at a meeting of the Board is taken to be defeated.
 - 5.3.4. The Chairperson, or person presiding at a meeting of the Board, does not have a casting vote.
- 5.4. Decisions about other functions permitted under clause 2.4 will require:
- 5.4.1. A two-thirds majority vote in favour of delivering the function. For the purpose of determining the number of votes in favour, a two-thirds' majority vote is 5 of the current 7 Voting Members.

Annual general meetings

- 5.5. The Riverina Joint Organisation will hold an annual general meeting the fourth Thursday in October to present the annual report, Audited Financial Statements and review Charter (if required).

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**PART 6****PLANNING AND REPORTING****Consultation and publication**

- 6.1. The Riverina Joint Organisation will consult with its Member Councils in preparing the following documents required under the Act and will publish the adopted versions on the JO website.
 - 6.1.1. Statement of Strategic Regional Priorities
 - 6.1.2. Annual revenue statement
 - 6.1.3. Audited financial reports.
- 6.2. The Joint Organisation will also publish an annual performance statement on the Riverina Joint Organisation website.

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**PART 7****OTHER MATTERS****Records**

- 7.1. The Joint Organisation will keep records and provide access to relevant information in accordance with the following legislation: www.riverinajo.nsw.gov.au
- 7.2. The public officer of Riverina Joint Organisation is the Executive Officer who maybe be contacted at the JO office.

Insurance

- 7.3. The Riverina Joint Organisation will take out and keep current insurances that fully cover the operations of the organisation with a reputable insurance company. Insurance will be taken out for the following:
 - 7.3.1. Workers Compensation
 - 7.3.2. Public Liability
 - 7.3.3. Professional Indemnity
 - 7.3.4. General insurance for loss and theft of assets
 - 7.3.5. Directors and Public Officers

Indemnity

- 7.4. Board members and JO staff are protected from liability for functions and duties carried out or omitted honestly, in good faith and with due care and diligence.

Policies

- 7.5. The Riverina Joint Organisation has adopted the following policies:
 - 7.5.1. Riverina Joint Organisation Board expenses and facilities policy
 - 7.5.2. Riverina Joint Organisation Code of Meeting Practices; and
 - 7.5.3. Riverina Joint Organisation Code of Conduct.
- 7.6. Further policies may be adopted by the board from time to time and will be published on the Riverina Joint Organisation's website.



CODE OF MEETING PRACTICE

