



I hereby give notice that an Ordinary Meeting of Council will be held on:

Date: Thursday, 17 April 2025

Time: 4:00PM

**Location: 105 Loftus Street
TEMORA NSW 2666**

AGENDA

Ordinary Council Meeting

17 April 2025

**Melissa Boxall
General Manager**

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1 OPEN AND WELCOME

The following Public Forum requests have been received:

- (Confidential -Closed) Superintendent and Inspector – Riverina Police District Wagga

2 ACKNOWLEDGEMENT OF COUNTRY**3 APOLOGIES****4 OPENING PRAYER****5 CONFIRMATION OF MINUTES**

Ordinary Council Meeting - 20 March 2025

6 DISCLOSURES OF INTEREST**7 MAYORAL MINUTES**

Nil

8 REPORTS FROM COMMITTEES

8.1 MINUTES OF THE ACCESS & EQUITY COMMITTEE MEETING HELD ON 8 APRIL 2025

File Number: REP25/324

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Minutes of the Access & Equity Committee Meeting held on 8 April 2025

RECOMMENDATION

It is recommended that the reports be received.

It is recommended that the reports and recommendations as presented be adopted.



Date: Tuesday, 8 April 2025

Time: 12:05pm

Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Access & Equity Committee Meeting

8 April 2025

Order of Business

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3 **Disclosures of Interest** 3

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**MINUTES OF TEMORA SHIRE COUNCIL
ACCESS & EQUITY COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 APRIL 2025 AT 12:05PM**

PRESENT: Temora Community Centre Deb Patterson, Mr Dale Wiencke, Cr Ken Smith, Cr Rick Firman (Chair), Community Member Kerrie Bushell, Cr Nigel Judd (Observer), Cr Anthony Irvine (Observer), Kristy Wallace, Community Member Jane Sanders

IN ATTENDANCE: Mr Kris Dunstan (Director of Environmental Services), Mrs Claire Golder (Town Planner), Mrs Elizabeth Smith (Director of Administration & Finance), Mr Rob Fisher (Executive Manager Engineering Services), Ms Melissa Boxall (General Manager), Mrs Shontayne Ward (Economic Development Officer)

1 OPEN MEETING

12:05pm

2 APOLOGIES

COMMITTEE RESOLUTION 1/2025

Moved: Cr Ken Smith

Seconded: Community Member Jane Sanders

That apologies from Cr Belinda Bushell be received and accepted.

CARRIED

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
NIL			

4 REPORTS

4.1 ACCESS AND EQUITY COMMITTEE RECOMMENDATIONS - DECEMBER COUNCIL MEETING

File Number: REP25/244
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: Nil

REPORT

Background

At the December 2024 Council Meeting, Council considered the minutes of the December Access and Equity Committee meeting. At the Committee meeting, a report was considered in relation to Access Issues – Footpaths and Ramps. The recommendation of the Committee was as follows:

Moved: Cr Rick Firman

Seconded: Temora Community Centre Deb Patterson

That the Committee resolved to recommend that Council note matters raised and directions provided within the meeting listed as follows:

Item 1a Pedestrian crossing Victoria Street - that the works to make compliant be referred to budget estimates

Item 1b Pedestrian crossing Victoria Street - that the works are already budgeted

Item 2 Accessible parking Temora Ex Services Club - that line marking of Baker Street and installation of handrails at the driveway be referred to budget estimates

Item 3 Temora Girl Guides building - that Council take no action

Item 4 Commercial premises - gym - that the matter be referred to the business owner and either formalised or removed

Item 5 Temora Recreation Centre - that the footpath be repaired

Item 6 Bowling Club corner - that widening of the path be included as part of constructing Bowling Club Lane footpath

Item 7 De Boos Street, near Uniting Church - that the three matters be considered once the outcome of a tree report are considered by Council

Item 8 Double Shot Cafe - that this matter be considered as part of a separate report to Council regarding disabled parking

Item 9 Asquith Street - that private works to support this be considered by Council

Item 10 Temora Preschool - that the works required be referred to budget estimates

Item 11 - Crowley Street - that Council take no action

AND FURTHER

That the Committee receive a future report in relation to budget estimates.

This recommendation was adopted by Council at the December Council Meeting.

This report provides an update on the progress of the items discussed at the Committee Meeting.

Progress update

In relation to the items above, the following updates are provided:

Item 1a Pedestrian crossing Victoria Street - that the works to make compliant be referred to budget estimates - Done

Item 1b Pedestrian crossing Victoria Street - that the works are already budgeted - Noted

Item 2 Accessible parking Temora Ex Services Club - that line marking of Baker Street and installation of handrails at the driveway be referred to budget estimates - Done

Item 3 Temora Girl Guides building - that Council take no action - Noted

Item 4 Commercial premises - gym - that the matter be referred to the business owner and either formalised or removed – Owner has relocated the ramp

Item 5 Temora Recreation Centre - that the footpath be repaired – included in maintenance schedule

Item 6 Bowling Club corner - that widening of the path be included as part of constructing Bowling Club Lane footpath - Noted

Item 7 De Boos Street, near Uniting Church - that the three matters be considered once the outcome of a tree report are considered by Council – Council resolved that tree to be retained. No change on eastern side. Replacement of non-standard pram ramp on western side referred to budget estimates

Item 8 Double Shot Cafe - that this matter be considered as part of a separate report to Council regarding disabled parking – This matter is ongoing

Item 9 Asquith Street - that private works to support this be considered by Council - Council support installation of a gutter ramp mid-block as a private works job, at the owner's cost

Item 10 Temora Preschool - that the works required be referred to budget estimates - Done

Item 11 - Crowley Street - that Council take no action -Noted

Integrated Planning and Reporting

Temora Shire Community Strategic Plan Theme 4 Enjoying our beautiful environment

Strategy 4.2 A community that enjoys appropriate urban infrastructure.

Council Policy/Legislation

Local Government Act 1993

Options

The Committee has the option to note the report or to provide additional recommendations to Council about the identified projects.

Budget Implications

Some nominated projects will require consideration by Council as part of the Council budget process

Risk Implications

The delivery of infrastructure upgrades considers both risk assessment and budgetary processes.

COMMITTEE RESOLUTION 2/2025

Moved: Temora Community Centre Deb Patterson

Seconded: Cr Ken Smith

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

CARRIED

Report by Claire Golder

4.2 PARKING ISSUE - LITTLE BAKER STREET

File Number: REP25/246
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: Nil

REPORT

Council officers have received a request from a resident, notifying of their concerns regarding vehicles parking in Little Baker Street, near Woolworths and Harvest Pharmacy, blocking the pram ramp that is used for pedestrian access for this area. Figure 1 shows the area of complaint.



Figure 1: Location of area of complaint, Little Baker Street, indicated by red arrow

The resident has requested that the area be linemarked as a Clearway to restrict people from parking in this location.

Discussion

Clearways improve traffic flow and safety during busy periods or at special events. You must not stop or park between these signs during the times shown, unless in an emergency. Clearways are marked by signs indicating when a clearway operates. A broken yellow line can also be used to show a clearway.

It may be more appropriate that this area of Little Baker Street has signage installed to indicate 'No Stopping'. The 'No stopping' sign means you must not stop at any point on the road or kerb in the direction of the arrow, unless in an emergency.

Integrated Planning and Reporting

Temora Shire Community Strategic Plan Theme 4 Enjoying our beautiful environment

Strategy 4.2 A community that enjoys appropriate urban infrastructure.

Council Policy/Legislation

Roads Act 1993

Options

The Committee has the option to recommend that a sign be installed or to take no action.

Budget Implications

The cost to supply and install a 'No stopping' sign is \$500.

Risk Implications

The delivery of infrastructure upgrades considers both risk assessment and budgetary processes.

COMMITTEE RESOLUTION 3/2025

Moved: Cr Ken Smith

Seconded: Mr Dale Wiencke

That the Committee resolved to recommend to Council to install a 'No stopping' sign at the site, with the installation to be funded under the maintenance budget.

CARRIED

Report by Claire Golder

4.3 HARPER PARK SAFETY GATES

File Number: REP25/247
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: Nil

REPORTBackground

Council has recently completed staged upgrades at Harper Park, including firstly, upgrading of the public toilet facilities, including the provision of an accessible toilet, and secondly, new access paths.

Previously, when Harper Park formed part of the Aria Park Preschool playground, before a new preschool was built in Harrison Street, child-resistant access gates were installed at Harper Park.

As part of the upgrade of the Harper Park toilets, the child-resistant access gates were removed, as they presented a barrier for entry to the public toilets. In particular, the gates prevented access to Harper Park by those using wheelchairs and mobility scooters.

Following completion of the toilet upgrade works, Council received requests from some residents for Council to reinstate the child-resistant access gates, to provide additional security for children using Harper Park. Council declined the requests, due to the issue that the gates pose with accessibility.

With the works being completed to install new access paths, Council has again received requests to install the child-resistant gates.

Discussion

The previous child-resistant gates presented a barrier to entry to Harper Park, as the gates were pool-style gates, with a high unlocking mechanism, designed to discourage children from opening the gates. These gates are unsuitable for use by people using wheelchairs and mobility scooters.

The current approach at Harper Park is that there is a fence along the majority of the park, and gaps are provided for accessibility. This approach balances safety with inclusiveness, as it still requires parents to supervise and doesn't discourage people from entering the space.

Some residents have suggested the installation of manually opening gates (without self closers), with the gates to be latched open for the majority of the time. The manually opening gates would be available to allow parents, if they wished, to close gates whilst their children are using Harper Park. This is seen as a compromise situation. However, this approach may offer less reliability and accessibility, as anyone could open the gates without someone knowing, and leave the gates open. Whilst when the gates are closed, they still present a barrier to other users, including those using mobility aids.

Integrated Planning and Reporting

Temora Shire Community Strategic Plan Theme 4 Enjoying our beautiful environment

Strategy 4.2 A community that enjoys appropriate urban infrastructure.

Council Policy/Legislation

Local Government Act 1993

Options

The Committee has the option to provide comments to be considered at the May Assets Committee Meeting.

Budget Implications

The installation of new manually opening gates is approximately \$1,500.

Risk Implications

The delivery of infrastructure upgrades considers both risk assessment and budgetary processes.

COMMITTEE RESOLUTION 4/2025

Moved: Community Member Jane Sanders

Seconded: Community Member Kristy Wallace

The Committee resolved to recommend to Council that Council take no action.

CARRIED

Report by Claire Golder**1 CR ANTHONY IRVINE**

Cross over installed on lake walking track. Grade on footpath and damage to footpath. Needs attention.

Executive Manager Engineering Services Rob Fisher advised issues are scheduled to be fixed.

5 CLOSE MEETING

The Meeting closed at 12:32pm.

This is the minutes of the Access & Equity Committee meeting held on Tuesday 8 April 2025.

.....
GENERAL MANAGER

.....
CHAIRMAN

8.2 MINUTES OF THE ASSETS & OPERATIONS COMMITTEE MEETING HELD ON 8 APRIL 2025**File Number:** REP25/325**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Minutes of the Assets & Operations Committee Meeting held on 8 April 2025**RECOMMENDATION**

It is recommended that the reports be received.

It is recommended that the reports and recommendations as presented be adopted.



Date: Tuesday, 8 April 2025
Time: 2:00pm
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Assets & Operations Committee Meeting

8 April 2025

Order of Business

1 **Open Meeting 3**

2 **Apologies 3**

3 **Disclosures of Interest 3**

4 **Reports 4**

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 Residential Development - Development Control Plan 32

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5 **Confidential Reports..... 43**

6 **Close Meeting 44**

**MINUTES OF TEMORA SHIRE COUNCIL
ASSETS & OPERATIONS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 APRIL 2025 AT 2:00PM**

PRESENT: Cr Rick Firman (Mayor), Cr Nigel Judd, Cr Graham Sinclair (Deputy Mayor) (Chair), Cr Anthony Irvine (arrived 2:05pm), Cr Paul Mahon, Cr Ken Smith

IN ATTENDANCE: Mr Rob Fisher (Executive Manager Engineering Services), Mr Kris Dunstan (Director of Environmental Services) (arrived 2:06pm), Mrs Elizabeth Smith (Director of Administration & Finance), Ms Melissa Boxall (General Manager), Mrs Claire Golder (Town Planner)

1 OPEN MEETING

2:00pm

2 APOLOGIES

COMMITTEE RESOLUTION 9/2025

Moved: Cr Rick Firman

Seconded: Cr Ken Smith

That apologies from Cr Belinda Bushell be received and accepted.

CARRIED

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
NIL			

4 REPORTS

4.1 DE BOOS STREET MASTER PLAN - COMPLETION OF PUBLIC EXHIBITION

File Number: REP25/93

Author: Town Planner

Authoriser: Director of Environmental Services

Attachments:

1. De Boos Street Master Plan Submission 1
2. De Boos Street Master Plan submission 2
3. St Anne's Catholic College submission
4. De Boos Street Master Plan submission 3
5. De Boos St submission 4
6. De Boos St submission 5
7. De Boos St submission 6
8. De Boos St submission 7
9. De Boos St submission 8
10. De Boos Street submission 9
11. De Boos Street submission 10
12. De Boos Street submission 11
13. De Boos Street submission 12
14. De Boos Street submission 13

REPORT

Background

At the December 2024 Assets and Operations Committee Meeting, the Committee considered a report in relation to the Draft De Boos Street Master Plan. At this meeting the Committee recommended that Council:

Place the amended draft De Boos Street master plan on public exhibition and receive a future report following completion of exhibition.

This recommendation was endorsed at the December Council Meeting.

Public exhibition

The Draft De Boos Street Master Plan was placed on public exhibition between 9 January 2025 and 7 March 2025. The public exhibition notice was published in the Temora Independent newspaper, promotion of social media and all landowners within the study area were notified either via mail or email.

As a result of the public exhibition, nine submissions were received. Copies of the submissions received are attached.

A summary of the matters raised and Council comment, is provide in Table 1.

Matter raised	Council comment
Option 2.3 which provides for the removal of trees from the roadway on the western side of De Boos St and the planting of trees and lawn onto the footpath, would be the most aesthetically pleasing, assuming	Noted

that the trees would be uniform on both sides of the street and of an ornamental variety.	
This option also appears to provide more car parking spaces and therefore is supported	Noted
Given that this would seem to be the most expensive option it may not be the one selected. If that is the case and the trees will remain in the roadway on the western side of De Boos St, perhaps they could be replaced with new trees to match the ones which will be planted on the eastern side.	Noted
Number 132 is the only residence on this block with a driveway. In the future we may do away with the driveway and have the access lip curbed and guttered. Please bear this in mind if you are working around our lip with your tree spacing calculations, as there may be no need to do this.	Noted
The roundabout at the intersection of De Boos and Loftus Streets in all options seems essential, for safety, for slowing down Loftus St traffic and for ease of passing through the intersection along De Boos St. This will be a welcome addition.	Noted
We note that several options provide for the passage of B-double and B-triple vehicles through this block. It would be our hope that this would not be a regular occurrence.	Noted and agreed
Concern about change to angle parking to parallel parking outside the Catholic Church, due to difficulty for some drivers with parallel parking and a reduction in the number of parking spaces available This concern was raised as part of several submissions.	Noted and recommend revision of this option to retain angle parking
Concern that a roundabout will reduce parking and that a roundabout is not needed	Disagree with this option as a roundabout will improve safety for both motorists and pedestrians and will not impact upon the number of carparking spaces available
Request for tactile markings to warn motorists of the approaching roundabout and crossing at Fr Hannan Oval	The plans show zig zag line marking on the approach, consistent with tother Oval

	roundabouts in Temora, to warn motorists of the approaching roundabout
Request for line marking on both sides of Loftus Street from the Catholic Church to the park	Agreed
Request for a refuge in the Loftus Street crossing	Agreed. This is included in the concept plan.
Request for additional street lighting in the vicinity due to functions at school, church, town hall and theatre	This can be investigated by Council as part of other reviews of street lighting
Expressed support for proposed roundabout to improve traffic flow and safety. This was raised as part of several submissions	Agreed
St Andrew's Presbyterian Church Temora endorse the plans put forward for De Boos Street and thank Council for taking into consideration our correspondence of 10 September 2024.	Noted
Concern is that if a roundabout is put into place, the pedestrian crossing will be moved and could possibly decrease the quantity of car park spaces, however we appreciate your concern for the safety of pedestrians in this scenario as you stated.	Noted. There is expected to be minimal impact on parking spaces, with the additional of an accessible parking space on De Boos Street, neat the Council building/Presbyterian Church
Concern about the relocation of the accessible parking space for the Catholic Church/St Anne's Catholic College from Loftus Street to De Boos Street	Noted. This occurred as part of the proposal to include parallel parking. It is recommended that parallel parking not proceed. Therefore the accessible parking space can remain in the present location.
Concern that proposed planting of vegetation along the school side of De Boos Street poses a safety risk	Noted. Council officers will select appropriate tree species which will not block the view of children, but will provide some shade and landscaping for what is quite a bare space. Species selected will ensure that they will not inhibit the movement of school buses where children are dropped off and picked up.
Concern that the plans show that the bus stop for St Anne's will move to Temora Public School	This is not correct. The bus stop for St Anne's Catholic College will remain in its present location.
Do not support the use of De Boos Street for a B-double or B-triple route	Agreed. This is not the intention. The maps provided to support the draft master plan were indicative only to provide confirmation that the installation

	of a roundabout at the Loftus St/De Boos St intersection, and blisters at the Parkes St/De Boos St intersection would not present a barrier should a heavy vehicle need to use these roads for a specific purpose, such as delivery of large goods, repairs, or due to other routes being unusable. The use of De Boos Street at a regular heavy vehicle route is not supported by Council.
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Table 1: Summary of matters raised in the submissions and Council officer response

In addition, several residents contacted Council officers, stating confusion regarding maps that showed the accessibility of the proposed De Boos Street roundabout to heavy vehicles, with concern that the maps indicated that the road would routinely be used by heavy vehicles. Council officers provided confirmation that is not the case, that the plans were indicative only to demonstrate that the roundabout and blisters would not inhibit traffic movements. It is confirmed that Council would not be supporting the use of De Boos Street as a heavy vehicle route.

Further, in relation to the proposed hearse loading bay in front of the Catholic Church, Council officers have held discussions with the Temora and District Funeral Directors. The Funeral Directors advise that this loading bay is not necessary to conduct their business and that their current practise of reserving parking spaces at the location of the funeral for hearse parking continues to work well. They advise that the use of churches for funeral services is decreasing in popularity, as many funerals are held at graveside locations. It is noted that the inclusion of a roundabout requires the construction of a blister to guide traffic movement. This blister will require the hearse to be parked approximately 15m further along De Boos Street. This is considered to be a minor impact at times when funeral services are occurring.

Therefore, due to the proposed hearse parking area being deemed not necessary, as well as impacting on available parking, it is proposed to delete this component of the draft plan.

Discussion

The De Boos Street Master Plan offered two main options:

Option A (identified as Option 2.3) involves replanting trees on the western side of De Boos Street within the nature strip, or,

Option B (identified as Option 2) involves retaining the existing trees, located on the road reserve, on the western side of De Boos Street

Both options involved the same inclusions elsewhere within the Draft Master Plan, being:

- Blister treatment (including landscaping) and pedestrian refuges/crossings located at the Parkes Street/De Boos Street intersection (refer to Figure 1)
- Roundabout at the Loftus Street/De Boos Street intersection, with pedestrian refuges/crossings (refer to Figure 2)
- Vehicle/small bus mountable loading zone area adjacent to Temora Memorial Town Hall (De Boos Street) (refer to Figure 2)
- Vehicle mountable loading zone adjacent to Sacred Heart Catholic Church (refer to Figure 2)

- Designated accessible parking spaces adjacent to Temora Public School, St Anne's Catholic College, Temora Presbyterian Church, Temora Shire Council, St Paul's Anglican Church and Temora Memorial Town Hall (refer Figures 1-4)
- Minimal plantings adjacent to proposed roundabout to maintain lines of sight (refer to Figure 2)
- Parallel parking along Loftus Street for St Anne's Catholic College – school drop off and pick up (refer to Figure 2)
- New plantings along the eastern side of De Boos Street, within the nature strip (kerb extended to accommodate plantings) (refer to Figures 3 & 4)



Figure 1: Concept upgrades Parkes Street/De Boos Street intersection

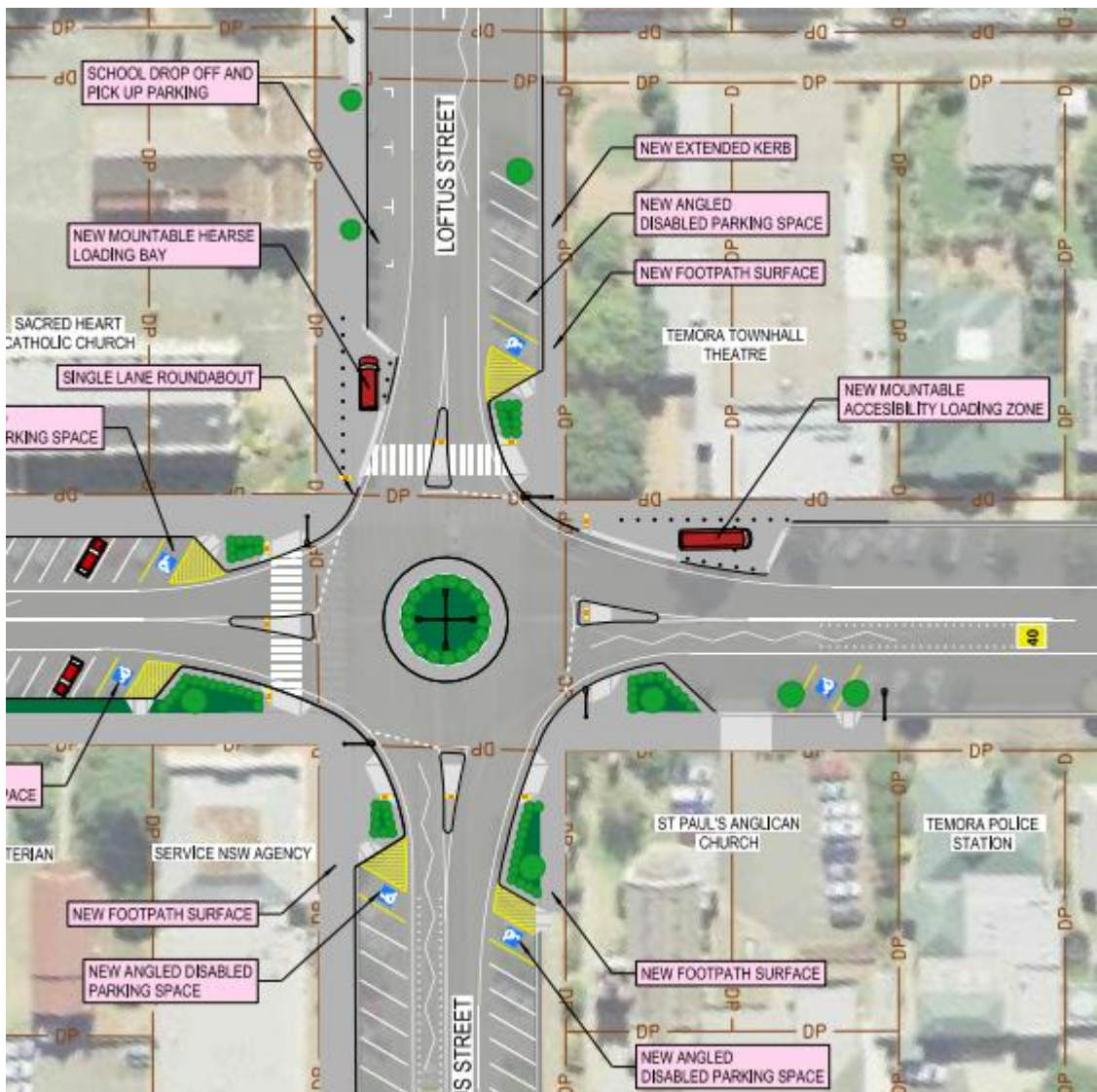


Figure 2: Concept upgrades Loftus Street/De Boos Street intersection. Note that due to strong community feedback, the proposed parallel parking along Loftus Street is proposed to be retained as angle parking and the kerb width retained as is the current situation

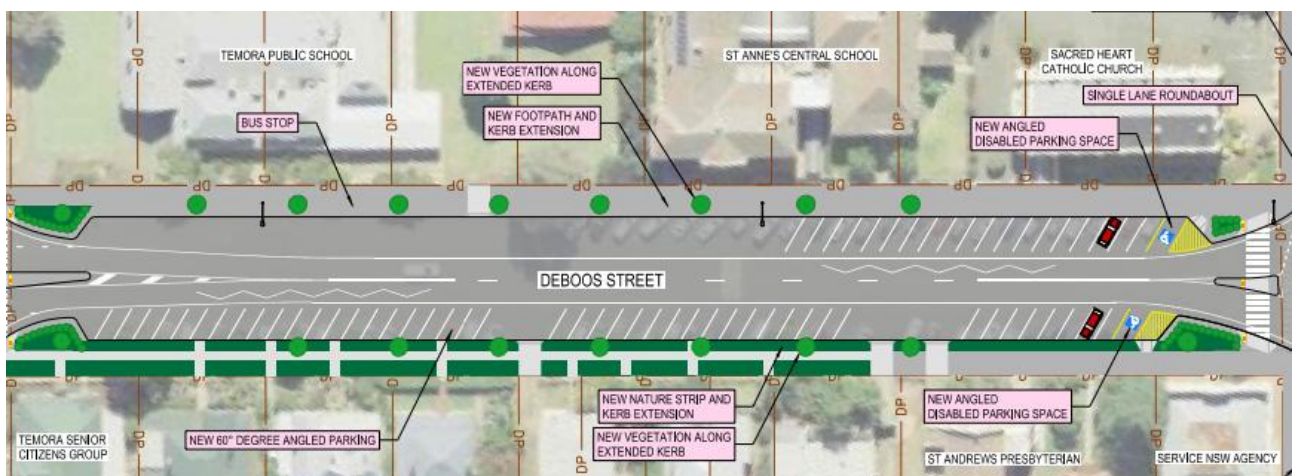


Figure 3: Option A – new landscaping located within the nature strip on western side of De Boos Street

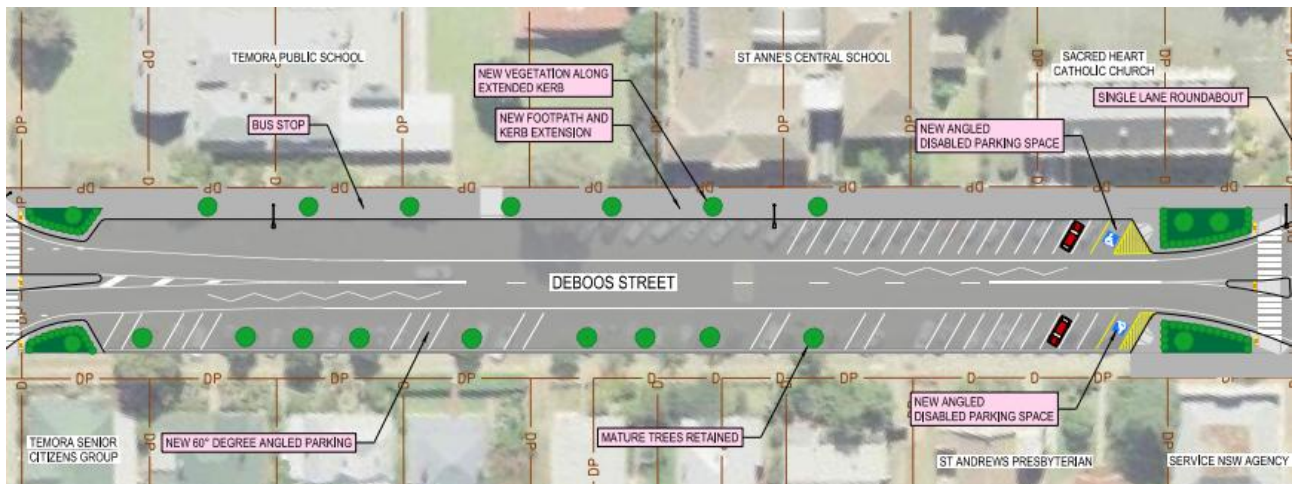


Figure 4: Option B – landscaping retained within existing road reserve on wester side of De Boos Street

The current situation of the De Boos Street/Loftus Street intersection is shown by Figure 5.



Figure 5: Current De Boos Street/Loftus Street intersection

If a roundabout is delivered at this intersection, the location of the pedestrian crossings may be required to shift slightly back from the corner. However, the impact on parking is expected to be minimal.

Proposed changes to the exhibited plan

Following community consultation, the following amendments are proposed to the draft plan:

- No build out of kerb in front of Catholic Church in Loftus Street. Install blisters only. Retain angle parking. Retain existing accessible parking space in Loftus Street
- Delete proposed hearse parking bay in front of Catholic Church
- Note trees selected for De Boos Street planting on eastern side (school side) shall be suitable to maintain a high level of pedestrian visibility and avoid contact of any tree branches with buses at bus stops

Support has been provided by the community for Option A new landscaping located within the nature strip on western side of De Boos Street.

Council is requested to provide direction regarding their preferred final option for the De Boos Street Master Plan, which will enable Council officers to consider options for funding delivery. An extract of the updated plan is shown by Figure 6, showing the proposed changes from the exhibited plan.

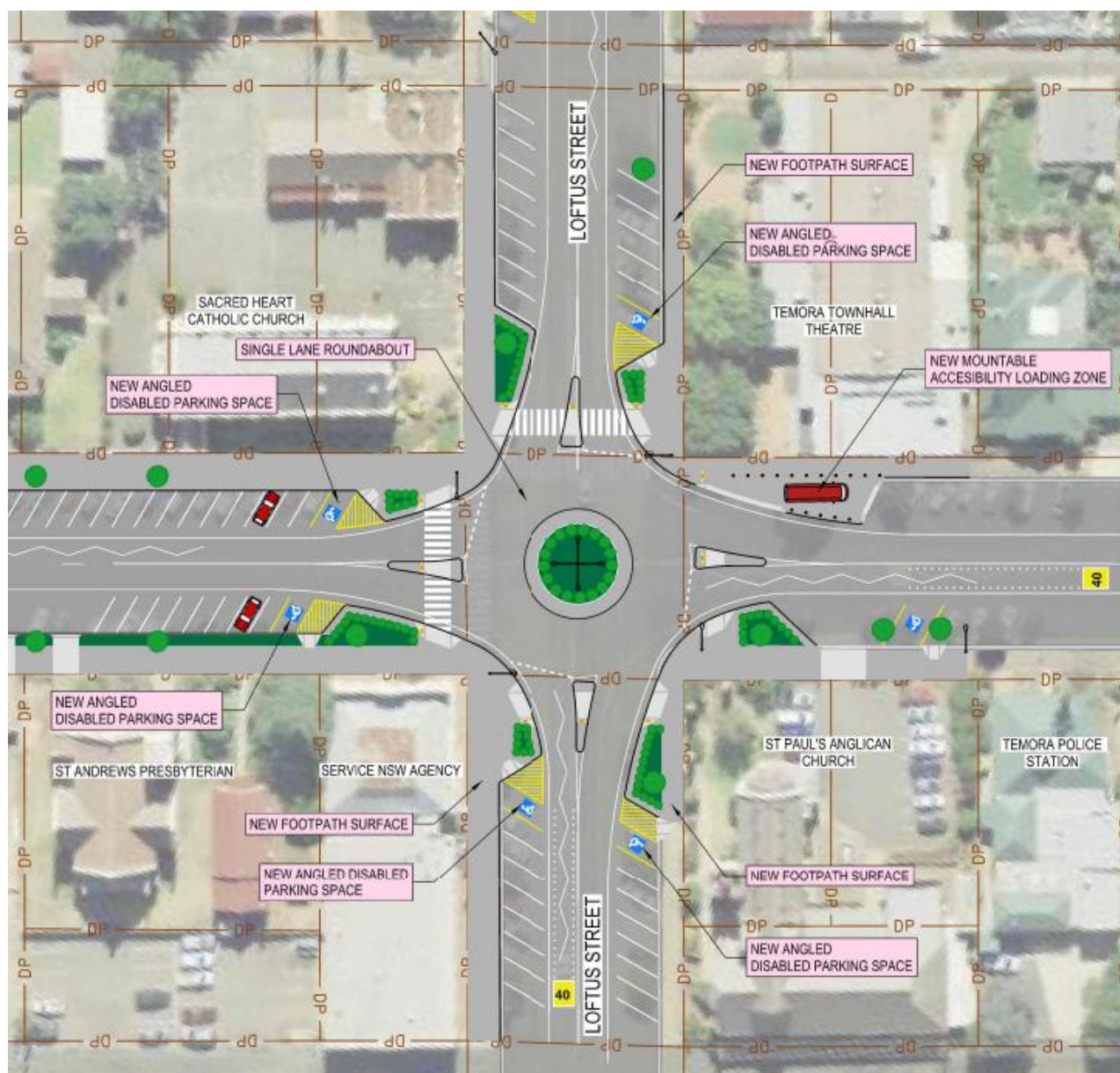


Figure 6: Updated version of plan, showing retained angle parking, with blister to support new proposed roundabout, and hearse loading bay deleted

Integrated Planning and Reporting

Community Strategic Plan Theme 4: Enjoying our beautiful environment

Strategy 4.2 A community that enjoys appropriate urban infrastructure

Council Policy/Legislation

Roads Act 1993

Options

Council has the option to endorse one of the exhibition versions of the plan, to make changes to the plan, or to take no action.

Budget Implications

Following adoption of the Master Plan, Council officers will prepare costing reports for the consideration of Council, for the delivery of the master plan projects.

Risk Implications

There is a risk that if the master plan is not adopted, Council will delay the potential to consider funding opportunities for the delivery of important upgrades to the De Boos Street precinct.

Cr Anthony Irvine arrived 2:05pm

Director of Environmental Services Mr Kris Dunstan arrived 2:06pm

COMMITTEE RESOLUTION 10/2025

Moved: Cr Rick Firman

Seconded: Cr Graham Sinclair

The Committee resolved to recommend to Council:

1. Endorse the preferred option of the De Boos Street Master Plan as Option A,
2. Confirm the retention of angle parking along Loftus Street,
3. Confirm support for the installation of a roundabout and blisters at the De Boos St/Loftus St intersection,
4. Confirm the selection of new trees to be planted along De Boos Street shall be suitable for high pedestrian areas,
5. Confirm that a hearse loading bay will not be included in the final master plan design, and
6. Confirm that De Boos Street is not supported by Council as a regular heavy vehicle route.

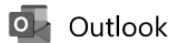
AND FURTHER

That Master Plan Option A be costed and reported back to Council..

CARRIED

Report by Claire Golder

Cr Anthony Irvine and Cr Ken Smith recorded their vote against.



Fw: Submission re Draft De Boos St Master Plan

From Claire Golder <cgolder@temora.nsw.gov.au>

Date Tue 2/25/2025 1:01 PM

To Claire Golder <cgolder@temora.nsw.gov.au>

From:

Sent: Sunday, February 2, 2025 4:41 PM

To: Temora Shire Council <temshire@temora.nsw.gov.au>

Cc: Claire Golder <cgolder@temora.nsw.gov.au>

Subject: Submission re Draft De Boos St Master Plan

Dear Melissa & Claire,

Thanks Claire for making the time to see me during this past week to run through the draft De Boos St Master Plan.

Council is doing a great job in working towards both beautifying this street, and making it safer and more accessible.

We would like to submit the following comments regarding the draft options being considered by Council:

- Option 2.3 which provides for the removal of trees from the roadway on the western side of De Boos St and the planting of trees and lawn onto the footpath, would be the most aesthetically pleasing, assuming that the trees would be uniform on both sides of the street and of an ornamental variety.
- This option also appears to provide more car parking spaces and therefore gets our vote as the homeowner/occupants of number XXX Street
- Given that this would seem to be the most expensive option it may not be the one selected. If that is the case and the trees will remain in the roadway on the western side of De Boos St, perhaps they could be replaced with new trees to match the ones which will be planted on the eastern side.
- We also note that number XXX is the only residence on this block with a driveway. In the future we may do away with the driveway and have the access lip curbed and guttered. Please bear this in mind if you are working around our lip with your tree spacing calculations, as there may be no need to do this.
- The roundabout at the intersection of De Boos and Loftus Streets in all options seems essential, for safety, for slowing down Loftus St traffic and for ease of passing through the intersection along De Boos St. This will be a welcome addition.
- We note that several options provide for the passage of B-double and B-triple vehicles through this block. It would be our hope that this would not be a regular occurrence.

We commend Council on your planning for this upgrade. Hopefully it will result in this block becoming one of Temora's most beautiful.

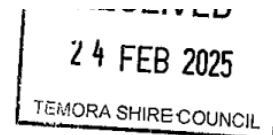
Thank you for accepting our submission.

Kind regards,

Your reference: KJD:CAG

Our reference: [REDACTED]

TEMORA 2666



24 February 2025
General Manager
Temora Shire Council
Loftus Street
Temora 2666

Dear Madam,

RE: DRAFT DE BOOS STREET MASTER PLAN

We are writing to you because we are the owners of [REDACTED]
We have only just become aware of the Deboos Street Draft Master Plan.
As affected [REDACTED] we feel we should have been notified by letter as were the [REDACTED]

We have serious objections to the proposed suggestion to change parking from angle parking to parallel parking. This will disadvantage older daily church attendees who find parallel parking more difficult and as there will be less parks available under this proposed Plan these parishioners will need to find a park further away from the church.

We also note that parallel parking reduces the number of parking places available for church attendees, teachers at St Annes, parents of students and Town Hall and theatre attendees. Teachers are already finding parking places limited and feel disadvantaged and reduced parking will only aggravate this. The Catholic church has some big funerals which will require large numbers of parking places NOT a reduced number of parking as per the Plan.

The proposed roundabout as advertised on the Plan is also going to reduce further existing parking available. We believe we do not need a roundabout in this locality.

We are totally against any proposed change to existing parking arrangements which have been successful over many years. All existing pedestrian crossings should be retained.

We request that this proposed Plan be cancelled.
Please table this letter at your full council meeting and the contents to be available to ALL Councillors.

Yours sincerely,

[REDACTED]
[REDACTED]

St Anne's Catholic College, Temora

Archdiocese of Canberra and Goulburn



18th February 2025

MK Boxall
General Manager
PO Box 262
TEMORA NSW 2666

Subject: Feedback on Draft De Boos Street Master Plan – Parking Concerns on Loftus Street

Dear Temora Shire Council,

I am writing to express my concern regarding the proposed reduction in parking spaces on Loftus Street, particularly in front of the Church and Presbytery. This area is essential for the safe pick-up and drop-off of children attending St Anne's Catholic School, and the proposed changes could significantly reduce the available parking spaces.

Currently, the parking in this area allows parents to park safely without needing to cross the road. However, if the parking is moved to the other side of Loftus Street, children would have to cross the road to reach their parents. This increases safety risks, especially given the number of children being picked up at the same time.

I strongly urge the council to reconsider this proposal and explore alternative solutions, such as maintaining the current parking spaces for school pick-up times or implementing a designated pick-up zone. The safety of the children should remain the highest priority, and reducing parking in this area could potentially compromise their safety.

I appreciate the council's efforts to enhance the precinct, and I hope that this issue will be carefully reviewed to ensure both safety and convenience for the community.

Thank you for your consideration.

Sincerely,

Louise Grant
Principal



(02) 6977 1011
ABN: 60 675 797 734



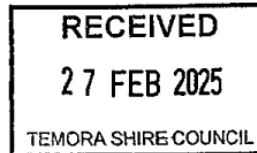
office.stannes@cg.catholic.edu.au_
www.stannestemora.nsw.edu.au



Po Box 68, 125 DeBoos St, _
Temora NSW 2666


TEMORA. NSW. 2666.

Temora Shire Council
105 Loftus Street
TEMORA. NSW. 2666.



Dear Mr Mayor & Councillors,

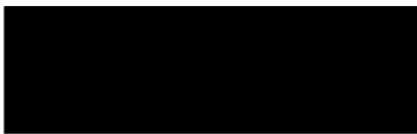
When attending the Cathlic Church last Sunday, it was brought to my notice that the Council is considering a change from angle parking to parallel parking in Loftus Street. I see in the Plan that parallel parking is proposed for the section beginning at The Catholic Church in Loftus Street and continuing up past Callaghan Park. That being the case, I wish to register my strong objection to part of that plan. My reasons are as follows:

- * Many Temora drivers are not used to parallel parking and take measures to avoid it.
- * Many elderly/old drivers who attend the Catholic Church every weekend would not feel comfortable or safe trying to parallel park. I heard an elderly lady say, "If I have to parallel park, I won't be going to church any more!"
- * It is common practice for grand-parents to deliver and pick up their grand-children in Loftus Street. From my observation it is far safer for a person, especially a child, to enter and exit a car in the angled position. With that section of street being so busy, I fear there there would be accidents waiting to happen.
- * With parallel parking a number of parking spaces will lost.

(2)

In making final decisions regarding this matter, I ask you to give serious consideration to my objections and make safety your top priority.

Yours Sincerely,

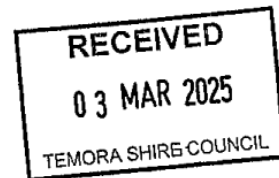
A large black rectangular redaction box covering the signature area.A black rectangular redaction box covering the name of the sender.

27th February 2025

[REDACTED]
TEMORA NSW 2666

27 February 2025

General Manager
Ms Melissa Boxall
Temora Shire Council
PO Box 262
TEMORA NSW 2666



Dear Mel

Re: Submission De Boos/Loftus Street

After viewing the submission that is on public exhibition, I would like to make the following comments.

- Using these crossings in Loftus Street and De Boos Street over many years and having many near misses of being hit, it is wonderful to see that a roundabout is being considered and hopefully slow the traffic.
- Totally disagree with the removal of the nose to kerb parking in front of the catholic church and the presbytery. It will reduce parking spaces on school pick up and drop off which is already a debacle at this time of day.
- I would also like to see vibra line/tactile edge line to make the traffic aware as they approach the roundabouts.
- Will the crossing on Loftus Street have a refuge in the middle? This will be necessary to slow traffic and protect crossing users as the crossing is very close to the entry and exit of the roundabout.
- My grandchildren do not use the crossings as it is safer to cross in the middle of the road because they don't have the fear of being hit.
- To have line markings for the parking from the catholic church down to the park on both sides of Loftus Street.
- Additional street lighting would not hurt in this vicinity, not only are there functions at the school/churches, but the town hall and theatre.
- Vibra line/tactile edge line to make the traffic aware as they approach the crossing at Fr Hannan Oval.
- If parking was changed in this area, Little De Boos Street (Back Lane) would become a thorough fare/parking bay in designated non parking areas putting a major effect to access for property owners and businesses.

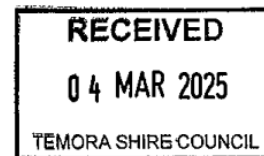
Regards

[REDACTED]


TEMORA NSW 2666

3 March 2025

General Manager
Temora Shire Council
PO Box 262
TEMORA NSW 2666



Dear Mel

RE: SUBMISSION DE BOOS/LOFTUS STREET, TEMORA

I am writing to formally object to the proposed removal of the nose in parking on Loftus Street, Temora. As a local resident and frequent user to the area, I am deeply concerned about the impact this change will have on accessibility and convenience for both residents and visitors.

Parking is already a challenge in this part of town, and removing nose in parking will only make the situation worse. The current arrangement allows for a greater number of vehicles to park in the area, making it easier for people to access local businesses and services. If this change goes ahead, it will significantly reduce the available parking spaces, creating frustration for drivers and potentially affecting namely St Anne's Catholic College activity in this area.

That said we are strongly in favour of the proposed roundabout at the Loftus and De Street intersection. We believe this will greatly improve traffic flow and safety, addressing a long standing concern for drivers and pedestrians alike.

We respectfully urge the Council to reconsider the removal of nose in parking while proceeding with the roundabout installation, as both elements are critical to ensuring Loftus Street remains accessible, safe and vibrant for the community.

Thank you for considering this feedback.

Regards





Draft De Boos Street Master Plan

From Claire Golder <cgolder@temora.nsw.gov.au>

Date Thu 3/6/2025 8:59 AM

To Claire Golder <cgolder@temora.nsw.gov.au>

From: Temora Presbyterian

Sent: Wednesday, March 5, 2025 3:19 PM

To: Claire Golder <cgolder@temora.nsw.gov.au>

Subject: Re: Draft De Boos Street Master Plan

Dear Claire

Further to our telephone conversation this afternoon I write on behalf of St Andrew's Presbyterian Church Temora endorsing the plans put forward for De Boos Street and thank Council for taking into consideration our correspondence of 10 September 2024.

As per our telephone conversation our only concern is that if a roundabout is put into place, the pedestrian crossing will be moved and could possibly decrease the quantity of car park spaces, however we appreciate your concern for the safety of pedestrians in this scenario as you stated.

Kind regards

Honorary Secretary

Anne Rands

From: [REDACTED]
Sent: Thursday, 6 March 2025 8:21 AM
To: Temora Shire Council
Subject: Re: Draft DeBoos Street Master Plan

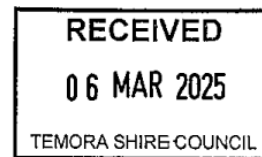
Sent from my iPad

> On 6 Mar 2025, at 7:22 am, [REDACTED] wrote:
>
> The General Manager
> Temora Shire Council
>
> Thank you for the opportunity to comment on the Draft DeBoos Street Master Plan.
> As a long time resident of DeBoos Street (31 years) I feel compelled to comment on the draft plan I received in the mail.
>
> I have seen a lot of pedestrian and vehicle traffic at the said intersection as I walked my children, and now my grandchildren to and from school. Many times I have had to stop halfway across the road to allow a car to pass and to save myself or a child from being hit. I am in absolute favour of the roundabout and hopefully it will slow the speed of the many cars passing down Loftus street.
>
> My major concern is the proposed change to parking between the Catholic Church to the Catholic presbytery. There is currently 17 angle car park spaces, and 1 parallel disabled space. I feel that the reduction of over half of them to 10 or less parallel parks will only contribute to more traffic congestion at school pick up time. Parents will then need to cross over the road to park on the southern side of Loftus street thus creating more pedestrians crossing the road where there is no designated pedestrian crossing. This reduction of parking spaces within the vicinity of the Sacred Heart Church, will also be a huge inconvenience to the regular and many elderly church goers.
>
> I definitely agree that the intersection needs an upgrade but not at the loss of adequate parking.
>
> Yours sincerely
> [REDACTED]
>
>
> Sent from my iPad
>
>
> Sent from my iPad

St Anne's Community Council
123 DeBoos Street
Temora, NSW 2666.

6th March 2025

General Manager
Temora Shire Council
105 Loftus Street
Temora, NSW 2666.



Dear Ms Boxall,

Re: Draft DeBoos Street Master Plan,

Firstly, we would like to congratulate the Temora Shire Council on their drive for constant improvement to our town. We truly are lucky to be residents of Temora Shire and to be given the opportunity to have our opinion heard in relation to the proposed public exhibition of the Draft De Boos Street Master Plan. We have reviewed your plans and would like the following concerns to be seriously considered before they are finalized.

Our concerns are that the proposed change from nose-to-kerb to parallel parking will reduce the number of available car spaces. The proposed changes suggest a reduction from eighteen nose-to-kerb parks to nine parallel parks. With fewer spaces available, cars will be forced to park further away from the school, creating a more dangerous environment for pedestrians, particularly children who may be walking or crossing the road.

The proposal relocates the accessible parking space to DeBoos Street. The current accessible parking location on Loftus Street provides quick and safe access for both the elderly and children attending our school. They and their families rely on this space to be easily accessible to the exits of our school grounds. The new proposals would mean these people with limited physical abilities, who are already managing fatigue would have to walk even further to access vehicles. There are families in our school community that this would personally impact.

The proposed change to parallel parking can significantly reduce visibility and make it more difficult for drivers to ensure the safety of pedestrians, particularly during the busy school pick-up and drop of times. Potentially, children will be exiting the right-hand side of the car into the traffic and then walking behind cars that are backing into their parallel park, increasing the risk of an accident.

We are concerned that the manoeuvres that are involved with parallel parking take considerably longer to perform than nose-to-kerb parking, resulting in added traffic congestion. Also, with most of the parking in Temora being nose-to-kerb, the lack of confidence in performing parallel parks could add to the safety concerns of the school pick-up area also.

Another area of concern is the proposed planting of vegetation at the school bus zones along the St Anne's Catholic College and Temora Primary School side of DeBoos Street. While landscaping can improve the aesthetic appeal of the area, it poses a significant safety risk. The placement of shrubs or other vegetation could obstruct the view of both pedestrians and drivers, potentially putting young children who may not be fully aware of their surroundings at risk of not being seen. The bus zone is already a busy and potentially hazardous location, and further obstacles in the form of vegetation will only exacerbate the risks. For the safety of the children, it is essential that visibility always remains clear in this area.

The plans for Deboos Street seem to indicate that that the bus zone for our school would be moved further towards Temora Public school and down from our main entry gate. This would mean a greater pedestrian commute for all students to access the bus and will diminish visibility for our teachers on duty who must still supervise all bus students whilst watching those boarding from a greater distance. It is also of significant concern as we have Tactile Ground Surface Indicators (TGSi) already laid at the entrance of our school to assist a student who is blind to be able to navigate safely from the bus to the entrance of the school. The proposed changes would lead to this requiring replacement to ensure our student's safety.

Given the above concerns, I strongly urge the council to reconsider these plans. The safety of our children must remain the top priority. I kindly ask that the council consult with local parents, residents, and the school community to find a safer alternative.

Yours sincerely,

On behalf of St Anne's Community Council

A black rectangular box redacting the signature of the Deputy Chairperson.

Deputy Chairperson

Anne Rands

From: [REDACTED]@gmail.com>
Sent: Thursday, 6 March 2025 9:31 PM
To: Temora Shire Council
Subject: DeBoos St masterplan

Attention to the General Manager,

Re Draft DeBoos St masterplan

I am all for improvements to pedestrian safety and accessibility and amenity within this area.

Whilst it is important to accommodate a range of vehicle movements, the possibility of b-doubles and /or b-triples in this precinct does not align with pedestrian safety and amenity.

I believe the Deboos St area with educational facilities, places of worship, emergency services and other civic buildings should be free from not only b-doubles but maybe a restriction should be made for other heavy vehicles, perhaps a load limit and / or a length limit. This would increase safety and amenity immensely.

There are currently three b-double routes running in a north south direction between Victoria St and Polaris St as per the NHVR 26m b-double route . These being Hoskins St, Camp St and Vesper St. Whilst the township of Temora has limited streets for b-doubles there is usually a route that is suitable to get through town.

DeBoos St is not a b-double route and there is no need for it to be.

Whilst I believe the design of the roundabouts and traffic islands for b-doubles is only in case of alternative routes being required, this is probably one of the last streets in Temora that b-doubles should be travelling on or through.

Thanks
[REDACTED]

RECEIVED

07 MAR 2025

TEMORA SHIRE COUNCIL

To the General Manager of Temora Shire Council,

As a parent of a child with a disability at St Anne's Catholic College I wish to raise the following concerns with you regarding the proposed Deboos Street Strategic Plan 2.3.

First and foremost, I was mortified to see the removal of the disabled parking spot at the Loftus street pick up location in the recent council redevelopment plans, in favour of one much further away in Deboos St. I was under the impression that these plans were intended to improve the accessibility of people with a disability but this decision will directly impact my child and several other's ability to even access their own school. The current disability parking spot provides quick and safe access for several children at our school, in the past it has also ensured the safe supervision and transfer of duty of care of students travelling independently on Assisted School Transport and is used during the day by elderly members of our school community such as grandparents so that they can attend school events. It is a highly valued resource for ensuring the diversity and inclusivity of our school community. The new proposals would mean children with limited physical mobility who are already managing fatigue after a long day at school, are forced to walk even further to access vehicles. This is not in the spirit of equity and accessibility and completely counterintuitive to the council's intention with this redevelopment. As a parent whose child will be negatively and directly impacted by this decision and on behalf of all students with a disability both present and future, I urge you to reconsider the inclusion of this disability parking spot in the final plan.

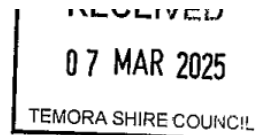
The proposal to change car parking on Loftus street from angle parking to parallel parking would fail significantly to meet the demand of parking for parents at our school and thus be detrimental to the safety of children who would need to walk further to try and find their parents or cross busy roads to locate them. The decision to change the mode of parking will reduce those available by half, in what is the primary and most accessible location for pick up and drop off. It seems that this change is to accommodate a wider footpath which would be of no use or benefit. I strongly appeal to you to review this decision and put the need for safe and convenient parking spots for parent pick up and drop off above that of a wider footpath.

The plans for Deboos St seem to indicate that the bus drop off and pick up point for our school would be moved further towards the Public School and down from our main entry gate in order to accommodate more car parking spaces. This is of significant concern as it means a greater pedestrian commute for all students in order to access the bus and will diminish visibility for teachers on duty who must still supervise all bus students waiting at school, whilst watching those boarding from a greater distance. My son in particular would struggle to walk the extra distance at the end of the day to access his bus home. The inclusion of trees along the footpath is also a significant risk to our children's safety as it will again limit their visibility and cause significant long term damage to the integrity of the path and subsequently present trip hazards for students, my son in particular. Finally, at the current location of our bus stop we have Tactile Ground Surface Indicators (TGSIs) already laid to assist my son who is blind to navigate safely from the bus to the entrance of the school. Does the council intend on replacing and relaying these to ensure that he has safe and equitable access to school? I strongly appeal to you that aesthetic appeal and the amalgamation of bus stops should not come at the expense of student safety and equitable access to school.

I thank you for the opportunity to put forth our concerns and hope that they will be considered seriously before advancing further.

Regards,

[REDACTED] 2666.



To the General Manager of Temora Shire Council,

As a grandparent of a child with a disability at St Anne's Catholic College I wish to raise the following concerns with you regarding the proposed Deboos Street Strategic Plan 2.3.

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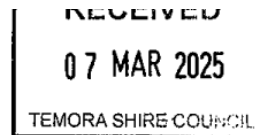
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I thank you for the opportunity to put forth our concerns and hope that they will be considered seriously before advancing further.

Regards,





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I thank you for the opportunity to put forth our concerns and hope that they will be considered seriously before advancing further.

Regards,



St Anne's Catholic College, Temora

Archdiocese of Canberra and Goulburn



Tuesday 4th March, 2025

To The General Manager, Mrs Melissa Boxall,

Today, one of my colleagues at St Anne's Catholic College, [REDACTED], and I, were fortunate enough to meet with Mrs Claire Golder, to have a conversation regarding the proposed changes to some traffic movements, which may affect the St Anne's Catholic College Community. [REDACTED] (currently) and I (prior to this year) both work/ed in the area of Wellbeing and Inclusion at St Anne's. [REDACTED] is a specialist Vision Impairment Educator, working closely with students with Vision Impairment, and I have spent the last few years working with students with a variety of disabilities.

Parking spaces for People With Disability (PWD)

We arranged a meeting with Claire today, with the main focus of our conversation to be about the position of the car parking spaces for PWD, in the proposed plan. We discussed the following.

- The current parking space for PWD at St Anne's is on the Presbytery side of the lane near our school hall.
- The current parking spaces for PWD parishioners of the Catholic Church are the last 2 angled parking spaces out the front of the Church front gate - close to the corner of Deboos and Loftus streets - this is not an official parking spot for PWD - the Parish has 2 signs that they have had made which they put there on the footpath at mass times.
- On the proposed plan, there is a parking space for PWD, marked in Deboos St on the Catholic Church side of the road, close to the corner of Deboos and Loftus Streets. I confirmed with Clare that this spot was proposed, primarily to provide a spot for PWD, attending St Anne's or attending the Catholic Church. (There are other parking spots for PWD closer to the Town Hall, Temora Shire Council and the Police Station/Anglican Church).
- ***Our question/suggestion to Clare was whether this parking spot for PWD could be placed on the Church side of the lane near our school hall - essentially moving the existing spot from one side of the lane to the other.*** This spot would be much more suitable for the school students with disability - as they could continue to alight from their vehicle close to the lane, and enter the playground here. This is better practice for all our school students with disabilities but in particular a much more suitable arrangement for our student who is blind who has spent a long time "mind mapping" his route from the car (parked near the lane) to and from the classroom.

This position would also be suitable for members of the Catholic Church Parish - it is as close to the Church entry, as the proposed spot, around the corner in Deboos St. The other issue, placing the parking spot for PWD around in Deboos St is that students would have to walk from the lane near school hall where they leave the school grounds, through all the parents and



(02) 6977 1011



office.stannes@cg.catholic.edu.au



Po Box 68, 125 DeBoos St,

students waiting along the stretch of footpath in front of the Church, then around the corner to the proposed spot. You may have thought that the students could travel down the footpath to the front of school and enter that way - this then means they have to move through all students arriving or waiting in bus lines. We have always made a point at school of separating the bus traffic and the parent pick up traffic, as a way of preventing accidents. A longer walk between places can also be more physically and mentally taxing on a student with disability than those without disability.

Tactile Ground Surface Indicators (TGSIs)

The current plans do not display Tactile Ground Surface Indicators (TGSIs) as being included in the proposed works. We understand that they can be costly to install and maintain, however they do provide safety benefits for pedestrians with low vision, and also prompt all pedestrians to engage in safe road crossing behaviours. We would encourage the installation of TGSIs near disability parking spots, corners and pedestrian crossings, and bus stops.

Pedestrian Road Crossings

The current 'zebra' pedestrian road crossings do not have a consistent gradient which makes tripping while crossing the road a very likely hazard. We would like the Council to consider having a raised, speed bump style of crossing, still including the pedestrian refuges. This would encourage drivers to maintain the lower speeds appropriate to school zones when using the roundabout or intersection and make pedestrians more visible when they are on the crossings. This style of crossing helps direct pedestrians, especially those with low vision and mobility issues, to stay on the crossing instead of drifting off it, and also encourages safe behaviour in general.

Parallel Parking and Tree Planting in Loftus Street

In the course of our conversation with Claire, we also discussed the proposed changes to parking in front of the Catholic Church and Catholic Presbytery, in addition to tree planting in this area. Claire reported that there has already been significant feedback regarding this proposed parallel parking in Loftus Street, and that Council would likely be recommending that angled parking remain here. **We would like to see angled parking remain here.** However, I will proceed and continue to note our thoughts on the proposed parking changes.

- This area is the main pick up and drop off point for students of St Anne's. Currently, parking here is angled parking. This parking here is already limited, with many parents having to park on the other side of the road, in front of The Town Hall, or some distance away from school.
- Parallel parking would significantly reduce the number of parking spaces available.
- Parents waiting to parallel park and whilst parking, could cause a bottleneck - into the proposed roundabout and perhaps even beyond
- Parallel parking, with reduced number of spaces would mean more pedestrian traffic, as parents and students walk across Loftus Street to more distant car parking spaces
- Whilst more trees would be great, trees at this pick up point would result in reduced visibility of pedestrians

Hearse Loading Zone

Claire explained that the main reason for a Hearse Loading Zone was to make it easier for coffins to be moved in and out of the Hearse during funerals - currently the gutter here is very deep. The current depth of the gutters also create safety concerns for people with mobility issues, young children and anyone carrying awkward or heavy loads. Our concern is that this Hearse loading zone could possibly take up 3-5 angled car parking spaces - in an area with already limited parking, used twice daily. We discussed the possibility of perhaps ***reducing depth of gutter, rather than creating a lengthy Hearse loading zone.***

School Bus Stop in Deboos Street - only at Temora Public School, not at St Anne's


We had a number of concerns to note here, regarding cessation of the school buses stopping at St Anne's - which would mean we needed to walk all our students down to Temora Public School to catch buses, presenting a number of logistical problems. Claire was quickly able to confirm that this is *not* part of the plan - the plan just failed to have the St Anne's Bus stop labelled on the diagram.

Heavy Vehicle Movement through Deboos Street

We raised our concerns with Claire regarding a proposed Heavy Vehicle Redirection through Deboos Street - which is what some of the file names suggested. We believe that Deboos Street, with two schools located in it - whose entrances are not merely "fronts" for the school, rather busy access points, is not a suitable street for Heavy Vehicle Redirection. Claire explained that these proposals are not necessarily for a Heavy Vehicle Redirection through Deboos Street. The proposal and associated diagrams were made to determine and illustrate that Heavy Vehicles could travel through these roundabouts and proposed road changes if the need arose.

Thank you again to Claire for her time, conversation and listening ear today. Thank you for considering our ideas and thoughts as outlined above.

Yours faithfully,



4.2 DRAFT INDUSTRIAL DEVELOPMENT - DEVELOPMENT CONTROL PLAN AND DRAFT RESIDENTIAL DEVELOPMENT - DEVELOPMENT CONTROL PLAN

File Number: REP25/189

Author: Town Planner

Authoriser: Director of Environmental Services

Attachments: 1. Draft Industrial Development DCP
2. Draft Residential Development DCP

REPORT

As part of the preparation of a Planning Proposal, which supported the recent rezoning of land at Loftus Street and Milvale Road for the purposes of future residential and industrial development, Council officers identified that the zone boundary between residential and industrial zoned land has the potential for land use conflict.

In response, Council officers proposed that amendments to the Temora Shire Development Control Plan (DCP) 2012 be prepared to manage this potential land use conflict.

The Draft DCP Chapters – Residential Development and Industrial Development have been prepared and amended to include draft controls that seek to manage the zone boundary interface.

In summary, the proposed controls include the following:

Draft Industrial Development DCP:

- New objective to encourage a development layout, design and function that minimises impact on activities in other zones, including sensitive uses such as a residential use
- New setbacks to residential zoned land requiring a minimum setback of six metres, including three metre landscaped screening
- New managing potential land use conflict control, requiring the developer and Council officers to consider proposed operations as part of the assessment process

Draft Residential Development DCP:

- New chapter which includes objective to manage the interface between development in residential zones and other zones and section covering development adjoining zone boundaries.
- This section includes controls to site dwellings at least 12 metres from rear boundaries adjacent to zones other than R1 General Residential zones, encourage the siting of other development (sheds, swimming pools) adjacent to the relevant zone boundary and inclusion of landscaping and screening to assist with separation.
- Identifying that sheds higher than 3m may be considered to assist with improved screening between residential land uses and other land uses

It is noted that, under the Environmental Planning and Assessment Regulation 2021, once placed on public exhibition, Council officers are required to consider the requirements of a Draft DCP as part of the assessment of any relevant development applications. This will ensure that these matters are considered, even prior to the final DCP chapters being adopted by Council.

Integrated Planning and Reporting

Temora Community Strategic Plan Theme 4 Enjoying our beautiful environment

Strategy 4.5 A Community that sustainably plans for its future

Council Policy/Legislation

Temora Shire Development Control Plan 2012

Options

The Committee has the option to support the recommendation to place the draft DCP chapters on public exhibition, or to make amendments to the Draft DCPs, or to take no action

Budget Implications

Nil

Risk Implications

There is a risk that, without the provision of these DCP chapters, development located on the boundary of residential zones and other zones may not have sufficient guidance, in order to prevent land use conflict.

COMMITTEE RESOLUTION 11/2025

Moved: Cr Rick Firman

Seconded: Cr Nigel Judd

That the Committee resolved to recommend to Council:

1. That the Draft Industrial Development DCP and Draft Residential Development DCP be placed on public exhibition and
2. That Council consider a future report following completion of the public exhibition.

CARRIED

Report by Claire Golder

In Favour: Crs Rick Firman, Nigel Judd, Graham Sinclair, Anthony Irvine, Paul Mahon and Ken Smith

Against: Nil

CARRIED 6/0

Industrial Development

1. Objectives

The objectives of these controls are to:

- ensure that industrial development is carried out in such a way as to protect and enhance the environmental quality of the Shire
- act as a guide to owners, developers and the wider community as to the standards required by Council in the planning and design of industrial developments
- assist applicants in the compilation and submission of development applications
- promote and encourage industrial development within the Shire of Temora
- maximise the utilisation of services for industrial development
- ensure the most efficient use of industrial land while safeguarding environmental factors through careful site planning
- encourage a development layout, design and function that minimises impact on activities in other zones, including sensitive uses such as a residential use

2. Background

Council has identified as part of the review of local planning controls that development control plans and standards for industrial sites are to ensure that they are buffered from any nearby residential areas; and controls will ensure adverse environmental impacts such as traffic movements, noise, dust, waste disposal and poor design are minimised or eliminated.

Future industrial development will also be required to comply with requirements and standards relating to energy and on-site water conservation, vegetation, building alignment, and appearance from public roads.

Where applicable these controls also apply to the operation of home industries as defined by the *Temora Local Environmental Plan 2010*.

3. Specific Development Controls

Building Design

The following are building design standards for industrial development:

- Building elevations to the street frontage or where visible from a public road, reserve, railway or adjoining residential area are to incorporate variations in façade treatments, roof lines and building materials.
- Low scale building elements such as display areas, offices, staff amenities are to be located at the front of premises and constructed in brick or finished concrete.

- Roofing materials are to be non - reflective where roof pitch is greater than 17 degrees or not visible from a public road.
-

The following building setbacks apply to new industrial development:

- Street setback must be a minimum of 5m
- No concession for secondary frontage
- Side and rear setbacks to meet BCA requirements.

Utilities and Services

The following standards for utilities and services are to be considered in conjunction with *Section C Development Controls - Engineering Standards*:

- The applicant is to demonstrate the availability and feasibility of providing water, sewer and stormwater services appropriate for the scale and nature of development. All applications must demonstrate adequate provision for storage and handling of solid wastes.
- Council may require a Liquid Trade Waste Application where liquid wastes (excluding domestic waste from a hand wash basin, shower, bath or toilet) are to be discharged to Council's sewerage system.
- Onsite stormwater capture and reuse shall be provided for maintenance of landscaping. Storage tanks shall be appropriately located and screened. NB – reuse facilities shall not form part of stormwater calculations.
- Buildings and structures are to be located clear of utility infrastructure.

Traffic and Access

The development will need to demonstrate the adequacy of the local road network to support the proposed industrial development. The development application will need to provide details on site access, loading/unloading facilities, safe on - site manoeuvring for largest design vehicle, surfaces for access driveways, parking areas, loading/unloading facilities and associated vehicle manoeuvring areas relative to the design vehicle.

In conjunction with *Section C Development Controls - Car Parking* the following design outcomes apply to new industrial development:

- all vehicles must be able to enter and exit the site in forward direction
- customer parking to be provided convenient to the public entrance
- adequate space and facilities for loading and unloading are required to be provided wholly within the site
- loading bay(s) must be sited to avoid use for other purposes such as customer parking or materials storage
- loading bay (s) must be line marked and signposted
- the number of access points from a site to any one street frontage is limited to 1 ingress and 1 egress only

Outdoor lighting

All outdoor lighting is to comply with *AS4282 Control of Obtrusive Effects of Outdoor Lighting*.

Noise

The following are specific controls to reduce potential noise impacts from industrial development:

- Windows, doors and other wall openings shall be arranged to minimise noise impacts on residences where proposed within 400m of a residential zone
- External plant (generators, air conditioning plant etc.) shall be enclosed to minimise noise nuisance where adjoining residential area
- Information may be required to be submitted to Council demonstrating that the operating noise levels of the industry/business/plant/machinery
- All plant and machinery will be installed to eliminate transmission of vibration to adjoining properties

Use of Council's footpaths

Any goods display or use of the footpath will comply with the requirements of *Section C Development Controls – Activities in Public Places*.

Signage

Any signage will comply with the requirements of *Section C – Development Controls – Signage*.

Storage of material/goods/rubbish

All materials, goods, rubbish, etc., shall be stored within the curtilage of the building at all times; or suitable screen fences shall be erected around the property. Fencing of storage areas is to comply with *Section C Development Controls - Landscaping*

Waste material shall be stored in appropriate receptacles, and removed on a regular basis to Council's satisfaction, so as to not provide a harbour for vermin.

Consolidation of land

Industrial development over two or more lots will require the consolidation of those lots into a single title with the Register General of the Land Titles Office. Consolidation is to be completed prior to occupation of the development.

Setbacks to residential zoned land

Development on an industrial lot that has a side or rear boundary to residential zoned land must be setback a minimum of six metres, which includes adequate screening through a minimum three metre landscaped setback, located at the property boundary. The landscape screening must soften the appearance of industrial building walls and outdoor storage areas.

Developers should consider site design to include non-industrial type uses towards the boundary with residential uses, such as locating administration, offices, toilet facilities at car parking to increase separation.

Managing potential land use conflict

Development on industrial lots that directly adjoin residential land shall be designed and operated to minimise impacts in terms of noise, traffic and circulation, light spill emissions and bulk and scale.

Buildings used for noisy operations or manufacturing should be designed (orientated, insulated etc) to inhibit the transmission of noise onto nearby properties used for residential or other noise sensitive purposes. This will include locating all loading and

unloading areas and any openings to internal work areas away from the residential boundary. Hours of operation of the industrial use and loading/unloading shall be carried out at reasonable times, considering adjoining residential land uses.

Consider the use of insulated walls and use of concrete blocks, or similar, rather than metal sheeting to reduce sound transmission.

Consider the selection of equipment and machinery for noise emission suitability to adjacent residential land zones/uses.

The design of industrial buildings should incorporate the use of building materials that do not have highly reflective properties.

Light sources, particularly those which may be used for loading and unloading operations should be directed away from adjoining properties.

Site equipment for refrigeration, air conditioning, and the like, away from residential boundaries.

For industrial activities that generate high levels of noise, odour, dust or other emissions, greater setbacks, may be required to protect the amenity of adjoining land uses.

The storage of hazardous goods, materials or wastes will not be permitted in areas that adjoin residential or other sensitive land-uses.

Development proposals that have the potential to detrimentally affect the amenity of adjoining land must be accompanied by additional information such as specialist technical reports on noise, odour, air quality or other relevant environmental matter.

Development that generates offensive noise, due to the type, frequency and/or duration of noise emitted, may be unsuitable for location adjacent to residential land uses.

4. Relevant Section C - Development Controls

The following other parts of *Section C – Development Controls* relevant to Industrial Development include:

- *Car Parking*
- *Contaminated Land*
- *Development Applications*
- *Engineering Standards*
- *Erosion and Sediment Control*
- *Flood Prone Land*
- *Landscaping*
- *Notification of Development Applications*
- *Sewage Management*
- *Signage*
- *Subdivision*

Residential Development

1. Introduction

General Housing and Ancillary Structures relate to the most common forms of residential development in the R1 General Residential zone; typically single dwellings, sheds and swimming pools. Ancillary development can also include other minor development types such as fencing. The development types identified within this section are those that should be ordinarily expected within residential areas. Likewise, this section also identifies the minimum standard for other key development standards such as utility provision, privacy and setback, among others.

2. Objectives

The objectives of these controls are:

- To ensure development of this kind is compatible with surrounding uses and streetscapes.
- To outline generic development types that should ordinarily be expected within residential areas,
- To ensure new developments have sufficient access to utility infrastructure.
- To ensure new developments do not adversely impact existing service and utility infrastructure.
- To manage the interface between development in residential zones and other zones.

3. Specific Development Controls

The following development controls apply to residential development.

Front Setbacks

Dwellings are to be setback a minimum of 6 metres from the front boundary, or in line with adjoining development, in the case of infill development.

All garages and carports are to be setback at least 6m from the front setback.

Side and Rear Setbacks

Dwellings, garages and carports are to be setback a minimum 0.9 metres from side boundaries and 3 metres from rear boundaries.

In the case of corner allotments, the minimum setback permitted from the secondary street frontage is 3m. Ancillary structures such as sheds and garages may be permitted closer to the secondary street setback in instances where they are constructed in the rear yard and consistent with any corresponding street setback line.

Building Envelopes

Applicants shall have regard to any building envelope that has been included in a relevant plan of subdivision.

Colours and Materials

Materials and colours selected for construction are to be non-reflective.

Privacy and Amenity

In the case of two storey dwellings, it is important to design and site the dwelling to minimise overlooking of adjoining properties. In order to improve visual and acoustic privacy careful consideration of the location of windows, balconies and outdoor entertaining areas is required.

Windows in a habitable room that are within 9 metres of, and allow an outlook to a window of a habitable room in the neighbour's house:

- are offset from the edge of one window to the nearest edge of the other by a distance of at least 0.5metre, or
- have sill heights of at least 1.7 metres above floor level, or
- have fixed obscure glazing in any part of the window below 1.7 metres above floor level/

Windows should not directly overlook the adjoining properties' private open space.

Residents are required to retain and maintain any landscape planting included as a condition of development consent, for reasons of neighbour amenity.

Energy Efficiency and Sustainability

The following are principles that Council seeks to encourage in new building design:

- minimise windows along western facades
- the main living area and private open space is to achieve three hours of sunlight between 9.00am and 3.00pm on June 21

Fencing**Front Yards**

- a fence to a height of 900mm and/or a hedge to a maximum height of 1.0m across the primary street frontage and along the side boundaries to a setback of 1.0m from the building façade. Refer across for corner lots.
- front fences shall enable outlook from buildings to the street for safety and surveillance
- the entrance to the dwelling shall be clearly identifiable.
- any landscaping is to be integrated into the fence design and contribute to the streetscape
- appropriate vegetation should be used to provide shade to the northerly and westerly elevations of buildings in summer, while allowing sunlight in winter.

Rear Yards

- Height of rear fences are a maximum allowable height of 1.8 m

Side Fences

- Height of side fences forward of the building line:
 - 0.9m for fences of "closed type" construction.
 - 1.2m for fences of "open type" construction.
- Height of side fences behind the building line:
 - 1.8m regardless of construction type.
- A height transition, of no longer than 3m is allowable forward of the building line.

Carports and Garages

Carports and garages should not dominate the front façade of the dwelling. To ensure this does not occur, carports and garages:

- Are not permitted within the building setback area.
- Should not be located in front of the dwelling if <4,000m² lot.
- If in front of the dwelling, the carport/garage must be constructed to appear like part of the dwelling (for example, pitched roof and/or brick columns and/or cladding to match dwelling).

Swimming Pools

The following standards have therefore been put in place by Council to ensure minimal impact on adjoining land users:

- Where visible from a public place or road, details of screening are to be provided as part of the application.
- Any associated retaining walls or decks are not to exceed 1.0m above the natural surface level.
- Pool pump enclosure to be placed greater than 15 metres from a habitable room in a dwelling on adjoining property or within a soundproof enclosure.

Site Facilities and Services

All sites shall be connected to Council's reticulated sewer system.

Electricity to a low-voltage standard as approved by the relevant energy authority.

Potable water, connected to a reticulated mains supply.

Clothes drying areas shall be provided to each lot in the rear yard.

Rainwater tanks may be required for BASIX purposes. Rainwater tanks must not be located within the front setback.

Where proposed subdivisions involve sites that are not serviced by water and sealed road infrastructure, applicants will be required to contribute to the cost of this infrastructure in accordance with the adopted relevant Developer Contributions Plan.

Dual Occupancies and Secondary Dwellings

The R1 General Residential zone, R5 Large Lot Residential zone, MU1 Mixed Use zone and RU5 Village zone permit Dual Occupancy and Secondary Dwellings with consent.

Dual occupancies and secondary dwellings involve two dwellings located on the same lot of land.

Dual occupancies and secondary dwellings shall be designed to respond to the development controls above, and to the controls contained within the Multi-Unit Housing Chapter of this DCP, including dwelling size, site area, site coverage, car parking, and private open space, to ensure privacy and amenity for both future and existing residents.

Development Adjoining Zone Boundaries

Where residential development is proposed on land that adjoins land with a different zoning (for example, RU1 Primary Production zone, E1 Local Centre zone, E3 Productivity Support, E4 General Industrial, MU1 Mixed Use, RE1 Public Recreation or RE2 Private Recreation), and/or adjoins existing development with different land uses, managing the interface of the two different zones/land uses forms a consideration in the development assessment process.

Council will seek that the management of the different zone/land use interface is considered as part of the Statement of Environmental Effects submitted with the Development Application/Complying Development.

Minimum different zone/land use boundary interface techniques should include:

- Siting dwellings at least 12 metres from rear boundaries adjacent to zones other than R1 General Residential zones or R5 Large Lot Residential zones, to provide separation.
- Siting ancillary developments such as sheds adjacent to uses other than residential to assist with separation of different land uses.
- Screening and privacy structures in the design of private open space areas to reduce the visual impact of adjoining non-residential development.
- Landscaping adjacent to boundaries to assist with screening of buildings.
- Council will consider supporting higher shed heights (3m or higher) to increase screening between residential land uses and other land uses

Note that new industrial and commercial developments are required to include separation and landscape screening as part of their development application, as well as consider building design and operational procedures, to manage the interface of their development with any adjoining residential development.

3. Relevant Section C - Development Controls

The following other parts of *Section C – Development Controls* relevant to Residential Development includes:

- *Bed and Breakfast Accommodation*
- *Bushfire Protection*
- *Car Parking*
- *Commercial Development*
- *Contaminated Land*
- *Development Applications*
- *Dwelling houses (Second Hand)*
- *Engineering Standards*
- *Environmentally Sensitive Areas*
- *Erosion and Sediment Control*
- *Flood Prone Land*
- *Heritage and Conservation*
- *Industrial Development*
- *Landscaping*
- *Large Lot Residential Development*
- *Multi-Unit Housing*
- *Notification of Development Applications*
- *Rural Development*
- *Signage*
- *Subdivision*
- *Temporary Occupation of Land*
- *Village Development*

4.3 OUTSTANDING AIRSIDE MAINTENANCE FEES

File Number: REP25/183
Author: Director of Administration & Finance
Authoriser: Director of Administration & Finance
Attachments: Nil

REPORT

A report was presented to the Committee in July 2024 in relation to outstanding airside maintenance fees. The Committee recommended *that Council note that debt recovery procedures will commence in relation to the outstanding airside maintenance fees*. This recommendation was subsequently endorsed by Council at the July 2024 Council Meeting.

Debt recovery procedures were undertaken in accordance with Council's Debt Recovery Policy with all outstanding amounts successfully recovered.

Integrated Planning and Reporting

Temora Community Strategy Plan Theme 3: Building a Strong Local Economy

Strategy 3.6: A community that celebrates and benefits from its aviation history and facilities.

Council Policy/Legislation

Debt Recovery Policy (F2)

Airport Usage Fees (EW15)

Options

N/A

Budget Implications

N/A

Risk Implications

N/A

COMMITTEE RESOLUTION 12/2025

Moved: Cr Ken Smith

Seconded: Cr Paul Mahon

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

CARRIED

Report by Elizabeth Smith

5 CONFIDENTIAL REPORTS**COMMITTEE RESOLUTION 13/2025**

Moved: Cr Ken Smith

Seconded: Cr Nigel Judd

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993 at 2:28pm:

5.1 Temora Airport Caravan Park

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

COMMITTEE RESOLUTION 14/2025

Moved: Cr Paul Mahon

Seconded: Cr Ken Smith

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

CARRIED

6 CLOSE MEETING

The Meeting closed at 2:32pm.

This is the minutes of the Assets & Operations Committee meeting held on Tuesday 8 April 2025.

.....
GENERAL MANAGER

.....
CHAIRMAN

**8.3 MINUTES OF THE ECONOMIC DEVELOPMENT AND VISITATIONS COMMITTEE MEETING
HELD ON 8 APRIL 2025****File Number: REP25/328****Author: Executive Assistant****Authoriser: General Manager****Attachments: 1. Minutes of the Economic Development and Visitations Committee
Meeting held on 8 April 2025****RECOMMENDATION**

It is recommended that the reports be received.

It is recommended that the reports and recommendations as presented be adopted.



Date: Tuesday, 8 April 2025
Time: 2:36pm
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Economic Development and Visitations Committee Meeting

8 April 2025

Order of Business

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**MINUTES OF TEMORA SHIRE COUNCIL
ECONOMIC DEVELOPMENT AND VISITATIONS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 APRIL 2025 AT 2:36PM**

PRESENT: Cr Rick Firman (Mayor), Cr Nigel Judd (Chair), Cr Graham Sinclair (Deputy Mayor), Cr Ken Smith, Cr Anthony Irvine (Observer)

IN ATTENDANCE: Mrs Elizabeth Smith (Director of Administration & Finance), Mr Kris Dunstan (Director of Environmental Services), Ms Melissa Boxall (General Manager)

1 OPEN MEETING

2:36pm

2 APOLOGIES

COMMITTEE RESOLUTION 11/2025

Moved: Cr Graham Sinclair

Seconded: Cr Ken Smith

That apologies from Economic Development Manager Craig Sinclair and Cr Belinda Bushell be received and accepted.

CARRIED

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
NIL			

4 REPORTS

4.1 LAKE CENTENARY MASTER PLAN

File Number: REP25/238

Author: Economic Development Manager

Authoriser: Director of Administration & Finance

Attachments: Nil

REPORT

Temora Shire Council has submitted a formal funding application under the NSW Government's Boating Infrastructure for Communities Grants Program for the development of a Lake Centenary Recreation Precinct Master Plan. The application (No. BI4C0003224) was submitted on 25 March 2025 and seeks a total grant contribution of \$19,292, representing 50% of the total project cost of \$38,584.

The project will deliver a strategic Master Plan to guide the future development of the Lake Centenary precinct, with a specific focus on enhancing boating infrastructure, improving accessibility for all abilities, and supporting safety, tourism, and environmental outcomes. The plan will be developed in collaboration with stakeholders and community members and will directly align with the strategic objectives of the NSW Maritime Infrastructure Plan and Council's broader economic and recreational development goals.

Key components of the Master Plan will include:

- Improved boating access, ramps, jetties, and amenities
- Accessibility upgrades for mobility-impaired users
- Enhanced landscaping, signage, and safety features
- Strong sustainability measures and environmental stewardship
- Community consultation and staged infrastructure planning

Council will contribute \$19,292 in co-funding and make significant in-kind contributions through project management, financial oversight, community engagement, and planning support.

The Master Plan is expected to commence in October 2025 and be completed by June 2026.

Integrated Planning and Reporting

Council resolved to support the development of a Master Plan in October 2021. The project aligns with the draft 2025–2035 Community Strategic Plan, where the development of a Lake Centenary Master Plan was identified as a high priority by 58% of participants in the most recent community engagement survey. It also contributes to key directions under the South West Slopes Regional

Economic Development Strategy and the Destination Riverina Murray Destination Management Plan.

Council Policy/Legislation

The project complies with the Temora Local Environmental Plan 2010, Development Control Plan 2012, and relevant Crown Land Management legislation. Design will also meet accessibility standards under AS 1428 and the NSW Disability Inclusion Plan.

Options

The Committee may choose to:

1. Endorse the submission of the funding application under the Boating Infrastructure Communities Grant Program
2. Recommend further engagement or revisions based on Committee feedback.

Budget Implications

The total project cost is \$38,584, with 50% (\$19,292) requested through external funding. The remaining cost will be funded through Council's economic development budget and in-kind staffing contributions towards project management.

Risk Implications

Key risks identified include consultant engagement delays, stakeholder availability, and scope management. These have been mitigated through early planning, pre-prepared consultant briefs, and engagement via the Lake Centenary Management Committee.

COMMITTEE RESOLUTION 12/2025

Moved: Cr Graham Sinclair

Seconded: Cr Ken Smith

That the Committee resolved to recommend to Council to endorse the submission of a funding application under the Boating Infrastructure for Communities Grants Program for the Lake Centenary Recreation Precinct Master Plan.

CARRIED

Report by Craig Sinclair

4.2 TEMORA COMMUNITY GARDEN & ENVIRONMENTAL LEARNING SPACE

File Number: REP25/239
Author: Economic Development Manager
Authoriser: Director of Administration & Finance
Attachments: Nil

REPORT

Temora Shire Council has submitted two separate funding applications to support the Temora Community Garden & Environmental Learning Space project—an initiative being driven by the Temora Youth Advisory Committee and local community partners.

Background

A report on the proposed Temora Community Garden & Environmental Learning Space project was presented to the 12 November 2024 Asset and Operations Committee outlining the project, which will transform a disused former tennis court adjacent to Platform Y into a vibrant, inclusive garden and learning hub that promotes environmental stewardship, youth engagement, and intergenerational connection. The following resolution was endorsed at the 28 November 2024 Council meeting:

That Council approve the pursuit of grant funding for the scoping phase of the Temora Community Garden and Environmental Learning space.

The project's design phase is the focus of current funding requests. This will include extensive community consultation and the engagement of a professional landscape architect to produce concept plans and detailed construction-ready documentation. The design will incorporate biodiversity, composting, water-wise gardening, accessible pathways, and community activation zones. The broader goal is to support education, enterprise (e.g., youth-led produce markets), and social inclusion.

Funding Applications Submitted:

1. Essential Energy – Essential Grants 2025

- **Applicant:** Youth Advisory Committee – Temora Shire Council
- **Funding Requested:** \$7,578
- **Total Project Value:** \$7,978
- **Purpose:** Full design phase delivery including site visit, consultation, concept development, community presentation, final design documentation, and consultant travel.
- **Status:** Submitted 21 March 2025
- **Program Focus Area:** Environment

2. Inland Rail Community Grants Program

- **Applicant:** Temora Shire Council
- **Funding Requested:** \$4,000

- **Total Project Value:** \$7,978
- **Purpose:** Co-funding contribution toward the same design phase detailed above, with a focus on youth leadership and sustainability.
- **Status:** Submitted November 2024

Both applications emphasise strong community support, in-kind contributions from Council, and a staged approach that enables shovel-ready implementation once construction funding is secured.

Integrated Planning and Reporting

The project aligns with the draft 2025–2035 Community Strategic Plan (CSP), supporting the strategic directions of youth development, environmental sustainability, recreation, and volunteering. It was rated as a high priority by over 85% of participants in the community consultation sessions held in association with the development of the CSP. It also contributes to actions identified in the Temora Railway Precinct Master Plan and is consistent with Council's broader environmental and placemaking initiatives.

Council Policy/Legislation

The project complies with relevant planning and environmental guidelines and will be designed in accordance with accessibility standards and best-practice landscape design principles. Council will ensure any approvals required under the LEP and DCP are managed as part of implementation.

Options

The Committee may choose to:

1. Endorse both applications and support continued project development.
2. Recommend additional stakeholder engagement to broaden community input.
3. Consider future capital budget support or external funding advocacy to support the implementation stage.

Budget Implications

Council is not providing direct financial contributions at this stage but is offering in-kind support through Youth Development Officer coordination, community engagement, and ongoing site maintenance once developed. The total design phase is valued at \$7,978, with part-funding sought through two external applications. Further funding will be pursued for construction and delivery phases.

Risk Implications

Project risks include unsuccessful funding applications, weather impacts on consultation, and scope creep during design. These are mitigated through a flexible, staged approach, strong project governance, and confirmed community backing via partners such as Bidgee Landcare, the Temora Sustainability Network, and schools.

COMMITTEE RESOLUTION 13/2025

Moved: Cr Graham Sinclair

Seconded: Cr Rick Firman

That the Committee resolve to recommend to Council to note the submission of two external funding applications to support the design phase of the Temora Community Garden & Environmental Learning Space project.

CARRIED

Report by Craig Sinclair

4.3 REGIONAL DROUGHT RESILIENCE PROGRAM - IMPLEMENTATION PHASE UPDATE**File Number:** REP25/248**Author:** Economic Development Manager**Authoriser:** Director of Administration & Finance**Attachments:** Nil**REPORT**

The purpose of this report is to provide Council with an update on the implementation status of the six projects funded under the implementation phase of the Regional Drought Resilience Plan (RDRP) program and to outline next steps and risks.

Background

As last reported to the November 2024 Council Meeting Temora and Bland Shire Councils were jointly successful in securing funding under the RDRP program. The program funds the delivery of six strategic projects identified in the Temora and Bland RDRP, which aim to strengthen drought resilience, support community capacity and improve regional infrastructure and planning.

Projects Update**1. Bringing Vacant Homes to Market****Status:** Planning / Engagement

The Vacant Homes Project Coordinator commenced on 12 March 2025. Engagement has begun with key stakeholders including estate agents, financial institutions, and utility providers. Council is analysing rates data to identify long-term vacant properties and researching similar models (e.g. Eurobodalla Shire).

Next Steps: Initial property-owner engagement in April.**Risks:** Privacy concerns and ownership identification complexities.**2. Spend Data Analysis****Status:** In Progress

SpendMapp access has been secured and baseline data obtained. RDA Riverina is assisting with analysis. Training for internal staff is booked, and communication strategies are being developed to share findings with the community.

Next Steps: Drought-period data analysis to be completed in April, followed by community engagement events.**Risks:** Historical data categorisation limitations.**3. HR Management Support****Status:** Initiation

An RFQ was issued to six suppliers, closing 11 April 2025. Online meetings have been held with potential contractors.

Next Steps: Quote assessment and contractor appointment in April.

Risks: Limited local capacity to support rollout through Chambers of Commerce.

4. Strengthening Community Groups

Status: Engagement / Mapping

Volunteer Engagement Coordinators are now in place in both councils. A survey was designed and tested to understand barriers to volunteering. Work has started to map local volunteer groups and explore digital solutions such as My Community Directory.

Next Steps: Survey distribution in April, with theme analysis in May.

Risks: Difficulty engaging groups with declining membership.

5. The Resilience Project

Status: Delivery Commenced

Project delivery has begun in seven schools across both shires, with additional schools set to commence in 2026. Community launch events are scheduled for October. TRP is working with schools to manage phased invoicing and address cases where funding overlaps with existing payments.

Next Steps: School delivery in Term 2; community events in October.

Risks: School confirmation delays for 2026, and varying attendance at public events.

6. Improving Water Efficiency

Status: Procurement / Scoping

The RFQ has been prepared and is being issued in collaboration with Bland Shire's Parks & Gardens team.

Next Steps: Contractor appointment in April.

Risks: Limited contractor availability due to regional workload—priority is being given to local vendors.

Integrated Planning and Reporting

This report aligns with Temora Shire Council's Community Strategic Plan outcomes around resilient communities, economic sustainability, and effective governance. It contributes to the delivery of the Regional Drought Resilience Plan (RDRP) and is consistent with Council's strategic objectives related to community wellbeing, infrastructure, and capacity-building.

Council Policy/Legislation

This report supports the implementation of the RDRP funding agreement executed under the Australian Government's Future Drought Fund and aligns with legislative requirements for integrated planning and reporting under the NSW Local Government Act 1993.

Options

1. Council notes the status of each project and endorses ongoing reporting.
2. Council provides feedback or additional guidance on any specific project direction or risks.

Budget Implications

The projects are fully funded through the RDRP Implementation Program. Some in-kind staff support and communications costs are being absorbed within existing operational budgets.

Risk Implications

Key risks include stakeholder engagement challenges, resource limitations, data privacy issues, and contractor availability. These are being actively monitored and managed by the Project Control Group.

COMMITTEE RESOLUTION 14/2025

Moved: Cr Graham Sinclair

Seconded: Cr Rick Firman

That the Committee resolved to recommend to Council to note the progress of the six projects funded under the Regional Drought Resilience Planning Implementation Program

CARRIED

Report by Craig Sinclair

5 CONFIDENTIAL REPORTS**COMMITTEE RESOLUTION 15/2025**

Moved: Cr Rick Firman

Seconded: Cr Ken Smith

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 2:42pm:

5.1 Temora Medical Precinct Study

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

5.2 Airpark Expansion

This matter is considered to be confidential under Section 10A(2) - c of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

CARRIED

COMMITTEE RESOLUTION 16/2025

Moved: Cr Graham Sinclair

Seconded: Cr Rick Firman

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

CARRIED

6 CLOSE MEETING

The Meeting closed at 3:00pm.

This is the minutes of the Economic Development and Visitations Committee meeting held on Tuesday 8 April 2025.

.....
GENERAL MANAGER

.....
CHAIRMAN

8.4 MINUTES OF THE TRAFFIC COMMITTEE MEETING HELD ON 9 APRIL 2025

File Number: REP25/339

Author: Environmental Secretary

Authoriser: General Manager

Attachments: 1. Minutes of the Traffic Committee Meeting held on 9 April 2025

RECOMMENDATION

It is recommended that the reports be received.

It is recommended that the reports and recommendations as presented be adopted.



Date: Wednesday, 9 April 2025
Time: 2:30PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Traffic Committee Meeting

9 April 2025

Order of Business

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**MINUTES OF TEMORA SHIRE COUNCIL
TRAFFIC COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON WEDNESDAY, 9 APRIL 2025 AT 2:34 PM**

PRESENT: Cr Ken Smith (Chair), Mr Justin Knewstub, Cr Rick Firman (Mayor), Mr Greg Minehan

IN ATTENDANCE: Rob Fisher (Executive Manager Engineering Services), Grace Mannion (Secretary), Amanda Colwill (Senior Engineering Technical Services) and Steven Bloomfield (Road Safety Officer)

1 OPEN MEETING

2 APOLOGIES

Nil

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
Clr Rick Firman	REP25/256	Non Pecuniary	Left meeting
Clr Rick Firman	REP25/257	Non Pecuniary	Left meeting

4 REPORTS

4.1 EVENT APPROVAL - ANZAC DAY 2025

File Number: REP25/259

Author: Environmental Secretary

Authoriser: General Manager

Attachments:

1. TGS Plan - Anzac Day 2025
2. Temora Road Closure - Anzac Day
3. NSW Police Schedule Form 1
4. Public Liability Insurance

REPORT

An event application was received by the Temora Anzac Day Committee on 8 January 2025 to host the next Anzac Day Ceremony on Friday 25 April 2025 at Callaghan Park. The event will consist of two services - Dawn Service at 6am and the 11am Service, a request for a road closure has been received for the 11am service.

The following have been requested from Council:

- Use of Callaghan Park
- Temporary Road Closure Loftus Street (between De Boos Street to Gardner Street) and De Boos Street (between Victoria Street to Loftus Street)
- Temporary Road Closure Advertisement and Social Media Post

Integrated Planning and Reporting

CSP Theme: 2: Providing local leadership

Delivery Program Strategy: 2.2: A community that acknowledges and celebrates its heritage and diversity

Council Policy/Legislation

This report has been prepared with reference to the following:

- Temora Shire Council Policy - C17 – Event Management Application

Budget Implications

There is an approved budget of \$3,000 allocated by Council for this event and any associated costs with the road closure are covered within this budget allocation.

COMMITTEE RESOLUTION 1/2025

Moved: Cr Rick Firman

Seconded: Mr Greg Minehan

That the committee acknowledges the event and approves the road closure application request.

CARRIED

Report by Rob Fisher

TGS - ID / Number	TGS 201	TGS Plan Description	ANZAC DAY TEMORA
TRAFFIC MOVEMENT	<input type="checkbox"/> THROUGH (Direct road users through site - only separation cones or bollards)	<input type="checkbox"/> PAST (Contrailflow, lateral shift)	<input type="checkbox"/> AROUND (Detour or Sidetrack)
PLANNED DURATION & WORK TYPE	<input type="checkbox"/> SHORT-TERM WORKS (one shift/day) <input type="checkbox"/> STATIC (Fixed Site) <input type="checkbox"/> DYNAMIC (Frequently changing work area, continuous work/mobile work or intermittent work)	<input type="checkbox"/> LONG-TERM WORKS (Greater than one shift/day)	
ROAD CONFIGURATION (Tick all that may apply)	<input type="checkbox"/> TWO-WAY / TWO-LANE <input type="checkbox"/> OVERTAKING LANE <input type="checkbox"/> INTERSECTION <input type="checkbox"/> MARKED CYCLEWAY <input type="checkbox"/> FOOTPATH		
ROAD NUMBER / Name	LOFTUS/DEBOOS/AURORA	Urban or Rural Location: <input type="checkbox"/> URBAN <input type="checkbox"/> RURAL	
Segment Number:	ANZAC DAY TEMORA	Normal Traffic Volume	Average Daily Traffic (ADT) 50 Km/h
Project or Work Task description	LOFTUS/VICTORIA/DEBOOS/GARDNER	Permanent Posted Speed Limit	
Intersections Impacted	LITTLE DEBOOS/AURORA	ROL / SZA Number (TfNSW sites only)	
ROAD NAME(S)			

Legend

ROAD CLOSED AHEAD Pedestrian Zone

TGS	Designer	Approved BY (1-up position to designer)	Selected by
<input type="checkbox"/> TGS also Selected for use Full Name Role / Position SafeWork NSW PWZTMP Card Number Date Signature	<input type="checkbox"/> TGS also Selected for use Tyler Madden Engineering Technical Officer TCT1037633 2/4/2025	<input type="checkbox"/> TGS also Selected for use Rob Fisher Executive Manager Engineering TCT0062237 2/4/2025	

Implementer Considerations

- Is the TGS Suitable for the work/task
- "B" size signs must be used at minimum and class 1 retro reflective
- Max. 60km/h speed limit for works returning a surface to gravel or newly sprayed bitumen seal
- Repeater signs for speed zones must be erected at minimum every 500m and on side roads
- TGS Plan Modification may only be undertaken by a person holding PWZTMP
- TGS Plan is not to Scale
- "Period of Duty" for traffic controller including using a PTCD is 2hrs max, followed by 15 minute break or change of duties, as per TCAWS Table 5-11
- Remaining clear carriageway width must be min. 3.5m wide

Designer Considerations

- Speed limit 100km/h - Thus D = 100m
- Plan designed only for use of portable traffic control device (PTCD) not manual traffic controller using STOP/SLOW
- Safety Buffer no less than 30m in length and must be free of plant, equipment and workers, as per TCAWS section 7.6.2.3
- End-of-Queue considered in TGS design with 2D minimum applied sight distance to end-of-queue, noting this 4D from portable traffic control device (PTCD min 2D sight distance). Consider additional signage or controls if not achievable.
- TGS Plan to be reviewed within 12 months of approved date
- Installation and removal orders of signage and traffic control devices detailed on plan by circled numeral numbering sequence.

Signs, Traffic Cones and Taper Requirements

- All signs and cones must be clean, legible and visible free of any obstructions.
- Static signs, cones and bollards to be installed with minimum 1m edge clearance, but must remain within 5m of the edge for the outer travel lane
- Tolerances on sign and device positioning TCAWS Table 7-10
Minimum - 10% less than the distance or length given
(For D at 100m - 10% = 10m)
Maximum - 25% more than the distances or lengths given
(For D at 100m - 25% = 25m)
- 700mm cones must be used as per TCAWS Section 6-14
- Spacing of Cones or bollards, TCAWS Table 6-2 by speed
Less than 55km/h - 4m spacings (includes taper)
55km/h to 75km/h - 12m spacings
Greater than 75km/h - 18m spacings
- 4x traffic cones be placed on the road shoulder in advance of portable traffic control devices (PTCD) with a maximum 4m cone spacings
- Traffic Control Taper Lengths (TCAWS Table 7-3)
Speed 55km/h or less = 15 m taper length
Speed 56km/h to 65km/h = 30m taper length
Remove Workmen and Prepare to Stop "PTS" signs when not in use (Eg. No workers or PTCD present)

General Notes

- Workers on Foot Procedures and Plans to be adhered to
- Vehicle Movement Plan to be followed
- Signage Inspections
Weekly inspection to be completed upon TGS implementation before works commence.
Daily inspections to be carried out a minimum of 2x daily (Local and Regional Roads) and minimum 3x daily state roads.

General Notes

- Workers on Foot Procedures and Plans to be adhered to
- Vehicle Movement Plan to be followed
- Signage Inspections
Weekly inspection to be completed upon TGS implementation before works commence.
Daily inspections to be carried out a minimum of 2x daily (Local and Regional Roads) and minimum 3x daily state roads.

Temora Shire Council

TEMPORARY ROAD CLOSURES FORM

Please Note-all temporary road closure applications must be submitted to Council twelve (12) weeks prior to the event. Any applications received outside of the requisite notice will not be processed. Council will not consider any exceptions to the application time frame and no further correspondence will be entered into.

Please note fees and charges apply to all applications for Temporary Road Closure.

Non-refundable application fee: As per Council Fees & Charges

Refundable bond fee: As per Council Fees & Charges

I/we wish to apply for Council/RTA consent for a temporary road closure at the location/s listed below and understand that this consent shall only apply for the dates and times listed below.

Contact Person:

Mr/Mrs/Ms/Miss: ANNE RANDS

Organisation: TEMORA ANZAC DAY COMMITTEE

Position: SECRETARY

Address: [REDACTED] TEMORA

Phone (day time) [REDACTED] Mobile: [REDACTED]

Email Address: [REDACTED]

Signature: [REDACTED]

Date: 8-1-2025

1. Are you a section 355 committee of Council?
Yes/ No

2. Is your event an official Council Event?
Yes/ No

3. Name of your event ANZAC DAY SERVICE

Revision Number: 2
File Name: The Major Event Management Application

Revision Date: October 2021
Page Number: 21

Function: Community

Temora Shire Council

Policy Number: 011

4. Please give a brief description of your event

ANZAC DAY- NATIONAL EVENT
MARCH

5. Has your event been held in Temora Shire previously?

Yes/No

6. Have you previously applied to Council to obtain a temporary road closure
Council Yes/No

7. Have you had a meeting with the Temora Shire Council's Risk Management
Officer, to ensure your road closure complies with Australian Standards 1742?

Yes/No

8. Does your event/organisation require Council assistance with required;

Traffic control operators

(fees applies)

Yes/No

Road closure barriers

(fees applies)

Yes/No

Road closure and traffic control signage

(fees applies)

Yes/No

I have met with Temora Shire Council Risk Management Officer and we discussed

You are required to have public liability insurance with a minimum coverage of \$20M and
Council interest noted in policy

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Temora Shire Council

9. Does your event/organisation have the requisite insurance coverage with Temora Shire Council's interest noted on the policy? **(The minimum required amount of Public Liability Insurance in 2015 is to be \$20,000,000)**
Yes/ No

10. Please provide the name of the Insurance Company, Policy No. and expiry date and attach a certificate of currency to the application.

Name of person/organisation insured:

Insurance Company:

Policy Number:

Expiry Date:

Event/Organisation Manager

11. Mobile phone contact number during event hours;

Name ANNE RANDS

Mobile number [REDACTED] please note this number will be provided to Council Staff and external agencies e.g. NSW Police and RMS.

12. Contact details for third party operators:

Name: _____

Mobile number _____

Please note this number will be provided to Council Staff and external agencies e.g. NSW Police and RMS.

13. Location, date and times

Location address:

CALLAGHAN PARK, KORTUS STREET TEMORA

First day at the venue (set-up date):

25-4-2025

Dates the event proper takes place:

25-4-2025

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Last day onsite (vacate date):

25-4-2025

Start and finish times of the event:

25-4-2025**14. Avoid any additional Fees**

Your event/organisation must leave the roadway clean and tidy and with no impediment or a Council/RMS removal and cleaning charge will be billed the the person/organisation that applied for the Temporary Road Closure.

Application reviewed by: _____
Risk Management Officer

Signed: _____

Date: _____

Risk Management Officer
Temora Shire Council

Revision Number: 2
File Name: The Major Event Management Application

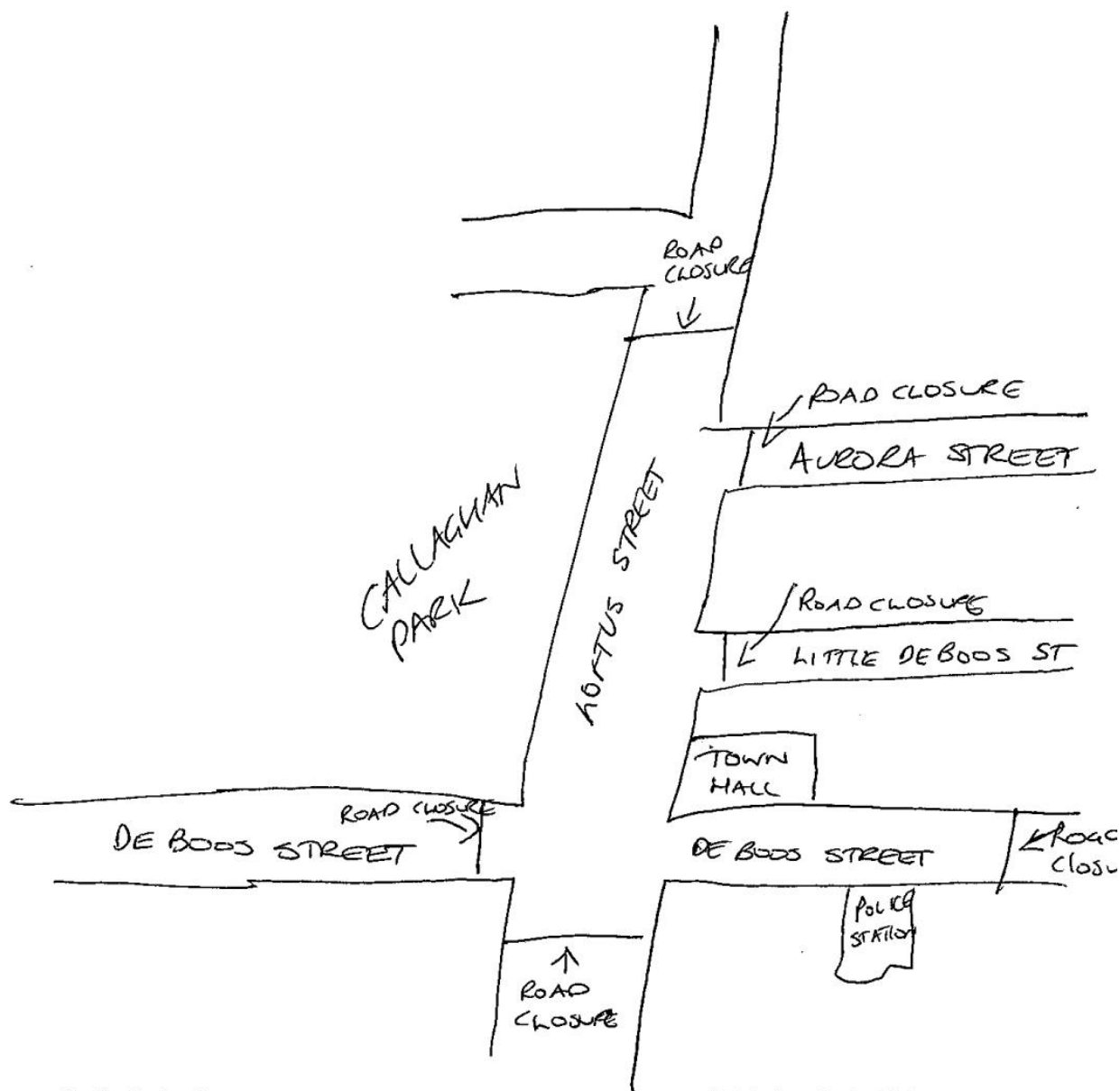
Revision Date: October 2021
Page Number: 24

Lithgow Community

Temora Shire Council

Policy Number: 011

Site Plan - please indicate road closure details below.



Revision Number: 2
File Name: The Major Event Management Application

Revision Date: October 2021
Page Number: 25

*Function: Community**Temora Shire Council**Policy Number: C11*

NOISE MANAGEMENT FOR OUTDOOR EVENTS FORM

Information for event organisers

This information is for managers of outdoor events to assist them in complying with the Environment Protection Act 1993, by minimising the impact of noise on surrounding areas and. In this context, outdoor events are events which use public address or audio systems for announcements, music or other noise.

Introduction

The general environmental duty in section 25 of the Environment Protection Act 1993 (EP Act) states that:

A person must not undertake an activity that pollutes, or might pollute, the environment unless the person takes all reasonable and practicable measures to prevent or minimise any resulting environmental harm¹.

The Environment Protection (Noise) Policy 2007² or Noise Policy provides a legal framework for the assessment of a wide range of often complex noise issues. It came into effect on 31 March 2008.

The technical document, Guidelines for use of the Environment Protection (Noise) Policy 2007, was developed for use by acoustic engineers and government officers, and is intended to be read in conjunction with the Noise Policy.

How this applies to events

In order to demonstrate compliance with section 25 of the EP Act, event organisers and managers should consider the potential noise impacts of planned events and minimise those impacts where possible.

Suggested issues for consideration include, but are not limited to:

- **the hours of operation of the planned event**
- **the location of potentially noise-affected premises³ and predicted noise levels at those locations**
- **the planned location and orientation of stages, public address or audio systems**
- **reducing the level of noise throughout the duration of the event, particularly in the lower sound frequencies to prevent the sound penetrating houses if the planned event occurs at night.**

1. Environmental harm also includes nuisance, such as noise.
2. www.epa.sa.gov.au/environmental_info/noise/environment_protection_noise_policy
3. Noise Policy, cl 12: where noise is audible and the premises:
 - (a) are in a separate occupation from the noise source and is used for residential or business purposes; or
 - (b) constitute a quiet ambient environment set aside as a park or reserve or for public recreation or enjoyment.
4. Noise Policy, cl 5(2)(b): between 10 pm and 7 am on the following day.

Revision Number: 2
File Name: The Major Event Management Application

Revision Date: October 2021
Page Number: 26

NOTICE OF INTENTION TO HOLD A PUBLIC ASSEMBLY

Summary Offences Act 1988

To the Commissioner of Police

1 I, Grace Mannion
Name
 of 105 Loftus Street, Temora
Address
 on behalf of Temora Shire Council
Organisation

notify the Commissioner of Police that on the 25
Day
 of April 2025
Month/Year

it is intended to hold:

~~either:~~~~(a) a public assembly, not being a procession, of approximately~~~~.....persons which will assemble
Number~~~~at~~~~Place~~~~at approximatelyam/pm~~~~Time~~~~and disperse at approximatelyam/pm~~~~Time~~

or

(b) a public assembly, being a procession of approximately 300
Numberpersons which will assemble at De Boo Street Police Station
Placeat approximately 10am / 10:30am @pm
Timeand at approximately 10:45am @pm the procession willcommence and shall proceed to callaghan park

Specify route, any stopping places and the approximate duration of any stop; and the approximate time of termination. A diagram may be attached.

- 2 The purpose of the proposed assembly is.....for the.....
Anzac Day Service.....
.....
State purpose
- 3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly:
- * (i) There will be(number) of vehicles and/or* floats involved and their type and dimensions are as follows:
.....
.....
- * (ii) There will be0..... (number) of bands, musicians, entertainers etc entertaining or addressing the assembly
- * (iii) The following number and type of animals will be involved in the assembly
.....NIL.....
.....
- * (iv) Other special characteristics of the proposed assembly are as follows:
.....NIL.....
.....
- 4 I take responsibility for organising and conducting the proposed public assembly.
- 5 Notices for the purposes of the *Summary Offences Act 1988* may be served on me at the following:
- Address:105 Loftus Street, Temora.....
.....
..... Post Code 2666.....
- Telephone:02 6980 1100.....
- Signed:[REDACTED].....
- Capacity/Title.....Secretary Engineering Services.....
- Date2/4/25.....

* Delete as applicable

Certificate of Currency

The policy referred to is current as at the date of this certificate and whilst a due date has been indicated it should be noted that the policy may be cancelled in the future. Accordingly, reliance should not be placed on the expiry date.

Policy Number:	10M 7431902		
Insured:	RSL of Australia Sub Branches, Day Clubs and RSL Auxiliaries as declared and agreed, including Temora RSL sub-Branch		
Period of Insurance:	(From)	31 May 2024	at 4:00pm local time at the place of issue
	(To)	31 May 2025	at 4:00pm local time at the place of issue
Policy Type:	General and Products Liability		
Limit of Indemnity:			
Public Liability	\$20,000,000	any one Occurrence	
Advertising Injury	\$20,000,000	any one Occurrence	
Products Liability	\$20,000,000	any one Occurrence and in the aggregate for any one Period of Insurance	
Interest Noted:	It is noted and agreed that this Policy is endorsed to include the interests of: NSW Police, Transport NSW, Temora Shire Council in respect of the Remembrance Day & ANZAC Day Services held by the Named Insured		
Remarks:	The above is subject always to the terms, conditions, exclusions and endorsements of the Policy.		

Signed for and on behalf of Insurance Australia Limited trading as CGU Insurance.



Kate Lowery

Manager, Liability Small Commercial & Schemes

31/05/2024

4.2 EVENT APPROVAL - V8 JETBOATS 2025**File Number:** REP25/260**Author:** Environmental Secretary**Authoriser:** General Manager

Attachments:

1. Site Map
2. Event Approval Letter
3. V8 Jetboats - Event Application - 26 April 2025
4. V8 Jetboats - Event Application - 31 May 2025
5. V8 Jetboats - Event Application - 31 August 2025

REPORT

Three event applications have been received for upcoming V8 Jetboat Championships which are to be held at the V8 Jetboat Track at Temora's Lake Centenary on the following dates:

- Saturday, 26 April 2025
- Saturday, 31 May 2025
- Sunday, 31 August 2025

While there are no formal road closures for these events there will be increase traffic on Goldfields Way entering Lake Centenary. Attendees enter the events via the gates inside the Lake which is approximately 250m away from the main road.

Northbound traffic on Goldfields Way can use the turning lane to access the lake but must give way to oncoming vehicles in accordance with road rules. There is an area into the shoulder beside the turning lane which will continue to let vehicles past this turning point. Southbound traffic entering the lake has the right of way when entering.

A special event ahead sign will be displayed for the duration of each event.

Integrated Planning and Reporting

CSP Theme: 1. Enhancing our quality of life

Delivery Program Strategy: 1.5 A community that enjoys arts, cultural activities and events

Council Policy/Legislation

This report has been prepared with reference to the following:

- Temora Shire Council Policy - C17 – Event Management Application

Options

That the committee recommends to support the events.

Budget Implications

NIL

Risk Implications

There will be increased traffic to the area which can increase the risk of:

- Traffic congestion on a state road
- Queuing accidents

COMMITTEE RESOLUTION 2/2025

Moved: Mr Greg Minehan

Seconded: Cr Rick Firman

That the committee approves the event in principal on the condition that the public liability insurance has TfNSW, NSW Police and Temora Shire Council listed as interested parties

CARRIED

Report by Rob Fisher



Temora Shire Council
165 Lullala Street
PO Box 262
TEMORA NSW 2666
Ph: (02) 6980 1180
Fax: (02) 6980 1138
Web: www.temora.nsw.gov.au

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Created By: Grace Mannion

Projection: GDA2020 / MGA zone 55

Date: 2/04/2025 1:02 PM

Site Map

Temora Shire Council



Our reference: *RNF:GM*

10 March 2025

Tahlia Elphinstone
V8 Superboats Championships
Email:

Dear Ms Elphinstone

RE: V8 Superboats Championship

I refer to your recent event applications submitted to Temora Shire Council for the V8 Superboats to be held at Lake Centenary, Temora on Saturday 26 April 2025, Saturday 31 May 2025 and Sunday 31 August 2025.

Council wishes to advise that the Australian Formula Jet Sprint Association (AFJSA) have an approved budget of \$3000 and that Council approves the use of the below equipment/facilities for the above 3 mentioned events (see below and overpage).

Total event costs come to \$3,384 with \$384 + \$400 (refundable bond) will be payable by AFJSA with the bond being held on file until the last event.

Event – 26 April 2025	Qt	Unit	Rate	Cost
Event Bins (supply, delivery & collection)	20	Each	\$11	\$220
3 Stand Toilet Block	1	Each	\$310	\$310
Delivery, Installation & Pickup (toilet block)	1	Each	\$310	\$310
Event Application	1	Each	\$60	\$60
Street Banner (week of 21 April – 28 April)	1	Each	\$170	\$170
Event Ahead Signs (2 staff @ \$58 p/h for 0.5hrs)	1	Each	\$58	\$58
TOTAL				\$1128

105 Loftus Street
PO Box 262, TEMORA NSW 2666
ABN: 55 048 860 109

(02) 6980 1100
temshire@temora.nsw.gov.au
www.temora.nsw.gov.au

Temora Shire Council



TEMORA
The Friendly Shire

Event – 31 May 2025	Qt	Unit	Rate	Cost
Event Bins (supply, delivery & collection)	20	Each	\$11	\$220
3 Stand Toilet Block	1	Each	\$310	\$310
Delivery, Installation & Pickup (toilet block)	1	Each	\$310	\$310
Event Application	1	Each	\$60	\$60
Street Banner (week of 21 April – 28 April)	1	Each	\$170	\$170
Event Ahead Signs (2 staff @ \$58 p/h for 0.5hrs)	1	Each	\$58	\$58
TOTAL				\$1128

Event – 31 August 2025	Qt	Unit	Rate	Cost
Event Bins (supply, delivery & collection)	20	Each	\$11	\$220
3 Stand Toilet Block	1	Each	\$310	\$310
Delivery, Installation & Pickup (toilet block)	1	Each	\$310	\$310
Event Application	1	Each	\$60	\$60
Street Banner (week of 21 April – 28 April)	1	Each	\$170	\$170
Event Ahead Signs (2 staff @ \$58 p/h for 0.5hrs)	1	Each	\$58	\$58
TOTAL				\$1128

If you have any questions in regard to this approval, please do not hesitate to contact Grace Mannion, Secretary Engineering and Environmental Services.

Yours sincerely,

RN Fisher
Executive Manager Engineering Services

105 Loftus Street
PO Box 262, TEMORA NSW 2666
ABN: 55 048 860 109

(02) 6980 1100
temshire@temora.nsw.gov.au
www.temora.nsw.gov.au

Event Application Form

Submitted on	7 January 2025, 10:46AM
Receipt number	72
Related form version	0

1. Event Details

Event name	V8 Superboats
Event start date and time	26 April 2025 at 10.00am (approx)
Recurring dates	
Event end date and time	27 April 2025
Location of event	Lake Centenary
What date and time do you require access to the venue before the event?	Friday 25 April 2025 to Sunday 27 April 2025.
What date and time do you require access to the venue after the event?	
Description of event	V8 Superboats - Round 5 (Finals)
Estimated number of staff/volunteers	
Estimated number of attendees	

2. Event Organiser

Event organiser	Tahlia Elphinstone
Organisation name	AFJSA
Organisation type	Not for profit
Contact phone number	
Contact email address	
Organisation address	
Contact number on the day of the event	

3. Insurance

Insurance company Steel Pacific

Policy number

Policy expiry date

Value of insurance

Name of person/organisation insured

Please upload your insurance policy

Publicity

Details of event for advertising purposes

Please upload a high res image to accompany advertising

Attach another high quality image for advertising

Attach another high quality image

4. Event requirements

4. a) Does your event require road closures? No

4. b) Is your event to be held on Council property? Other: Lake Centenary

4. c) Do you require additional garbage bins? Yes

4. c) Do you require additional garbage collection? Yes

4. c) Please outline the cleaning management strategy in place to ensure the event site is clear of waste following the event.

If you require more room for your Waste Management Strategy, please upload it here.

4. d) Does your event require the inclusion of any structures:

4. e) Are you planning on using amusement rides or fireworks as part of your event? None

4. e) Please list the amusement rides, supplier and their telephone number

Please upload an extended list of amusement rides if there is not enough room on this form

Name

Address

Telephone number

Proposed time of display (start and finish times)

Please select the appropriate box for type of permit held:

4. f) Will access by machinery/vehicles on surfaces other than roadways be required? No

4. f) Describe the nature, size, and number of vehicles, number of vehicle movements and the purpose of access:

4. g) Will food be sold at your event? Yes

4. g) If you propose to sell food at your event, please provide details: Local vendors

4. h) Will alcohol be sold at your event? No

4. h) Please provide a copy of the liquor licence

4. i) Will a public address system be used at your event? No

4. i) Please provide details, including start and finishing times, for amplified sound

4. i) Please upload a Noise Management Plan

4. j) Do you require the use of power (where possible)? Yes

4. j) Select what kind of power source you require:

4. j) Will a generator or other power source be used? Yes

4. j) Do you require access to Council's power supply (where available)? Yes

4. j) Do you require Council's fixed lighting where available (fees may apply)? Yes

4. j) Please indicate the times required for lighting

4. k) Do you require extra amenities to be provided on site? No

4. k) Please provide details regarding the number of additional toilet facilities intended to be placed on-site and the name of the provider of the service

4. l) Do you require access to Council's water supply (where available)? No

4. l) Please indicate the extent and purpose of the water supply (fees may apply)

4. m) Do you require outdoor advertising signs or banners? Yes

4. m) Please provide details of signs and/or banners

4. m) Please provide details of the proposed location of the signs

Please upload a site map of your event

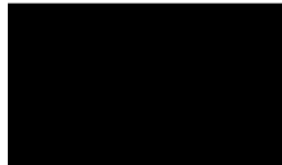
Checklist

Have you included:

Have you notified emergency services of your event (Police, Fire Department, Ambulance)? No

Signature

Please sign and date this application



[Link to signature](#)

Date

07/01/2025

Event Application Form

Submitted on	20 December 2024, 12:52PM
Receipt number	70
Related form version	0

1. Event Details

Event name	V8 Superboats
Event start date and time	10.00am
Recurring dates	Friday 30 May to Sunday 1 June 2025
Event end date and time	31 May 2025
Location of event	Lake Centenary
What date and time do you require access to the venue before the event?	8.00am
What date and time do you require access to the venue after the event?	
Description of event	V8 Superboats - Round 1
Estimated number of staff/volunteers	
Estimated number of attendees	

2. Event Organiser

Event organiser	Tahlia Elphinstone
Organisation name	AFJSA
Organisation type	Not for profit
Contact phone number	
Contact email address	
Organisation address	
Contact number on the day of the event	

3. Insurance

Insurance company	Steel Pacific
Policy number	
Policy expiry date	
Value of insurance	
Name of person/organisation insured	AFJSA
Please upload your insurance policy	Confirmation of Cover - 2024.pdf

Publicity

Details of event for advertising purposes
Please upload a high res image to accompany advertising
Attach another high quality image for advertising
Attach another high quality image

4. Event requirements

4. a) Does your event require road closures?	No
4. b) Is your event to be held on Council property?	Other: Lake Centenary
4. c) Do you require additional garbage bins?	Yes
4. c) Do you require additional garbage collection?	Yes
4. c) Please outline the cleaning management strategy in place to ensure the event site is clear of waste following the event.	
If you require more room for your Waste Management Strategy, please upload it here.	
4. d) Does your event require the inclusion of any structures:	None required
4. e) Are you planning on using amusement rides or fireworks as part of your event?	None
4. e) Please list the amusement rides, supplier and their telephone number	
Please upload an extended list of amusement rides if there is not enough room on this form	

Name

Address

Telephone number

Proposed time of display (start and finish times)

10.00am - 9.30pm

Please select the appropriate box for type of permit held:

4. f) Will access by machinery/vehicles on surfaces other than roadways be required?

No

4. f) Describe the nature, size, and number of vehicles, number of vehicle movements and the purpose of access:

4. g) Will food be sold at your event?

Yes

4. g) If you propose to sell food at your event, please provide details:

Food trucks of local businesses.

4. h) Will alcohol be sold at your event?

No

4. h) Please provide a copy of the liquor licence

4. i) Will a public address system be used at your event?

No

4. i) Please provide details, including start and finishing times, for amplified sound

4. i) Please upload a Noise Management Plan

4. j) Do you require the use of power (where possible)?

No

4. j) Select what kind of power source you require:

4. j) Will a generator or other power source be used?

4. j) Do you require access to Council's power supply (where available)?

4. j) Do you require Council's fixed lighting where available (fees may apply)?

4. j) Please indicate the times required for lighting

4. k) Do you require extra amenities to be provided on site?

No

4. k) Please provide details regarding the number of additional toilet facilities intended to be placed on-site and the name of the provider of the service

4. l) Do you require access to Council's water supply (where available)? No

4. l) Please indicate the extent and purpose of the water supply (fees may apply)

4. m) Do you require outdoor advertising signs or banners? Yes

4. m) Please provide details of signs and/or banners

4. m) Please provide details of the proposed location of the signs

Please upload a site map of your event

Checklist

Have you included: Insurance details

Have you notified emergency services of your event (Police, Fire Department, Ambulance)? No

Signature

Please sign and date this application

[Link to signature](#)

Date 20/12/2024

Event Application Form

Submitted on	20 December 2024, 12:55PM
Receipt number	71
Related form version	0

1. Event Details

Event name	V8 Superboats
Event start date and time	10.00am 30 August 2025
Recurring dates	Friday 29 August to Sunday 31 August 2025
Event end date and time	Sunday 31 August 2025
Location of event	Lake Centenary
What date and time do you require access to the venue before the event?	8.00am
What date and time do you require access to the venue after the event?	
Description of event	V8 Superboats
Estimated number of staff/volunteers	
Estimated number of attendees	

2. Event Organiser

Event organiser	Tahlia Elphinstone
Organisation name	AJFSA
Organisation type	Not for profit
Contact phone number	
Contact email address	
Organisation address	
Contact number on the day of the event	

3. Insurance

Insurance company	Steel Pacific
Policy number	
Policy expiry date	
Value of insurance	
Name of person/organisation insured	
Please upload your insurance policy	Confirmation of Cover - 2024.pdf

Publicity

Details of event for advertising purposes
Please upload a high res image to accompany advertising
Attach another high quality image for advertising
Attach another high quality image

4. Event requirements

4. a) Does your event require road closures?	No
4. b) Is your event to be held on Council property?	Other: Lake Centenary
4. c) Do you require additional garbage bins?	Yes
4. c) Do you require additional garbage collection?	Yes
4. c) Please outline the cleaning management strategy in place to ensure the event site is clear of waste following the event.	
If you require more room for your Waste Management Strategy, please upload it here.	
4. d) Does your event require the inclusion of any structures:	None required
4. e) Are you planning on using amusement rides or fireworks as part of your event?	None
4. e) Please list the amusement rides, supplier and their telephone number	
Please upload an extended list of amusement rides if there is not enough room on this form	

Name

Address

Telephone number

Proposed time of display (start and finish times)

Please select the appropriate box for type of permit held:

4. f) Will access by machinery/vehicles on surfaces other than roadways be required?

4. f) Describe the nature, size, and number of vehicles, number of vehicle movements and the purpose of access:

4. g) Will food be sold at your event? Yes

4. g) If you propose to sell food at your event, please provide details: Local food trucks

4. h) Will alcohol be sold at your event? No

4. h) Please provide a copy of the liquor licence

4. i) Will a public address system be used at your event? No

4. i) Please provide details, including start and finishing times, for amplified sound

4. i) Please upload a Noise Management Plan

4. j) Do you require the use of power (where possible)? Yes

4. j) Select what kind of power source you require:

4. j) Will a generator or other power source be used? Yes
No

4. j) Do you require access to Council's power supply (where available)? Yes

4. j) Do you require Council's fixed lighting where available (fees may apply)? No

4. j) Please indicate the times required for lighting

4. k) Do you require extra amenities to be provided on site? Yes

4. k) Please provide details regarding the number of additional toilet facilities intended to be placed on-site and the name of the provider of the service

4. l) Do you require access to Council's water supply (where available)? No

4. l) Please indicate the extent and purpose of the water supply (fees may apply)

4. m) Do you require outdoor advertising signs or banners? Yes

4. m) Please provide details of signs and/or banners

4. m) Please provide details of the proposed location of the signs

Please upload a site map of your event

Checklist

Have you included: Insurance details

Have you notified emergency services of your event (Police, Fire Department, Ambulance)? No

Signature

Please sign and date this application

[Link to signature](#)

Date 20/12/2024

4.3 ON ROAD CYCLING EVENT - MARCH 2025

File Number: REP25/258
Author: Environmental Secretary
Authoriser: General Manager
Attachments: 1. TfNSW Event Support
2. NSW Police Event Approval
3. TSC Event Support Letter

REPORT

An information report was submitted to Council in December 2024. Following that meeting, the event organiser requested that the event application be submitted to the Temora Local Traffic Committee for approval. However, as the last meeting could not be held due to a lack of quorum and the event was scheduled to take place before another meeting could be rescheduled, alternative approval was required.

Approval from Transport for NSW (TfNSW) at attachment 1 and NSW Police (attachment 2) was sought via email and confirmation that Temora Shire Council, TfNSW and NSW Police supported the event was sent to the event organiser on 26 March 2025 (attachment 3).

The biking event arrived in Temora on 31 March 2025, with participants staying at local hotels and motels and contributing to the local economy. A gala dinner was also hosted at the Temora Aviation Museum.

The following feedback has been received by Kent Williams:

"It was fantastic. Road users all polite just one truck driver not happy over the 3 days but wonderful event raising \$500,000 net for Boys to the Bush and Back Track Youth Works. Route fantastic and wonderful towns and communities. Massive success."

Pre-event details:

The following pre-event information was provided by the event organiser:

Ride to Give was established as a charity cycle event to raise funds for Back Track and Boys to the Bush (two regional local charities supporting disadvantaged youth) which is managed by Entoure, a cycle event management company. The ride looks to raise around \$500,000 for the two charities from this event.

This is a 3-day cycle event starting from Dubbo on 30 March 2025 and arriving in Leeton on 1 April 2025. The riders will arrive in Temora on 31 March, stay the night in town and then depart on 1 April.

Riders and support staff will be staying across 4 motels in Temora being:

- 1. Aromet Motor Inn*
- 2. Koreela Park Motor Inn*
- 3. Goldtera Motor Inn*
- 4. The Fed and Bed*

The cycle event which will host approximately 80 riders will be split into 3 to 4 pelotons of around 20 to 30 riders each. The pelotons are categorised by:

- 1. Rider fitness level*
- 2. Rider ability*
- 3. Road Safety*

Each group has the following support staff with a lead vehicle, rear vehicle, paramedics and bike mechanics/ride captains. Each support vehicle will also have access to 2-way radios for communication throughout the entire event.

Please see attached supporting documents which outline the overall bike route, the traffic management document that was submitted to NSW Police, traffic diagrams outlining the different road conditions and bike formations with support vehicles, operating procedures for an emergency and cue sheets for when the event arrives and departs from Temora.

As per the Guide to Traffic and Transport Management for Special Event requirements this event has been classified as a Class 3 Special Event by Council (common characteristics of event classes can be located on page 19 of attachment 11 'Guide to Traffic and Transport Management Special Events').

Council is currently upgrading MR84 (Burley Griffin Way) Flood Mitigation Pucawan Reconstruction which has been communicated to the event organiser. All participants of the cycle event are to uphold and abide by the changed traffic conditions that are in place on the event day.

In addition to the above, the Executive Engineering Manager, the Engineering Works Manager and the Overseer, were notified of the cycle event.

Integrated Planning and Reporting

CSP Theme:	1: Enhancing our quality
Delivery Program Strategy:	1.5: A community that enjoys arts and cultural activities and events.

Council Policy/Legislation

This report has been prepared with reference to the following:

- Guide to Traffic and Transport Management for Special Events (TfNSW)
- Temora Shire Council Policy - C17 – Event Management Application

Options

That the committee resolved to acknowledge the report as the event has already been held and approved by NSW Police and supported by TfNSW and Temora Shire Council.

Budget Implications

NIL

Risk Implications

There are increased risks associated with an event of this nature, but the majority of the implications are held with the event organiser. Some of the risks associated with the event are:

- Road congestion
- Local traffic delays
- Accidents

COMMITTEE RESOLUTION 3/2025

Moved: Mr Greg Minehan

Seconded: Mr Justin Knewstub

That the committee resolved to acknowledge the report as the event has already been held and approved by NSW Police and supported by Transport for NSW and Temora Shire Council.

CARRIED

Report by Rob Fisher

Grace Mannion

From: Wade Sheales
Sent: Tuesday, 25 March 2025 10:33 AM
To:
Cc: Rob Fisher
Subject: RE: On Road Biking Event [SEC=OFFICIAL]

Good morning,

TfNSW have no objections to this event.

Thanks
Wade

Wade Sheales

Community and Safety Support Officer
Regional Integration
Planning, Integration & Passenger
Transport for NSW

Wagga Wagga NSW 2650

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.



I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

OFFICIAL

From: Justin Knewstub
Sent: Tuesday, 25 March 2025 8:17 AM
To: Grace Mannion <gmannon@temora.nsw.gov.au>;

Cc: Wade Sheales
Subject: RE: On Road Biking Event [SEC=OFFICIAL]

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

I'm just waiting on the file to come through our chain of command. I have no objections

Regards
Justin



Justin Knewstub
Sergeant - Crime Coordinator
Riverina Police District

From: Grace Mannion <gmannon@temora.nsw.gov.au>

Sent: Monday, March 24, 2025 9:02 AM

To:

Subject: On Road Biking Event

Hi All,

Just wanting to reach out to say that it is unlikely that we will have another traffic meeting until April now.

With the On Road Biking event that is starting in Dubbo this weekend, I am just wanting to confirm that everyone was comfortable with the information that was provided as I need to go back to the event organiser today to confirm that we are happy for them to travel through Temora.

Council doesn't have any concerns with the event travelling through.

If everyone could get back to me by Wednesday this week that would be great.

Kind regards,
Grace



Grace Mannion

Secretary to Engineering and Environmental Department
Temora Shire Council

p: 02 6980 1100

a: 105 Loftus Street (PO Box 262) Temora NSW 2666

w: www.temora.nsw.gov.au e: gmannon@temora.nsw.gov.au



~~Section 115 application (race event)~~ cover sheet / check list

Name of Event:

Date of event: PD(s)
 or date of 1st race

Date application received:

Club/Organisation:

Contact person:

Position held:

Contact address:

Contact phone:

Contact email:

CHECKLIST - Copies of documentation provided and attached**APPROVAL OF THE LOCAL AUTHORITIES**

COUNCIL APPROVAL (S)	<input checked="" type="checkbox"/> YES	NO	N/A
<i>if event involves more than one council area, approval is required from each one</i>			
RMS APPROVAL	<input checked="" type="checkbox"/> YES	NO	N/A
FORESTRY APPROVAL	YES	NO	<input type="checkbox"/> N/A
OTHER APPROVAL.....	YES	NO	<input type="checkbox"/> N/A

OTHER information provided and attached

PUBLIC LIABILITY INSURANCE	<input checked="" type="checkbox"/> YES	NO	
TRAFFIC MANAGEMENT PLAN/MAPS	<input checked="" type="checkbox"/> YES	NO	
EVENTS CONDITIONS INCLUDED <i>additional conditions for motor sport events</i>	<input checked="" type="checkbox"/> YES Yes	NO No	<input type="checkbox"/> n/a
SCHEDULE 1 - NOTICE OF INTENTION	<input checked="" type="checkbox"/> YES	NO	
SIGNED BY DISTRICT COMMANDER (Supt)	YES	NO	
REGION COMMANDERS LETTER OF APPROVAL	YES	NO	<input type="checkbox"/> N/A
EVENT DATE WITHIN 30 days	<input checked="" type="checkbox"/> YES	NO	
COVID - 19 Safety Plan	YES	NO	<input type="checkbox"/> N/A
SANCTIONED by relevant governing body; <i>Cycling NSW / Triathlon NSW / CAMS / etc</i>	YES	NO	<input type="checkbox"/> N/A

Reviewing Police:

Police Contact No: Date:

OFFICIAL**ISSUE**

Application by Kent WILLIAMS, on behalf of the Entoure, for On Roads Event, "Ride to Give FDC 2025", on Roads in the Riverina PD on the 30th March to 1st April 2025.

BACKGROUND

See attached application consisting of:

1. Special Event Covering Sheet
2. Police Commander Approval Letter
3. NSW Police Force Conditions
4. Applicant submission with Special Event Transport Management Plan and Maps
5. Risk Assessment Plan
6. Liability Insurance Certificate of Currency

COMMENT

The event is a class 3 event application. The event is to be conducted during daylight hours from Dubbo to Leeton. The event passes through roads within the Riverina PD on the 31st March and 1st April. The event is a moving event and NOT A RACE. The event is a charity bicycle ride, the organiser has strict rules for the peleton to be monitored and guided by support vehicles with appropriate signage and flashing lights, warning of cyclists on the roadway.

This event is run by an experienced organisation. I have no objection to the conduct of the event but seek the conditions attached.

This event was discussed at a Traffic Committee Meeting involving council, police and TfNSW. This event was approved.

RECOMMENDATION

Forwarded for information and approval.

 Justin KNEWSTUB
Sergeant
Crime Coordinator
Riverina Police District
16/03/2025

1. Operations Inspector, Riverina PD

SUPPORTED - The route and escorts appear well planned and managed. Given the planned route, there is minimal disruption or impact on our North/West borders

2. Commander, Riverina Police District

Tim WINKELMAN
Acting Inspector
27 March 2025

Noted,

A.Spliet
Commander
Riverina PD
28.3.25

4. Sgt Justin KNEWSTUB, Crime Coordinator, Riverina Police District

Noted, approvals forwarded to council and organiser.
This application is now finalised.

OFFICIAL

 Sergeant
Justin Knewstub
Crime Coordinator
Riverina Police District

**NSW Police Force**

16/03/2025

Kent WILLIAMS
Entoure – Ride to Give FDC 2025

Dear Sir

I refer to your recent application to conduct the 'Ride to Give FDC 2025' on roads within the Riverina Police District on 31st March to 1st April 2025.

In principle the New South Wales Police Force does not sanction the conduct of this type of event on the state road systems. There are inherent risk factors that directly impact on the safety of those involved, other road users and spectators.

The New South Wales Police Force has no official objections to your present application provided the event is conducted strictly in accordance with the attached list of conditions, departure from these conditions may result in Police terminating the event.

A Public Liability Insurance Policy must be in effect for the event.

The event must comply with any current NSW Public Health Order that may be in effect at the time of the event

Yours sincerely,

District Commander
Riverina Police District

Riverina Police District

217-219 Tarcutta Street Wagga Wagga NSW 2650

T 02 6922 2599 **F** 02 6922 2511 **W** www.police.nsw.gov.au

TTY 02 9211 3776 for the hearing and speech impaired ABN 43 408 613 180

TRIPLE ZERO (000)

Emergency only

POLICE ASSISTANCE LINE (131 444)

For non emergencies

CRIME STOPPERS (1800 333 000)

Report crime anonymously

Ride to Give FDC 2025 - Police Conditions

Permission is to be obtained from relevant Local and/or State Government Authorities and any conditions imposed by those authorities to be adhered to (including a Road Occupancy Licence from the RMS if required).

Approval is subject to the organiser holding, and providing proof of holding, appropriate liability insurance cover for each event subject of the application.

The event must comply with any current NSW Public Health Order that may be in effect at the time of the event.

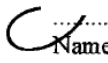
GENERAL

1. Failure to comply with any of the listed conditions may result in NSW Police Force approval being withdrawn, and/or, any breach of the listed conditions may result in the event being halted by the NSW Police.
2. If any of the required approvals have not been obtained from relevant authorities the event will be considered rejected and unable to take place.
3. A member of the NSW Police Force has the authority to delay, halt, or cancel the event at any stage, in the interests of road safety or the safety of the community.
4. Any person organising or in any other manner connected with the event, must obey any reasonable directions given by a member of the NSW Police Force.
5. The event is to be conducted on the nominated date(s) for the event.
6. The event is to be conducted in accordance with the timings approved by Police and other Local/State Government agencies.
7. The event is to be conducted in accordance with the approved Traffic Management Plan.
8. No road closures are to be made without prior approval of the relevant authorities
9. Provisions of current road transport legislation are to be observed at all times.
10. Any person engaged in traffic control must hold appropriate RMS accreditation and be suitably attired as to be identified as a traffic controller.

ORGANISERS

11. The letter of authority and event conditions must always be carried during the conduct of the event and be capable of being produced to an authorised person if required.
12. Written approval from Local and/or State Government authorities, and/or any other landowner, is to be made available to Police at the start of the event if requested.

13. Organisers, officials and participants are to take all reasonable measures to reduce obstruction to pedestrians or vehicles during the running of the event.
14. The organiser is to ensure that sufficient marshals are available to properly control and manage the event.
15. The organiser is to ensure that all officials and event marshals are adequately briefed as to their roles and responsibilities.
17. Escort vehicles are to be utilised at the rear of the back of riders with appropriate warning signs/lights to warn of riders on road.
19. A certificate of currency naming Temora Shire Council TfNSW and NSW Police as interested parties.

.....
Name Justin KNEWSTUB
Rank Sergeant
Date 16/03/2025



Traffic Management Plan Charity Cycle Event

Name of Event:	Ride to Give FDC 2025
Event Organiser:	Kent Williams
Traffic Management Company:	Infra Engineering Services
Sponsor:	N/A
Requested Date: Mar 30 to Apr 1 2025	
Requested Times:	7 am to 5.00 pm

CONTACT DETAILS

Contact Name: (Kent Williams Entoure)

Mobile No.:

E-mail:

Proponent / Event Organiser Declaration

I the undersigned declare that the herein proposed event will be staged and operated in accordance with AS1742.3, NSW Police Service Instructions, Workcover Requirements and the conditions as set out in the RTA Traffic Control Manual.

Signed: **Date:** 15 September 24
(Revised 13 Jan 25)
Name : (Kent Williams) **Contact No.** 0414981028

This Traffic Management Plan has been reviewed and approved by **Infra Engineering Services** ABN 16 664 604 433

Signed: **Date:** 14/01/2025
Name: Fredrik Carlstrom **Contact Number:**

TRAFFIC MANAGEMENT PLAN

Location: Dubbo to Leeton

Date and Time: Mar 30 to Apr 1 2025

Sponsored by: N/A

Event Organiser: Entoure

TMP Version: Version 2 **Revision Date:** 13 Jan 2025

Document Author: Kent Williams

This Traffic Management Plan is approved by:

Kent Williams 15 Sept 2024 Event Organiser

InFra Engineering Services Traffic Management Company

Authority of the Traffic Management Plan

This Traffic Management Plan (TMP), when approved by the relevant authorities becomes the prime document detailing the traffic and transport arrangements under which an event is to proceed.

PLANNING

Contact Names:

Event Organiser: Kent Williams

Phone:

E-mail:

Traffic Management: Fredrik Carlstrom

Phone:

Email:

SITUATION ANALYSIS

The event is 3-day charity cycle tour from Dubbo to Leeton via Forbes and Temora. The event is network based and established as a charity cycle event to raise much needed funds for Back Track and Boys to the Bush (two regional local charities supported disadvantaged youth). **The ride will be looking to raise around \$500,000 for its two major charities and also be donating funds to a variety of causes along the route as it passes through each town.** We have classed the event as Category 3 or 4 in terms of Transport NSW Guide to Traffic and Transport Management for Special Events July 24 Version 4. [NSW guide to traffic and transport management for special events \(PDF, 2.41 MB\)](#)

EXECUTION

We are targeting 80 riders (MAX) and will grade the riders into 3 to 4 pelotons of around 20 to 30 each, matched to the following criteria:

1. Rider fitness level
2. Rider ability
3. Road Safety

FDC will work with councils on any stop on council property and do so separately to this on road process.

An expected average speed of each of the pelotons is between 25 and 30 k an hour. The event is fully supported with lead and rear vehicles for each of the pelotons and riders must ride together.

The support staff across each of the pelotons will include the following:

1. Lead and Rear Vehicles / Drivers
2. Paramedics
3. Bike Mechanics / Ride Captains

2-way radios will be used across each of the pelotons and split as follows:

1. 2-way radio access in lead vehicle
2. 2-way radio access in rear vehicle x 2
3. 2-way radio access x 2 in each of the pelotons with rider / mechanical captains

The Route

Simply click on the links below to view each days routes.

Day 1 Dubbo to Forbes

<https://ridewithgps.com/routes/48270934>

170 k 1137 vm

Start Cattleman's Hotel Dubbo Finish Plainsman's Hotel Forbes

Whylandra St
Obley Rd
Renshaw McGirr Way
Clarinda St
Short St
Weepme St
Grenfell St
Bogan St
Newell Highway
Sheriff St

Day 2 Forbes to Temora

<https://ridewithgps.com/routes/48270961>

177 k 872 vm

Start Plainsman Hotel Forbes Finish Goldera Motor Inn Temora

Templar St
Sir Francis Forbes Dr
Camp St
Flint St
Reymond St
Lachlan Valley Way
New Grenfell Rd
New Forbes Rd
Gooloogong Rd
Melyra St
Brundah St
Mary Gillmore Way
Morans Rd
Bribbaree Rd

5

Bribbaree St
Weedallion St
Bland St
Bribbaree Rd
Mary Gillmore Way
Trungley Hall Rd
Hoskins St

Day 3 Temora to Leeton

<https://ridewithgps.com/routes/48271737>

145 k 618 vm

Start Goldera Motor Inn Finish Hertiage Motor Inn

Hpskins St
Victoria St
Burley Griffin Way
Newell Highway
Burley Griffin Way
Mirrool St
Ariah St
Stewart St
Bygoo St
Mithul St
Ariah St
Mirrool St
Burley Griffin Way
Karrwanga St
Barrellan Rd
Colinroobie Rd
Brobenah Rd
Wade Ave
Kurrajong Ave

Physical Survey of Route

A detailed reconnaissance has been undertaken in terms of the route and precautions will be undertaken to keep riders safe at all times.

Item	Verified			Action Taken
All one way streets are described	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	<i>Insert Comment as Applicable</i>
Block access to Church on Sunday	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Block access to local business	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Block Ambulance /Fire Access	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Block Heavy Vehicle Access	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Block Hospital Access	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Block Local Resident	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Block Police Vehicle Access	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Block Public Facility (oval etc)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Block Public Transport Access	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Can route use alternatives such as bike tracks, paths, parks, bush tracks etc	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	No cycle tracks along route
Conflict with local construction	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Distance measured is correct	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Route measured using GPS
Lane widths and numbers checked to ensure safety of participants and public	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Route reccie completed
Restricted Turns / Movements Checked	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Road Signage / Restrictions Checked	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Route Impeded by Traffic Calming Devices?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Signalised Intersections Checked for event requirements / restrictions	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Tidal Flows Relevant	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
Traffic Generators such as shopping centres, schools etc checked and notifications given	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	

TRAFFIC CONTROL PLAN

Entoure, a specialist in cycle event management, have been engaged to manage the on-road logistical components of the event and we have engaged Infra Engineering Services to oversee this Traffic Management Plan. We have assessed this event as either a class 3 or 4 event in terms of Transport NSW Guide to Traffic and Transport Management for Special Events July 24 Version 4. [NSW guide to traffic and transport management for special events \(PDF, 2.41 MB\)](#)

Our main area of responsibility for our client includes:

1. Route reconnaissance
2. Letters of no objection from key stakeholders
3. On road permits
4. Securing public liability insurance
5. Rider preparedness and rider management
6. Risk management
7. Police Escorts when applicable
8. Advising the Brain Cancer Collective re Medical support
9. On road support team recruitment and management
10. Provision of all on road logistical equipment
11. Event on-road management
12. Client consult

Insurance

We will acquire \$20 M public liability insurance for this specific event around Feb 2025 through our event sanctioning partner Aus Cycling and instruct them to note all interested parties on the certificate of cover and send to all relevant stakeholders prior to the event.

The event details are as follows:

Name:	Ride to Give
Dates:	Mar 30 to Apr 1 2025
Rider Numbers:	80 Riders ... 3 Pelotons

The Route

Date	Towns	Dist
Mar 30	Dubbo to Forbes	170.1 k
Mar 31	Forbes to Temora	173.7 k
Apr 1	Temora to Leeton	142.9 k

Peloton Definitions

1. Peloton 1 Experienced Riders
2. Peloton 2 Semi Experienced Riders
3. Peloton 3 Novice Riders

Route Links Ride with GPS and Roads Travelled

We use an app called Ride with GPS to map and to navigate our routes and you can access our routes and zoom in to map or satellite view by clicking the links below.

Day 1

<https://ridewithgps.com/routes/48270934>

Day 2

<https://ridewithgps.com/routes/48270961>

Day 3

<https://ridewithgps.com/routes/48271737>

Ride Format

Traffic management and traffic flow is something we take very seriously and something we have a lot of experience in.

Getting road users past our riders safely with minimal to no build up is a key output for us and ensuring our pelotons understand this and ride in a format that best allows this to occur is key to what we aim to achieve.

Road users are far more supportive to bike riders and on road support vehicles if they can see we have a system that gives them visibility to make a smart decision and that we are in control of our footprint and this all comes down to the positioning of our vehicles and the format of our riders and how we respond to road users.

We have a few simple rules

1. Riders will need to always remain together and under no circumstances will any rider be allowed to fall behind the rear support vehicle or go in front of the lead support vehicle.
2. Riders can't cycle at their own pace; all riders must cycle at an agreed collective pace for the peloton they have been assigned too.

3. Any rider who fails to cycle at the agreed average pace and deemed to be a risk to either themselves or those around them, is taken off the road and asked to sit in a support vehicle until it's safe to bring them out.
4. We control what we call a footprint; and that's simply the total size of the space we take up on the road that a road user will need to navigate around. Our traffic management process and how we manage our riders all comes back to footprint management and keeping this as consistent as possible and ensuring riders always have this front of mind.

Peloton Captain/s

Each of the pelotons will have designated and highly experienced peloton ride captains who will have two-way radio communication with the support vehicles and a consistent process across the management of riders and traffic flow.

Peloton Support Vehicles

We will have a lead and rear vehicle across each of the pelotons, driven by experienced drivers and or trained volunteers and / or a mix of both. All support vehicles will have flashing amber warning lights and two-way radio communication with the ride captains and medical personnel. These vehicles will display signs in terms of NSW rules and regulations stating **CAUTION CYCLIST FOLLOWING** and **CAUTION CYCLIST AHEAD** as well as **PASS WHEN SAFE**.

These vehicles will carry the following:

1. Water and Electrolytes
2. Nutritional bars
3. Mechanical parts
4. Paramedics from Highlands First Aid
5. Two Way Radios
6. Warning Lights
7. GPS map tools

Our Roof Signage <https://vimeo.com/manage/videos/216070659>

Medical

We will have protocols in place to escalate any matter requiring medical or first aid and the event will engage Highlands First Aid to manage all medical matters. A paramedic will be allocated to each peloton and form part of the on-road team and will be positioned in each of the rear vehicles. See Highlands First Aid document attached.

Traffic Management and Rider Safety

Rider safety will be key to our management of this event.

The basic rules and processes will include:

1. Under no circumstances will riders be allowed to cross centre lines
2. All riders will be supported by vehicles front and back
3. The support vehicles will be positioned so as to create positive awareness of the riders to motorists and will at all times operate with hazards and head lights on as well as roof mounted warning lights and signage
4. All vehicles and ride captains will be in two-way communication at all times
5. We will take all reasonable measures to reduce obstruction to pedestrians or vehicles during the event
6. All support staff will be briefed daily as to what's ahead
7. Under no circumstances will riders be allowed to ride during periods of poor visibility due to inclement weather or where there is insufficient daylight
8. Riders will keep to the extreme left-hand side of the carriageway at all times
9. Our default position for riders in a peloton is 2 abreast which keeps our footprint short and reduces the time it takes for vehicles to pass however, if this process is deemed unsafe for riders due to a high degree of traffic or other road conditions making passing unsafe and difficult for drivers then we will move to single file and if still difficult or deemed unsafe we will then get riders off the road. Our intention is to make the best decisions possible to get traffic past and to be as seamless to road users as possible.
10. Riders will always comply with all relevant road and traffic rules and regulations.
11. Riders will wear approved bicycle helmets when riding on the road

Key Contact

I will be your key contact for any on road matters for this event so please feel free to contact me at any time; Kent Williams

CONTINGENCY PLANS

This section is mandatory.

For detailed contingency, see Risk Plan attached.

Contingency Plan Checklist

Issues/Risks	Applicable		Action Taken
Heavy/Bad Weather	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
Poor Lighting	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Flood Hazard on route	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
Flood Hazard at parking area	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Parking during Wet Weather	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Bush fire Hazard	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
Accident on route	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
Breakdown on route	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
Absence of Marshal / Volunteer	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Absence of Event Signage	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Blockage to Public Transport	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Slow Participants	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Delayed Event	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
Cancellation of Event	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
Security of Participants	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
Security of VIP's	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Bridge Crossing Problems	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Refer risk matrix
(Other)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
(Other)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	

The event is a rolling event and all known risks are briefed to riders before and during the event. Riders safety is a priority and as such, extreme conditions could see a reduced event and or cancellation. This is known to riders up front and buses will be on standby to transport riders around any disaster zones (such as a flood, bush fire etc etc) as and when required.

PREPARE TRAFFIC SIGNAL DATA

This Section

☐ Applies

☒ Does not apply

RTA PERSONNEL REQUIRED

This Section ☐ Applies
☒ Does not apply

SPECIAL EVENT CLEARWAYS

This Section ☐ Applies
☒ Does not apply

ADVERTISE TRAFFIC MANAGEMENT ARRANGEMENTS

This section does not apply to our event.

VOLUNTEERS AND EVENT MARSHALS

This Section ☐ Applies
☒ Does not apply

PUBLIC TRANSPORT

This Section ☐ Applies
☒ Does not apply

EVENT SIGNS

This Section ☐ Applies
☒ Does not apply

VARIABLE MESSAGE SIGNS

This Section ☐ Applies
☐ Does not apply

ACCESS FOR LOCAL RESIDENTS, BUSINESSES, HOSPITALS AND EMERGENCY VEHICLES

This Section ☐ Applies
☒ Does not apply

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PARKING

This Section

- ☐ Applies
☒ Does not apply

HEAVY VEHICLE ALTERNATIVE ROUTES

This Section

- ☐ Applies
☒ Does not apply

Television

This Section

- ☐ Applies
☒ Does not apply

TRAFFIC COMMITTEE MEETING AGENDA

13 MARCH 2025



28 February 2025

CERTIFICATE OF CURRENCY

Marsh Pty Ltd
ABN 86 004 651 512
727 Collins Street
MELBOURNE VIC 3008

GPO Box 1229
MELBOURNE VIC 3001
Tel 1300 130 373
Email sport@marsh.com

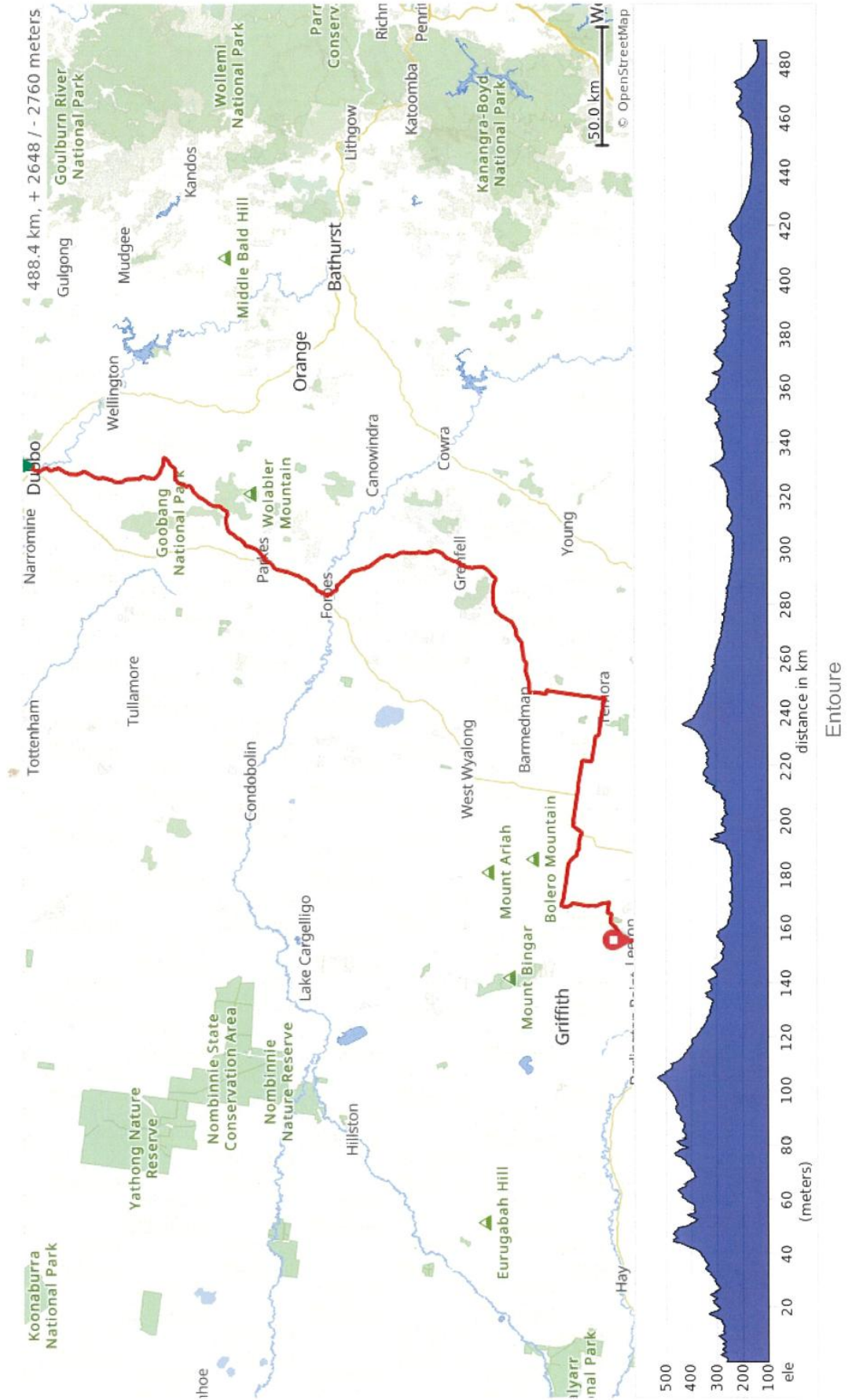
INSURED	AusCycling Limited
EVENT NAME	Ride to Give
EVENT ORGANISER	Massive and Co T/As Entoure
EVENT DATES	30 March – 1 April 2025
INSURANCE CLASS	Public and Products Liability
TERRITORIAL LIMITS	Worldwide, excluding operations domiciled in the United States of America and/or Canada
PERIOD OF INSURANCE	From: 28 February 2025 at 4pm Local Time (VIC) To: 28 February 2026 at 4pm Local Time (VIC)
INTEREST INSURED	Legally liable to pay as compensation for Personal Injury or Property Damage in connection with the Insured's Business
LIMITS OF LIABILITY	Public Liability \$20,000,000 any one occurrence or series of occurrences Products Liability \$20,000,000 in the aggregate
DEDUCTIBLE/EXCESS	\$1,000 each and every occurrence
INTERESTED PARTIES	Dubbo Council, Parkes Council, Forbes Council, Temora Council, Leeton Council, NSW Police, TFNSW, FDC Construction and Fit Out Pty Ltd
INSURER(S)	Sompo Japan Australia, HDI Global and Convex
POLICY NUMBER(S)	B0509BOWC12350436

Marsh Pty Ltd

This certificate of currency provides a summary of the policy cover and is current on the date of issue. It is not intended to amend, extend, replace or override the policy terms and conditions contained in the actual policy document. This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder. We accept no responsibility whatsoever for any inadvertent or negligent act, error or omission on our part in preparing these statements or in transmitting this certificate by email or for any loss, damage or expense thereby occasioned to any recipient of this letter.

Dubbo to Leeton

entourage



Highlands First Aid

OPERATIONAL AND CLINICAL CAPABILITY OUTLINE

Thank you for enquiring/booking Highlands First Aid (HFA) for your event. HFA provides two levels of clinical delivery – First Responders and Registered Paramedics. HFA prides itself in its advanced delivery of healthcare at events which exceeds the event health industry standard; ensuring that we are ready to manage a wide range of medical and traumatic emergency and non-emergency situations.

Below lists the operational and clinical capabilities of Highlands First Aid.

Clinical Levels	
First Responder	Clinical staff member with Advanced First Aid, Advanced Resuscitation and Pain Management qualifications
Registered Paramedic	Clinician who is registered as a Paramedic with the Australian Health Practitioner Registration Agency (AHPRA) and has clinical experience in the field of pre-hospital care

Operational Capabilities		
Response	Rapid Response AWD Vehicle Rapid Response Bike Unit (RRBU)	Available for use at events as per event needs and requests
Communications	2-way radios on HFA private and secure network	
Triage	3 x 3 metre triage tent with lights and walls Treatment beds with linen and pillows	

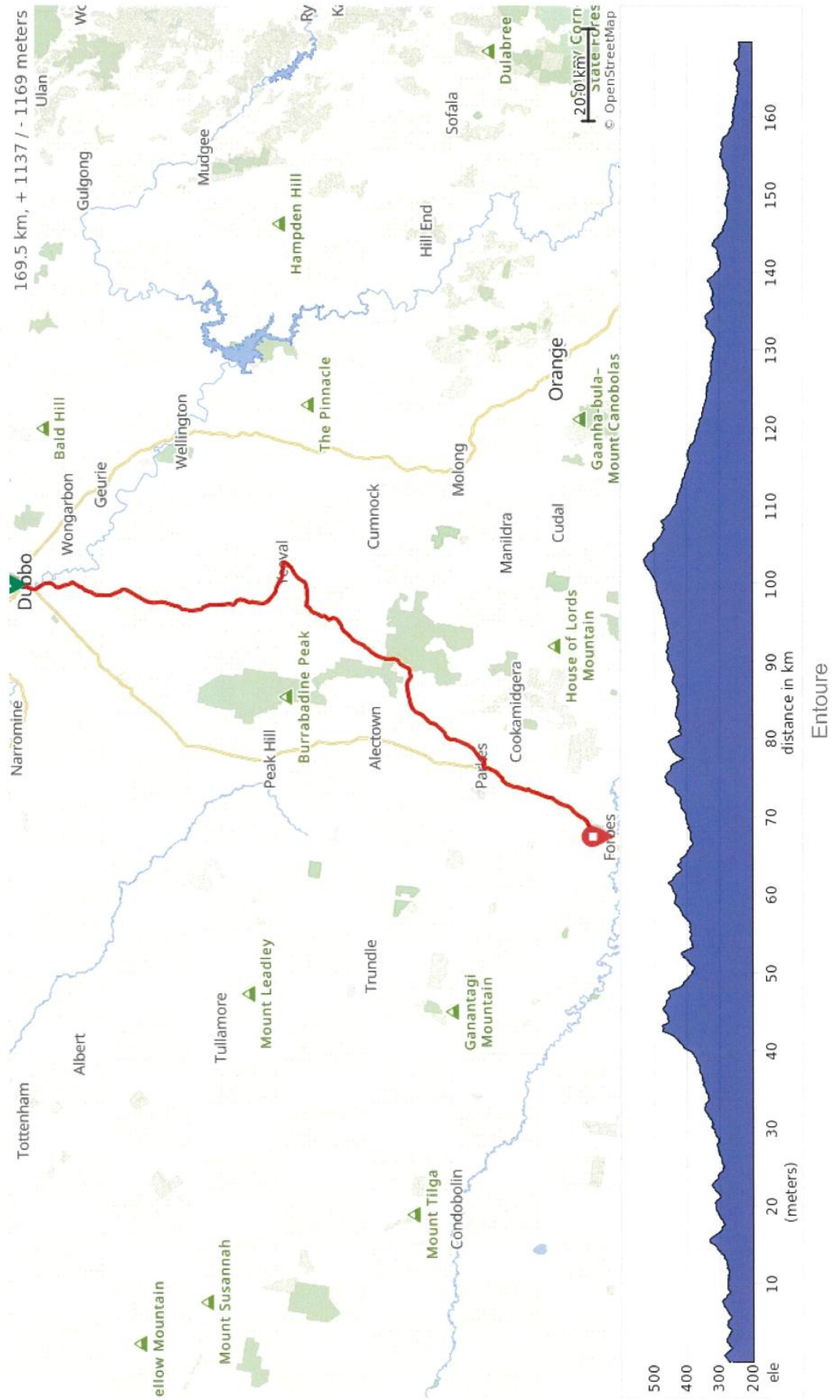
Clinical Capabilities			
	Procedure	First Responder	Registered Paramedic
Diagnostic	Patient Assessment and Diagnostics		Advanced Assessment
	Auscultation with Stethoscope		
	Pulse Oximetry (SpO2)		
	Blood Pressure		
	Glucometer (Blood Sugar measurement)		
	Tympanic Thermometer		
	12 Lead Electrocardiogram (Cardiac) Monitoring		
Airway and Breathing	Basic airway management - oropharyngeal and nasopharyngeal airways		
	Advanced airway management - laryngeal mask airways – i-gel		
	Suction		
	Laryngoscope with Magill forceps		
	Ventilation with Oxygen via Bag-Valve Mask		
	Oxygen via nasal cannula, therapy mask and non-rebreather mask		
Resuscitation	Basic Life Support		
	Advanced Life Support		

Trauma	Automatic External Defibrillators with paediatric and adult pads		
	Manual Defibrillation		
	Scoop spinal boards and head blocks		
	Spinal hard collar application (paediatric and adult)		
	Bandages, splints and slings		
	Lower arm and leg splints		
	Torniquets		
	Burn Dressings		
	T-Pod/Sam Splint Pelvic Binders		
	CT-6 Femoral Traction Splints		
	Snake and Spider bite kit		
Pharmacology	Simple to Restricted Analgesia (Pain Relief)		
	Nausea and Vomiting Medication		
	Allergic Reaction Medication	Basic Medications	Advanced Medications
	Asthma and Respiratory Medication	Basic Medications	Advanced Medications
	Cardiac Medication	Basic Medications	Advanced Medications
	Hypoglycemic (Diabetic) Medication	Basic Medications	Advanced Medications
	Fluid Replacement	Basic Medications	Advanced Medications
	Oral Medication Administration		
	Nebulisation		
	Intramuscular Injection		
	Intravenous Cannulation		
	Intravenous Injection		

Key	
Colour/Descriptor	Meaning
	Approved for use by clinical level
	Not Approved for use by clinical level
Basic	This skill/pharmacology can be performed at a basic level by this clinical level
Advanced	This skill/pharmacology can be performed at an advanced level by this clinical level

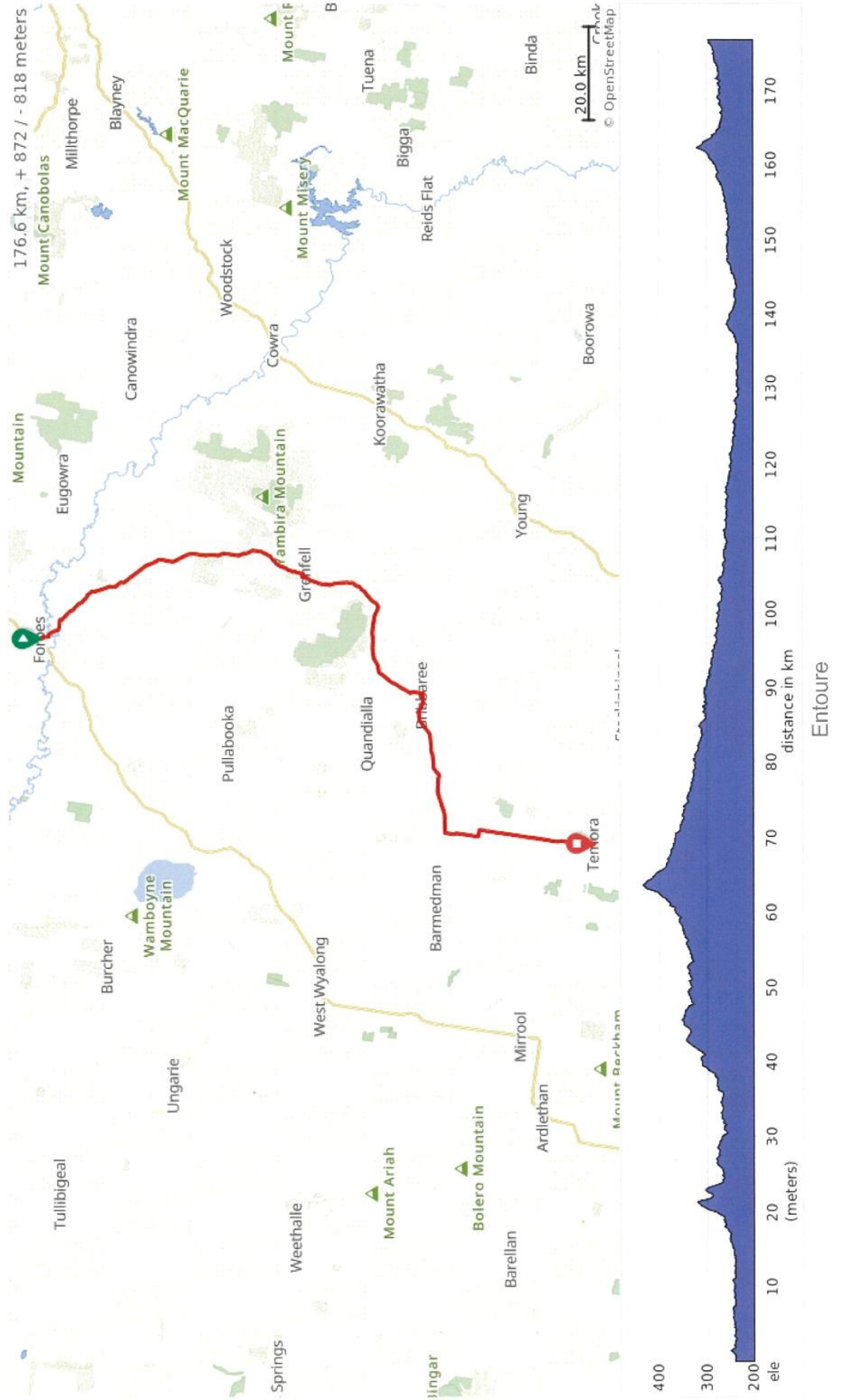
R2G25 D1

entourage

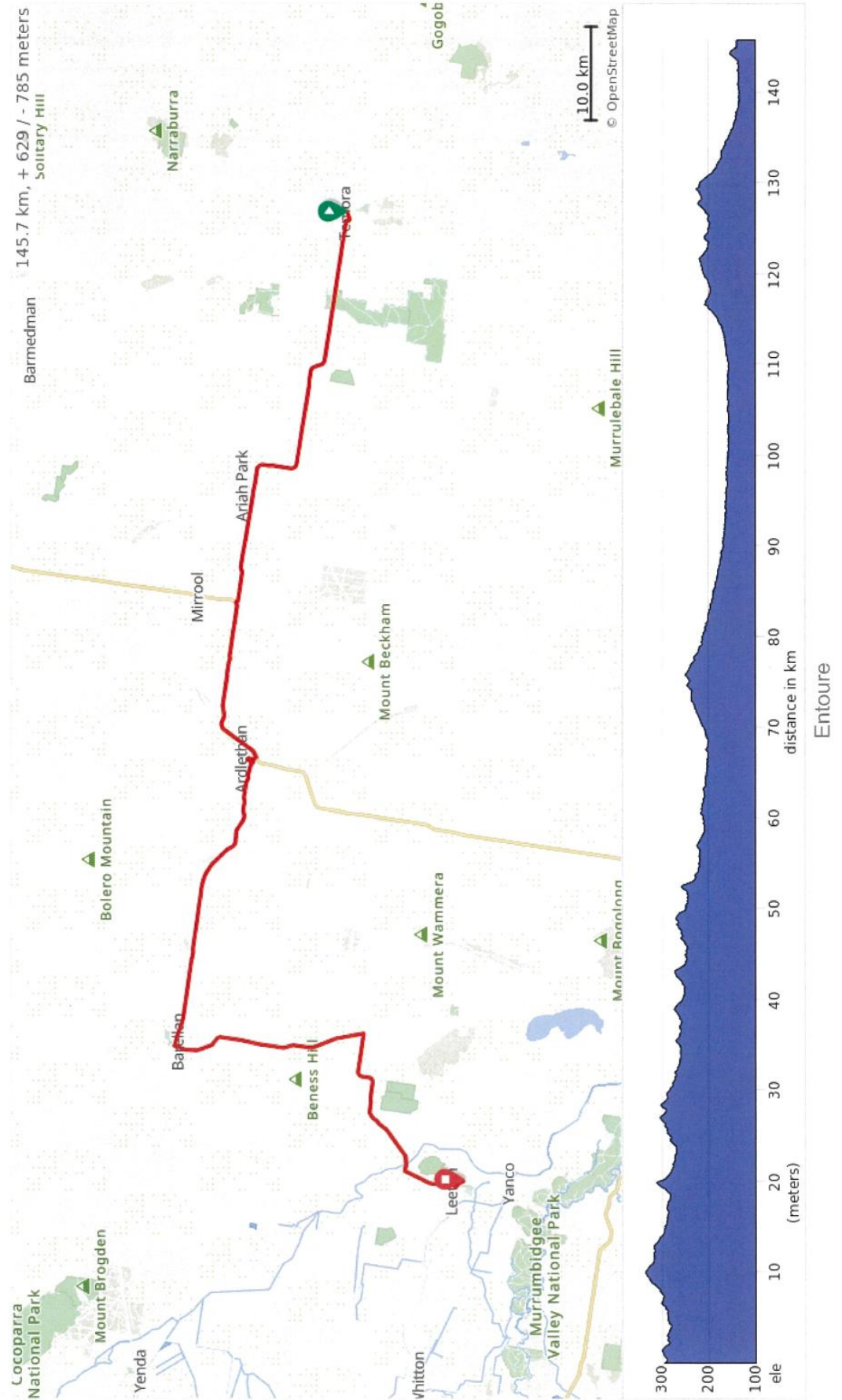


R2G25 D2

entourage



R2G25 D3



Risk Matrix

Based on AS/NZS 4360:2004 and HB 436:2004

		Consequences				
		Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Likelihood	Almost Certain (5)	LOW (5)	MEDIUM (10)	HIGH (15)	EXTREME (20)	EXTREME (25)
	Likely (4)	LOW (4)	MEDIUM (8)	HIGH (12)	EXTREME (16)	EXTREME (20)
	Possible (3)	LOW (3)	LOW (6)	MEDIUM (9)	HIGH (12)	HIGH (15)
	Unlikely (2)	VERY LOW (2)	LOW (4)	LOW (6)	MEDIUM (8)	HIGH (10)
	Rare (1)	VERY LOW (1)	VERY LOW (2)	LOW (3)	MEDIUM (4)	MEDIUM (5)

ON ROAD EVENTS RISK REGISTER

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS							
REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C
1	Severe Weather Conditions eg Rain – Hail – Heavy Fog – Severe Winds – Excessive Heat encountered at the commencement/during event.	2	3	May need to alter course within agreed approval limits.	<ul style="list-style-type: none"> Monitor weather conditions leading up to the event. If severe weather conditions appear likely consider the following: <ol style="list-style-type: none"> 1/ Delay start 2/ Move finish 3/ Shorten route 4/ Have bus transport on standby 5/ Cancel parts/ portions of the ride 	1	1
2	Participant's health deteriorates during the event as a result of dehydration – sunburn – frostbite.	2	4	Rider becomes ill and can't ride safely	<ul style="list-style-type: none"> First Aid Officers and Peloton Captains to monitor all riders. Stop every 2 hrs (or as reqd) for water and sun block Constantly remind riders to drink Brief riders at start of each day the importance of hydration and what they require to get through the day 	1	1
							Support staff look for early signs and treat riders before they dehydrate.

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS

REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
3	Participant involved in an incident during the event resulting in serious injury.	1	5	Rider dies	<ul style="list-style-type: none"> Riders briefed daily as to route All pelotons to have rider and mobile communications within the pelotons and within the support vehicles Support personnel to set up road safety area and direct traffic as reqd to ensure rider safety First aid officers to access and call ambulance / local hospital Ambulance controls situation from point of arrival 	1	4	First Aid Officers and support staff to understand emergency procedures
4	Participant involved in an incident during the event resulting in a non serious injury that requires some degree of attention.	3	2	Rider needs minor medical assistance	<ul style="list-style-type: none"> First aid officers advised of the situation and treat accordingly Event Manager to review situation and evaluate if the situation could be avoided from happening again and why it happened Event Manager implement changes and or brief riders as reqd 	2	1	Event Manager to monitor riders and keep them safe. Treat as reqd.

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS

REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
5	Participants come across poor road conditions – road blocked/impassable during the event.	1	1	Riders may need to get off their bikes	<ul style="list-style-type: none"> A pre drive through of the event and all known areas of concern reported Any area found to be blocked and or impassable will be dealt with on a needs basis Route adjusted as reqd or riders simply walk around obstacle if safe to do so 	1	1	Event Manager to make decision based on rider risk and safety
6	Participants come across severe accident/decent on the road network during the event.	3	3	Riders fall off their bike and injury themselves	<ul style="list-style-type: none"> All riders have an agreed and evaluated level of fitness and experience All riders are well briefed before and during the event Peloton captains further control speeds and danger zones Support staff to further communicate issues ahead 2 way radios are available across all pelotons to communicate areas of high risk In cases of serious and known risks a marshal to stand 1 k prior to the area of concern and another at the risk zone 	3	3	Riders can always fall off their bikes on steep decents. Mitigation is all about rider communication and strong captaincy.

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS

REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
7	Participants have limited/no experience in participating in an event.	1	5	Riders are inexperienced and cause danger to others	<ul style="list-style-type: none"> All riders are qualified prior to registration and prior to the event Training rides are also held to rate rider ability Anyone short of the reqd skill set will not be allowed to ride or will be placed in a support vehicle We are very strict on this issue 	1	5	We have a clear strategy to prevent this from occurring and equally a clear strategy to resolve if it does.
8	Participants lose their way during the event.	1	3	Rider gets lost and subsequently unsupported and injured	<ul style="list-style-type: none"> Riders must ride in a peloton; handle bar to handle bar No riders can drop back and no rider can ride ahead of a lead vehicle Head counts are made at each and every stop 	1	1	We have control measures in place
9	Participant's equipment/vehicle becomes unserviceable or unroadworthy during the event.	3	2	Rider cant ride Driver cant drive	<ul style="list-style-type: none"> We have spare bikes and mechanics on board All mechanicals will be addressed In cases where this relates to a vehicle we will need to either have vehicle fixed and or replaced ... worst case we would adjust peloton numbers to match reqd vehicles at that time 	3	2	We have controls in place

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS

REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
10	Participants suffer a mechanical/equipment breakdown/failure during the event.	3	1	Rider can ride	<ul style="list-style-type: none"> See mechanical response above 	3	1	We have controls in place
11	Pilot/rear escort vehicle/s suffers mechanical breakdown during the event.	1	4	Peloton is unsupported	<ul style="list-style-type: none"> We will have additional vehicles that can take the place. 	1	2	We have controls in place
12	Support vehicle/s suffers mechanical breakdown during the event.	1	4	Peloton is unsupported	<ul style="list-style-type: none"> We will have additional vehicles that can take the place. 	1	2	We have controls in place
13	Participant attempts/participates in event when not authorised/licensed to drive/ride a vehicle, motor bike or boat.	1	3	Rider participates without approval	<ul style="list-style-type: none"> Riders register offline Riders have to wear approved kit Riders pass a check process daily No riders ride that aren't approved 	1	3	We have controls in place
14	Approved route unable to be travelled upon.	1	4	Riders can't ride on the route	<ul style="list-style-type: none"> Pre event drive through and weather monitoring should identify this issue early A reduced route would need to be considered 	1	1	We have controls in place

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS

REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
15	Event cancelled prior/during the event.	1	4	Riders can't ride	<ul style="list-style-type: none"> The purpose of our rides are to raise money for kids charities ... so the event itself is not the main issue Our event cannot be postponed as riders would have paid for accommodation that can't be changed This is understood at registration 	1	4	Riders disappointed they couldn't ride

L = LIKELIHOOD
C = CONSEQUENCE



Standard Operating Procedures for a Major Incident

A major incident (within the operations of an Event) can be best defined as any incident where an official or rider sustain injuries during the conduct of the event which requires treatment beyond first aid at the scene - i.e. A rider suffers chest pain or comes off their bike and is required to be hospitalised or is involved in any other incident during the conduct of the ride which requires treatment beyond simple first aid at the scene.

Each Peloton is to have a designated 'Leader'. The 'Leader' should remain focussed on co-ordinating safety and co-ordinating additional resources to deal with the incident.

MEDICAL

It is Entoure's position that all clients outsource medical risk and management to a designated first aid responder organisation such as a St Johns Ambulance or Assist First Aid and that a minimum level of support be set at Senior First Aid Officer or Paramedic and that the engaged organisation manage and take responsibility for first aid kits and supply of defibrillators and the management of all incidents whether they be major or minor. In the event that a client does not do this Entoure and Entoure staff and volunteers do not take on any responsibility or liability of any of these services.

The client is to ensure that each peloton should have a skilled resource and access to life saving equipment to treat minor and or major incidents. Clients choosing to engage doctors or first aid qualified volunteers accept the risk management, outcomes and management of these people. Equally, any client who fails to provide any skilled resource or life saving equipment across any peloton or event, accepts all associated risks. Entoures only role in dealing with incidents (whether major or minor) is to manage the resources supplied by the client and does so in the capacity of a volunteer.



MEDICAL PLUS APP

<http://emergencyapp.triplezero.gov.au/>

All on road support staff should have the Emergency Plus App downloaded to their phones. This app allows emergency calls to be made when in cell phone coverage with clear coordinates as to where the incident occurred.

LEADER

Role

Entoure will select the Peloton Leader and subject to the nominees acceptance they will be deemed volunteer leader of incident management for their designated peloton.

In the event of a Major Incident, such as several riders falling hard to the road suffering possible broken bones or a rider suffering from possible cardiac issues, the Leader will co-ordinate personnel to address and attempt to avoid further trauma. The leader will always aim to keep the other riders safe and ensure all people involved in the peloton take clear instructions from the Leader, any medical staff present and police.

If resources and circumstance allow, the leader will appoint another appropriate person as a 'note taker' keeping a record of issues, times, requests and circumstances as the issues are managed. Wherever possible the note taker will take photographs to compliment the record of the incident.



The Leader will confirm with ALL other personnel in the Peloton as soon as practicable that a 'Major Incident' has been declared and give instructions that the front and rear vehicles are to be positioned to avoid any further vehicular traffic arriving upon the incident scene at speed. All uninjured and minor injured persons are to clear the road way and move to a designated/allocated Safe Zone if the Leader has nominated one. The 'Leader' will attempt to designate such zone depending on the geography and circumstance of the incident. If there are any needs communicated by the medical staff to the Leader the Leader will attempt to provide such needs where possible within the limitation of the skills of the Leader.

Should additional medical help be required, the Leader (or their representative) is to attempt to contact Emergency Services via best available communication method (cell phone/sat phone/app). Once this has been carried out and the incident is under control the situation should be escalated to the Tour Director. If the Tour Director attends the scene, they will be deemed the overall leader. If Police or Ambulance arrive on the scene they will take full control and responsibility of the management of the incident.

The lead and rear drivers (or their representatives) should place their vehicles several 100 metres prior to the incident or at another place that will enable sufficient warning to approaching motorists that an incident has occurred up ahead.

The designated First Aid Responder should be the first to attend to the victims of the incident. They should always have a First Aid Kit on issue to the vehicle they are in and where possible a Defibrillator. In the event that such facilities are not provided by the client Entoure or its volunteers accepts no responsibility to do so. In situations where a higher qualified person riding within the Peloton, such as a (paramedic, doctor) is available, who has not been affected by the incident, should be happy to assist, they can work along side the First Aid Responder as an additional volunteer.



The Bike Captains should attempt to make sure all unaffected riders and their bikes are removed to a Safe Zone so no additional injuries are received. Anyone not involved in assisting the incident is to remain in the Safe Zone until instructed by either the Leader or the Principal of Entoure or the police if they are present. Once the police or other Emergency first responders are present all instructions given by these first responders must be adhered to.

It is noted that all services, decisions and actions made by Leaders and peloton marshals along with Bike Captains and any persons representing entoure are made in the capacity of both volunteers and good Samaritans as defined in the Civil Liability Act 2002 (NSW) and equivalent State Acts in other jurisdictions.

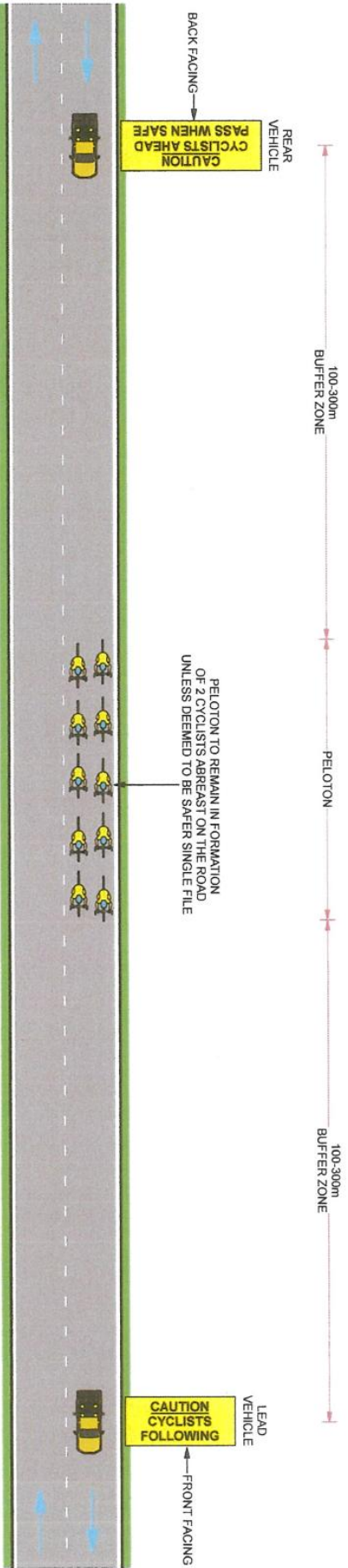
Note:

Life 360 is an app that tracks and reports the status of iPhones and is a good way to track the whereabouts of pelotons and key personnel across events. Entoure accepts no liability for the accuracy of this app however, recommends all designated leaders download the app to their phone so when in cell coverage they have some tools to be able to track the whereabouts of other leaders, pelotons and key support personnel.

See here <https://www.life360.com/>

Another app we will sometimes endeavour to use is MAPROGRESS; this app tracks pelotons via SPOT GEN 3 beacons. We will advise when we use this app.

TGS #1: (NORMAL CONDITIONS)



NOTES:

- ALL SUPPORT VEHICLES & RIDE CAPTAINS MUST REMAIN IN TWO-WAY COMMUNICATION AT ALL TIMES.
- ALL SUPPORT VEHICLES MUST BE EQUIPPED WITH DISPLAYED SIGNAGE & ROOF MOUNTED WARNING LIGHTS.
- RIDERS TO KEEP TO LEFT-HAND SIDE OF CARRIAGEWAY AT ALL TIMES.
- RIDERS TO BE AT A MAXIMUM OF TWO AHEADST, SINGLE-FILE WHEN ADVISED BY LEAD VEHICLE DRIVER AND/OR RIDE CAPTAINS).
- RIDERS & SUPPORT VEHICLES MUST COMPLY WITH ALL ROAD & TRAFFIC RULES AND REGULATIONS.

Client & Contact No: Entourage (Kent Williams (0414 981 028))		Revision		Date	Developed & Approved	Signature	NOT TO SCALE
Event:		001		07/02/24	DM	Fredrik Carlstrom	PRINT NAME
Road Type: Council		002					FOR BIDDING
Posted Speed: Various		003					
Drawing Number: TGS-24-8240		004					
Municipality/ Road Authority:		005					
Control Type: Advanced Warning Signs							
Closure Type: N/A							
Order/ Client No.							

TRAFFIC ENGINEERING

DIRECTOR: FREDRIK CARLSTROM
E: operations@infrastructureengineering.com.au
M: 0431450023
Site Work NSW: TCT1028822

When installed as per plan, signage will be in accordance with AS1742.3-2019 Manual of Uniform Traffic Control Devices - Part 3: Traffic Control Devices for Works on Roads and TNSW Traffic Control at Worksites Issue (TCAMS) 5.1

יְהוָה יִשְׁמַר אֶת צְדֵק אֲבוֹתָיו וְאֶת דְּבַר הַחַסְדִּים

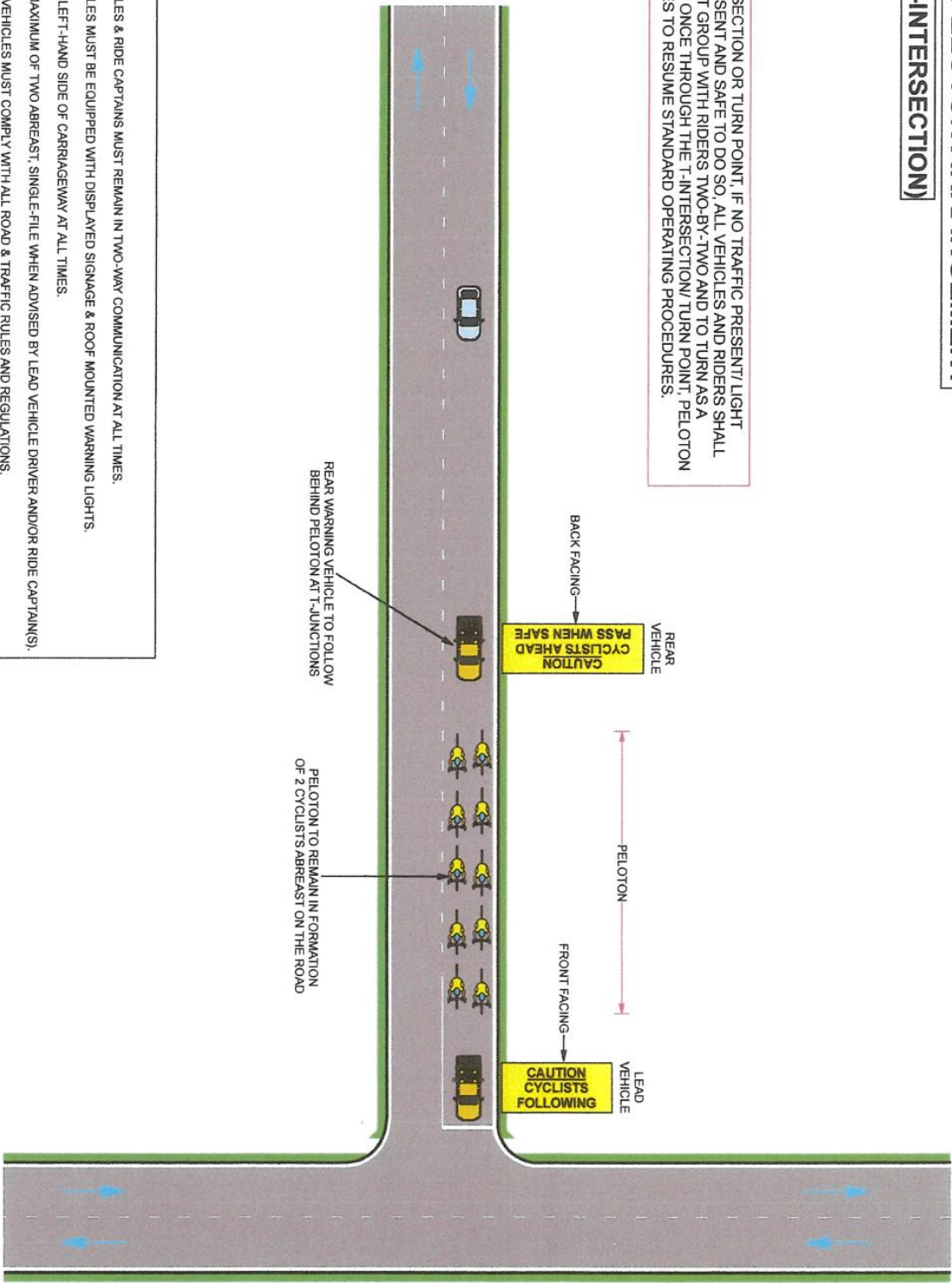


- MOBILE VEHICLES TO MOVE INTO SHOULDER
IF AVAILABLE TO ENABLE TRAFFIC TO PASS SAFELY

Client & Contact No: Enmore (Karl Williams [0414 981 028])	
Event:	
Event Location:	
Road Type: Council	Municipality/ Road Authority:
Posted Speed: Various	Control Type: Advanced Warning Signs
Drawing Number:	Closure Type: N/A
TGS-24-8241	Order/ Client No.

TGS #3: (T-INTERSECTION)

AT A T-INTERSECTION OR TURN POINT, IF NO TRAFFIC PRESENT/ LIGHT TRAFFIC PRESENT AND SAFE TO DO SO, ALL VEHICLES AND RIDERS SHALL FORM A TIGHT GROUP WITH RIDERS TWO-BY-TWO AND TO TURN AS A COLLECTIVE. ONCE THROUGH THE T-INTERSECTION/ TURN POINT, PELOTON AND VEHICLES TO RESUME STANDARD OPERATING PROCEDURES.



- NOTES:
- ALL SUPPORT VEHICLES & RIDE CAPTAINS MUST REMAIN IN TWO-WAY COMMUNICATION AT ALL TIMES.
 - ALL SUPPORT VEHICLES MUST BE EQUIPPED WITH DISPLAYED SIGNAGE & ROOF MOUNTED WARNING LIGHTS.
 - RIDERS TO KEEP TO LEFT-HAND SIDE OF CARRIAGEWAY AT ALL TIMES.
 - RIDERS TO BE AT A MAXIMUM OF TWO ABEAST, SINGLE-FILE WHEN ADVISED BY LEAD VEHICLE DRIVER AND/OR RIDE CAPTAINS).
 - RIDERS & SUPPORT VEHICLES MUST COMPLY WITH ALL ROAD & TRAFFIC RULES AND REGULATIONS.

Client & Contact No: Ethure (Kent Williams (0414 981 0281))

Event:

Event Location:

Road Type: Council

Posted Speed: Various

Drawing Number: TGS-24-8242

Control Type: Advanced Warning Signs (T-Intersections)

Closure Type: N/A

Order/ Client No.

INFR //

TRAFFIC ENGINEERING

When installed as per plan, signage will be in accordance with AS1742.2-2019 Manual of Uniform Traffic Control Devices for Roads and TNSW Traffic Control at Workplaces Issue (TCAMS) 5.1

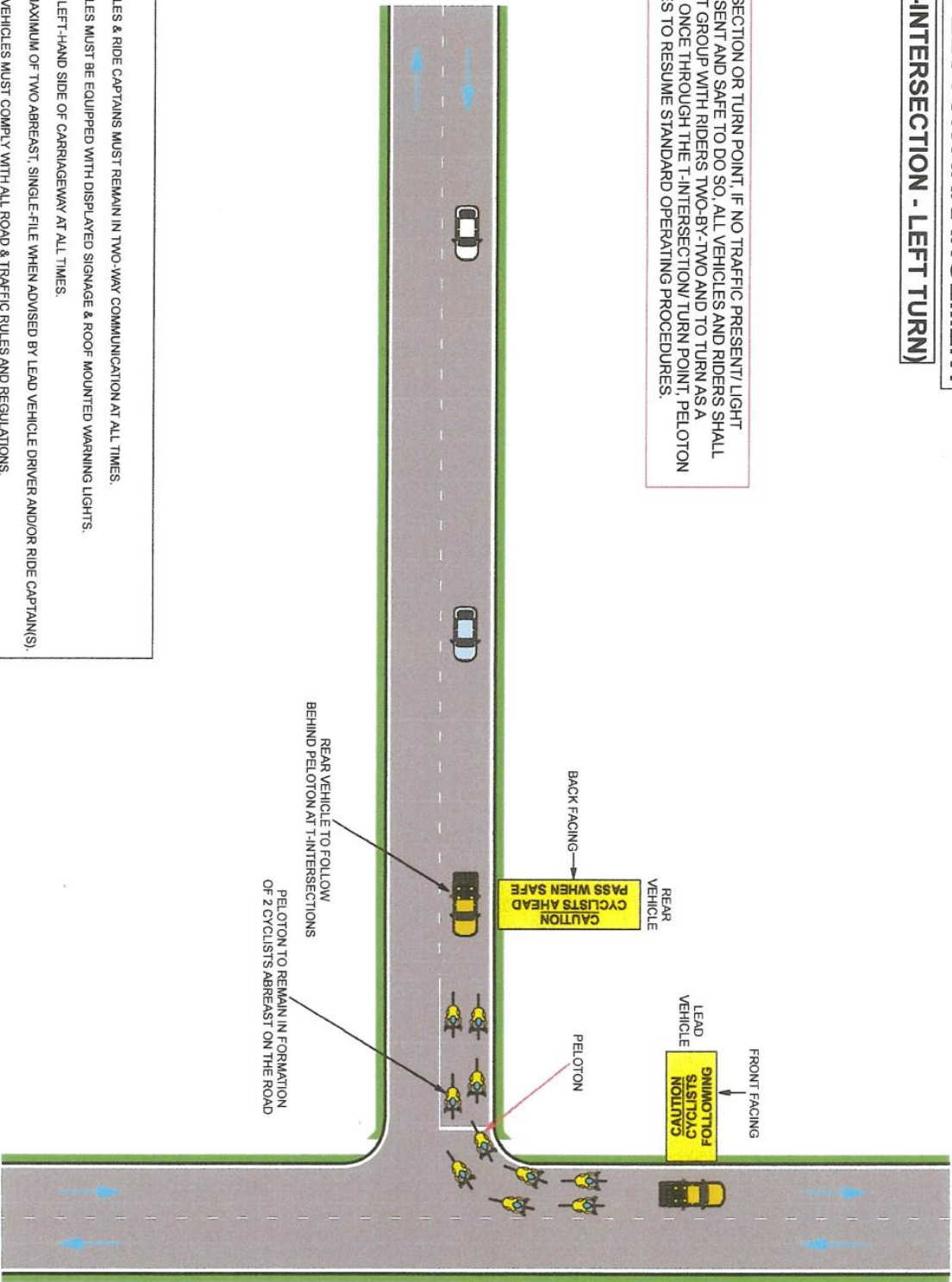
DIRECTOR: FREDRIK CARLSTROM
E: operations@infrastructure.com.au
M: 0431468025
Safe Work NSW: TCT102822

Revision	Date	Developed & Approved	Signature
001	01/02/24	DM	Fredrik Carlstrom
002	07/02/24	DM	Fredrik Carlstrom
003			
004			
005			

NOT TO SCALE

TGS #4: (T-INTERSECTION - LEFT TURN)

AT A T-INTERSECTION OR TURN POINT, IF NO TRAFFIC PRESENT/ LIGHT TRAFFIC PRESENT AND SAFE TO DO SO, ALL VEHICLES AND RIDERS SHALL FORM A TIGHT GROUP WITH RIDERS TWO-BY-TWO AND TO TURN AS A COLLECTIVE. ONCE THROUGH THE T-INTERSECTION/ TURN POINT, PELOTON AND VEHICLES TO RESUME STANDARD OPERATING PROCEDURES.



NOTES:

- ALL SUPPORT VEHICLES & RIDE CAPTAINS MUST REMAIN IN TWO-WAY COMMUNICATION AT ALL TIMES.
- ALL SUPPORT VEHICLES MUST BE EQUIPPED WITH DISPLAYED SIGNAGE & ROOF MOUNTED WARNING LIGHTS.
- RIDERS TO KEEP TO LEFT-HAND SIDE OF CARRIAGEWAY AT ALL TIMES.
- RIDERS TO BE AT A MAXIMUM OF TWO AHEAD, SINGLE FILE WHEN ADVISED BY LEAD VEHICLE DRIVER AND/OR RIDE CAPTAINS.
- RIDERS & SUPPORT VEHICLES MUST COMPLY WITH ALL ROAD & TRAFFIC RULES AND REGULATIONS.

Client & Contact No. Entourage (0414 981 028)

Event:

Road Type: Council

Posted Speed: Various

Drawing Number: TGS-24-8243

Municipality/ Road Authority:

Control Type: Advanced Warning Signs (T-Intersections)

Closure Type: N/A

Order Client No.

INFR //

TRAFFIC ENGINEERING

When installed as per plan, signage will be in accordance with AS1742.3-2019 Manual of Uniform Traffic Control Devices - Part 3 Traffic Control Devices for Works on Roads and TNSW Traffic Control at Workplaces Issue (TCAWS) 6.1

Safe Work NSW: TCT1028822

DIRECTOR: FREDRIK CARLSTROM
E: operations@infrastructure.com.au
M: 0431468025

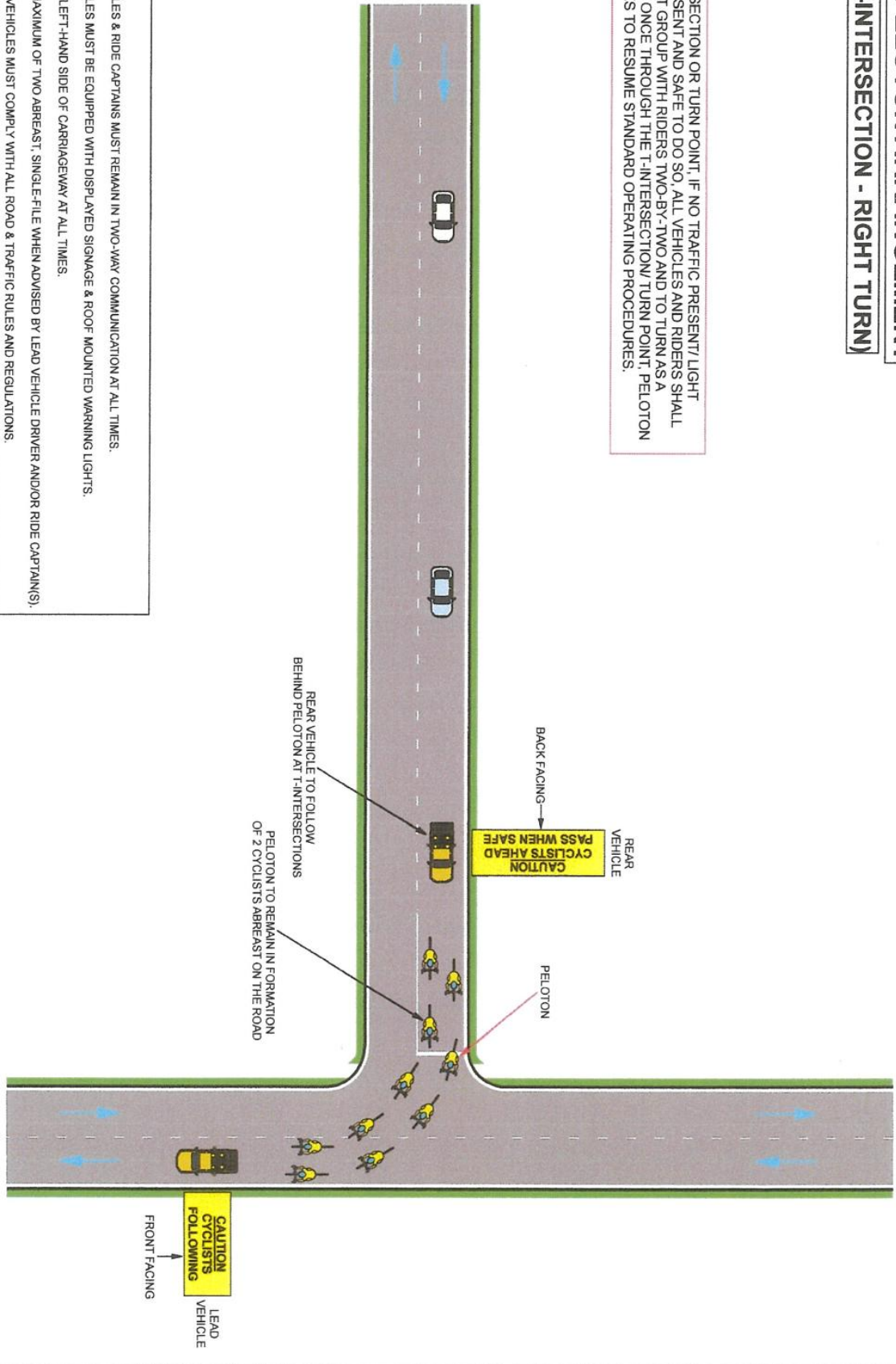
Revision	Date	Developer & Approved	Signature
001	07/02/24	DM	Fredrik Carlstrom
002			
003			
004			
005			

NOT TO SCALE

PRINT NAME
1000 0001 0000110

TGS #5: (T-INTERSECTION - RIGHT TURN)

AT A T-INTERSECTION OR TURN POINT, IF NO TRAFFIC PRESENT/ LIGHT TRAFFIC PRESENT AND SAFE TO DO SO, ALL VEHICLES AND RIDERS SHALL FORM A TIGHT GROUP WITH RIDERS TWO-BY-TWO AND TO TURN AS A COLLECTIVE. ONCE THROUGH THE T-INTERSECTION/ TURN POINT, PELOTON AND VEHICLES TO RESUME STANDARD OPERATING PROCEDURES.



- NOTES:
- ALL SUPPORT VEHICLES & RIDE CAPTAINS MUST REMAIN IN TWO-WAY COMMUNICATION AT ALL TIMES.
 - ALL SUPPORT VEHICLES MUST BE EQUIPPED WITH DISPLAYED SIGNAGE & ROOF MOUNTED WARNING LIGHTS.
 - RIDERS TO KEEP TO LEFT-HAND SIDE OF CARRIAGEWAY AT ALL TIMES.
 - RIDERS TO BE AT A MAXIMUM OF TWO AHEAD, SINGLE-FILE WHEN ADVISED BY LEAD VEHICLE DRIVER AND/OR RIDE CAPTAINS.
 - RIDERS & SUPPORT VEHICLES MUST COMPLY WITH ALL ROAD & TRAFFIC RULES AND REGULATIONS.

Client & Contact No. Entourage (0414 981 0281)

Event:

Event Location:

Road Type: Council

Posted Speed: Various

Drawing Number: TGS-24-8244

Municipality/ Road Authority:

Control Type: Advanced Warning Signs (T-Intersections)

Closure Type: N/A

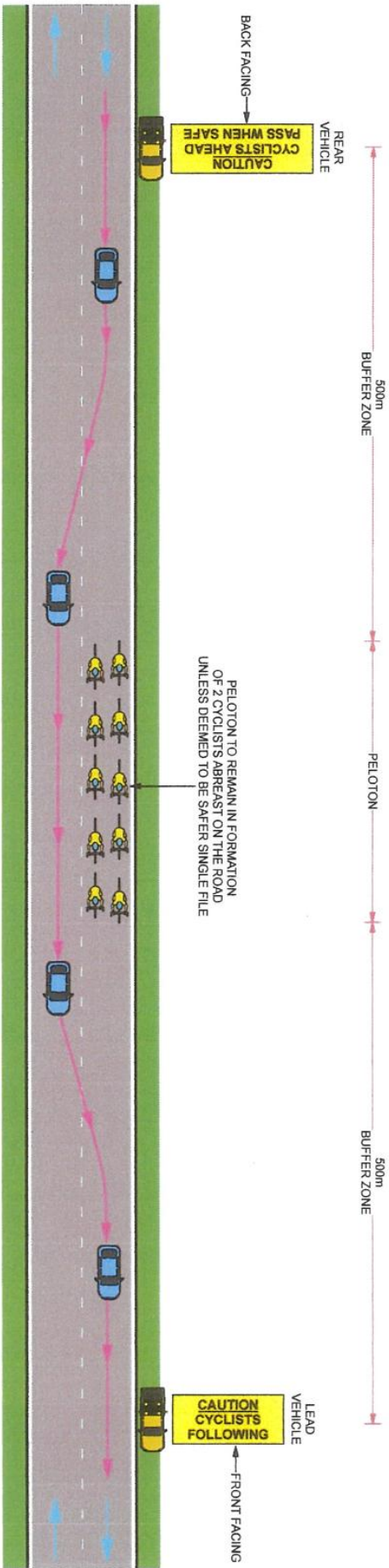
Order/ Client No.

INFR/\		TRAFFIC ENGINEERING		DIRECTOR: FREDRIK CARLSTROM		Revision		Date		Developed & Approved		Signature		NOT TO SCALE	
E: operations@infrengineering.com.au		M: 043 1460025		Safe Work NSW: TCT1028822		001		07/02/24		DM		Fredrik Carlstrom		FROM REVISIONS	
When installed as per plan, signage will be in accordance with AS1742.3-2019 Manual of Uniform Traffic Control Devices - Part 3: Traffic Control Devices for Works on Roads and TNSW Traffic Control at Worksites Issue (T/CAN05) 6.1						002									
						003									
						004									
						005									

INFR/ \

TGS #6: (CARS PASSING WITH LEAD AND REAR VEHICLES OFF ROAD)

NOTE:
IF OUR SUPPORT VEHICLES ARE MAKING TRAFFIC FLOW DIFFICULT, THEY ARE TO MOVE OFF THE ROAD TO GIVE MOTORISTS A CLEAR VISION OF RIDERS AND TO SHORTEN THE FOOTPRINT. MOTORISTS NEED TO PASS, ONCE TRAFFIC HAS PASSED SAFELY, OUR SUPPORT VEHICLES ARE TO RESUME THEIR STANDARD OPERATING PROCEDURES.



NOTES:

- ALL SUPPORT VEHICLES & RIDE CAPTAINS MUST REMAIN IN TWO-WAY COMMUNICATION AT ALL TIMES.
- ALL SUPPORT VEHICLES MUST BE EQUIPPED WITH DISPLAYED SIGNAGE & ROOF MOUNTED WARNING LIGHTS.
- RIDERS TO KEEP TO LEFT-HAND SIDE OF CARRIAGEWAY AT ALL TIMES.
- RIDERS TO BE AT A MAXIMUM OF TWO ABBREAST, SINGLE-FILE WHEN ADVISED BY LEAD VEHICLE DRIVER AND/OR RIDE CAPTAINS.
- RIDERS & SUPPORT VEHICLES MUST COMPLY WITH ALL ROAD & TRAFFIC RULES AND REGULATIONS.

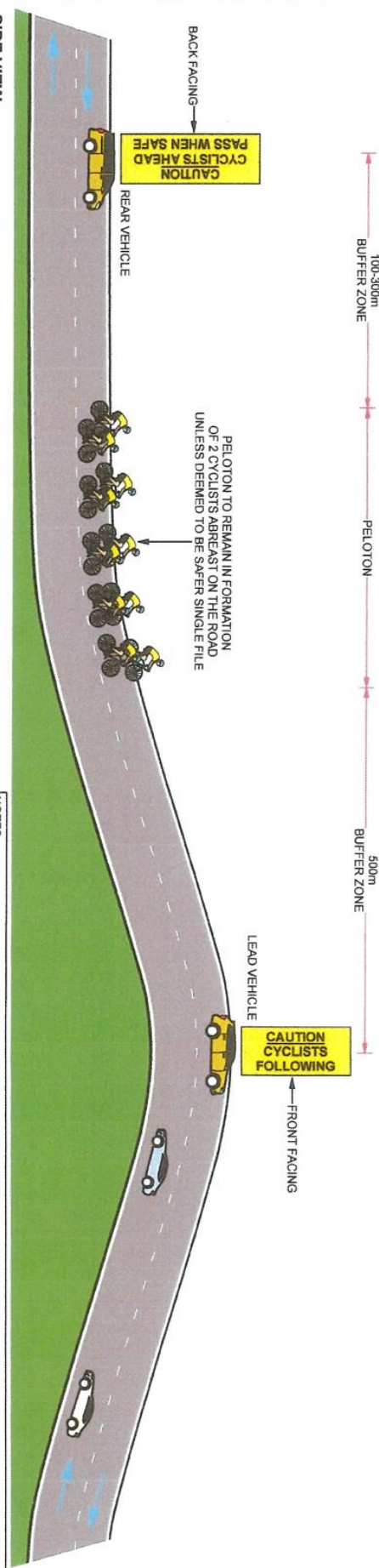
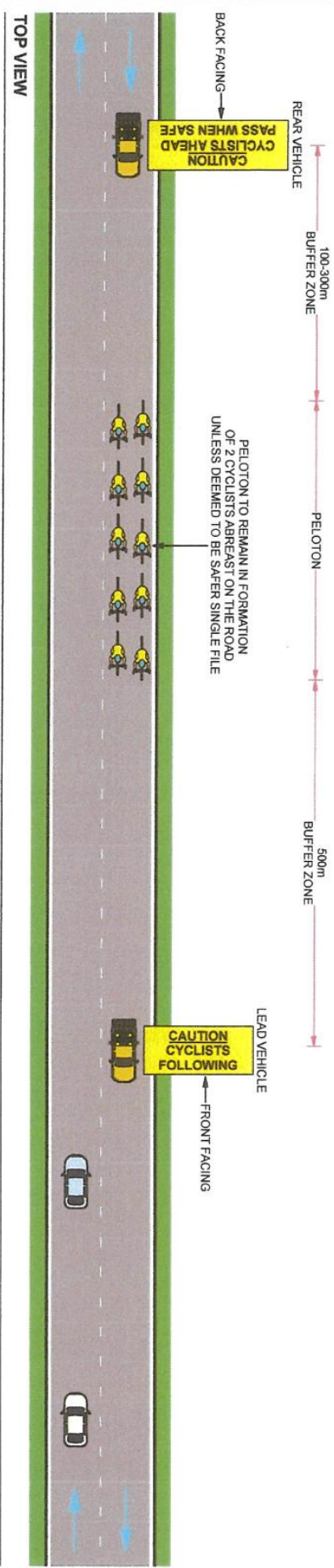
Client & Contact No: Entourage (Kent Williams [0414 981 028])		Revision		Date	Developed & Approved	Signature	NOT TO SCALE FOR INFO ONLY
Event:		001		09/02/24	DM	Fredrik Carlstrom	
Road Type: Council		002		09/02/24	DM	Fredrik Carlstrom	
Posted Speed: Various		003					
Drawing Number: TGS-24-8256		004					
Municipality/ Road Authority:		005					
Control Type: Advanced Warning Signs							
Closure Type: N/A							
Order/ Client No.							

When installed as per plan, signage will be in accordance with AS1742.3-2018 Manual of Uniform Traffic Control Devices - Part 3 Traffic Control Devices for Works on Roads and TRNSW Traffic Control at Workplaces Issue (TCAWS) 6.1

**INFR/ **
TRAFFIC ENGINEERING

DIRECTOR: FREDRIK CARLSTROM
E: operations@infrengineering.com.au
M: 0431468025
Safe Work NSW: TCT1028822

TGS #: (APPROACHING HILLS/ CRESTS)

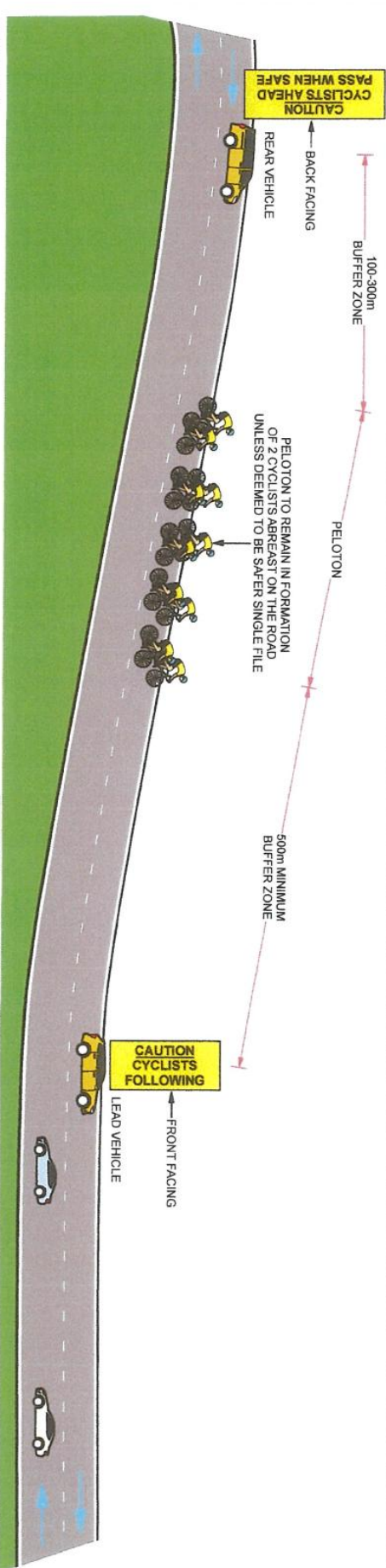
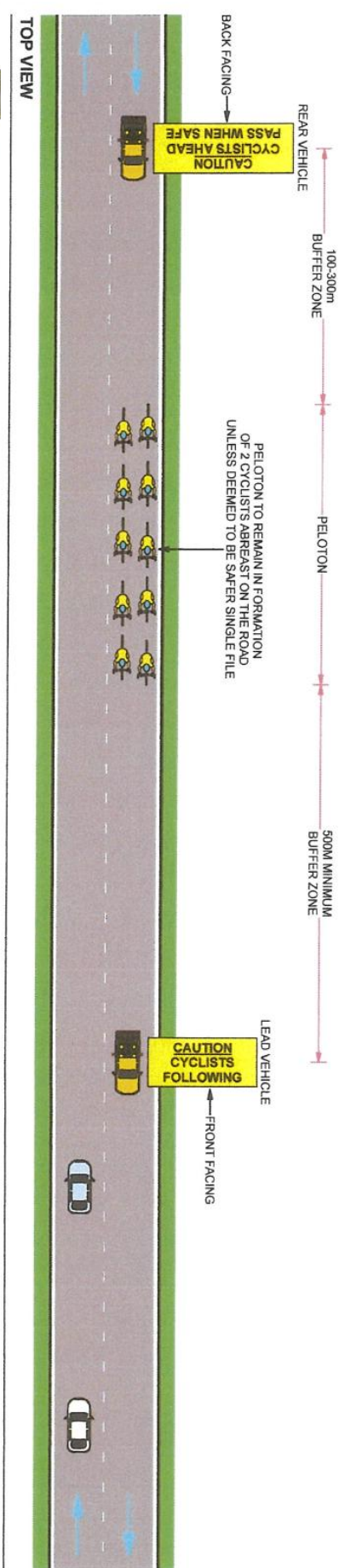


NOTE:
LEAD CAR IS TO EXTEND FORWARD TO THE PEAK OF CLIMBS TO GIVE ONGOING VEHICLES ADVANCED WARNING OF RIDERS ON THE ROAD. ONCE RIDERS HAVE COMPLETED THE CLIMB SUPPORT VEHICLES ARE TO RESUME THEIR STANDARD OPERATING PROCEDURES

- NOTES:
- ALL SUPPORT VEHICLES & RIDE CAPTAINS MUST REMAIN IN TWO-WAY COMMUNICATION AT ALL TIMES.
 - ALL SUPPORT VEHICLES MUST BE EQUIPPED WITH DISPLAYED SIGNAGE & ROOF MOUNTED WARNING LIGHTS.
 - RIDERS TO KEEP TO LEFT HAND SIDE OF CARRIAGEWAY AT ALL TIMES.
 - RIDERS TO BE AT A MAXIMUM OF TWO ABEAST, SINGLE-FILE WHEN ADVISED BY LEAD VEHICLE DRIVER AND/OR RIDE CAPTAINS.
 - RIDERS & SUPPORT VEHICLES MUST COMPLY WITH ALL ROAD & TRAFFIC RULES AND REGULATIONS.

Client & Contact No: Entour (0414 981 028)				
Event:				
Road Type: Council				
Posted Speed: Various				
Drawing Number: TGS-24-8257				
Municipality/ Road Authority:	Control Type: Advanced Warning Signs			
Closure Type: N/A	Order/ Client No.			
INFR/ TRAFFIC ENGINEERING				
DIRECTOR: FREDRIK CARLSTROM				
E: operations@infrastructureengineering.com.au				
M: 043 1468025				
Safe Work NSW: TCT 028822				
Revision	Date	Developed & Approved	Signature	NOT TO SCALE
001	09/02/24	DM	Fredrik Carlstrom	FROM 8851 RESULTS
002				
003				
004				
005				

TRAFFIC CONTROL PLAN
TGS #8: (DESCENDING HILLS/ CRESTS)



NOTE:
LEAD CARS TO EXTEND FORWARD TO THE BOTTOM OF THE CLIMBS TO GIVE RIDERS ROOM TO SPREAD OUT AND INCREASE THEIR SPEEDS. ONCE RIDERS HAVE COMPLETED THE DESCENT, SUPPORT VEHICLES ARE TO RESUME THEIR STANDARD OPERATING PROCEDURES

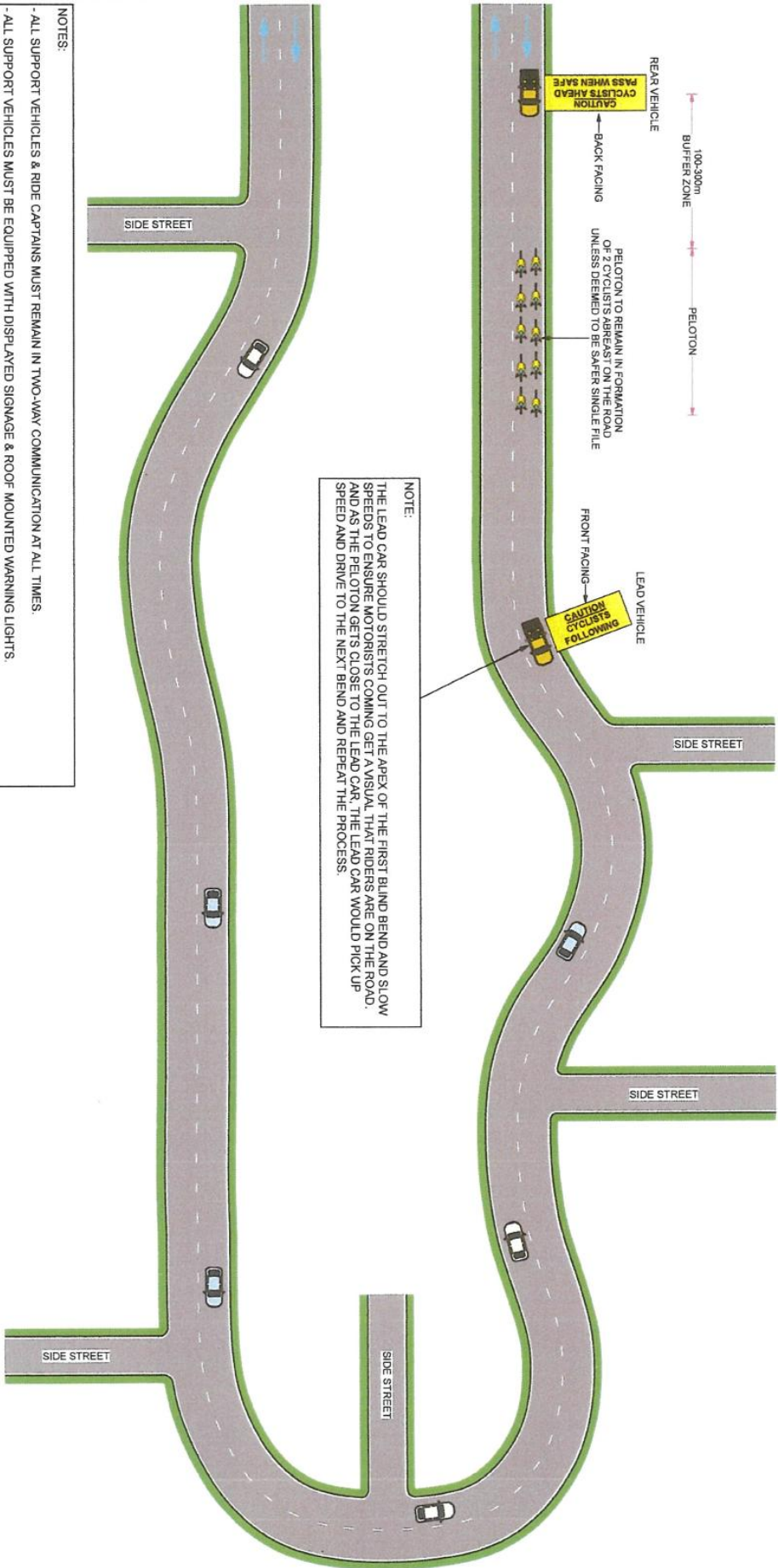
- NOTES:
- ALL SUPPORT VEHICLES & RIDE CAPTAINS MUST REMAIN IN TWO-WAY COMMUNICATION AT ALL TIMES.
 - ALL SUPPORT VEHICLES MUST BE EQUIPPED WITH DISPLAYED SIGNAGE & ROOF MOUNTED WARNING LIGHTS.
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 - RIDERS TO BE AT A MAXIMUM OF TWO AHEADST, SINGLE FILE WHEN ADVISED BY LEAD VEHICLE DRIVER AND/OR RIDE CAPTAINS).
 - RIDERS & SUPPORT VEHICLES MUST COMPLY WITH ALL ROAD & TRAFFIC RULES AND REGULATIONS.

Client & Contact No: Entourage (Karl Williams 0414 981 0281)	
Event:	
Road Type: Council	
Posted Speed: Various	
Drawing Number: TGS-24-0258	
Municipality/ Road Authority:	Control Type: Advanced Warning Signs
Closure Type: N/A	Order/ Client No.

INFR //	
TRAFFIC ENGINEERING	
When installed as per plan, signage will be in accordance with AS1742.3:2019 Manual of Uniform Traffic Control Devices - Part 3: Traffic Control Devices for Works on Roads and TNSW Traffic Control at Worksites Issue (TCAMS) 6.1	
Director: FREDRIK CARLSTROM	Revision
E: operations@infrastructure.com.au	Date
M: 0431468025	001 09/02/24 DM
Site Work NSW: TCT102822	002 DM Fredrik Carlstrom
003	
004	
005	

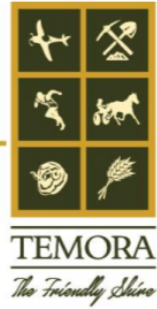
Signature	NOT TO SCALE
	PRINT NAME
	FOR RECORD

TGS #9: (BLIND CORNERS)



- NOTES:
- ALL SUPPORT VEHICLES & RIDE CAPTAINS MUST REMAIN IN TWO-WAY COMMUNICATION AT ALL TIMES.
 - ALL SUPPORT VEHICLES MUST BE EQUIPPED WITH DISPLAYED SIGNAGE & ROOF MOUNTED WARNING LIGHTS.
 - RIDERS TO KEEP TO LEFT-HAND SIDE OF CARRIAGEWAY AT ALL TIMES.
 - RIDERS TO BE AT A MAXIMUM OF TWO AHEAD, SINGLE-FILE WHEN ADVISED BY LEAD VEHICLE DRIVER AND/OR RIDE CAPTAINS.
 - RIDERS & SUPPORT VEHICLES MUST COMPLY WITH ALL ROAD & TRAFFIC RULES AND REGULATIONS.

Client & Contact No. Enbure (Ken Williams (0414 981 028))		DIRECTOR: FREDRIK CARLSTROM	
Event:		E.operations@infrengineering.com.au	
Road Type: Council		Municipality/ Road Authority:	
Posted Speed: Various		Control Type: Advanced Warning Signs	
Drawing Number: TGS-24-8259		Closure Type: N/A	
Order/ Client No.		When installed as per plan, signage will be in accordance with AS1742.3-2019 Manual of Uniform Traffic Control Devices - Part 3: Traffic Control Devices for Works on Roads and TNSW Traffic Control at Worksites Issue (TCAWS) 6.1	
TRAFFIC ENGINEERING		Revision	
001		08/02/24 DM	
002		09/02/24 DM	
003		09/02/24 DM	
004		09/02/24 DM	
005		09/02/24 DM	
NOT TO SCALE		PRINT IN A4	

Temora Shire Council

Our reference: *RNF:GM*

26 March 2025

Kent Williams
Entoure

Dear Mr Williams,

RE: On Road Biking Event

Council wishes to advise that Transport for NSW, NSW Police, and Temora Shire Council acknowledge and support your biking event passing through Temora.

We wish you all the best for the event. If you have any questions, please feel free to contact Council's Secretary for Engineering and Environmental, Grace Mannion.

Yours sincerely,

RN Fisher
Executive Manager Engineering Services

4.4 HOSKINS STREET PRECINCT PARKING - CONSOLIDATED RESOLUTIONS

File Number: REP25/256
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: Nil

REPORT

This report consolidates multiple outstanding items related to designated parking zones in Hoskins Street, including provisions for accessible parking, taxi zones, bus zones and loading zones. The table below outlines the relevant Council reports and associated resolutions:

Council Report	Resolution	Meeting
4.3 Disabled Parking Review - Hoskins Street (Traffic Committee)	RESOLUTION 98/2024 Moved: Cr Jason Goode Seconded: Cr Nigel Judd It was resolved that REP24/613 4.3 Disabled Parking Review - Hoskins Street, remain on the table for further advice.	July 2024
4.2 Loading Zone Request - Hoskins Street (Traffic Committee)	COMMITTEE RESOLUTION 18/2024 Moved: TfNSW Wade Sheales Seconded: Cr Ken Smith It was resolved that the report be deferred to the next Local Traffic Committee Meeting.	December 2024
4.2 Access Issues – Footpath and Ramps (Access & Equity Committee)	COMMITTEE RESOLUTION 13/2024 Moved: Cr Rick Firman Seconded: Temora Community Centre Deb Patterson That the Committee resolved to recommend that Council note matters raised and directions provided within the meeting listed as follows: Item 8 Double Shot Cafe - that this matter be considered as part of a separate report to Council regarding disabled parking.	December 2024
4.4 Loftus Street - Taxi Rank & Bus Stop Review (Traffic Committee)	COMMITTEE RESOLUTION 20/2024 Moved: Cr Rick Firman Seconded: TfNSW Wade Sheales That the Committee recommend to Council that Council Officers further investigate a taxi rank. layout in the northern bus stop located in Loftus Street and report back to the Local Traffic Committee.	December 2024

Hoskins Street Precinct Parking – Aerial Overview

Aerial overviews are attached, detailing the current and proposed parking arrangements in the Hoskins Street precinct (Attachments 2, 3 and 4).

The key recommendations are summarised below:

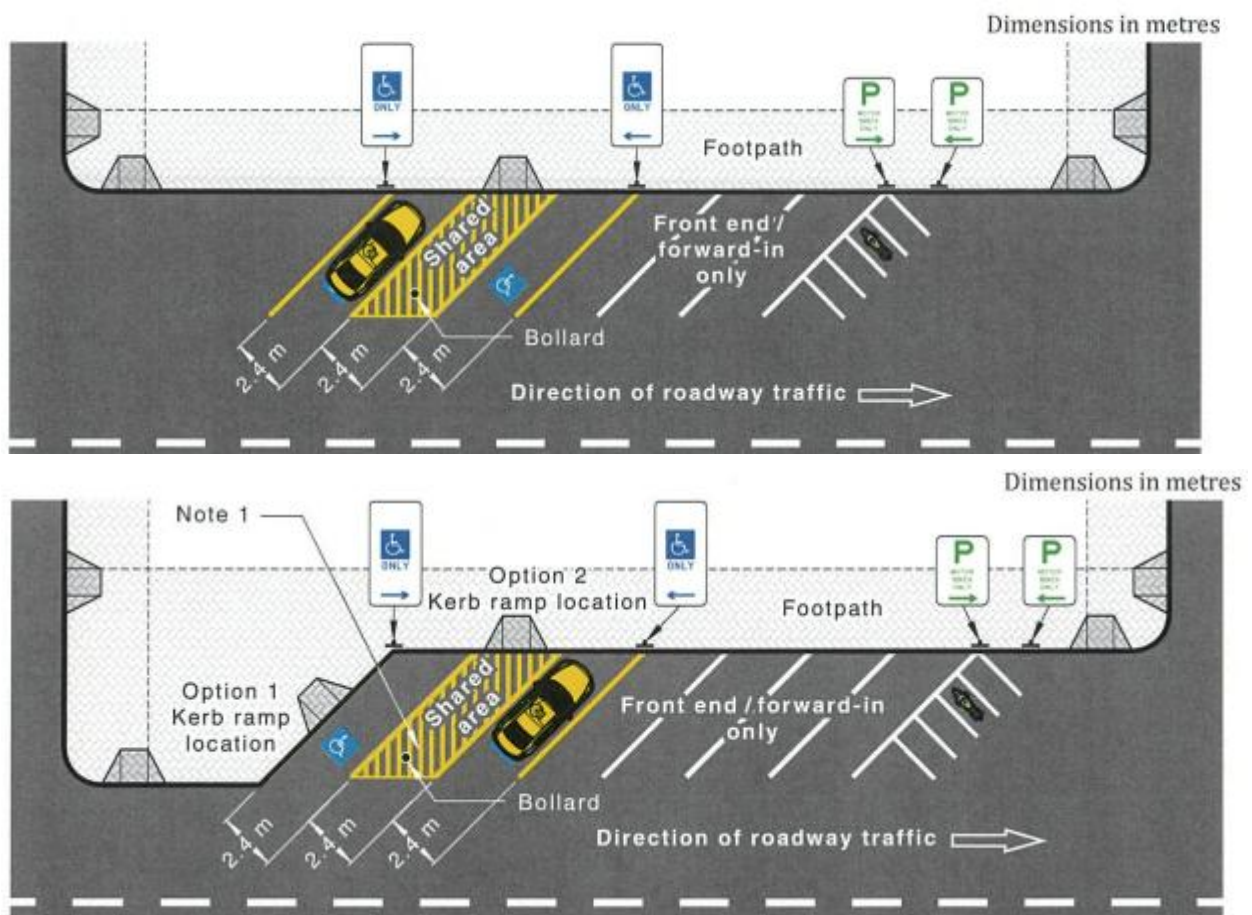
Disabled Parking

1. Install an additional angled disabled parking space in Block 2 (outside Gazzanes Pizza) including installation of new kerb ramp in the adjacent kerb blister.
2. Relocate the disabled parking space (outside Rick Firman's Menswear) one spot to the north, utilising the existing kerb ramp for access.
3. Install an additional angled disabled parking space in Block 1 (outside Double Shot Coffee) including installation of new kerb ramp in the adjacent kerb blister.
4. Linemark a pedestrian zone for each disabled park where space permits between the blister and disabled parking space (total of 4).

Notes:

- The above proposal enables a uniform approach, with four (4) disabled parking spaces in each main block.

AS 2890.5:2020



Drop Off/Pickup/ Loading Zone Parking

5. Install one loading zone parking space in Block 2 (adjacent to disabled park)
 - A driver may park in a loading zone if they are driving a vehicle that has been built to carry goods (ie. trucks, delivery vans and station wagons) and they are engaged in picking up or dropping off goods (up to a maximum of 30 minutes).
 - Drivers of other vehicles may also use loading zones to drop off or pick up passengers, but may only stop for the period during which a person is getting into or out of the vehicle.
6. Install one loading zone parking space in Block 2 (adjacent to disabled park).
 - See point 5 for loading zone specifications.

Bus Parking

7. TfNSW have confirmed that they do not require the current bus stop on the northern side of Loftus Street for the TrainLink bus service and therefore all TfNSW public transport buses will utilise the existing bus stop/shelter on the southern side of Loftus Street (between Hoskins and Little Hoskins Street).

Taxi Parking & Short-Term Parking Area

Option 1 on the aerial overview includes a provision for a taxi zone should the service become operational and includes the following:

8. Install a dual bus and taxi zone adjacent to Paleface Park, including linemarking of one extended length parallel parking bay to accommodate both vehicle types³.
9. Replace the two x 2-hour parking spaces (adjacent to Paleface Park) with 10-minute angled parking, to make this entire area a short-term parking area.

Option 2 on the aerial overview is only applicable if there is no operational taxi service.

10. Reconfigure parking adjacent to Paleface Park, by replacing the bus zone with five (5) new angled parking spaces
 - 2 x 10-minute parking spaces
 - 3 x 2-hour parking spaces

Loftus Street West (between Hoskins Street and Little Baker Street)

Council has also received correspondence (attached) from Catalyst Accountants whose premises is located within this section of Loftus Street. The letter raises concerns about the substandard condition of the footpath and the height and condition of the kerb and gutter. The business has highlighted safety risks to pedestrians and the negative impact on the streetscape, particularly following recent upgrades.

11. Upgrade of the footpath, kerb and gutter and shoulder aligning with the 2004 Hoskins Street footpath upgrade design, including:
 - Extension of kerb/footpath
 - Reduction of the kerb height from 250mm to 150mm

- Removal and replacement of the footpath, including continuation of the coloured/patterned concrete to little Baker Street
- Shoulder reconstruction works

This would also involve removal of the taxi rank upgrade project (on the western side of Loftus Street) from the forward works program.

This section of Loftus Street has been a Council project for 20 years, originally planned for completion with the Hoskins Street footpath upgrade in 2004. The primary reason this project has not been delivered in the subsequent years has been the need to integrate a taxi rank into the streetscape which has either not been designed, not funded, or non-alignment as to whether a taxi rank infrastructure is required. With the taxi rank barrier now removed and the associated infrastructure assets currently in very poor condition, this project should be a high priority for delivery in the coming years.

Integrated Planning and Reporting

CSP Theme:	1. Enhancing our Quality of Life
Delivery Program Strategy	1.1 A community with appropriate services and care for our ageing population and people with a disability.
CSP Theme:	1. Building a Strong Local Economy
Delivery Program Strategy	1.1 A community with a transport network that enables economic and social outcomes.

Council Policy/Legislation

Australian Standard 2890.5 – Parking Facilities Part 5: On-Street Parking

Road Rules 2014 (NSW) – Reg 179 (Stopping in a Loading Zone)

Road Rules 2014 (NSW) – Reg 182 (Stopping in a Taxi Zone)

Road Rules 2014 (NSW) – Reg 183 (Stopping in a Bus Zone)

Road Rules 2014 (NSW) – Reg 203 (Stopping in a Parking Area for People with Disabilities)

Budget Implications

Item	Description	Estimated Cost
1	Linemark disabled carpark, install 1 x kerb ramp and signage (outside Gazannes)	\$6,000
2	Line mark relocated disabled carpark (outside Rick Firman's Menswear), install signage and black out existing	\$2,200
3	Linemark disabled carpark, install kerb ramp and signage (outside Double Shot Coffee)	\$5,000
4	Linemark pedestrian zone x 4	\$1,500
5	Install signage for loading zone in Block 2	\$500
6	Install signage for loading zone in Block 1	\$500
Total	Retain bus zone	-

8	Linemark parallel parking bay and install signage (adjacent to Paleface Park) – OPTION 1	\$1,000
9	Replace existing signage with 10-minute angled parking signage – OPTION 1	\$300
10	Linemark angled parking bays and install signage (adjacent to Paleface Park) – OPTION 2	\$1,000
11	Loftus Street West (between Hoskins Street and Little Baker Street) infrastructure upgrade.	\$200,000

Items for Consideration

Council officers recommend proceeding with the below options as presented on the aerial overview, with Option 1 being the preference on the eastern side of Loftus Street.

1. Linemark disabled carpark, install kerb ramp and signage (outside Gazannes)
2. Line mark relocated disabled carpark (outside Rick Firman's Menswear), install signage and black out existing
3. Linemark disabled carpark, install kerb ramp and signage (outside Double Shot Coffee)
4. Linemark shared zone x 4
5. Install signage for loading zone in Block 2
6. Install signage for loading zone in Block 1
7. Retain bus zone
8. Linemark parallel parking bay and install signage (adjacent to Paleface Park) – OPTION 1
9. Replace existing signage with 10-minute angled parking signage – OPTION 1
- ~~10. Linemark angled parking bays and install signage (adjacent to Paleface Park) – OPTION 2~~
11. Loftus Street West (between Hoskins Street and Little Baker Street) infrastructure upgrade
12. That item 11 (above) is referred to 2025/26 budget estimates for inclusion.

Risk Implications

Compliance and Enforcement Risks:

- Lack of awareness among delivery drivers regarding the specific parameters of a loading zone, leading to improper usage.
- Potential misuse of designated parking zones if enforcement measures aren't sufficient.

Traffic Flow:

- The provision of disabled parking spaces exceeds actual demand, resulting in a reduction of general parking availability and potential congestion during peak periods.

Safety Hazards:

- If left unaddressed, the substandard condition of the footpath on Loftus Street (eastern side) poses a significant safety risk, increasing the likelihood of pedestrian injuries.

It was decided that REP25/261 would be heard before REP25/256 and REP25/257.

Cr Rick Firman declared a non-pecuniary interest in relation to item REP25/256 and REP25/257 due to being a business owner in the precinct.

Cr Rick Firman left the meeting at 2:50PM and took no further part in the discussion.

COMMITTEE RESOLUTION 4/2025

Moved: Mr Greg Minehan

Seconded: Mr Justin Knewstub

That the Committee resolved to combine REP25/256 and REP25/257, seek comment from TfNSW and then report back to the next Traffic Committee

CARRIED

Report by Amanda Colwill

4.5 LOADING ZONE REQUEST - HOSKINS STREET

File Number: REP25/257
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: Nil

REPORT

This report is re-presented following the below resolution from the December 2024 Traffic Committee meeting:

COMMITTEE RESOLUTION 18/2024

Moved: TfNSW Wade Sheales

Seconded: Cr Ken Smith

It was resolved that the report be deferred to the next Local Traffic Committee Meeting.

Council officers have further investigated and consolidated all outstanding resolutions in relation to Hoskins Street parking, which is presented in report **4.3 – Hoskins Street Precinct Parking – Consolidated Resolutions**.

Council has received a request from a business owner seeking a drop-off/pick-up zone in Hoskins Street (between Victoria and Loftus Street) on the western side.

A similar request was considered in April 2020 to consider taxi drop off points in both CBD blocks. Council resolved to change the 'no stopping' signage to 'no parking' at the two locations shown in the original report. This was deemed suitable as *Road Rules 2014 (NSW) – Reg 168* 'no parking' signage allows a driver to stop for less than 2 minutes if they stay within 3 metres of the vehicle, if they are:

- Dropping off or picking up passengers
- Loading or unloading items.

The current request specifically raises the issue in relation to delivery drivers. The above solution was well suited for taxi services however on most occasions these parameters are likely not to be practical for delivery drivers.

Hoskins Street (between Victoria and Loftus Street)

Option 1:

Change from 'no parking' signage to 'loading zone' signage as shown in *Figure 1* of this report.

The relevant sections of the *Road Rules 2014 (NSW) – Reg 179* stipulates that loading zones are clearly signed parking areas that drivers may use while they are picking up or delivering goods. Loading zones are primarily intended to support businesses without access to off-street loading or parking facilities in areas with limited kerbside parking.

A driver may park in a loading zone if:

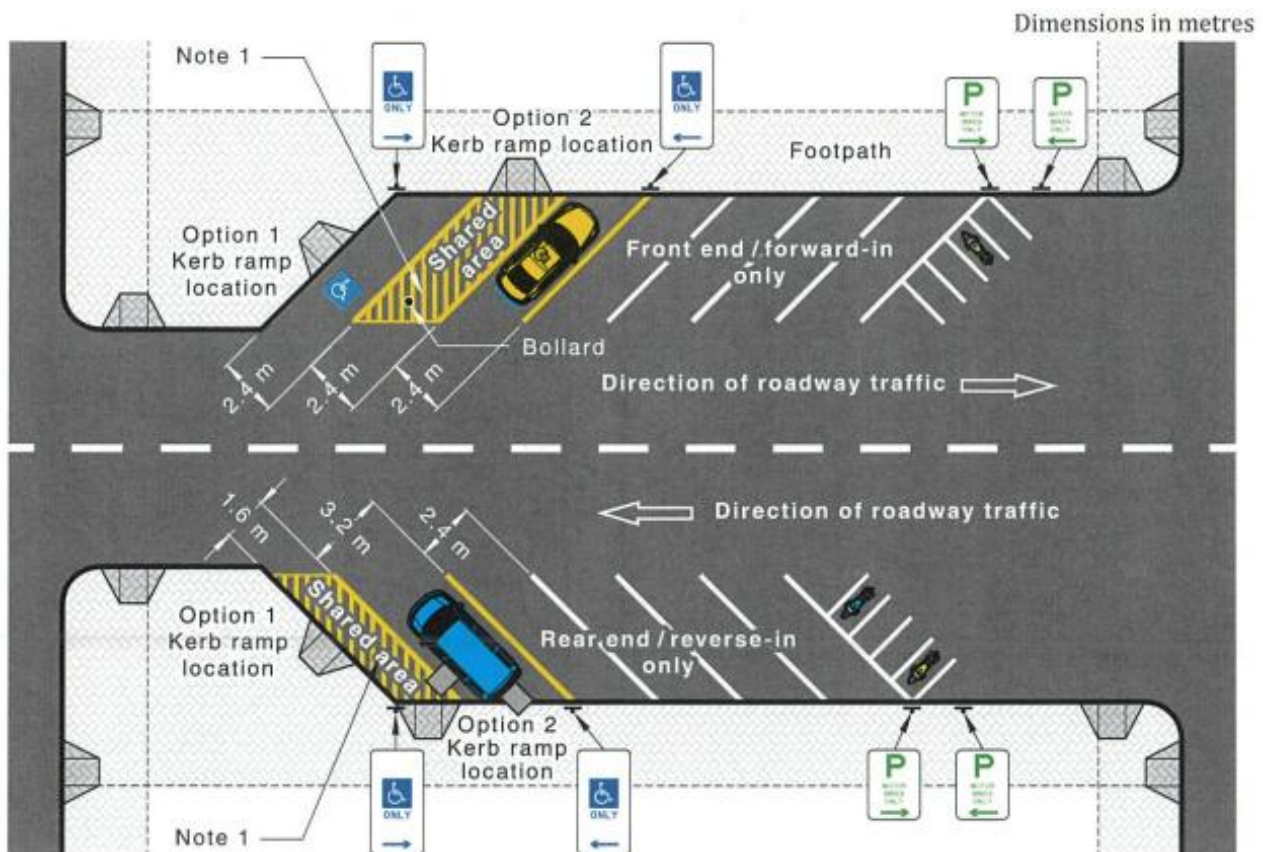
- They are driving a vehicle that has been built to carry goods and they are engaged in picking up or dropping off goods (up to a maximum of 30 minutes).

Drivers of other vehicles may also use loading zones to drop off or pick up passengers but may only stop for the period during which a person is getting into or out of the vehicle.

A goods vehicle is defined as a vehicle constructed principally for the conveyance of goods. Types of goods vehicles include trucks, delivery vans and station wagons being used for goods delivery.

Enforcement of the loading zone rules is primarily the responsibility of local council enforcement officers. It is up to the enforcement officer to determine whether or not the driver of a vehicle is in breach of the rules and a penalty notice issued. For example, if the enforcement officer is of the opinion that the driver is not using the zone for the picking up or delivering of goods. In these circumstances evidence of a delivery may be required to support any claim disputing the issue of the penalty notice.

If this option was adopted, it would require the disabled park to be relocated one spot to the north which would improve the compliance of this parking space with the Australian Standard.



NOTE:

1. Shared area markup required.
2. All kerb ramps shall conform to AS 1428.1.

Option 2:

Take no action.

Budget Implications - Hoskins Street (between Victoria and Loftus Street)Option 1:

\$1,000 - \$2,000

Option 2:

Nil cost

Hoskins Street (between Loftus and Parkes Street)

The second site reviewed as part of the original report in 2020 is shown in *Figure 2*. This site was also considered as part of another report presented at the July Traffic Committee Meeting and subsequent Council meeting (attached). In this report it highlights the functionality issue with the kerb ramp being positioned on the northern side of the kerb blister.

The Council Resolution was as follows:

98/2024 - It was resolved that REP24/613 4.3 Disabled Parking Review – Hoskins Street, remain on the table for further advice.

Option 1:

Upon further investigation, there is adequate space on the southern side of the blister to install a kerb ramp which will most likely require relocation of the irrigation box. This option would see the vacant space between the car park and the blister be used in a similar way to a shared zone.

Option 2:

Resolution 98/2024 stands, and Council provide direction in relation to further advice.

Budget Implications - Hoskins Street (between Loftus and Parkes Street)Option 1:

\$4,000 - \$6,000 (unfunded)

Council Policy/Legislation

Road Rules 2014 (NSW) – Reg 167 (No Stopping Signs)

Road Rules 2014 (NSW) – Reg 168 (No Parking Signs)

Road Rules 2014 (NSW) – Reg 179 (Stopping in a Loading Zone)

Australia Standard – Parking Facilities Part 5: On-Street Parking

COMMITTEE RESOLUTION 5/2025

Moved: Mr Justin Knewstub

Seconded: Mr Greg Minehan

That the Committee resolved to combine REP25/256 and REP25/257, seek comment from TfNSW and then report back to the next Traffic Committee

CARRIED

Report by Amanda Colwill

4.6 REAR ACCESS DISABLED VEHICLE PARK REQUEST**File Number:** REP25/261**Author:** Environmental Secretary**Authoriser:** General Manager**Attachments:** 1. Whiddon Van - Correspondence**REPORT**

Council has received correspondence from a resident, requesting consideration for accessible parking suitable for a rear-access wheelchair vehicle. It should be noted that this request was received following the tabling of Report *REP25/256 Hoskins Street Precinct Parking - Consolidated Resolutions*.

Currently, the accessible parking spaces within the CBD do not provide adequate clearance for rear loading/unloading, or the safe operation of rear-access mobility vehicles.

Australian Standards

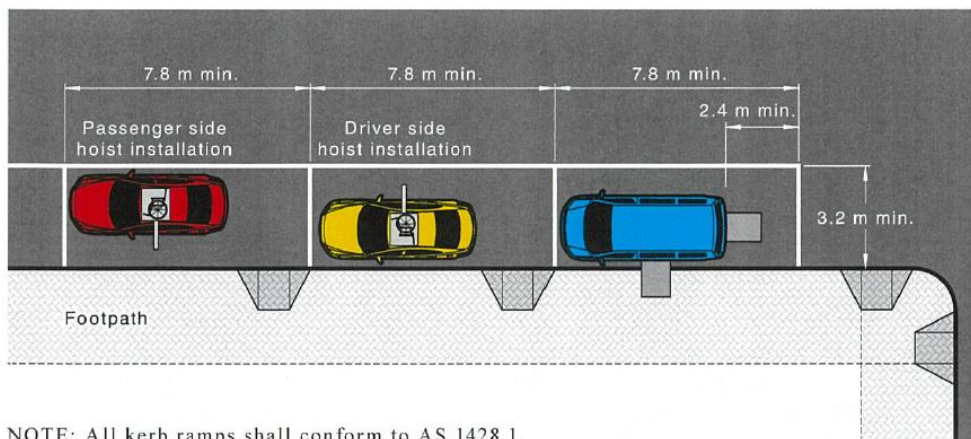
The *Australian Standard AS 2890.5 (2020) On-street Parking* does not specify a required rear clearance distance for angled accessible parking spaces. However, best practice recommends the inclusion of additional space behind or adjacent to the parking bay where feasible to ensure safe access.

However, the standard does set a minimum (unmarked) clearance zone of 2.4 metres behind a parallel accessible parking space, to facilitate rear-loading wheelchair access.

Hoskins Street Precinct

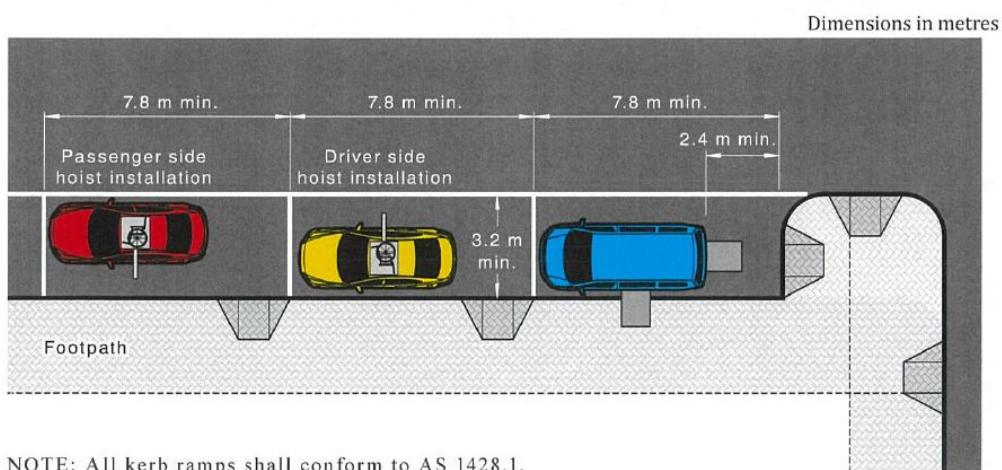
Currently there is around 2.3 metres between the rear of vehicles and the carriageway fog line in Hoskins Street between Loftus Street and Parkes Street. It is unlikely this is enough room to safely navigate at the rear of a rear access vehicle. If Council were to accede to this request, the most suitable location to accommodate this form of transport vehicle would be to establish a parallel or angled park in Loftus Street.

The specification is detailed below:



NOTE: All kerb ramps shall conform to AS 1428.1.

Figure 4.2 — Examples of accessible parallel parking without kerb extensions



NOTE: All kerb ramps shall conform to AS 1428.1.

Integrated Planning and Reporting

CSP Theme: 1. Enhancing our Quality of Life

Delivery Program Strategy: 1.1 A community with appropriate services and care for our ageing population and people with a disability.

Council Policy/Legislation

- Australian Standard 2890.5 (2020) - Parking Facilities: On Street Parking

Options

Option 1 – Accede to the request and Council Staff develop a suitable parking bay within the layout plan associated with *Report REP25/256 Hoskins Street Precinct Parking – Consolidated Resolutions*

Option 2 – Council Note the report

Budget Implications

\$5,000 - \$10,000

Risk Implications

Lack of provision of accessible parking spaces. The Australian Standard calls for a minimum of 2 accessible parking spaces in every 100 parking spaces in retail / commercial areas. Currently in Hoskins Street between Victoria Street and Parkes Street there are approximately 140 available parking spaces and a total of 7 accessible parks with an eighth accessible park proposed in report 4.3.

COMMITTEE RESOLUTION 6/2025

Moved: Cr Rick Firman

Seconded: Mr Greg Minehan

That the committee resolved to approve the report in conjunction with REP25/256 Hoskins Street Precinct Parking – Consolidated Resolutions and make recommendation to Council.

CARRIED

Report by Grace Mannion

-----Original Message-----

From:

To: Temora Shire Council <temshire@temora.nsw.gov.au>

Subject: Parking for Wheelchair vehicle

Good Afternoon,

Recently I needed to drive my mother (Mrs) to an appointment in the Main Street of Temora using the Whiddon wheelchair vehicle.

This car opens at the back and you need approx 2 metres to allow for the back to open and the wheelchair to be taken out safely.

This makes the Main Street disability parking unsuitable.

I would like to see the current unused taxi rank be made available for such vehicles, prioritising the Whiddon or other residential facility's vehicle.

If this is not possible then another parallel parking space near the Main Street is essential so that Temora's elderly residents can access the Main Street for appointments, shopping and coffee, something they don't get too often due to living in a residential facility.

I would appreciate feedback on this matter

Kind Regards

5 CLOSE MEETING

The Meeting closed at 3:03PM.

This is the minutes of the Traffic Committee meeting held on Wednesday 9 April 2025.

.....
GENERAL MANAGER

.....
CHAIRMAN

9 DELEGATES REPORTS

10 MAYORAL REPORT**10.1 MAYORS REPORT - MARCH 2025**

File Number: REP25/252
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

3rd March – I had a teleconference with the NSW Country Mayors Association Secretariat (Mr Gary Fry).

- The General Manager (Ms M K Boxall) I was invited to attend the Temora High School Student Council Induction Ceremony of the Captains, Prefects, Student Representative Councillors and Sports House Leaders. Congratulations to all on their respective roles.
- I chaired a meeting of the Temora Local Health Advisory Council. The Members and I attended a briefing of the Temora & District Hospital Re-development project.
- I attended a sitting of the NSW Local Government Boundaries Commission. We were discussing the de-merger proposal of Snowy Valleys Council.

4th March – The Deputy Mayor (Cr G P Sinclair), Cr N A Judd OAM, Cr K G Smith and I attended the ‘Pollies at the Club’ with Federal Member for Riverina (The Hon M F McCormack MP) and State Member for Cootamundra (Ms S A Cooke MP) being the special guests for a Question & Answer session.

- I had teleconferences with the Deputy Chairman of NSW Country Mayors Association (Mayor Russell Fitzpatrick – Bega Valley), Chief Executive Officer of Riverina Eastern Regional Organisation of Councils (REROC) – Mrs Megan Mulrooney and the Policy Advisor for CMA (Mrs Julie Briggs).

5th March – I attended Council offices.

- The General Manager (Ms Boxall) and I flew to Sydney for REROC meetings.
- The REROC Board and I hosted a special dinner with our NSW Local Government Minister, the Hon Ron Hoenig MP as our honoured guest. The State MP for Albury (Mr Justin Clancy MP) was also in attendance.
- I had teleconferences with the Mayors of Lismore, Ballina, Mayor Kinne Ring (Kempsey), Mayor Robert Mustow (Richmond Valley), Mayor Gary Lee (Nambucca Shire), and Mayor Ray Smith PSM (Clarence Valley). This was to reach out during Cyclone Alfred.

6th March – The General Manager (Ms Boxall) and I attended a Board meeting of REROC in NSW Parliament House, with our REROC friends and colleagues. We met with various Ministers and senior advisors regarding several issues pertaining to our Shires.

- I had teleconferences with the LGNSW President, Mayor Phyllis Miller OAM (Forbes Shire), Mayor Fitzpatrick (Bega Valley) and Mayor Sharon Cadwallader (Ballina).

7th March – I attended NSW Local Government Boundaries Commission sitting re: Cootamundra-Gundagai Regional Council de-merger proposal.

- I had a meeting with the Engagement Director of NSW Premier.
- I attended Council offices.

10th March – The Deputy Mayor (Cr Sinclair) and I attended a TDEF sub-committee meeting, at the Council Chambers.

- I had teleconferences with Mr Tony Donoghue PSM (Coolamon Shire – REROC Treasurer), Mrs Megan Mulrooney (REROC CEO) and Mr Gary Fry (CMA – Secretariat).

11th March – Councillors & I attended Council Committee Day.

- I attended a meeting with the Executive Manager of Engineering Services (Mr R N Fisher) and Airport Manager (Mr James Durham).
- I attended a meeting of the St Paul's Anglican Church Parish Council (as Secretary).
- I attended a meeting with the Chairman and CEO of Riverina Development Australia, via zoom. The General Manager (Ms Boxall) sits on the Board of RDA Riverina.

12th March – Supt Andrew Spliet (Riverina Police District Commander) and I were invited guests of Narraburra Lodge residents & staff to assist celebrating Seniors Week. This was a very special afternoon.

- The General Manager (Ms Boxall) and I attended a meeting with the CMA Deputy Chairman (Mayor Fitzpatrick).

13th March – The Deputy Mayor (Cr Sinclair) and Cr N A Judd OAM attended a meeting at the Temora Agricultural Innovation Centre. They met with the Board and Staff of FarmLink.

- The General Manager (Ms Boxall) and I attended a meeting with the Presidents and CEOs of Australian Local Government Association (ALGA) and Local Government NSW. This is in our capacities as Secretary and Chairman, respectively, of Country Mayors Association of NSW. This was to discuss the approach to take re: restoration of the Financial Assistance Grants (FAGs).
- I had teleconferences with both the Mayors of Griffith City and Bega Valley.

14th March - I had an interview with Rocky FM.

- I chaired a zoom meeting with the Deputy Chairman (Mayor Russell Fitzpatrick), Secretary (Ms Boxall) and Secretariat (Mr Fry) of the Country Mayors Association of NSW.
- I had a teleconference with Federal Member for Riverina (The Hon M F McCormack MP) and CEO of REROC (Mrs Mulrooney).

16th March – I was invited to officially open the Embrace Festival. The weather was appalling, however, thank you to those who braved the elements. Council also appreciates our staff and the performers, who worked hard to ensure the day went as well as it could. The Deputy Mayor (Cr Sinclair) and Cr Brenton Hawken were both also in attendance.

17th March – I had teleconferences with Federal Member for Riverina (The Hon M F McCormack MP), Mayor John Medcalf OAM (Lachlan Shire), Mayor Digby Rayward (Dungog Shire), Mayor George Weston (Leeton Shire), Cr Jocellin Jansson (Narrabri Shire), the NSW Premier's Community

Engagement/Events Director, Police Minister's Senior Advisor, Mr Tony Donoghue PSM (General Manager – Coolamon Shire / Treasurer – REROC), Mr Steven Pinnuck and Mr Cameron Templeton (NSW Office of Local Government).

- The General Manager (Ms Boxall) and I accompanied Federal Member for Riverina (The Hon M F McCormack MP) for an impromptu visit to Federal Park and the Temora Recreation Centre.

18th March – I had teleconferences with the LGNSW President (Mayor Phyllis Miller OAM) and Mayor Russell Fitzpatrick (Bega Valley – CMA Deputy Chairman) and Mrs Julie Briggs (Policy Officer CMA).

19th March – I attended a meeting of the NSW Local Government Boundaries Commission re: Snow Valleys Council de-merger proposal.

- I chaired a meeting of the Cootamundra State Electorate Council (CSEC) Executive team via zoom.
- I chaired an Extra-Ordinary meeting of the Temora & District Sports Council. Delegates heard from the General Manager (Ms Boxall) and Council Officers re: proposed new sports ground/facility user charges. We're blessed to have the sporting facilities we do, as well as Councillors and Staff who ensure they're well looked after.

20th March – Councillors, Senior Staff and I attended the formal Council meeting.

- I chaired a meeting of the Country Mayors Association of NSW Executive Board (via zoom). Also in attendance was the General Manager (Ms M K Boxall), who is the Secretary of CMA.
- I had a meeting with the Deputy Chairman of CMA (Mayor Fitzpatrick – Bega Valley).

21st March – I chaired a meeting of the REROC Executive (via zoom).

- I had a conference call with the State Member for Cootamundra (Ms Steph Cooke MP) and the Treasurer of REROC (Mr Tony Donoghue PSM – General Manager of Coolamon Shire).
- I had a meeting with the CEO of REROC (Mrs Mulrooney) and the Secretariat of CMA (Mr Fry)

22nd March – I chaired a meeting of the Cootamundra State Electorate Council, held in Temora Shire. We had both our Federal MP (Mr McCormack) and State MP (Ms Cooke) as the special guests.

24th March – The General Manager (Ms Boxall) and I attended a meeting with the Federal Shadow Minister for Local Government (The Hon Darren Chester MP). This is in relation to the Coalition's position of Financial Assistance Grants (FAGs).

- I had conference calls with the President of LGNSW (Mayor Phyllis Miller OAM – Forbes Shire), Deputy Chairman of CMA NSW (Mayor Russell Fitzpatrick – Bega Valley), CEO of REROC (Mrs Mulrooney), CMA Secretariat (Mr Fry) and CMA Policy Advisor (Mrs Briggs).

25th March – I had meetings with the President (Mayor Miller) and the CEO (Mr Reynolds) of LGNSW.

- I attended a meeting of the Temora Local Health Advisory Council, to discuss the year ahead. This was facilitated by Murrumbidgee Local Health District.

26th March – I had a meeting with Cr Kathy Maslin (Coolamon Shire) re: Temora & District Education Fund Inc.

- I had a teleconference with LGNSW President (Mayor Miller).
- I had a meeting with Fr Alex Osbourne (Sacred Heart Catholic Priest).
- The Deputy Mayor (Cr Sinclair) and I attended a meeting of the Temora & District Education Fund Board.

27th March – The General Manager (Ms Boxall) and I flew to Sydney for NSW Country Mayors Association (CMA) meetings.

- In our respective capacities as Secretary & Chairman of CMA, The General Manager (Ms Boxall) and I attended meetings at NSW Parliament House, NSW Minister for Water & Housing (The Hon Rose Jackson MLC), NSW Minister for Regional Health (The Hon Ryan Park MP) and the Member for Cootamundra (Ms Steph Cooke MP).
- The General Manager (Ms Boxall) and I attended a CMA Reception, hosted by Associate Member's in NRMA. Our NSW Local Government Minister (The Hon Ron Hoenig MP) was our special guest of honour.

28th March – The General Manager (Ms Boxall) and I attended the first CMA General Members meeting for the year, held in the Theatre at Parliament House, Sydney.

31st March – The Deputy Mayor (Cr Sinclair) and I attended a meeting with the General Manager (Ms Boxall) and Director of Administration & Finance (Mrs Smith).

Integrated Planning and Reporting

N/A

Council Policy/Legislation

N/A

Options

N/A

Budget Implications

N/A

Risk Implications

N/A

RECOMMENDATION

It is recommended that the Mayors report be noted.

Report by Mayor Rick Firman

11 STAFF REPORTS

12 GENERAL MANAGER**12.1 CALENDAR OF EVENTS - APRIL 2025**

File Number: REP25/237
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT**APRIL 2025**

8 IP & R – Budget Councillor Workshop
(9:00am – 11:00am)
8 Committee Meetings
17 Council Meeting
18 Good Friday
21 Easter Monday
23 Anzac Reception – Foyer 5:30pm – 7:00pm
25 Anzac Day

MAY 2025

6 Committee Meetings – Assets & Operations (Ariah Park)
8 LGNSW Rural Summit – Sydney
9 NSW Country Mayors Association – NSW Parliament House Sydney
15 Council Meeting

JUNE 2025

10 Committee meetings
11/12 CMA meeting - Orange
19 Council meeting
20 REROC – Wagga
24 Regional Forum – Canberra

RECOMMENDATION

It is recommended that the Calendar of Events be noted.

13 ENGINEERING SERVICES

13.1 HEAVY HAULAGE TRUCKS - TRAFFIC COUNTER UPDATE

File Number: REP25/305

Author: Trainee Engineer

Authoriser: Engineering Asset Manager

Attachments: 1. Previous Report [↓](#) 
2. Traffic Counter Data [↓](#) 

REPORT

This report provides Council with the results of a traffic counter study undertaken in relation to heavy haulage trucks usage of residential streets in Temora. A previous report was presented to Council at the 18 August 2022 Council Meeting in relation to this matter (attachment 1), where Council resolved to install traffic counters on Murphy Street, Ashelford Street and Camp Street, as per the below resolution.

RESOLUTION 1/2022

Moved: Cr Claire McLaren

Seconded: Cr Belinda Bushell

It was resolved that Council place traffic counters on Ashelford Street, Camp Street & Austral Street for 12 months.

AND FURTHER

That a report be furnished to Council with the results.

Traffic counters were elected to be in place for one year, but due to some issues with operation/data Council opted to gather an additional 12 months of data before reporting back to Council. A summary of this data is attached to this report with the daily average of heavy vehicles highlighted in yellow (attachment 2).

Integrated Planning and Reporting

CSP Theme: 3. Building a Strong Local Economy

Delivery Program Strategy 3.8 A community with a transport network that enables economic and social outcomes

Council Policy/Legislation

EW1 – Roads Hierarchy Policy

Options

N/A

Budget Implications

N/A

Risk Implications

N/A

RECOMMENDATION

It is recommended that Council notes the report.

Report by Tyler Madden

ORDINARY COUNCIL MEETING AGENDA18 AUGUST 2022

12 ENGINEERING SERVICES**12.1 HEAVY HAULAGE TRUCKS****File Number:** REP22/911**Author:** Engineering Works Manager**Authoriser:** Engineering Asset Manager**Attachments:** 1. Resident Letter**REPORT**

Council has received the attached email from a concerned resident regarding Heavy Haulage trucks using residential streets to by-pass through Temora.

RESOLUTION 143/2022**Moved:** Cr Claire McLaren**Seconded:** Cr Belinda Bushell

It was resolved that Council place traffic counters on Ashelford Street, Camp Street & Austral Street for 12 months.

AND FURTHER

That a report be furnished to Council with the results.

CARRIED

Temora Shire Council Secretary

From: Temora Shire Council Secretary
Sent: Wednesday, 10 August 2022 8:51 AM
To: Temora Shire Council Secretary
Subject: FW: Heavy Haulage Trucks

From: Temora Shire Council <temshire@temora.nsw.gov.au>
Sent: Tuesday, 9 August 2022 1:21 PM
To: Rob Fisher <rfisher@temora.nsw.gov.au>
Subject: FW: Heavy Haulage Trucks

From: >
Sent: Tuesday, 9 August 2022 11:39 AM
To: Temora Shire Council <temshire@temora.nsw.gov.au>
Subject: Heavy Haulage Trucks

Complaint regarding heavy haulage trucks use small streets as short-cut or by-pass in Temora.

The streets are: Camp Street; Austral Street and Ashelford Street.

These trucks are causing noise pollution, air pollution and damage to these streets that have not been built for truck use.

(For example: No street guttering.)

Some areas of these streets, two cars are not able to pass each other let alone one truck and one car.
Very dangerous.

No rates paying residents should have to put up with the noise and danger these greedy truck drivers impose on them.

A rates paying and law-abiding resident who wants to live in peace and quiet.

Yours faithfully.

Sent from my Galaxy

2024

Murphy St (30m East of Twynam St)

Month	Start Date	Finish Date	Days	Traffic Counts										
				Total Vehicles	ADT Vehicles	Cars		Trucks						
						%C	No.	% MR	No.	% HR	No.	% HC	No.	
January	1-Jan-2024	30-Jan-2024	30	4867	162.2	73.6%	119.4	20.1%	32.6	1.2%	1.9	5.2%	8.4	100.1000%
February	31-Jan-2024	29-Feb-2024	30	5748	191.6	70.1%	134.3	24.8%	47.5	1.7%	3.3	3.5%	6.7	100.1000%
March	1-Mar-2024	31-Mar-2024	31	5828	188.0	72.8%	136.9	23.4%	44.0	0.8%	1.5	3.0%	5.6	100.0000%
April	1-Apr-2024	30-Apr-2024	30	5528	184.3	74.4%	137.1	20.3%	37.4	0.9%	1.7	4.6%	8.5	100.2000%
May	1-May-2024	1-Jun-2024	31	5992	193.3	72.4%	139.9	22.0%	42.5	1.5%	2.9	4.2%	8.1	100.1000%
June	1-Jun-2024	1-Jul-2024	31	5295	170.8	73.7%	125.9	21.5%	36.7	1.2%	2.0	3.6%	6.1	100.0000%
July	1-Jul-2024	30-Jul-2024	30	5389	179.6	75.2%	135.1	20.0%	35.9	1.0%	1.8	3.9%	7.0	100.1000%
August	1-Aug-2024	1-Sep-2024	31	13594	438.5	73.6%	322.7	22.3%	97.8	1.0%	4.4	3.0%	13.2	99.9000%
September	5-Sep-2024	1-Oct-2024	27	5328	197.3	69.9%	137.9	21.5%	42.4	2.4%	4.7	6.4%	12.6	100.2000%
October	1-Oct-2024	1-Nov-2024	31	5916	190.8	74.6%	142.4	21.1%	40.3	1.1%	2.1	3.3%	6.3	100.1000%
November	1-Nov-2024	30-Nov-2024	30	8057	268.6	56.0%	150.4	17.9%	48.1	1.1%	3.0	24.9%	66.9	99.9000%
December	1-Dec-2024	31-Dec-2024	31	9268	299.0	66.0%	197.3	18.4%	55.0	0.9%	2.7	14.6%	43.6	99.9000%
			363	80810	222.0	71.0%	156.6	21.1%	46.7	1.2%	2.7	6.7%	16.1	

2024

Murphy St (20m East of Sharpe St)

Month	Start Date	Finish Date	Days	Traffic Counts										
				Total Vehicles	ADT Vehicles	Cars		Trucks						
						%C	No.	% MR	No.	% HR	No.	% HC	No.	
April	1-Apr-2024	10-Apr-2024	10	2693	269.3	72.4%	195.0	21.9%	59.0	1.9%	5.1	3.8%	10.2	100.0000%
May	16-May-2024	31-May-2024	16	4174	260.9	72.7%	189.7	21.7%	56.6	1.7%	4.4	4.0%	10.4	100.1000%
June	1-Jun-2024	30-Jun-2024	30	7291	243.0	73.5%	178.6	21.6%	52.5	1.8%	4.4	3.0%	7.3	99.9000%
July	1-Jul-2024	31-Jul-2024	31	7584	244.6	75.0%	183.5	20.4%	49.9	1.6%	3.9	3.1%	7.6	100.1000%
August	1-Aug-2024	31-Aug-2024	31	7767	250.5	73.8%	184.9	22.2%	55.6	1.2%	3.0	2.8%	7.0	100.0000%
September	1-Sep-2024	30-Sep-2024	30	8022	267.4	71.8%	192.0	20.8%	55.6	2.2%	5.9	5.2%	13.9	100.0000%
October	1-Oct-2024	31-Oct-2024	31	7776	250.8	74.4%	186.6	21.5%	53.9	1.2%	3.0	2.8%	7.0	99.9000%
November	1-Nov-2024	30-Nov-2024	30	9851	328.4	59.0%	193.7	18.6%	61.1	1.6%	5.3	20.7%	68.0	99.9000%
December	1-Dec-2024	31-Dec-2024	31	11706	377.6	68.1%	257.2	18.5%	69.9	1.4%	5.3	12.1%	45.7	100.1000%
January	1-Jan-2025	31-Jan-2025	31	7387	238.3	73.6%	175.4	19.3%	46.0	2.1%	5.0	5.0%	11.9	100.0000%
			271	74251	273.1	71.4%	193.7	20.7%	56.0	1.7%	4.5	6.3%	18.9	

2022

Camp St (60m South of Parkes St)

Month	Start Date	Finish Date	Days	Traffic Counts										
				Total Vehicles	ADT Vehicles	Cars		Trucks						
						%C	No.	% MR	No.	% HR	No.	% HC	No.	
September	1-Sep-2022	30-Sep-2022	30	2797	93.2	89.3%	83.3	9.0%	8.4	1.0%	0.9	0.7%	0.7	100.0000%
October	1-Oct-2022	31-Oct-2022	31	6445	207.9	75.2%	156.3	18.7%	38.9	1.7%	3.5	4.4%	9.1	100.0000%
November	1-Nov-2022	30-Nov-2022	30	7172	239.1	74.2%	177.4	19.4%	46.4	1.4%	3.3	4.9%	11.7	99.9000%
December	1-Dec-2022	23-Dec-2022	23	5658	246.0	74.4%	183.0	19.4%	47.7	1.0%	2.5	5.1%	12.5	99.9000%
January	4-Jan-2023	31-Jan-2023	28	5733	204.8	74.1%	151.7	19.8%	40.5	0.9%	1.8	5.1%	10.4	99.9000%
February	1-Feb-2023	28-Feb-2023	28	6401	228.6	77.7%	177.6	15.6%	35.7	1.6%	3.7	5.0%	11.4	99.9000%
March	1-Mar-2023	31-Mar-2023	31	7121	229.7	79.6%	182.8	12.6%	28.9	4.0%	9.2	3.7%	8.5	99.9000%
April	1-Apr-2023	30-Apr-2023	30	6617	220.6	81.4%	179.5	10.4%	22.9	3.6%	7.9	4.6%	10.1	100.0000%
May	1-May-2023	30-May-2023	30	7910	263.7	77.8%	205.1	12.6%	33.2	5.1%	13.4	4.4%	11.6	99.9000%
June	31-May-2023	30-Jun-2023	31	6823	220.1	72.3%	159.1	20.3%	44.7	1.9%	4.2	5.5%	12.1	100.0000%
July	1-Jul-2023	31-Jul-2023	31	5753	185.6	75.2%	139.6	19.7%	36.6	0.9%	1.7	4.2%	7.8	100.0000%
August	1-Aug-2023	29-Aug-2023	29	6711	231.4	73.1%	169.2	19.2%	44.4	2.2%	5.1	5.5%	12.7	100.0000%
September	30-Aug-2023	21-Sep-2023	22	5169	235.0	72.8%	171.0	20.6%	48.4	1.4%	3.3	5.2%	12.2	100.0000%
			374	80310	215.8	76.7%	164.3	16.7%	36.7	2.1%	4.7	4.5%	10.1	

Camp St (30m South of Britannia St)

Month	Start Date	Finish Date	Days	Traffic Counts										
				Total Vehicles	ADT Vehicles	Cars		Trucks						
						%C	No.	% MR	No.	% HR	No.	% HC	No.	
September	1-Sep-2022	30-Sep-2022	30	6744	224.8	75.0%	168.6	18.9%	42.5	1.4%	3.1	4.7%	10.6	100.0000%
October	1-Oct-2022	31-Oct-2022	31	2901	93.6	91.0%	85.2	7.8%	7.3	0.5%	0.5	0.7%	0.7	100.0000%
November	1-Nov-2022	30-Nov-2022	30	2924	97.5	89.5%	87.2	9.1%	8.9	0.9%	0.9	0.5%	0.5	100.0000%
December	1-Dec-2022	31-Dec-2022	31	3003	96.9	90.7%	87.9	7.4%	7.2	1.1%	1.1	0.7%	0.7	99.9000%
January	1-Jan-2023	31-Jan-2023	31	2524	81.4	90.2%	73.4	8.2%	6.7	1.1%	0.9	0.6%	0.5	100.1000%
February	1-Feb-2023	28-Feb-2023	28	2449	87.5	92.1%	80.6	7.1%	6.2	0.4%	0.3	0.5%	0.4	100.1000%
March	1-Mar-2023	31-Mar-2023	31	2727	88.0	90.5%	79.6	8.2%	7.2	1.1%	1.0	0.1%	0.1	99.9000%
November	22-Nov-2023	31-Dec-2023	40	3585	89.6	90.8%	81.4	7.1%	6.4	1.7%	1.5	0.4%	0.4	100.0000%
January	1-Jan-2024	30-Jan-2024	30	2400	80.0	91.8%	73.4	6.7%	5.4	1.0%	0.8	0.5%	0.4	100.0000%
January	31-Jan-2024	29-Feb-2024	30	2584	86.1	91.9%	79.2	7.3%	6.3	0.5%	0.4	0.3%	0.3	100.0000%
March	1-Mar-2024	30-Mar-2024	30	2993	99.8	91.9%	91.7	6.6%	6.6	1.1%	1.1	0.4%	0.4	100.0000%
April	1-Apr-2024	30-Apr-2024	30	3048	101.6	92.4%	93.9	6.1%	6.2	0.6%	0.6	0.8%	0.8	99.9000%
May	1-May-2024	31-May-2024	31	2898	93.5	94.2%	88.1	5.1%	4.8	0.3%	0.3	0.3%	0.3	99.9000%
June	1-Jun-2024	30-Jun-2024	30	2898	96.6	93.2%	90.0	5.8%	5.6	0.6%	0.6	0.3%	0.3	99.9000%
July	1-Jul-2024	31-Jul-2024	31	2784	89.8	92.4%	83.0	6.3%	5.7	0.7%	0.6	0.4%	0.4	99.8000%
August	1-Aug-2024	31-Aug-2024	31	2991	96.5	92.3%	89.1	6.9%	6.7	0.4%	0.4	0.3%	0.3	99.9000%
September	1-Sep-2024	30-Sep-2024	30	3147	104.9	91.9%	96.4	6.7%	7.0	0.9%	0.9	0.5%	0.5	100.0000%
October	1-Oct-2024	31-Oct-2024	31	2936	94.7	92.0%	87.1	7.3%	6.9	0.4%	0.4	0.4%	0.4	100.1000%
November	1-Nov-2024	30-Nov-2024	30	3030	101.0	91.2%	92.1	7.4%	7.5	1.0%	1.0	0.3%	0.3	99.9000%
December	1-Dec-2024	31-Dec-2024	31	4420	142.6	91.2%	130.0	7.9%	11.3	0.5%	0.7	0.4%	0.6	100.0000%
January	1-Jan-2025	31-Jan-2025	31	3033	90.8	90.8%	8.3	8.3%	0.6	0.6%	0.4	0.4%	0.4	100.1000%
			586	58566	100.2	90.8%	89.9	7.7%	8.5	0.8%	0.9	0.6%	1.0	

2024

Ashelford St (120m East of Junee Rd)

Month	Start Date	Finish Date	Days	Traffic Counts									
						Cars		Trucks					
				Total Vehicles	ADT Vehicles	%C	No.	% MR	No.	% HR	No.	% HC	No.
November	17-Nov-2023	30-Nov-2023	14	6324	451.7	57.9%	261.5	15.7%	70.9	2.2%	9.9	24.2%	109.3
December	1-Dec-2023	31-Dec-2023	31	10251	330.7	67.3%	222.5	18.6%	61.5	2.2%	7.3	12.1%	40.0
January	1-Jan-2024	30-Jan-2024	30	7816	260.5	75.1%	195.7	18.4%	47.9	1.7%	4.4	4.9%	12.8
February	31-Jan-2024	29-Feb-2024	30	9310	310.3	70.3%	218.2	23.9%	74.2	1.7%	5.3	4.2%	13.0
March	1-Mar-2024	30-Mar-2024	30	9474	315.8	70.7%	223.3	24.1%	76.1	1.8%	5.7	3.5%	11.1
April	1-Apr-2024	30-Apr-2024	30	8814	293.8	72.8%	213.9	21.3%	62.6	1.5%	4.4	4.3%	12.6
May	1-May-2024	31-May-2024	31	9864	318.2	69.9%	222.4	24.0%	76.4	2.1%	6.7	4.1%	13.0
June	1-Jun-2024	30-Jun-2024	30	9025	300.8	70.5%	212.1	24.4%	73.4	1.8%	5.4	3.3%	9.9
July	1-Jul-2024	31-Jul-2024	31	8502	274.3	71.3%	195.5	22.9%	62.8	1.5%	4.1	4.2%	11.5
August	1-Aug-2024	31-Aug-2024	31	9388	302.8	70.6%	213.8	24.3%	73.6	1.6%	4.8	3.5%	10.6
September	1-Sep-2024	30-Sep-2024	30	9592	319.7	69.8%	223.2	23.1%	73.9	2.2%	7.0	5.0%	16.0
October	1-Oct-2024	31-Oct-2024	31	9524	307.2	71.0%	218.1	22.8%	70.0	2.0%	6.1	4.3%	13.2
November	1-Nov-2024	30-Nov-2024	30	12390	413.0	48.9%	202.0	16.6%	68.6	4.1%	16.9	30.5%	126.0
December	1-Dec-2024	31-Dec-2024	31	11541	372.3	61.1%	227.5	19.6%	73.0	2.0%	7.4	17.4%	64.8
January	1-Jan-2025	31-Jan-2025	31	9099	293.5	71.1%	208.7	19.7%	57.8	2.1%	6.2	7.2%	21.1
			441	140914	324.3	67.9%	217.2	21.3%	68.2	2.0%	6.8	8.8%	32.3

14 ENVIRONMENTAL SERVICES

14.1 TEMORA FLOOD MITIGATION FEASIBILITY STUDY

File Number: REP25/292
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: Nil

REPORT

At the December 2024 Council Meeting, Council adopted the Temora Flood Management Study and Plan, which was funded by the NSW Government's Floodplain Management Program and Temora Shire Council. The Floodplain Management Program provides financial support to Councils to help manage flood risk in their communities. The program supports the implementation of the NSW Government's Flood Prone Land Policy.

The next stage of the Floodplain Management Program for Temora is Stage 3 Investigation and design/feasibility study. An investigation, design and/or feasibility study is required for works and new flood warning systems identified in a flood risk management plan. This stage must be undertaken for all new flood warning systems and for works projects that are likely to exceed a total implementation cost of \$500,000 ex GST.

Council officers have applied for funding to complete the Temora Floodplain Risk Management Study and Plan. Due to applications closing on 14 April 2025, Council officers are seeking Council endorsement of the application that has been made. If Council is successful in receiving funding, a future report will be provided to Council in order to accept any funding received.

Council is required to make a contribution towards the completion of the feasibility study, as part of a 6:1 funding agreement with the NSW Government. If successful, Council will be required to contribute approximately \$20,000 in 2026/27 financial year and approximately \$10,000 in 2027/28. These funding contributions will be considered as part of Council's budget processes.

Following the completion of a feasibility study, Council will be required to seek funding for Stage 4 of the program – Implementation, which will involve funding for structural works to provide flood mitigation.

Integrated Planning and Reporting

Temora Community Strategic Plan Theme 4: Enjoying our beautiful environment

Strategy 4.5 A community that sustainably plans for its future

Council Policy/Legislation

NSW Government Flood Risk Management Manual

Options

Council has the option to endorse the application that has been submitted, or to seek that the application be withdrawn

Budget Implications

If successful, the project will require the contribution of approximately \$30,000 over the 2026/27 and 2027/28 financial years.

Risk Implications

There is a risk to Council if progress towards flood mitigation is not occurring.

RECOMMENDATION

It is recommended that Council:

1. Endorse the application that has been submitted for funding for the Temora Flood Mitigation Feasibility Study and
2. Receive a future report to advise if Council is successful to receiving funding for the project.

Report by Claire Golder

15 ADMINISTRATION AND FINANCE

Nil



16 CORRESPONDENCE

16.1 BECTRIC HALL RECREATION RESERVE

File Number: REP25/282

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Bectric Hall [↓](#) 
2. Invoice [↓](#) 

REPORT

Bectric Hall Recreation Reserve used the mobile stage for their fundraising event Bectric Rocks held at Bectric Hall on 15 March 2025.

Due to the extreme weather the numbers on the day were below expectations.

The committee is seeking Council's support by donating the cost of the hire for the mobile stage. The cost of the hire for the stage is \$440.00.

Budget Implications

Donations for the 2024/25 budget are \$5,822.21 with a total budget of \$15,000. There is a total of \$9,177.79 remaining in the budget.

RECOMMENDATION

It is recommended that Council considers the request.

Bectric Hall Recreation Reserve

C/- Mrs Lynette Breust

[REDACTED]

[REDACTED]



22 March 2025

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

Dear Ms Boxall

Re: Hire of Mobile Stage for Bectric Rocks – Invoice 46795

As a Committee we would like to extend our thanks to Temora Shire Council for providing to us the Mobile Stage which was used at our fundraising event Bectric Rocks on 15 March 2025. The stage was used by local music artists who donated their time to play at our event and made for a fantastic atmosphere.

This is the fourth year that we have held Bectric Rocks which in the past has always been a very successful event held out at our beautiful pise hall. There are many people that volunteer their time to make this such a wonderful event for the wider Temora Shire community. The Bectric Hall Recreation Reserve is run by a small committee of only 10 people and Bectric Rocks is our annual fundraiser which provides funds for the upkeep and improvement of the Hall.

Due to the extreme weather which we had on the day our numbers were way below expectations. Usually our event sees over 300 people attend and on this occasion we only had 85 people and only 5 people camp over the weekend. Bectric Rocks is aimed at the senior people in our community and as the weather on the day was over 38 degrees I believe they felt it too hot to attend. This saw our ability to raise money for the Hall effected significantly.

In previous years the Temora Shire have been very generous and has not charged us for the hire of the Mobile Stage however this year we have received an invoice for payment. We ask that Temora Shire consider donating the hire fee of the stage as it has in previous years or if unable to donate the entire cost maybe a reduction due to the small amount raised at our event.

We look forward to hearing from you.

Kind Regards

Lynette Breust

Treasurer

Temora Shire Council

ABN: 55 048 860 109
105 Loftus Street, Temora NSW 2666
PO Box 262, Temora NSW 2666
Accounts Enquiries: 02 6980 1100 Pinnacle Office Phone: 02 6977 1326

TAX INVOICE

Please direct all mail or remittances to PO Box 262, Temora NSW 2666
Or email: accounts@temora.nsw.gov.au

Page 1 of

To: Bectric Hall Recreation Trust
938 Gummers Lane
ARIAH PARK NSW 2665

Debtor A/C: 3808.01
Date: 6/03/2025

Email: gowanbrae21@gmail.com

DATE	TAX INVOICE No.	DESCRIPTION	AMOUNT
6/03/2025	46795	Hire of Mobile Stage or Bectric Rocks on 15/3/2025	
		GST 40.00	440.00
		Hire, delivery, setup and pickup	
		GST 0.00	400.00
		Refundable Bond	
Total Value non-taxable supply(s)			400.00
Total Value taxable supply(s) excluding GST			400.00
Total GST Payable			40.00
TOTAL			\$840.00

TEMORA SHIRE COUNCIL - REMITTANCE ADVICE SLIP
(Please return this slip with your payment to PO Box 262, Temora NSW 2666)

 O_2

Electric Hall Recreation Trust
138 Gummers Lane
ARIAH PARK NSW 2665

DUE DATE: 5/04/2025

AMOUNT DUE: **\$840.00**

DEBTOR A/C: 3808.01

TAX INVOICE No. 46795

Payment Details

Direct Debit: Account Name: Temora Shire Council
BSB: 032763 Account No: 000187
Please quote Debtors A/C and send remittance advices
to: accounts@temora.nsw.gov.au

Cheque: Please make all cheques payable to 'Temora Shire Council' and post to PO Box 262, Temora NSW 2666

17 BUSINESS WITH NOTICE

Nil

18 NOTICE OF MOTION

Nil

19 BUSINESS WITHOUT NOTICE - URGENT

20 COUNCILLORS INFORMATION PAPER

20.1 COUNCILLOR REQUEST SYSTEM

File Number: REP25/35
Author: General Manager
Authoriser: General Manager
Attachments: Nil

Council introduced a new Councillor Request System (CRS) at the commencement of this term of Council.

This System was provided to enable Councillors the opportunity to request information that supports their civic functions as well as enable staff to manage, respond and track the requests.

Policy G27 Model Councillor and Staff Interaction Policy states that a report will be provided to Councillors on the performance and effectiveness of the councillor request system.

Please find a summary of utilisation as of 26 March 2025, since the introduction of the new system in October 2024:

- A total of 36 requests have been logged by Councillors
- Three Councillors have submitted requests through the CRS
- The highest request types relate to trees, footpaths and signage

Council Officers are finding the management of Councillor requests through the new CRM to be efficient and effective in allocating tasks to the appropriate staff members, prioritising the requests as well as monitoring what has been achieved.

Councillors are encouraged to continue using this system in line with *Policy G27 Model Councillor and Staff Interaction Policy*.

20.2 WORKS REPORT - MARCH 2025**File Number:** REP25/334**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** Nil**WORKS REPORT – MARCH 2025**

Project	Funding Source
Main Roads	
MR 57 Goldfields Way – inspection and routine maintenance	Routine Maintenance Council Contract (RMCC)
MR 84 Burley Griffin Way – inspection and routine maintenance	RMCC
MR 84 Pucawan project	RMCC
MR57 Hoskins Street project	RMCC
Local Roads	
Howards Road upgrade	Fixing Country Roads (FCR)
Wallundry Road resheet	Disaster Recovery Funding Agreement (DRFA) and Roads to Recovery (RTR)
Howards Road bridge culvert	FCR
Kurrajong and Thom Street upgrade	Fixing Local Roads (FLR)
Maintenance Grading	Council
Slashing and spraying	Council and RMCC
Twynam Street Seg 1 Reconstruction	Local Roads & Community Infrastructure 4B (LRCI4B)
Glynburn Rd, Coddingtons Ln & Boundary Rd Resheet	DRFA and Regional Emergency Road Repair Program (RERRP)

Nixon's Lane pipes and cutoff wall	Flood Recovery
Morangarell Road Seg 9 Pipe Culvert Construction	Flood Recovery
Speed advisory signage on various local roads	LRCI4
Urban Temora & Aria Park	
Urban slashing and spraying	Council and RMCC
Railway Dam Aria Park Inlet works	Flood Recovery
Parks and sporting field maintenance	Council
Victoria Street drainage works	Transport for NSW, Developer, RTR
Lake Centenary Walking Track Bridge	Places to Swim
Urban Resealing (Aria Park & Temora)	Council
Works planned for April 2025	
Howards Road upgrade – Bridge culverts	FCR
Pucawan upgrade project	RMCC
Wallundry Road resheet	DRFA and RTR
Weed spraying and slashing	Council and RMCC
Fraters Speedway resheet	LRCI4
Twynam Street Seg 1 Reconstruction	LRCI4B

Glynburn Rd, Coddingtons Ln & Boundary Rd Resheet	RERRP
Mary Gilmore Wy (Box Culvert Extensions)	Regional Road Block Grant
Nixon Park Drainage Construction	Flood Recovery

Report by Pat Kay

20.3 BUILDING APPROVALS - MARCH 2025

File Number: REP25/266
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979

In accordance with the provisions of Section 4.59 of the Act, and Section 124 of the Regulations, notification is given that the undermentioned developments have recently been granted consent.

DEVELOPMENT APPLICATIONS ISSUED

- ✓ DA/CC 8/2025 – Lot: 5 DP: 25538 – 171 Polaris Street, Temora – Demolition of Existing Carport and Erection of a Steel Framed Shed
- ✓ DA/CC 12/2025 – Lot: 32 DP: 1206118 – 34 Polaris Street, Temora – Construction of Four Self Storage Units
- ✓ DA/CC 13/2025 – Lot: 1 DP: 1119795 – 149 Burley Griffin Way, Temora – Construction of a Residential Storage Shed/Garage
- ✓ DA 16/2025 – Lot: 16 DP: 1304379 – 1 Anderson Street, Temora – Construction of a New Dwelling
- ✓ DA 18/2025 – Lot: 51 DP: 1289345 – 68 Bundawarra Road, Temora – Additions and Alteration of an Existing Building
- ✓ DA/CC 19/2025 – Lot: 2 DP: 583384 – 59 Jellicoe Street, Temora – Construction of a Residential Storage Shed/Garage
- ✓ DA/CC 20/2025 – Lot: 9 DP: 1012100 – 12 Tenefts Street, Temora – Demolition of Existing Hangar, Construction of a New Hangar and Four Short Term Accommodation Units
- ✓ DA/CC 22/2025 – Lot: 1124 DP: 750587 – 4908 Goldfields Way, Temora – Erection of a New Structure – Storage Shed
- ✓ DA 23/2025 – Lot: 2 DP: 1034945 – 8 Evatt Street, Temora – Torrens Title Subdivision

COMPLYING DEVELOPMENT CONSENTS ISSUED

- ✓ CDC 5/2025 – Lot: 42 DP: 750843 – 810 Mimosa Station Road, Mimosa – Construction of a New Dwelling and Carport

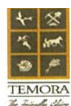
20.4 REGULATORY CONTROL - MARCH 2025**File Number:** REP25/340**Author:** Secretary Engineering**Authoriser:** General Manager**Attachments:** Nil

Item	Inspection/ Incidents (Number)	Orders Issued Y/N	Penalty Infringement Y/N	Notes
Illegal Parking	10	No	No	10x inspections - 4x spoke to owners - 6x no issues
Scooters & Bikes	5	No	No	5x inspections
School Zones	49	No	No	49x School zone inspections
Noise	2	Yes	No	2x noise complaints - 1x excessive noise (monitor) - 1x barking dog (monitor)
Air Quality	0	No	No	NIL
Illegal Dumping/Littering	4	No	No	4x reports - 1x overloaded garbage bin (owner informed) - 3x household rubbish
Overgrown/Untidy Blocks	3	No	No	3x inspections - 1x monitor - 1x clean up - 1x spoke to owner
Lake Walking Track	51	No	No	51x inspections
Animal Welfare	12	No	No	12x inspections
Dangerous Dogs	4	No	No	4x reports - 1x spoke to owner regarding containment - 3x not found
Impounded	6	No	No	6x pound
Noise Animals	4	No	No	4x reports - 2x spoke to owner - 2x monitor
Nuisance Animals / Trapping	4	No	No	4x reports/traps issued
Dead Animal Removal	3	No	No	2x cats – no ID 1x kangaroo
Keeping of Horses in Residential Areas	2	No	No	2x inspection – ongoing property
Main Street Sign Approvals Inspections	0	No	No	NIL
Rural Stock Incidents	7	No	No	7x inspections/call outs
Fruit Fly	0	No	No	NIL
Euthanised	3	No	No	2x injured cats 1x kangaroo

Other	34	No	No	9x pound clean/feed 11x town inspections 6x animal rescue 1x lock Teal Street 1x tip check 6x misc call outs 1x house occupation check
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Report by Ross Gillard

20.5 CASH AND INVESTMENTS FOR PERIOD ENDED 31 MARCH 2025**File Number:** REP25/332**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Cash & Investments [!\[\]\(8d0f0e0fe25b320c33272c52aec1fbca_img.jpg\)](#) 



Temora Shire Council

Cash & Investments

For the period ended 31st March, 2025

	Original Budget 2024/25	Revised Budget 2024/25	Actual YTD Figures
Externally Restricted			
Sewerage Services	5,511,830	5,428,531	4,627,982
Domestic Waste Management	1,451,750	1,635,310	1,693,667
Stormwater Drainage Flood Studies & Construction Programs	325,994	314,674	469,783
S94 Contributions	615,213	615,213	935,805
Unspent Restricted Grants	1,618,963	438,559	1,427,554
Pinnacle Externally Restricted	1,023,562	1,023,562	671,234
Total Externally Restricted	10,547,312	9,455,849	9,826,025
Internally Restricted			
Pinnacle Internally Restricted	4,149,927	3,993,082	4,052,183
Other Waste Management	518,473	606,316	622,397
Leave Reserves	1,943,878	1,943,878	1,943,878
Roads Reserve	500,000	500,000	500,000
Local Roads	2,299,382	2,840,202	(0)
FAGS Received in Advance	2,814,358	0	0
Industrial Development	103,126	103,126	0
Plant & Vehicle	500,000	439,455	439,309
Gravel Royalty	1,335,068	1,415,068	938,678
Ariah Park Tip Fee Contributions	9,840	13,152	5,392
Medical Complex Development	41,009	41,009	41,009
Infrastructure *	669,317	494,430	1,372,222
Infrastructure - Airpark Estate	203,565	203,565	199,868
Digital Two Way Radio Upgrade	95,000	95,000	95,000
Computer Upgrade	121,447	121,447	253,004
Sports Council Requirements	62,217	62,217	41,698
Youth Donations	2,427	1,277	4,148
Revotes	854,150	147,150	757,846
Airside Maintenance	187,511	187,511	194,236
Temora Agricultural Innovation Centre Maintenance Reserve	3,669	3,581	20,336
Regional Local & Emergency Roads Repair Program	1,499,065	1,499,065	2,495,284
Verandah Reinstatement Fund	25,000	15,000	15,000
Ariah Park Light Show	0	0	3,000
Total Internally Restricted	17,938,429	14,725,531	13,991,488
Total Restricted Reserves	28,485,741	24,181,380	23,817,513
*Infrastructure reserve contains \$269,430 of funds which are not allocated to specific projects			
Cash & Investments			
Westpac Cheque Account			568,751
AMP Business Saver Account			550,373
AMP Notice Account			914,332
Macquarie Bank Cash Management Accelerator Account			881,564
Westpac Cash Reserve			4,051,260
Term Deposits held with:			
Bank of Queensland			1,527,081
National Australia Bank			11,621,955
AMP Bank			0
Northern Territory Treasury Bonds			500,000
My State			1,040,869
Great Southern Bank			0
Rabobank			2,019,447
ING Bank			1,000,000
Total Cash & Investments	28,485,741	24,181,380	24,675,630
Less Funds required for operational purposes			(1,000,000)
Cash & Investments Available for Reserves	28,485,741	24,181,380	23,675,630
Funding Deficit			(141,883)

I certify that the investments have been made in accordance with the Act, the Regulations and Council's actual Investment Policy.

Elizabeth Smith

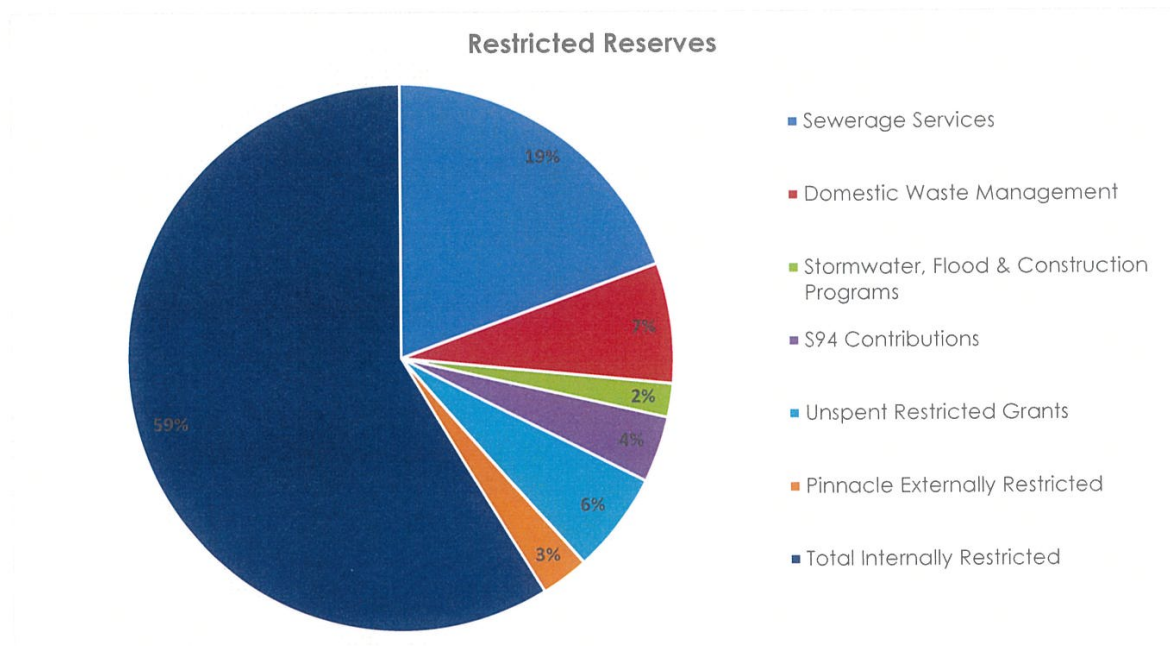
Director Administration & Finance



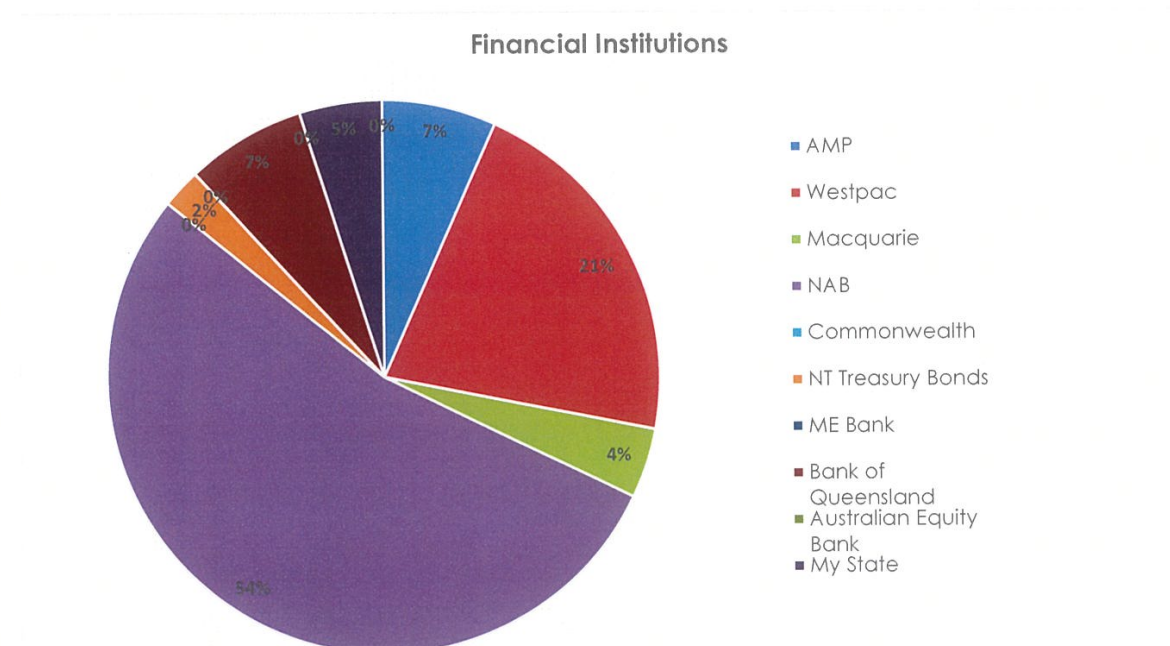
Temora Shire Council

Cash & Investments

For the period ended 31st March, 2025



Graph One - Proportion of reserves externally restricted compared to reserves internally restricted - with externally restricted reserves divided into purpose.



Graph Two - Proportion of cash held with each financial institution.



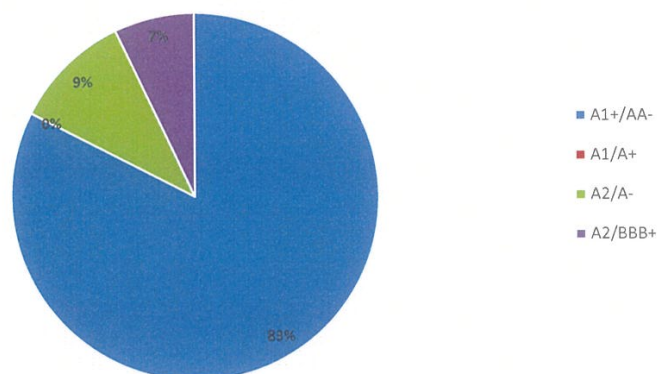
Temora Shire Council

Cash & Investments

For the period ended 31st March, 2025



Institution	Rating	Type	Date Lodged	Rate	Term (days)	Maturity Date	Amount Invested	Institution Total
Cash Held								
Westpac Bank	A1+/AA-	Cheque account		0.00%			568,750.75	
Westpac Bank	A1+/AA-	Cash Reserve		1.15%			4,051,259.52	4,620,010.27
Macquarie Bank	A1/A+	Cash Management Accelerator Account		4.65%			881,564.05	881,564.05
AMP Bank	A2/BBB+	Business Saver		2.75%			550,372.53	
AMP Bank	A2/BBB+	31 Day Notice Account		5.10%	31		914,332.03	1,464,704.56
							Total Cash Held	6,966,278.88
Investments Held								
Bank of Queensland	A2/A-	Term Deposit	22/06/23	5.25%	1096	22/06/26	500,000.00	
Bank of Queensland		Term Deposit	19/06/24	4.95%	735	24/06/26	500,000.00	
Bank of Queensland		Term Deposit	11/12/24	5.10%	231	30/07/25	527,080.95	1,527,080.95
National Australia Bank	A1+/AA-	Term Deposit	26/03/25	4.70%	245	26/11/25	500,000.00	
National Australia Bank		Term Deposit	29/05/24	5.20%	364	28/05/25	588,657.68	
National Australia Bank		Term Deposit	14/08/24	5.10%	364	13/08/25	556,588.18	
National Australia Bank		Term Deposit	8/09/21	0.80%	1097	9/09/24	504,415.11	
National Australia Bank		Term Deposit	14/11/24	5.10%	365	14/11/25	556,949.04	
National Australia Bank		Term Deposit	29/05/24	5.20%	364	28/05/25	548,337.58	
National Australia Bank		Term Deposit	27/01/21	1.30%	1727	20/10/25	504,622.90	
National Australia Bank		Term Deposit	28/03/22	3.15%	1824	26/03/27	530,000.00	
National Australia Bank		Term Deposit	14/08/24	5.05%	273	14/05/25	551,489.47	
National Australia Bank		Term Deposit	28/03/22	2.80%	1095	27/03/25	502,250.00	
National Australia Bank		Term Deposit	22/06/23	4.90%	1825	20/06/28	517,576.86	
National Australia Bank		Term Deposit	17/07/24	5.25%	273	16/04/25	546,484.74	
National Australia Bank		Term Deposit	3/04/24	5.00%	365	3/04/25	531,265.33	
National Australia Bank		Term Deposit	25/09/24	4.95%	273	25/06/25	500,863.01	
National Australia Bank		Term Deposit	14/08/24	5.10%	364	13/08/25	535,889.73	
National Australia Bank		Term Deposit	25/09/24	4.95%	273	25/06/25	539,355.16	
National Australia Bank		Term Deposit	16/10/24	4.98%	287	30/07/25	511,155.48	
National Australia Bank		Term Deposit	31/07/24	5.30%	273	30/04/25	1,000,000.00	
National Australia Bank		Term Deposit	12/03/25	4.60%	364	11/03/26	545,333.95	
National Australia Bank		Term Deposit	18/12/24	5.00%	364	17/12/25	1,050,720.55	11,621,954.77
Northern Territory Treasury		Treasury Bonds	31/05/21	1.30%	1841	15/06/26	500,000.00	500,000.00
My State Bank	A2/BBB+	Term Deposit	8/01/25	4.90%	336	10/12/25	540,869.14	
		Term Deposit	3/06/24	5.25%	366	4/06/25	500,000.00	1,040,869.14
Rabobank		Term Deposit	2/10/24	4.45%	1098	5/10/27	1,000,000.00	
		Term Deposit	9/10/24	4.95%	280	16/07/25	500,000.00	
		Term Deposit	14/02/25	4.82%	194	27/08/25	519,446.58	2,019,446.58
ING Bank		Term Deposit	14/10/24	5.01%	345	24/09/25	500,000.00	
		Term Deposit	14/10/24	5.03%	380	29/10/25	500,000.00	1,000,000.00
							17,709,351.44	17,709,351.44
Total Cash & Investments								24,675,630.32

Standard & Poors Short Term/Long Term Credit Ratings



Graph One - proportion of investments held by Standard & Poors credit ratings.

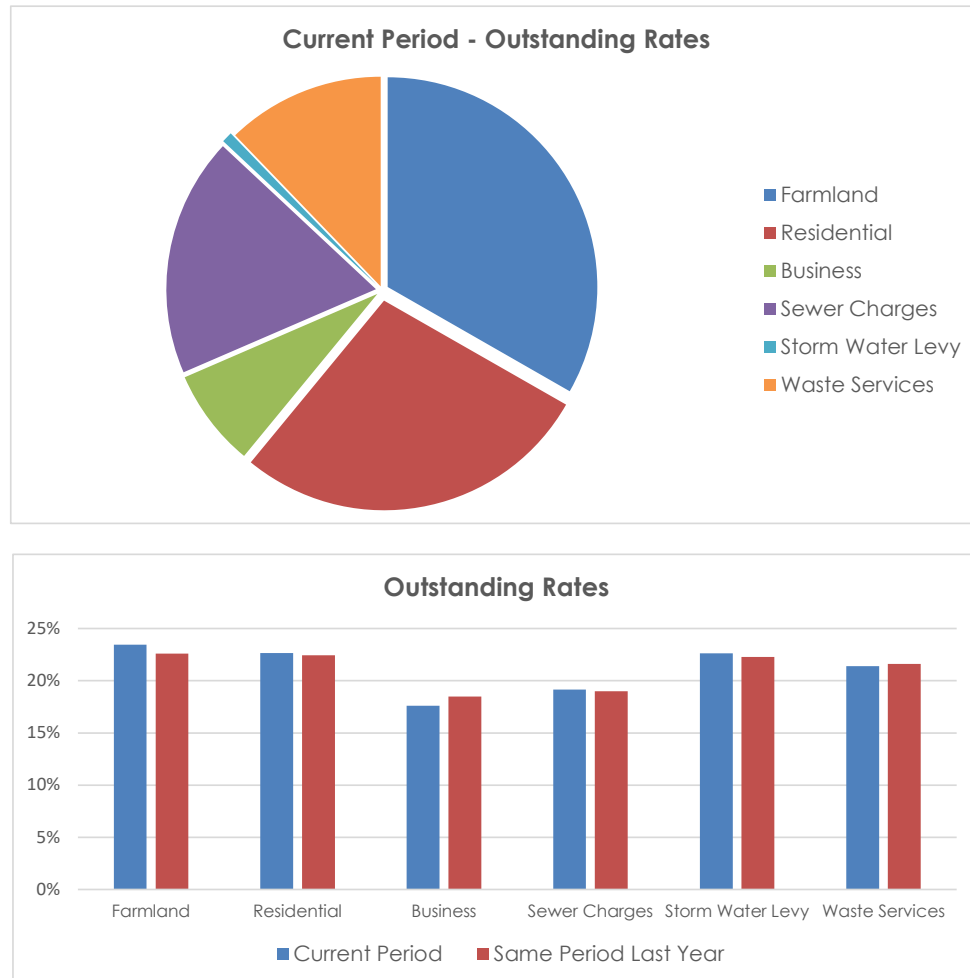
20.6 RATES - MARCH 2025**File Number:** REP25/298**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:**

1. Rates Collection [↓](#) 
2. Rates Chart [↓](#) 



Temora Shire Council
Rates Collections
 For the period ended 31st March, 2025

General Rates Category	Total Rates Levied (Incl Arrears)	Pension Rebates	Payments	Same Period last year		
				Rates Outstanding \$	Rates Outstanding %	Rates Outstanding %
Farmland	2,233,079.27	(2,987.27)	(1,707,274.73)	522,817.27	23%	23%
Residential Temora - Occupied	1,575,033.05	(73,682.29)	(1,162,668.36)	338,682.40	23%	22%
Residential Temora - Vacant	99,501.16	(17.55)	(75,137.59)	24,346.02	24%	24%
Residential - Ariah Park	92,305.51	(6,875.30)	(64,048.74)	21,381.47	25%	27%
Residential - Springdale	15,684.61	(1,044.39)	(8,593.92)	6,046.30	41%	37%
Rural Residential	177,489.15	(9,294.38)	(133,167.23)	35,027.54	21%	21%
Residential - Temora Aviation	51,693.14	(860.60)	(41,295.59)	9,536.95	19%	22%
Business Temora - Hoskins Street	301,587.37		(243,488.70)	58,098.67	19%	19%
Business Temora - Town	304,000.94		(258,319.95)	45,680.99	15%	17%
Business Temora - Aviation	30,267.69		(24,496.35)	5,771.34	19%	17%
Business - Ariah Park	26,170.72		(17,842.02)	8,328.70	32%	31%
Business - Other	11,051.23		(10,516.15)	535.08	5%	6%
Services						
Residential Sewer Charges	1,279,470.08	(36,031.88)	(964,756.46)	278,681.74	22%	22%
Non-Residential Sewer Access & Us	269,770.95		(258,551.70)	11,219.25	4%	6%
Storm Water Levy	58,480.70		(45,250.54)	13,230.16	23%	22%
Domestic & Rural Waste Services	772,930.45	(38,086.30)	(573,547.88)	161,296.27	22%	22%
Trade Waste Services	161,016.80		(130,568.26)	30,448.54	19%	20%
Overpayments	(133,402.25)		48,614.97	(84,787.28)		
Legal charges	19,234.26		(8,602.47)	10,631.79		
Total	7,345,364.83	(168,879.96)	(5,679,511.67)	1,496,973.20	20%	21%



20.7 TEMORA MEMORIAL TOWN HALL - MARCH 2025**File Number:** REP25/320**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Town Hall Income & Expenditure [↓](#) 




Temora Shire Council

Temora Memorial Town Hall**Income & Expenditure**

For the period ended 31st March, 2025

	Current YTD	Prior YTD
Income		
Facility Hire	12,763	16,383
Other Sundry Income	-	-
Total Income	12,763	16,383
Expenditure		
Utilities		
Electricity & Gas	(3,930)	(5,816)
Rates	(5,051)	(4,789)
Water	(529)	(627)
Cleaning	(9,286)	(9,678)
Maintenance	(14,217)	(11,091)
Administration		
Employee Costs	(4,417)	(4,647)
Depreciation	(52,962)	(77,697)
Insurance	(28,642)	(28,424)
Organisation Support Costs	(26,876)	(36,436)
Other/Miscellaneous	-	-
Total Expenditure	(145,910)	(179,204)
Total Town Hall Surplus/(Deficit)	(133,147)	(162,822)
Internal Hire/Donation	3,076	1,815

20.8 TEMORA TOWN HALL THEATRE - MARCH 2025**File Number:** REP25/322**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Cinema [↓](#) 



Temora Shire Council

Temora Town Hall Theatre Operating Statement

For the period ended 31st March, 2025

	Current YTD	Previous YTD
Candy Bar		
Income	30,850	25,114
Purchases	(9,848)	(8,102)
	21,002	17,011
Admissions		
Income	49,206	43,274
Gold Class Ticket Sales	2,235	1,842
Audio Visual Purchases	(25,412)	(27,456)
	26,028	17,660
Other Income		
Facility Hire	3,441	2,145
Donations	-	736
Event Catering Income	500	990
Sale of Advertising	209	-
	4,150	3,872
Other Costs		
Advertising	(33)	-
Bank Fees	(972)	(1,014)
Building Maintenance	(3,039)	(459)
Cleaning	(2,491)	(1,901)
Commissions Paid	-	-
Computer Costs	(4,643)	(3,367)
Contractors	-	-
Employee Costs	(25,768)	(22,843)
Event Catering Expenses	(2,234)	(2,326)
Freight	-	-
General Maintenance	(240)	(225)
Insurance	(7,520)	(7,446)
Insurance Claims (Expenses to be reimbursed)	-	-
Licences & Permits	(340)	(342)
Live Performance Costs	-	-
Materials Purchased	(589)	(2,219)
Postage	-	-
Rates & Electricity	(5,772)	(5,396)
Stationery & Office Consumables	-	(8)
Sundry Expenses	24	7
Telephone & Internet	(966)	(967)
Volunteer Support	(137)	(328)
Depreciation	(1,228)	(1,723)
	(55,946)	(50,554)
Total Cinema Surplus/(Deficit)	(\$ 4,766)	(\$ 12,011)
Internal Hire/Donation	164	-

20.9 TEMORA TOWN HALL THEATRE MINUTES 19 FEBRUARY 2025**File Number:** REP25/235**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Town Hall Theatre [↓](#) 



TEMORA SHIRE COUNCIL

-THEATRE MANAGEMENT COMMITTEE-

~Minutes of the General Meeting~
Held on Wednesday, 19 February 2025 at 5.00PM
Venue: Temora Town Hall Foyer

Apologies

Trevor Player

Previous Minutes/Business Arising

Nil

Correspondence

Nil

Items of Discussion:

Mar/April Titles

Bridget Jones, Captain America, White Bird, One of Them Days, Spit, Black Bag, Alto Nights, The Last Showgirl, Snow White

Film Club Updates

The last meeting of the club was a film called *Origin* which explored the sources of discrimination worldwide and through time. The film provoked a lot of discussion and was well received. Next month's film is March 13th, an Australian film called: *Juniper*.



Juniper follows a self-destructive young man who is forced to look after his alcoholic grandmother after being suspended from school. Sam (17) has been on a self-destructive spiral that could lead to his death. He returns home from boarding school to find his wheelchair-bound English grandmother, Ruth has moved in. Ruth is an ex-war photographer with a lust for life and a love of the bottle.

Andre Rieu

Next event 17th April 6.30pm. Andre Rieu 75th Birthday Celebrations: The Dream Continues

Kaylene Brown & Jane Piltz will cover catering.

TSC 355 Committee Guide updated as at end of 2024

- All Committee members should nominate and be approved by new Council - discussion occurred about whether a form is needed to be completed. No.
- Insurance for regular users - who needs to sight their Public Liability Insurance - eg. Motion Arts Temora. Not the responsibility of the theatre committee.
- Insurance coverage for THT Committee-exists- but volunteers MUST sign in and out.
- Maintenance - possible TSC Budget items for 2025/26 were called for.
- Hearing Aid Loop to be reinstalled - accessibility issue
- Lighting controls - progress. Guy reported that both could be achieved economically.
- Printer - where to locate it - due to noise and confined space in Projection Room, ok where it is.
- Cleaning carpets - showing some signs of wear & tear, as are the blue sound proofing curtains. Moths are a continuous issue. Use of a pest bomb was discussed
- Phone - no longer needed, TSC willing to field phone calls? Yes.
- Projector warnings & license renewals. Ray Derrick will sort.
- Leaks box gutters Sean Robert's will look at it
- Vouchers do we need to keep Gift Voucher Butts that are 'old' decision- some are dated 2009 dispose of them.
- Other users - food in cinema, Frances asked that users be reminded that cleaning is required and clearing of garbage bins must be done.
- Movie Posters status. Tidied, sorted.
- General Business:
- Financial Report was tabled. Profits improvement was noted.

20.10 FRIENDS OF THE TEMORA SHIRE CEMETERIES MINUTES HELD 3 MARCH 2025

File Number: REP25/233

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Friends of the Temora Cemeteries [↓](#) 

FRIENDS OF THE TEMORA SHIRE CEMETERIES

(Incorporated with the Temora Shire Council)

.....
 Ian Preston (Group Pres)
 32 Gallipoli St
 Temora NSW 2666
 Ph. 0428 729 410
 Email us at: temshire@temora.nsw.gov.au

Pat Taylor (Hon Sec)
 22 Lawson Rd Temora 2666
 Merryl Graham (Hon Treas.)
 PO Box 251 Temora 2666

.....
 Temora Shire Council
 PO Box 262
 Temora NSW 2666
 Ph. 02 6980 1100

- be sure to direct it for our attention.

Minutes of the Friends of the Temora Shire Cemeteries Meeting Monday 3 March 2025 held at Temora Shire Council Chambers

Meeting Opened: 10.00am.

Attendance: Ian Preston, Rick and Pat Taylor, Mavis Cassidy, Merryl Graham, Michael Mullany, Bruce Firman, and Kris Dunstan.

Apologies: Pam Beurckner, Lyn and Michael Wells, Betty Brabin, Sal Hurst, Annie Bennett, Keith Cassidy, Wilma McCubbin, Rosemary Wood and Paul Mahon. Accepted.

Minutes: Minutes of the previous meeting were read by Pat. Moved by Mavis Cassidy, 2nd by Kris Dunstan. Carried.

Business Arising:

Tree Pruning: our dedicated volunteer workers have undertaken this mammoth task. Pruning is still in progress.

Drainage: Ian to discuss with Rob Fisher again when work commences in rows G.H. and I. J. in the Lawn Cemetery.

Brown Shed: Painting of gutters and downpipes put on hold until the pruning is completed. Bruce Firman offered to complete the outstanding painting.

Treasurer's Report: Merryl presented her report which shows an account balance of \$31,966.59, and moved her report be accepted as read. 2nd Michael Mullany carried.

Correspondence:

Outward:

- Letter to Ms Boxall - request for a Councillor representative for FOTSC.

Inward:

- Christmas card from Mayor's Office
- Temora Shire Council – a copy of the revised Code of Practice for s.355 Committees

Correspondence moved by Kris Dunstan, 2nd Merryl Graham. Carried.

General Business:

1. **RAFFLE:** Will be held in April and first week in May. Lyn Wells has volunteered to oversee.
2. **TREE PRUNING – REPLACEMENT:** John Minchin to remove six pencil pine trees and investigations to take place into replacing them with more suitable self-shaping pencil pines.
3. **LAWN CEMETERY:** Kris Dunstan informed the meeting, work on rows G.H. and I. J. will commence on 31 March, and that Cassidy's Tree Service has been booked in to remove a large dead casuarina tree, southern side of the New Monumental Cemetery.
4. **GRAVE RESTORATION:** Merryl informed the meeting that a request has been made to clean a grave at the Trungley Cemetery. She thought it would be a good opportunity for some of the members to visit Trungley and have a general tidy working bee there. This will occur in the near future.
5. **INFORMATION EXCHANGE:**

Ian has been approached by Dianne Scott (Senior Citizens group) who was enquiring if the FOTSC

have any projects in mind, and that they may be willing to help. Mavis Cassidy mentioned the new Lawn Cemetery as a project, as the FOTSC input/ideas regarding the cemetery will be taken into consideration by the Council. The group is to give this offer some thought to other projects.

Next Meeting: Monday 14 July 2025 commencing at 10.00am at Temora Shire Council Chambers. Annual General Meeting followed by General Meeting.

Meeting Closed 10.31am.

20.11 MINUTES OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE HELD 4 DECEMBER 2024**File Number:** REP25/296**Author:** Director of Administration & Finance**Authoriser:** Director of Administration & Finance**Attachments:** 1. ARIC Meeting Minutes - 4 December 2024 [!\[\]\(a870788d6ed9b8fd294b7654a8c8526b_img.jpg\)](#) 

MINUTES OF THE TEMORA SHIRE COUNCIL AUDIT RISK AND IMPROVEMENT COMMITTEE
MEETING HELD VIA TEAMS ON WEDNESDAY 4 DECEMBER 2024 AT 9:00AM.

1. WELCOME

The meeting was opened by the Chair, Nick Tobin at 9:01AM

ATTENDANCE:

Nick Tobin (Independent Chair), Kylie McRae (Independent Member), Phil Thomas (Independent Member), Cr Nigel Judd (Cr Observer), Melissa Boxall (General Manager), Elizabeth Smith (Director Finance and Administration), Grant Nicholson (Enterprise Risk Manager), Josh Jongma (Internal Audit Coordinator) Dannielle MacKenzie - External Audit (Crowe Australia)

2. APOLOGIES

No apologies were received.

3. DISCLOSURES OF INTEREST

There were no disclosures of interest at the meeting.

4. REPORTS

4.1 CONFIRMATION OF MINUTES

Minutes from the Audit, Risk and Improvement Committee Meeting held 14 August 2024 and the Extraordinary Meeting held 24 September 2024.

RESOLVED on the motion of Kylie McRae and seconded Phil Thomas that the minutes of the Audit, Risk and Improvement Committee meeting held 14 August 2024 and the Extraordinary Meeting held 24 September 2024 be confirmed.

CARRIED

4.2 AUDITED FINANCIAL STATEMENTS

Dannielle MacKenzie, presented on the Final Management Letter.

RESOLVED on the motion of Phil Thomas and seconded Kylie McRae that

- 1. The ARIC notes the external audit update.**
- 2. The ARIC notes that issue three from current year matters can be addressed by a gap assessment.**
- 3. That a quarterly report be provided to the ARIC keeping issues raised in the management letter under review.**

CARRIED

4.3 INTERNAL AUDIT CHARTER AMENDMENT

The Internal Audit Coordinator provided a brief overview of the proposed changes and thanked ARIC for their assistance following the August Meeting.

MINUTES OF THE TEMORA SHIRE COUNCIL AUDIT RISK AND IMPROVEMENT COMMITTEE
MEETING HELD VIA TEAMS ON WEDNESDAY 4 DECEMBER 2024 AT 9:00AM.

RESOLVED on the motion of Phil Thomas and seconded Kylie McRae that the ARIC notes the revised Internal Audit Charter and recommends that Council adopt the amended Charter.

CARRIED

4.4 INTERNAL AUDIT REPORT – ACCOUNTS PAYABLE

Stephen Prowse provided a brief overview of the current progress of the audit.

RESOLVED on the motion of Kylie McRae and seconded Phil Thomas that the ARIC notes the internal audit report on Accounts Payable will be submitted to the March 2025 ARIC meeting.

CARRIED

4.5 INTERNAL AUDIT ACTIONS UPDATE

The Internal Audit Coordinator provided a brief overview of the actions register.

RESOLVED on the motion of Kylie McRae and seconded Phil Thomas that:

1. The ARIC notes the updated actions register.
2. The ARIC requests that future reports contain a brief summary table outlining aged actions by risk rating.
3. The ARIC requests that future reports contain the initial due date and revised due date for aged actions.

CARRIED

4.6 ARIC STRATEGIC PLAN

The Internal Audit Coordinator provided an overview of the Strategic Plan updates following feedback received at the August Meeting.

RESOLVED on the motion of Phil Thomas and seconded Kylie McRae that the ARIC endorses the Strategic Plan for consideration by Council with the provided minor amendments to wording of 3.1, 5.2, 5.12, 11.1 and page 14 of the document.

CARRIED

MINUTES OF THE TEMORA SHIRE COUNCIL AUDIT RISK AND IMPROVEMENT COMMITTEE
MEETING HELD VIA TEAMS ON WEDNESDAY 4 DECEMBER 2024 AT 9:00AM.

4.7 INTERNAL AUDIT SCOPE – WORKERS COMPENSATION CLAIMS PROCESSING

The Internal Audit Coordinator provided a brief overview of the scope document.

RESOLVED on the motion of Kylie McRae and seconded Phil Thomas that the ARIC endorses the scope of the Workers Compensation Claim Processing Internal Audit with minor amendments to the objectives to clarify the narrow scope.

CARRIED

4.8 ARIC PROPOSED FUTURE MEETING DATES

RESOLVED on the motion of Nick Tobin and seconded Phil Thomas that

1. That ARIC notes the future meeting schedule.
2. That the ARIC notes that every effort will be made to align dates for ARIC Meetings to review financial statements prior to endorsement by Council for external audit amongst the Audit Alliance Councils.
3. That the ARIC recommends to Council that where the timing of financial statements for the Audit Alliance Councils does not permit Audit Alliance ARIC meetings to be held on the same day, that 50% of the daily fee will apply for the Independent Chair and Independent Committee Members.

CARRIED

4.9 RISK MANAGEMENT UPDATE

The Enterprise Risk Manager provided an update on matters contained within the report

RESOLVED on the motion of Phil Thomas and seconded Kylie McRae that the ARIC notes the report on notifiable incidents.

CARRIED

4.10 NOTIFIABLE INCIDENTS

RESOLVED on the motion of Phil Thomas and seconded Kylie McRae that the update be noted.

CARRIED

5 CLOSE OF MEETING

The ARIC thanked the General Manager and the staff for the support of the ARIC during the commencement of the current term.


The meeting closed at 9:54AM.

20.12 TEMORA & DISTRICT SPORTS COUNCIL MINUTES 19 FEBRUARY 2025

File Number: REP25/330

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Sports Council [↓](#) 

GENERAL MEETING OF THE TEMORA AND DISTRICT SPORTS COUNCIL

REPORT OF THE GENERAL MEETING OF THE TEMORA AND DISTRICT SPORTS COUNCIL HELD ON WEDNESDAY 19th February 2025 AT 6.30 PM AT THE TEMORA EX-SERVICES CLUB

Attendance: Rick Firman (TSC) Denise Breust, Judy Gilchrist, Jack Morton, Tony Stringer (TDSC) Michelle Mawbey (Swimming Club) Michele Stewart (Tennis) Nicola Curry (Tuskers) Rob Pfeiffer (TARFNC) Maree Liston (Pistol Club/Soccer)

Apologies: Hack Hetherington, Kate Bruce, Narelle Djuick

Moved Michelle Mawbey seconded Jack Morton carried.

Executive Meeting Minutes:

Executive Meeting on the 24th February meeting was held at the council chambers to discuss the new fees and charge, with Council Reps and TDSC Executives.

Executive meeting held on the 17th March, Council Chamber to finalise the paperwork re fees and charges before the general meeting to be held on the 19th March.

Special meeting was called for all sporting clubs and schools to attend this meeting. To go through the new proposed fees and charges. 2 members from the executive committee from each sporting club school were invited to attend.

Rec Centre Report:

No report from the rec centre. Michelle Mawbey commented on the outdoor pool being very cold since the pool blankets not being put on overnight. The executive did an inspection of the Rec Centre at the end of November. Report sent to Kris Dunstan.

Minutes: The minutes of the previous meeting were read and confirmed on the motion of Judy Gilchrist
Moved Jack Morton Seconded Bruce Lack Carried

BUSINESS ARISING FROM THE MINUTES:

Nil

CORRESPONDENCE:

Outgoing:

Business Papers

Invitations to the McDonalds Grass Root s Grant nominees.

Invitation sent to Michael McCormack and Steph Cooke for the presentation night.

Incoming:

Letter from TSC re section 355

TREASURERS' REPORT:

Balance as per bank statement. \$19,179.89 Treasurers Report was read and confirmed on the motion of Denise Breust Seconded Michele Stewart Carried.

General Business:

Temora Swimming Club:

The Temora Swimming Club is having a successful season. Had 2 swimmers compete at NSW Country Championships in Sydney last weekend. We have 45v swimmers representing Temora at this weekend Southern Inland meet being held in Temora. We have 4 swimmers representing Temora at the Speedo Sprints Finals on the 1st March in Sydney. We have 2 swimmers who have qualified for NSW junior State age which is to be held in Sydney next month. We have many swimmers progressing through the school swimming levels & several are looking to qualify for the PSSA & CHS School State Meets April.

Temora Tuskers:

Seniors start date 19th April. Juniors start date is 4th May, with games held fortnightly o Sunday. We will host 2 Gala days this season – dates TBC.

Age groups have changed so boys and girls will be aligned to 8,10, 12, 14, 16 and moving to 18's this year as well. At this stage only 14, 16 and boys and 18's for girls 7 a side.

SIRU Rep football nominations in early March, Trials April 6th, NSW Junior state Champs June Long weekend for 12s boys, 14 boys, 14 girls 16 boys and girls. We had e representatives play at the Waratahs Academy competition in January. Sista (Sienna Everson) in 14s and Lara and Kaesha in 16 girls. I will have an updated committee list asap.

Temora Touch Footy:

Season ended at the end of 24. Not many players or teams. State Cup this year no teams nominated. 10 players played in a player pool. Meeting in March to see what can happen.

Temora Dragons Rugby League:

Not much happening. Got the crop off, disappointing with frost. All back into training. U18' this year. League Tag AG held change to treasurer, Brendan Robinson. A few new faces. Group meeting finalised soon. Sees only 1 clash with the Rules. Jack has been elected back to the group nine board.

Temora Bowling Club:

AGM saw Rick Potter become the President of the bowling club. Bin Waller is the biggest event for the club. Good numbers and a great weekend had by all. Riverina Won. Pennants have started. Continue to put in for grants.

Temora High School:

The Temora High School has started well. We had our swimming carnival last week and the zone swimming carnival is next week in Young. Sasha Curry, Macey Kenworthy, Ava McCrone and Tyler Banks selected into to 15's Riverina touch football teams. Congratulations to you all and good luck.

Temora Tennis Club:

Friday the 4th April. Celebrating 25years of social tennis Tuesdays and Friday mornings. Social get together morning tea and light lunch. AG had and committee the same.

Tuesday men's night tennis has started. Thursday night tennis with Gary. Junior Coaching started on Monday afternoon with Gary Thompson. This year no regional match series dates as they go to bigger centres.

Temora Pistol Club:

Business as usual, with good attendances at the summer bi-weekly competition days. A very successful Grassroots coaching day was held at Wagga Pistol Club

last Saturday with members from Albury, Narrandera and Yass attending, as well as from Wagga. John Liston was one of the NSWAPA accredited coaches who provided instruction to a good turn up of participant.

Temora Soccer Club:

Summer soccer has been great, with the introduction of the junior competition linking summer and winter together for a full scheduled program for the year. Junior and Senior representation is looking positive at this point and the club is expecting to see an increase in registrations for the 2025 season.

Aussie Rules:

AGM has been held; Michael Gilchrist is the New President.

Women's footy has started. So far 2 out of 2.

Recruiting well, with some new players and old faces returning. Training has started.

Basketball:

Going well. Junior Western League starting 22nd February. AGM on the 3rd March. The stadium floor has been resurfaced. The club are working on getting some new air conditioning.

After the general meeting, we had the presentation for the McDonald Grass Roots Grant.

The nominees were invited to attend with 2 guests. Nominees were Lara Curry, Jorja Winfield, Georgia McCormack, Gwen Drumore, Abbee Piggott, Macey Kenworthy, Nick Bett and absent was Max Wiencke.

Nick Bett was the winner of \$500 and Lara Curry was runner receiving \$300.

All very worthy nominations from all. A big thank you to Mr & Mrs Tony Aichinger for their generous support given to this McDonald Grass Root Grant.

Meeting Closed 6.55.

Next Meeting 16th April 2025

Temora Ex-Services Club

6.30 pm Narraburra Room

STARTING TIME 6.30PM for Meetings. Next
Meeting 16th April 6.30pm

It is council policy that all clubs using council owned sporting grounds, must be financial members of the Temora & District Sports Council.

20.13 TEMORA HERITAGE COMMITTEE MINUTES 9 APRIL 2025**File Number:** REP25/341**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Temora Heritage Committee [↓](#) 



MINUTES OF THE MEETING OF THE TEMORA HERITAGE COMMITTEE

- Meeting Held:** Temora Shire Council Chambers – 9th April 2025
- Present:** Kris Dunstan (Chair), Dale Wiencke, David Scobie,
Merryl Graham, Bill Speirs, Wilma McCubbin,
Ros Hartwig, Cr Nigel Judd, Jenny Rea and Sally Hurst
- Apologies:** Jason Goode, Ailsa Hudson, Michael Collins and Claire Golder
- Commenced:** 12:04 pm
- Confirmation of Minutes:**
It was **Moved** by Merryl Graham that the minutes be accepted,
this was **Seconded** by Dale Wiencke.
- Business Arising:**
Nothing to report.
- Meeting Notices:** Current Projects
General Business arising to discuss.

Self-Drive Tours/Satellite Airfields

- Mark Rayner noted the travel times need to be checked and total for each tour, this is the last thing to be done.
- Once printed the brochure will be available to purchase from VIC, also moving forward will be available to download.
- Step 2 – small panels with text/story. Ancillary signage if needed.

Heritage Books

ACTION: Claire to take a photo of the area in the Library where these books are located, promote on social media.

Indigenous Map

- Bill and Lauren are working on the Indigenous names, pronunciation and artwork for 3 to 4 signs to be made up in panel form (funding from LLS) this project needs to be completed by 30th June.

Chinaman's Hut

- Date for visit to the Chinaman's Hut inspection set for Tuesday 27th May 2025, meet at the Council office at 2pm. Ensure you have gloves and appropriate footwear. (trailer).

Hoskins Street Business Occupancy

- Currently with Council's Communication and Media Officer.

Main Street Verandah Re-Instatement

- Nothing further with the progress of the Westminster Hotel at this point.
- Railway Hotel – verandah signage complete, looks great.
- Council will continue to support this fund, along with the Heritage Assistance Fund.

Reefton Book

- Currently being proofread – ticking along.

Marie Narelle Statue

- Nothing further at this time.

Temora & District Hospital

- David mentioned the idea photographs of the hospital be uploaded and played in a loop on a tv in the waiting area.

Murals

- David shared information as part of his report. Group discussion in regard to local business coming on board to support this project.

Oral History

- Nothing further at this time.

Meeting with Communications and Tourism team

- See email attached.

Heritage Assistance Fund

- No applications were received.
- Almost finalised the spreadsheet for allocated funds. Discussion for the use of the balance at end of year.
Moved Merryl and **Seconded** Ros for any remaining funds

to be allocated to Pascoe Digital for further digitization of the Temora Independent.

Heritage Advisors Report

- As per report.

Correspondence:

Inwards

- Email from Health Infrastructure inviting a committee member to join the Temora Arts Working Group for the Temora Health Service Redevelopment. **Moved** Wilma and **Seconded** Cr Judd to nominate Merryl and Ailsa to join the committee.

Outwards

- Letter to owners of the Railway Hotel

General Business:

- **Bill** – Plans are underway to hold a Night at the Museum in June, sausage sizzle, lights out – tea lights. Catholic Church has been entered into the community archive. Files/papers/prints/negatives all stored safely from the old Temora Independent office.
- **Jenny** – offered to research any funding opportunities for the mural project.
- **Nigel** – suggested reaching out to a local resident for heritage photos/negatives. Harper Park and Davey Park plaques are to be installed, then unveiled on Anzac Day.
- **Ros** – working on the Gidginbung book.
- **David** – has a report for Merryl regarding maintaining cemeteries – native plants and grasses.
- **Wilma** – expressed her belief that the old cemetery should retain the look of the Victorian Age cemeteries.
- **Meeting Closed:** 1:06 pm

Meeting Closed:

1:06pm

Next Meeting:

Wednesday 7th May 2025 (David to Chair and Claire to record minutes)

20.14 THE HON RON HOENIG MP**File Number:** REP25/242**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Minister Hoenig [↓](#) 

Thanking Council for the support for the recommendations in the report published by the NSW Legislative Council Standing Committee on State Development in response to the Parliamentary Inquiry into the ability of local government to fund infrastructure and services.

The Hon. Ron Hoenig MP

Leader of the House in the Legislative Assembly
Vice-President of the Executive Council
Minister for Local Government



Your Ref: MKB:ATR
Our Ref: A944300 / M025-0037

His Worship the Mayor
Cr Rick Firman OAM
Temora Shire Council
PO Box 262
TEMORA NSW 2666

Via email: temshire@temora.nsw.gov.au

Dear Cr Firman,

Thank you for your letter advising me of your support for the recommendations in the report published by the NSW Legislative Council Standing Committee on State Development, in response to the Parliamentary Inquiry into the ability of local government to fund infrastructure and services (the Inquiry).

I acknowledge your comments that rural and regional councils, such as Temora Shire Council, are experiencing significant challenges in obtaining sufficient rates and grant revenue to meet continually increasing operational cost rises.

You may be interested in reviewing my response to Budget Estimates on 28 February, in which I provided additional information in relation to the forthcoming Government Response to the report, available on the NSW Parliament website. I told that committee that the Government is taking its time to respond to the Inquiry to ensure that all the appropriate conversations are had so as to create lasting reform to council finances – not just a response that discharges my responsibility without accomplishing anything.

This is a process I am taking seriously, with a view to solving issues that have beset the local government sector for decades. I look forward to working with Temora Shire Council and the broader local government sector in implementing the NSW Government's response to the inquiry to ensure robust, long-term financial sustainability within local governments in NSW.

Yours sincerely,

The Hon. Ron Hoenig MP
Leader of the House in the Legislative Assembly
Vice-President of the Executive Council
Minister for Local Government

2.5 MAR 2025

20.15 TEMORA & DISTRICT EDUCATION FUND - THANK YOU**File Number:** REP25/249**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. TDEF [↓](#) 

Thank you for sponsoring the scholarship through the Temora & District Education Fund.

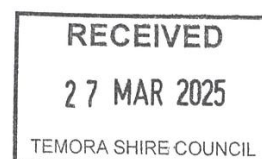


Our Mission - To foster the further education, career and personal development opportunities of rural youth through community based encouragement and financial assistance

ABN 11 820 709 824 • P.O. Box 262, Temora NSW 2666 • <http://www.cef.org.au/>

26 March 2025

Melissa Boxall
General Manager
Temora Shire Council
105 Loftus Street
PO Box 262
TEMORA NSW 2666



Dear Ms. Boxall,

On behalf of the Temora & District Education Fund, I would like to extend our sincerest gratitude for your generous donation and ongoing support for the youth of Temora. Your commitment, along with the support of the Temora Shire Council, is invaluable in helping us empower young people in our community through education and career opportunities.

With your contribution, we can continue to provide essential resources and assistance to financially and geographically disadvantaged students in the Temora region. Your generosity truly makes a difference, enabling these young individuals to pursue their aspirations with confidence and support.

We would also like to express our appreciation to Anne Rands for her administrative support to the committee. Her efforts are greatly valued and contribute significantly to our mission.

Thank you once again for your generosity and for believing in our cause. We look forward to keeping you updated on the positive impact of your support.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Leanne Boswell".

Leanne Boswell
Secretary
Temora & District Education Fund

Proudly supported by Temora Shire Council



20.16 HEALTH INFRASTRUCTURE - NOTIFICATION OF PUBLIC EXHIBITION**File Number:** REP25/254**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Public Exhibition [↓](#) 

The proposed redeveloped Temora Health Service is on public exhibition until 11:59pm 2 May 2025 for comments.

Health Infrastructure



31 March 2025

**Ms Melissa Boxall
General Manager
Temora Shire Council
105 Loftus Street
TEMORA NSW 2666**

Via email: temshire@temora.nsw.gov.au

Re: Notification of public exhibition

Dear Ms Boxall,

NSW Health Infrastructure (HI), in partnership with the Murrumbidgee Local Health District, is proposing to redevelop the Temora Health Service (the proposal) at 169-189 Loftus Street, Temora (the site), to deliver modern and enhanced services in a first-class healthcare facility.

Generally, the scope of work comprises.

- Demolition of the existing hospital building, nurses' accommodation and associated buildings on the existing site;
- Construction of a single-storey hospital building on the site of the demolished building. The new building is proposed to retain the 'Hospital on the Hill' location with enhanced landscaped gardens as key features of the site;
- Improved car parking for patients, staff and visitors;
- Separate emergency and service vehicle entry; and
- Hydraulic, ICT, fire and electrical infrastructure services upgrades.

New services to be delivered include an additional procedure room in the perioperative suite and expansion of the medical imaging unit to include new ultrasound and CT services. The construction will be staged to enable the continued safe operation of the existing facility during works.

In accordance with section 2.62 and section 2.10 and 2.11 of *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TI SEPP), we are notifying Council of our intention to carry out the proposed development and ask that you provide any comments on the proposal within 28 days from the date of this letter.

The project is on public exhibition until 11.59pm, 2nd May at HI's website:
www.hinfra.health.nsw.gov.au/projects/on-exhibition

If you wish to provide feedback on the project, please visit the abovementioned website and utilise the feedback form.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Walsh', with a stylized flourish at the end.

Katrina Walsh
Project Director

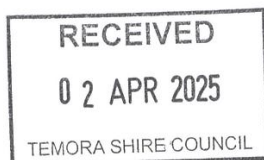
20.17 THE BUNDAWARRAH CENTRE - THANK YOU**File Number:** REP25/280**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. The Bundawarra Centre [↓](#) **FIRST HEADING**

Temora Historical Society would like to thank Council for the ongoing support of the Bundawarra Centre for the 52nd Annual Live Exhibition.



THE BUNDAWARRAH CENTRE
HOME OF TEMORA'S HERITAGE COLLECTIONS

TEMORA HISTORICAL SOCIETY Inc.



P.O.Box 181

TEMORA NSW 2666

Phone 0428 771 291

Email: ruralmuseum@temora.nsw.gov.au

28/3/25

Ms. Melissa Boxall,
General Manager,
Temora Shire Council,
PO Box 262,

TEMORA NSW 2666

Dear Mel,

re. 52nd Annual Live Exhibition

On behalf of the Temora Historical Society I am writing to thank Council most sincerely for its ongoing support of the Bundawarra Centre.

Year by year the Centre continues to develop and prosper, and while we are deeply indebted to the public and our strong contingent of supportive volunteers, we are, nonetheless, ever mindful that our success is in no small measure, due to continuing and most generous support from Council, for which we are most grateful.


Council, through both its indoor and outdoor staff, could not be more helpful in assisting the Committee on an ongoing and daily basis, contributing to the smooth conduct of the Centre.

Please advise both the Council and your staff of our genuine appreciation of their efforts and support.

Yours sincerely,

Bill Speirs

Manager.

20.18 RICHARD FOLEY - SUPPORTING LOCAL COUNCILS TO PUT OUR COMMUNITIES FIRST**File Number:** REP25/335**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Richard Foley [↓](#) 

Anne Rands

From: Richard Foley For Riverina <contact@richardforriverina.com.au>
Sent: Monday, 7 April 2025 2:19 PM
To: Anne Rands
Subject: Supporting Local Councils to Put Our Communities First

Dear Cr Firman,

Thank you for your letter dated 7 April and for the steadfast advocacy Temora Shire Council continues to provide on behalf of the Riverina.

I fully support your call to restore Financial Assistance Grants to at least 1% of Commonwealth taxation revenue. As you rightly point out, local government responsibilities have grown while funding has not kept pace, and this imbalance must be corrected.

I strongly back the funding priorities identified by the Australian Local Government Association, particularly those enabling infrastructure to unlock housing supply, strengthen local roads, improve emergency capacity, support community infrastructure, and assist climate adaptation efforts. These are crucial building blocks for vibrant, resilient communities.

If elected as the Member for Riverina, I will go further. I believe our region can lead the way in showing what's possible when local governments are truly empowered. To that end, I will:

- Champion a Local Sovereign Infrastructure Fund, funded by repatriated offshore wealth and multinational tax contributions, to invest directly into regional priorities.
- Establish a Regional Resilience and Innovation Bureau (RRIB), with Temora as a potential pilot, to support local job creation, advanced agriculture, smart logistics, and renewable energy innovation.
- Introduce a Rural Works Guarantee Program to fund meaningful, long-term employment in infrastructure, environmental services, and maintenance—targeting young people, veterans, and those in transitioning sectors.
- Launch Regular Mobile MP Clinics Across Riverina, so constituents in towns like Temora can raise issues face-to-face without needing to travel or wait on a phone call.
- Advocate for a Local Government Voice to Parliament, to formalise the consultative role of councils in national policy planning and development.

I would welcome the opportunity to meet with you and General Manager Ms Melissa Boxall to discuss this further. I'd also be open to participating in a broader roundtable with surrounding councils to collaborate on solutions.

Thank you again for your leadership. Together, we can ensure that every community in the Riverina has a voice, the resources it needs, and the future it deserves.

Warm regards,

Richard Foley
Candidate for Riverina
Australian Citizens Party
contact@richardforriverina.com.au
www.richardforriverina.com.au

20.19 MICHAEL MCCORMACK MP - FINANCIAL ASSISTANCE GRANTS**File Number:** REP25/337**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Michael McCormack MP [↓](#) 

the Hon. Michael McCormack MP

Federal Member for Riverina

Shadow Minister for International Development and the Pacific

Councillor Rick Firman OAM

Mayor

Temora Shire Council

PO Box 262

TEMORA NSW 2666

Dear Mayor ^{Rich} Firman

I write in relation to your correspondence of 4 March 2025 concerning the Local Government Financial Assistance Act 1995, particularly the distribution of Financial Assistance Grants (FAGs).

Thank you for writing to me with Temora Shire Council's views on this matter.

I also acknowledge your email regarding FAGs sent on 17 March to the Leader of The Nationals, the Hon David Littleproud MP, which you kindly copied me into.

Firstly, I would again like to express my appreciation for that Local Government does for the community.

I am bitterly disappointed the Federal Labor Government, in its 2024-25 Budget, axed all the regional funding programs.

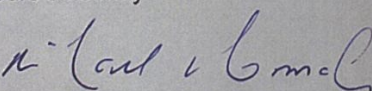
The Local Roads and Community Infrastructure Program, which I initiated, is a wonderful example of the Federal Government working with Councils to deliver real and positive outcomes. Sadly, that program – which delivered record amounts of money to Local Government for infrastructure and allowed Councils to choose how the money was spent – has now been abandoned by the Labor Government.

I was pleased to hear you secured a meeting with the Shadow Minister for Local Government, the Hon Darren Chester MP.

The Coalition is committed to working with Local Government to ensure Councils receive fair and equitable funding to deliver services to their communities.

It will, of course, take into consideration the *Interim report into local government sustainability* which was delivered in February.

Yours sincerely



Michael McCormack MP

Federal Member for Riverina

mm.kg.wga

2 14/2025

Parkes
207A Clarinda Street
Parkes, NSW, 2870

Wagga Wagga
Suite 2, 11-15 Fitzmaurice Street
Wagga Wagga NSW 2650



21 CONFIDENTIAL REPORTS**RECOMMENDATION**

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:

21.1 Confidential Minutes of the Assets & Operations Committee Meeting held on 8 April 2025

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.

21.2 Confidential Minutes of the Economic Development and Visitations Committee Meeting held on 8 April 2025

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

21.3 Riverina Eastern Noxious Weeds Authority Tender

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.

22 MEETING CLOSE