



Date: Thursday, 17 July 2025

Time: 4:03pm

Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Ordinary Council Meeting

17 July 2025

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**MINUTES OF TEMORA SHIRE COUNCIL
ORDINARY COUNCIL MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON THURSDAY, 17 JULY 2025 AT 4:03PM**

PRESENT: Cr Rick Firman (Mayor) (Chair), Cr Graham Sinclair (Deputy Mayor), Cr Nigel Judd, Cr Belinda Bushell, Cr Anthony Irvine, Cr Brenton Hawken, Cr Ken Smith, Cr Narelle Djukic, Cr Paul Mahon

IN ATTENDANCE: Mr Rob Fisher (Executive Manager Engineering Services), Mr Kris Dunstan (Director of Environmental Services), Mrs Elizabeth Smith (Director of Administration & Finance), Ms Melissa Boxall (General Manager), Mrs Anne Rands (Executive Assistant), Ms Grace Mannion (Secretary Environmental/Engineering)

Temora Independent – Tom Gossling (arrived 4:14pm)

1 OPEN AND WELCOME

There were no Public Forum requests.

ETHICAL OBLIGATIONS

The Mayor and Councillors are reminded of their Oath/Affirmation of Office made under Section 23A of the Local Government Act 1993 and their obligations under Council's Code of Conduct to disclose and appropriately manage conflicts of interest.

2 ACKNOWLEDGEMENT OF COUNTRY

CONDUCTED BY CR BRENTON HAWKEN.

3 APOLOGIES

Nil

4 OPENING PRAYER

The opening prayers was conducted by Mayor Rick Firman.

Before the minutes are confirmed the Mayor Rick Firman would like to place on record my sincere apology in relation to last month's Council meeting, and the point of order that Councillor Irvine had raised. I apologize unreservedly for not asking Councillor Irvine what his point of order was in relation to. I did assume it was a matter that would be raised in the confidential papers, and I acknowledge I should not have made that assumption. I thank the chamber.

5 CONFIRMATION OF MINUTES**RESOLUTION 73/2025**

Moved: Cr Ken Smith

Seconded: Cr Graham Sinclair

That the minutes of the Ordinary Council Meeting held on 19 June 2025 be confirmed.

CARRIED

6 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
Cr Rick Firman	REP25/411	Non pecuniary	Left the meeting
Cr Rick Firman	REP25/495	Non pecuniary	Left the meeting
Cr Paul Mahon	REP25/482	Non pecuniary	Left the meeting
Cr Narelle Djukic	REP25/485	Non pecuniary	Stayed in meeting
Cr Cr Ken Smith	REP25/485	Non pecuniary	Stayed in meeting
Cr Rick Firman	REP25/485	Non pecuniary	Stayed in meeting
Mr Kris Dunstan	REP25/517	Pecuniary	Left the meeting
Cr Rick Firman	REP25/508	Non pecuniary	Left the meeting
Cr Graham Sinclair	REP25/478	Pecuniary	Left the meeting
Cr Brenton Hawken	REP25/478	Non pecuniary	Stayed in meeting
Cr Anthony Irvine	REP25/519	Pecuniary	Left the meeting

7 MAYORAL MINUTES**7.1 MAYORAL MINUTE - JULY 2025**

File Number: REP25/520
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

As Council are aware, our former long-serving Director of Administration & Finance, **Mr Stephen Reginald Firth** passed away recently in his hometown of Grafton.

Mr Firth served as our Director from 2nd April 2002 and retired on 1st May 2020. It was most unfortunate that, due to COVID, the Council of the day were unable to have a proper farewell.

Mr Firth will be fondly remembered as tough but fair man. He was plain talking and didn't suffer fools gladly. Mr Firth would hold his own in any debate, and even if there was vehement disagreement, he'd be the first to buy you a beer afterwards.

Mr Firth was a tremendous support to Council – especially during those dreaded 'Fit for the Future' years. He was a man you'd like to be in the trenches with.

Council also acknowledges Mr Firth's contributions to community groups. He was a strong and active Member of Temora Lions Club. He also assisted with the Temora & District Cricket Association, the Temora & District Sports Council, the Temora & District Education Fund Debutante Balls and essentially, anyone that asked for a hand, he was willing to give it.

The thoughts and prayers of Temora Shire Councillors, General Manager (Ms M K Boxall), Staff and our Citizens remain with Mr Firth's wife, Mrs Judy Firth and their family.

To honour Mr Firth's passing and his extensive contributions to Temora Shire, I invite all gathered in the Chambers to please rise in our places and observe a Minute's Silence.

RESOLUTION 74/2025

Moved: Cr Ken Smith
Seconded: Cr Graham Sinclair
That the Mayoral Minute be noted.

CARRIED

Report by Mayor Rick Firman

8 REPORTS FROM COMMITTEES**8.1 MINUTES OF THE TRAFFIC COMMITTEE MEETING HELD ON 3 JULY 2025****File Number:** REP25/497**Author:** Environmental Secretary**Authoriser:** General Manager**Attachments:** 1. Minutes of the Traffic Committee Meeting held on 3 July 2025

Mayor Rick Firman declared a non-pecuniary interest in relation to item REP25/411, due to being a business owner in Hoskins Street.

Mayor Rick Firman left the meeting at 4:15pm and took no further part in the discussion.

Mayor Rick Firman vacated the chair at 4:15pm.

Cr Graham Sinclair assumed the chair at 4:15pm.

RESOLUTION 75/2025

Moved: Cr Paul Mahon

Seconded: Cr Narelle Djukic

It was resolved that the reports be received.

CARRIED

RESOLUTION 76/2025

Moved: Cr Nigel Judd

Seconded: Cr Brenton Hawken

It was resolved that report 4.3 - REP25/411 Hoskins Street Precinct Parking – Consolidated resolution be noted.

CARRIED

RESOLUTION 77/2025

Moved: Cr Brenton Hawken

Seconded: Cr Nigel Judd

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

CARRIED



Date: Thursday, 3 July 2025
Time: 2:30 PM
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Traffic Committee Meeting

3 July 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 THURSDAY, 3 JULY 2025 AT 2:37 PM**

PRESENT: Cr Ken Smith (Chair) Mr Gavin Coleman (NSW Police), Ms Corrie Ward (NSW Police), Mr Justin Knewstub (NSW Police), Mr Greg Minehan (TfNSW), Mr Rob Fisher (Executive Manager Engineering Services), Ms Kim Hill (Representative for Steph Cooke's Office)

IN ATTENDANCE: Ms Grace Mannion (Secretary Engineering Services), Cr Nigel Judd, Mr Steven Bloomfield (Road Safety Officer)

1 OPEN MEETING

2 APOLOGIES

COMMITTEE RESOLUTION 7/2025

Moved: Cr Ken Smith

Seconded: Mr Greg Minehan

That apologies from Cr Rick Firman be received and accepted.

CARRIED

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
NIL			

4 REPORTS**4.1 ROAD SAFETY AUDIT****File Number:** REP25/358**Author:** Engineering Technical Officer**Authoriser:** Engineering Asset Manager**Attachments:**

1. Polaris Street & Surrounds - Road Safety Audit
2. Polaris Street & Surrounds - Recommended Treatments
3. Pedestrian Generation Around Schools - Road Safety Audit
4. Pedestrian Generation Around Schools - Recommended Treatments

REPORT

Council previously engaged a consultant to undertake two Road Safety Audits. Draft reports were presented to the Local Traffic Committee for feedback prior to finalisation. The audits included:

- Polaris Street – incorporating both the Crowley Street intersection and the rail level crossing.
- Pedestrian Generation Around Schools - incorporating Parkes Street, Anzac Street, Gloucester Street, Polaris Street, De Boos Street and Loftus Street.

The final audit report and recommendations are attached to this report.

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**

Guide to Road Safety (Austroads)

Options

As outlined in Attachment 2 and 4.

Budget Implications

Subject to preferred recommended treatments.

Risk Implications

N/A

COMMITTEE RESOLUTION 8/2025

Moved: Mr Greg Minehan

Seconded: Mr Gavin Coleman

That the Committee recommended Council endorse the final report and that actions not funded

be considered in the 2026/27 budget estimates process.

CARRIED

Report by Amanda Colwill



Road Safety Audit

Temora Railway Level Crossing and Surrounds

Prepared for:



TEMORA
The Friendly Shire

Tyler Madden
Trainee Engineer
Temora Shire Council

p: 02 6980 1143

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

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RES2307.19.123

Date: 22/12/2023

Version: 1.0

Author: J. Gorrie



Document Quality Information

Prepared for:

Tyler Madden
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Date	Version	Author	Change Reference
05/10/2023	0.1	James Gorrie	Draft Audit Report
22/12/2023	1.0	James Gorrie	Final Audit Report

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1. Audit Statement

Table 1-1 – Audit Details

Project Name:	Temora Railway Level Crossing and Surrounds RSA
Client:	Temora Shire Council (TSC)
Client Representative:	Tyler Madden, Trainee Engineer – Temora Shire Council (TSC)
Contact Details:	Phone: 02 6980 1143 Email: tmadden@temora.nsw.gov.au
Auditors:	James Gorrie (RSA-02-0732 - Level 3) – Lead Road Safety Auditor Wayne Walgers (RSA-02-0374 - Level 3) – Lead Road Safety Auditor Zach Walgers (RSA-02-1502 - Level 2) – Road Safety Auditor Peter Rands (RSA-02-0450 - Level 2) – Road Safety Auditor
Audit Type	Pre-Construction (Existing Road)
Commencement Meeting:	28/08/2023
Audit Date:	04/09/2023
Completion Meeting:	21/12/2023
Previous Audits:	Nil

We, the undersigned, declare that we have reviewed the material and data listed in this report and identified the risks to road safety listed in Section 4. The reasons are given to explain why an identified item is considered a risk to road safety. The auditors listed are independent to the project.

It should be noted that while every effort has been made to identify potential safety problems, no guarantee can be made that every problem or deficiency has been identified.

It is recommended that identified risks to road safety be investigated and corrective actions implemented as soon as practicable.



James Gorrie
Lead Road Safety Auditor
RSA-02-0732 - Level 3
Date: 22/12/2023



Peter Rands
Road Safety Auditor
RSA-02-0450 - Level 2
Date: 22/12/2023



Wayne Walgers
Lead Road Safety Auditor
RSA-02-0374 - Level 3
Date: 22/12/2023



Zach Walgers
Road Safety Auditor
RSA-02-1502 - Level 2
Date: 22/12/2023

2. Introduction

Rigore Engineering Services has been engaged by Tyler Madden, Trainee Engineer – Temora Shire Council, to undertake a Road Safety Audit to on the vehicle and pedestrian movements around Polaris Street, Camp Street, Crowley Street, and rail level crossing within the limits shown by Figure 2-1 – Study Area below.

2.1. Audit Purpose

The Road Safety Audit has been conducted in accordance with relevant Austroads Guides to Road Safety, inclusive but not limited to *Austroads Guide to Road Safety Part 6: Road Safety Audits 2022* including the application and consideration of Safe System principles. The Rigore Road Safety Audit team has undertaken the audit by embedding Safe Systems principles. This is achieved by applying our knowledge, experience and understanding of the Safe Systems Framework to document findings in a manner that describes the road user exposure, crash likelihood and crash severity.

The primary purpose of this Road Safety Audit Report is to identify road safety deficiencies that may contribute to crash occurrence or crash severity and provide recommendations for risk elimination or mitigation measures that align with the safe system approach to road safety.

2.2. Project Description

Rigore representative, James Gorrie, Managing Director, has been made aware that the main issue being the intersection of Crowley Street and Polaris Street, due to regular concerns raised related to near misses. Council representatives have also highlighted the recent works undertaken within the study area with pedestrian infrastructure being progressively installed within the area, including access across the southern leg of Crowley Street and the future desire to provide connectivity across the railway crossing along the southern side of Polaris Street.

Although considered largely out of scope of this road safety audit, consideration has been given to the planned redevelopment of the Temora Flour Mill into a boutique hotel, restaurant, function center and micro-brewery which is highlighted in yellow in Figure 2-1, Figure 2-2 and Figure 2-3. This development is expected to be a significant traffic generator.



Figure 2-1 – Study Area

2.3. Supporting Information

The following supporting information was also considered in the preparation of the Road Safety Audit assist with the audit:

- Future Land Use
- Network Accessibility
- Traffic Data
- Crash Statistics

2.3.1. Future Land Use

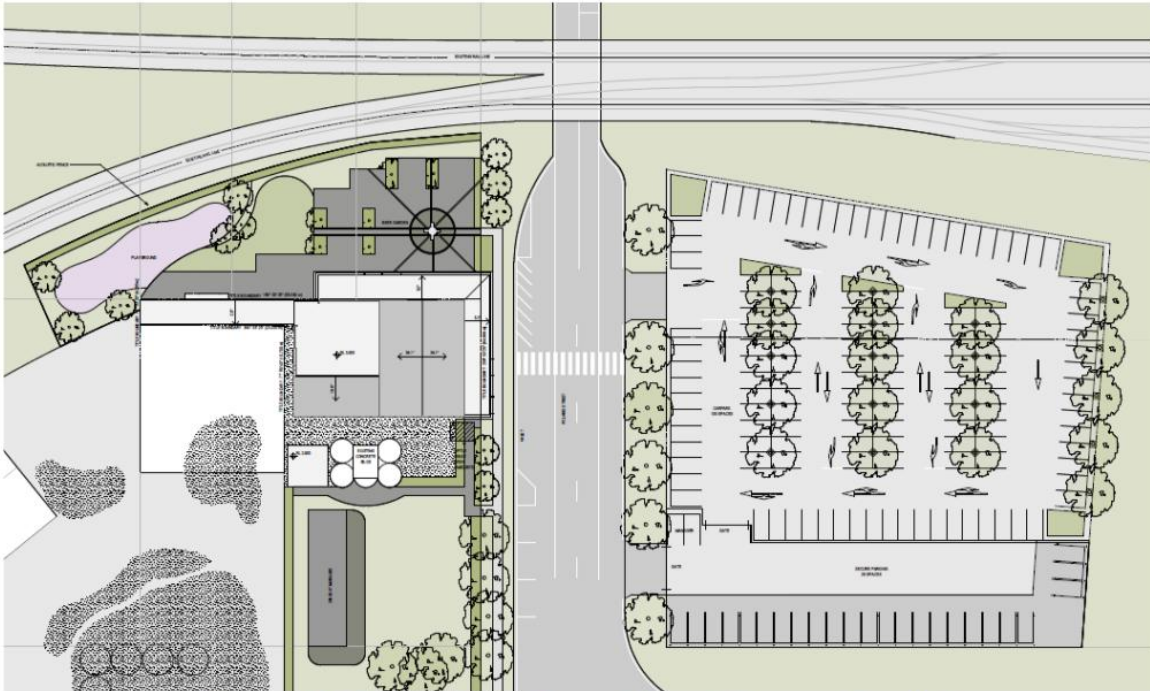


Figure 2-2 – Proposed Development Layout (Temora Flour Mill)



Figure 2-3 – Proposed Development Artist Impression (Temora Flour Mill)

2.3.2. Network Accessibility

Based on the Transport for NSW Interactive Restricted Access Vehicles (RAV) maps, Polaris Street is permitted for 25/26m B-double access. This was observed during the site inspection.

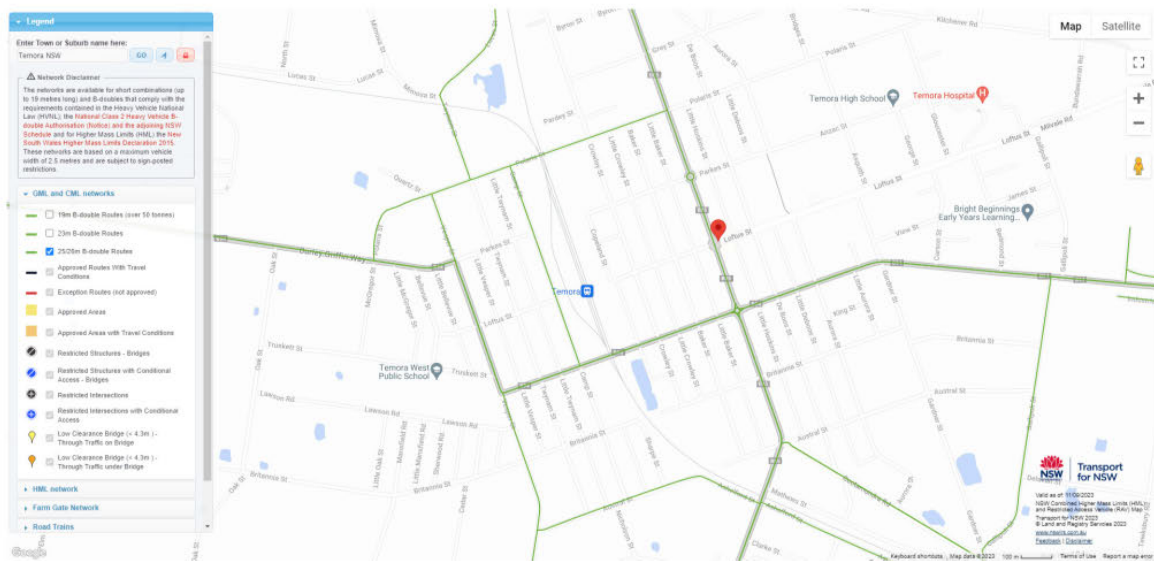


Figure 2-4 – Network Accessibility

2.3.3. Traffic Volumes

No traffic data has been made available to the Road Safety Audit team, however, on site observations and local knowledge have guided the teams understanding of volumes, vehicle classifications and operating speed. The audit team are also aware of the seasonal fluctuations related to harvest periods and the proximity to grain storage and transport facilities.

2.3.4. Crash Statistics

Based on Transport for NSW Interactive Crash Map, two crashes have been recorded within the study limits, both cross traffic (RUM Code 10) crashes occurring during daylight hours at the intersection of Polaris Street and Crowley Street.

- Crash ID 1145695 - Non-casualty (towaway) - 2017
- Crash ID 1204828 - Moderate Injury - 2019

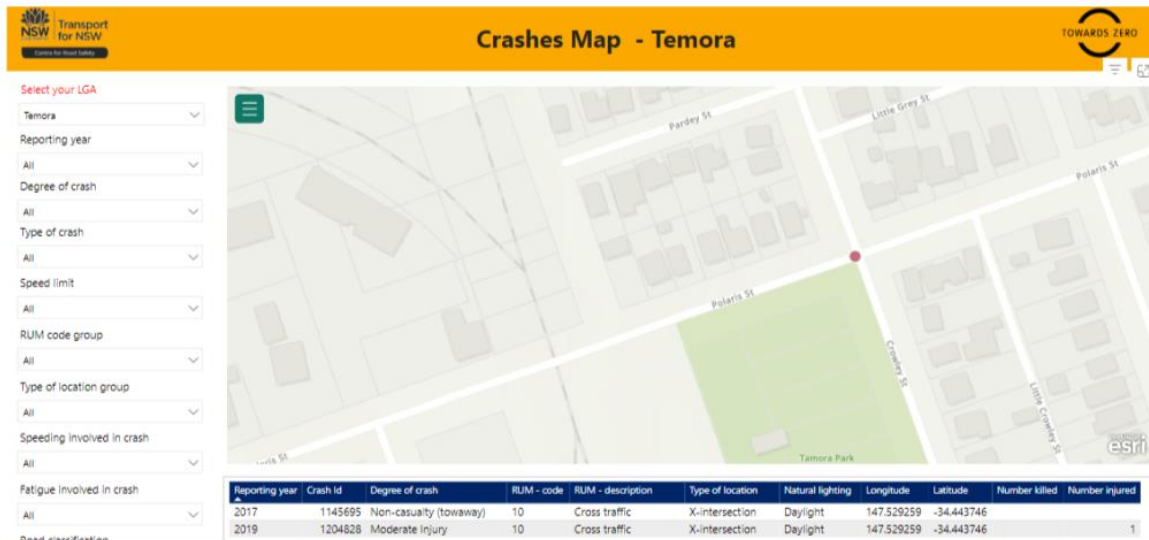


Figure 2-5 – Interactive Crash Map

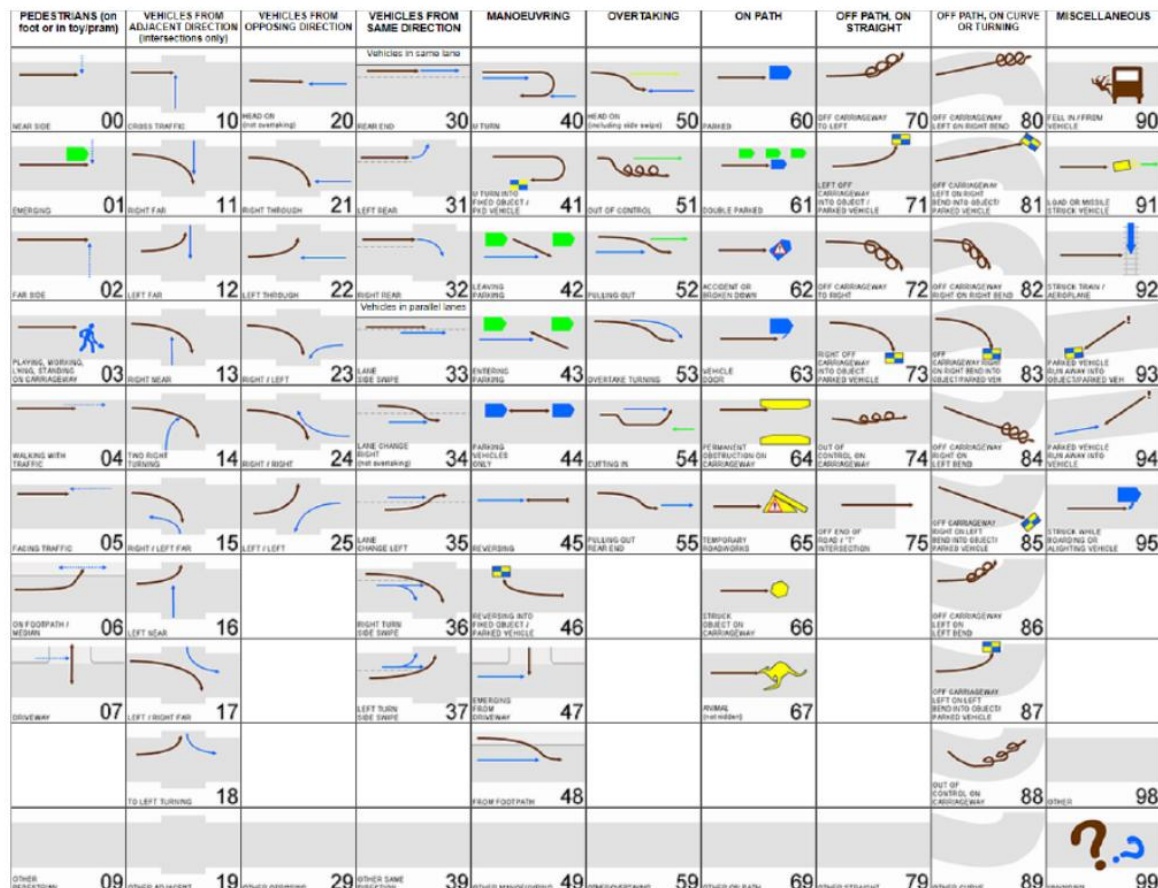


Figure 2-6 – Road User Movements (RUM)

2.4. Primary Considerations

Complimentary to the Safe Systems Approach, the following primary factors are evident for consideration on this project. The report herein has been undertaken based on the below primary considerations:

2.4.1. Roadside Hazards:

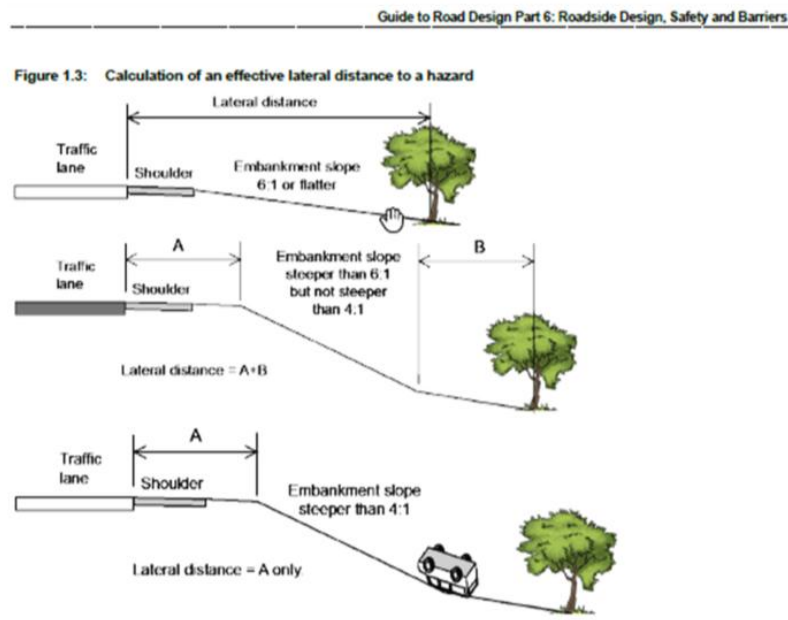
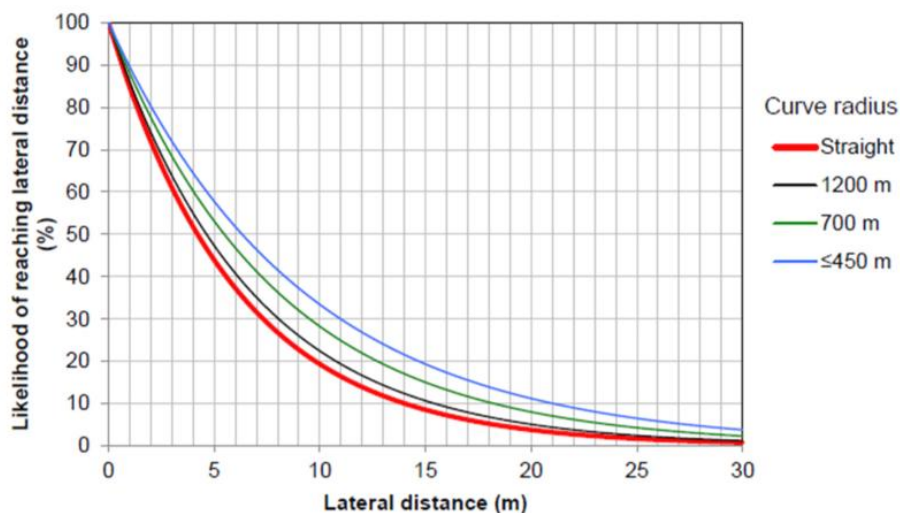


Figure 2-7 – Extract Austroads Guide to Traffic Management Part 6 - 2020

2.4.2. Likelihood of Reaching a Lateral Distance

Figure B.6: Likelihood of reaching a lateral distance for a road with an operating speed of 110 km/h and with curves of different radii



Source: Adapted from Austroads (2020b).

Figure 2-8 – Extract Austroads Guide to Traffic Management Part 6 - 2020

2.4.3. Relationship between vehicle speed and the likelihood of Severe Injury

Figure C1 1: Proposed model of severe injury probability vs bullet vehicle impact speeds in different crash types

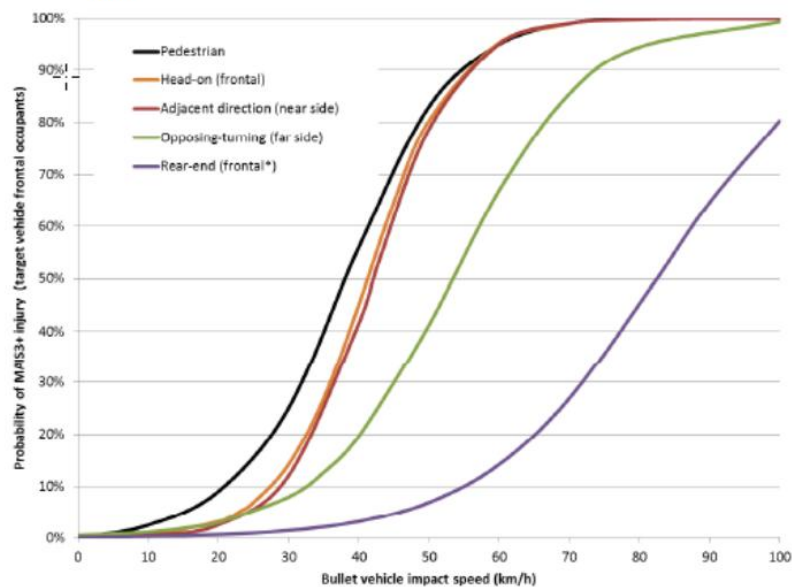
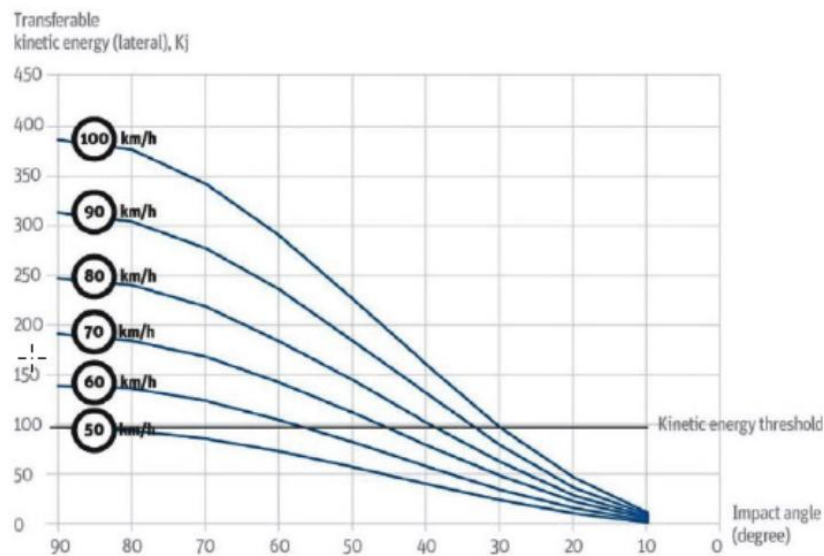


Figure 2-9 – Extract Austroads Guide to Traffic Management Part 6 - 2020

2.4.4. Influence of impact angle and travel speed on transferable kinetic energy

Figure 2.2 Influence of impact angle and travel speed on transferable kinetic energy



Source: ITF (2016), based on Candappa et al. (2015).

Figure 2-10 – Extract Austroads Guide to Traffic Management Part 6 - 2020

2.4.5. Safe Intersection Sight Distance (SISD)

It is fundamental to the safety of intersections that drivers approaching in all traffic streams are able to:

- recognise the presence of an intersection in time to slow down or stop in a controlled and comfortable manner.
- see vehicles approaching in conflicting traffic streams and give way where required by law or avoid a crash in the event of a potential conflict.

Figure 3.2: Safe intersection sight distance (SISD)

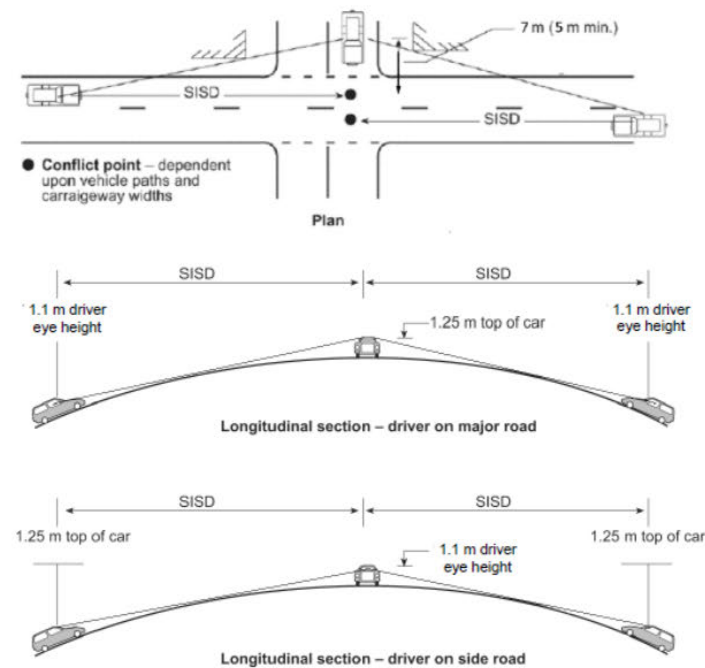
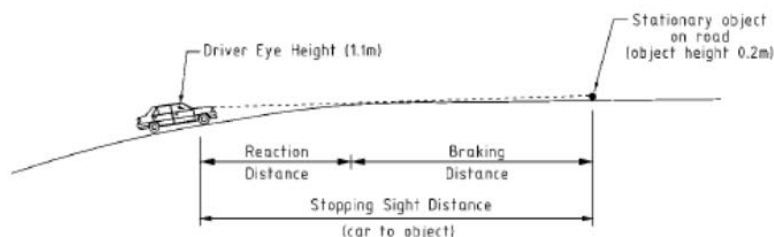


Figure 2-11 – Extract Austroads Guide to Road Design Part 4A – 2021

2.4.6. Stopping Sight Distance (SSD)

Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead.

- It is generally measured between the driver's eye (1.1 m) and a 0.2 m high, stationary object on the road. The object height of 0.2 m represents a hazard that cannot be driven over and hence requires the vehicle to stop to avoid a collision.
- Car stopping sight distance shall be available along all traffic lanes on all roads. This distance is considered to be the minimum sight distance that should be available to a driver at all times.



*Figure 2-12 – Extract Austroads Guide to Road Design Part 3 – 2021***2.4.7. Pedestrian Sight Distance**

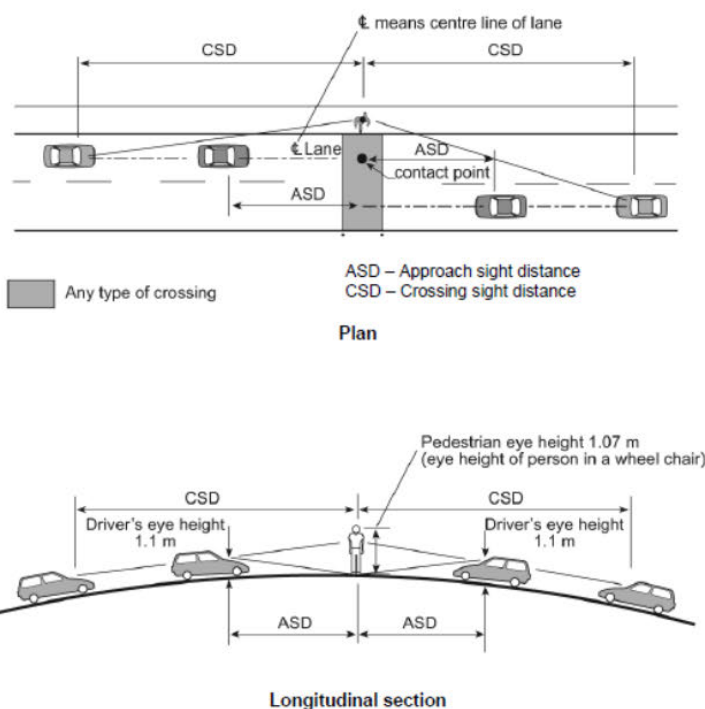
There are two key sight distance requirements at pedestrian crossing facilities: ASD and crossing sight distance (CSD).

ASD ensures that approaching drivers are aware of the presence of a pedestrian crossing facility. It is important that this line of sight is not obstructed as it ensures that even if there is no pedestrian actually on the crossing, the driver should be aware of the crossing by seeing the associated pavement markings and other cues, and therefore be alerted to take the appropriate action if a pedestrian steps onto the crossing.

CSD ensures that the pedestrian can see approaching traffic in sufficient time to judge a safe gap and cross the roadway. It also ensures a clear view for approaching drivers to sight pedestrians waiting to cross the roadway.

Pedestrian sight distance requirements are as follows:

- ASD should be provided between approaching vehicles (1.1 m eye height) and the surface of the roadway (generally 0 m or 0.1 m for a wombat crossing) at all formal, marked pedestrian crossings.
- Crossing sight distance (CSD) should be provided between approaching vehicles (1.1 m eye height) and a pedestrian waiting to cross the road (waiting 1.6 m from the pavement edge or kerb line). The pedestrian eye height should be taken as 1.07 m which represents the lower bound of the range applicable to a person in an A80 wheelchair. CSD allows sufficient time for the pedestrian to cross the road, clear of any approaching traffic. CSD should be provided at crossings where the pedestrian does not have the priority or where the pedestrian does have the priority but must be sighted by approaching traffic in order for the approaching traffic to give way (e.g. a zebra crossing). It is also desirable that CSD be provided at crossings controlled by signals in case of signal failure.

*Figure 2-13 – Extract Austroads Guide to Road Design Part 4A – 2021*

2.4.8. Separation or mixed traffic

Figure 3.2: Separation of bicycles and motor vehicles according to traffic speed and volume.

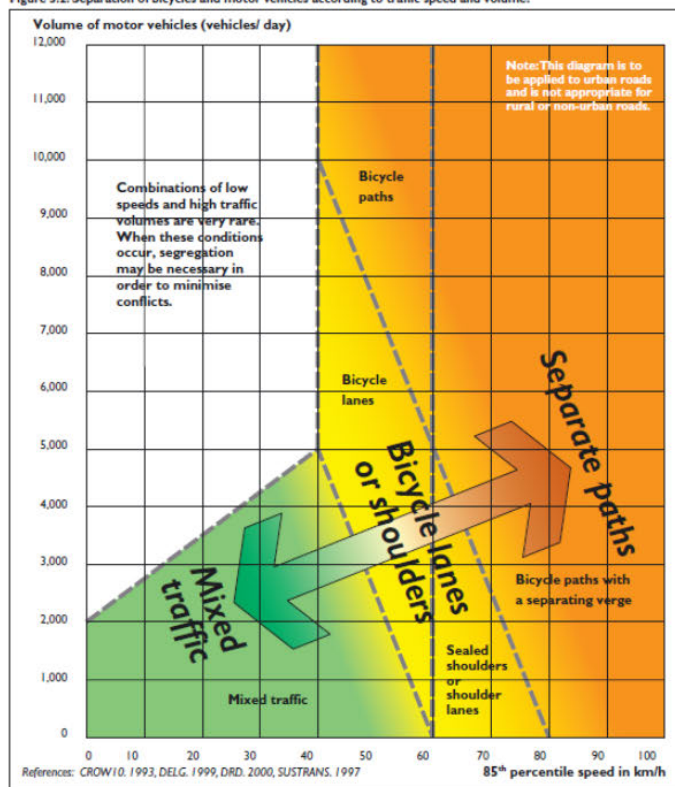


Figure 3.2 of the NSW Bicycle Guidelines provides guidance on the selection of separated or mixed facilities. The relationship between the prevailing traffic speed and volume is an important factor in the decision to provide physical separation. It is always important to consider the degree of separation, either visual (lanes or shoulder), or physical (bike paths), to be provided.

Figure 2-14 – Extract NSW Bicycle Guidelines 2005

2.4.9. Mixed traffic conditions

The table below provides an example of how different treatments can be applied in response to differing conditions:

Figure 5.13: Mixed traffic road - tight profile.

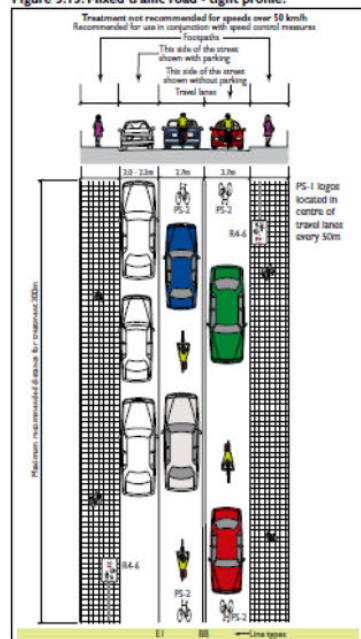


Table 4.2: Options for bicycle provision on 12.8m streets

Street conditions	Treatment options
High traffic volumes	Re-route through traffic eg: creating a one-way paired street with a wide one-way bike lane in each Remove vehicle parking on one side to widen bicycle lanes
High traffic speeds	Lower speed environment Introduce bicycle compatible traffic calming measures
Moderate traffic speeds and volumes	Use bicycle shoulder lanes (see Section 5.1.2)
Low car parking demand	Remove parking from one side to widen bicycle lanes
Uphill slope	Wide bicycle lane on uphill side and mixed traffic on downhill side of street
Residential streets	Restrict vehicle street access with bicycle compatible LATM treatments

Figure 2-15 – Extract NSW Bicycle Guidelines 2005

2.4.10. References

The following list of references provided background information during the audit process:

- Austroads: Guide to Road Safety Part 6: Road Safety Audit (2022)
- TNSW Guidelines for Road Safety Audit Practices (2011)
- Austroads: Guide to Road Design, Road Safety, Traffic Management and TfNSW Supplements
- Australian Standards AS1742 – Manual of Uniform Traffic Control Devices and TfNSW Supplements
- TS 03631:1.0 TfNSW Speed Zoning Standard (2023)
- TS 05462.1-19 TfNSW Delineation Manual
- NSW Road Rules Legislation

2.4.11. Exclusions

A road safety audit:

- is **not** a way of assessing or rating a project as good or poor
- is **not** a means of ranking or justifying one project against others in a works program
- is **not** a way of rating one option against another
- is **not** a check of compliance with standards
- is **not** a substitute for design checks
- is **not** a crash investigation
- is **not** a redesign of a project
- is **not** to be applied only to high-cost projects or only to projects involving safety problems
- is **not** the name used to describe informal checks, inspections or consultation.

2.4.12. Audit Team

In accordance with the *Austroads Guide to Road Safety Part 6: Road Safety Audits* minimum audit team requirements, Rigore has provided the following resources to form the independent audit team.

James Gorrie



Position: Managing Director | Project / Design Manager
 Experience: 20+ years
 Education: Master of Engineering (Civil)
 Bachelor of Engineering Technology (Civil)
 Qualifications: CPEng NER MIEAust APEC Engineer
 Accreditations: Level 3 Lead/Snr Road Safety Auditor NSW | VIC | QLD | SA

Zach Walgers



Position: Lead Civil Designer (Road) | Road Safety Auditor
 Experience: 7+ years
 Education: Master of Engineering / Bachelor of Technology | Current
 Associate Degree of Engineering (Civil)
 Qualifications: MIEAust
 Accreditations: Level 2 Road Safety Auditor NSW

Wayne Walgers



Position: Design Verification | Road Safety Audits
 Experience: 40 + years
 Education: Land and Engineering Survey Drafting Diploma
 Accreditations: Level 3 Lead Road Safety Auditor NSW (RSA-02-0374)

Peter Rands



Position: Design Verification | Road Safety Audits
 Experience: 40 + years
 Education: Land and Engineering Survey Drafting Diploma
 Accreditations: Level 2 Lead Road Safety Auditor NSW (RSA-02-0450)

2.4.13. Site Inspections

A day and night site inspection was undertaken by James Gorrie (Lead Road Safety Auditor), Zach Walgers (Road Safety Auditor), Wayne Walgers (Lead Road Safety Auditor) and Peter Rands (Road Safety Auditor) on Monday 4th September 2023 between 4:30pm and 6:30pm, the weather was on the clear for the duration of the inspection.

2.4.14. Commencement Meeting

The Commencement Meeting was held via MS Team Meeting on Monday 28th August 2023 between 9:00am and 10:00am. In attendance were James Gorrie (Lead Road Safety Audits), Zach Walgers (Road Safety Auditor), Rob Fisher and Alex Dahlenburg (Temora Shire Council). The Commencement Meeting provided the opportunity to define the extent and purpose of the audit. The audit team provided Rob and Alex with an overview of the proposed approach and indicative timeframe.

2.4.15. Completion Meeting

The Completion Meeting was held via MS Team Meeting on Thursday 21st December 2023 between 3:00pm and 3:30pm. In attendance were James Gorrie (Lead Road Safety Audits), Rob Fisher, Alex Dahlenburg and Tyler Madden (Temora Shire Council). The draft report was discussed in detail with Tyler having provided written comments on the findings for consideration and incorporation in the final audit report.

3. Risk Assessment Framework

3.1. Methodology

The Road Safety Audit will be conducted in accordance with relevant Austroads Guides to Road Safety, inclusive but not limited to *Austroads Guide to Road Safety Part 6: Road Safety Audits 2022* including the application and consideration of Safe System principles.

The Rigore Road Safety Audit team has undertaken the audit by embedding Safe Systems principles. This is achieved by applying our knowledge, experience and understanding of the Safe Systems Framework to document findings in a manner that describes the road user exposure, crash likelihood and crash severity.

The identification and removal or treatment of road elements that may contribute to crash occurrence or crash severity is a key component of the safe system approach to road safety. A safe system acknowledges that human error within the transport system is inevitable and that when it does occur the system makes allowance for these errors to minimise the risk of serious injury or death. In a safe system, therefore, roads (and vehicles) should be designed to reduce the incidence and severity of crashes when they inevitably occur.



Four key principles form the basis of the Safe System philosophy, as outlined in *Guide to Road Safety Part 1: Introduction & The Safe System*:

- People make mistakes that can lead to road crashes
- The human body has a limited physical ability to tolerate crash forces before harm occurs
- A shared responsibility exists amongst those who plan, design, build, manage and use roads and vehicles and those who provide post-crash care to prevent crashes resulting in serious injury or death
- All parts of the system must be strengthened to multiply their effects; so that if one part fails, road users are still protected.

Safer road user behaviour, safer speeds, safer roads and safer vehicles are the four key elements that make up a safe system. In relation to speed, the *Guide to Road Safety Part 3: Safe Speed*, using *Wramborg* curves, outlines the relationships between a motorized vehicle collision speed and the probability of a fatality for different crash configurations:

Often referred to as the Safe System speeds, the following aspirational operating speeds are as follows:

30km/h	where there is the possibility of a collision between a vulnerable road user and a passenger vehicle or where there is the possibility of a side impact with a fixed object e.g. tree/pole
50km/h	where there is the possibility of a right-angle collision between passenger vehicles
70km/h	where there is the possibility of a head-on collision between passenger vehicles
≥100 km/h	where there is no possibility of side or frontal impact between vehicles or impacts with vulnerable road user impacts.

NOTE: presently there is only limited evidence on cyclist and motorcyclist injury thresholds and an assumption is often made that their injury potential is the same as the pedestrian curve. The curves only represent passenger car interactions and do not account for young and elderly people and heavy vehicles. The curves are also limited in that they only provide the probability of fatality and not serious injury and there is little published evidence demonstrating the origins of the curves.

3.2. Risk Assessment Framework

The Austroads system of risk assessment will be applied with the relative characteristics as follows:

Table 3-1 – How often is the problem likely to lead to a crash?

Likelihood	Description
Almost certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years.

Table 3-2 – What is the likely severity of the resulting crash type?

Severity	Description	Examples
Insignificant	Property damage	Some low-speed collisions Pedestrian walks into object (no head injury) Car reverses into post
Minor	Minor first aid	Low speed collisions Pedestrian walks into object (minor head injury) Cyclists fall from bicycle at low speed
Moderate	Major first aid and/or presents to hospital (not admitted)	Some low to medium-speed collisions Cyclists fall from bicycle at moderate speed Left turn rear-end crash in a slip lane
Serious	Admitted to hospital	High or medium-speed vehicle / vehicle collision High or medium-speed single vehicle collision with fixed roadside object Pedestrian struck at high speed
Fatal	At scene or within 30 days of the crash.	High speed multi vehicle crash on Freeway. Car runs into crowded bus stop. Bus and petrol tanker collide Collapse of bridge or tunnel

Table 3-3 – The resulting level of risk

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property Damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One Per Quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

Safe System
Crash Outcome
Threshold

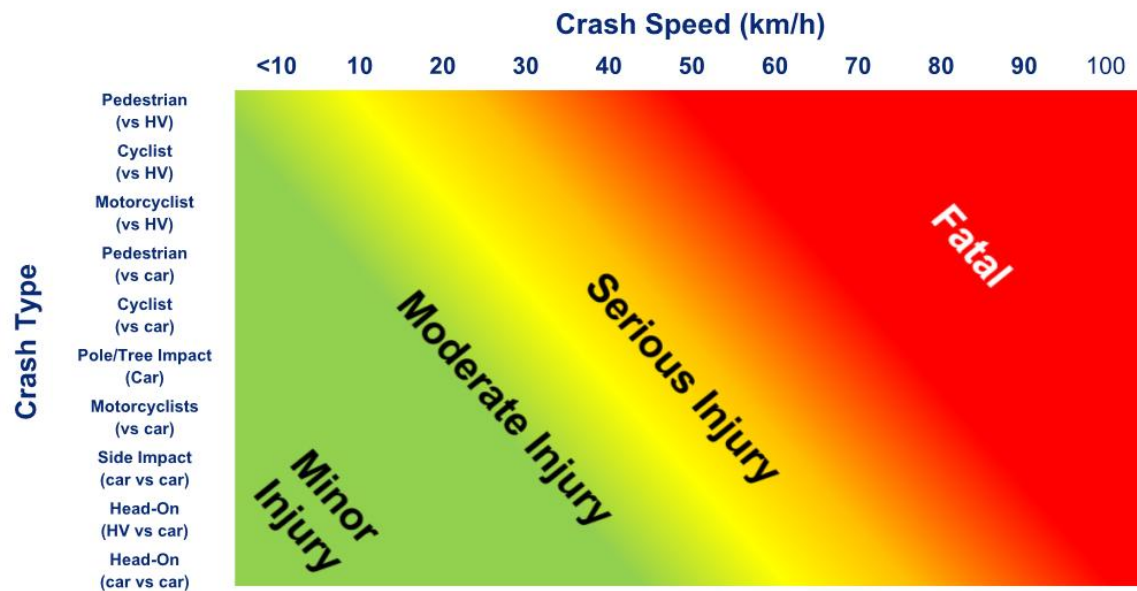
The treatment that Austroads recommend for the above levels of risk is shown in Table 3.4.

Table 3-4 – Treatment approach

Risk	Treatment
Extreme	Must be corrected regardless of cost
High	Should be corrected or the risk significantly reduced even if the treatment cost is high
Medium	Should be corrected or the risk significantly reduced even if the treatment cost is moderate, but not high
Low	Should be corrected or the risk significantly reduced if the treatment cost is low
Negligible	No action required

The risk matrix above shown in Table 3.3, is aligned to Safe System principles and has been designed to be used with consideration of a severity guidance sheet which was developed by the Project Working Group. The PWG comprising of representatives from state and local road agencies was established with the primary objective of consolidating and updating the previously issued Parts 6 and 6A (Austroads 2019).

Table 3-5 – The severity guidance sheet – to be used with the risk matrix



4. Audit Results

The results of the audit show that there were a range of issues classified as potentially affecting road safety. From these observations and findings, the key issues were summarised and reported in two categories:

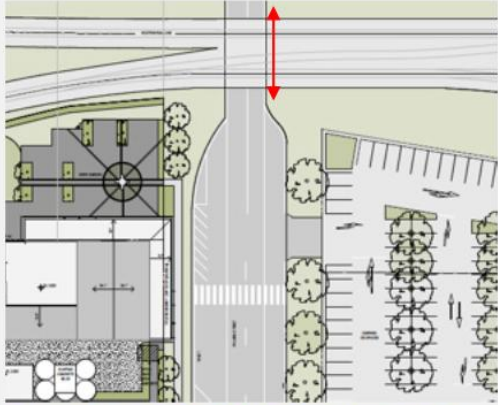

- 4.1 General Observations
- 4.2 Identified Risks

The audit findings are provided in Table 4.1 to Table 4.2, together with their risk ranking, as determined using the risk assessment tables in Section 3.

This audit has provided the insights of an independent team to highlight potential road safety deficiencies that should be formally considered by the client representative. The responsibility of responding to the findings of a road safety audit rests with the client, not with the Auditor. The client is under no obligation to accept the audit findings. It is also noted that it is not the role of the Auditor to agree to or approve the client responses to the audit.

4.1 General Observations

Table 4-1 – General Observations


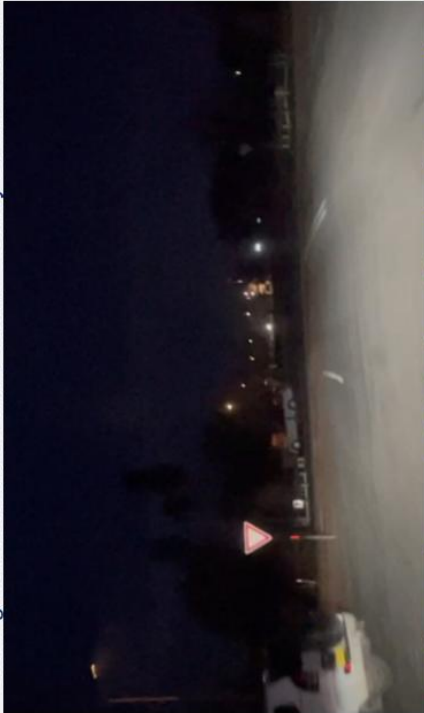
ID	General Observations	Photos / Reference
GO-1	<p>It is noted the proposed future development on the west side of the railway (<i>Temora Flour Mill -DA Submission, 2022</i>) lacks the provision for pedestrian connectivity across the rail tracks to residential areas closer to the Temora township.</p> <p>These vulnerable road users are forced onto the Polaris Street roadway to cross the railway line, exposing them to a possible conflict with passing vehicles. Polaris Street is subject to heavy vehicle usage which exacerbates the likelihood of this type of incident occurring.</p> <p>Although the risk of a pedestrian strike is currently low relative to the low pedestrian movements, the likelihood of such an incident occurring will be increased significantly should the proposed development proceed and the inherent increase in pedestrian movements be realised.</p>	 <p>The diagram shows a plan view of a railway crossing on Polaris Street. A red double-headed arrow indicates the crossing point. The photo below shows the actual crossing from the southwestern side, looking east. A red arrow points to the crossing area.</p> <p>Extract: <i>Flour Mill -DA Submission, 2022</i></p> <p>Looking east from the southwestern side of the Polaris St railway crossing.</p>
GO-2	<p>Poor road user behaviour was observed during the site inspection. Of particular note was a cyclist riding on the paved road shoulders in the opposing direction to the adjacent traffic lane. The cyclist cut the corner and continued riding against the traffic stream along the opposing traffic lane.</p>	 <p>The top photo shows a northward view from the southeast corner of the Polaris St and Crowley St intersection. A red arrow indicates a cyclist's path. The bottom photo shows a northward view from the same corner, with a red circle highlighting a vehicle in the opposing lane.</p> <p>Looking north from the southeast corner of the Polaris St and Crowley St intersection.</p> <p>Looking north from the southeast corner of the Polaris St and Crowley St intersection.</p>

ID	General Observations	Photos / Reference
GO-3	The GIVE WAY (R1-2) sign is set too far back from the hold line and located within the seal area. Should a driver cut the corner they are likely to knock the sign over causing minor damage to their vehicle.	 <p><i>Looking south from the northeast corner of the Polaris St and Crowley St intersection.</i></p>
GO-4	There is no continuity line through the intersection to guide drivers in adverse weather conditions.	 <p><i>Looking south from the northeast corner of the Polaris St and Crowley St intersection.</i></p>
GO-5	The existing linemarking was difficult to see during daylight hours due to the poor condition, being faded for the most part and difficult to distinguish on the flushed seal. The existing linemarking was also very difficult to see at night with this issue likely to be further exacerbated during adverse weather.	 <p><i>Looking south from the northeast corner of the Polaris St and Crowley St intersection.</i></p>
GO-6	The trees lining Polaris Street and Crowley Street were observed to be close enough to the intersection (as demonstrated by the Sixmaps aerial photography, right) that the tree foliage may also restrict available sight distance during the warmer seasons.	 <p>Reference: Sixmaps</p>

4.2 Identified Risks

Table 4-2 – Identified Risk

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Polaris Street and Crowley Street intersection	ID-1	 <p>Looking west toward the Polaris St and Crowley St intersection</p>  <p>Looking south toward the Polaris St and Crowley St intersection</p>	<p>There is a general lack of visual queues to alert road users travelling north or south along Crowley Street that they do not have priority across Polaris Street and that they are approaching a yield condition where they are required to give way or stop. The width of Crowley Street, the large offset to Give Way signage and the poor condition of the intersection linemarking does not reinforce or provide any distinguishable features that would be expected when approaching a yield condition. The road users travelling along Crowley Street may have also passed through the preceding intersections between Victoria Street and Polaris Street (northbound) and Kitchener Road and Polaris Street (southbound) where they have been travelling along the priority leg and as a result may not be expecting the yield condition at Polaris Street.</p> <p>Should drivers travelling along Crowley Street fail to give way, this could lead to a side-impact type collision at moderate speed causing a kinetic energy transfer great enough to cause a serious or fatal injury.</p> <p>NOTE: This hazard will be exacerbated at night and/or during adverse weather.</p>	Possible	Serious	H (FSI)

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Polaris Street and Crowley Street intersection	ID-2	 <p><i>Looking north towards Polaris St and Crowley St intersection</i></p>  <p><i>Looking south towards Polaris St and Crowley St intersection</i></p>	<p>The existing artificial lighting at the intersection of Crowley Street and Polaris Street appears to be inadequate to sufficiently illuminate the intersection at night.</p> <p>The luminescence of the intersection is quite poor, and it is difficult for an approaching driver to see the pavement marking and the drainage roadside structure. It is difficult to see the roadside from which a pedestrian or cyclist may enter using the ramps over the drainage channel. Essentially rendering a portion of the stopping sight distance (SSD), approach sight distance (ASD) and crossing sight distance (CSD) ineffective at night time.</p> <p>The reduction of adequate sight distance at night time may result in a driver failing to acknowledge the yield condition and reduce their speed or failing to see a pedestrian or cyclist using the intersection at night.</p> <p>This may result in a pedestrian strike at low to moderate speed causing a kinetic energy transfer great enough to cause a serious injury.</p> <p>NOTE: This hazard will be exacerbated during adverse weather. Traffic, pedestrian and cyclist movements are reduced at night, however this may change should the development proceed.</p>	Unlikely	Serious	H (FSI)

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Polaris Street and Crowley Street intersection	ID-3	<div><p>Looking west along Polaris St toward the Railway</p><p>Looking west along north side of Polaris St toward the Railway</p></div>	<p>There are several mature trees with tree trunks ranging from 150-300mm in diameter located in the sealed shoulder on Crowley and Polaris Street. These trees are about 3-4m from the travel lane with no protection, presenting a roadside hazard for an errant vehicle. If a vehicle was to become errant at this location it may result in a collision with a fixed object at moderate speed causing a kinetic energy transfer great enough to cause a serious or fatal injury.</p> <p>NOTE: This hazard will be exacerbated during adverse weather.</p>	Rare	Serious	M (FSI)

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Polaris Street and Crowley Street intersection	ID-4	 Southwest corner at the Polaris St and Crowley St intersection	<p>A shallow box culvert runs east-west under Crowley Street on the southern side of Polaris Street. There is a short length of guard rail has been provided to protect road users from impacting the drainage structure and/or the shallow vertical drop.</p> <p>The safety barrier lacks delineators which indicate the presence of the guard rail and the roadside hazard it is intended to protect. If a vehicle is to become errant, the existing guard will likely fail to perform as intended. Should the barrier fail to redirect an errant vehicle it may result in a collision with a fixed object at moderate speed causing a kinetic energy transfer great enough to cause a moderate to serious injury.</p> <p>Note: this issue is exacerbated in inclement weather and at night.</p>	Rare	Moderate	Low
		 Southeast corner at the Polaris St and Crowley St intersection				



Recommended Treatments

Temora Railway Level Crossing and Surrounds

Prepared for:



Tyler Madden
Trainee Engineer
Temora Shire Council

p: 02 6980 1143

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

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RES2307.19.123

Date: 22/12/2023

Version: 1.0

Author: J. Gorrie

Document Quality Information

Prepared for:

Tyler Madden
Trainee Engineer
Temora Shire Council
105 Loftus Street (PO Box 262, Temora NSW 2666
www.temora.nsw.gov.au

Prepared by:

Rigore Pty Ltd (Rigore Engineering Services)
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Date	Version	Author	Change Reference
05/10/2023	0.1	James Gorrie	Draft Audit Report
22/12/2023	1.0	James Gorrie	Final Audit Report

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1. Audit Response Statement

Table 1-1 – Audit Details

Project Name:	Temora Railway Level Crossing and Surrounds RSA
Client:	Temora Shire Council (TSC)
Client Representative:	Tyler Madden, Trainee Engineer – Temora Shire Council (TSC)
Contact Details:	Phone: 02 6980 1143 Email: tmadden@temora.nsw.gov.au
Auditors:	James Gorrie (RSA-02-0732 - Level 3) – Lead Road Safety Auditor Wayne Walgers (RSA-02-0374 - Level 3) – Lead Road Safety Auditor Zach Walgers (RSA-02-1502 - Level 2) – Road Safety Auditor Peter Rands (RSA-02-0450 - Level 2) – Road Safety Auditor
Commencement Meeting:	28/08/2023
Client Workshop:	21/12/2023
Audit:	RES2307.19.123 Temora Railway Level Crossing and Surrounds

We, the undersigned, declare that we have reviewed the material and data listed in the Temora Railway Level Crossing and Surrounds Road Safety Audit Report and developed a list of recommended treatments for the identified risks to road safety listed in Section 4. The responses are given to explain the proposed approach to addressing the identified items that have been highlighted.

It should be noted that while every effort has been made to identify appropriate treatments for the potential safety problems, no guarantee can be made that every problem or deficiency has been eliminated, however every effort has been made to significantly reduce the risk of fatal or serious injury (FSI) crashes.

It is recommended that identified treatments be implemented to address the risks to road safety as soon as practicable.



James Gorrie
Lead Road Safety Auditor
RSA-02-0732 - Level 3
Date: 22/12/2023



Peter Rands
Road Safety Auditor
RSA-02-0450 - Level 2
Date: 22/12/2023



Wayne Walgers
Lead Road Safety Auditor
RSA-02-0374 - Level 3
Date: 22/12/2023



Zach Walgers
Road Safety Auditor
RSA-02-1502 - Level 2
Date: 22/12/2023

2. Introduction

Rigore Engineering Services has been engaged by Tyler Madden, Trainee Engineer – Temora Shire Council, to undertake a Road Safety Audit on the vehicle and pedestrian movements around Polaris Street, Camp Street, Crowley Street, and rail level crossing within the limits shown by Figure 2-1 – Study Area below, and to provide the written recommendation herein to address the identified road safety risks highlighted by the preceding Road Safety Audit Report.

2.1. Project Description

Rigore representative, James Gorrie, Managing Director, has been made aware that the main issue being the intersection of Crowley Street and Polaris Street, due to regular concerns raised related to near misses. Council representatives have also highlighted the recent works undertaken within the study area with pedestrian infrastructure being progressively installed within the area, including access across the southern leg of Crowley Street and the future desire to provide connectivity across the railway crossing along the southern side of Polaris Street.

Although considered largely out of scope of this road safety audit, consideration has been given to the planned redevelopment of the Temora Flour Mill into a boutique hotel, restaurant, function center and micro-brewery which is highlighted in yellow in Figure 2-1, Figure 2-2 and Figure 2-3. This development is expected to be a significant traffic generator.



Figure 2-1 – Study Area

2.1.1. Project Team

James Gorrie



Position:	Managing Director Project / Design Manager
Experience:	20+ years
Education:	Master of Engineering (Civil) Bachelor of Engineering Technology (Civil)
Qualifications:	CPEng NER MIEAust APEC Engineer
Accreditations:	Level 3 Lead/Snr Road Safety Auditor NSW VIC QLD SA

Zach Walgers



Position:	Lead Civil Designer (Road) Road Safety Auditor
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Position:	Design Verification Road Safety Audits
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2.1.3. Client Workshop

The Client Workshop was held via MS Team Meeting on Thursday 21st December 2023 between 3:00pm and 3:30pm. In attendance were James Gorrie (Lead Road Safety Audits), Rob Fisher, Alex Dahlenburg and Tyler Madden (Temora Shire Council). The written comments on the draft recommendations (informed by discussions held with the local Traffic Committee) were tabled, discussed and have subsequently been incorporated where applicable.

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The Road Safety Audit will be conducted in accordance with relevant Austroads Guides to Road Safety, inclusive but not limited to *Austroads Guide to Road Safety Part 6: Road Safety Audits 2022* including the application and consideration of Safe System principles.

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- All parts of the system must be strengthened to multiply their effects; so that if one part fails, road users are still protected.

Safer road user behaviour, safer speeds, safer roads and safer vehicles are the four key elements that make up a safe system. In relation to speed, the *Guide to Road Safety Part 3: Safe Speed*, using *Wramborg* curves, outlines the relationships between a motorized vehicle collision speed and the probability of a fatality for different crash configurations:

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NOTE: presently there is only limited evidence on cyclist and motorcyclist injury thresholds and an assumption is often made that their injury potential is the same as the pedestrian curve. The curves only represent passenger car interactions and do not account for young and elderly people and heavy vehicles. The curves are also limited in that they only provide the probability of fatality and not serious injury and there is little published evidence demonstrating the origins of the curves.

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Table 3-3 – The resulting level of risk

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property Damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
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	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

Safe System
Crash Outcome
Threshold

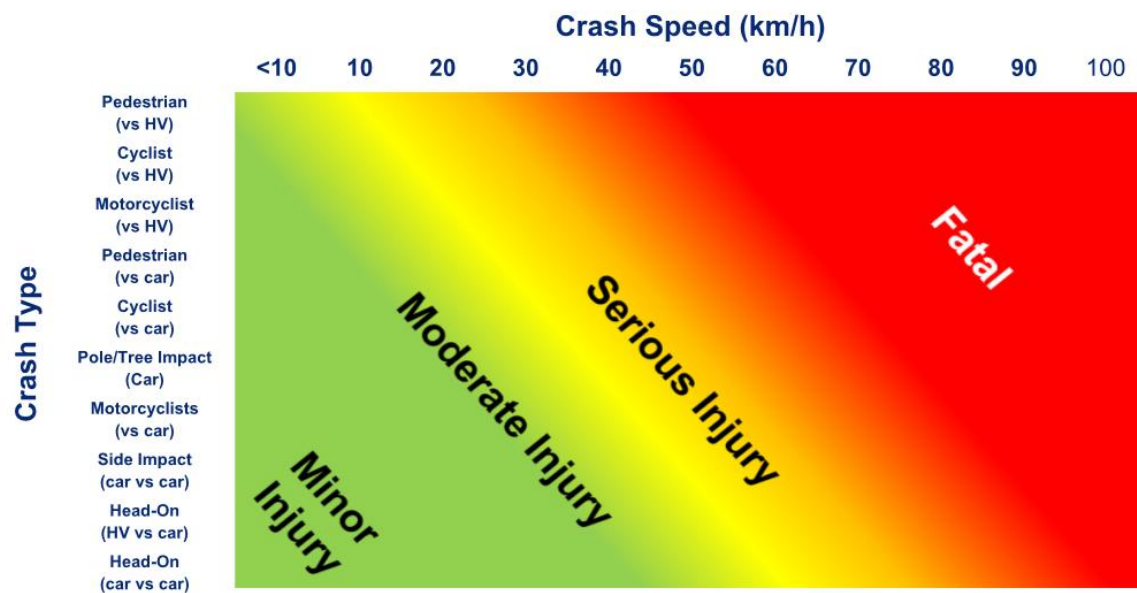
The treatment that Austroads recommend for the above levels of risk is shown in Table 3.4.

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Risk	Treatment
Extreme	Must be corrected regardless of cost
High	Should be corrected or the risk significantly reduced even if the treatment cost is high
Medium	Should be corrected or the risk significantly reduced even if the treatment cost is moderate, but not high
Low	Should be corrected or the risk significantly reduced if the treatment cost is low
Negligible	No action required

The risk matrix above shown in Table 3.3, is aligned to Safe System principles and has been designed to be used with consideration of a severity guidance sheet which was developed by the Project Working Group. The PWG comprising of representatives from state and local road agencies was established with the primary objective of consolidating and updating the previously issued Parts 6 and 6A (Austroads 2019).

Table 3-5 – The severity guidance sheet – to be used with the risk matrix



4. Audit Recommendations

The results of the audit observations and findings have been reported in two categories:

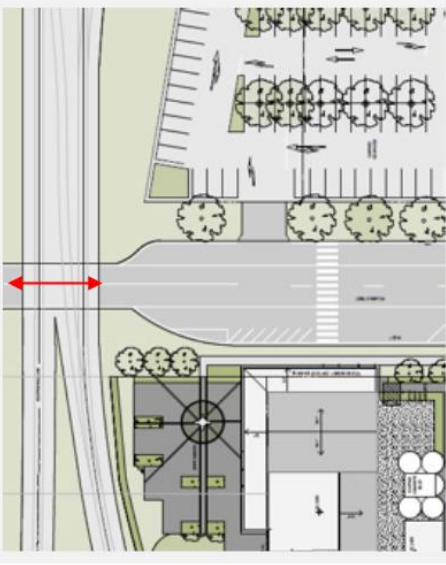
4.1 General Observations



4.2 Identified Risks

The audit findings and recommendations are listed in Table 4.1 and Table 4.2, together with the residual risk ranking, as determined using the risk assessment tables in Section 3.





4.1 General Observations



Table 4-1 – General Observations

ID	General Observations	Photos / Reference	Recommendations
GO-1	<p>It is noted the proposed future development on the west side of the railway (<i>Temora Flour Mill -DA Submission, 2022</i>) lacks the provision for pedestrian connectivity across the rail tracks to residential areas closer to the Temora township.</p> <p>These vulnerable road users are forced onto the Polaris Street roadway to cross the railway line, exposing them to a possible conflict with passing vehicles. Polaris Street is subject to heavy vehicle usage which exacerbates the likelihood of this type of incident occurring.</p> <p>Although the risk of a pedestrian strike is currently low relative to the low pedestrian movements, the likelihood of such an incident occurring will be increased significantly should the proposed development proceed and the inherent increase in pedestrian movements be realised.</p>	 <p>Extract: Flour Mill -DA Submission, 2022</p>  <p>Looking east from the southwestern side of the Polaris St railway crossing.</p>	<p>Suggested Treatments</p> <p>Future planning considerations</p> <p>It is recommended that the Development Application be made subject to a project-specific road safety audit that is informed by a further progress design and traffic impact study that provides projected traffic, pedestrian and cyclist movements.</p> <p>NOTE: As outlined by Council representatives, there are several other proposed land use changes within close proximity to the rail reserve (including an off-leash dog park).</p>



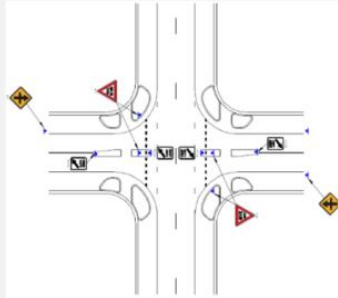
ID	General Observations	Photos / Reference	Recommendations
GO-2	<p>Poor road user behaviour was observed during the site inspection. Of particular note was a cyclist riding on the paved road shoulders in the opposing direction to the adjacent traffic lane. The cyclist cut the corner and continued riding against the traffic stream along the opposing traffic lane.</p>	 <p>Looking north from the southeast corner of the Polaris St and Crowley St intersection.</p> <p>Looking north from the southeast corner of the Polaris St and Crowley St intersection.</p>	<p>Suggested Treatments</p> <p>Road user behavioural campaign</p> <p>It is recommended that behavioural issues be raised with the Council Road Safety Officer. Consideration could be given to a behavioural campaign targeting local cyclists and/or community groups, emphasising the importance of adhering to road rules to stay safe when using the local road network.</p> <p>NOTE: Behavioural issues are inherently difficult to address and the provision of adequate infrastructure alone may not always address these types of issues.</p> <p>NOTE: TfNSW Centre for Road Safety Resource:</p>  <p>https://www.transport.nsw.gov.au/system/files/media/documents/2023/Safety%20on%20Wheels%20Brochure.pdf</p>



ID	General Observations	Photos / Reference	Recommendations
GO-3	<p>The GIVE WAY (R1-2) sign is set too far back from the hold line and located within the seal area. Should a driver cut the corner they are likely to knock the sign over causing minor damage to their vehicle.</p>	<div></div> <p>Looking south from the northeast corner of the Polaris St and Crowley St intersection.</p> <div></div> <p>W2-3 Give Way Ahead</p> <div></div> <p>W2-1 Crossroad Ahead</p>	<p>Suggested Treatments</p> <p>Signage and delineation adjustments</p> <p>It is recommended that the GIVE WAY (R1-2) sign and associated hold line be relocated in conjunction with the proposed works outlined by the ID responses below. Consideration could also be given to enhancing the signage by increasing its size and/or providing an advanced warning sign GIVE WAY AHEAD (W2-3) or CROSSROAD AHEAD (W2-1) sign on the Crowley Street approaches.</p> <div></div> <p>https://www.transport.nsw.gov.au/operations/roads-and-waterways/traffic-signs/r1-2-give-way</p> <p>NOTE: It is important that signage is placed within an approaching road users cone of vision, particularly in this case where the GIVE WAY sign is the primary visual cue available to alert these road users of the yield condition on Crowley Street.</p> <p>Consideration should be given to applying thermoplastic linemarking to ensure longevity of the applied treatment.</p>



ID	General Observations	Photos / Reference	Recommendations								
GO-4	There is no continuity line through the intersection to guide drivers in adverse weather conditions.	<div></div> <p>Looking south from the northeast corner of the Polaris St and Crowley St intersection.</p>	<p>Suggested Treatments</p> <p>Continuity linemarking</p> <p>It is recommended that the continuity line be installed either in isolation or in conjunction with the proposed works outlined by the ID responses below.</p> <p>NOTE: Continuity lines are used to alert road users to the forthcoming change in the nature of the lane they are travelling or in the adjoining lane. It defines the edge of the through carriageway.</p> <p>Continuity lines will not only provide additional guidance for the road users travelling on Polaris Street but also provide an additional visual queue, reinforcing the intersection priority for those approaching from Crowley Street.</p> <table><tr><th>Line Type</th><th>Use</th><th>Dimensions (m)</th><th>Colour</th></tr><tr><td>C1</td><td>Defines edge of through carriageway lane</td><td></td><td>White</td></tr></table> <p>Reference: TfNSW Delineation Manual Part 4 Section 4.8</p>	Line Type	Use	Dimensions (m)	Colour	C1	Defines edge of through carriageway lane		White
Line Type	Use	Dimensions (m)	Colour								
C1	Defines edge of through carriageway lane		White								



ID	General Observations	Photos / Reference	Recommendations
GO-5	<p>The existing linemarking was difficult to see during daylight hours due to the poor condition, being faded for the most part and difficult to distinguish on the flushed seal. The existing linemarking was also very difficult to see at night with this issue likely to be further exacerbated during adverse weather.</p>	 <p><i>Looking south from the northeast corner of the Polaris St and Crowley St intersection.</i></p>	<p>It is recommended that the existing linemarking be renewed and adjusted where required. This can be delivered either in isolation or in conjunction with the proposed works outlined by the ID responses below.</p> <p>NOTE: Clear delineation is a fundamental requirement at urban intersections, both informing road users that there is an intersection present and providing sufficient information about the types of manoeuvres that may occur.</p> <p>Linemarking deficiencies (such as unclear approach lane lines, and faded or missing hold lines) are relatively inexpensive and easy to install but provide a significant improvement to a road users ability to understand the road function.</p>
GO-6	<p>The trees lining Polaris Street and Crowley Street were observed to be close enough to the intersection (as demonstrated by the Sixmaps aerial photography, right) that the tree foliage may also restrict available sight distance during the warmer seasons.</p>	 <p>Reference: Sixmaps</p>	<p>It is recommended that a site specific safe intersection sight distance layout be developed to inform vegetation trimming and/or removal. This can be delivered either in isolation or in conjunction with the ID responses below.</p> <p>NOTE: Should vegetation trimming be the preferred approach (rather than removal), ongoing maintenance will be required to ensure that adequate sight lines remain in place.</p>

4.2 Identified Risks and Suggested Treatments

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Polaris Street and Crowley Street Intersection	ID-1	<div><p>Looking west toward the Polaris St and Crowley St Intersection</p><p>Looking south toward the Polaris St and Crowley St Intersection</p></div>	<p>There is a general lack of visual cues to alert road users travelling north or south along Crowley Street that they do not have priority across Polaris Street and that they are approaching a yield condition where they are required to give way or stop. The width of Crowley Street, the large offset to Give Way signage and the poor condition of the intersection linemarking does not reinforce or provide any distinguishable features that would be expected when approaching a yield condition. The road users travelling along Crowley Street may have also passed through the preceding intersections between Victoria Street and Polaris Street (northbound) and Kitchener Road and Polaris Street (southbound) where they have been travelling along the priority leg and as a result may not be expecting the yield condition at Polaris Street.</p> <p>Should drivers travelling along Crowley Street fail to give way, this could lead to a side-impact type collision at moderate speed causing a kinetic energy transfer great enough to cause a serious or fatal injury.</p> <p>NOTE: This hazard will be exacerbated at night and/or during adverse weather.</p> <div></div>	Possible	Serious	H (FSI)	SHORTER TERM / LOWER COST	Unlikely	RESIDUAL RISK	
							Provide additional visual cues such as guideposts, raised pavement markers, barrier delineators, new continuity lines and renewed centreline, edgelines and hold lines (refer to GO-4 & GO-5).	Improve safe intersection sight distance by trimming/removing vegetation (refer to GO-6)	Provide advanced intersection warning signage on the Crowley Street approaches (refer to GO-3).	Consider installing transverse "strip" linemarking on Crowley Street approaches.
							LONGER TERM / HIGHER COST	RESIDUAL RISK	Moderate	L
							Install central median islands (or splitter islands) on the Crowley Street approaches to intersections to improve the prominence of intersections (including by the provision of additional signs on median islands GIVE WAY repeater and KEEP LEFT) and provide an additional benefit as they channelise traffic and may provide a pedestrian refuge.	Install delineation at critical locations such as the tip of traffic islands and gore areas. In addition to line markings, treatments include painting of kerbs, and guard rail delineators. Consideration may be given to colour contrast between road surface to traffic islands.		

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Polaris Street and Crowley Street Intersection	ID-2		The existing artificial lighting at the intersection of Crowley Street and Polaris Street appears to be inadequate to sufficiently illuminate the intersection at night.	Unlikely	Serious	H (FSI)	SHORTER TERM / LOWER COST	Rare	Serious	M (FSI)
		The luminescence of the intersection is quite poor, and it is difficult for an approaching driver to see the pavement marking and the drainage roadside structure. It is difficult to see the roadside from which a pedestrian or cyclist may enter using the ramps over the drainage channel. Essentially rendering a portion of the stopping sight distance (SSD), approach sight distance (ASD) and crossing sight distance (CSD) ineffective at night time.								
		The reduction of adequate sight distance at night time may result in a driver failing to acknowledge the yield condition and reduce their speed or failing to see a pedestrian or cyclist using the intersection at night.								
		This may result in a pedestrian strike at low to moderate speed causing a kinetic energy transfer great enough to cause a serious injury.								
		NOTE: This hazard will be exacerbated during adverse weather. Traffic, pedestrian and cyclist movements are reduced at night, however this may change should the development proceed.								
							LONGER TERM / HIGHER COST			RESIDUAL RISK
							Install new/additional artificial flag lighting, to increase the luminosity of the intersection at night and during twilight hours.			
							Install central median islands (or splitter islands) on the Crowley Street approaches to intersections to improve the prominence of intersections (including by the provision of additional signs on median islands GIVE WAY repeater and KEEP LEFT) and provide an additional benefit as they channelise traffic and may provide a pedestrian refuge.			
							Install delineation at critical locations such as the tip of traffic islands and gore areas. In addition to line markings, treatments include painting of kerbs, and guard rail delineators. Consideration could be given to colour contrast between road surface and traffic islands.	Rare	Moderate	L
							Provide roadside kerb return blisters to further narrow the intersection, provide additional visual queues, reduce pedestrian crossing distance, and a suitable space for the relocation of the existing roadside GIVE WAY signs.			

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Polaris Street and Crowley Street Intersection	ID-3	 <p>Looking west along Polaris St toward the Railway</p>  <p>Looking west along north side of Polaris St toward the Railway</p>	<p>There are several trees with tree trunks ranging from 150-300mm in diameter located in the sealed shoulder on Crowley and Polaris Street. These trees are about 3-4m from the travel lane with no hazard protection, presenting a roadside hazard for an errant vehicle.</p> <p>If a vehicle was to become errant at this location (evasive manoeuvres to avoid intersection conflict) it may result in a collision with a fixed object at moderate speed causing a kinetic energy transfer great enough to cause a serious or fatal injury.</p> <p>NOTE: This hazard will be exacerbated during adverse weather.</p>	Rare	Serious	M (FSI)	SHORTER TERM / LOWER COST	Rare	Moderate	L
							Undertake vegetation trimming, clearing low lying branches and branches thinning, ensuring safe intersection sight distance is achieved, providing drivers with the opportunity to reduce speed on approach or within the intersection.			
							NOTE: Should vegetation trimming be the preferred approach (rather than removal), ongoing maintenance will be required to ensure that adequate sight lines remain in place.			
							LONGER TERM / HIGHER COST			
							Remove mature trees in the road reserve and remediate wearing course, ensuring safe intersection sight distance is achieved, providing drivers with the opportunity to reduce speed on approach or within the intersection.	Rare	Moderate	L
							It is recommended that a site specific safe intersection sight distance layout be developed to inform vegetation trimming and/or removal. (refer to GO-6)			
							NOTE: The associated risk rating may not be directly representative of the present state. However, the roadside vegetation risk will inherently increase over time as the trees mature and trunk diameter increases.			

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Polaris Street and Crowley Street Intersection	ID-4	 <p>Southwest corner at the Polaris St and Crowley St intersection</p>  <p>Southeast corner at the Polaris St and Crowley St intersection</p>	<p>A shallow box culvert runs east-west under Crowley Street on the southern side of Polaris Street. There is a short length of guard rail has been provided to protect road users from impacting the drainage structure and/or the shallow vertical drop.</p> <p>The safety barrier lacks delineators which indicate the presence of the guard rail and the roadside hazard it is intended to protect.</p> <p>If a vehicle is to become errant (evasive manoeuvres to avoid intersection conflict), the existing guard will likely fail to perform as intended. Should the barrier fail to redirect an errant vehicle it may result in a collision with a fixed object at moderate speed causing a kinetic energy transfer great enough to cause a moderate to serious injury.</p> <p>Note: this issue is exacerbated in inclement weather and at night.</p>	Rare	Moderate	Low	SHORTER TERM / LOWER COST	Rare	Moderate	L
							Under take the short-term / lower-cost recommendations proposed works as outlined within ID-1, ID-2 & ID-3 to reduce the likelihood of an intersection collision and/or need for evasive manoeuvres.			
							LONGER TERM / HIGHER COST	Rare	Minor	N
							Under take the longer-term / higher-cost recommendations proposed works as outlined within ID-1, ID-2 & ID-3 to reduce the likelihood of an intersection collision and/or need for evasive manoeuvres and reduce the operating speed of the intersection, thus reducing the severity.			



Road Safety Audit

Temora Pedestrian Generators

Prepared for:



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Date	Version	Author	Change Reference
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22/12/2023	1.0	James Gorrie	Final Audit Report

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1. Audit Statement

Table 1-1 – Audit Details

Project Name:	Temora Pedestrian Generators RSA
Client:	Temora Shire Council (TSC)
Client Representative:	Tyler Madden, Trainee Engineer – Temora Shire Council (TSC)
Contact Details:	Phone: 02 6980 1143 Email: tmadden@temora.nsw.gov.au
Auditors:	James Gorrie (RSA-02-0732 - Level 3) – Lead Road Safety Auditor Wayne Walgers (RSA-02-0374 - Level 3) – Lead Road Safety Auditor Zach Walgers (RSA-02-1502 - Level 2) – Road Safety Auditor Peter Rands (RSA-02-0450 - Level 2) – Road Safety Auditor
Audit Type	Pre-Construction (Existing Road)
Commencement Meeting:	28/08/2023
Audit Date:	04/09/2023
Completion Meeting:	21/12/2023
Previous Audits:	Nil

We, the undersigned, declare that we have reviewed the material and data listed in this report and identified the risks to road safety listed in Section 4. The reasons are given to explain why an identified item is considered a risk to road safety. The auditors listed are independent to the project.

It should be noted that while every effort has been made to identify potential safety problems, no guarantee can be made that every problem or deficiency has been identified.

It is recommended that identified risks to road safety be investigated and corrective actions implemented as soon as practicable.



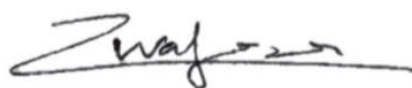
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2. Introduction

Rigore Engineering Services has been engaged by Tyler Madden, Trainee Engineer – Temora Shire Council, to undertake a Road Safety Audit to on the immediate network where several pedestrian generators are located within the Temora township indicated by Figure 2-1 – Study Area below.

2.1. Audit Purpose

The Road Safety Audit has been conducted in accordance with relevant Austroads Guides to Road Safety, inclusive but not limited to *Austroads Guide to Road Safety Part 6: Road Safety Audits 2022* including the application and consideration of Safe System principles. The Rigore Road Safety Audit team has undertaken the audit by embedding Safe Systems principles. This is achieved by applying our knowledge, experience and understanding of the Safe Systems Framework to document findings in a manner that describes the road user exposure, crash likelihood and crash severity.

The primary purpose of this Road Safety Audit Report is to identify road safety deficiencies that may contribute to crash occurrence or crash severity and provide recommendations for risk elimination or mitigation measures that align with the safe system approach to road safety.

2.2. Project Description

Currently, there exists 280 meters of Anzac Street between the two school zones which stands as a 50km/h zone. The basis of Council's speed zone adjustment proposal is that the Primary and Secondary schools and Council hold safety concerns for pedestrians around this area; the priority concern being those of Primary and Secondary age.

Road users commonly deem the subject area as confusing (entering multiple school zones over a short distance). The road also moves from a 20-metre road reserve to a 9-metre road reserve while still upholding 2-way traffic access. The 9-metre reserve, being relatively narrow and used for 2-way traffic, poses as a possible hazard to the large volumes of pedestrians which come from the high school; combining the school zones would reduce the hazard.

This item was presented to the Traffic Committee and Council in March 2022 with the resolution being that a pedestrian safety review be conducted for Anzac Street and surrounding locations of interest.



Figure 2-1 – Study Area

2.3. Supporting Information

The following supporting information was also considered in the preparation of the Road Safety Audit assist with the audit:

- Network Accessibility
- Traffic Data
- Crash Statistics

2.3.1. Network Accessibility

Based on the Transport for NSW Interactive Restricted Access Vehicles (RAV) maps, no part of the study are permit heavy vehicle access (GML/CML/HML).

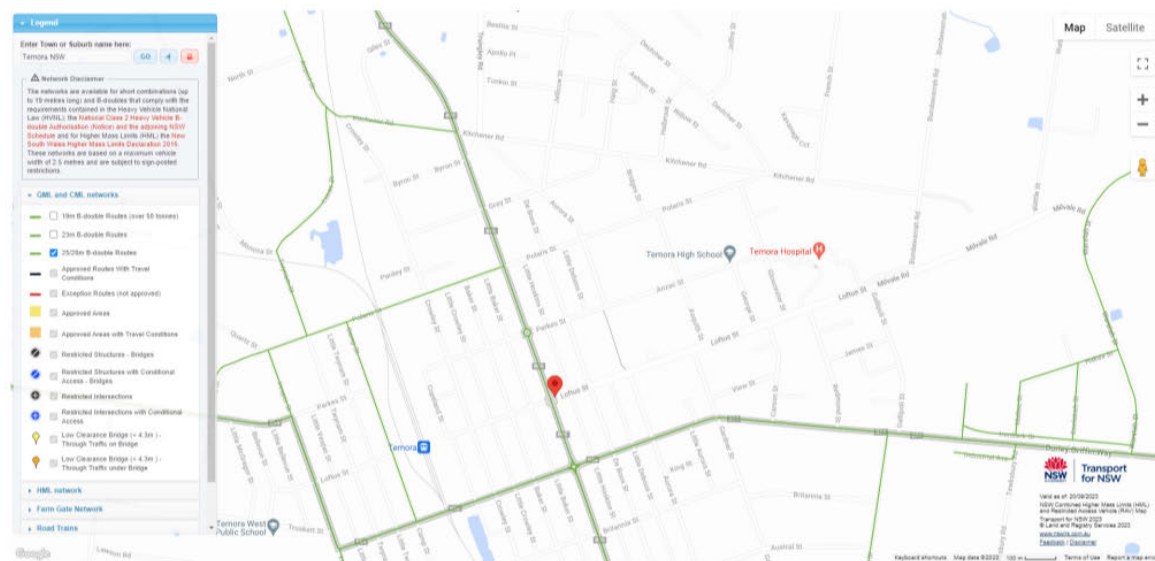


Figure 2-2 – Network Accessibility

2.3.2. Traffic Volumes

No traffic data has been made available to the Road Safety Audit team, however, on site observations and local knowledge have guided the teams understanding of volumes, vehicle classifications and operating speed. The audit teams focus were related to the pedestrian generators within the study area and the seasonal fluctuations related to local amenities such as the swimming pool and sports recreational precinct.

The Temora Pool, Recreation Centre, and Hoskins Street (main street) attract large volumes of pedestrian traffic after school, and often during as both schools use the swimming and sporting facilities (including the Lawn Bowls Club next to the Temora Pool) for both educational (physical education) and sporting purposes.

2.3.3. Crash Statistics

Based on Transport for NSW Interactive Crash Map, seven crashes have been recorded within the study limits, (RUM Code 1x48, 1x71 & 1x74) crashes most of which occurring during daylight hours at or near intersections. Two moderate injuries crashes were recorded.

- Crash ID 1189968 – Moderate Injury – 2018
- Crash ID 1289930 – Moderate Injury – 2022
- Crash ID 1299721 – Non-casualty (towaway) – 2022

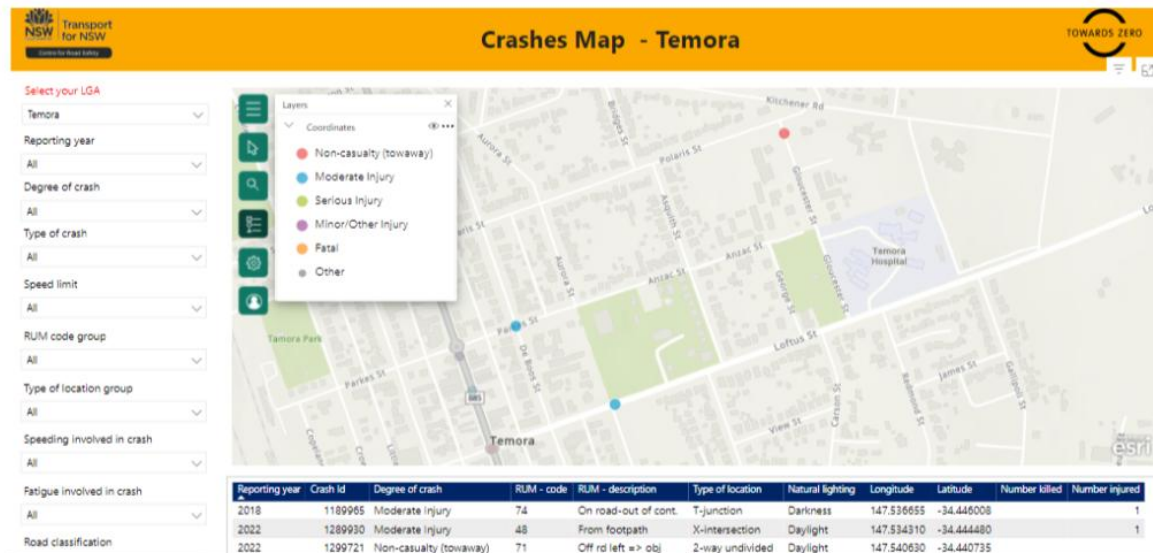


Figure 2-3 – Interactive Crash Map

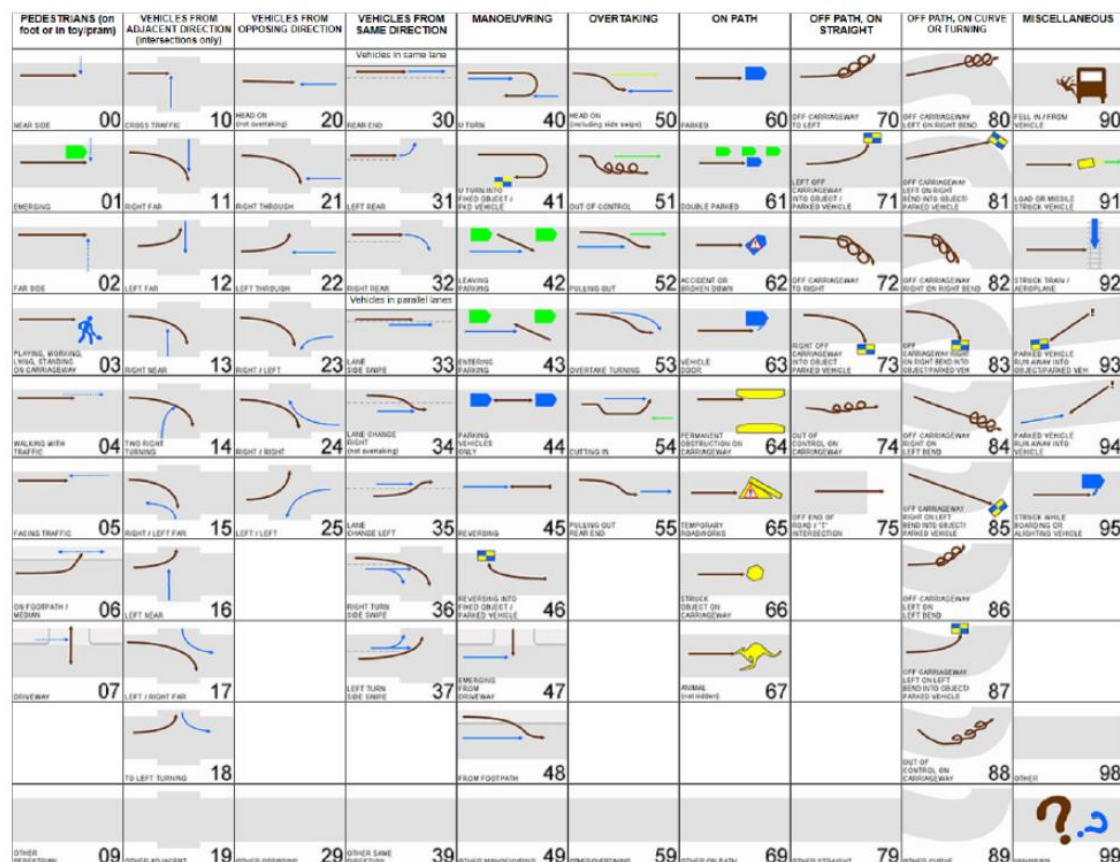


Figure 2-4 – Road User Movements (RUM)

2.4. Primary Considerations

Complimentary to the Safe Systems Approach, the following primary factors are evident for consideration on this project. The report herein has been undertaken based on the below primary considerations:

2.4.1. Roadside Hazards:

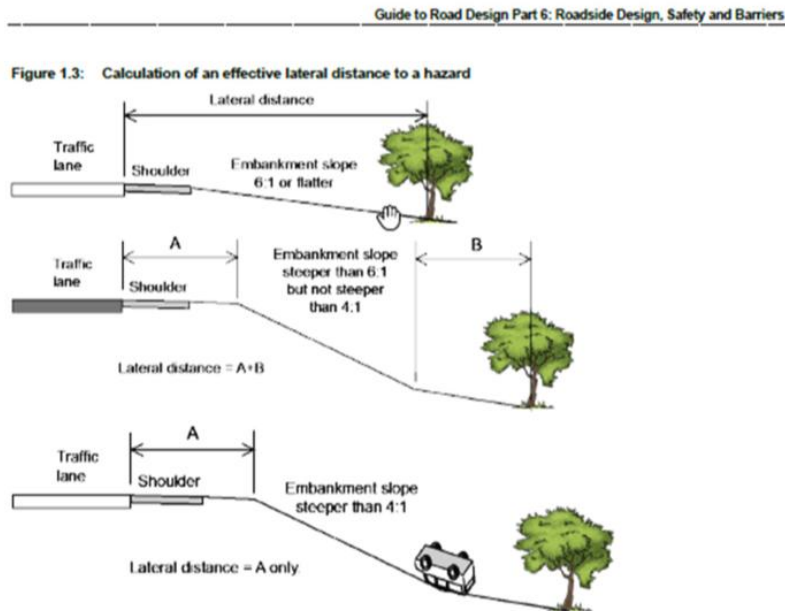
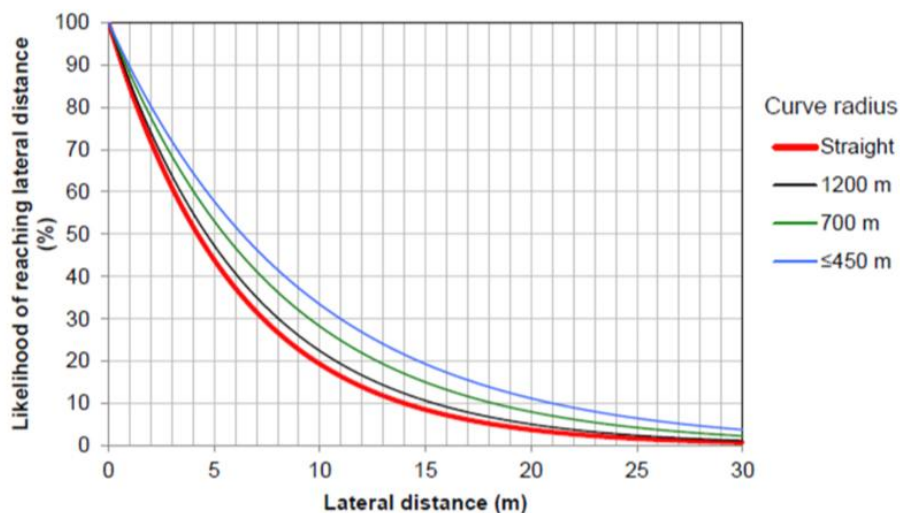


Figure 2-5 – Extract Austroads Guide to Traffic Management Part 6 - 2020

2.4.2. Likelihood of Reaching a Lateral Distance

Figure B.6: Likelihood of reaching a lateral distance for a road with an operating speed of 110 km/h and with curves of different radii



Source: Adapted from Austroads (2020b).

Figure 2-6 – Extract Austroads Guide to Traffic Management Part 6 - 2020

2.4.3. Relationship between vehicle speed and the likelihood of Severe Injury

Figure C1 1: Proposed model of severe injury probability vs bullet vehicle impact speeds in different crash types

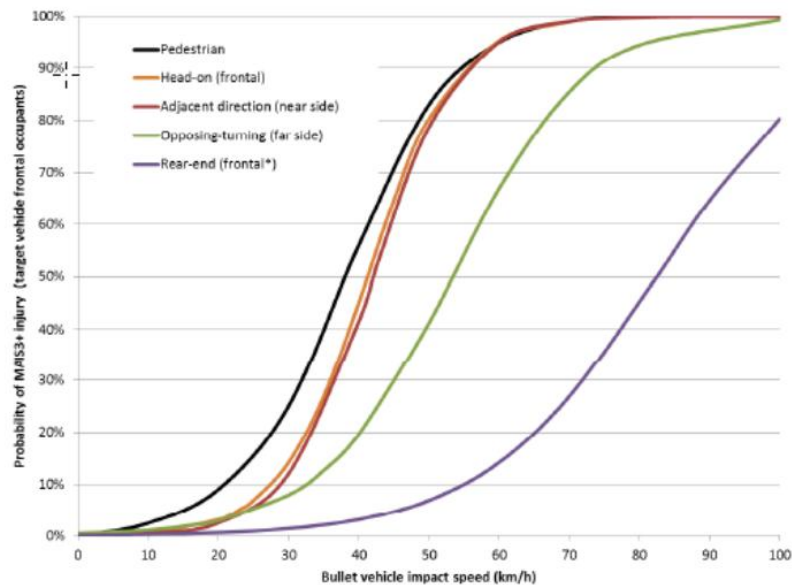
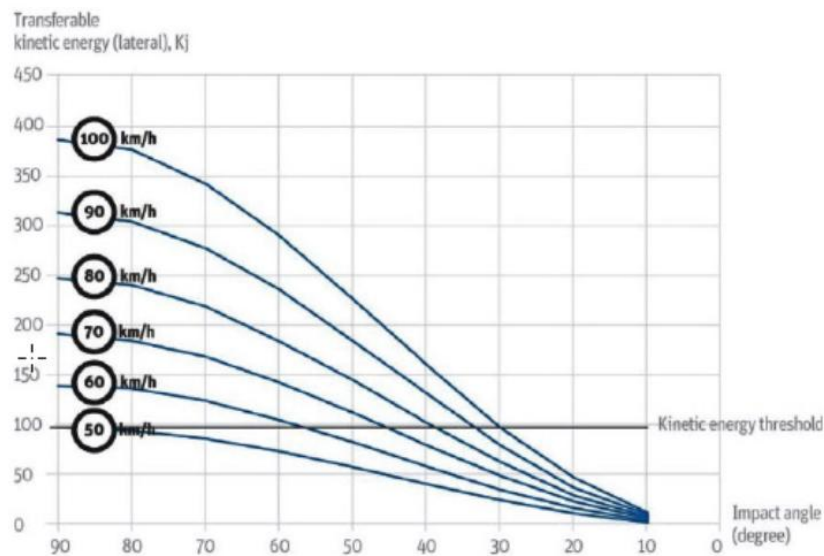


Figure 2-7 – Extract Austroads Guide to Traffic Management Part 6 - 2020

2.4.4. Influence of impact angle and travel speed on transferable kinetic energy

Figure 2.2 Influence of impact angle and travel speed on transferable kinetic energy



Source: ITF (2016), based on Candappa et al. (2015).

Figure 2-8 – Extract Austroads Guide to Traffic Management Part 6 - 2020

2.4.5. Safe Intersection Sight Distance (SISD)

It is fundamental to the safety of intersections that drivers approaching in all traffic streams are able to:

- recognise the presence of an intersection in time to slow down or stop in a controlled and comfortable manner.
- see vehicles approaching in conflicting traffic streams and give way where required by law or avoid a crash in the event of a potential conflict.

Figure 3.2: Safe intersection sight distance (SISD)

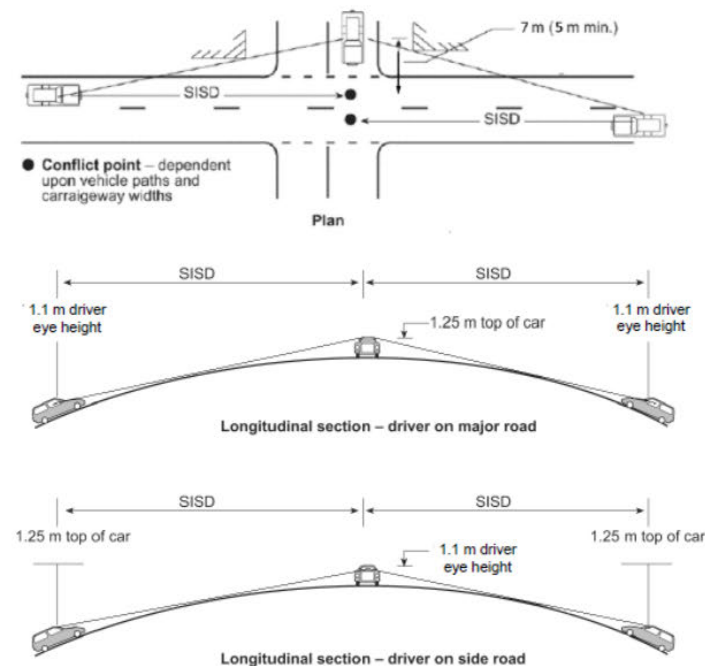


Figure 2-9 – Extract Austroads Guide to Road Design Part 4A – 2021

2.4.6. Stopping Sight Distance (SSD)

Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead.

- It is generally measured between the driver's eye (1.1 m) and a 0.2 m high, stationary object on the road. The object height of 0.2 m represents a hazard that cannot be driven over and hence requires the vehicle to stop to avoid a collision.
- Car stopping sight distance shall be available along all traffic lanes on all roads. This distance is considered to be the minimum sight distance that should be available to a driver at all times.

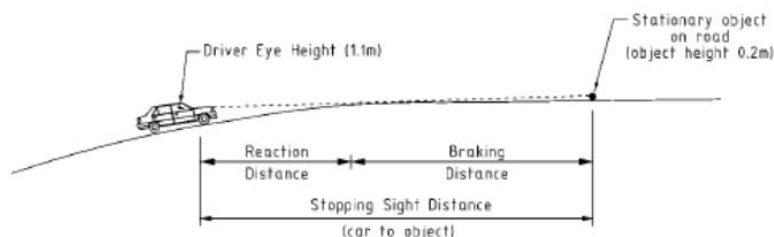


Figure 2-10 – Extract Austroads Guide to Road Design Part 3 – 2021

2.4.7. Pedestrian Sight Distance

There are two key sight distance requirements at pedestrian crossing facilities: ASD and crossing sight distance (CSD).

ASD ensures that approaching drivers are aware of the presence of a pedestrian crossing facility. It is important that this line of sight is not obstructed as it ensures that even if there is no pedestrian actually on the crossing, the driver should be aware of the crossing by seeing the associated pavement markings and other cues, and therefore be alerted to take the appropriate action if a pedestrian steps onto the crossing.

CSD ensures that the pedestrian can see approaching traffic in sufficient time to judge a safe gap and cross the roadway. It also ensures a clear view for approaching drivers to sight pedestrians waiting to cross the roadway.

Pedestrian sight distance requirements are as follows:

- ASD should be provided between approaching vehicles (1.1 m eye height) and the surface of the roadway (generally 0 m or 0.1 m for a wombat crossing) at all formal, marked pedestrian crossings.
- Crossing sight distance (CSD) should be provided between approaching vehicles (1.1 m eye height) and a pedestrian waiting to cross the road (waiting 1.6 m from the pavement edge or kerb line). The pedestrian eye height should be taken as 1.07 m which represents the lower bound of the range applicable to a person in an A80 wheelchair. CSD allows sufficient time for the pedestrian to cross the road, clear of any approaching traffic. CSD should be provided at crossings where the pedestrian does not have the priority or where the pedestrian does have the priority but must be sighted by approaching traffic in order for the approaching traffic to give way (e.g. a zebra crossing). It is also desirable that CSD be provided at crossings controlled by signals in case of signal failure.

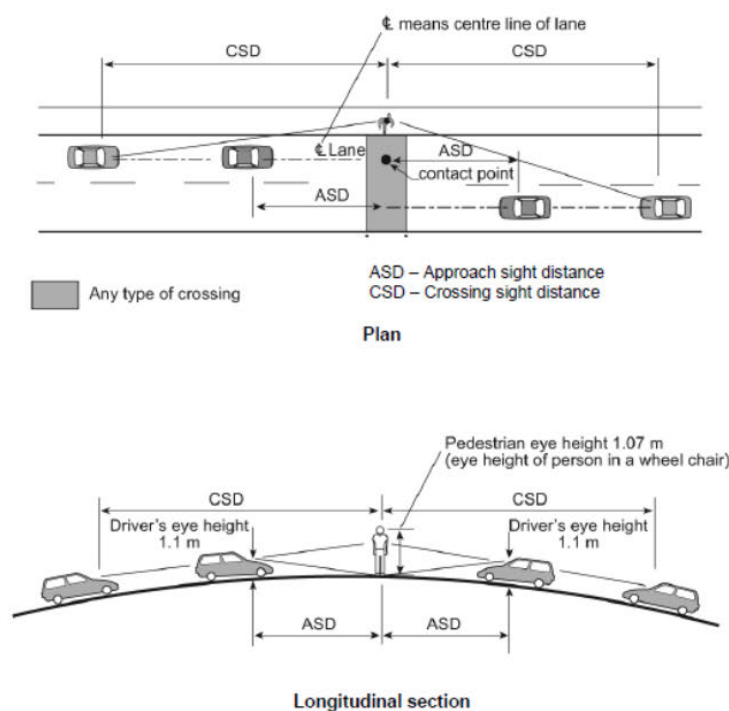


Figure 2-11 – Extract Austroads Guide to Road Design Part 4A – 2021

2.4.8. Separation or mixed traffic

Figure 3.2: Separation of bicycles and motor vehicles according to traffic speed and volume.

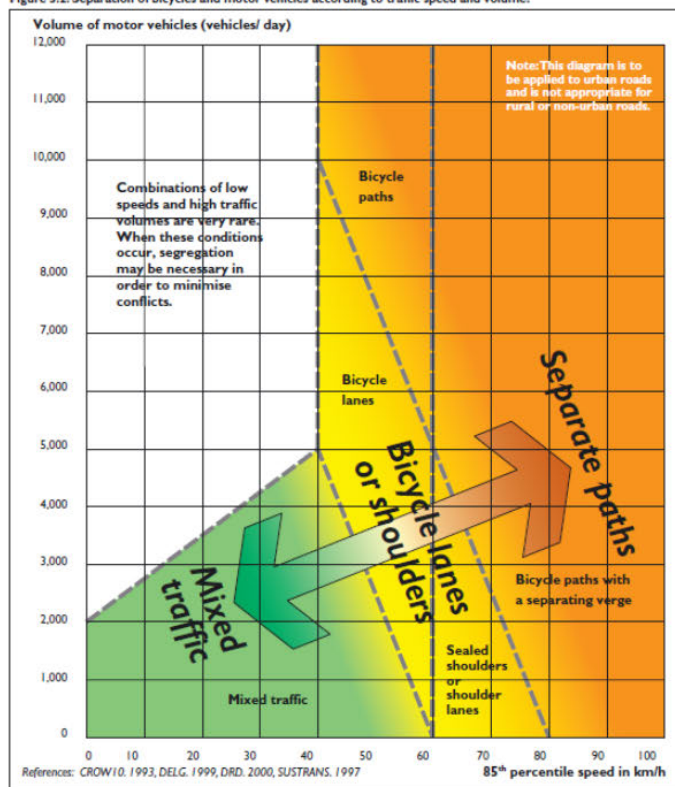


Figure 2-12 – Extract NSW Bicycle Guidelines 2005

Figure 3.2 of the NSW Bicycle Guidelines provides guidance on the selection of separated or mixed facilities. The relationship between the prevailing traffic speed and volume is an important factor in the decision to provide physical separation. It is always important to consider the degree of separation, either visual (lanes or shoulder), or physical (bike paths), to be provided.

2.4.9. Mixed traffic conditions

The table below provides an example of how different treatments can be applied in response to differing conditions:

Figure 5.13: Mixed traffic road - tight profile.

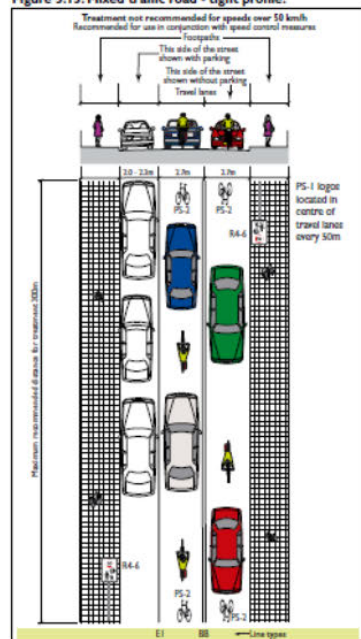


Table 4.2: Options for bicycle provision on 12.8m streets

Street conditions	Treatment options
High traffic volumes	Re-route through traffic eg: creating a one-way paired street with a wide one-way bike lane in each Remove vehicle parking on one side to widen bicycle lanes
High traffic speeds	Lower speed environment Introduce bicycle compatible traffic calming measures
Moderate traffic speeds and volumes	Use bicycle shoulder lanes (see Section 5.1.2)
Low car parking demand	Remove parking from one side to widen bicycle lanes
Uphill slope	Wide bicycle lane on uphill side and mixed traffic on downhill side of street
Residential streets	Restrict vehicle street access with bicycle compatible LATM treatments

Figure 2-13 – Extract NSW Bicycle Guidelines 2005

2.4.10. References

The following list of references provided background information during the audit process:

- Austroads: Guide to Road Safety Part 6: Road Safety Audit (2022)
- TNSW Guidelines for Road Safety Audit Practices (2011)
- Austroads: Guide to Road Design, Road Safety, Traffic Management and TfNSW Supplements
- Australian Standards AS1742 – Manual of Uniform Traffic Control Devices and TfNSW Supplements
- TS 03631:1.0 TfNSW Speed Zoning Standard (2023)
- TS 05462.1-19 TfNSW Delineation Manual
- NSW Road Rules Legislation

2.4.11. Exclusions

A road safety audit:

- is **not** a way of assessing or rating a project as good or poor
- is **not** a means of ranking or justifying one project against others in a works program
- is **not** a way of rating one option against another
- is **not** a check of compliance with standards
- is **not** a substitute for design checks
- is **not** a crash investigation
- is **not** a redesign of a project
- is **not** to be applied only to high-cost projects or only to projects involving safety problems
- is **not** the name used to describe informal checks, inspections or consultation.

2.4.12. Audit Team

In accordance with the *Austroads Guide to Road Safety Part 6: Road Safety Audits* minimum audit team requirements, Rigore has provided the following resources to form the independent audit team.

James Gorrie



Position: Managing Director | Project / Design Manager
 Experience: 20+ years
 Education: Master of Engineering (Civil)
 Bachelor of Engineering Technology (Civil)
 Qualifications: CPEng NER MIEAust APEC Engineer
 Accreditations: Level 3 Lead/Snr Road Safety Auditor NSW | VIC | QLD | SA

Zach Walgers



Position: Lead Civil Designer (Road) | Road Safety Auditor
 Experience: 7+ years
 Education: Master of Engineering / Bachelor of Technology | Current
 Associate Degree of Engineering (Civil)
 Qualifications: MIEAust
 Accreditations: Level 2 Road Safety Auditor NSW

Wayne Walgers



Position: Design Verification | Road Safety Audits
 Experience: 40 + years
 Education: Land and Engineering Survey Drafting Diploma
 Accreditations: Level 3 Lead Road Safety Auditor NSW (RSA-02-0374)

Peter Rands



Position: Design Verification | Road Safety Audits
 Experience: 40 + years
 Education: Land and Engineering Survey Drafting Diploma
 Accreditations: Level 2 Lead Road Safety Auditor NSW (RSA-02-0450)

2.4.13. Site Inspections

A day and night site inspection was undertaken by James Gorrie (Lead Road Safety Auditor), Zach Walgers (Road Safety Auditor), Wayne Walgers (Lead Road Safety Auditor), Peter Rands (Lead Road Safety Auditor) and Jackson Coles (Observer) on Monday 4th September 2023 between 2:00pm and 6:30pm, the weather was clear for the duration of the inspection.

2.4.14. Commencement Meeting

The Commencement Meeting was held via MS Team Meeting on Monday 28th August 2023 between 9:00am and 10:00am. In attendance were James Gorrie (Lead Road Safety Audits), Zach Walgers (Road Safety Auditor), Rob Fisher and Alex Dahlenburg (Temora Shire Council). The Commencement Meeting provided the opportunity to define the extent and purpose of the audit. The audit team provided Rob and Alex with an overview of the proposed approach and indicative timeframe.

2.4.15. Completion Meeting

The Completion Meeting was held via MS Team Meeting on Thursday 21st December 2023 between 3:00pm and 3:30pm. In attendance were James Gorrie (Lead Road Safety Audits), Rob Fisher, Alex Dahlenburg and Tyler Madden (Temora Shire Council). The draft report was discussed in detail with Tyler having provided written comments on the findings for consideration and incorporation in the final audit report.

3. Risk Assessment Framework

3.1. Methodology

The Road Safety Audit will be conducted in accordance with relevant Austroads Guides to Road Safety, inclusive but not limited to *Austroads Guide to Road Safety Part 6: Road Safety Audits 2022* including the application and consideration of Safe System principles.

The Rigore Road Safety Audit team has undertaken the audit by embedding Safe Systems principles. This is achieved by applying our knowledge, experience and understanding of the Safe Systems Framework to document findings in a manner that describes the road user exposure, crash likelihood and crash severity.

The identification and removal or treatment of road elements that may contribute to crash occurrence or crash severity is a key component of the safe system approach to road safety. A safe system acknowledges that human error within the transport system is inevitable and that when it does occur the system makes allowance for these errors to minimise the risk of serious injury or death. In a safe system, therefore, roads (and vehicles) should be designed to reduce the incidence and severity of crashes when they inevitably occur.



Four key principles form the basis of the Safe System philosophy, as outlined in *Guide to Road Safety Part 1: Introduction & The Safe System*:

- People make mistakes that can lead to road crashes
- The human body has a limited physical ability to tolerate crash forces before harm occurs
- A shared responsibility exists amongst those who plan, design, build, manage and use roads and vehicles and those who provide post-crash care to prevent crashes resulting in serious injury or death
- All parts of the system must be strengthened to multiply their effects; so that if one part fails, road users are still protected.

Safer road user behaviour, safer speeds, safer roads and safer vehicles are the four key elements that make up a safe system. In relation to speed, the *Guide to Road Safety Part 3: Safe Speed*, using *Wramborg* curves, outlines the relationships between a motorized vehicle collision speed and the probability of a fatality for different crash configurations:

Often referred to as the Safe System speeds, the following aspirational operating speeds are as follows:

30km/h	where there is the possibility of a collision between a vulnerable road user and a passenger vehicle or where there is the possibility of a side impact with a fixed object e.g. tree/pole
50km/h	where there is the possibility of a right-angle collision between passenger vehicles
70km/h	where there is the possibility of a head-on collision between passenger vehicles
≥100 km/h	where there is no possibility of side or frontal impact between vehicles or impacts with vulnerable road user impacts.

NOTE: presently there is only limited evidence on cyclist and motorcyclist injury thresholds and an assumption is often made that their injury potential is the same as the pedestrian curve. The curves only represent passenger car interactions and do not account for young and elderly people and heavy vehicles. The curves are also limited in that they only provide the probability of fatality and not serious injury and there is little published evidence demonstrating the origins of the curves.

3.2. Risk Assessment Framework

The Austroads system of risk assessment will be applied with the relative characteristics as follows:

Table 3-1 – How often is the problem likely to lead to a crash?

Likelihood	Description
Almost certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years.

Table 3-2 – What is the likely severity of the resulting crash type?

Severity	Description	Examples
Insignificant	Property damage	Some low-speed collisions Pedestrian walks into object (no head injury) Car reverses into post
Minor	Minor first aid	Low speed collisions Pedestrian walks into object (minor head injury) Cyclists fall from bicycle at low speed
Moderate	Major first aid and/or presents to hospital (not admitted)	Some low to medium-speed collisions Cyclists fall from bicycle at moderate speed Left turn rear-end crash in a slip lane
Serious	Admitted to hospital	High or medium-speed vehicle / vehicle collision High or medium-speed single vehicle collision with fixed roadside object Pedestrian struck at high speed
Fatal	At scene or within 30 days of the crash.	High speed multi vehicle crash on Freeway. Car runs into crowded bus stop. Bus and petrol tanker collide Collapse of bridge or tunnel

Table 3-3 – The resulting level of risk

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property Damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One Per Quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

Safe System
Crash Outcome
Threshold

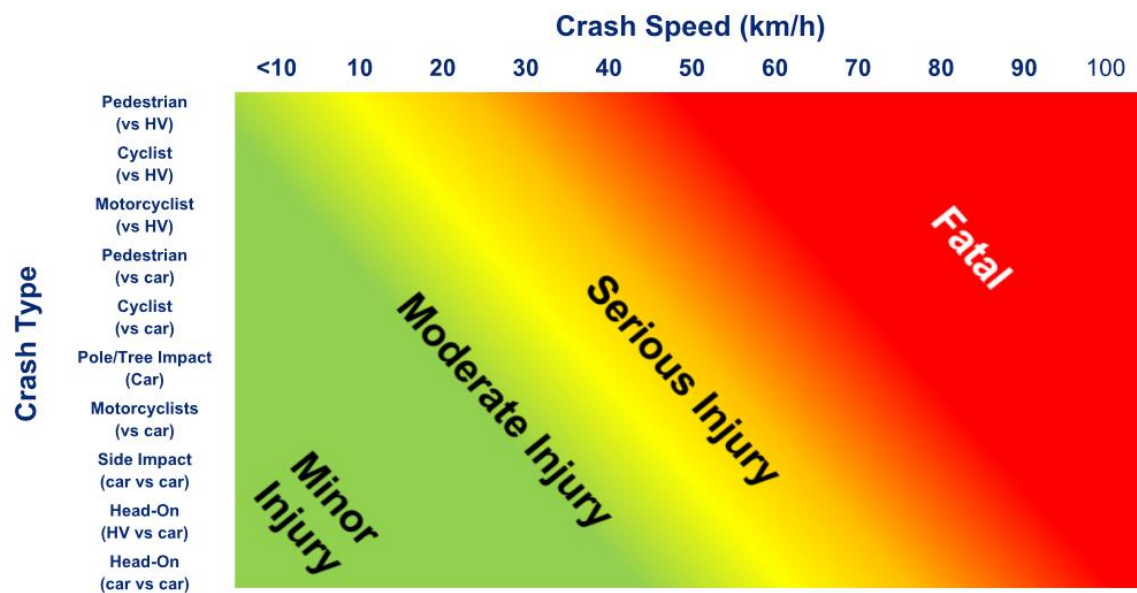
The treatment that Austroads recommend for the above levels of risk is shown in Table 3.4.

Table 3-4 – Treatment approach

Risk	Treatment
Extreme	Must be corrected regardless of cost
High	Should be corrected or the risk significantly reduced even if the treatment cost is high
Medium	Should be corrected or the risk significantly reduced even if the treatment cost is moderate, but not high
Low	Should be corrected or the risk significantly reduced if the treatment cost is low
Negligible	No action required

The risk matrix above shown in Table 3.3, is aligned to Safe System principles and has been designed to be used with consideration of a severity guidance sheet which was developed by the Project Working Group. The PWG comprising of representatives from state and local road agencies was established with the primary objective of consolidating and updating the previously issued Parts 6 and 6A (Austroads 2019).

Table 3-5 – The severity guidance sheet – to be used with the risk matrix



4. Audit Results

The results of the audit observations and findings have been reported in two categories:


- 4.1 General Observations
- 4.2 Identified Risks


The audit findings are provided in Table 4.1 to Table 4.2, together with their risk ranking, as determined using the risk assessment tables in Section 3.

This audit has provided the insights of an independent team to highlight potential road safety deficiencies that should be formally considered by the client representative. The responsibility of responding to the findings of a road safety audit rests with the client, not with the Auditor. The client is under no obligation to accept the audit findings. It is also noted that it is not the role of the Auditor to agree to or approve the client responses to the audit.

4.1 General Observations

Table 4-1 – General Observations



ID	General Observations	Photos / Reference
School Zones		
GO-1	<p>The Temora Public School/Saint Anne's Central School 40km/h school zone on Loftus Street does not extend to locations where high pedestrian activity (and poor road user behaviour) were observed on-site during school times. There were many instances where school children and other vulnerable road users were observed crossing Loftus Street between the existing eastern extent of the school zone and the Temora Hospital.</p> <p>Additionally, the existing school zone extents do not include the Temora Pre-school (on the corner of Loftus and George Street) which is also an Outside School Hours Care (OSHC) / Out of School Hours (OOSH) facility and a bus stop location.</p>	   



ID	General Observations	Photos / Reference
GO-2	<p>There is a short gap of about 270m along Anzac Street between the Temora Public School/Saint Anne's Central School 40km/h school zones.</p> <p>Not only does this gap result in an illogical speed zone arrangement it may also confuse drivers as to whether they are in a school zone or not.</p> <p>Additionally, the short gap does not cover where high pedestrian activity (and poor road user behaviour) were observed on site during school times. There were many instances where school children and other vulnerable road users were observed crossing Anzac Street and parent parking being utilised between the school zone.</p>	
GO-3	<p>Road users were observed to be travelling much higher than the 50km/h posted speed on Loftus Street, particularly westbound on the steep down grade.</p>	


ID	General Observations	Photos / Reference
General		
GO-4	<p>Throughout the study area, several signs were obscured by buildings, roadside parking and vegetation. This limits a driver's ability to first observe and then react and/or change their driving behaviour accordingly.</p>	
GO-5	<p>There are several pedestrian crossings within the study limit, most of which differ in arrangement.</p> <p>For example:</p> <ul style="list-style-type: none"> - Some lack of pram ramp entirely or are at an orientation that does not direct crossing as intended. - Provide insufficient width at the pram ramp for users crossing simultaneously. - Provide unintuitive arrangements with concrete slab over drainage flow lines. - Provide a crossing width partially within the drainage line. - Provide a significant crossing distance over the desirable maximum distance of 10m with no refuge. - Provide a narrower marked crossing width of less than the minimum 3m. - Provide inadequate approach sight distance to priority linemarking. - Provide inconsistent use of Zig Zag approach linemarking to crossings. - Presents damaged or deformed pavement and uneven surfaces. <p>There is the possibility that vulnerable road users (cyclists, pedestrians, mobility scooters) may inadvertently misjudge these assets causing slips, trips, or falls.</p>	

4.2. Identified Risks



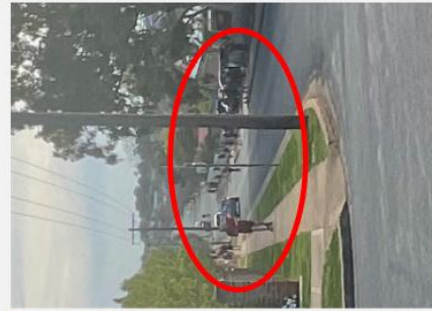
Table 4-2 – Identified Risk

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
De Boos and Parkes Street Pedestrian Priority (Zebra) Crossings	ID-1	 <p><i>Parkes and De Boos Street intersection looking north</i></p>  <p><i>Parkes and De Boos Street intersection looking west</i></p> <p>Roadside objects that restrict sightlines.</p>	<p>There are several pedestrian priority (zebra) crossings throughout the study area that have substandard components consisting of the following issues:</p> <p>The road formation of both De Boos and Parkes Street is very wide making it difficult for the safe integration of all road users, particularly cyclist and pedestrians.</p> <p>Both streets are unmarked, allowing vehicles to travel uncontrolled across the entire width of the pavement (kerb to kerb). The excessive width of pavement results in a significant crossing distance for pedestrians on both De Boos and Parkes Street increasing the time a vulnerable road user is exposed to traffic.</p> <p>Adequate crossing sight lines are also obstructed by the power poles and other signposts near the location where a pedestrian will first enter the roadway.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: This hazard is of particular concern during periods of adverse weather or at night.</p>	Possible	Serious	H (FSI)

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Loftus Street and De Boos Street Pedestrian Priority (Zebra) Crossings	ID.2	 <p>Roadside objects that restrict sightlines.</p> <p><i>Loftus and De Boos Street intersection looking east</i></p>  <p><i>Loftus and De Boos Street intersection looking north</i></p>	<p>There are several pedestrian priority (zebra) crossings throughout the study area that have substandard components consisting of the following issues:</p> <p>The road formation of both De Boos and Loftus Street is very wide making it difficult for the safe integration of all road users, particularly cyclist and pedestrians.</p> <p>Both streets are unmarked, allowing vehicles to travel uncontrolled across the entire width of the pavement (kerb to kerb). The excessive width of pavement results in a significant crossing distance for pedestrians on both De Boos and Loftus Street increasing the time a vulnerable road user is exposed to traffic.</p> <p>Adequate crossing sight lines are also obstructed by the power poles and other signposts and parking near the location where a pedestrian will first enter the roadway.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: This hazard is of particular concern during periods of adverse weather or at night.</p>	Possible	Serious	H (FSI)


Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Anzac Street (Temora Recreation Centre)	ID-3	<div><p>Locations where children are picked up.</p><p>Looking west towards Temora Public School</p></div>	<p>It was observed during the site inspections that parent drop off and pick up parking extends beyond the school zone into the parking outside of the Temora Recreational Centre on Anzac Street and further north on Aurora Street.</p> <p>Students, parents and carers were observed crossing Anzac Street to vehicles parked in the vicinity of the school or in front of the recreation centre (majority of vehicles). These vehicles were then observed reversing back into the oncoming traffic that included school children on bikes and scooters.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Driver distraction has been considered a high possibility as this is inherently the case for parents who may have multiple children/infants.</p> <p>NOTE: This may also result in a collision between a reversing vehicle and through vehicle at low to moderate speed. Should this occur it is likely to minor or moderate injury to vehicle occupants due to the kinetic energy transfers.</p>	Possible	Serious	H (FSI)

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Loftus Street school access Street	ID-4	 <p><i>Looking east along Loftus St near Sacred Heart</i></p>	<p>It was observed during the site inspections that parent drop off and pick up parking utilisation extends to the parking on both sides of Loftus Street with most parents and children crossing mid-block in front of the Sacred Heart Church.</p> <p>There is no pedestrian crossing or mid road pedestrian refuge to protect students crossing Loftus Street at the desire line observed during the site inspection.</p> <p>The parking on either side of Loftus Street obstructs intervisibility and crossing sight distance during the drop off and pick up periods. This drastically reduces the ability of an approaching driver to avoid striking a vulnerable road user who mistakenly enters the roadway without an adequate gap in traffic.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Several heavy vehicles were observed using Loftus Street at this time of day.</p> <p>NOTE: Poor road user behaviour was also observed with several students seen riding their bikes in travel lanes towards oncoming traffic.</p>	Possible	Serious	H (FSI)
		 <p><i>Looking north across Loftus St at Sacred Heart</i></p>				

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Anzac Street and Asquith Street (Gap between School Zones)	ID-5	  	<p>The existing school zones along Anzac Street at Temora Primary School and Temora High school ends before the pedestrian priority zebra crossing on Asquith Street (transitioning to a 50km/h posted speed shortly before the intersection). A significant portion of students were observed in the afternoon school time to be using Anzac Street and the zebra crossing on Asquith Street when travelling towards Anzac Street (e.g Recreation Centre, Temora Public School, Hoskins Street (town centre)).</p> <p>The school children were observed using Anzac Street in an uncontrolled manner, walking, riding and scooting on the road with a clear disregard for road traffic that may be present. The school children were also observed crossing Asquith Street (some using the zebra crossing, others not) with a clear disregard for road traffic that may be approaching.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: The narrow width of Anzac Street includes 'No Stopping' which is enforced along both sides of the street. Because of this, it was witnessed vehicles picking up their children in driveways and then reversing into the roadway.</p>	Possible	Serious	H (FSI)

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Anzac Street and George Street (Carpark Access)	ID-6	 <p>Corner of George St and Anzac Street / Carpark</p>  <p>Corner of George St and Anzac Street / Carpark</p>	<p>A significant portion of students were observed in the afternoon school time to be exiting a single access point northwest of the intersection of Anzac and George Street. The desire line of students is either down Anzac Street (refer to ID-5) or through Gloucester Park. School children were observed crossing the intersection uncontrolled diagonally, exposed to turning traffic from George Street and the Carpark on the east side of the intersection (notably P-platers).</p> <p>Additionally, the location of the disability parking spot is directly in the travel lane for vehicles travelling east on Anzac Street turning right onto George Street. It was observed during the site inspection that a car parked in the disability carpark, which blocked the traffic stream and the ability to perform a right turn movement correctly, forcing them to cut the apex of the corner blindly.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Poor road user behaviour was also observed with several students seen crossing the road with a clear disregard for road traffic that may be approaching.</p>	Possible	Serious	H (FSI)

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Loftus Street and George Street (Temora Pre-school)	ID-7	 <p>George St and Loftus Street (Preschool)</p>  	<p>The bus operations on Loftus Street at the Temora Pre-school (& OOSH) were limited by the available bus stop capacity on the northern side of Loftus Street (east of the George Street intersection) only providing sufficient space for a single bus at a time.</p> <p>Buses were observed storing west of the George Street intersection whilst the bus stop was already occupied. This obstructs the intersection sight distance for road users looking to enter Loftus Street from George Street (a significant turn demand during school periods).</p> <p>This obstruction to intersection sight distance may lead to a driver entering Loftus Street without a sufficient gap, leading to several intersection type crashes at a moderate speed. Should this occur it is likely to cause serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Pre-school staff were observed using a system to alert approaching bus drivers if they were required to stop or not. This was done by flashing a STOP message on the back of a clipboard.</p> 	Unlikely	Serious	H (FSI)

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level
Loftus Street between Aurora Street and Redmond Street	ID-8	 Loftus Street (near George Street / Pre-school)	<p>Many parents and children were observed crossing Loftus Street near the George Street intersection, demonstrating a well-represented desire line.</p> <p>There is no formal crossing provided at this location and these road users were observed to be rushing to cross the expansive width of Loftus Street between gaps in through traffic.</p> <p>This may result in a vehicle impacting a vulnerable road user at moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Poor road user behaviour was also observed with several students seen crossing or riding/scooting along the opposing traffic lane with a clear disregard for road traffic that may be approaching.</p> <p>NOTE: This section of Loftus Street is not covered by the existing school zone. Vehicles were observed to be travelling much faster than the posted 50km/h speed limit, particularly in the westbound direction on the steep downgrade.</p>	Unlikely	Serious	H (FSI)



Recommended Treatments

Temora Pedestrian Generators

Prepared for:



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Trainee Engineer
Temora Shire Council

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TEMORA
The Friendly Shire

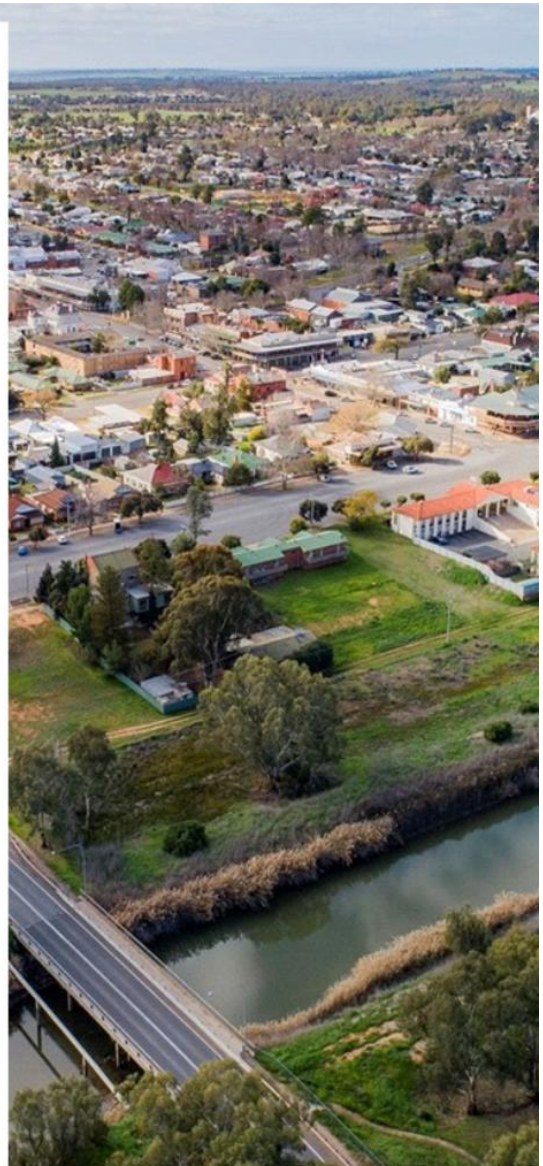


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Author: J. Gorrie



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Date	Version	Author	Change Reference
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22/12/2023	1.0	James Gorrie	Final Audit Report

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1. Audit Response Statement

Table 1-1 – Audit Details

Project Name:	Temora Pedestrian Generators RSA
Client:	Temora Shire Council (TSC)
Client Representative:	Tyler Madden, Trainee Engineer – Temora Shire Council (TSC)
Contact Details:	Phone: 02 6980 1143 Email: tmadden@temora.nsw.gov.au
Auditors:	James Gorrie (RSA-02-0732 - Level 3) – Lead Road Safety Auditor Wayne Walgers (RSA-02-0374 - Level 3) – Lead Road Safety Auditor Zach Walgers (RSA-02-1502 - Level 2) – Road Safety Auditor Peter Rands (RSA-02-0450 - Level 2) – Road Safety Auditor
Commencement Meeting:	28/08/2023
Client Workshop:	21/12/2023
Previous Audits:	RES2207.19.71 Temora Pedestrian Generators

We, the undersigned, declare that we have reviewed the material and data listed in the Temora Pedestrian Generators Road Safety Audit Report and developed a list of recommended treatments for the identified risks to road safety listed in Section 4. The responses are given to explain the proposed approach to addressing the identified items that have been highlighted.

It should be noted that while every effort has been made to identify appropriate treatments for the potential safety problems, no guarantee can be made that every problem or deficiency has been eliminated, however every effort has been made to significantly reduce the risk of fatal or serious injury (FSI) crashes.

It is recommended that identified treatments be implemented to address the risks to road safety as soon as practicable.



James Gorrie
Lead Road Safety Auditor
RSA-02-0732 - Level 3
Date: 22/12/2023



Peter Rands
Road Safety Auditor
RSA-02-0450 - Level 2
Date: 22/12/2023



Wayne Walgers
Lead Road Safety Auditor
RSA-02-0374 - Level 3
Date: 22/12/2023



Zach Walgers
Road Safety Auditor
RSA-02-1502 - Level 2
Date: 22/12/2023

2. Introduction

Rigore Engineering Services has been engaged by Tyler Madden, Trainee Engineer – Temora Shire Council, to undertake a Road Safety Audit to on the immediate network where several pedestrian generators are located within the Temora township indicated by Figure 2-1 – Study Area below, and the provide the written recommendation herein to address the identified road safety risks highlighted by the preceding Road Safety Audit Report.

2.1. Audit Purpose

The Road Safety Audit has been conducted in accordance with relevant Austroads Guides to Road Safety, inclusive but not limited to *Austroads Guide to Road Safety Part 6: Road Safety Audits 2022* including the application and consideration of Safe System principles. The Rigore Road Safety Audit team has undertaken the audit by embedding Safe Systems principles. This is achieved by applying our knowledge, experience and understanding of the Safe Systems Framework to document findings in a manner that describes the road user exposure, crash likelihood and crash severity.

The primary purpose of this Road Safety Audit Report is to identify road safety deficiencies that may contribute to crash occurrence or crash severity and provide recommendations for risk elimination or mitigation measures that align with the safe system approach to road safety.

2.2. Project Description

Currently, there exists 280 meters of Anzac Street between the two school zones which stands as a 50km/h zone. The basis of Council's speed zone adjustment proposal is that the Primary and Secondary schools and Council hold safety concerns for pedestrians around this area; the priority concern being those of Primary and Secondary age.

Road users commonly deem the subject area as confusing (entering multiple school zones over a short distance). The road also moves from a 20-metre road reserve to a 9-metre road reserve while still upholding 2-way traffic access. The 9-metre reserve, being relatively narrow and used for 2-way traffic, poses as a possible hazard to the large volumes of pedestrians which come from the high school; combining the school zones would reduce the hazard.

This item was presented to the Traffic Committee and Council in March 2022 with the resolution being that a pedestrian safety review be conducted for Anzac Street and surrounding locations of interest.



Figure 2-1 – Study Area

2.2.1. Project Team

James Gorrie



Position:	Managing Director Project / Design Manager
Experience:	20+ years
Education:	Master of Engineering (Civil) Bachelor of Engineering Technology (Civil)
Qualifications:	CPEng NER MIEAust APEC Engineer
Accreditations:	Level 3 Lead/Snr Road Safety Auditor NSW VIC QLD SA

Zach Walgers



Position:	Lead Civil Designer (Road) Road Safety Auditor
Experience:	7+ years
Education:	Master of Engineering / Bachelor of Technology Current Associate Degree of Engineering (Civil)
Qualifications:	MIEAust
Accreditations:	Level 2 Road Safety Auditor NSW

Wayne Walgers



Position:	Design Verification Road Safety Audits
Experience:	40 + years
Education:	Land and Engineering Survey Drafting Diploma
Accreditations:	Level 3 Lead Road Safety Auditor NSW (RSA-02-0374)

Peter Rands



Position:	Design Verification Road Safety Audits
Experience:	40 + years
Education:	Land and Engineering Survey Drafting Diploma
Accreditations:	Level 2 Lead Road Safety Auditor NSW (RSA-02-0450)

2.2.2. Site Inspections

A day and night site inspection were undertaken by James Gorrie (Lead Road Safety Auditor), Zach Walgers (Road Safety Auditor), Wayne Walgers (Lead Road Safety Auditor), Peter Rands (Lead Road Safety Auditor) and Jackson Coles (Observer) on Monday 4th September 2023 between 2:00pm and 6:30pm, the weather was clear for the duration of the inspection.

2.2.3. Client Workshop

The Client Workshop was held via MS Team Meeting on Thursday 21st December 2023 between 3:00pm and 3:30pm. In attendance were James Gorrie (Lead Road Safety Audits), Rob Fisher, Alex Dahlenburg and Tyler Madden (Temora Shire Council). The written comments on the draft recommendations (informed by discussions held with the local Traffic Committee) were tabled, discussed and have subsequently been incorporated where applicable.

3. Risk Assessment Framework

3.1. Methodology

The Road Safety Audit will be conducted in accordance with relevant Austroads Guides to Road Safety, inclusive but not limited to *Austroads Guide to Road Safety Part 6: Road Safety Audits 2022* including the application and consideration of Safe System principles.

The Rigore Road Safety Audit team has undertaken the audit by embedding Safe Systems principles. This is achieved by applying our knowledge, experience and understanding of the Safe Systems Framework to document findings in a manner that describes the road user exposure, crash likelihood and crash severity.

The identification and removal or treatment of road elements that may contribute to crash occurrence or crash severity is a key component of the safe system approach to road safety. A safe system acknowledges that human error within the transport system is inevitable and that when it does occur the system makes allowance for these errors to minimise the risk of serious injury or death. In a safe system, therefore, roads (and vehicles) should be designed to reduce the incidence and severity of crashes when they inevitably occur.



Four key principles form the basis of the Safe System philosophy, as outlined in *Guide to Road Safety Part 1: Introduction & The Safe System*:

- People make mistakes that can lead to road crashes
- The human body has a limited physical ability to tolerate crash forces before harm occurs
- A shared responsibility exists amongst those who plan, design, build, manage and use roads and vehicles and those who provide post-crash care to prevent crashes resulting in serious injury or death
- All parts of the system must be strengthened to multiply their effects; so that if one part fails, road users are still protected.

Safer road user behaviour, safer speeds, safer roads and safer vehicles are the four key elements that make up a safe system. In relation to speed, the *Guide to Road Safety Part 3: Safe Speed*, using *Wramborg* curves, outlines the relationships between a motorized vehicle collision speed and the probability of a fatality for different crash configurations:

Often referred to as the Safe System speeds, the following aspirational operating speeds are as follows:

30km/h	where there is the possibility of a collision between a vulnerable road user and a passenger vehicle or where there is the possibility of a side impact with a fixed object e.g. tree/pole
50km/h	where there is the possibility of a right-angle collision between passenger vehicles
70km/h	where there is the possibility of a head-on collision between passenger vehicles
≥100 km/h	where there is no possibility of side or frontal impact between vehicles or impacts with vulnerable road user impacts.

NOTE: presently there is only limited evidence on cyclist and motorcyclist injury thresholds and an assumption is often made that their injury potential is the same as the pedestrian curve. The curves only represent passenger car interactions and do not account for young and elderly people and heavy vehicles. The curves are also limited in that they only provide the probability of fatality and not serious injury and there is little published evidence demonstrating the origins of the curves.

3.2. Risk Assessment Framework

The Austroads system of risk assessment will be applied with the relative characteristics as follows:

Table 3-1 – How often is the problem likely to lead to a crash?

Likelihood	Description
Almost certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years.

Table 3-2 – What is the likely severity of the resulting crash type?

Severity	Description	Examples
Insignificant	Property damage	Some low-speed collisions Pedestrian walks into object (no head injury) Car reverses into post
Minor	Minor first aid	Low speed collisions Pedestrian walks into object (minor head injury) Cyclists fall from bicycle at low speed
Moderate	Major first aid and/or presents to hospital (not admitted)	Some low to medium-speed collisions Cyclists fall from bicycle at moderate speed Left turn rear-end crash in a slip lane
Serious	Admitted to hospital	High or medium-speed vehicle / vehicle collision High or medium-speed single vehicle collision with fixed roadside object Pedestrian struck at high speed
Fatal	At scene or within 30 days of the crash.	High speed multi vehicle crash on Freeway. Car runs into crowded bus stop. Bus and petrol tanker collide Collapse of bridge or tunnel

Table 3-3 – The resulting level of risk

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property Damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One Per Quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

Safe System
Crash Outcome
Threshold

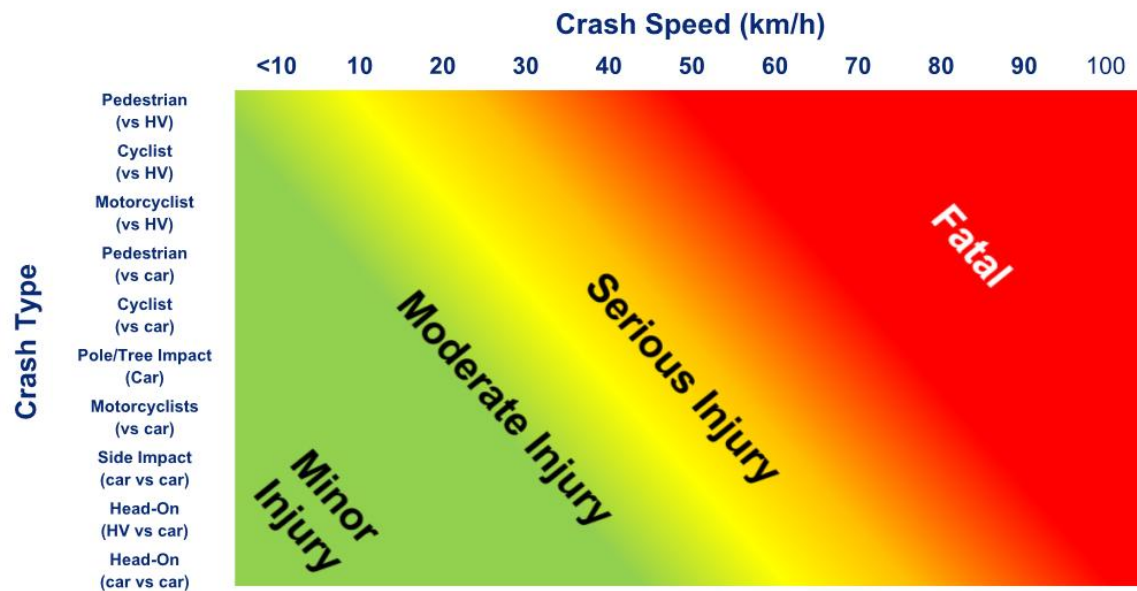
The treatment that Austroads recommend for the above levels of risk is shown in Table 3.4.

Table 3-4 – Treatment approach

Risk	Treatment
Extreme	Must be corrected regardless of cost
High	Should be corrected or the risk significantly reduced even if the treatment cost is high
Medium	Should be corrected or the risk significantly reduced even if the treatment cost is moderate, but not high
Low	Should be corrected or the risk significantly reduced if the treatment cost is low
Negligible	No action required

The risk matrix above shown in Table 3.3, is aligned to Safe System principles and has been designed to be used with consideration of a severity guidance sheet which was developed by the Project Working Group. The PWG comprising of representatives from state and local road agencies was established with the primary objective of consolidating and updating the previously issued Parts 6 and 6A (Austroads 2019).

Table 3-5 – The severity guidance sheet – to be used with the risk matrix



4. Audit Recommendations

The results of the audit observations and findings have been reported in two categories:




4.1 General Observations

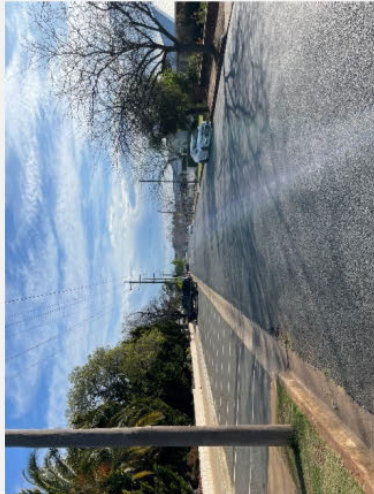

4.2 Identified Risks


The audit findings and recommendations are listed in Table 4.1 and Table 4.2, together with the residual risk ranking, as determined using the risk assessment tables in Section 3.


4.1 General Observations

Table 4-1 – General Observations

ID	General Observations	School Zones		Photos / Reference	Recommendations
GO-1	<p>The Temora Public School/Saint Anne's Central School 40km/h school zone on Loftus Street does not extend to locations where high pedestrian activity (and poor road user behaviour) were observed on-site during school times. There were several instances where school children and other vulnerable road users were observed crossing Loftus Street between the existing eastern extent of the school zone and the Temora Hospital.</p> <p>Additionally, the existing school zone extents do not include the Temora Pre-school (on the corner of Loftus and George Street) which is also an Outside School Hours Care (OSHC) / Out of School Hours (OOSH) facility and a bus stop location.</p>				<p>Suggested Treatments</p> <p>School Zone Extension</p> <p>Consideration should be given to extending the Loftus Street school zone to encompass the Temora Pre-school (approximately 600m further east). Refer to Attachment A.</p> <p>NOTE: It is acknowledged that the current NSW Speed Zoning Standard Section 10.4.5 (TS 03631:1.0 July 2023) outlines a number of reasons for not implementing school zones specifically for pre-schools, however, consideration should be given to the proximity of the Temora Pre-school to the existing school zones and the fact that this facility is being utilised as an OSHC/OOSH facility with primary school aged children accessing the facility in a similar manner to a school and may not be strictly escorted or accompanied.</p> <p>Additionally, Section 10.5 outlines that not every situation is covered within the document and the advice of the responsible speed authoriser shall be sought. Under the Road Transport Act 2013 Section 122, Transport for NSW (TfNSW) is the authorised authority that can install a speed zone.</p>



ID	General Observations	School Zones	Photos / Reference	Recommendations
GO-2	<p>There is a short gap of about 270m along Anzac Street between the Temora Public School/Saint Anne's Central School 40km/h school zones.</p> <p>Not only does this gap result in an illogical speed zone arrangement it may also confuse drivers as to whether they are in a school zone or not.</p> <p>Additionally, the short gap does not cover where high pedestrian activity (and poor road user behaviour) were observed on-site during school times. There were many instances where school children and other vulnerable road users were observed crossing Anzac Street and parent parking being utilised between the school zones.</p>		<p>Suggested Treatments</p> <p>School Zone Extension</p> <p>Consideration should be given to consolidating the school zones to encompass this short gap to avoid confusion for drivers as well as provide additional protection for school children and other vulnerable road users crossing Anzac Street and parent parking in this section of Anzac Street. Refer to Attachment A.</p> <p>NOTE: There does not appear to be any obvious rationale behind providing the gap in school zones at this location.</p> <p>Further consideration should be given to the Temora Recreational Centre which is utilised for school sport and will also generate pedestrian and vulnerable road user movements, particularly during warmer months when the swimming pool and Callaghan Park are in use.</p>	
GO-3	<p>Road users were observed to be travelling much higher than the 50km/h posted speed on Loftus Street, particularly westbound on the steep downgrade.</p>		<p>Suggested Treatments</p> <p>Advanced Warning Signage</p> <p>Consideration of advance warning for school zones on the westbound approach to Loftus Street (steep downgrade and observed operating speed higher than 50km/h)</p>	




ID	General Observations	General		Photos / Reference	Recommendations
GO-4	Throughout the study area, several signs were obscured by buildings, roadside parking and vegetation. This limits a driver's ability to first observe and then react and/or change their driving behaviour accordingly.				<p>Suggested Treatments</p> <p>Signage adjustments / Vegetation</p> <p>Consideration should be given to relocating signage and/or trimming/removal of roadside vegetation to ensure the signage is visible to approaching road users.</p>

ID	General Observations	Photos / Reference	Recommendations
GO-5	<p>There are several pedestrian crossings within the study limit, most of which differ in arrangement.</p> <p>For example:</p> <ul style="list-style-type: none"> - Some lack of pram ramp entirely or are at an orientation that does not direct crossing as intended. - Provide insufficient width at the pram ramp for users crossing simultaneously. - Provide unintuitive arrangements with concrete slab over drainage flow lines. - Provide a crossing width partially within drainage line. - Provide a significant crossing distance over the desirable maximum distance of 10m with no refuge. - Provide a narrower marked crossing width of less than the minimum 3m. - Provide inadequate approach sight distance to priority linemarking. - Provide inconsistent use of Zig Zag approach linemarking to crossings. - Presents damaged or deformed pavement and uneven surfaces. <p>There is the possibility that vulnerable road users (cyclists, pedestrians, mobility scooters) may inadvertently misjudge these assets causing slips, trips, or falls.</p>		<p>Suggested Treatments</p> <p>Future planning considerations</p> <p>An asset upgrade program could be developed to replace and upgrade crossing facilities to meet current standards.</p> <p>Install central median islands (or splitter islands) at intersections to improve the prominence of intersections (including by the provision of additional signs on median islands GIVE WAY repeater and KEEP LEFT) and provide an additional benefit as they channelise traffic and may provide a pedestrian refuge.</p> <p>Provide roadside kerb return blisters to further narrow the intersection, provide additional visual queues, reduce pedestrian crossing distance, and a suitable space for the relocation of the existing roadside GIVE WAY signs.</p> <p>Install edge and centre linemarking to ensure passage of through vehicles is consistent and predictable. This also assists in speed reduction.</p> <p>Install new/additional artificial flag lighting, to increase the luminosity of the intersection at night and during twilight hours.</p> <p>Install consistent warning signage and delineation at all crossings (note this may extend beyond the study area).</p>

4.2. Identified Risks



Table 4-2 – Identified Risk


Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
De Boos and Parkes Street Pedestrian Priority (Zebra) Crossings	ID-1		<p>There are several pedestrian priority (zebra) crossings throughout the study area that have substandard components consisting of the following issues:</p> <p>The road formation of both De Boos and Parkes Street is very wide making it difficult for the safe integration of all road users, particularly cyclist and pedestrians.</p> <p>Both streets are unmarked, allowing vehicles to travel uncontrolled across the entire width of the pavement (kerb to kerb). The excessive width of pavement results in a significant crossing distance for pedestrians on both De Boos and Parkes Street increasing the time a vulnerable road user is exposed to traffic.</p> <p>Adequate crossing sight lines are also obstructed by the power poles and other signposts near the location where a pedestrian will first enter the roadway.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: This hazard is of particular concern during periods of adverse weather or at night.</p>	Possible	Serious	H (FSI)	SHORTER TERM / LOWER COST	Unlikely	Serious	RESIDUAL RISK
		Suggested Treatments								
		An asset upgrade program could be developed to replace and upgrade crossing facilities to meet current standards.								
		Install edge and centre linemarking to ensure passage of through vehicles is consistent and predictable.								
		Install consistent warning signage and delineation at all crossings (note this may extend beyond the study area).								
							LONGER TERM / HIGHER COST			RESIDUAL RISK
							Suggested Treatments			
							Install central median islands (or splitter islands) at intersections to improve the prominence of intersections (including by the provision of additional signs on median islands GIVE WAY repeater and KEEP LEFT) and provide an additional benefit as they channelise traffic and may provide a pedestrian refuge.			
							Provide roadside kerb return blisters to further narrow the intersection, provide additional visual cues, reduce pedestrian crossing distance, and a suitable space for the relocation of the existing roadside GIVE WAY signs.	Rare	Moderate	L
							Consideration should be given to the installation of speed reduction infrastructure, such as raised platforms (speed humps) and/or raised pedestrian crossings (wombats) and associated visual cues.			



Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Loftus Street and De Boos Street Pedestrian Priority (Zebra) Crossings	ID 2	 <p>Roadside objects that restrict sightlines.</p>	<p>There are several pedestrian priority (zebra) crossings throughout the study area that have substandard components consisting of the following issues:</p> <p>The road formation of both De Boos and Loftus Street is very wide making it difficult for the safe integration of all road users, particularly cyclist and pedestrians.</p> <p>Both streets are unmarked, allowing vehicles to travel uncontrolled across the entire width of the pavement (kerb to kerb). The excessive width of pavement results in a significant crossing distance for pedestrians on both De Boos and Loftus Street increasing the time a vulnerable road user is exposed to traffic.</p> <p>Adequate crossing sight lines are also obstructed by the power poles and other signposts and parking near the location where a pedestrian will first enter the roadway.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: This hazard is of particular concern during periods of adverse weather or at night.</p>	Possible	Possible	H (FSI)	<p>SHORTER TERM / LOWER COST</p> <p>Suggested Treatments</p> <p>An asset upgrade program could be developed to replace and upgrade crossing facilities to meet current standards.</p> <p>Install edge and centre linemarking to ensure passage of through vehicles is consistent and predictable.</p> <p>Install consistent warning signage and delineation at all crossings (note this may extend beyond the study area).</p>	Unlikely	Serious	H (FSI)
		 <p>Loftus and De Boos Street intersection looking east</p>					<p>LONGER TERM / HIGHER COST</p> <p>Suggested Treatments</p> <p>Install central median islands (or splitter islands) at intersections to improve the prominence of intersections (including by the provision of additional signs on median islands GIVE WAY repeater and KEEP LEFT) and provide an additional benefit as they channelise traffic and may provide a pedestrian refuge.</p> <p>Provide roadside kerb return blisters to further narrow the intersection, provide additional visual cues, reduce pedestrian crossing distance, and a suitable space for the relocation of the existing roadside GIVE WAY signs.</p> <p>Consideration should be given to the installation of speed reduction infrastructure, such as raised platforms (speed humps) and/or raised pedestrian crossings (wombats) and associated visual cues.</p>			
		 <p>Loftus and De Boos Street intersection looking north</p>								


Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Anzac Street (Temora Recreation Centre)	ID-3	 <p>Locations where children are picked up.</p> <p>Looking west towards Temora Public School</p>	<p>It was observed during the site inspections that parent drop off and pick up parking extends beyond the school zone into the parking outside of the Temora Recreational Centre on Anzac Street and further north on Aurora Street.</p> <p>Students, parents and carers were observed crossing Anzac Street to vehicles parked in the vicinity of the school or in front of the recreation centre (majority of vehicles). These vehicles were then observed reversing back into the oncoming traffic that included school children on bikes and scooters.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Driver distraction has been considered a high possibility as this is inherently the case for parents who may have multiple children/infants.</p> <p>NOTE: This may also result in a collision between a reversing vehicle and through vehicle at low to moderate speed. Should this occur it is likely to minor or moderate injury to vehicle occupants due to the kinetic energy transfers.</p>	Possible	Serious	H (FSI)	<p>SHORTER TERM / LOWER COST</p> <p>Suggested Treatments</p> <p>Consideration should be given to consolidating the school zones to encompass this short gap to avoid confusion for drivers as well as provide additional protection for school children and other vulnerable road users crossing Anzac Street and parent parking in this section of Anzac Street. Refer to Attachment A.</p> <p>NOTE: There does not appear to be any obvious rationale behind providing the gap in school zones at this location.</p> <p>Further consideration should be given to the Temora Recreational Centre which is utilised for school sport and will also generate pedestrian and vulnerable road user movements, particularly during warmer months when the swimming pool and Callaghan Park are in use.</p>	Rare	Serious	H (FSI)
							<p>LONGER TERM / HIGHER COST</p> <p>Suggested Treatments</p> <p>Consideration should be given to the installation of speed reduction infrastructure, such as raised platforms (speed humps) and/or raised pedestrian crossings (wombats) and associated visual cues.</p>	Rare	Moderate	L

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Loftus Street school access Street	ID-4		<p>It was observed during the site inspections that parent drop off and pick up parking utilisation extends to the parking on both sides of Loftus Street with most parents and children crossing mid-block in front of the Sacred Heart Church.</p> <p>There is no pedestrian crossing or mid road pedestrian refuge to protect students crossing Loftus Street at the desire line observed during the site inspection.</p> <p>The parking on either side of Loftus Street obstructs intervisibility and crossing sight distance during the drop off and pick up periods. This drastically reduces the ability of an approaching driver to avoid striking a vulnerable road user who mistakenly enters the roadway without an adequate gap in traffic.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Several heavy vehicles were observed using Loftus Street at this time of day.</p> <p>NOTE: Poor road user behaviour was also observed with several students seen riding their bikes in travel lanes towards oncoming traffic.</p>	Possible	Serious	H (FSI)	SHORTER TERM / LOWER COST	Rare	Serious	RESIDUAL RISK
		Suggested Treatments Review of parking arrangements to ensure that adequate intervisibility sight lines can be achieved. Consideration should also be given to further enhance signage and delineation such as duplication of signage including school zone flashing lights.								
							LONGER TERM / HIGHER COST	Rare	Moderate	L
		Suggested Treatments Consideration should be given to the installation of speed reduction infrastructure, such as raised platforms (speed humps) and/or raised pedestrian crossings (wombats) and associated visual cues. Consideration should be given to establishing a dedicated pick-up and drop-off zones.								

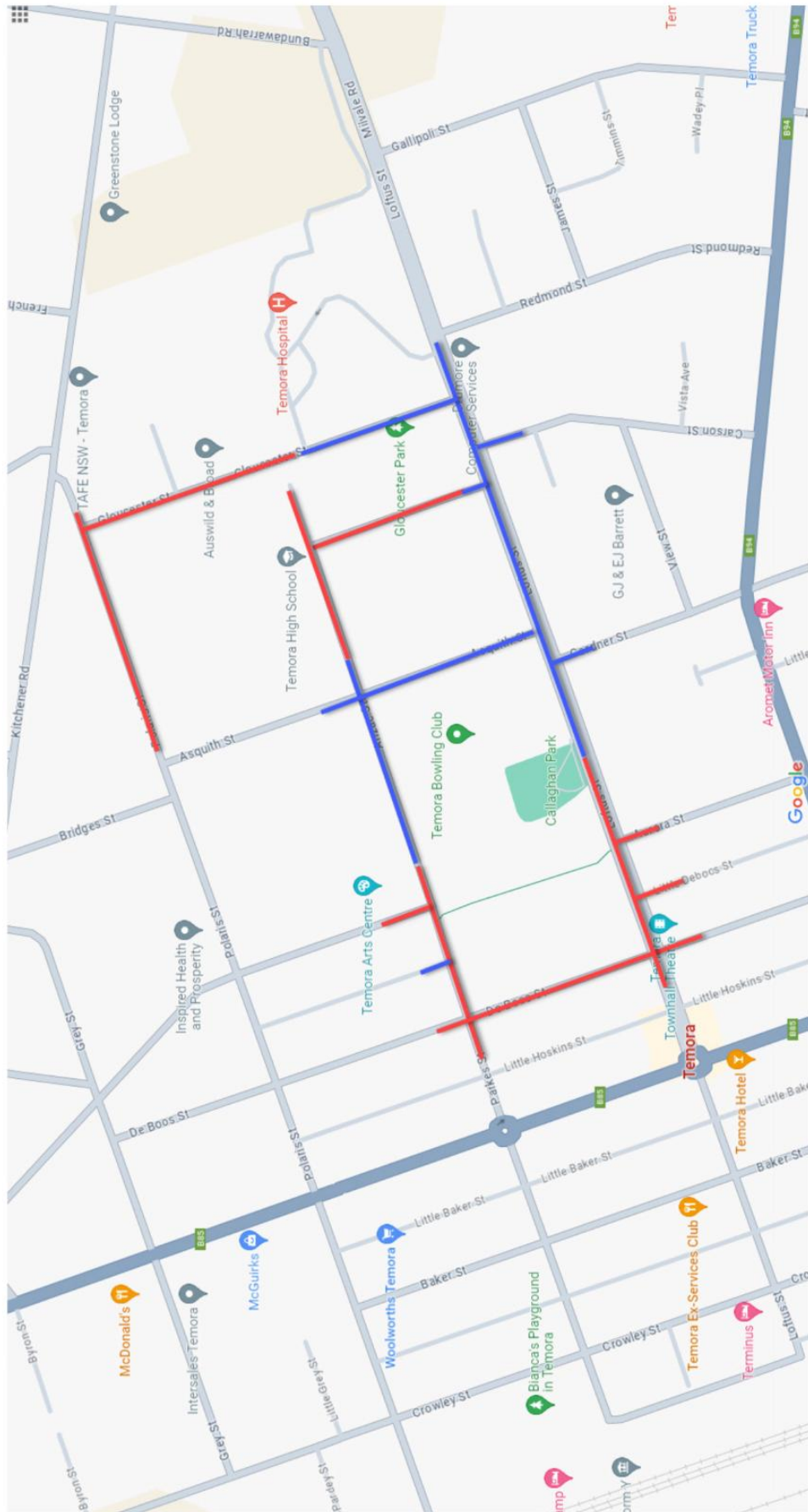
Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Anzac Street and Asquith Street (Gap between School Zones)	ID-5	 	<p>The existing school zones along Anzac Street at Temora Primary School and Temora High school ends before the pedestrian priority zebra crossing on Asquith Street (transitioning to a 50km/h posted speed shortly before the intersection). A significant portion of students were observed in the afternoon school time to be using Anzac Street and the zebra crossing on Asquith Street when travelling towards Anzac Street (e.g. Recreation Centre, Temora Public School, Hoskins Street (town centre)).</p> <p>The school children were observed using Anzac Street in an uncontrolled manner, walking, riding and scooting on the road with a clear disregard for road traffic that may be present. The school children were also observed crossing Asquith Street (some using the zebra crossing, others not) with a clear disregard for road traffic that may be approaching.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: The narrow width of Anzac Street includes 'No Stopping' which is enforced along both sides of the street. Because of this, it was witnessed vehicles picking up their children in driveways and then reversing into the roadway.</p>	Possible	Serious	H (FSI)	<p>SHORTER TERM / LOWER COST</p> <p>Suggested Treatments</p> <p>Consideration should be given to consolidating the school zones to encompass this short gap to avoid confusion for drivers as well as provide additional protection for school children and other vulnerable road users crossing Anzac Street and parent parking in this section of Anzac Street. Refer to Attachment A.</p> <p>NOTE: There does not appear to be any obvious rationale behind providing the gap in school zones at this location. Further consideration should be given to the Temora Recreational Centre which is utilised for school sport and will also generate pedestrian and vulnerable road user movements, particularly during warmer months when the swimming pool and Callaghan Park are in use.</p> <p>Consideration should be given to making this portion of Anzac Street one way or a shared zone to ensure that vehicular movements are predictable and low speed.</p>	Rare	Serious	H (FSI)
							<p>LONGER TERM / HIGHER COST</p> <p>Suggested Treatments</p> <p>Consideration should be given to the installation of speed reduction infrastructure, such as raised platforms (speed humps) and/or raised pedestrian crossings (wombats) and associated visual cues.</p>	Rare	Moderate	L

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level	
Anzac Street and George Street (Carpark Access)	ID-6		<p>A significant portion of students were observed in the afternoon school time to be exiting a single access point northwest of the intersection of Anzac and George Street. The desire line of students is either down Anzac Street (refer to ID-5) or through Gloucester Park. School children were observed crossing the intersection uncontrolled diagonally, exposed to turning traffic from George Street and the Carpark on the east side of the intersection (notably P-plate drivers).</p> <p>Additionally, the location of the disability parking spot is directly in the travel lane for vehicles travelling east on Anzac Street turning right onto George Street. It was observed during the site inspection that a car parked in the disability carpark, which blocked the traffic stream and the ability to perform a right turn movement correctly, forcing them to cut the apex of the corner blindly.</p> <p>This may result in a vehicle impacting a vulnerable road user at low to moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Poor road user behaviour was also observed with several students seen crossing the road with a clear disregard for road traffic that may be approaching.</p>	Possible	Serious	H (FSI)	SHORTER TERM / LOWER COST	RESIDUAL RISK	Rare	Serious	H (FSI)
		Suggested Treatments Consideration should be given to the installation of pedestrian fencing to encourage crossing at appropriate locations.									
		LONGER TERM / HIGHER COST									
		Suggested Treatments Consideration should be given to the installation of speed reduction infrastructure, such as raised platforms (speed humps) and/or raised pedestrian crossings (wombats) and associated visual cues.									
		Consideration should be given to the removal/relocation of the existing school access to better align with desire lines and enable perpendicular crossing.									

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Loftus Street and George Street (Temora Pre-school)	ID-7		<p>The bus operations on Loftus Street at the Temora Pre-school (& OOSH) were limited by the available bus stop capacity on the northern side of Loftus Street (east of the George Street intersection) only providing sufficient space for a single bus at a time.</p> <p>Buses were observed storing west of the George Street intersection whilst the bus bust stop was already occupied. This obstructs the intersection sight distance for road users looking to enter Loftus Street from George Street (a significant turn demand during school periods).</p> <p>This obstruction to intersection sight distance may lead to a driver entering Loftus Street without a sufficient gap, leading to several intersection type crashes at a moderate speed. Should this occur it is likely to cause serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Pre-school staff were observed using a system to alert approaching bus drivers if they were required to stop or not. This was done by flashing a STOP message on the back of a clipboard.</p> 	Unlikely	Serious	H (FSI)	SHORTER TERM / LOWER COST	Rare	Serious	H (FSI)
		Suggested Treatments								
		Consideration should be given to extending the Loftus Street school zone to encompass the Temora Pre-school (approximately 600m further east). Refer to Attachment A.								
		NOTE: It is acknowledged that the current NSW Speed Zoning Standard Section 10.4.5 (TS 03631:1.0 July 2023) outlines a number of reasons for not implementing school zones specifically for pre-schools, however, consideration should be given to the proximity of the Temora Pre-school to the existing school zones and the fact that this facility is being utilised as an OSHC/OOSH accessing the facility in a similar manner to a school and may not be strictly escorted or accompanied. Additionally, Section 10.5 outlines that not every situation is covered within the document and the advice of the responsible speed authoriser shall be sought. Under the Road Transport Act 2013 Section 122, Transport for NSW (TfNSW) is the authorised authority that can install a speed zone.								
		LONGER TERM / HIGHER COST								
							RESIDUAL RISK			
							RESIDUAL RISK			
							L			

Location	ID	Photos / Reference	Description of Deficiency & Likely Consequence	Frequency	Severity	Risk Level	Recommendations	Frequency	Severity	Risk Level
Loftus Street between Aurora Street and Redmond Street	ID-8	 <p>Loftus Street (near George Street / Pre-school)</p>	<p>Many parents and children were observed crossing Loftus Street near the George Street intersection, demonstrating a well-represented desire line.</p> <p>There is no formal crossing provided at this location and these road users were observed to be rushing to cross the expansive width of Loftus Street between gaps in through traffic.</p> <p>This may result in a vehicle impacting a vulnerable road user at moderate speed. Should this occur it is likely to cause fatal or serious injury due to the inherent high kinetic energy transfers.</p> <p>NOTE: Poor road user behaviour was also observed with several students seen crossing or riding/scooting along the opposing traffic lane with a clear disregard for road traffic that may be approaching.</p> <p>NOTE: This section of Loftus Street is not covered by the existing school zone. Vehicles were observed to be travelling much faster than the posted 50km/h speed limit, particularly in the westbound direction on the steep downgrade.</p>	Unlikely	Serious	H (FSI)	<p>SHORTER TERM / LOWER COST</p> <p>Suggested Treatments</p> <p>Consideration should be given to extending the Loftus Street school zone to encompass the Temora Pre-school (approximately 600m further east). Refer to Attachment A.</p> <p>NOTE: It is acknowledged that the current NSW Speed Zoning Standard Section 10.4.5 (TS 03631:1.0 July 2023) outlines a number of reasons for not implementing school zones specifically for pre-schools, however, consideration should be given to the proximity of the Temora Pre-school to the existing school zones and the fact that this facility is being utilised as an OSHC/OOSH accessing the facility in a similar manner to a school and may not be strictly escorted or accompanied. Additionally, Section 10.5 within the document and the advice of the responsible speed authoriser shall be sought. Under the Road Transport Act 2013 Section 122, Transport for NSW (TfNSW) is the authorised authority that can install a speed zone.</p>	Rare	Serious	H (FSI)
							<p>LONGER TERM / HIGHER COST</p> <p>Suggested Treatments</p> <p>Consideration should be given to the installation of speed reduction infrastructure, such as raised platforms (speed humps) and/or raised pedestrian crossings (wombats) and associated visual cues.</p>			

Attachment A – School Zones



Red = Existing School Zone Extent
 Blue = Proposed Adjustments (one large school zone capturing all schools and high movement of vulnerable road users between them)

4.2 ROAD CLOSURE APPLICATION - TEMORA YOUTH FLYERS 2025**File Number:** REP25/407**Author:** Environmental Secretary**Authoriser:** General Manager**Attachments:**

1. Harding Street Road Closure - TGS Plan
2. Road Closure Application Form
3. Public Liability Insurance

REPORT

Temora Shire Council has received a road closure application in conjunction with an event application from the Temora Flyers Inc for the Temora Flyers Youth in Aviation Event “Empowering the Next Generation”.

The event will feature:

- Young Eagle Flights: Free introductory flights for young participants
- Static Displays: A variety of aircraft and aviation technology on display
- Careers Expo & Stalls: A platform for connecting youth with industry professionals
- Aerial Displays: Thrilling sky performances
- Food & Drinks: Available throughout the day

Road Closure

It has been requested that Harding Street will be closed from Tenefts Street for the duration of the event on Saturday, 6 September 2025 from 7am to 4pm. Please see attached proposed traffic guidance scheme, road closure application and current public liability insurance.

Integrated Planning and Reporting

CSP Theme: 3: Building a strong local economy

Delivery Program Strategy: 3.3: A community with opportunities for local education

Council Policy/Legislation

This report has been prepared with reference to the following:

- Temora Shire Council Policy - C17 – Event Management Application

Budget Implications

The Temora Flyers Inc have asked Council for assistance via a monetary donation towards Council related event costs. This report was presented to the June Council meeting for consideration.

Risk Implications

- Increased traffic in a residential street which may cause disruption to residents trying to access their property or the Airport Caravan Park.
- Potential queuing on Airport Street which may cause delays and disruptions to traffic in that area.

COMMITTEE RESOLUTION 9/2025




Moved: Mr Greg Minehan

Seconded: Mr Gavin Coleman

That the committee resolved to approve the road closure application in principle on the condition that current insurance be received with TfNSW, NSW Police and Council listed as interested parties.

CARRIED

Justin Knewstub left the meeting at 2:41PM.

TGS - ID / Number	TGS 204	TGS Plan Description	Harding Street Road Closure
TRAFFIC MOVEMENT	<input type="checkbox"/> THROUGH (Direct road users through site - only separation cones or bollards)	<input type="checkbox"/> PAST (Contraflow, 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	Harding Street	Urban or Rural Location: Normal Traffic Volume	Average Daily Traffic (ADT) 50 km/h
Segment Number:	Road Closure	Permanent Posted Speed Limit	
Project or Work Task Description	Tenebris Street	ROL / SZA Number (TNSW sites only)	
Intersections Impacted (Road Name/s)			
			
<p>Implementer Considerations</p> <ol style="list-style-type: none"> 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 qualified person holding the PWZTMP accreditation, with any changes to this plan onsite to be signed, dated and PWZTMP card number written next to any changes" 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 <p>Designer Considerations</p> <ol style="list-style-type: none"> Speed limit 50km/h - Thus D = 50m 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. <p>Signs, Traffic Cones and Taper Requirements</p> <ol style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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) <ul style="list-style-type: none"> 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) <p>General Notes</p> <ol style="list-style-type: none"> Workers on Foot Procedures and Plans to be adhered to Vehicle Movement Plan to be followed Signage Inspections <ul style="list-style-type: none"> 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. 			
<p>TGS</p> <p>Tick if also Selector</p>		<p>Designer</p> <p><input type="checkbox"/> TGS also Selected for use (1-up position to designer)</p>	<p>Approved by</p> <p>(1-up position to designer)</p>
Full Name	Tyler Madden	Clancy Mackey	
Role / Position	Engineering Technical Officer	Project & RMCC Coordinator	
Safework NSW PWZTMP Card Number	TCT1037633	TCT1007757	
Date	28/05/2025	28/5/2025	
Signature			

Temporary Road Closures Form

Submitted on	3 April 2025, 10:32AM
Receipt number	18
Related form version	0

Contact Person

Name	Robert Gregory Matthews
Organisation	Temora Flyers Inc
Position	
Address	14 Joffre St, Temora NSW 2666, Australia
Phone	0478950002
Email Address	matthews.rob98@gmail.com
Are you a section 355 Committee of Council?	No
Is your event an official Council event?	Yes No
Name of event	Temora Flyers Inc - Youth in aviation
Please give a brief description of your event	Career expo for all things aviation. First in regional Australia
Has your event been held in Temora Shire previously?	No
Have you previously applied to Council to obtain a temporary road closure ?	No
Have you had a meeting with the Temora Shire Council's Risk Management Officer to ensure your road closure complies with Australian Standards 1742?	No
Do you require Council assistance with traffic control operators?	Yes
Do you require Council assistance with road closure barriers?	Yes
Do you require assistance with road closure and traffic control signage?	Yes
I have met with the Temora Shire Council Risk Management	I have not

1 of 2

Officer and we discussed:

Insurance

Does your event/organisation have the required insurance coverage with Temora Shire Council's interest noted in the policy?	Yes
Please provide the name of the insurance company	BIAB
Policy number	101B1375723F
Expiry date	01/06/2026

Event/Organsiation Manager

Name	Robert Gregory Matthews
Phone contact number during the event hours *please note that this number will be provided to Council staff and external agencies such as NSW Police and RMS*	0478950002
Name of third party operators	
Contact number for third party operators *please note that this number will be provided to Council staff and external agencies such as NSW Police and RMS*	
Location/address of event	Harding Street, Temora NSW, Australia
Date of first day at venue (set-up date)	05/09/2025
Date the event proper takes place	06/09/2025
Last day on site	07/09/2025
Start and finish times of the event	0800-1700
Upload a detailed map of the road closures required.	Site Plan for Youth in Aviation.pdf

Avoid any additional fees

Signature	 Link to signature
Date	03/04/2025



Butler Aviation Insurance Brokers

Corporate Authorised Representative 402555 of

McKenzie Ross and Co Pty Ltd ABN 33 055 492 209 ACN 055 492 209 ASFL Licence Number 246988

Mobile: 0433 529 838 / Office Telephone: (03) 9691 2255

E: fly@butleraviation.com.au | tony@butleraviation.com.au | james@butleraviation.com.au

You are reminded that the policy mentioned below falls due for renewal on 1/06/2024. To ensure your continued protection, payment must be received within 7 days of this date. If alternative payment options are required please contact your account manager.

Page 1 of 2

Temora Flyers Inc

TAX INVOICE

This document will be a tax invoice for GST when you make payment

Invoice Date: 20/05/2024

Invoice No: 226477

Our Reference: TEMINC

Should you have any queries in relation to this account, please contact your Account Manager

*Tony Butler - 0433 529 838

Class of Policy: Airport Operators/Hangarkeepers Liability
Insurer: Agile Aviation Underwriting Services
 Level 5, 63 York Street Sydney NSW 2000
 ABN: 48 607 908 243
The Insured: Temora Flyers Inc

RENEWAL

Policy No: 101B1375723F

Period of Cover:

From **1/06/2024**
 to **1/06/2025** at 4:00 pm

Details: See attached schedule for a description of the risk(s) insured

2024-2025 renewal

DUTY OF DISCLOSURE

Before you enter into a Contract of general insurance with an insurer, you have a duty under the Insurance Contracts Act 1984 to disclose to the insurer every matter that you know, or could reasonably expect to know, is relevant to the insurer's decision whether to accept the risk of Insurance and if so, on what terms. You have the same duty to disclose those matters before you renew, extend, vary or reinstate a Contract of general insurance.

Your duty however does not require disclosure of matters:

- ☐ that diminishes the risk to be undertaken by the Insurer
- ☐ that your Insurer knows or, in the ordinary course of Business, ought to know
- ☐ that is common knowledge
- ☐ as to which the compliance with your duty is waived by the Insurer

If you fail to comply with your duty of disclosure, the Insurer may be entitled to reduce the liability under the Contract in respect of a claim or may cancel the Contract. If your non-disclosure is fraudulent, the Insurer may also have the option of avoiding the Contract from its beginning.

Your Premium:

Premium	UW Levy	Fire Levy	GST	Stamp Duty	Broker Fee
\$895.00	\$25.00	\$0.00	\$92.00	\$49.23	\$0.00

TOTAL \$1,061.23

(A processing fee applies for Credit Card payments)



lease turn over for further payment methods and instructions



Bill Code: 20362

Ref: 40328781911689677



Pay by credit card (Visa, Mastercard, Amex or Diners)
 at www.deft.com.au
 A surcharge may apply.

DEFT Reference Number: 40328781911689677



*498 403287 81911689677

MCKENZIE ROSS&CO

Our Reference: TEMINC

Invoice No: 226477

Due Date: 1/06/2024

Premium	\$895.00
U'writer Levy	\$25.00
Fire Levy	\$0.00
GST	\$92.00
Stamp Duty	\$49.23
Broker Fee	\$0.00

AMOUNT DUE

\$1,061.23

Schedule of Insurance

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Class of Policy: Airport Operators/Hangarkeepers Liability
The Insured: Temora Flyers Inc

Policy No: 101B1375723F
Invoice No: 226477
Our Ref: TEMINC

Insured's Name: Temora Flyers Inc.

Trading Name/Subsidiaries:

Type of Invoice: Annual

Invoice Period: 01.06.2024 to 01.06.2025

Interest:

This policy covers liability for bodily injury, including death, and for the loss of or damage to property of others caused by negligence.

Hangar/Premises is located at and/or elsewhere in the course of their business.

Hangar Location: Temora Airport Terminal

Section One Indemnity

Indemnity the Insured for Third party Bodily Injury and/or Property Damage claims arising out of the Insured occupation.
Limit of Liability: \$20,000,000

Section Two Indemnity

Damage to Third Party Aircraft and/or Aircraft Equipment whilst in the Insured's care custody and/or control.
Limit of Liability: \$0

Section Three Indemnity

Liability arising out of faulty workmanship.
Limit of Liability: \$0

Excess: \$2,500 Property Damage Claims

Policy Endorsements

INCREASED DEDUCTIBLE - HKL to \$5,000 in respect of rotor wing aircraft
to \$10,000 in respect of turbo prop aircraft
to \$25,000 in respect of jet aircraft

4.3 HOSKINS STREET PRECINCT PARKING - CONSOLIDATED RESOLUTIONS

File Number: REP25/411

Author: Engineering Technical Officer

Authoriser: Engineering Asset Manager

Attachments:

1. REP25/256 (April 2025) - Hoskins Street Precinct Parking - Consolidated Resolutions
2. REP25/256 - Current Layout
3. REP25/256 - Proposed Layout
4. REP25/256 - Options
5. REP25/257 (April 2025) - Loading Zone Request - Hoskins Street
6. REP25/261 (April 2025) - Rear Access Disabled Vehicle Park Request
7. Accessible Parking Request - Hoskins Street (eastern side)

REPORT

At the most recent Local Traffic Committee (LTC) meeting held in April 2025, the following three reports were tabled, with resolutions made to seek comment from Transport for NSW (TfNSW) and to report back to Council:

- REP25/256 – Hoskins Street Precinct Parking – Consolidated Resolutions
- REP25/257 – Loading Zone Request – Hoskins Street
- REP25/261 – Rear Access Disabled Vehicle Park Request

A representative from TfNSW has since provided the following feedback:

“Temora is well serviced by mobility parking spaces, in fact for the length of road in the business area I would suggest overserviced. One issue remaining to be discussed is the rear of vehicle mobility access space directly requested to Council with the Mayor supporting this in principle. From the mapping systems and as discussed with Rob the location in Loftus Street on the western side of Hoskins Street, angled front to kerb parking appears to be 6m in length. Subject to the type of vehicle used this space appears to be adequate to address the concerns of your customer for rear of vehicle loading”.

Additional Considerations

Since the April 2025 LTC meeting, Council has received an additional request for an accessible parking in Hoskins Street. This request proposes a new accessible parking space on the eastern side of Hoskins Street, just south of the central red pedestrian crossing, refer to *Attachment 7*.

Summary

All matters relating to parking in Hoskins Street have been consolidated and are attached to this report.

Integrated Planning and Reporting

CSP Theme: 1. Enhancing our Quality of Life

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

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

Australian Standard 2890.5:2020 – Parking Facilities Park 5: On-Street Parking

Budget Implications

\$30,000 – \$50,000

Risk Implications

Compliance and Enforcement Risks:

- 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.

COMMITTEE RESOLUTION 10/2025

Moved: Mr Gavin Coleman

Seconded: Mr Greg Minehan

That the Committee recommend to Council that:

1. The request for a loading zone to be installed on Hoskins Street, Temora be declined and that businesses are encouraged to direct deliveries to be received via laneway access.
2. To remove one of the two accessible parks adjacent to Paleface Park.
3. To investigate an accessible car park adjacent to the Commonwealth Bank on the eastern side of Hoskins Street.
4. The remainder of the proposed parking arrangements be endorsed for consideration in the 2026/2027 budget estimate process.

AND FURTHER

That the report be reviewed by the Access and Equity Committee.

CARRIED

Report by Amanda Colwill

TRAFFIC COMMITTEE MEETING MINUTES

9 APRIL 2025

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).

TRAFFIC COMMITTEE MEETING MINUTES

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The key recommendations are summarised below:

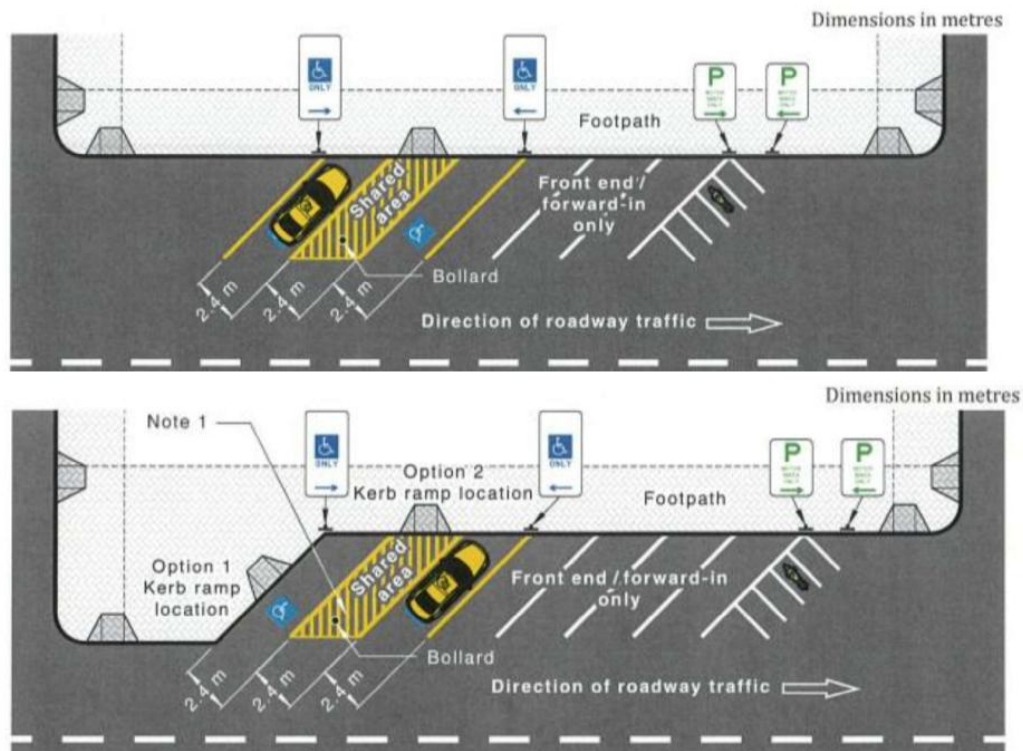
Disabled Parking

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



TRAFFIC COMMITTEE MEETING MINUTES9 APRIL 2025

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

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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

Item 4.4

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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 ImplicationsCompliance 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.

TRAFFIC COMMITTEE MEETING MINUTES9 APRIL 2025

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

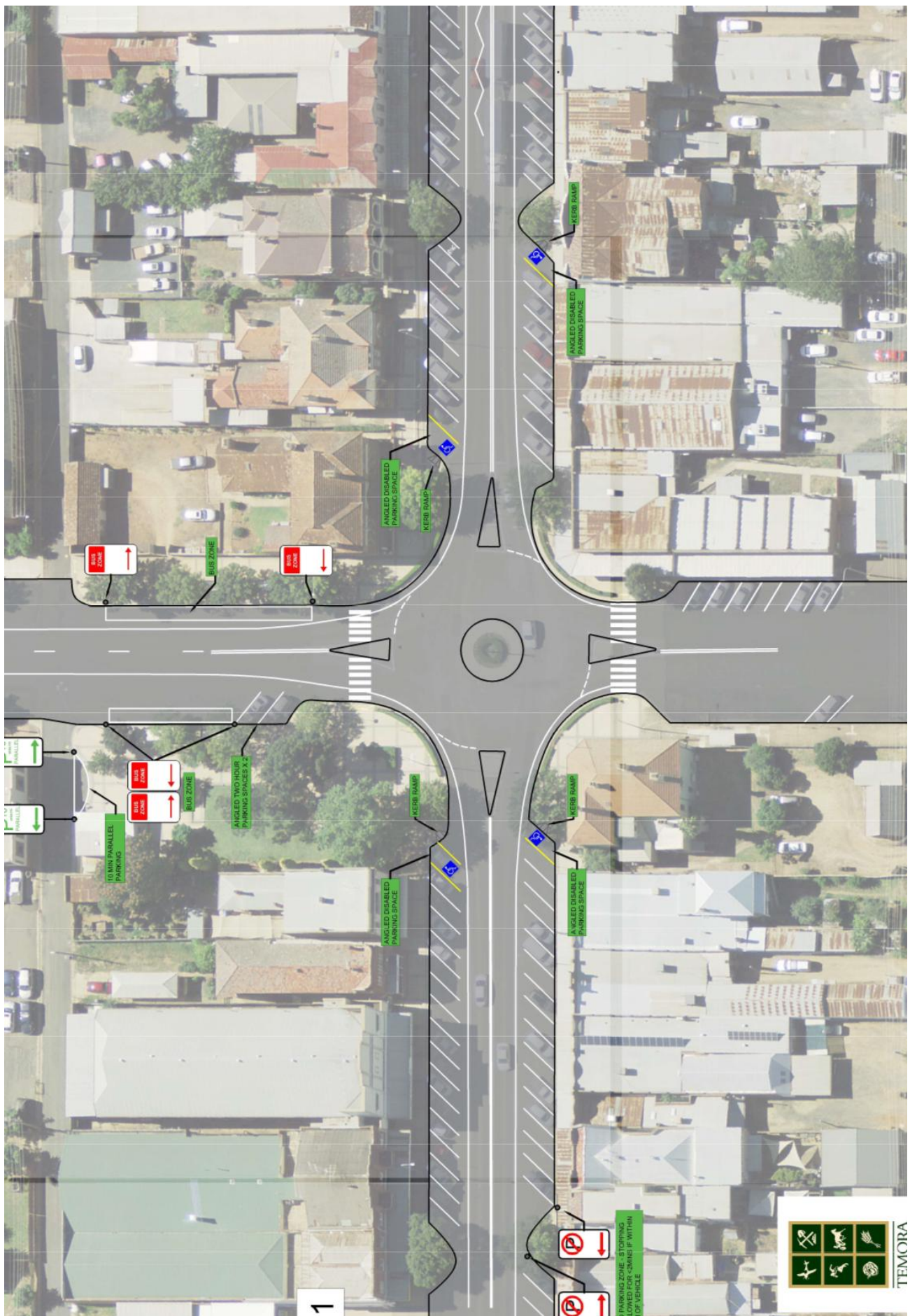
Seconded: Mr Justin Knewstub

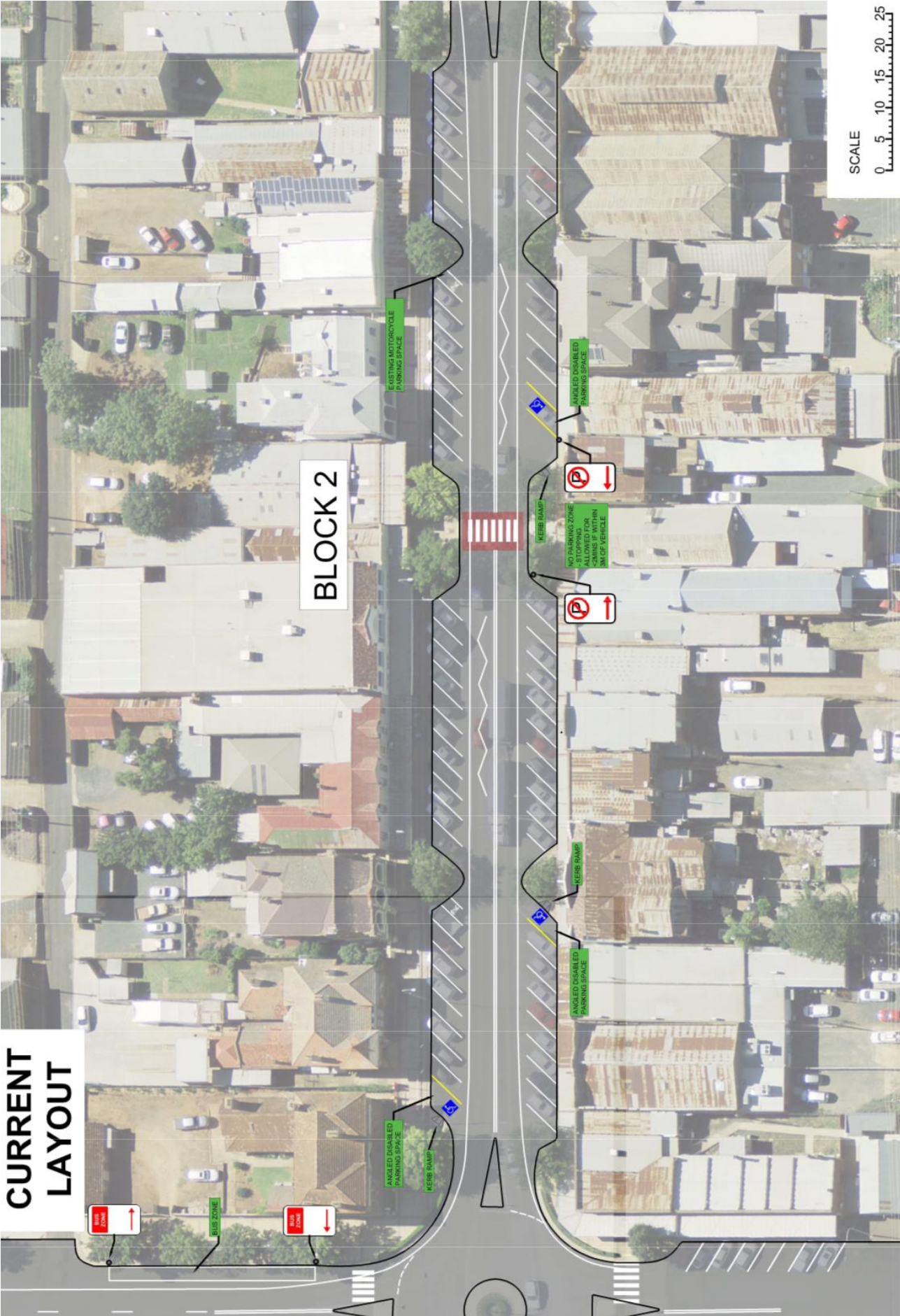
That the Committee resolved to combine REP25/256 and REP25/257, seek comment from TfNSW and then report back to the next Traffic Committee

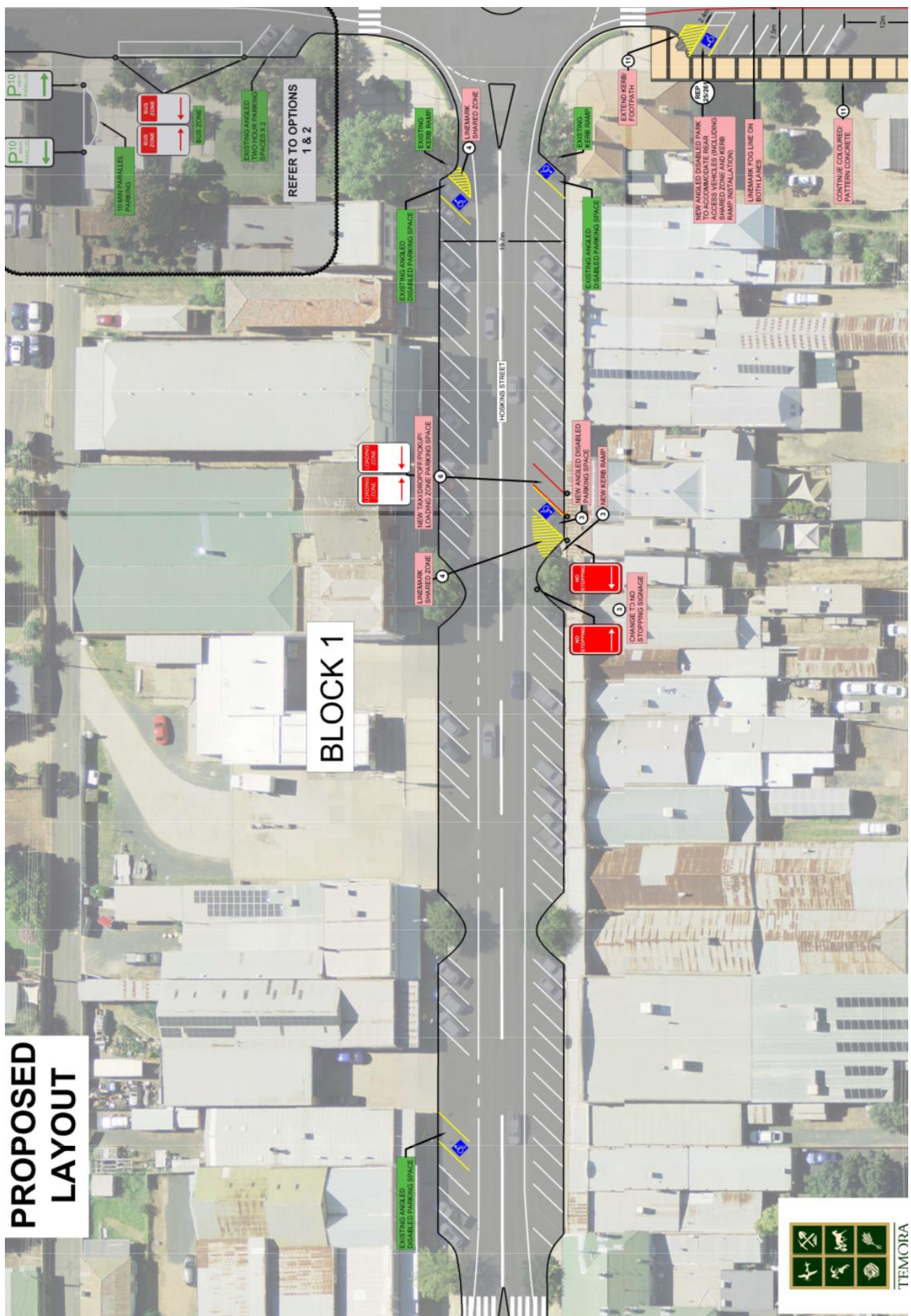
CARRIED

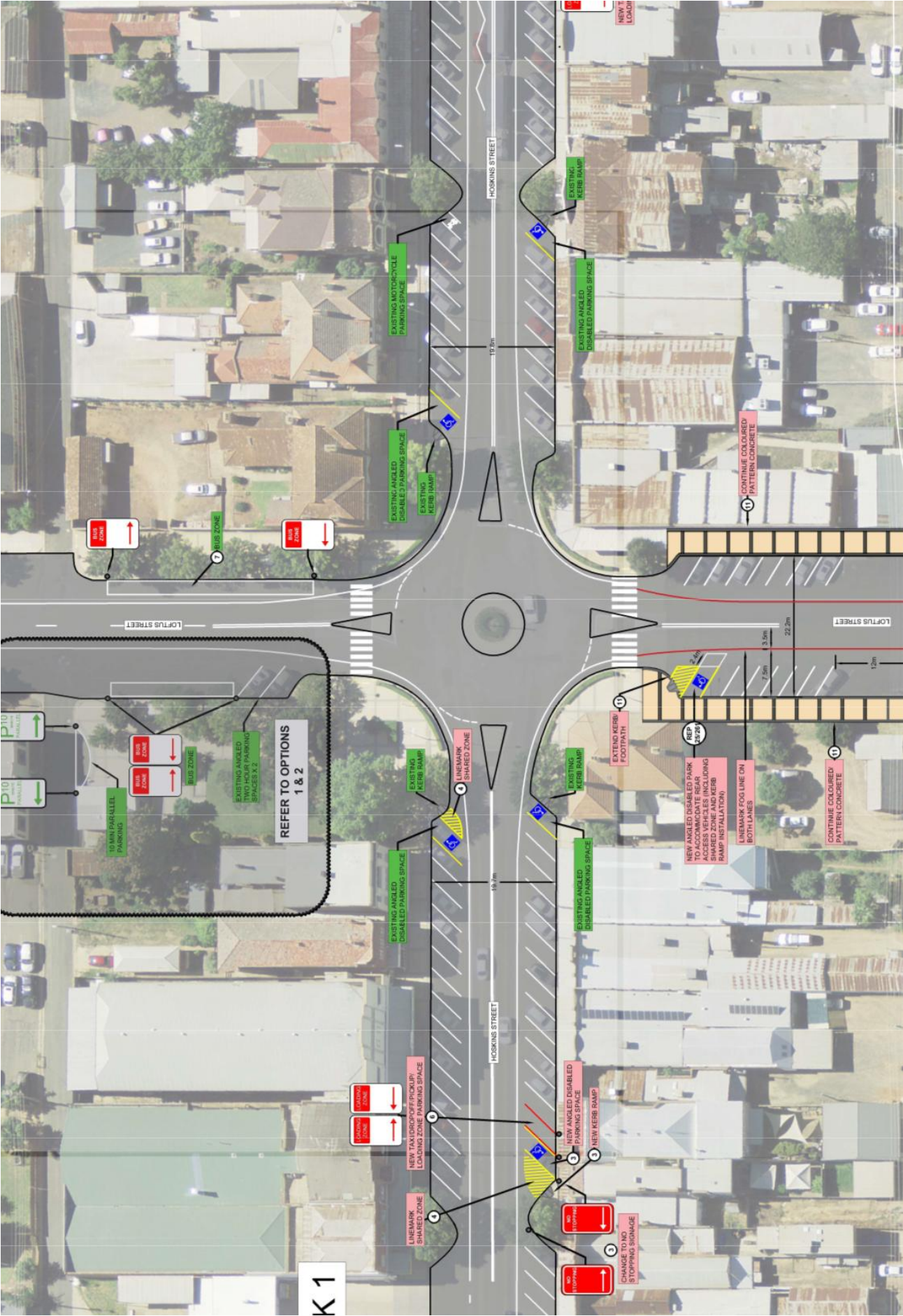
Report by Amanda Colwill

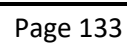


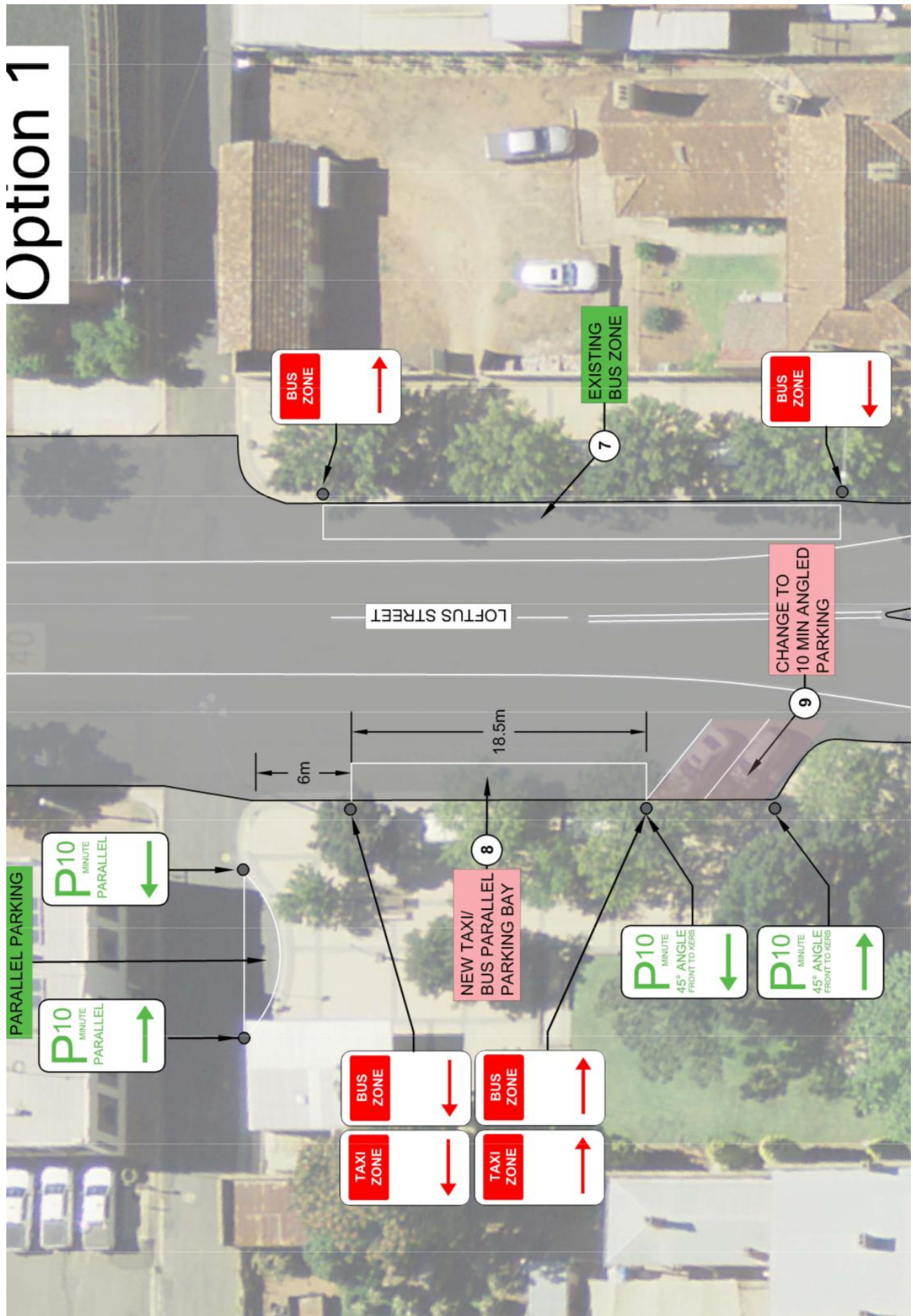


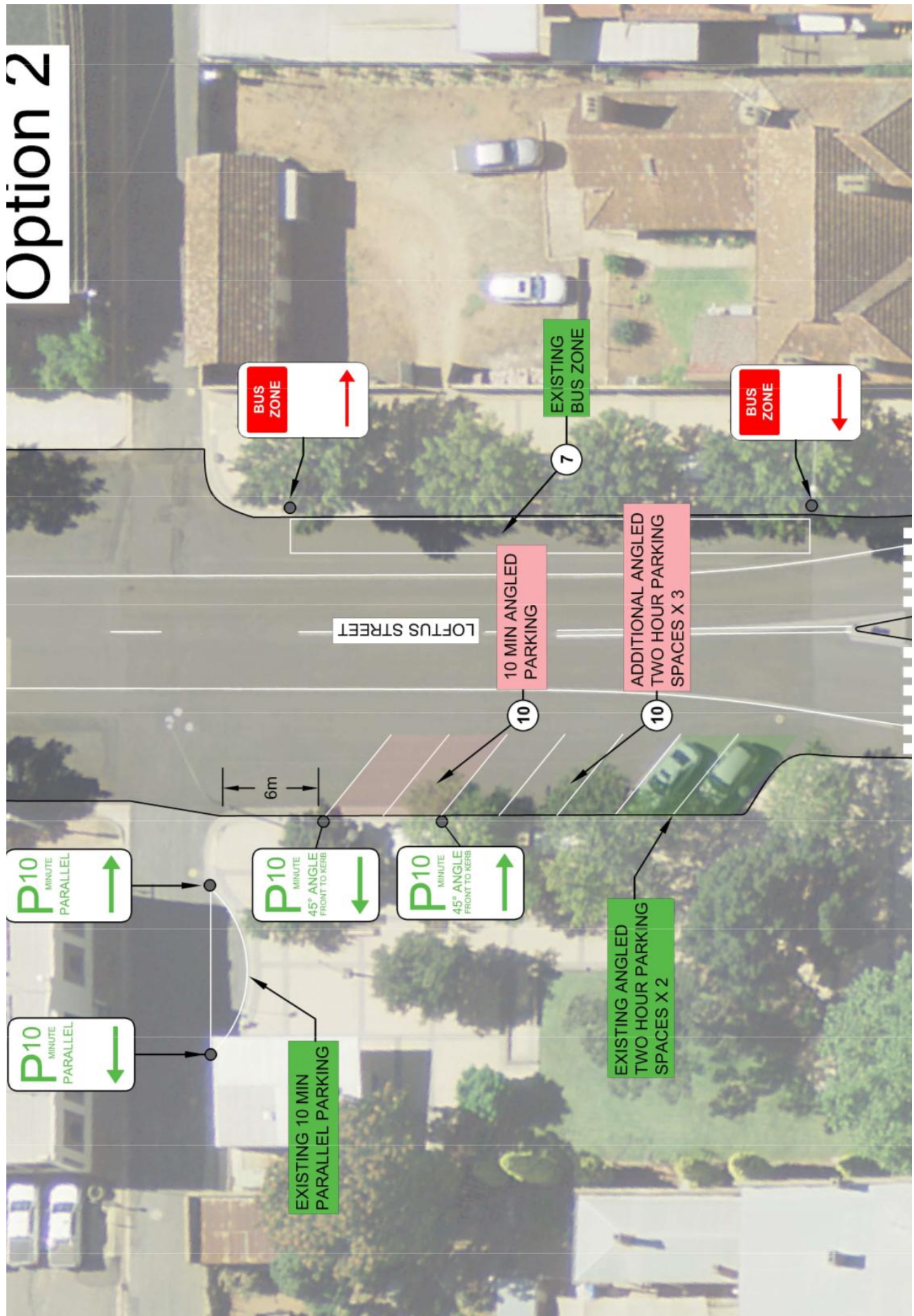












TRAFFIC COMMITTEE MEETING MINUTES

9 APRIL 2025

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:

TRAFFIC COMMITTEE MEETING MINUTES

9 APRIL 2025

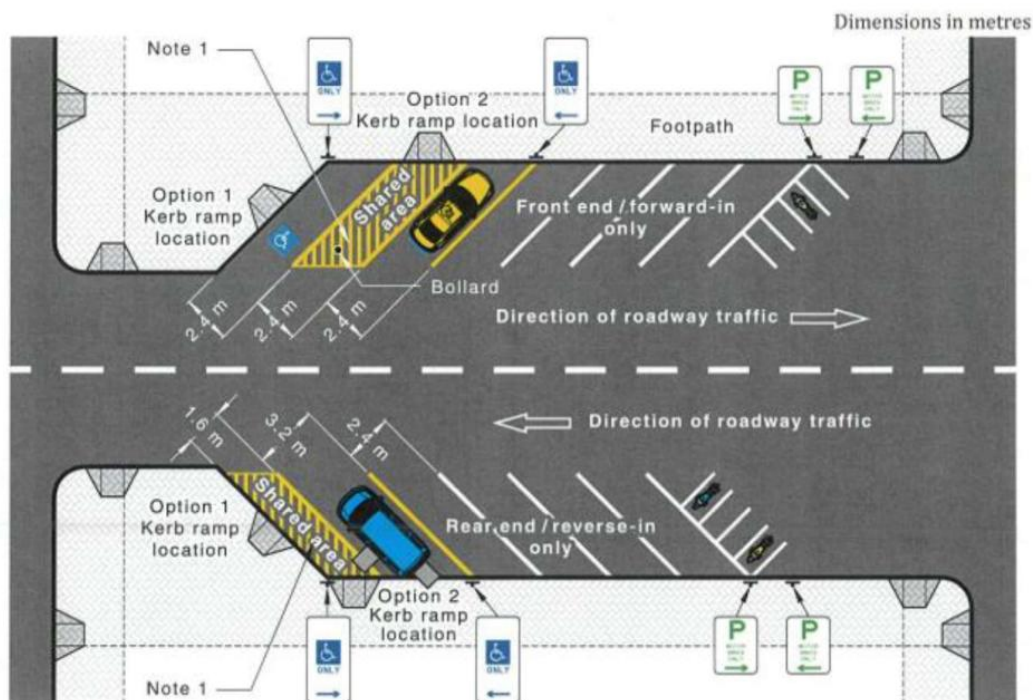
- They are driving a vehicle that has been built to carry goods and they are engaged in picking up or dropping off goods (up to a maximum of 30 minutes).

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.



TRAFFIC COMMITTEE MEETING MINUTES

9 APRIL 2025

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**

Item 4.5

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TRAFFIC COMMITTEE MEETING MINUTES

9 APRIL 2025

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.

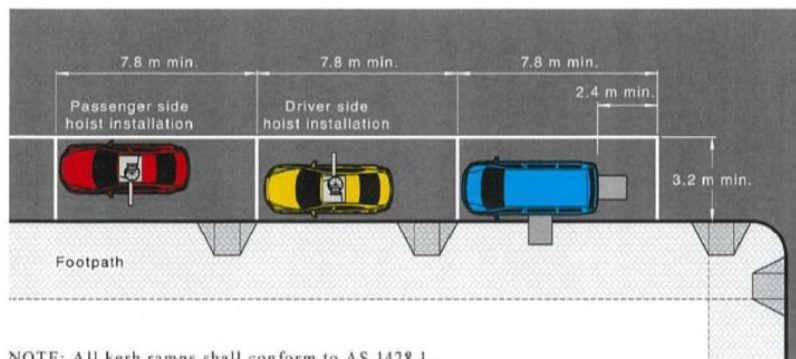
Hoskins Street Precinct

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.

TRAFFIC COMMITTEE MEETING MINUTES

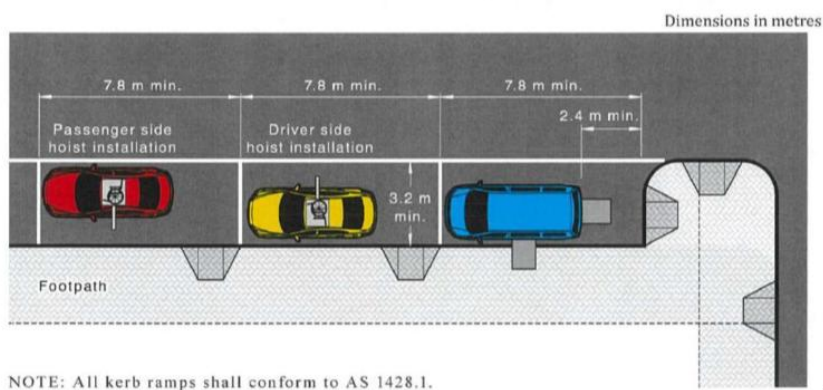
9 APRIL 2025

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

TRAFFIC COMMITTEE MEETING MINUTES9 APRIL 2025

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

From:

Sent: Wednesday, 14 May 2025 4:33 PM

To: Temora Shire Council <temshire@temora.nsw.gov.au>; Claire Golder <cgolder@temora.nsw.gov.au>

Subject: Re: Hoskins street Disabled parking spot removal?

Thanks for the communication, all. It's appreciated!

Attention Claire.

Since Council may consider a 2nd parking spot in this area, Would Council consider installing 1spot on the opposite side of the street next to the pedestrian crossing blister too? This would provide closer access to the pedestrian crossing and to the mobility ramp access point to that side of the street's footpath. If placed Commonwealth bank/south side of the pedestrian crossing blister, this would be Safer for any disabled Passenger using a mobility aid for Safe Equitable access, unlike the spot on the opposite side of the road in front of Firman's menswear store, where passengers will need to navigate behind vehicles close to through traffic flow to gain access to the pedestrian/pram/kerb ramp currently installed at this location. Please view attached photos for the east side proposed parking spot for reference.

If disabled parking spot is placed where the pictured vehicle is, that would leave plenty of room for the clearway and to the required access ramp to the apron, and allow the transport vehicle to swing into the clearway when reversing for better view of traffic flow. and pedestrians on the crossing.

The current signpost could simply be unbolted and replaced in the clearway kerb with the disabled parking sign attached to it. A simple filleted ramp could be placed near to where the current curve in the guttering is located and whilst concreting the ramp, slurry could be poured into the leftover signpost hole finishing that area off easily and help keep rainwater flow away from flooding the garden bed like would happen installing a standard access ramp into the guttering in this spot. A filleted style ramp would help direct water flow back towards the traffic lane sooner and more away from the pedestrian crossing ramp like it would be currently and be easily cleaned using the main street sweeper vehicle though the clearway.

Have a safe afternoon.

Sincerely, yours in service to the community!



4.4 TFNSW INCIDENT RESPONSE PLAN REVIEW**File Number:** REP25/418**Author:** Project & RMCC Coordinator**Authoriser:** Engineering Asset Manager**Attachments:** 1. Proposed Detour Routes**REPORT**

Transport for NSW (TfNSW) is currently undertaking a review of the Incident Response Plans (IRPs) within Council's area of responsibility. As part of the review, TfNSW have proposed the following routes to be designated as detour routes under emergency circumstances up to and including 36.5m Type 1 Road Trains:

Ref.	Road	Detour Route
23b	Newell Highway	Newell Highway (Burley Griffin Way, Sth of Mirrool to Showground Rd, West Wyalong)
3b	Goldfields Way	Goldfields Way (Currawong Rd, Temora to Combaning Rd, Dirnaseer)
4b*	Goldfields Way	Goldfields Way (Ashelford St to Currawong Rd, Temora)
5b*	Goldfields Way	Goldfields Way (Victoria St/ Burley Griffin Way to Ashelford St, Temora)
6b	Goldfields Way	Goldfields Way (Polaris St to Victoria St/ Burley Griffin Way, Temora)
7a*	Goldfields Way	Goldfields Way (Kitchener Rd to Polaris St, Temora)
8b	Goldfields Way	Goldfields Way (Airport St to Kitchener Rd, Temora)
9b	Goldfields Way	Goldfields Way (Loftus St/ Mary Gilmore Way, Barmedman to Airport St, Temora)
10b	Goldfields Way	Goldfields Way (Robertson Rd to Loftus St/ Mary Gilmore Way, Barmedman)
11b	Goldfields Way	Goldfields Way (Neeld St/ Newell Hwy) Wyalong to Robertson St, Barmedman)
10b*	Burley Griffin Way	Burley Griffin Way (Waratah St, Temora to Cootamundra-Stockinbingal Rd, Stockinbingal)
11b*	Burley Griffin Way	Burley Griffin Way (Hoskins St/Goldfields Way to Waratah St, Temora)
12b	Burley Griffin Way	Burley Griffin Way (Camp St to Hoskins St/Goldfields Way, Temora)
13b	Burley Griffin Way	Burley Griffin Way (Polaris St to Camp St, Temora)

14b	Burley Griffin Way	Burley Griffin Way (Mary Gilmore Way, Aria Park to Polaris St, Temora)
15b*	Burley Griffin Way	Burley Griffin Way (Davidson St to Mary Gilmore Way, Aria Park)
16b	Burley Griffin Way	Burley Griffin Way (Newell Hwy, Mirrool to Davidson St, Aria Park)
* Routes marked with an asterisk reflect proposed amendments by Council officers		

Proposed Amendments

Council's Project & RMCC Coordinator and Executive Engineering Manager have reviewed the proposed detour routes and suggest the following amendments:

- **4b)** Route changed to accommodate heavy vehicle requirements. Please note this connects at Back Mimosa Road along the designated heavy vehicle detour.
- **5b)** Aligned with the changes made in 4b
- **7a)** Route modified for heavy vehicle suitability, to avoid school zones, and to provide a more direct path.
- **10b)** Route revised to follow Wallendbeen to Cootamundra, then Cootamundra to Temora via Old Cootamundra Road, offering a more direct connection.
- **11b)** Route adjusted to ensure suitability for heavy vehicles and to avoid school zones.
- **15b)** Route updated to travel via Barnes Street for a more direct path.

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

EW 1 - Roads Hierarchy Policy

EW 5 – Restricted Access Vehicle Policy

Options

Option 1 – Endorse the amendments proposed by Council officers and approve the remainder of the proposed routes as submitted by TfNSW.

Option 2 – Propose alternative routes for consideration by Council.

Budget Implications

Nil

Risk Implications

- There is a risk of community dissatisfaction due to short term increased traffic flows through residential areas.

- There is a potential risk of non-compliance for heavy vehicle users where in some circumstances heavy vehicles must drive outside of their designated routes.
- There is a risk of damage to Council assets due to increased traffic flows during an incident on Council assets which will increase the potential of road failures.

COMMITTEE RESOLUTION 11/2025

Moved: Mr Greg Minehan

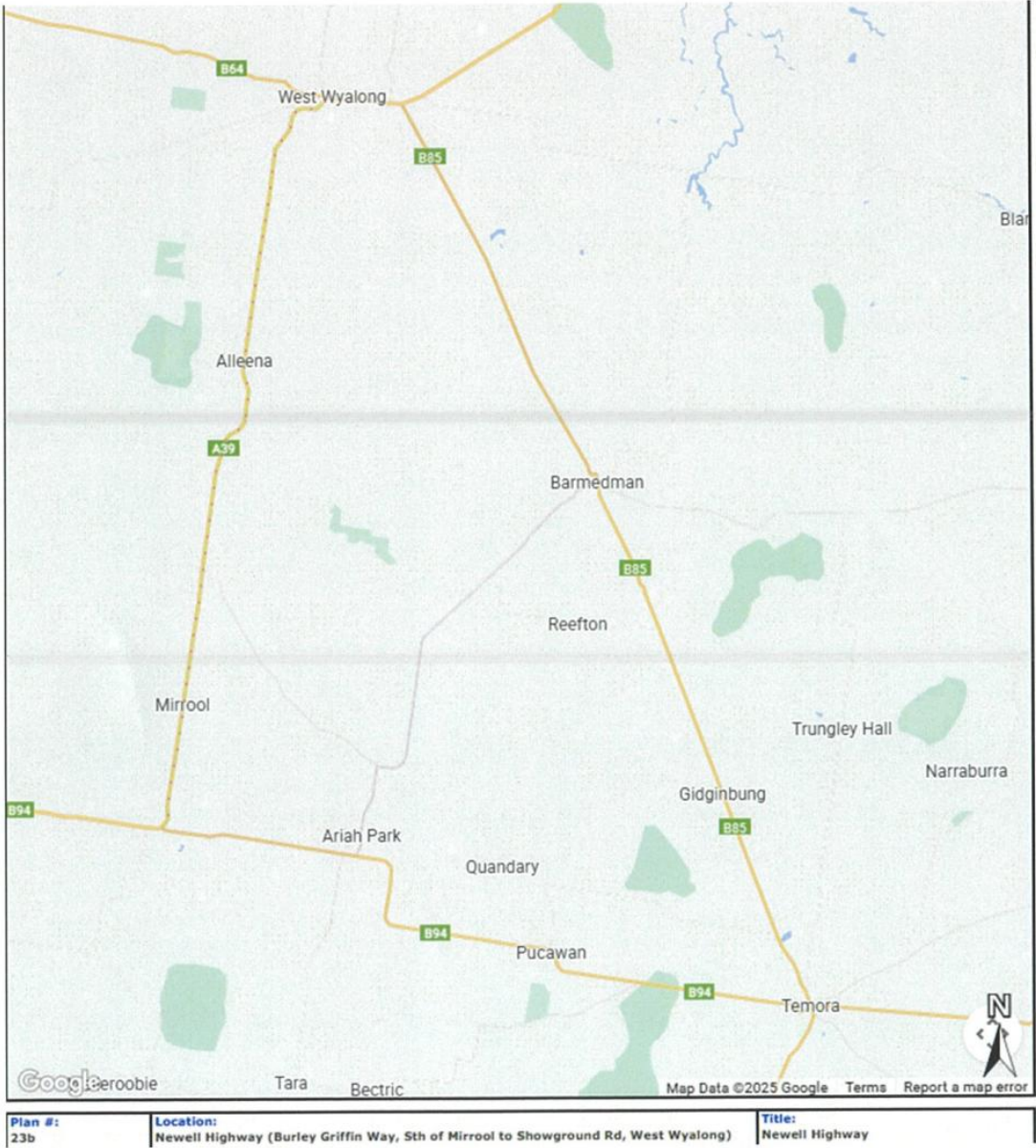
Seconded: Mr Gavin Coleman

That the committee recommend to Council that the updated Incident Response Plans (IRPs) submitted by TfNSW be supported.

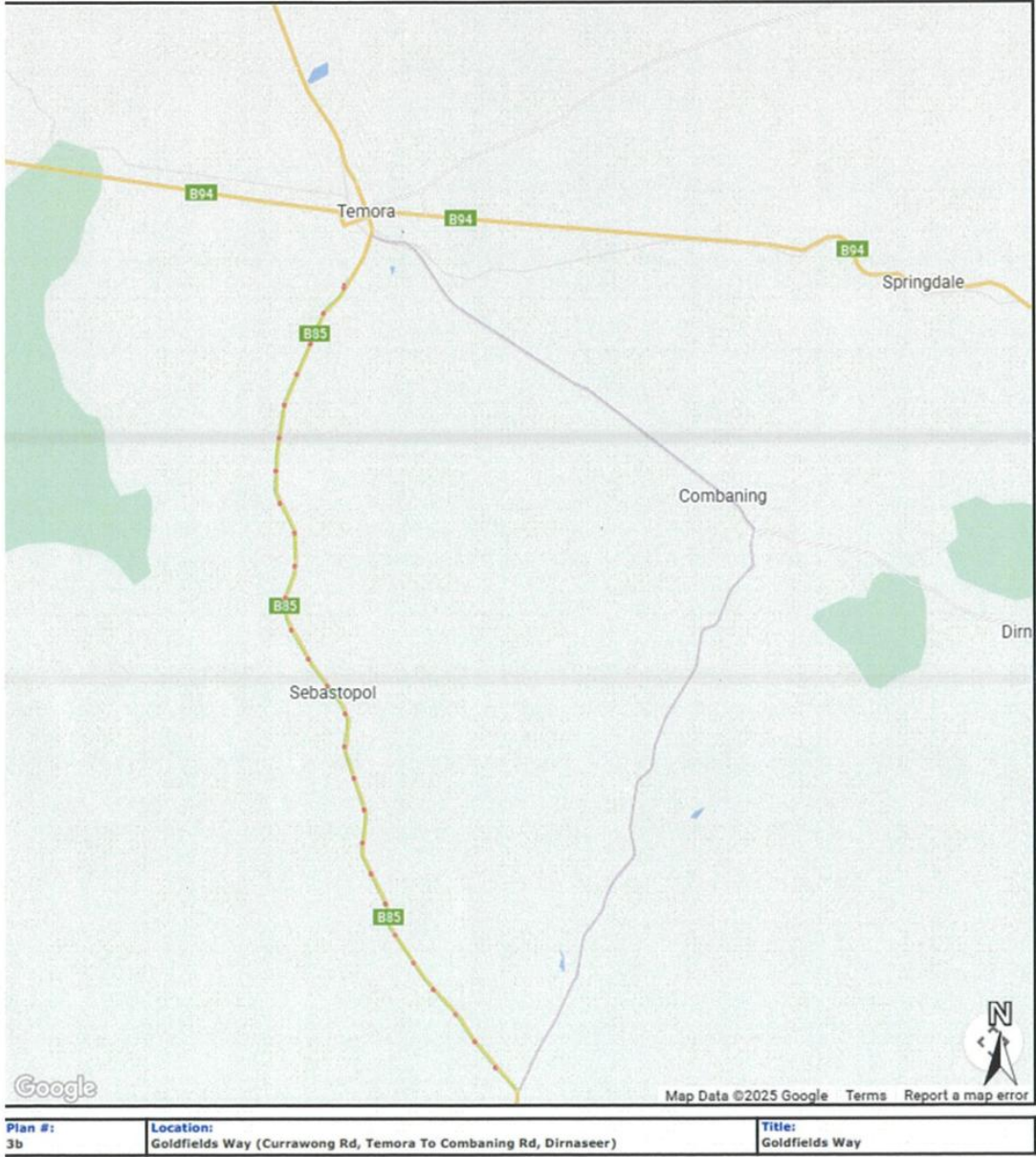
CARRIED

Report by Clancy Mackey

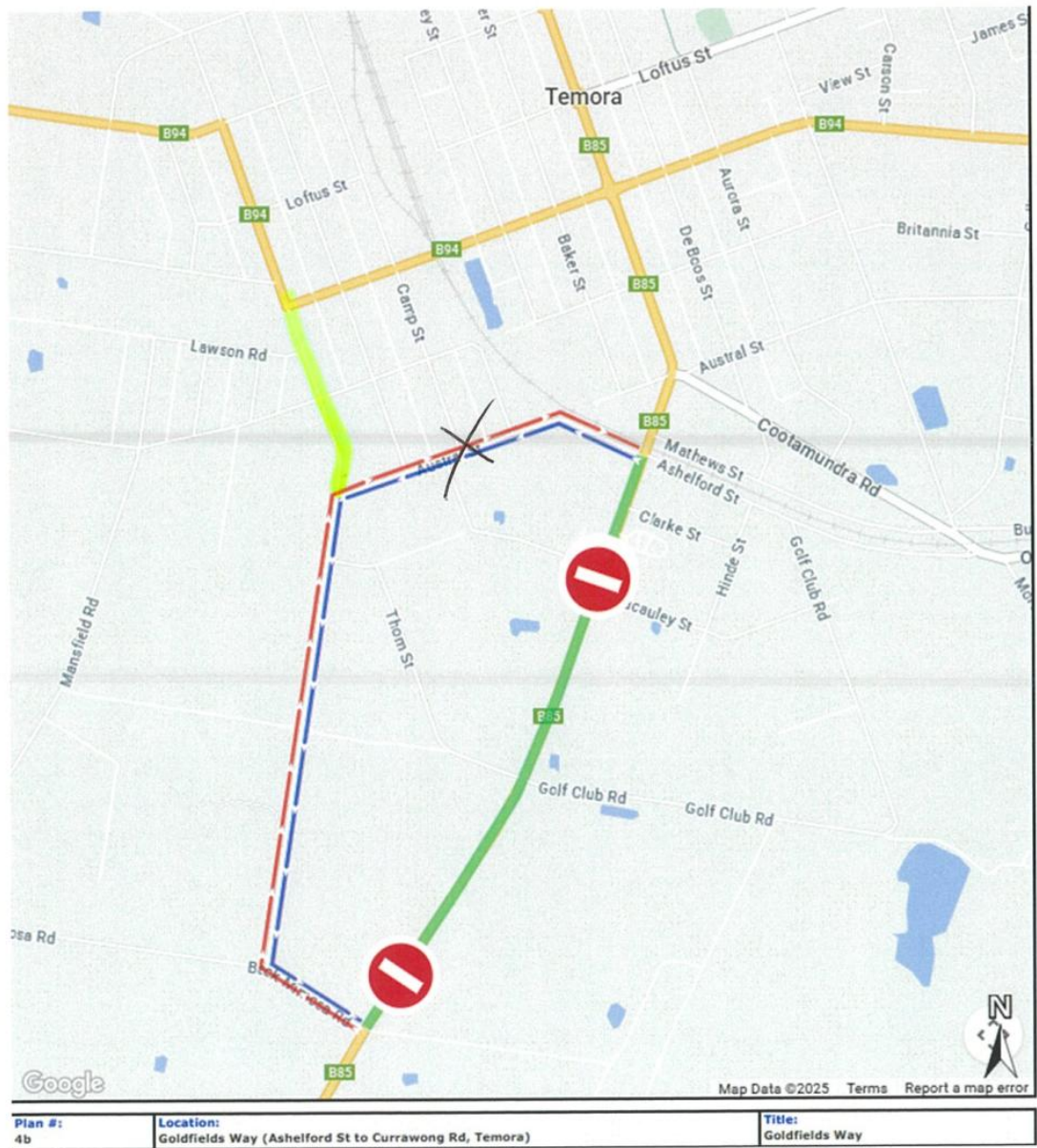
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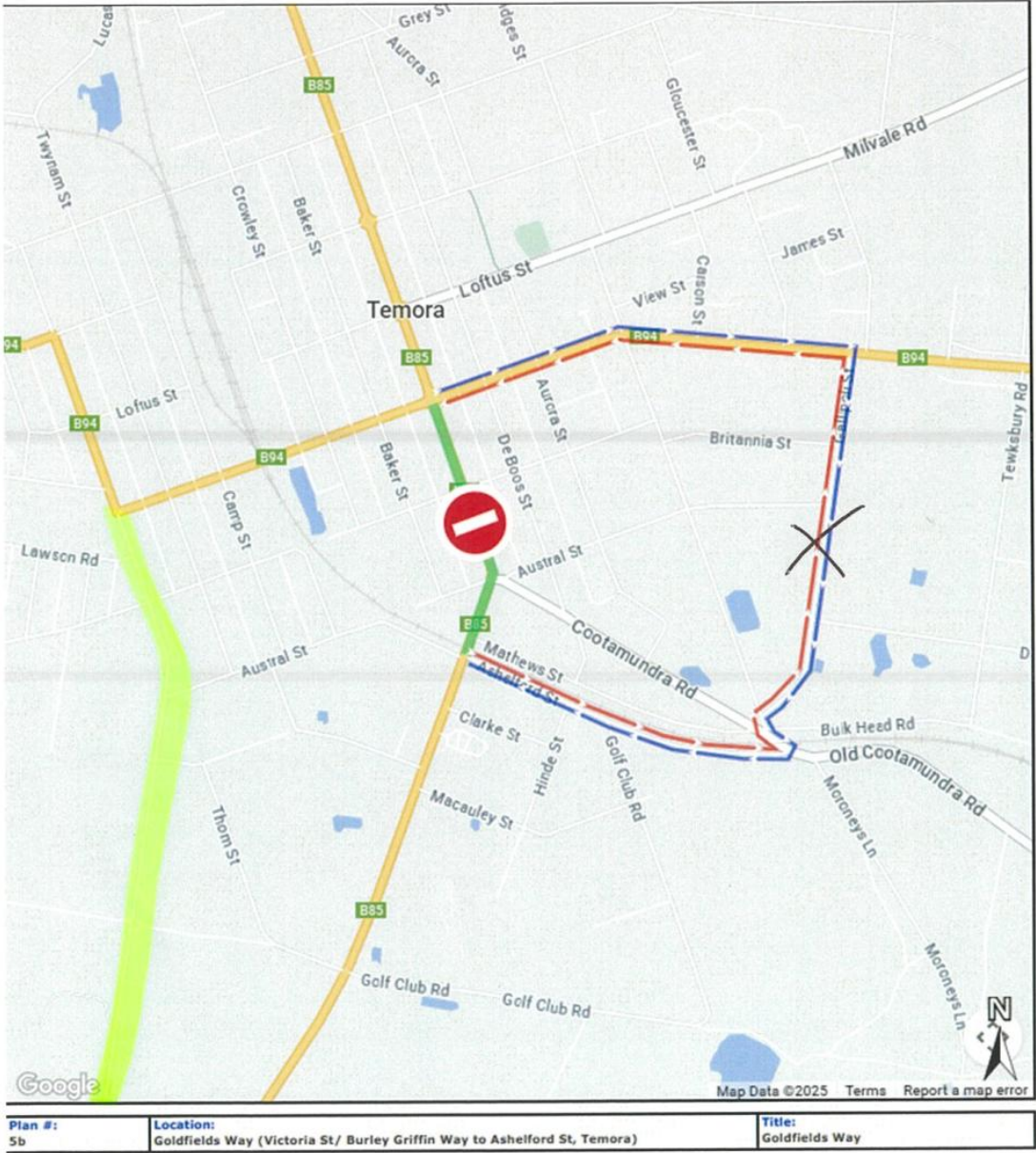
3B



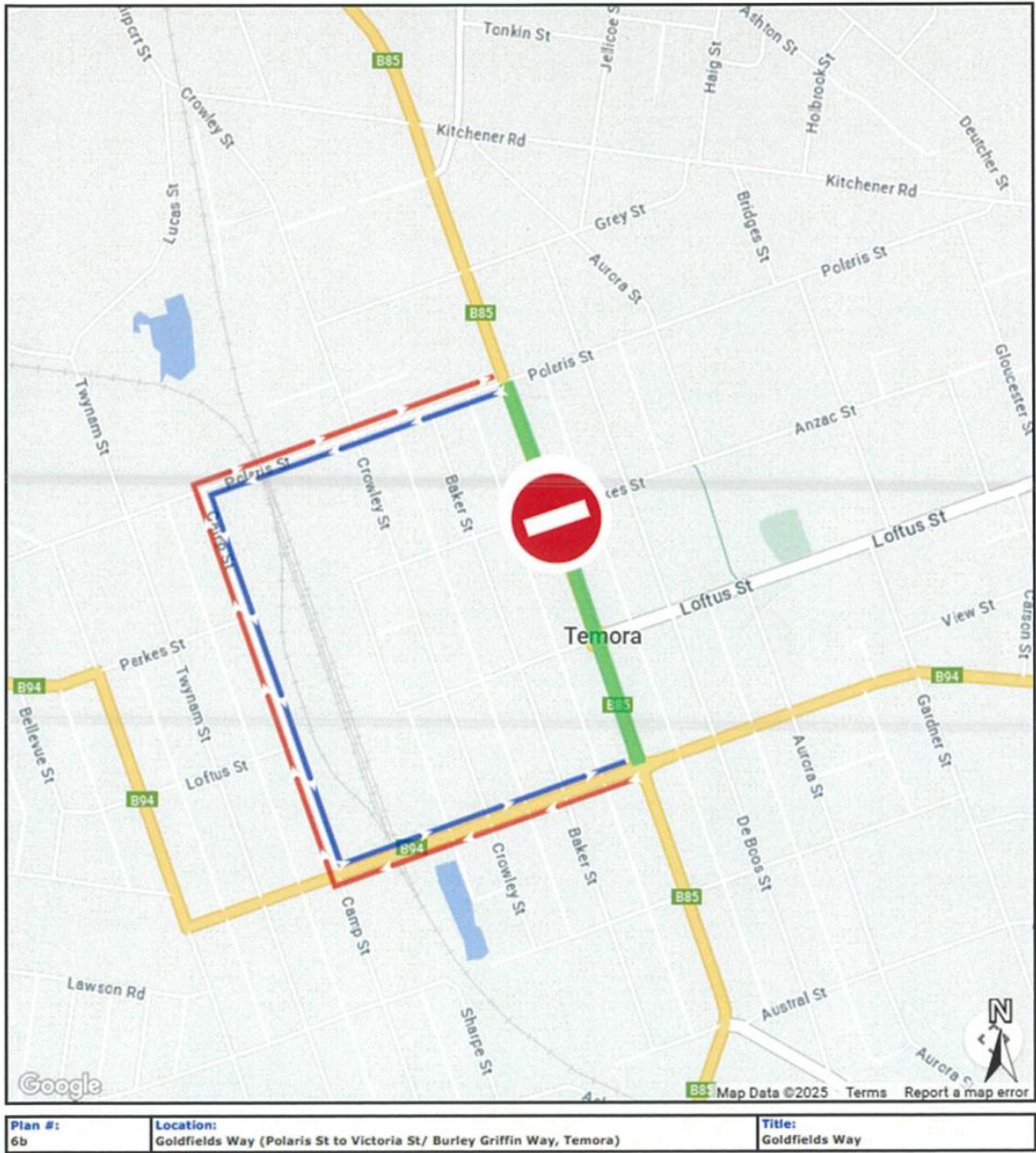
4B



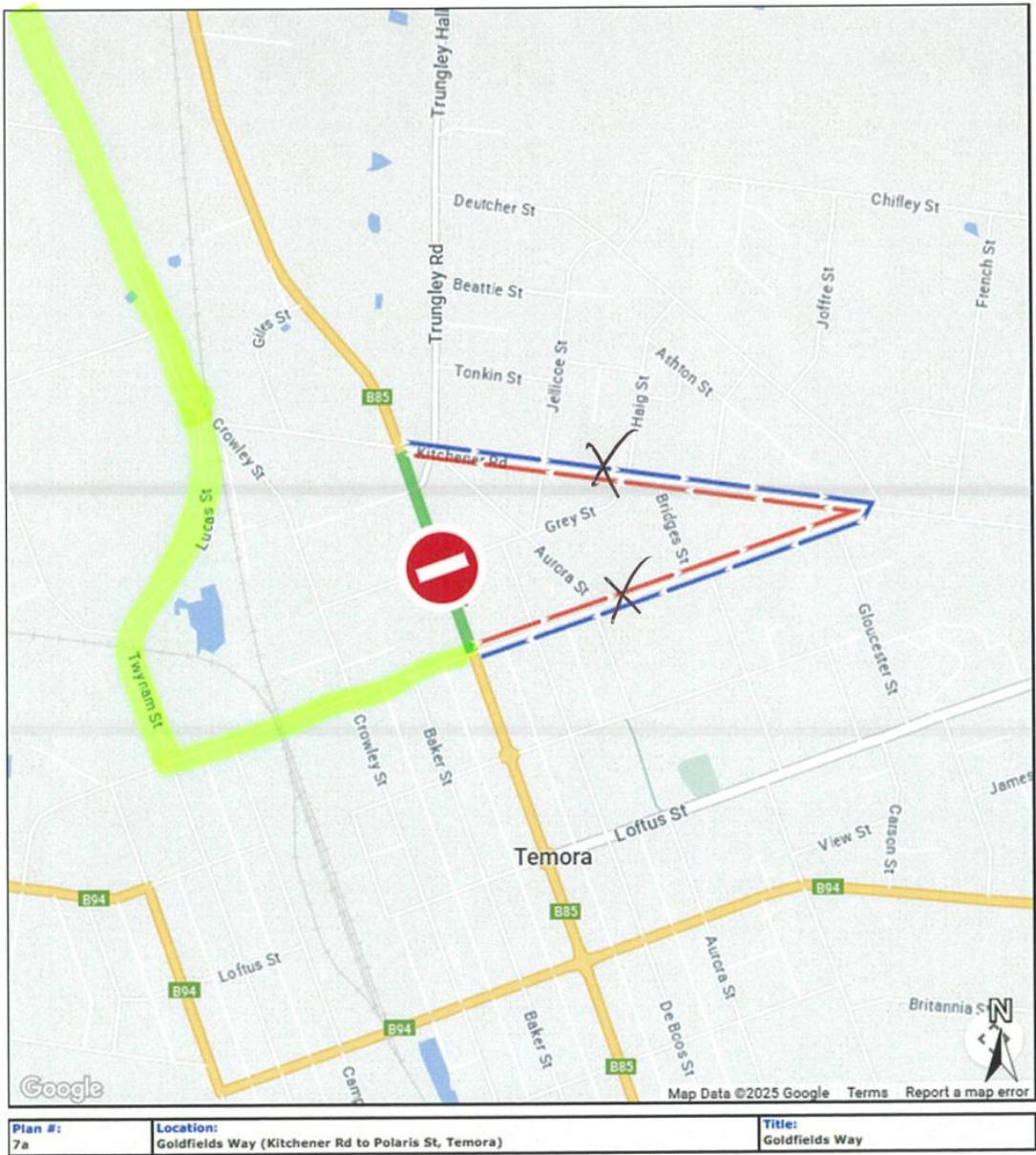
5B
(same as 4b)



6b



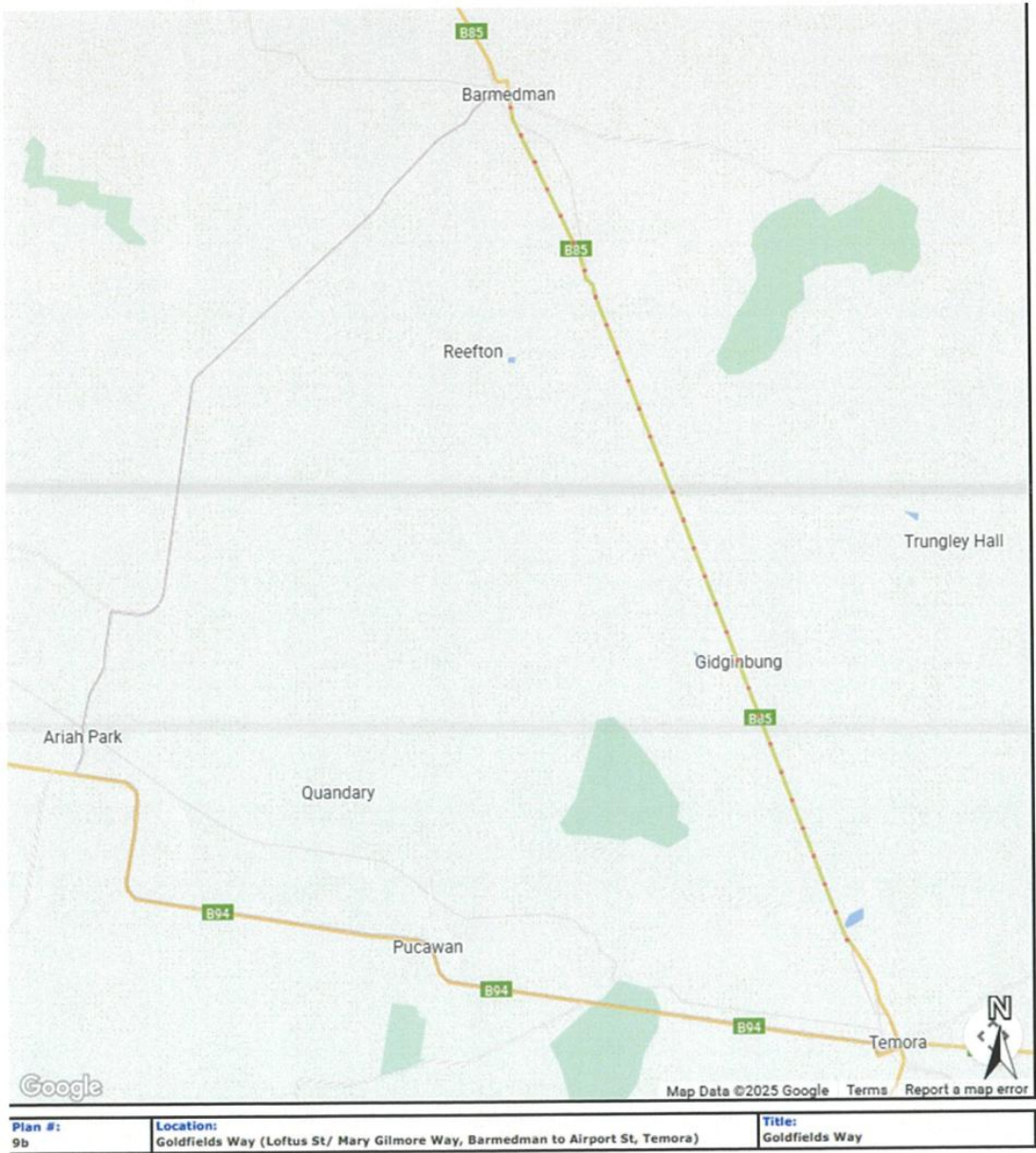
7a
(via Airport St)



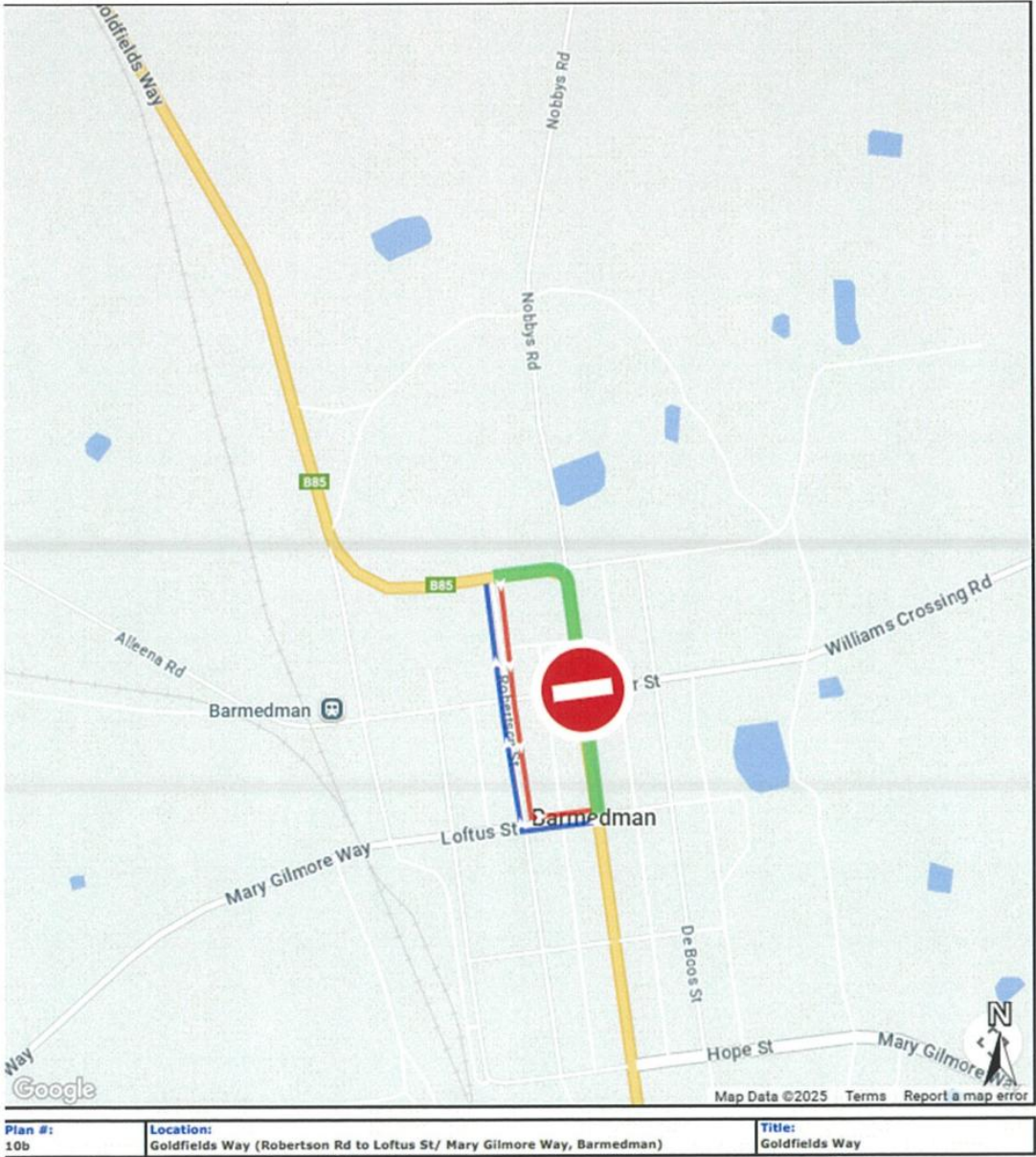
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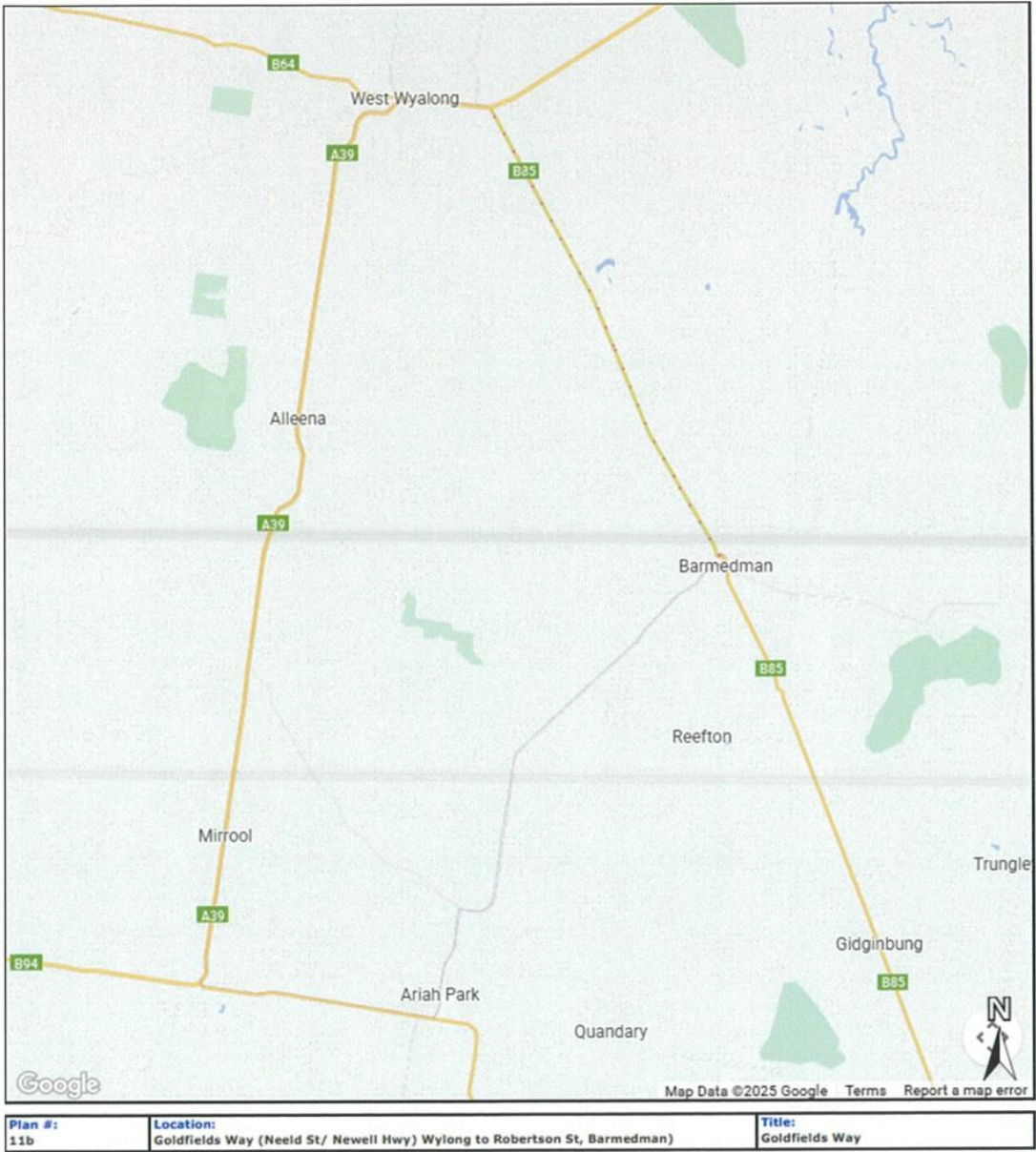
9b



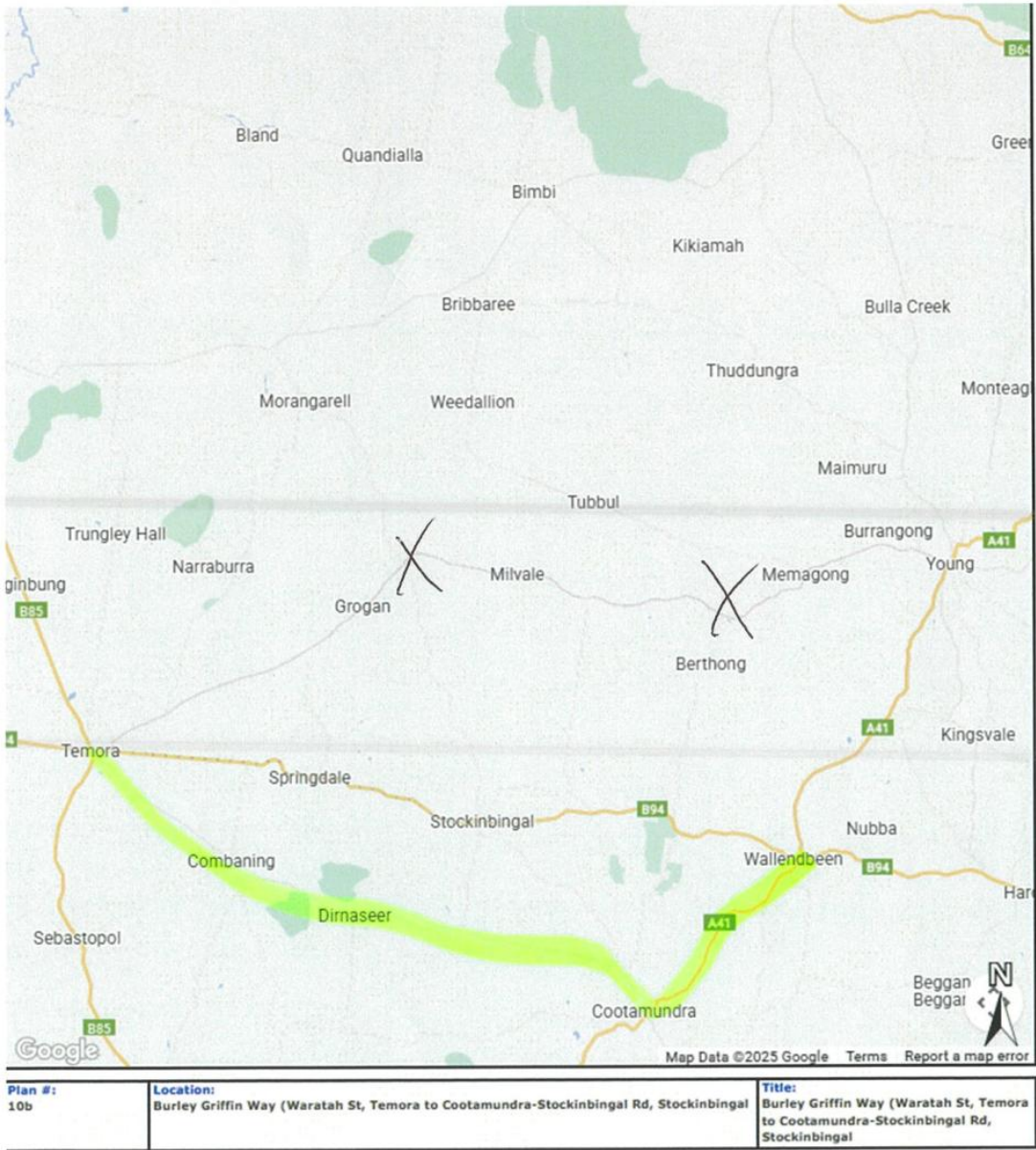
10b



110



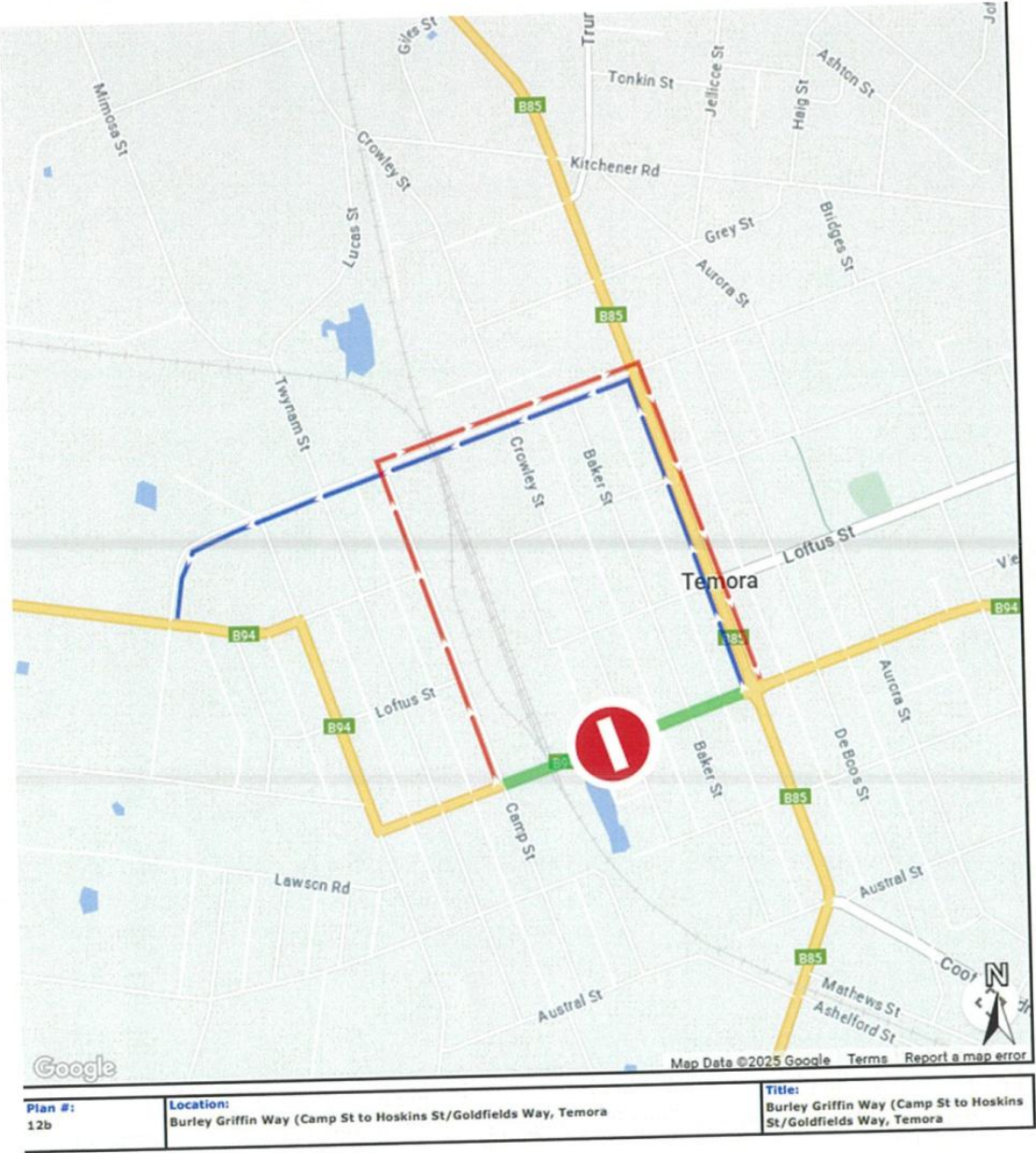
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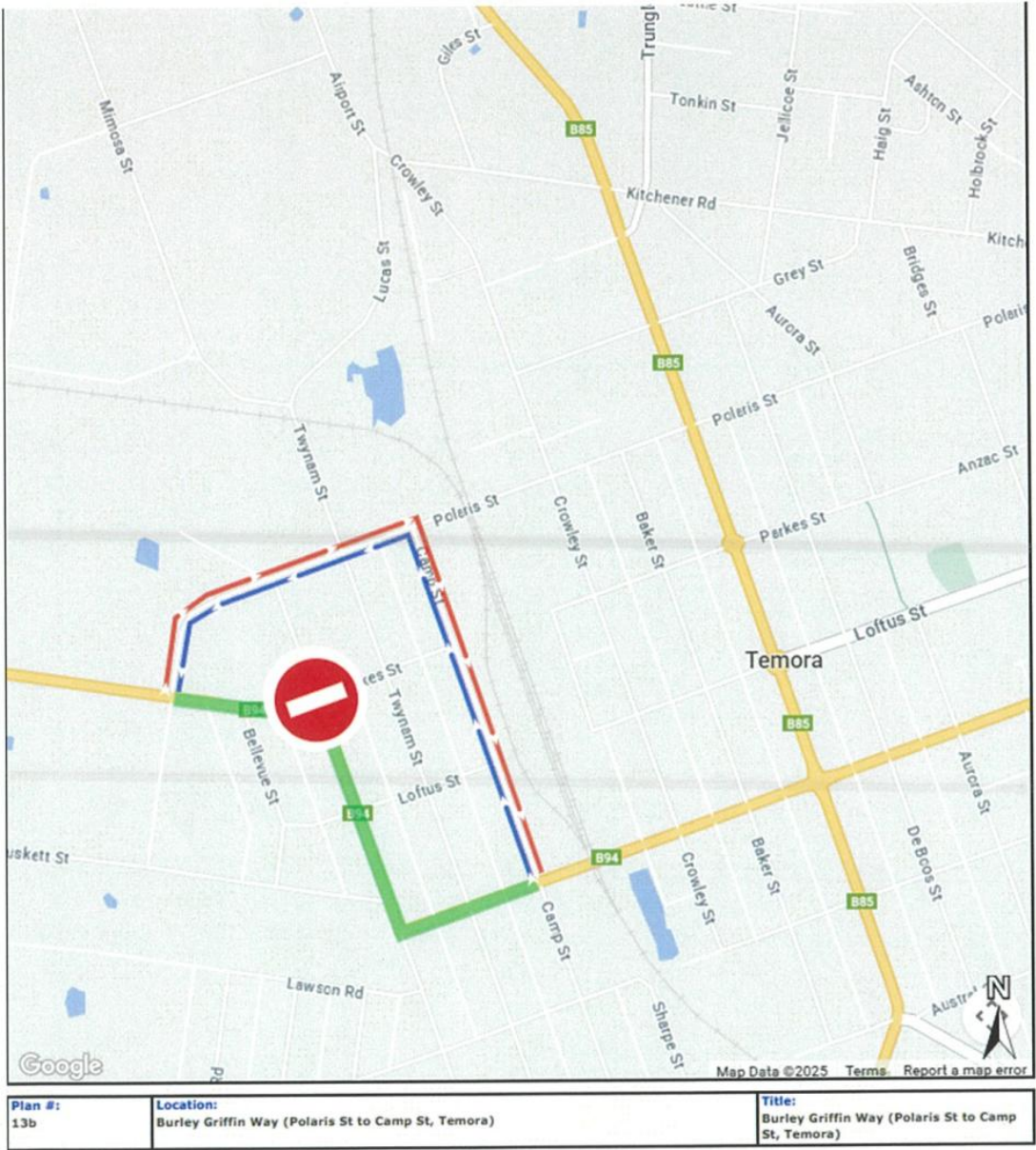
11b



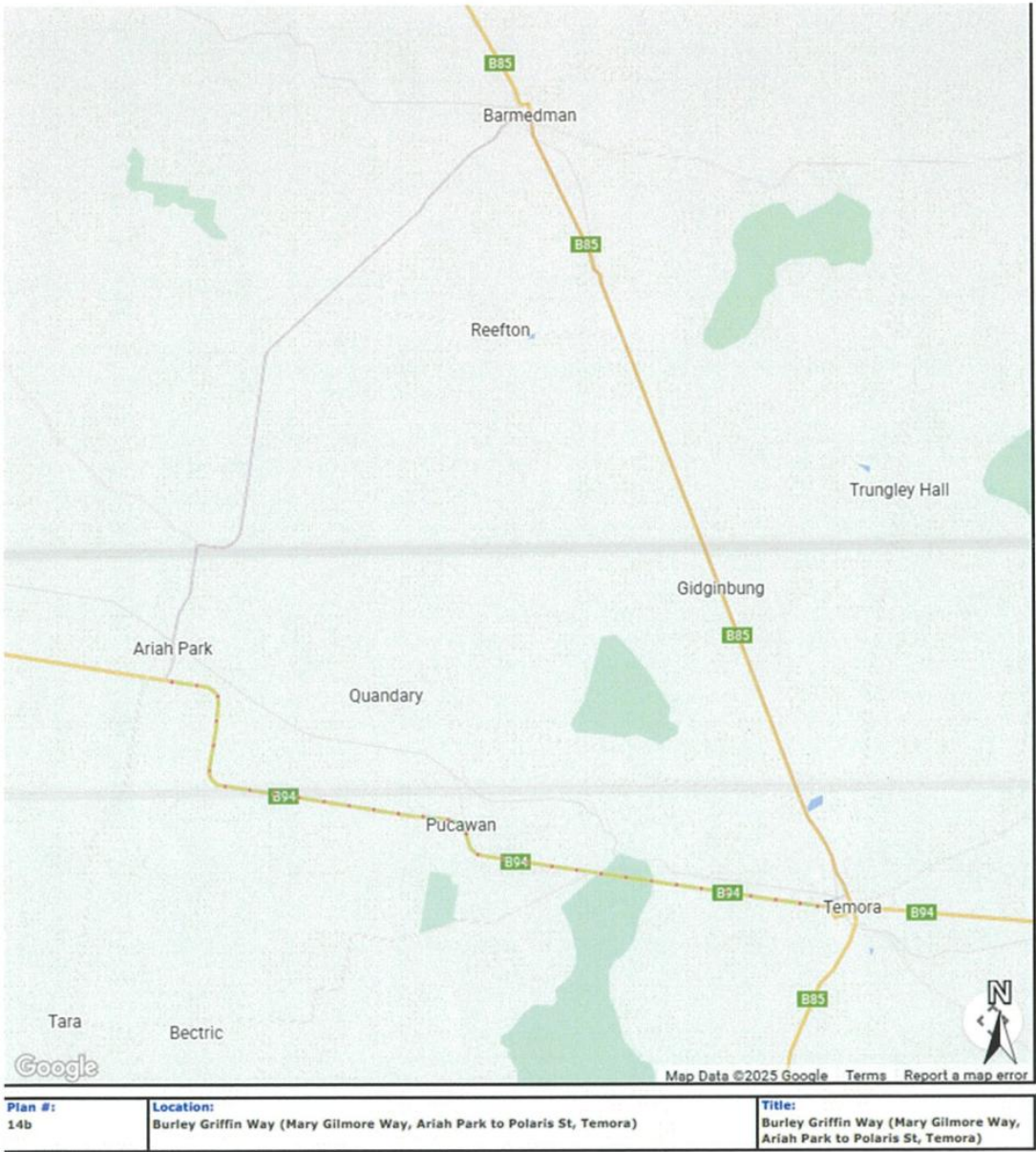
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13b



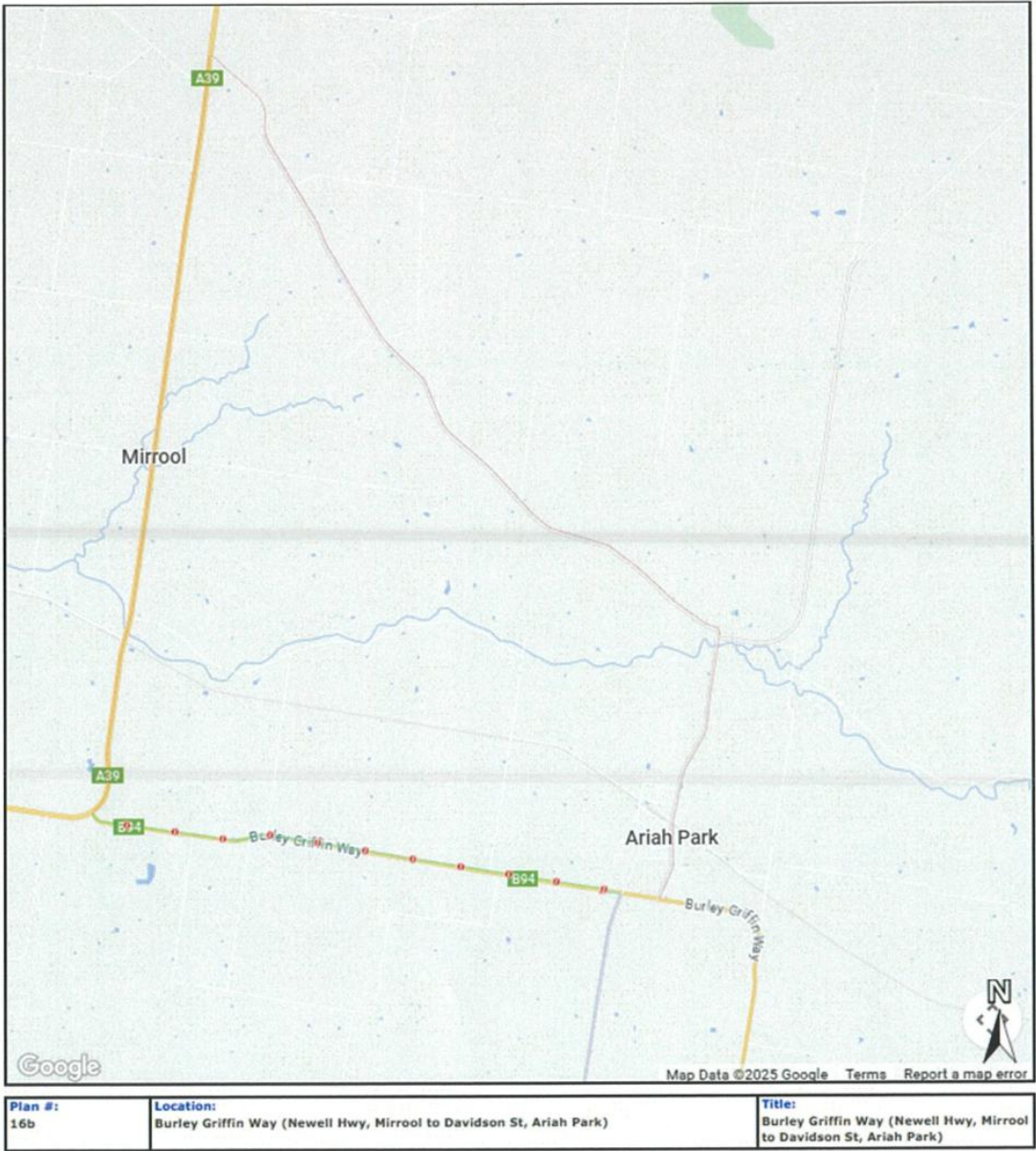
170



5b



16b



5 CLOSE MEETING

The Meeting closed at 3:37PM.

This is the minutes of the Traffic Committee meeting held on Thursday 3 July 2025.

.....

GENERAL MANAGER

.....

CHAIRMAN

8.2 MINUTES OF THE ACCESS & EQUITY COMMITTEE MEETING HELD ON 8 JULY 2025**File Number:** REP25/507**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Minutes of the Access & Equity Committee Meeting held on 8 July 2025

Cr Rick Firman declared a non-pecuniary interest in relation to item REP25/495, due to being a business owner in Hoskins Street.

Cr Rick Firman left the meeting at 4:15pm and took no further part in the discussion.

RESOLUTION 78/2025

Moved: Cr Ken Smith

Seconded: Cr Belinda Bushell

It was resolved that the reports be received.

CARRIED

RESOLUTION 79/2025

Moved: Cr Belinda Bushell

Seconded: Cr Brenton Hawken

It was resolved that report 4.3 - REP25/495 Hoskins Street Precinct Parking – Consolidated resolutions be noted.

CARRIED

RESOLUTION 80/2025

Moved: Cr Belinda Bushell

Seconded: Cr Brenton Hawken

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

CARRIED

Mayor Rick Firman returned to the meeting at 4:30pm.

Cr Graham Sinclair vacated the chair at 4:30pm.

Mayor Rick Firman assumed the chair at 4:31pm.



Date: Tuesday, 8 July 2025
Time: 12:00pm
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Access & Equity Committee Meeting

8 July 2025

Order of Business

1 **Open Meeting** **3**

2 **Apologies** **3**

3 **Disclosures of Interest** **3**

4 **Reports** **4**

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 4.2 Disabled Parking Request - St Anne's Catholic College 8

 4.3 Hoskins Street Precinct Parking - Consolidated Resolutions 13

5 **Close Meeting** **40**

**MINUTES OF TEMORA SHIRE COUNCIL
ACCESS & EQUITY COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 JULY 2025 AT 12:00PM**

PRESENT: Temora Community Centre Deb Patterson, Cr Ken Smith, Community Member Kerrie Bushell, Cr Rick Firman (Mayor) (Chair), Cr Anthony Irvine (Observer), Mr Craig Warne (Observer)

IN ATTENDANCE: Mr Kris Dunstan (Director of Environmental Services) (arrived 12:07pm), Mrs Claire Golder (Town Planner), Mr Rob Fisher (Executive Manager Engineering Services), Ms Melissa Boxall (General Manager), Mrs Amanda Colwill (Engineering Technical Officer)

1 OPEN MEETING

12:00pm

2 APOLOGIES

COMMITTEE RESOLUTION 5/2025

Moved: Temora Community Centre Deb Patterson

Seconded: Cr Ken Smith

That apologies from Cr Belinda Bushell, Mr Dale Wiencke, Manager Pinnacle Community Services Sheree Axtell, Mrs Jane Sanders, Mrs Kristy Wallace and Mrs Elizabeth Smith (Director of Administration & Finance) be received and accepted.

CARRIED

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
Cr Rick Firman	REP25/495	Pecuniary Interest	Left the meeting

4 REPORTS

4.1 BUNDAWARRAH CENTRE - ACCESSIBLE PARKING

File Number: REP25/406
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: Nil

REPORT

Council has received a verbal request from a Museum visitor to consider the provision of a dedicated accessible carpark to service the Bundawarra Centre.

At present, the only marked parking spaces are located on Junee Road, comprising of four 45-degree angled parks north of the entry footpath. Parallel parking occurs informally along Macauley Street, although this area is neither signposted or line marked. There is currently no designated accessible parking space at this location.

Bundawarra Centre Manager – Consultation

A discussion with the Bundawarra Centre Manager was held, whose comments are provided below:

Coach Parking:

At the present time the kerb-side parking on both sides of Macauley Street allows flexibility for long-vehicle parking.

When the arrival of a coach is anticipated, temporary 'Coach Parking' signage is installed to reserve a zone close to the side entry path and access ramp for the Centre.

On occasion (when the four front-to-kerb bays on Junee Road are vacant) coaches have elected to park there temporarily to safely disembark their passengers at the front entrance to the Centre.

Annual Live Exhibition:

For the safe conduct of this event, visiting vehicles are encouraged to utilise off-street parking accessed from Macauley Street.

The northern side of Macauley Street is temporarily reserved for front-to kerb 'accessible parking' and parallel parking on the southern side is discouraged.

The Junee Road kerbside is temporarily reserved as a drop-off zone for people-carrier vehicles. This ensures that the zone remains clear of parked vehicles, maximising sightlines for drivers exiting Macauley Street.

Recommendation:

The safest and most convenient location for an 'Accessible Parking' reservation would be on the western end of the northern side of Macauley Street, adjacent to the western side of the existing access path easement. This location immediately addresses ramped access to the Centre entrance on the quieter of the two streets. An over-length vehicle can safely parallel park at this location without impeding sightlines along Junee Road.

Proposed Location

Engineering staff support the location proposed by the Bundawarra Centre Manager to establish a parallel accessible park on the northern side of Macauley Street. The site is considered suitable, with a kerb ramp already in place. It also allows sufficient space for up to two buses to park in front of the proposed park. The outstanding works would involve installation of signage and linemarking (refer to below drawing).



An alternative option considered was to establish an accessible angled 45-degree parking space on Junee Road, directly in front of the Bundawarra Centre. However, this area can be subject to significant stormwater flow during a rain event, which may impact accessibility and safety. Additionally, it is in close proximity to the end of the 50km urban speed zone, with more than sufficient distance between the rail crossing and Macauley Street for south-bound heavy vehicles to approach the intersection at the maximum legal speed.

Australian Standard

The minimum requirements for parallel accessible parking are detailed in *Australian Standard 2890.5:2020 – Parking Facilities: On-Street Parking*. Figure 4.2 shown below, shows the minimum dimensions.

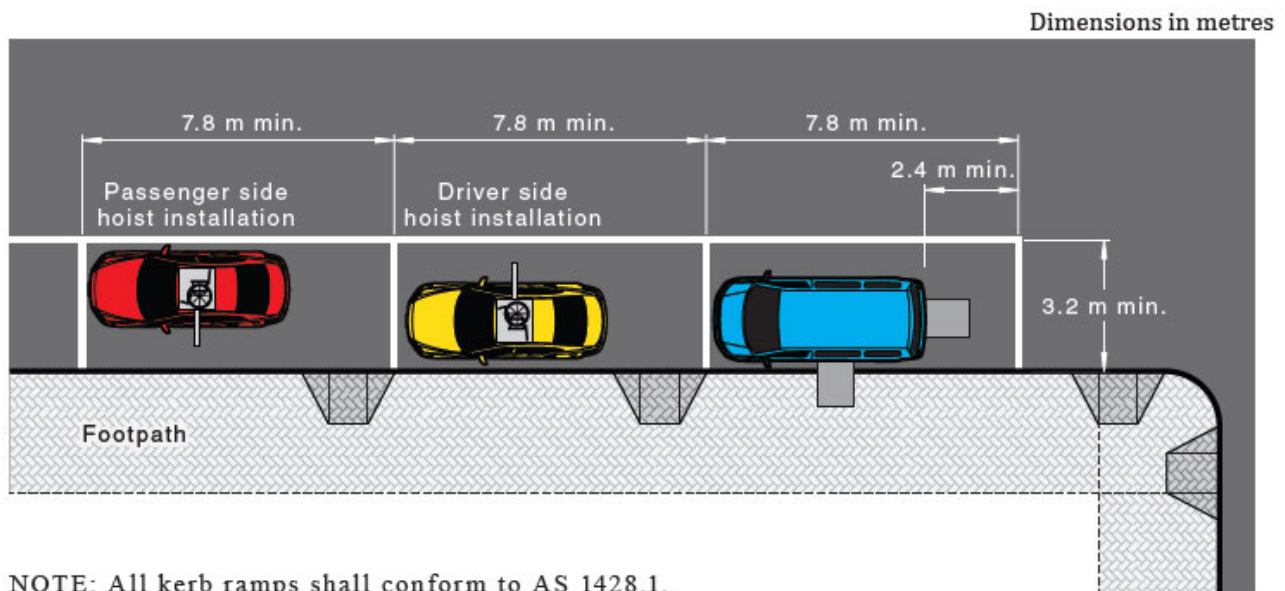


Figure 4.2 — Examples of accessible parallel parking without kerb extensions

Integrated Planning and Reporting

CSP Objective:	1. Develop a safe, healthy and inclusive community for enhanced quality of life
Delivery Program Strategy	1.7 Deliver appropriate services and care for our ageing population, people with a disability and other special needs.

Council Policy/Legislation

Australian Standard 2890.5:2020 – Parking Facilities: On-Street Parking

Options

Option 1: Approve the request to establish an accessible parking space on the northern side of Macauley Street, as proposed by the Rural Museum Manager.

Option 2: Decline the request.

Officers Recommendation

Councils Officers recommendation is the committee endorse Option 1.

Budget Implications

\$500 (maintenance budget)

Risk Implications

Safety Risk

Declining the request may increase safety risks for people with mobility needs.

Community Expectational Risk

Approving the request may lead to increased community expectations for the provision of accessible parking, potentially resulting in further requests that require assessment and resourcing.

Mr Kris Dunstan Director of Environmental Services arrived at 12:07pm

COMMITTEE RESOLUTION 6/2025

Moved: Cr Ken Smith

Seconded: Community Member Kerrie Bushell

That the Committee recommend to Council to approve the request to establish an accessible parking space on the northern side of Macauley Street, Temora to be funded under the urban road maintenance budget.

CARRIED

Report by Amanda Colwill

4.2 DISABLED PARKING REQUEST - ST ANNE'S CATHOLIC COLLEGE

File Number: REP25/475
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: 1. Correspondence

REPORT

Council has received a request from St Anne's Catholic College for the provision of a disabled parking space and associated kerb ramp at the front of the school (De Boos Street side). The request is made to assist a student with mobility impairment and to provide broader access for visitors and parents with similar needs.

The school's nominated location is the first angled parking space on De Boos Street, closest to the existing bus zone.

Specification

In accordance with *AS 1428.1: Design for Access and Mobility (clause 4.16)*, a compliant kerb ramp must meet the following requirements:

- a maximum rise of 190mm
- a length not exceeding 1520mm
- a maximum gradient of 1 in 8

The existing kerb height at the requested location is 250mm, which exceeds the maximum allowable rise for a compliant kerb ramp. Therefore, it is not possible to install a compliant kerb ramp at this location without significant footpath and / or kerb modification.

It should also be noted that similar issues remain to exist relating to disability access to the Temora Town Hall and this was one of the drivers for development of the DeBoos Street Masterplan.

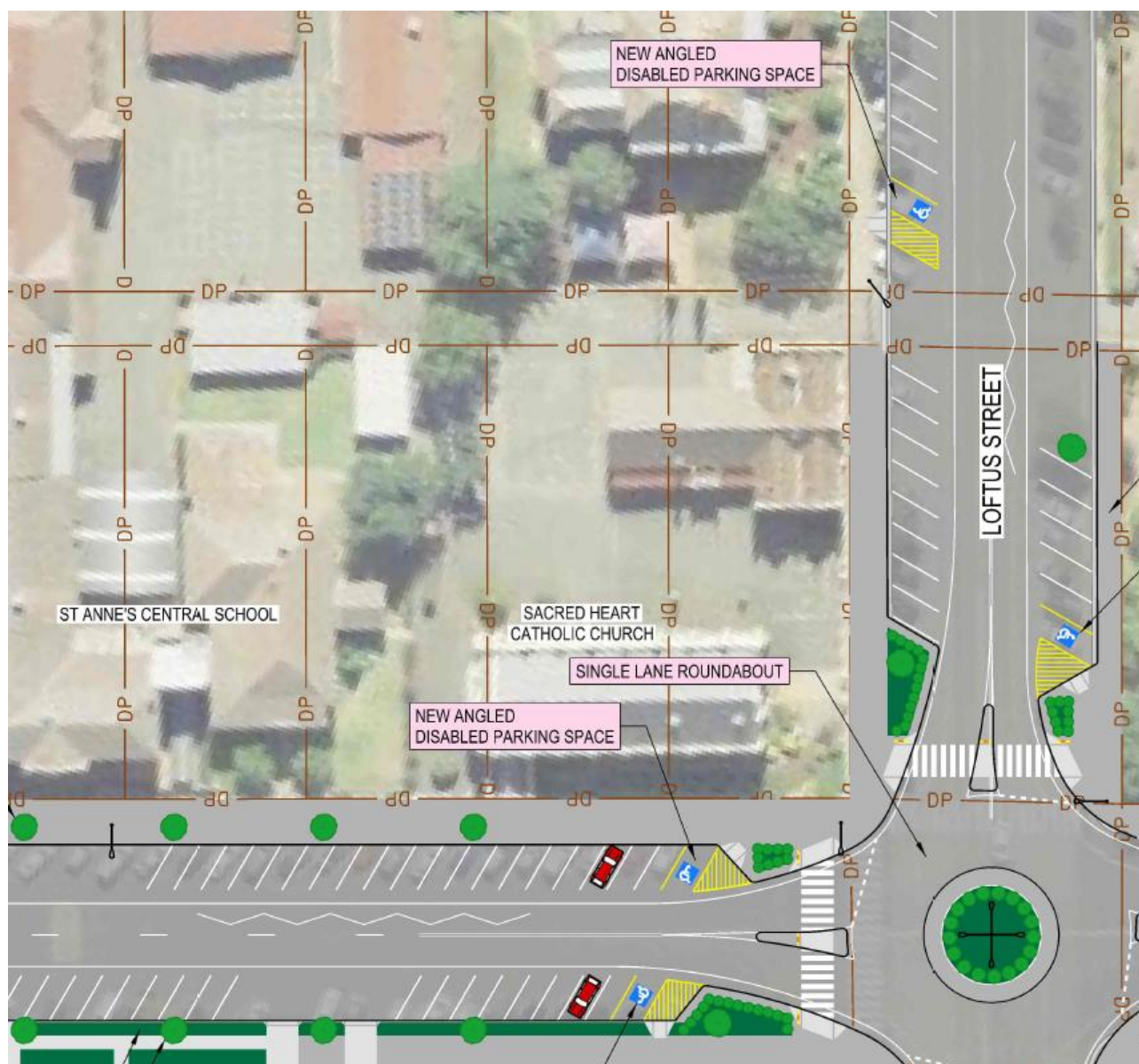
Current Provision

There is currently one parallel disabled parking space which services the school, located on Loftus Street, as show in the image below and another, servicing the Temora Town Hall and another serving the Council chambers. Australian standard 2890.5:2020 On Street Parking sets the standard for provision of accessible parking spaces as 2% (1 per 50 parks) for community facilities.



De Boos Street Master Plan

The De Boos Street masterplan includes a new angled disabled park at the southern end of De Boos Street, adjacent to the church. As per a previous resolution of Council, the masterplan is currently being costed, with a further report to be presented to Council. While this park will improve accessibility in this area, it may not meet the immediate needs of the school at this time.



Integrated Planning and Reporting

CSP Theme:	1. Enhancing our Quality of Life
Delivery Program Strategy	1.1 A community with appropriate service and care for our ageing population and people with a disability

Council Policy/Legislation

Australian Standard 1428.1:2009 - Design for Access and Mobility

Australian Standard 2890.5:2020 – Parking Facilities: On-Street Parking

Options

1. Provide a future costing report to Council for the reduction of the kerb height on the eastern side of De Boos Street (between Loftus and Parkes Street), including provision for the subsequent installation of a compliant kerb ramp and disabled parking space, at the location requested by the applicant.

2. Await the completion of the De Boos Street Masterplan costing and report this back to Council, including options regarding the proposed disabled parking space requested by the applicant.
3. Decline the request at this time.

Note. Construction of Options 1 and 2 are not budgeted and may take some time to implement and will be subject to funding within the annual budget estimate process.

Budget Implications

Option 1: \$5,000 - \$10,000 (considered at budget estimates)

Option 2: Unknown until costing complete

Option 3: Nil

Officers Recommendation

Councils' officers recommend Option 2, await the completion of the De Boos Street Masterplan costing and report this back to Council, including options regarding the proposed disabled parking space requested by the applicant.

Risk Implications

Reputational Risk: Declining the request may lead to community dissatisfaction, particularly from the school and families directly affected.

Access and Inclusion Risk: Delaying or declining the request may impact equitable access for individuals with mobility challenges and affect Council's commitment to inclusive infrastructure.

Precedent Risk: Approving upgrades at this location may lead to similar expectations or requests from other schools or facilities, increasing demand on Council resources.

Financial Risk: Options 1 and 2 may result in future budget pressures.

COMMITTEE RESOLUTION 7/2025

Moved: Temora Community Centre Deb Patterson

Seconded: Cr Ken Smith

That the Committee in principle recommend to Council to wait for the completion of the De Boos Street Masterplan costing, including options regarding the proposed disabled parking space requested by the applicant.

AND FURTHER

That costings be brought back with the De Boos Street Masterplan and a further report to the Access and Equity Committee in due course.

CARRIED

Report by Amanda Colwill

From: Louise Grant <louise.grant@cg.catholic.edu.au>
Sent: Monday, 23 June 2025 9:48 AM
To: Melissa Boxall <mboxall@temora.nsw.gov.au>
Cc: Elizabeth Barrett <Elizabeth.Barrett@cg.catholic.edu.au>
Subject: Request for Disabled Student Support

Dear Ms Boxhall,

I am writing to formally request the allocation of a disabled parking space at the front of St Anne's Catholic College, specifically the first car space on DeBoos Street closest to the bus pickup area. Additionally, we kindly request the installation of a cutter ramp adjacent to this space.

This request is made on behalf of one of our students who has a medical condition that limits their ability to walk long distances. Having a designated disabled parking space and cutter ramp in this location would provide the shortest and safest access point for their afternoon pick-up, significantly easing their mobility challenges.

Additionally, this space could be used during the school day for parents and visitors with mobility challenges.

We appreciate your consideration of this request and look forward to your positive response. Please feel free to contact me if you require any further information.

Thank you for your attention to this important matter.

With best wishes,

Louise



Louise Grant - Principal
St Anne's Catholic College
125 Deboos St,
Temora NSW 2666
Ph: (02) 6977 1011

Website: www.stannestemora.nsw.edu.au

"Inspired by the Josephite tradition, St Anne's is an inclusive Catholic K-12 College nurturing faith-filled lifelong learners."

4.3 HOSKINS STREET PRECINCT PARKING - CONSOLIDATED RESOLUTIONS**File Number:** REP25/495**Author:** Engineering Technical Officer**Authoriser:** Engineering Asset Manager**Attachments:** 1. Traffic Committee Report - 3 July 2025**REPORT**

The attached report consolidates previous resolutions relating to parking within the Hoskins Street precinct. The report was presented to the July Traffic Committee at its meeting held on 3 July 2025. The following resolution was adopted, which will be presented to Council for endorsement at its meeting on 17 July 2025.

COMMITTEE RESOLUTION 1/2025*Moved: Mr Gavin Coleman**Seconded: Mr Greg Minehan**That the Committee recommend to Council that:*

- 1. The request for a loading zone to be installed on Hoskins Street, Temora be declined and that businesses are encouraged to direct deliveries to be received via laneway access.*
- 2. To remove one of the two accessible parks adjacent to Paleface Park.*
- 3. To investigate an accessible car park adjacent to the Commonwealth Bank on the eastern side of Hoskins Street.*
- 4. The remainder of the proposed parking arrangements be endorsed for consideration in the 2026/2027 budget estimate process.*

AND FURTHER*That the report be reviewed by the Access and Equity Committee.***Integrated Planning and Reporting****CSP Theme:** 1. Enhancing our Quality of Life**Delivery Program Strategy** 1.1 A community with appropriate service and care for our ageing population and people with a disability.**CSP Theme:** 3. Building a Strong Local Economy**Council Policy/Legislation**

Australian Standard 2890.5:2020 – Parking Facilities Park 5: On-Street Parking

Options

Refer to attached report.

Budget Implications

Refer to attached report.

Risk Implications

Refer to attached report.

Cr Rick Firman declared a pecuniary interest in relation to item REP25/495, due to being a Business Owner in the vicinity.

Cr Rick Firman left the meeting at 12:25pm and took no further part in the discussion.

Cr Firman vacated the Chair at 12:25pm.

Cr Smith assumed the Chair at 12:25pm

COMMITTEE RESOLUTION 8/2025

Moved: Temora Community Centre Deb Patterson

Seconded: Community Member Kerrie Bushell

The Committee resolved to recommend to Council

1. There be 2 x 10-minute timed parking spaces to be installed to replace the drop off pick up points.
2. Remove the accessible parking space on the western side near Paleface Park.
3. Investigate placing an accessible space adjacent to the business on the eastern side of Hoskins Street near the pedestrian crossing and further investigate an additional accessible space in the vicinity of the intersection of the Victoria Street roundabout on the western side of Hoskins Street and no longer pursue an accessible parking space near the Victoria Street roundabout on the eastern side of Hoskins Street.
4. Support option 1 in relation to Loftus Street parking as outlined in the Traffic Committee report 4.3 Hoskins Street Precinct Parking – Consolidated resolutions.
5. Support the provision of a rear loading accessible parking space on the western side of Loftus Street when the footpath is upgraded.

CARRIED

Report by Amanda Colwill

Cr Rick Firman returned to the meeting at 1:23pm.

Cr Smith vacated the chair 1:23pm.

Cr Firman assumed the chair at 1:23pm.

TRAFFIC COMMITTEE MEETING AGENDA








3 JULY 2025

4.3 HOSKINS STREET PRECINCT PARKING - CONSOLIDATED RESOLUTIONS

File Number: REP25/411

Author: Engineering Technical Officer

Authoriser: Engineering Asset Manager

- Attachments:
1. REP25/256 (April 2025) - Hoskins Street Precinct Parking - Consolidated Resolutions [↓](#) 
 2. REP25/256 - Current Layout [↓](#) 
 3. REP25/256 - Proposed Layout [↓](#) 
 4. REP25/256 - Options [↓](#) 
 5. REP25/257 (April 2025) - Loading Zone Request - Hoskins Street [↓](#) 
 6. REP25/261 (April 2025) - Rear Access Disabled Vehicle Park Request [↓](#) 
 7. Accessible Parking Request - Hoskins Street (eastern side) [↓](#) 

REPORT

At the most recent Local Traffic Committee (LTC) meeting held in April 2025, the following three reports were tabled, with resolutions made to seek comment from Transport for NSW (TfNSW) and to report back to Council:

- REP25/256 – Hoskins Street Precinct Parking – Consolidated Resolutions
- REP25/257 – Loading Zone Request – Hoskins Street
- REP25/261 – Rear Access Disabled Vehicle Park Request

A representative from TfNSW has since provided the following feedback:

“Temora is well serviced by mobility parking spaces, in fact for the length of road in the business area I would suggest overserved. One issue remaining to be discussed is the rear of vehicle mobility access space directly requested to Council with the Mayor supporting this in principle. From the mapping systems and as discussed with Rob the location in Loftus Street on the western side of Hoskins Street, angled front to kerb parking appears to be 6m in length. Subject to the type of vehicle used this space appears to be adequate to address the concerns of your customer for rear of vehicle loading”.

Additional Considerations

Since the April 2025 LTC meeting, Council has received an additional request for an accessible parking in Hoskins Street. This request proposes a new accessible parking space on the eastern side of Hoskins Street, just south of the central red pedestrian crossing, refer to *Attachment 7*.

Summary

All matters relating to parking in Hoskins Street have been consolidated and are attached to this report.

Integrated Planning and Reporting

- | | |
|---------------------------|---|
| CSP Theme: | 1. Enhancing our Quality of Life |
| Delivery Program Strategy | 1.1 A community with appropriate service and care for our ageing population and people with a disability. |
| CSP Theme: | 3. Building a Strong Local Economy |

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TRAFFIC COMMITTEE MEETING AGENDA**3 JULY 2025**

Delivery Program Strategy 3.8 A community with a transport network that enables economic and social outcomes.

Council Policy/Legislation

Australian Standard 2890.5:2020 – Parking Facilities Park 5: On-Street Parking

Budget Implications

\$30,000 – \$50,000

Risk ImplicationsCompliance and Enforcement Risks:

- 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.

RECOMMENDATION

That the Committee review the options presented in the report and recommend to Council the preferred options for consideration in the 2026/27 budget estimates process.

AND FURTHER

That the report be reviewed by the Access and Equity Committee.

Report by Amanda Colwill

TRAFFIC COMMITTEE MEETING MINUTES

9 APRIL 2025

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).

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The key recommendations are summarised below:

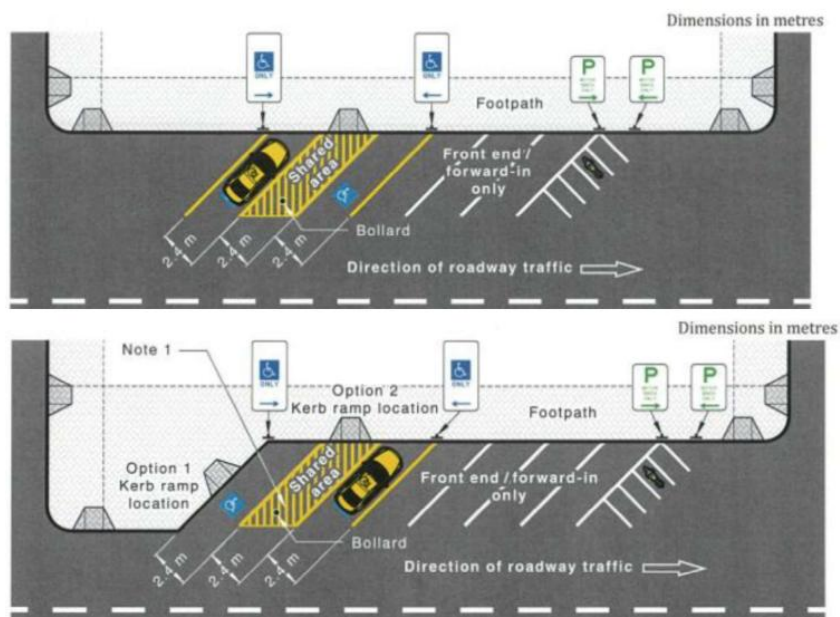
Disabled Parking

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



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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

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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

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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 ImplicationsCompliance 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.

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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

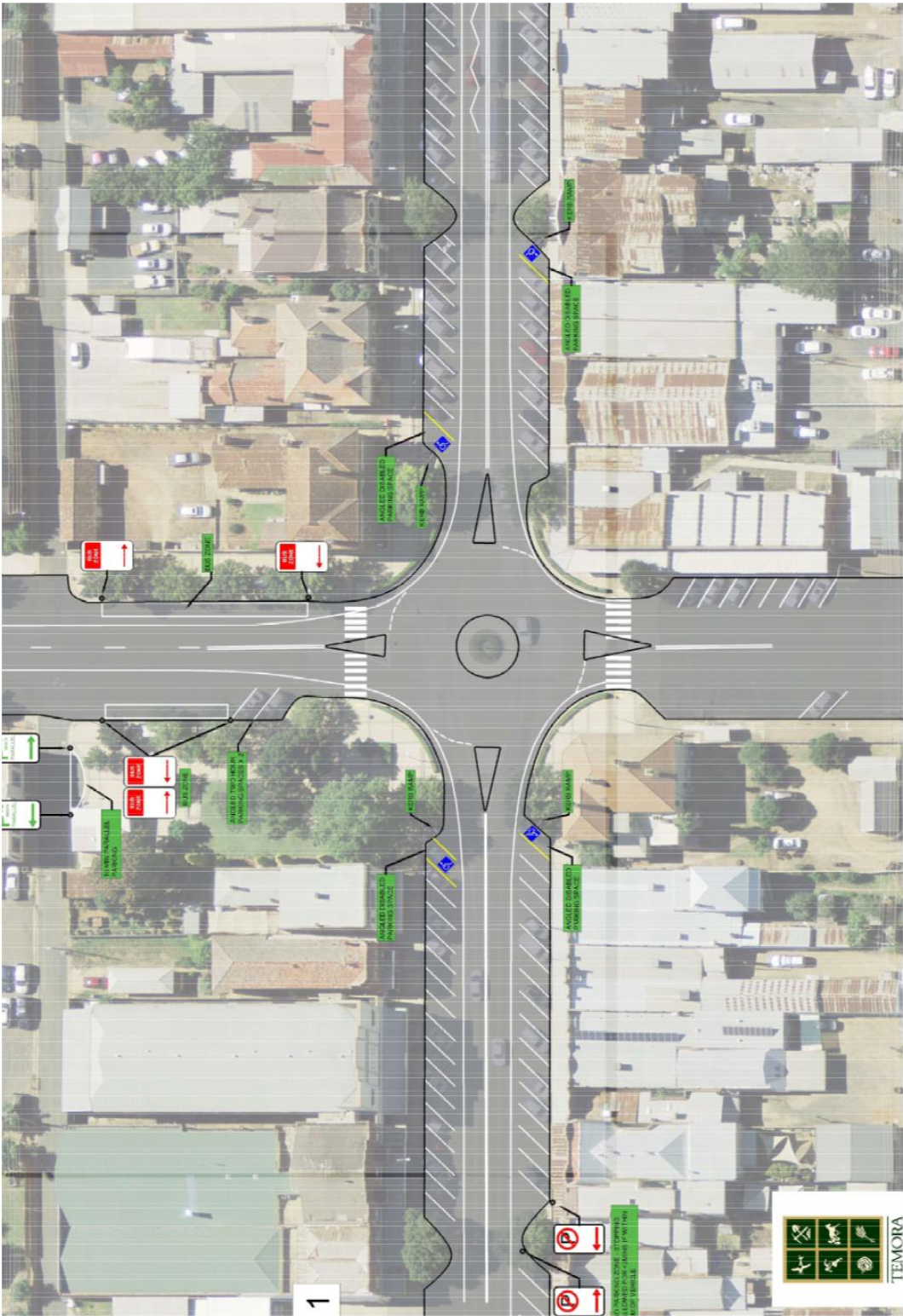
Seconded: Mr Justin Knewstub

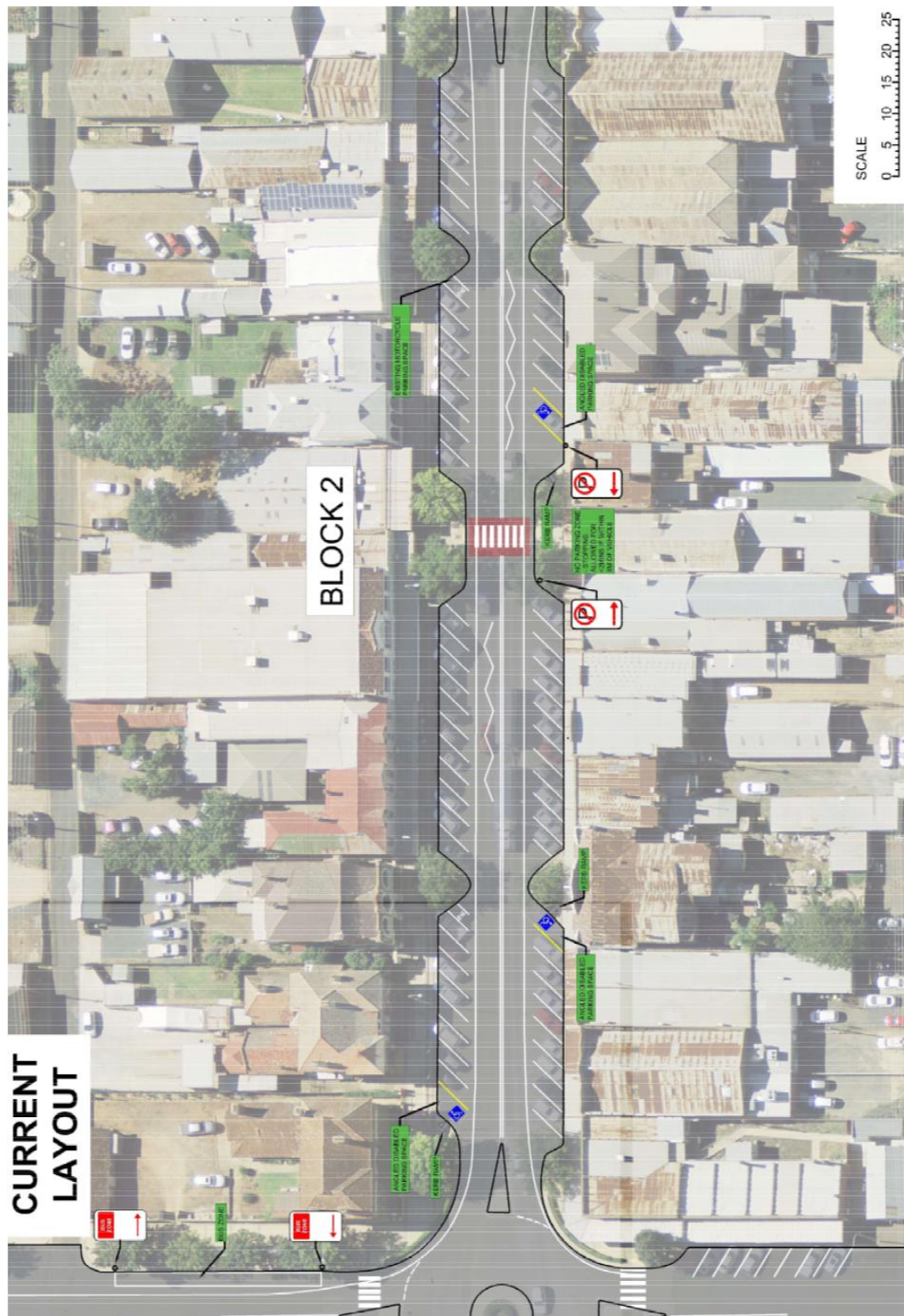
That the Committee resolved to combine REP25/256 and REP25/257, seek comment from TfNSW and then report back to the next Traffic Committee

CARRIED

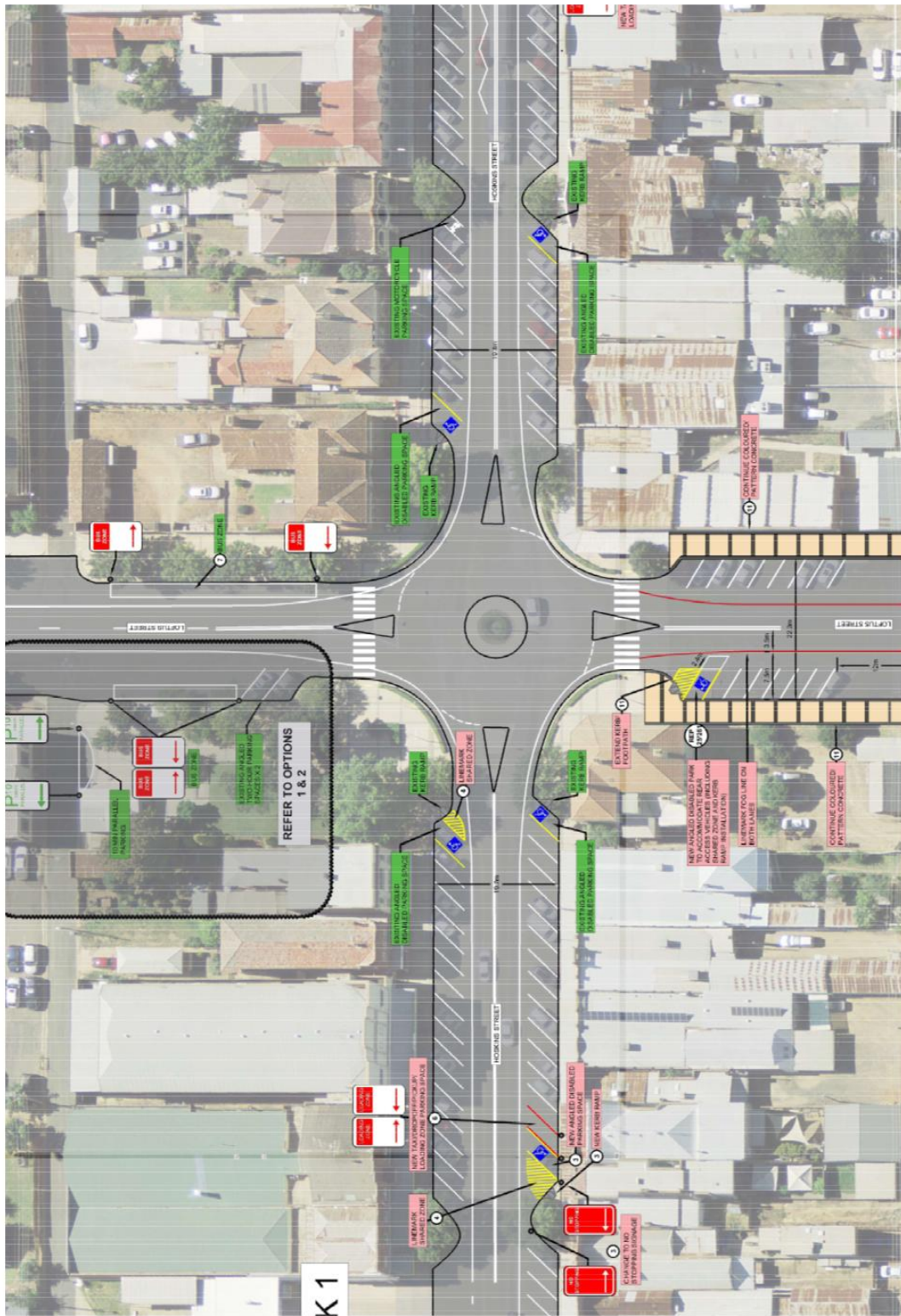
Report by Amanda Colwill

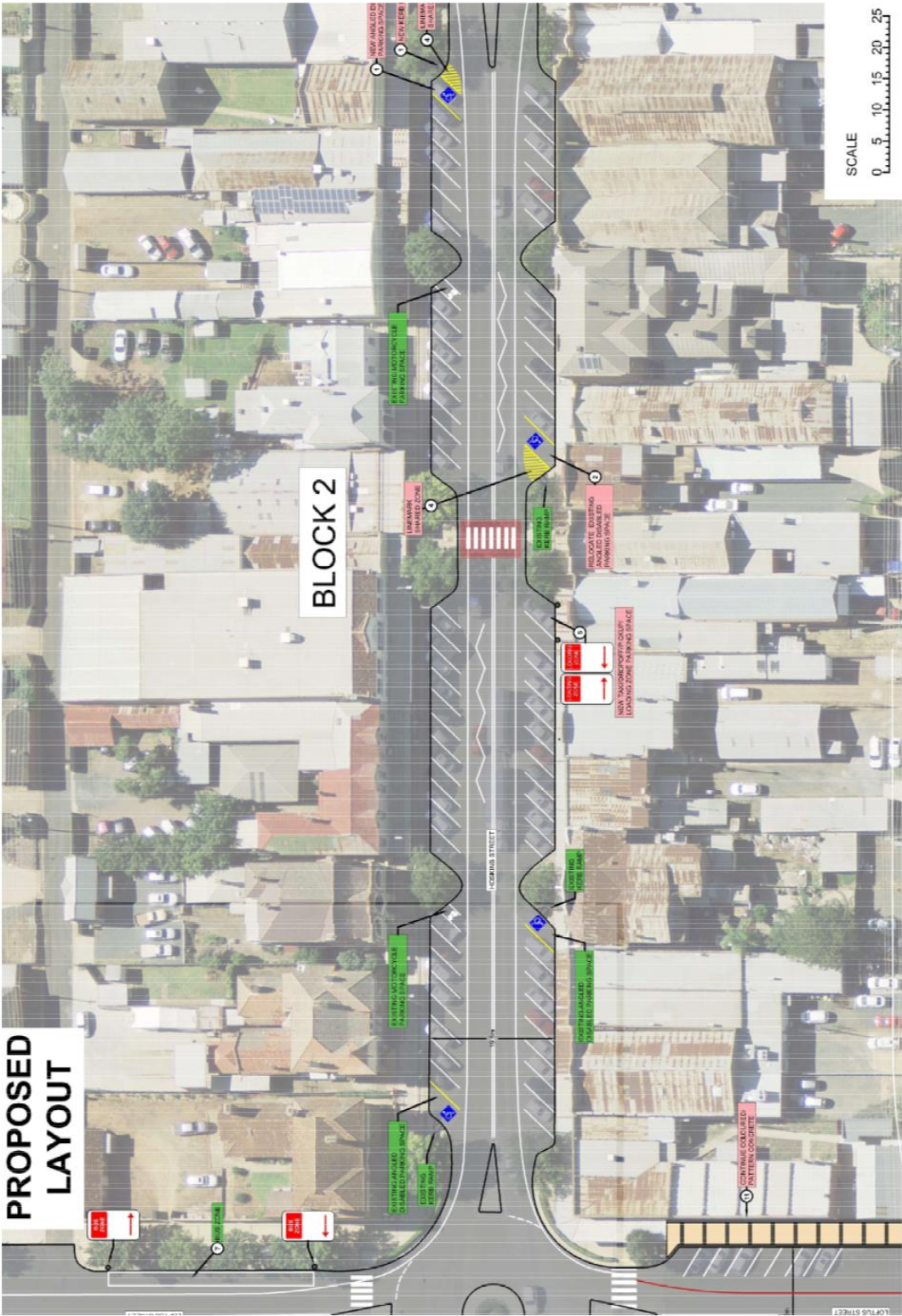


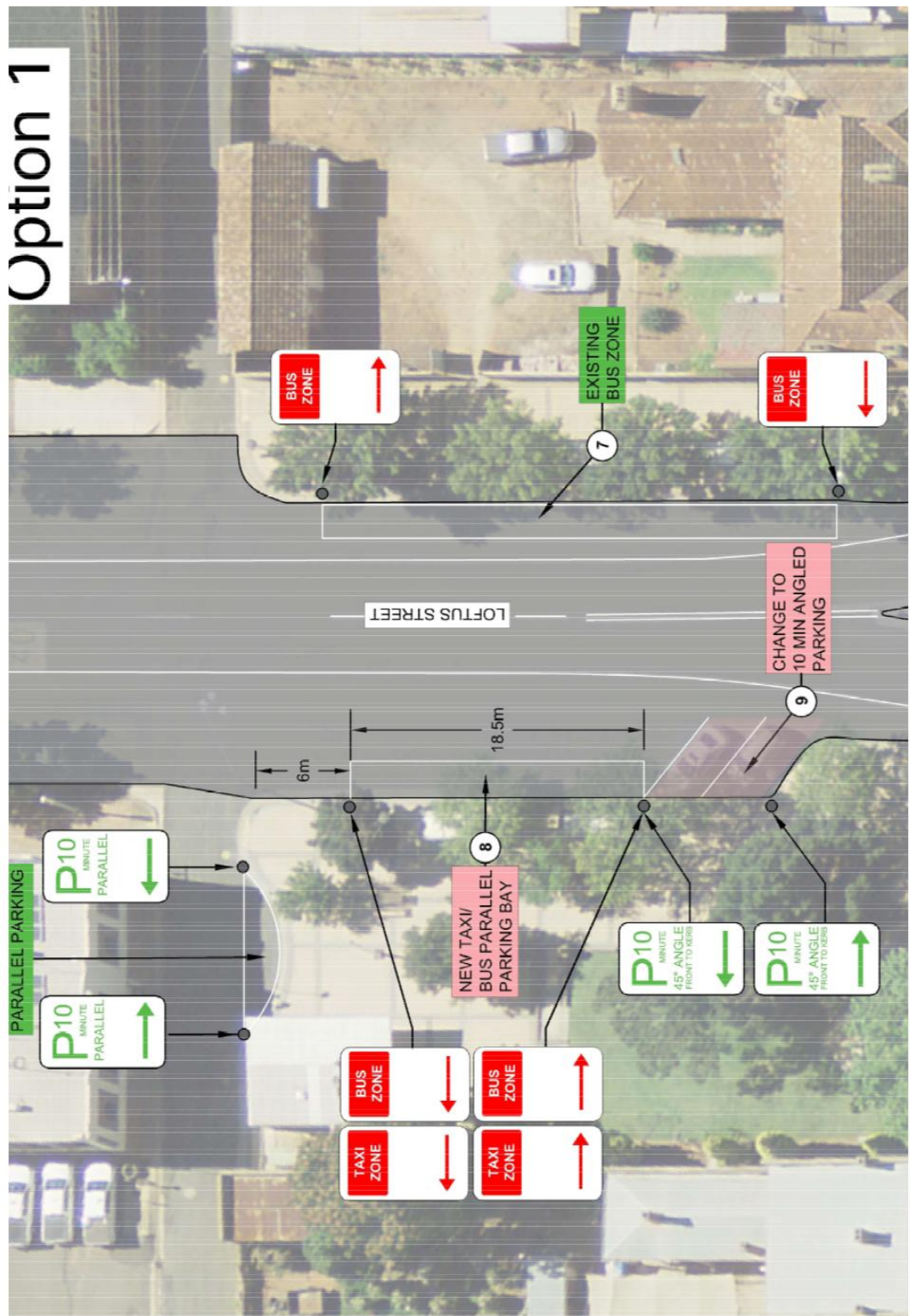


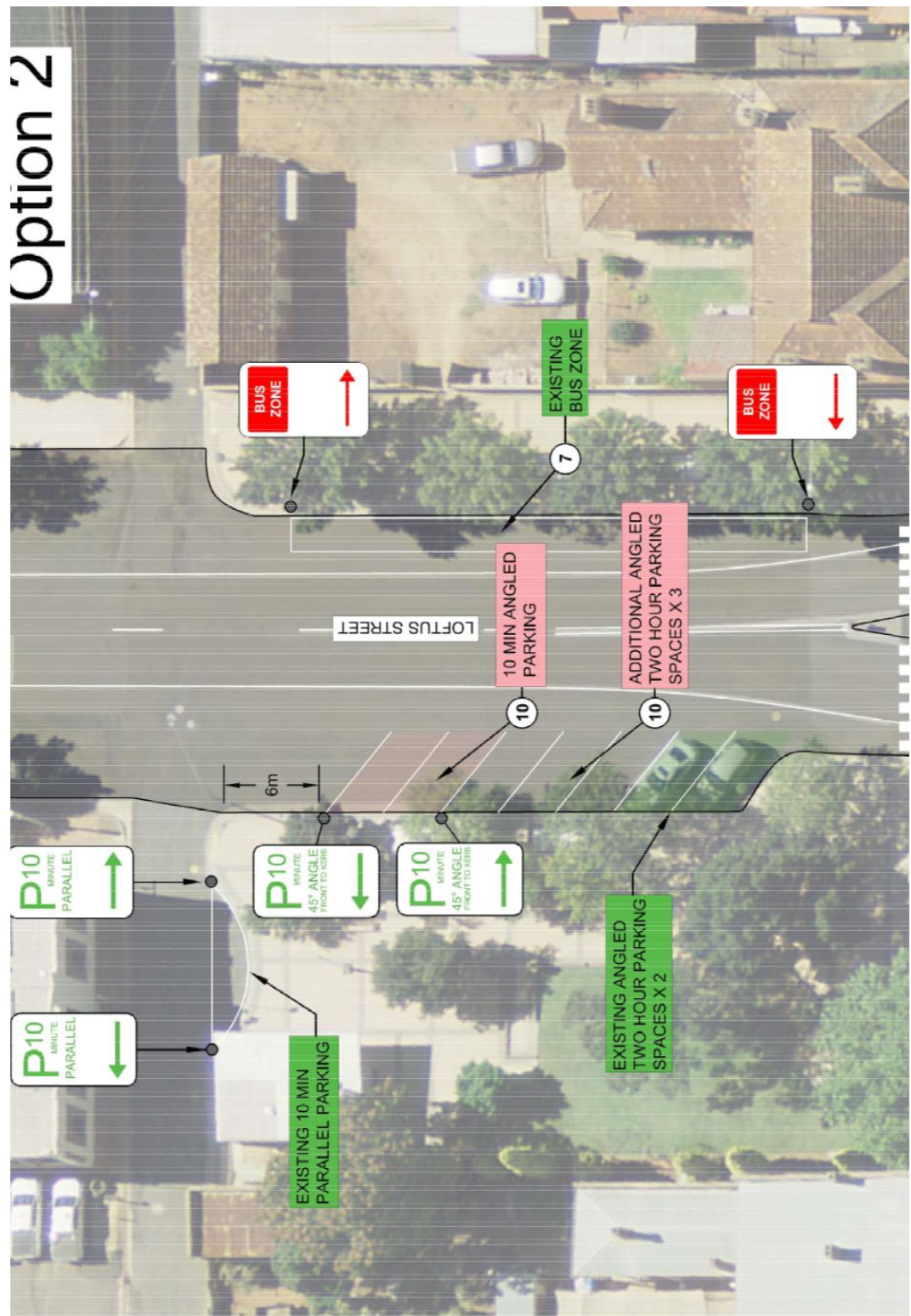












TRAFFIC COMMITTEE MEETING MINUTES

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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:

TRAFFIC COMMITTEE MEETING MINUTES

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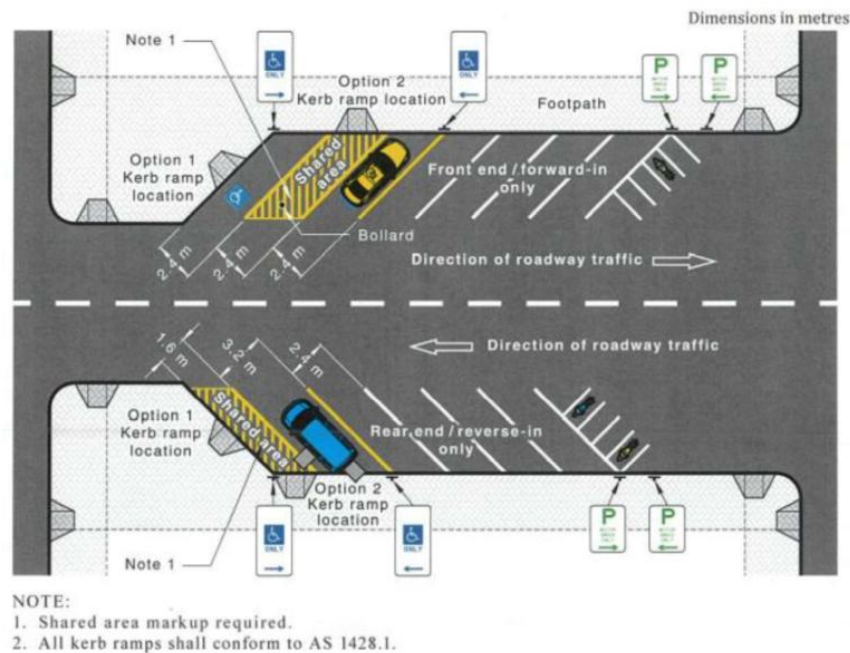
- They are driving a vehicle that has been built to carry goods and they are engaged in picking up or dropping off goods (up to a maximum of 30 minutes).

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.



TRAFFIC COMMITTEE MEETING MINUTES

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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**

Item 4.5

Page 91

TRAFFIC COMMITTEE MEETING MINUTES

9 APRIL 2025

4.6 REAR ACCESS DISABLED VEHICLE PARK REQUEST

File Number: REP25/261

Author: Environmental Secretary

Authoriser: General Manager

Attachments: 1. Whiddon Van - Correspondence [1](#) 

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.

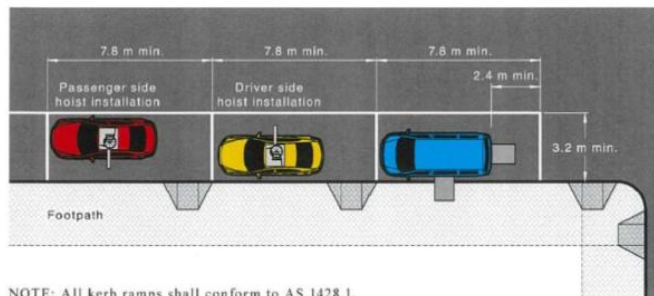
Hoskins Street Precinct

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.

TRAFFIC COMMITTEE MEETING MINUTES

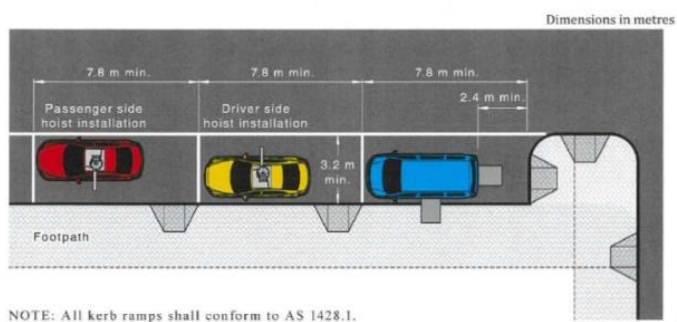
9 APRIL 2025

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

TRAFFIC COMMITTEE MEETING MINUTES**9 APRIL 2025**

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

From:

Sent: Wednesday, 14 May 2025 4:33 PM

To: Temora Shire Council <temshire@temora.nsw.gov.au>; Claire Golder <cgolder@temora.nsw.gov.au>

Subject: Re: Hoskins street Disabled parking spot removal?

Thanks for the communication, all. It's appreciated!

Attention Claire.

Since Council may consider a 2nd parking spot in this area, Would Council consider installing 1spot on the opposite side of the street next to the pedestrian crossing blister too? This would provide closer access to the pedestrian crossing and to the mobility ramp access point to that side of the street's footpath. If placed Commonwealth bank/south side of the pedestrian crossing blister, this would be Safer for any disabled Passenger using a mobility aid for Safe Equitable access, unlike the spot on the opposite side of the road in front of Firman's menswear store, where passengers will need to navigate behind vehicles close to through traffic flow to gain access to the pedestrian/pram/kerb ramp currently installed at this location. Please view attached photos for the east side proposed parking spot for reference.

If disabled parking spot is placed where the pictured vehicle is, that would leave plenty of room for the clearway and to the required access ramp to the apron, and allow the transport vehicle to swing into the clearway when reversing for better view of traffic flow. and pedestrians on the crossing.

The current signpost could simply be unbolted and replaced in the clearway kerb with the disabled parking sign attached to it. A simple filleted ramp could be placed near to where the current curve in the guttering is located and whilst concreting the ramp, slurry could be poured into the leftover signpost hole finishing that area off easily and help keep rainwater flow away from flooding the garden bed like would happen installing a standard access ramp into the guttering in this spot. A filleted style ramp would help direct water flow back towards the traffic lane sooner and more away from the pedestrian crossing ramp like it would be currently and be easily cleaned using the main street sweeper vehicle though the clearway.

Have a safe afternoon.

Sincerely, yours in service to the community!



5 CLOSE MEETING

The Meeting closed at 1:24pm.

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

.....

GENERAL MANAGER

.....

CHAIRMAN

8.3 MINUTES OF THE ASSETS & OPERATIONS COMMITTEE MEETING HELD ON 8 JULY 2025**File Number:** REP25/509**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Minutes of the Assets & Operations Committee Meeting held on 8 July 2025

Cr Paul Mahon declared a non-pecuniary interest in relation to item REP25/482, due to being a contractor to the owner of the business.

Cr Paul Mahon left the meeting at 4:33pm and took no further part in the discussion.

Cr Narelle Djukic declared a non-pecuniary interest in relation to item REP25/485, due to being a member of the Temora Showground Trust and committee member of the Temora Show Society.

Cr Ken Smith declared a non-pecuniary interest in relation to item REP25/485, due to being a Life Member and Patron of Temora Show Society.

Cr Rick Firman declared a non-pecuniary interest in relation to item REP25/485, due to being a member of the Temora Show Society.

RESOLUTION 81/2025

Moved: Cr Graham Sinclair

Seconded: Cr Narelle Djukic

It was resolved that the reports be received.

CARRIED

MOTION

Moved: Cr Anthony Irvine

That Council accede to the request for REP25/482 Tree Removal Request - 87 Loftus Street and seek a contribution from the business owner for costs incurred to remove the trees and that point 2 and 3 of the resolution remain.

Motion was lost due to the lack of a seconder.

RESOLUTION 82/2025

Moved: Cr Graham Sinclair

Seconded: Cr Ken Smith

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

CARRIED

Cr Paul Mahon returned to the meeting at 4:42pm.



Date: Tuesday, 8 July 2025
Time: 2:03pm
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Assets & Operations Committee Meeting

8 July 2025

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**MINUTES OF TEMORA SHIRE COUNCIL
ASSETS & OPERATIONS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 JULY 2025 AT 2:03PM**

PRESENT: Cr Rick Firman (Mayor), Cr Nigel Judd, Cr Graham Sinclair (Deputy Mayor)(Chair), Cr Anthony Irvine (arrived 2:04pm), Cr Paul Mahon, Cr Ken Smith, Cr Brenton Hawken (Observer)

IN ATTENDANCE: Mr Rob Fisher (Executive Manager Engineering Services), Mr Kris Dunstan (Director of Environmental Services), Ms Melissa Boxall (General Manager), Mrs Claire Golder (Town Planner), Mr Craig Sinclair (Manager Economic Development)

1 OPEN MEETING

2:03pm

2 APOLOGIES

COMMITTEE RESOLUTION 45/2025

Moved: Cr Nigel Judd

Seconded: Cr Ken Smith

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

CARRIED

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
Cr Mahon	REP25/482	Non Pecuniary	Left the meeting
Cr Firman	REP25/485	Non Pecuniary	Stayed in meeting
Cr Smith	REP25/485	Non Pecuniary	Stayed in meeting

4 REPORTS

4.1 HARPER PARK GATES

File Number: REP25/473

Author: Town Planner

Authoriser: Director of Environmental Services

Attachments: 1. Letter from residents

REPORT

Background

At the April 2025 Access and Equity Committee meeting, the Committee considered a report in relation to a request from residents of Aria Park, for Council to reinstate the child-resistant access gates at Harper Park, to provide additional security for children using the park.

At the time of considering the report 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. At the Committee Meeting, the Committee resolved to recommend to Council that Council take no action. This recommendation was subsequently endorsed by Council at the April Council Meeting.

Updated request from residents

Following the decision of Council in April, the matter was again raised by residents of Aria Park at the public forum held in Aria Park prior to the May Assets and Operations Committee Meeting. The residents who have raised these matters have followed up with a letter, reinforcing their concerns and suggesting alternative solutions to addressing their concerns. A copy of this letter is attached for reference.

In summary:

- Residents support the provision of gates and fencing at Harper Park to prevent children from entering the adjoining roadway, to protect the park from wandering dogs, and to provide peace of mind to parents and carers, while children play safely within the park.
- Residents acknowledge that accessibility to the park is required for those using wheelchairs, mobility devices and prams
- Residents suggest proposed solutions, being for Council to fence the existing Harper Park playground, and for Council to acquire and fence the area behind the CWA rooms, instead of reinstating the gates, and
- Request that a new fenced playground with softfall be constructed at the Aria Park Recreation Ground

Site information

The subject land known as Harper Park and adjoining Aria Park Memorial Hell, comprises three parcels of land, with three different landowners, as follows:

13 Pitt Street, Lot 20B DP 369156, owned by Country Womens Association of NSW, includes the CWA building and playground at the rear of the building

15 Pitt Street, Lot 20A DP 369156, owned by Temora Shire Council, includes the public toilets, playground and shelter area

17 Pitt Street, Lot 18 Section 8 DP 758030, owned by Aria Park Community Projects, includes the hall and supper room building

Figure 1 shows the subject site with the relevant street numbers of the lots.



Figure 1: Aerial image of the subject site, with numbers indicating the different parcels of land within the park

Response to request

Council officers provide the following responses to the requests:

- In order to fence the two existing playgrounds, this will require at least 80m of fencing, with an estimated cost of \$7,000 - \$10,000.
- There is an issue that currently one of the playgrounds is on land not owned by Council. The purchase of this land, which includes the playground, is estimated to be at least \$50,000.

- Alternatively, leasing the land requires that the condition of the playground be independently assessed and any issues be rectified, as well as a formal lease agreement to be prepared.
- Fencing of playgrounds that involves separating facilities such as seating, shade and toilet facilities from the playground is not encouraged under NSW Government Guidelines 'Everyone Can Play', as the fence discourages close connection between children and carers within the park. Instead, if a fence is deemed necessary, all facilities at the park should be within the fence. This is difficult to achieve for Harper Park, as it must also function as providing public toilet facilities that are accessible, as well as providing a meeting and appointment space at the CWA building.
- The usage of Harper Park has changed since the site is no longer used as a preschool. It's major function is a public park, which includes play equipment, public toilets, seating, the CWA building, which is used for meetings and appointments, as well as access to the Ariaiah Park Hall. Many users of the CWA building and the Ariaiah Park Hall are elderly and mobility impaired, and the installation of a secure gate which must be opened to enter the park presents a barrier to entry.
- Providing bench seating near to the gaps in the fence, would allow parents and carers to supervise children and reduce the likelihood that children exit the playground without their knowledge. This will provide continued accessibility to the public toilets, using the new dedicated path beside the hall and provide peace of mind to parents, with a clear line of sight to both park exits, with minimal cost to Council.
- Temora Shire Council has a fully fenced playground at Nixon Park, which was fenced due to identified potential risks, being the high traffic usage of the Nixon Park carpark, on game days. This fenced park does include seating areas for parents and carers to supervise children within the playspace. There is also a fenced playground at Springdale, with this park often used by families who are travelling, and is located along Burley Griffin Way. Council's many other parks, including at Lake Centenary, are unfenced. Council recently removed fencing from the playground at Federal Park, when the play equipment was replaced, and the fence was not reinstated. This approach aligns with 'Everyone Can Play' guidelines.
- The cost of installing a new playground at the Ariaiah Park Recreation Ground is not within Council's forward budget. A fenced playground in this location would be approximately \$500,000. There is an existing playground with upgraded facilities at the Ariaiah Park Recreation Ground, being Edis Park, located on the eastern side of the site. The provision of an additional playground, to be located only 200m from an existing playground, is not recommended in relation to Council acquiring and maintaining an additional community asset.

Discussion

Providing extensive additional fencing within Harper Park is not readily practicable, due to the factors of there being two playgrounds, multiple owners of the site, and that the proposed fencing is inconsistent with current play guidelines. Council staff recommend providing fixtures that support parents and carers to be able to supervise their children, which supports their safety while using Harper Park. Providing additional bench seating is recommended as a low cost, low maintenance and practical means to balance child safety with accessibility needs. The installation of a new park at the Aria Park Recreation Ground is not recommended.

Integrated Planning and Reporting

Temora Shire Community Strategic Plan 2025-2035

Objective 3: Plan attractive, liveable and sustainable towns, villages and rural communities

Strategy 3.1: Facilitate access to appropriate land, housing and development opportunities, with supporting infrastructure within Temora, Aria Park and the Shire.

Council Policy/Legislation

Local Government Act 1993

Options

The Committee has the option to support the placing a bench beside the new path at Harper Park, or to take no action, or to support further investigation of further investment into playgrounds at Aria Park.

Budget Implications

The cost of purchasing a new bench is approximately \$2,000.

Risk Implications

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

COMMITTEE RESOLUTION 46/2025

Moved: Cr Rick Firman

Seconded: Cr Ken Smith

The Committee resolved to recommend that Council:

1. Not support the installation of additional fencing around playground equipment at Harper Park; and
2. Not support acquisition or lease of any land currently owned by the CWA; and
3. Not support the establishment of a new playground at the Aria Park Recreation Ground;
4. Support the installation of a new bench at Harper Park to assist with the supervision of children using the park, and
5. Consider the delivery of the new bench as part of the 2026/27 Council budget, and
6. Advise residents of Council's decision in writing.

CARRIED

Report by Claire Golder

To: Temora Shire Council

Date: Tuesday, 6 May

Re: Harper Park Playground Safety – Alternative Proposals



Dear Councillors,

Thank you for the opportunity to speak at the public forum on Tuesday, 6 May. We appreciated the chance to share our concerns regarding the recent removal of the gates at Harper Park.

At the conclusion of the forum, we were advised that Council would welcome alternative proposals for consideration. We are writing to both reaffirm our concerns and offer constructive solutions.

We acknowledge and support the intention behind the removal of the gates—namely, to improve accessibility for strollers, wheelchairs, and mobility devices. Inclusion and accessibility are essential in community spaces.

However, the removal of the gates has created unintended safety risks. Without a secure boundary, children can easily wander from the playground into one of Ariaiah Park's busiest streets, which is regularly used by locals and visitors accessing nearby businesses, the fuel station, and the main street. This significantly heightens the risk of accidents and places parents and caregivers under constant stress.

This ongoing need for vigilance impacts mental well-being, especially for mothers and primary caregivers who now feel unable to relax or engage with others while supervising their children. Safety should not come at the expense of accessibility—these two priorities can and should coexist.

Fencing and gates are crucial for providing a secure environment. They:

- Prevent children from straying into traffic,
- Protect from potential hazards such as wandering dogs,
- Offer peace of mind to families,
- Enable children to play freely within safe boundaries.

We respectfully propose the following alternative options for Council's consideration:

1. **Fence the existing Harper Park playground**, running along the western and northern boundaries, and extending a few metres beyond the eastern and southern sides to allow space for seating, grassed areas, and shaded rest areas for families.
2. **Acquire and fence the area behind the CWA rooms**, incorporating the existing playground. This is currently the only playground in Ariaiah Park with softfall installed—thanks to community fundraising efforts. The area is shaded, safe, and could accommodate seating and a picnic area within a fenced boundary.

3. **Construct a new fenced playground with softfall** at the Arianh Park Recreation Ground, near the skate park, youth hall, and swimming pool—similar to the Nixon Park model.

A safe playground protects our children while supporting the well-being of their caregivers. We firmly believe that accessibility and safety are not mutually exclusive—and it is both possible and necessary to achieve both.

Thank you for your time and consideration.

Kind regards,

Arianh Park Community Members



4.2 PROPOSED DOG OFF LEASH AREA

File Number: REP25/474
Author: Town Planner
Authoriser: Director of Environmental Services
Attachments: Nil

REPORT

Background

On several occasions, since August 2022, the Assets and Operations Committee has considered proposals to create a dog off leash area within urban Temora. There have been several sites considered, including part of Temora West Park, part of the Railway Land Reserve, part of The Oval, Golden Gate Reserve, and recently a suggestion was received for Council to consider part of Callaghan Park for this purpose.

The project was most recently considered by the Assets and Operations Committee at their meeting held on 6 August 2024. At this meeting, the Committee recommended to Council to:

1. Receive a further report on the proposed stormwater detention basins in Golden Gate Reserve, once detailed designs for construction are completed and
2. Consider the suitability of Golden Gate Reserve for use as an urban dog off leash area, once the detailed designs are considered by Council.

This recommendation was endorsed by Council at the August 2024 Council Meeting.

As Councillors may be aware, Golden Gate Reserve is currently recognised as a dog off leash area. However, the site is unfenced and does not therefore offer the necessary infrastructure to fully support its use as a dog off leash area. No fencing of the site is proposed to be considered until further understanding of the use of the site for stormwater detention basins is known.

Related to the Council resolution above, Council has recently applied for funding for the Temora flood mitigation scheme feasibility study, which is the next stage of investigation into the delivery of flood management assets for Temora, which includes investigating Golden Gate Reserve for its suitability to deliver flood mitigation. Due to the need to, firstly, secure funding and then complete the feasibility process within the flood funding program, it will still be some time before Council will be able to consider the potential co-location of a formalised dog off leash area, alongside planned stormwater detention basins, at Golden Gate Reserve.

Alternative site

Committee members will be aware of the planned relocation of the Caravan and Motorhome Club of Australia (CMCA) operated recreational vehicle (RV) park at Gardner Street to the Temora Airfield Tourist Park. The land to be vacated will return to Council's control, due to the change in location of lease arrangements. It is proposed that Council consider this site to provide a formalised dog off leash area.

The subject land is shown by Figure 1. The site is approximately 1.1 hectares in size, with dimensions of approximately 70m x 160m. The site is bounded by Gardner Street to the east, Austral Street to the south, part of the eastern drain to the west and residential properties fronting Britannia Street to the north. The zoning of the site is RE1 Public Recreation.



Figure 1: Subject land, edged heavy black

The site features existing fencing, installed by the CMCA, access driveway and a shelter. There are also some trees located within the space.

If the site were to be supported to be formalised as a dog off leash space, the following additional investments would ideally be delivered to secure the site for its alternate use, as indicated by Table 1.

Project component	Cost estimate
Additional fence along western Boundary	\$2000
Fencing modification (Wire netting) to remainder	\$2000
Gate/Entrance modification and signage	\$2000
Purchase shade shelter from CMCA, rather than relocating it to the Airport	\$5000
Install seating under the shelter	\$2500

Garbage Bin installations	\$500
Total cost	\$14,000

Table 1: Additional costs required to formalise the former CMCA site as a dog off leash area

Alternatively, a more basic modification of this site could occur for a reduced budget, with the remaining items being considered as part of a future Council budget, as shown by Table 2.

Project component	Cost estimate
Additional fence along western Boundary	\$2000
Fencing modification (Wire netting) to remainder	\$2000
Gate/Entrance modification and signage	\$2000
Garbage Bin installations	\$500
Total cost	\$6,500

Table 1: Basic costs required to formalise the former CMCA site as a dog off leash area

Discussion

The proposed reuse of the former CMCA site as a dog off leash area provides for this space be made available for use by the community for recreation with their companion animals. The proposed use of the site for a dog off leash area aligns well with the zoning of the land, being RE1 Public Recreation.

The proposed upgrades to accommodate this use will provide a suitable open space that will deliver instant reuse of this space and be valued by dog owners, offering a space for active recreation. Other embellishments can be considered and budgeted later, if required. Other issues including relocating the Dump Point and garden shed/signage relocation have been factored into the costings associated with the CMCA management proposal for the Airfield Tourist Park.

As the emerging availability of this site was not known at the time of considering Council's budget, this project has not been considered by Council; and the delivery of the any upgrades to the site are currently unfunded. The proposed basic modifications, estimated at \$6,500, may be considered as part of a parks and gardens maintenance budget.

The remainder of the project can be referred to 2026/27 budget estimates for Council to consider prioritising the funding of these upgrades.

Prior to CMCA, the site was leased out for grazing from 2016-2019 for \$257/year. The leased site is therefore maintained by the leaseholder, rather than Council. However, this option limits the beneficiary of this site to only the leaseholder and there is potential that the site may have significantly reduced groundcover and/or significant issues with weeds, which would limit the potential for the site to be used as a dog off leash area in the future, should Council determine not to fund the delivery of any upgrades at this time.

Integrated Planning and Reporting

Temora Shire Community Strategic Plan 2025-2035

Objective 3: Plan attractive, liveable and sustainable towns, villages and rural communities

Strategy 3.2: Provide attractive and welcoming towns and villages with well-maintained public facilities, open spaces and streetscapes

Council Policy/Legislation

Local Government Act 1993

Options

Council has the options of:

1. Support basic upgrades to the site to support it's use as a dog off leash area, up to the budget of \$6,500 and refer the remainder of the upgrades to the 2026/27 budget estimates,
2. Refer the entire project of \$14,000 to 2026/27 budget estimates, and leave the site vacant and maintained by Council in the short term, or
3. Take no action and Council maintain the site as unembellished public open space, or
4. Offer the site for lease.

Budget Implications

There is an anticipated cost to upgrade the subject site to become fully functional as a dog off leash area of \$15,500. There is potential income to Council if the site is leased.

Risk Implications

The site is currently in good condition in relation to groundcover, however intensive grazing may negatively impact upon the groundcover condition into the future.

COMMITTEE RESOLUTION 47/2025

Moved: Cr Rick Firman

Seconded: Cr Anthony Irvine

The Committee resolved to recommend that Council:

1. Support the completion of basic upgrades to create a dog off leash area at the former CMCA site up to the budget of \$6,500 from Parks and Gardens maintenance budget.
2. Provide a further report on possible embellishments and costings and
3. Refer the remaining upgrades to the 2026/27 budget estimates.

CARRIED

Report by Claire Golder

4.3 TEMORA CEMETERY BURIAL PLINTH - REALLOCATION OF FUNDS REQUEST

File Number: REP25/488
Author: Environmental Secretary
Authoriser: General Manager
Attachments: Nil

REPORT

In the 2024/2025 financial year, Council allocated \$130,000.00 to retrofit two concrete burial plinths at the Temora Lawn Cemetery. The project was completed in May 2025 at a final cost of \$87,815.30. This leaves an unspent budget of \$42,184.70.

There will be various maintenance and capital under and over expenditure that will be reconciled in the coming weeks. This report seeks to request that provided over expenditure is reconciled and balanced against under expenditure or reallocated funds in the 2024/25 financial year, that the \$42,000 remaining funds relating to this project be revoted from the 2024/25 financial year to the 2025/26 financial year and allocated to Aria Park Cemetery to enable the installation a small part of four concrete plinths prior to any burials taking place (subject to burial direction).

There is one plot remaining in the existing Aria Park Lawn Cemetery and it is likely the planned new rows may require use in the 2025/26 financial year. It is possible to retro fit the concrete plinths, however, construction of the plinths prior to burials taking place provides improved amenity and outcomes for the Aria Park community.

Council staff have developed the new layout in consultation with stakeholders including Friends of the Cemetery, Aria Park Community and the contractors that prepare graves. The proposed amended layout mirrors the Temora Lawn Cemetery general arrangement. The only remaining confirmation required prior to construction commencement is whether burials will take place in a north to south direction until each row is filled or whether the burials will occur in a west to east direction across the four proposed plinths.



Integrated Planning and Reporting

CSP Theme: 3. Plan attractive, liveable and sustainable towns, villages and rural communities

Delivery Program Strategy: 3.2 provide attractive and welcoming towns and villages with well-maintained public facilities, open spaces and streetscapes.

Council Policy/Legislation

N/A

Budget Implications

It is recommended that the funds for this project be utilised from 2024/2025 financial year revoted funds.

Risk Implications

Failure to reallocate funds may result in a lack of available formal burial plots at Ariaiah Park Lawn Cemetery.

COMMITTEE RESOLUTION 48/2025

Moved: Cr Rick Firman

Seconded: Cr Anthony Irvine

The Committee resolved to recommend to Council to endorse the reallocation of the balance from the 2024/25 Temora Lawn Cemetery project to the Ariaiah Park Cemetery, subject to 2024/25 over expenditure being reconciled and balanced against 2024/25 funding.

CARRIED

Report by Rob Fisher

4.4 TREE REMOVAL REQUEST - 87 LOFTUS STREET (CAR WASH)

File Number: REP25/482
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: 1. Site Photos

REPORT

Council has received a request for the removal of two London Plane trees located within the Baker Street, adjacent to 87 Loftus Street (Temora Car Wash). This is the second request from the applicant regarding the subject trees in the past 18 months, and the applicant has asked the issue be considered by Council. The Car Wash has advised that leaf litter from the trees is causing issues with drainage and sewer systems, resulting in significant costs associated with shutdowns and frequent pipe cleaning. The request is detailed below:

CRM 5754/2025:

Tree removal request - 87 Loftus Street Temora 2x london plane trees Details: Once again we having trouble with our drainage and sewerage because of the leaves of these nuisance trees. Whilst I do understand that they provide shade in the summer, they are definitely not suitable to the area during winter. We have constant shut downs because of blockages caused by the leaves which is costly to the business and we are fitting the bill as far as these trees are concerned for plumbing. In your Tree Management Policy it states that you identify suitable and unsuitable species for the area. These trees are not suitable for this area and the neighbouring community agrees. Customer details: Temora Car and Dog Wash

Site Inspection – 87 Loftus Street

A site inspection was undertaken by Council's Open Spaces Coordinator and Manager Water and Sewer and the following observations were made:

- The trees are approximately 30 years old and were well established prior to development at the site.
- The trees are located on the pavement approximately 3 metres from the kerb and there is low to average infrastructure impact associated with the street trees relative to other areas across Temora.
- Minor cracking is present in the footpath; however, it does not present a trip hazard at this point in time.
- Both driveways servicing the business are in good condition, with one visible crack, that may be a result of settlement and cannot be solely attributed to tree roots.
- Autum leaf litter from the trees is significant.

Tree Species Review – London Plane Trees

London Plane trees have historically been a popular street tree species throughout Temora and Aria Park. In 1999 there were approximately 80 London Plane trees within urban Temora and Aria Park and in 2023 there were 345 London Plane trees presenting a significant increase of 265 over 23 years.

London Plane trees do cause infrastructure damage both public and private, due to their significant mature size. Council's London Plane tree stock is still relatively young, and growth rates have varied significantly from location to location. As a result, significant damage has not yet been

realised, however, it must be noted that as these trees mature, conflict with the built environment will increase.

Considering the current large numbers of existing London Plane trees throughout Temora and Aria Park, combined with the challenges associated with the size of this particular tree species within the urban streetscape, Council staff are recommending that Council consider removing the London Plane tree from the Approved Tree Species Register.

The outcomes of potentially removing the London Plane tree species from the Approved Tree Species Register are:

- No new plantings of London Plane trees would occur. Trees removed due to being dead, defective, or requiring removal due to damage or road works would be replaced with an alternative species.
- There are some existing avenues of London Plane trees (De Boos Street, Tenefts Street, etc) that would become non uniformed over time.
- Over time the numbers of London Plane trees within Temora and Aria Park would slowly decline.
- Public requests would still be treated in accordance with EW8 where essentially trees would only be removed if they met the tree removal conditions set out in *Section 4.5* of EW8.

Council Policy

Councils Urban Tree Management Plan (EW8) outlines the following criteria for tree removal:

Tree removal will occur only if one or more of the criteria listed below are met in an assessment by Council's Recreation and Open Space Coordinator:

- *The tree is dead, dying, damaged or diseased and remedial action would be ineffective in saving it,*
- *The tree is infested with a pest (e.g. insect) for which the appropriate control would be ineffective,*
- *The tree is a public nuisance or hazard due to its species, condition, location or size and cannot be remedied by appropriate techniques,*
- *The tree is interfering with the growth and development of new plantings or a more desirable species,*
- *The aesthetic value of the tree within the given streetscape is very poor or distracting,*
- *Unauthorised works close to the tree have irreparably damaged it,*
- *Removal is necessary to allow the construction of access to property where no other alternative exists,*
- *The street tree is considered by Council to be an undesirable species, see section 4.2.1.*
- *It can be demonstrated that the tree has caused, is causing, or is likely to cause, substantial damage to private property or public infrastructure and the estimated cost of ongoing repairs outweighs the value of the tree, and there is no reasonable alternative, e.g. root barrier or pruning, to solve the problem.*

Trees will not be removed on the basis that they cause the following nuisance:

- *Drop leaves, fruit or twigs,*
- *Provide habitat for insects or small mammals,*
- *Might harbour termites,*
- *Induce allergies,*
- *Do not comply with an individual's species preference,*
- *Block solar access and views,*
- *Interfere with telecommunications reception,*
- *Hinder the growth of nearby plants, and*
- *"Might" cause damage in future – as outlined above, damage to infrastructure by a tree must be demonstrated to the Responsible Authority*

Integrated Planning and Reporting

CSP Objective: 3. Plan attractive, liveable and sustainable towns, villages and rural communities

Delivery Program Strategy: 3.2 Provide attractive and welcoming towns and villages with well-maintained public facilities, open spaces and streetscapes.

Council Policy/Legislation

EW8 – Urban Tree Management Plan

Options

Option 1: Proceed with Removal and Replacement

- Removal of two (2) London Plane trees
- Undertake road repairs
- Replant with suitable species from the Approved Tree Species Register.

Option 2: Decline the request

- No action

Council Officers Recommendation

In accordance with Council Policy EW8 Urban Tree Management Plan there are insufficient grounds to justify removal of the subject trees.

Option 2 is recommended in this circumstance and further it is recommended that London Plane Tree Species be removed from the EW8 Urban Tree Management Plan – Approved Tree Species Register.

Budget Implications

Option 1: Removal, road repair and replacement \$8,000 - \$12,000

Option 2: Nil

Risk Implications

Financial Risk: There is a financial risk of unbudgeted expenditure, although it is considered low risk and can be accommodated within the respective maintenance budgets.

Precedent Risk: Approving this request may set a precedent for similar requests. To manage this risk, it is important that Council's decision aligns with the Urban Tree Management Plan.

Cr Paul Mahon declared a non-pecuniary interest in relation to item REP25482, due to being a contractor to the owner of the business.

Cr Paul Mahon left the meeting at 2:32pm and took no further part in the discussion.

COMMITTEE RESOLUTION 49/2025

Moved: Cr Rick Firman

Seconded: Cr Anthony Irvine

The Committee resolved to recommend to Council:

1. Accede to the request subject to full cost recovery, to be paid by the applicant for the costs incurred to remove the trees and replace with suitable species.
2. That London Plane Trees be only used in situations of open space and without conflict with urban infrastructure and this be noted in EW8 Urban Tree Management Plan – Approved Tree Species Register.
3. That the Temora Ex Services Memorial Club be notified of the decision

CARRIED

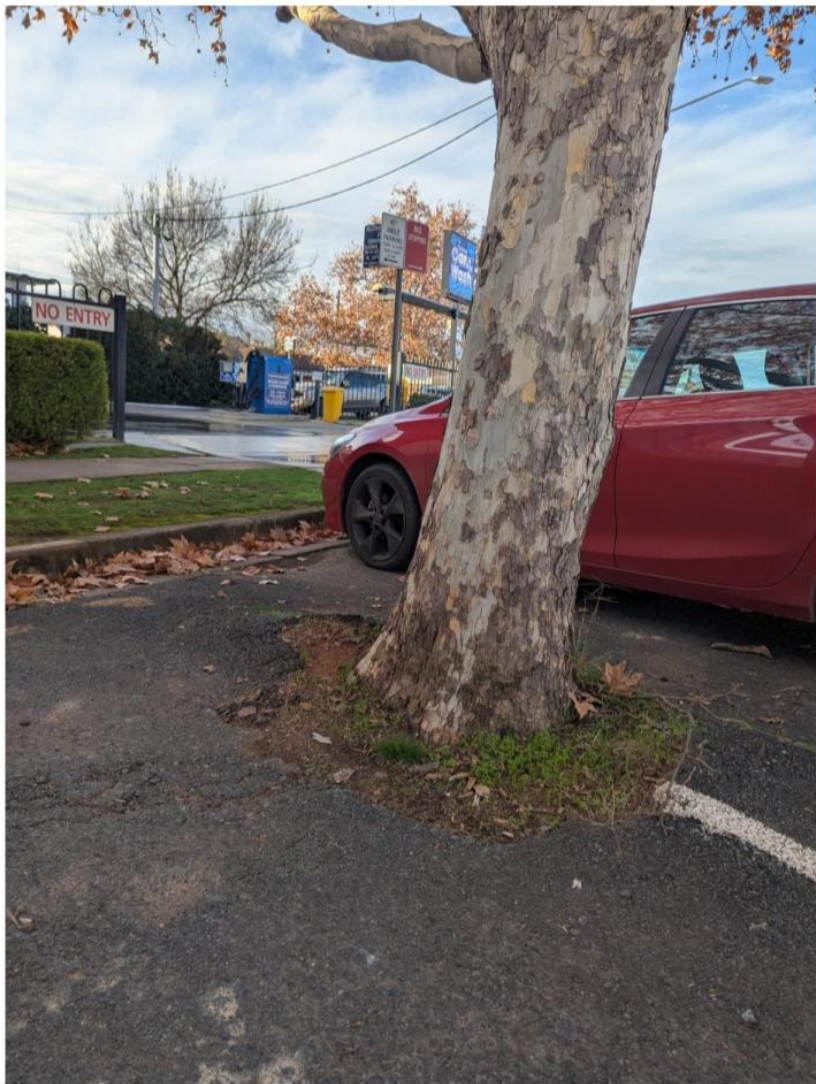
Report by Rob Fisher

Mr Kris Dunstan Director of Environmental Services left the meeting at 2:50pm

Cr Paul Mahon returned to the meeting at 2:57pm.







4.5 TREE REMOVAL REQUEST - TENEFTS STREET

File Number:	REP25/432
Author:	Engineering Technical Officer
Authoriser:	Engineering Asset Manager
Attachments:	1. Correspondence 1 - Tenefts Street 2. Correspondence 2 - Tenefts Street 3. Site Photos

REPORT

Council has received two requests from residents of Tenefts Street, seeking the removal of London Plane trees located on the nature strip in front of their properties citing concerns about property damage, ongoing maintenance burden, access and visibility issues. Council staff would typically make a decision in relation to these matters, however, considering the uniform streetscape and Councils past intent to develop this tree avenue, combined with the uncertain suitability of the street tree locations and the likely scenario that any part removal will result in additional requests, staff have decided to seek Council's consideration on the matter.

Site Inspection – Tenefts Street

A site inspection was undertaken by Council's Open Spaces Coordinator and Manager Water and Sewer. The following observations were made:

- The concrete path and mailbox have moved in relation to the driveway at 7 Tenefts Street. It is not clear whether this is caused by differential settlement, or tree roots, however, tree roots are the more likely scenario.
- Minor cracking is visible on the driveway
- No significant access or visibility issues were identified
- Tenefts Street is lined with a consistent avenue of London Plane trees.
- The subject trees are approximately 20 years old and are growing at a moderate rate.

Tree Species Review – London Plane Trees

London Plane trees have historically been a popular street tree species throughout Temora and Aria Park. In 1999 there were approximately 80 London Plane Trees within urban Temora and Aria Park and in 2023 there were 345 London Plane Trees presenting a significant increase of 265 over 23 years.

London Plane Trees due to their significant mature size do cause infrastructure damage both public and private. Councils London Plane Tree stock is still relatively young, and growth rates have varied significantly from location to location. As a result, significant damage has not yet been realised, however, it must be noted that as these trees mature, conflict with the built environment will increase.

Council Policy

Councils Urban Tree Management Plan (EW8) outlines the following criteria for tree removal:

Tree removal will occur only if one or more of the criteria listed below are met in an assessment by Council's Recreation and Open Space Coordinator:

- *The tree is dead, dying, damaged or diseased and remedial action would be ineffective in saving it,*
- *The tree is infested with a pest (e.g. insect) for which the appropriate control would be ineffective,*
- *The tree is a public nuisance or hazard due to its species, condition, location or size and cannot be remedied by appropriate techniques,*
- *The tree is interfering with the growth and development of new plantings or a more desirable species,*
- *The aesthetic value of the tree within the given streetscape is very poor or distracting,*
- *Unauthorised works close to the tree have irreparably damaged it,*
- *Removal is necessary to allow the construction of access to property where no other alternative exists,*
- *The street tree is considered by Council to be an undesirable species, see section 4.2.1.*
- *It can be demonstrated that the tree has caused, is causing, or is likely to cause, substantial damage to private property or public infrastructure and the estimated cost of ongoing repairs outweighs the value of the tree, and there is no reasonable alternative, e.g. root barrier or pruning, to solve the problem.*

Trees will not be removed on the basis that they cause the following nuisance:

- *Drop leaves, fruit or twigs,*
- *Provide habitat for insects or small mammals,*
- *Might harbour termites,*
- *Induce allergies,*
- *Do not comply with an individual's species preference,*
- *Block solar access and views,*
- *Interfere with telecommunications reception,*
- *Hinder the growth of nearby plants, and*
- *"Might" cause damage in future – as outlined above, damage to infrastructure by a tree must be demonstrated to the Responsible Authority*

4.5.5 Significant Trees

Significant trees are identified as trees which meet any of the following criteria:

- All trees located in a prominent community location (CBD, Heritage Zone, Park)
- Any mature trees located adjacent to a significant community facility (Library, Courthouse, Church, Pool, Council Office, Rec Centre, etc.)
- All trees suspected to be of Aboriginal significance (scar trees)
- All trees with a trunk circumference of > 2 metres (measured 1 metre from ground level)

Any trees which fall into the above category shall be presented to Council for consideration prior to removal.

Risk and Liability Considerations

As Council had no prior knowledge of the potential damage caused by the trees at Tenefts Street, there is currently limited liability exposure. This absence of prior notice places Council in a favourable position from a legal risk perspective.

Multiple utilities services (Gas, Telstra, NBN and Water) are in close proximity to the trees along the Tenefts Street. This may pose challenge if Council defer removal, then decide to undertake removal at a future point when the subject trees are larger.

There are 13 Plane Trees on the northern nature strip of the Tenefts Street combined with 2 Claret Ash Trees (adjacent to caravan park) and 2 Chinese Elm Trees (central) which are all located in relatively close proximity to the property boundaries at around 2m. There are 20 Plane Trees on the southern side of Tenefts Street located approximately 6m from the property boundary.

The Plane trees on the northern side of Tenefts Street which include the two subject requests, are not currently causing significant infrastructure damage, however, it is inevitable that as these trees grow there will be increased conflict with public and private infrastructure.



Photo December 2015



Photo June 2025

Integrated Planning and Reporting

CSP Objective: 3. Plan attractive, liveable and sustainable towns, villages and rural communities

Delivery Program Strategy: 3.2 Provide attractive and welcoming towns and villages with well-maintained public facilities, open spaces and streetscapes.

Council Policy/Legislation

EW8 – Urban Tree Management Plan

Options

Option 1

- Remove and replace the requested trees with a smaller variety of street tree.

Option 2

- Remove 13 Plane Trees and 2 Claret Ash Trees from the entire northern side of Tenefts Street replacing with a smaller species

Option 3

- Do not remove the subject trees and install root barrier adjacent to all street trees on the northern side of Tenefts Street.

Option 4

- Take no action

Council Officers recommendation is to endorse Option 2 with consultation to occur with adjacent landholders before works are undertaken.

Budget Implications

Option 1

- Remove and replace requested trees only \$2,000 - \$4,000

Option 2

- Remove and replace 15 trees on the Northern side of Tenefts Street \$10,000 - \$15,000

Option 3

- Install Root Barrier \$10,000 - \$15,000 (could increase if encounter service conflict)

Option 4

- \$0 but there will likely be future liability risks

Please note the budget estimates are ballpark figures only and actual work may differ dependant on site circumstances.

COMMITTEE RESOLUTION 50/2025

Moved: Cr Rick Firman

Seconded: Cr Anthony Irvine

The Committee resolved to recommend to Council to endorse the removal of 13 London Plane Trees and 2 Claret Ash Trees from the entire northern side of Tenefts Street and replace with a small species funded under maintenance with consultation to occur with adjacent landholders before works commence.

CARRIED

Report by Rob Fisher

Customer Request Management Enquiry
5435/2024 - Street Trees

Received Date	12/11/2024 02:25 PM
Determination Details	Undetermined
Reference Id	22770
Contact Method	TELEPHONE
Description	Please find attached a Resident Request for tree removal, and some related photos for your attention. I am a resident at [REDACTED] St, Temora, and have some concern about the tree directly in front of our house on the nature strip. Plane Trees or "Platanus", are a very large park tree, when reaching the maturity, can grow 30 to 50m tall. While this tree is approximately 13 years old, and not reached its full maturity yet, the root system is starting to lift the concrete footpath in our driveway. I am also constantly trimming the branches so we can drive into our garage. I have also had to ask for the rest of the trees along our street to be trimmed, as the branches reach out on the road causing issues with larger vehicles, such as caravans staying at the camp ground. My household insurance company also suggested that trees should be a safe distance from houses, far enough away not to damage the house in case they fall due to high winds. So I am asking if it is possible for this tree to be removed, and a more appropriate smaller tree like a crepe myrtle, be planted.
Creation Officer	G Mannion
Last Modified By	G Mannion

Map

Click for interactive

Workflow

Workflow Summary

Description	Road Street Manage. St Trees
Manager	R J Moses
Responsible Officer	R J Moses
Target Time	7 days
Service Standard	

[Workflow History](#)

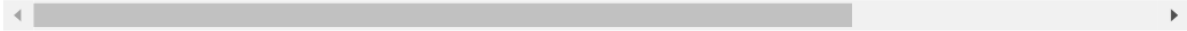
Create New Task

New Task Type

Investigate and Action ▼

Workflow Details

Description	Status	Opened	Target	Due	Closed	Outcome	Action Officer	Role	Delegati Officer
Investigate & Action	Complete	12/11/24 02:25 PM	7 days	21/11/24	05/02/25 08:25 AM	CRM Complete	Robert Fisher	AM_Enquiry	



Customer Details

NAR Number 18607

User

Address

TEMORA NSW 2666

Phone

Mobile

Email Address

@gmail.com

Contact
Method

Not required

Stop the Press?

N

Priority Call?

N

Claim Flag

Attachments

Attachment Options Clicking 'Attachment Options' will launch an external program. Please be patient while the program loads.

Add



From:

Sent: Tuesday, 27 May 2025 12:59 PM

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

Subject: Property Damage from Trees on Tenefts Street

I am concerned about the damage to my driveway at [REDACTED] Street. The non native trees (Plane Trees?) that populate the road are causing increasing damage as the tree roots are lifting and cracking my concrete driveway. I now have a full width crack running east west immediately adjacent to the tree. This will only get worse as the tree grows and the cost of repair will run into thousands of dollars. Additionally, the water, electricity, NBN and gas services manhole is only 1m from the base of the tree with respective meters only 2m away. Is this not potentially dangerous? A gas leak could be catastrophic!

This particular tree is also a road safety hazard. It is very difficult to see traffic when reversing from the driveway particularly in summer when the branches are in full leaf.

These trees are not native to Australia and the cost of cleaning up the massive dump of leaves every year is excessive. My neighbours are equally annoyed and frustrated at the cost of cleaning up leaves every year, as everything becomes buried (air conditioners, water and gas metres, native trees and plants). Roof gutters get clogged up with leaves and solar panels can get clogged underneath which is potentially a fire hazard. The deluge of leaves is also a great hiding place for snakes as I recently discovered a Brown Snake only 3 meters from the tree base resting under the shade of the leaves. The leaves from these trees do not decompose for years.

Would the council please consider looking into a fix to eliminate or reduce these issues. If necessary I would gladly remove the tree at my expense and replace it with a native tree. This seems very logical and environmentally positive (friendly).

It is my intention to take out special insurance to cover the cost of tree damage to my property, but this will not alleviate the ongoing clean up and associated hazards that exist now.

Thankyou

[REDACTED] Street Temora

Tenefts Street (Avenue of Plane Trees):



21 Tenefts Street:



7 Tenefts Street:



4.6 TREE REMOVAL REQUEST - HOSKINS STREET

File Number: REP25/483
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: 1. Correspondence
2. Resident Photos
3. Site Photo

REPORT

Council has received a request for the removal of two (2) Claret Ash trees located on the nature strip outside a residence in Hoskins Street. The property owners have advised that the tree roots are causing significant and worsening damage to their property.

Site Inspection –Hoskins Street

A site inspection was undertaken by Council's Open Spaces Coordinator, Manager Water and Sewer and the Engineering Executive Manager. During the inspection, three (3) Claret Ash trees were assessed—two directly outside residence in Hoskins Street and one approximately 20 metres north. Based on this assessment, the following actions are recommended:

- Removal of all three (3) Claret Ash trees, due to the public and private infrastructure damages observed. Although it is not evident from the visual inspection that these trees are the only cause for the damage, it is considered tree roots may have contributed due nature of the tree species and visual indicators onsite.
- Repair and replacement of damaged road and associated infrastructure, including kerb and gutter and footpath.
- Replanting of suitable replacement trees, with consideration given to Bottlebrush for the purpose of maintaining consistency with the adjacent streetscape.

Tree Species Review – Claret Ash Trees

Claret Ash trees have historically been a popular street tree species throughout Temora and Aria Park. Peaking at 650 in 1999, the Claret Ash Tree was the most prominent street tree in Temora and Aria Park with the closest species at this time being the related Desert Ash (close relative) at 325 and White Cedar at 250.

As of the last Street Tree Audit in 2023, the Claret Ash Tree (-180), Desert Ash Tree (-90) and the White Cedar Tree (-170) have all declined in numbers predominantly due to conflicts with the built environment.

The Ash Species (particularly the Claret Ash) continues to cause significant damage to the built environment due to their increasing size and aggressive root systems and remain the number one street tree species for damage to both Council infrastructure and private property.

Given the frequency and severity of these problems, it is recommended that the Ash Tree species be considered for removal from the EW8 - Approved Tree Species Register and placement on the Undesirable Species Register.

The ramifications of being listed as an undesirable species would be:

- The EW8 Tree Removal Criteria (below) would not apply, and Council would not object to removal of the Ash Tree Species when requested by the public.

- Council would not plant new trees of this species.
- Council would remove these trees where infrastructure was being upgraded or replaced.

Council Policy

Councils Urban Tree Management Plan (EW8) outlines the following criteria for tree removal:

Tree removal will occur only if one or more of the criteria listed below are met in an assessment by Council's Recreation and Open Space Coordinator:

- *The tree is dead, dying, damaged or diseased and remedial action would be ineffective in saving it,*
- *The tree is infested with a pest (e.g. insect) for which the appropriate control would be ineffective,*
- *The tree is a public nuisance or hazard due to its species, condition, location or size and cannot be remedied by appropriate techniques,*
- *The tree is interfering with the growth and development of new plantings or a more desirable species,*
- *The aesthetic value of the tree within the given streetscape is very poor or distracting,*
- *Unauthorised works close to the tree have irreparably damaged it,*
- *Removal is necessary to allow the construction of access to property where no other alternative exists,*
- *The street tree is considered by Council to be an undesirable species, see section 4.2.1.*
- *It can be demonstrated that the tree has caused, is causing, or is likely to cause, substantial damage to private property or public infrastructure and the estimated cost of ongoing repairs outweighs the value of the tree, and there is no reasonable alternative, e.g. root barrier or pruning, to solve the problem.*

Trees will not be removed on the basis that they cause the following nuisance:

- *Drop leaves, fruit or twigs,*
- *Provide habitat for insects or small mammals,*
- *Might harbour termites,*
- *Induce allergies,*
- *Do not comply with an individual's species preference,*
- *Block solar access and views,*
- *Interfere with telecommunications reception,*
- *Hinder the growth of nearby plants, and*
- *"Might" cause damage in future – as outlined above, damage to infrastructure by a tree must be demonstrated to the Responsible Authority*

Risk and Liability Considerations

As Council had no prior knowledge of the damage caused by the trees at the residence in Hoskins Street, there is currently limited liability exposure. This absence of prior notice places Council in a favourable position from a legal risk perspective.

It is acknowledged that the Claret Ash trees may have contributed to the damage observed; however, both residences in Hoskins Street have changed ownership in the recent past. It is likely that some or all the damage was already present at the time of these property transfers.

Integrated Planning and Reporting

CSP Objective: 3. Plan attractive, liveable and sustainable towns, villages and rural communities

Delivery Program Strategy: 3.2 Provide attractive and welcoming towns and villages with well-maintained public facilities, open spaces and streetscapes.

Council Policy/Legislation

EW8 – Urban Tree Management Plan

Options

Option 1: Proceed with Removal and Repair of Damages to Public Infrastructure

- Removal all three (3) Claret Ash trees
- Repair and replace damaged infrastructure (kerb and gutter and footpath).
- Replant with suitable species (Bottlebrush)

Option 2: Undertake Mitigation Measures and Repair Damage

- Installation of root barrier and pruning
- Repair and replace damaged infrastructure (kerb and gutter and footpath).

Budget Implications

Option 1: \$10,000 to \$15,000

Option 2: \$7,500 to \$12,500 (no guarantee of a long-term solution)

Funded by the respective maintenance programs

Risk Implications

Safety Risk: There is a risk that damage to the footpath, pavement and kerb and gutter may create potential trip hazards, which presents a safety risk.

Liability Risk: As Council is now aware of the potential damage associated with the trees, there is an increased risk of liability, should no action be taken.

Financial Risk: There is a financial risk of unbudgeted expenditure, although it is considered low risk and should be absorbed within the respective maintenance budgets.

If not addressed, there is a risk of escalating maintenance and repair costs as the trees will continue to cause damage to surrounding infrastructure.

Precedent Risk: Approving this request may set a precedent for similar requests. To manage this risk it is important that Council's decision aligns with the Urban Tree Management Plan.

COMMITTEE RESOLUTION 51/2025

Moved: Cr Rick Firman

Seconded: Cr Anthony Irvine

That the Committee resolved to recommend to Council that:

- Approval be granted for the removal of the three (3) Claret Ash trees located outside the residences in Hoskins Street,
- The damaged infrastructure (kerb and gutter and footpath) be repaired and replaced as necessary, and
- Suitable replacement trees (Bottlebrush) be planted.

AND FURTHER

That Ash Tree Species be removed from EW8 Urban Tree Management Plan – Approved Tree Species Register and placed on the EW8 Undesirable Tree Species Register.

CARRIED

Report by Rob Fisher

From:

Sent: Friday, 6 June 2025 3:40 PM

To: Rob Fisher <rfisher@temora.nsw.gov.au>; Kris Dunstan <kdunstan@temora.nsw.gov.au>

Subject: ■■■ Hoskins Street Damage

Good afternoon,

I am writing to express my concerns about the trees that are impacting my residence at ■■■ Hoskins Street, Temora.

As it currently stands, the tree roots are lifting the cement foundations at the front of the house, causing extensive damage to the property. This is also evident on the median strip at the front of the property, causing a trip hazard to the general public. I have attached photos of the damage for your convenience. This is particularly concerning as the damage extends to inside the dwelling due to the bricks shifting with the cement. The rate at which the damage is occurring is also of concern as it has become considerably more noticeable over the last 6 months.

I am writing to request a review be undertaken to the safety of these trees, with the intention of either removing them or fixing the damage they have caused to the property. As you will be aware, the property is situated in a Heritage Conservation Area which does limit the work I can undertake myself.

I look forward to hearing from you and resolving this issue.

Kind regards,



Image 1: Site Photo



4.7 SAFER LOCAL ROADS AND INFRASTRUCTURE PROGRAM (SLRIP) - TRANCHE 3 SUBMISSION UPDATE

File Number: REP25/484
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: Nil

REPORT

A report was presented to the June meeting of the Asset and Operations Committee, at which staff obtained approval to submit a grant application under the Safer Local Roads and Infrastructure Program (SLRIP) for the proposed widening of Bushell's Road.

At the time of preparing the original report, limited detail on the scope of the works was known. As such, the value of the project was derived from a broad unit rate for road widening of \$200,000 per kilometre with the total value estimated at \$700,000.

As staff refined the scope in the lead up to the grant deadline, the estimated project value has increased significantly to approximately \$1.4 million, with a Council contribution of \$280,000 (20%) in a future financial year. The two main factors for the increase include:

- There is significant widening / replacement required on some major existing drainage infrastructure that is under width.
- There is a 20% contingency required to be added to the overall project cost as part of the funding guidelines.

The grant deadline was 30 June 2025 and following discussion with the General Manager, who consulted the Mayor and Deputy Mayor, staff have submitted the application. Should the application be successful, Council will still have the opportunity to not proceed with the project at that time.

Despite the cost increase, there remains a strong case to support the project, should Council be successful. Main points are below:

- This section of Bushell's Road will support 3 major developments in the adjacent area (Conqueror Millings Combaning storage facility, LPC Eggs Fergusons Rd Egg Farm and the major capacity upgrade of the Jindalee Feedlot).
- This 3.3km segment of Bushell's road is the narrowest section of a 30km road network link between the Goldfields Way in Junee Shire and Burley Griffin Way in Temora Shire. Use of this link for approved vehicles cuts 14km off the alternative link through Temora.
- 4km of Bushell's Road (over half) has already been widened to 6.8m from 5.5m approximately 20 years ago.

Integrated Planning and Reporting

CSP Objective:	3. Plan attractive, liveable and sustainable towns, villages and rural communities
Delivery Program Strategy	3.3 Maintain safe, effective and sustainable road networks and supporting infrastructure

Council Policy/Legislation

N/A

Options

N/A

Budget Implications

Temora Shire Council Budget 2026/27 and 2027/28, as per co-contribution detailed in the report, pending a successful grant application.

Risk Implications

There is a risk that Council may commit to the co-contribution but be unable to meet the requirement when needed.

Conversely, there is a risk that if Council do not endorse the application, it may forgo an opportunity to secure external funding for an asset upgrade.

COMMITTEE RESOLUTION 52/2025

Moved: Cr Paul Mahon

Seconded: Cr Nigel Judd

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

CARRIED

Report by Amanda Colwill

4.8 GRAVEL REQUEST - TEMORA SHOW SOCIETY

File Number: REP25/485
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: 1. Correspondence

REPORT

Council has received a request from the Temora Show Society seeking assistance with the supply and placement of gravel to be used to minimise mud and improve the area in front of the showground pavilion. Council staff met with the applicant on site who indicated the area outlined in the image below. The area is approximately 500m².

The request seeks Council to supply, spread and compact the material. It should be noted whilst the gravel supply could be easily accommodated, Council would have to procure a subcontractor to undertake the spreading and compaction of the material with this work requiring skid steer, water and small roller, estimated to cost approximately \$2000.

**Integrated Planning and Reporting**

CSP Objective: 5. Deliver effective leadership, governance and engagement to meet community needs

Delivery Program Strategy: 5.4 Build capacity by supporting volunteers and local organisations

Council Policy/Legislation

Local Government Act 1993 (NSW):

- Section 8 – Requires councils to manage resources efficiently and equitably for the benefit of the community.

Options

1. Approve the request either partially or in full, with the associated costs to be funded from Council's 2025/2026 donations budget.
2. Decline the request.

Budget ImplicationsOption 1:

- Gravel cost: $50\text{m}^3 \times \$19.73/\text{m}^3 = \986.50
- Cartage: $\$113.5/\text{h} + \$1.90/\text{km} = \$151.50$
- Placement (Sub-contract Roller, Water, Skid steer) = \$2,000 approx.

Note: Estimated cost reflects actual cost to Council and are not private works rates.

Option 2: N/A**Risk Implications**Resource Allocation Risk

- That the decision may set a precedent for other community groups requesting material, potentially impacting Council's resource allocation (low risk).

Financial Risk

- If the work is provided at no cost (Option 1), Council absorbs the cost, impacting the 2025/2026 donations budget.

Reputational Risk

- If Council declines the request, it may be perceived as unsupportive of community organisations, impacting public perception.
- Conversely, if Council provides the work at no cost, other community groups may expect similar assistance, leading to equity concerns.

NOTE: Donations for 2025/2026 are \$600.00 with a total budget of \$10,000. \$9,400.00 budget remaining.

Cr Rick Firman declared a non-pecuniary interest in relation to item REP25/485, due to being a member of the Temora Show Society.

Cr Ken Smith declared a non-pecuniary interest in relation to item REP25/485, due to being a member of the Temora Show Society.

COMMITTEE RESOLUTION 53/2025

Moved: Cr Paul Mahon

Seconded: Cr Nigel Judd

The Committee resolved to recommend to Council to support the Show Society by supplying gravel and cartage only, subject to the approval of the Temora Showground Trust.

CARRIED

Report by Rob Fisher



Temora Show Society

PO Box 357

Temora NSW 2666

Dear Mr. Firman,

On behalf of the show society, I wish to thank you for your help in the past unfortunately again we have to ask for your help and generosity.

We ask if you would ask the shire council to get some road base or blue metal have it taken up to the pavilion and the surrounding roads to get rid of the mud. We recognize that money is tight and that neither the show society or the showground trust are able to pay for this. We require a big truck load and a bobcat to smooth it out.

So, we ask that you get council to donate this to the show society as part of their ongoing contributions to the show. If the general manager or head of public works would like to discuss this, I will be in the pavilion most days from 11am to 3pm.

Thank you so much for your help.

Kind regards

On behalf of Temora Show Society

16 June 2025

5 CLOSE MEETING

The Meeting closed at 3:29pm.

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

.....

GENERAL MANAGER

.....

CHAIRMAN

**8.4 MINUTES OF THE ECONOMIC DEVELOPMENT AND VISITATIONS COMMITTEE MEETING
HELD ON 8 JULY 2025****File Number:** REP25/505**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Minutes of the Economic Development and Visitations Committee
Meeting held on 8 July 2025**RESOLUTION 83/2025**

Moved: Cr Nigel Judd

Seconded: Cr Belinda Bushell

It was resolved that the reports be received.

CARRIED**RESOLUTION 84/2025**

Moved: Cr Nigel Judd

Seconded: Cr Graham Sinclair

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

CARRIED



Date: Tuesday, 8 July 2025
Time: 3:44pm
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Economic Development and Visitations Committee Meeting

8 July 2025

Order of Business

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3	Disclosures of Interest	3
4	Reports	4
4.1	Drench Festival	4
5	Confidential Reports.....	7
6	Close Meeting	8

**MINUTES OF TEMORA SHIRE COUNCIL
ECONOMIC DEVELOPMENT AND VISITATIONS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 JULY 2025 AT 3:44PM**

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

IN ATTENDANCE: Mr Craig Sinclair (Economic Development Manager), Ms Melissa Boxall (General Manager)

1 OPEN MEETING

3:44pm

2 APOLOGIES

COMMITTEE RESOLUTION 24/2025

Moved: Cr Graham Sinclair

Seconded: Cr Rick Firman

That apologies from Cr Belinda Bushell and Elizabeth Smith (Director of Administration & Finance) be received and accepted.

CARRIED

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
NIL			

4 REPORTS

4.1 DRENCH FESTIVAL

File Number: REP25/490

Author: Economic Development Manager

Authoriser: Director of Administration & Finance

Attachments: Nil

REPORT

The purpose of this report is to provide an update on the delivery of the 2025 Drench Festival and seek the Committee's endorsement for a revised approach to Drench as a year-round arts and culture marketing tool, driven by the Arts Centre Manager in collaboration with other staff, Council facilities, and community stakeholders.

Background

The Drench Festival was introduced in March 2023 as a month-long celebration of arts and culture, funded through the NSW Government's Community Events Program. The program supported free community events post-COVID to reconnect residents and stimulate local economies. Drench 2023 was well received, with strong community participation.

Following this success, Council resolved to allocate \$10,000 annually to deliver the event. In 2024, the festival returned with the introduction of nominal ticketing for some activities. While still well attended and well received, significant pressure was placed on staff due to the preparation period coinciding with the Christmas break, January school holidays, Seniors Festival, and the Embrace Festival.

In response, Drench was moved to June in 2025 to activate a quieter time of year and ease staffing pressures. The revised timing produced mixed results.

2025 Outcomes

Key highlights of the 2025 Festival included:

- Night at the Museum – an immersive, multi-generational cultural experience.
- Temora Shire Art Prize – a valued annual platform for creative expression.
- Add a Pinch – a story-sharing food event that connected generations through culture and cuisine.

Despite many successes, some challenges were noted:

- Lower attendance at some events, resulting in cancellations.
- Programming clashes with other events such as a travelling circus, the Temora High School musical, and Roos Ball.
- The change in timing only partially alleviated staff capacity issues, given the high number of Council-supported events in the first half of the year.

Proposal

Given the mixed outcomes of the 2025 format, Council officers propose that Drench transition into a year-round marketing and promotional platform for arts and culture.

This evolution will:

- Build on Drench's established reputation and branding.
- Allow greater flexibility and more efficient use of Council and community resources.
- Better support organic collaboration between Council teams, venues, community groups, and local businesses involved in arts and cultural programming.

Under this model, the Arts Centre Manager will serve as the coordinating lead, with ongoing collaboration across Council and community stakeholders.

The \$7,000 already allocated in the 2025/26 Council budget for Drench would support this evolved format.

Integrated Planning and Reporting

The proposed evolution of Drench aligns with the following activities identified in the *Temora Shire Our Plan for the Future 2025 - 2035*:

Community Strategic Plan Objective 1: Develop a safe, healthy and inclusive community for enhanced quality of life

- Strategy 1.1: Acknowledge, promote and celebrate our cultural heritage and diversity
- Strategy 1.2: Strengthen community pride, connections and resilience through participation in arts, culture and community activities
- Strategy 1.6: Deliver appropriate services for families, children and young people
 - Relevant activities: Youth arts and intergenerational engagement programs, which may be delivered as part of year-round Drench-branded events.

Community Strategic Plan Objective 4: Create a strong, vibrant and diverse economy

- Strategy 4.1: Grow and diversify the economy and work opportunities
- Strategy 4.4: Enrich, diversify and promote the visitor experience

Council Policy/Legislation

N/A

Options

1. Endorse the revised model of Drench as a year-round arts and culture marketing platform and approve use of the \$7,000 in the 2025/26 Council budget to support this.
2. Continue with the current annual festival model held in June (or another month), despite timing and resource limitations.
3. Discontinue the Drench initiative as a Council-led event and support community-led initiatives independently.

It is the recommendation of Council officers to endorse option 1.

Budget Implications

There is \$7,000 allocated in the 2025/26 budget for Drench.

Risk Implications

- Loss of momentum or visibility:

Transitioning from a concentrated festival to a year-round model may dilute the sense of occasion associated with a single-month festival. To mitigate this, a strategic events calendar and consistent branding and promotion will ensure Drench remains visible and relevant throughout the year.

- Strain on Council staff resources:

While distributing events across the year offers more flexibility, it still requires coordination and effort. This risk will be managed by assigning lead responsibility to the Arts Centre Manager, supported by collaboration across Council teams and with community partners.

- Community confusion or reduced engagement:

Residents may not immediately understand or embrace the shift in format. Clear messaging and consistent use of the Drench brand will be used to communicate the evolution and promote ongoing community participation.

- Limited funding across a broader program:

The \$7,000 budget may stretch thinly over a year-round model. To address this, Council will explore partnerships, in-kind support, grants, and low-cost cross-organisational event delivery models to make best use of available resources.

COMMITTEE RESOLUTION 25/2025

Moved: Cr Graham Sinclair

Seconded: Cr Ken Smith

The Committee resolved to recommend to Council to endorse the evolution of Drench into a year-round celebration and marketing initiative for arts and culture with continued use of the \$7,000 allocated in the 2025/26 Council budget.

CARRIED

Report by Craig Sinclair

5 CONFIDENTIAL REPORTS**COMMITTEE RESOLUTION 26/2025**

Moved: Cr Rick Firman

Seconded: Cr Graham Sinclair

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993 at 3:53pm:

5.1 Temora Medical Precinct

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

CARRIED

COMMITTEE RESOLUTION 27/2025

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 4:12pm.

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

.....

GENERAL MANAGER

.....

CHAIRMAN

8.5 MINUTES OF THE AERODROME USERS COMMITTEE MEETING HELD ON 8 JULY 2025**File Number:** REP25/514**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Minutes of the Aerodrome Users Committee Meeting held on 8 July 2025**RESOLUTION 85/2025**

Moved: Cr Nigel Judd

Seconded: Cr Paul Mahon

It was resolved that the reports be received.

CARRIED**RESOLUTION 86/2025**

Moved: Cr Nigel Judd

Seconded: Cr Paul Mahon

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

CARRIED



Date: Tuesday, 8 July 2025
Time: 5:31pm
Location: 105 Loftus Street
TEMORA NSW 2666

MINUTES

Aerodrome Users Committee Meeting

8 July 2025

Order of Business

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2 **Apologies 3**

3 **Disclosures of Interest 3**

4 **Reports 4**

 4.1 Calendar of Events Aerodrome - July 2025 4

5 **Confidential Reports..... 6**

6 **Close Meeting 7**

**MINUTES OF TEMORA SHIRE COUNCIL
AERODROME USERS COMMITTEE MEETING
HELD AT 105 LOFTUS STREET, TEMORA NSW 2666
ON TUESDAY, 8 JULY 2025 AT 5:31PM**

PRESENT: Cr Nigel Judd (Chair), Mr Grant Johnson, Mr Robert Maslin, Mr Robert Matthews, Cr Paul Mahon, Cr Ken Smith, Mr Graham Engel, Mr Peter McIntyre (Observer)

IN ATTENDANCE: Mr Rob Fisher (Executive Manager Engineering Services), Ms Melissa Boxall (General Manager), Mr Ram Murugabubati (Water & Sewer Manager)

1 OPEN MEETING

5:31pm

2 APOLOGIES

Nil

3 DISCLOSURES OF INTEREST

Councillor/Officer	Item	Nature of Interest	How Managed
NIL			

4 REPORTS**4.1 CALENDAR OF EVENTS AERODROME - JULY 2025**

File Number: REP25/412
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT**SEPTEMBER 2025**

6 Youth in Aviation – Temora Flyers Inc
20 Aircraft Showcase

OCTOBER 2025

18 Aircraft Showcase

DECEMBER 2025

6-13 State Gliding championships
26/12 to 18/1 Gliding Camp

Integrated Planning and Reporting

N/A

Council Policy/Legislation

N/A

Options

N/A

Budget Implications

N/A

Risk Implications

N/A

COMMITTEE RESOLUTION 3/2025

Moved: Cr Paul Mahon
Seconded: Mr Robert Maslin

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

CARRIED

1. ROBERT MATTHEWS

Thank you to Council for supporting the Youth in Aviation event. Currently have 250 attendees registered.

Appreciates Ms Grace Mannion, Secretary Environmental/Engineering Departments for her proactive communication.

The airport is a very good facility.

2. CR NIGEL JUDD

Chairman welcomed Mr Ram Murugabubati, Water and Sewer Manager to the Aerodrome Users meeting, and the Executive Manager of Engineering introduced Ram to the attendees.

3. GRANT JOHNSON

Advised that the users who utilise the facility have commended the infrastructure that is well set up and well maintained. Thank you to Mr Rob Fisher and Mr James Durham.

4. ROB FISHER – EXECUTIVE MANAGER ENGINEERING

Appreciates the infrastructure development with the new Taxiway and runway.

Maintenance has been better with the help of James Durham and Gareth Otley.

Improvement still needs to be made with administrative procedures, especially documentation.

Still need to improve the drainage line in 523

Mr Peter McIntyre left the meeting at 5:40pm.

5 CONFIDENTIAL REPORTS**COMMITTEE RESOLUTION 4/2025**

Moved: Cr Paul Mahon

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 5:40pm:

5.1 CASA Surveillance Report

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

5.2 ATSB Report

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

CARRIED

COMMITTEE RESOLUTION 5/2025

Moved: Cr Ken Smith

Seconded: Cr Paul Mahon

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

CARRIED

6 CLOSE MEETING

The Meeting closed at 6:12pm.

This is the minutes of the Aerodrome Users Committee meeting held on Tuesday 8 July 2025.

.....

GENERAL MANAGER

.....

CHAIRMAN

9 DELEGATES REPORTS

The following meetings and functions were attended during the month.

Councillor	Name of Meeting/Function	Date Attended
Cr Graham Sinclair	National General Assembly at Canberra	24 June 2025
	Represented Council at the Temora Lions Changeover Dinner	25 June 2025
	Attended Goldenfields Water County Council meeting	26 June 2025
	Attended Minister for Local Government Councillors Roundtable and Civic Reception	1 July 2025
Cr Brenton Hawken	Attended Minister for Local Government Councillors Roundtable and Civic Reception	1 July 2025
Cr Nigel Judd	Attended Minister for Local Government Councillors Roundtable and Civic Reception	1 July 2025

10 MAYORAL REPORT**10.1 MAYORS REPORT - JUNE 2025**

File Number: REP25/493
Author: Executive Assistant
Authoriser: General Manager
Attachments: Nil

REPORT

2nd June – I chaired a meeting of the Temora Local Hospital Advisory Council. Our Members and I are most excited about the progress (behind the scenes) of the new Temora District Hospital redevelopment.

- I had teleconference with our Riverina Eastern Regional Organisation of Councils (REROC) Chief Executive (Mrs Megan Mulrooney) and Country Mayors Association NSW Secretariat (Mr Gary Fry).
- I had teleconferences with Mayors from Bland, Bega Valley and Ballina.

3rd June – I chaired a meeting of the Temora & District Education Fund's Debutante of the Year Ball Committee. We have a hard-working Committee who enjoy what they do.

4th June – I had meetings in Wagga at the REROC Offices.

- I had teleconferences with Members of the NSW Rural Fire Services Committee of Inquiry – thanking them for their findings, which we warmly endorse.

5th June – I had a teleconference with the Chief Executive of Frank Whiddon Masonic Homes (Mr Chris Mamarelis). Council continues to support Mr Mamarelis, Mrs Gail Lynch (Director of Care Services at FWMH Temora) for a new Greenstone Lodge. These caring leaders have been relentless in their support for this, as has the Federal Member for Riverina, the Hon Michael McCormack MP.

6th June – I chaired a meeting of the Country Mayors Association of NSW (CMA) Executive Board who met with NSW Skills & Migration Government Representatives.

- I chaired a meeting of the CMA Board re: Foodbank.

9th June – King's Birthday Honours List – Council extends our congratulations to Mr Brett Whitworth who was mentioned in the King's Birthday Honours List. Mr Whitworth – the Deputy Secretary of NSW Office of Local Government, received the Public Service Medal (PSM).

10th June – I had teleconferences with REROC CEO (Mrs Mulrooney) & Treasurer (Mr Tony Donoghue PSM – Coolamon Shire General Manager)).

- I had teleconference with Major Gary Masters (Salvation Army NSW) re: Temora Zone Red Shield Appeal. Major Masters once again applauded our strong efforts.
- I had a teleconference with Mayor Tony Mileto (Orange City) and Mayor Russell Fitzpatrick (Bega Valley - & Deputy Chairman CMA).
- Councillors, General Manager (Ms M K Boxall) and I had Council Committee Day.

11th June – The General Manager (Ms Boxall) and I attended NSW Grants Commission Briefing Session, held in Orange City.

- The General Manager (Ms Boxall) and I attended the Orange City Mayoral Reception, in honour of CMA Board and Members.
- The General Manager (Ms Boxall) and I attended a Dinner with the Mayors and General Managers of Lockhart and Cootamundra-Gundagai Shires.

12th June – CMA hosted our annual Regional Transport & Roads Forum, held at the Orange Ex-Servicemen's Club. NSW Regional Roads & Transport Minister (The Hon Jenny Aitchison MP) headlined the guest speakers.

- We had a tour of various projects in Orange City.
- The Deputy Mayor (Cr G P Sinclair) represented Temora Shire at the annual Temora Shire Arts Prize. The Deputy Mayor indicated it was one of the best Art Show's he's seen.

13th June – The General Manager (Ms Boxall) and I held a meeting with the Chairman and Chief Executive of Local Land Services (LLS) Riverina.

- I had teleconferences with the CEO of RERO (Mrs Mulrooney) as well as the Secretariat (Mr Fry) & Policy Advisor (Mrs Julie Briggs) of CMA.
- I had a meeting with the Policy Advisor to the NSW Local Government Minister (The Hon Ron Hoenig MP).

16th June – I attended a meeting of the NSW Local Government Boundaries Commission re: Cootamundra-Gundagai Regional Council de-merger proposal.

- I chaired a meeting of the RERO Executive Committee via zoom.
- I attended a meeting of the NSW Local Government Boundaries Commission. We continue to consider the Snowy Valleys Council de-merger proposal.
- The Deputy Mayor (Cr Sinclair) and I attended a meeting of the TDEF Premier's Dinner Organising Sub-Committee. The Dinner will be held on Wednesday 27th August with our 47th Premier of NSW (The Hon Chris Minns MP) the special guest of honour. We will also have our State Member for Cootamundra (Ms Steph Cooke MP) in attendance, as well as the NSW Member for Albury (Mr Justin Clancy MP).

17th June – I chaired meeting of the TDEF Debutante of the Year Ball Committee. We have 11 debutantes from the Sacred Heart Catholic Ball, together with their Partners, who will be our special guests. We will have the Federal Member for Riverina (the Hon Michael McCormack MP) and his wife, Mrs Catherine McCormack as our other special guests, as well as Mayor Phyllis Miller OAM (LGNSW President). We're looking forward to the ball on Friday 4th July, at the Temora Ex-Services Memorial Club.

- I chaired a meeting of the Temora Police & Community Committee Inc. Members learned about the 'Fit for Life' programme for troubled youth. This is the brainchild of Acting Inspector Adam White.
- I had teleconferences with Mayor Phyllis Miller OAM (LGNSW President), and Ms Linda Scott (NSW Grants Commission President).
- I had various interviews with media outlets re: RFS and Rural Crime inquiries.

18th June – I had an interview with a Dubbo Radio Station on Crime, Law & Order.

- I had a meeting in Coolamon Shire with REROC CEO (Mrs Mulrooney) and REROC Treasurer (Mr Tony Donoghue PSM). This was in relation to the six-month informal review of our CEO.
- I chaired a meeting of Temora & District Sports Council Delegates, reflecting on our recent Awards Dinner.

19th June – I chaired a meeting of the CMA Executive Board via zoom.

- We had a 'Minute with the Mayor' video with soon to be retired Temora Independent Group Editor, Mr Peter Mahoney.
- I had a teleconference with the Chairman of the NSW Local Government Boundaries Commission (Mr Peter Duncan AM).
- I attended a meeting with the St Anne's Catholic College Principal (Mrs Louise Grant).
- Councillors, the General Manager (Ms Boxall), Senior Staff and I attended our monthly meeting.
- I had a teleconference with the Hon M F McCormack MP.

20th June – I chaired a meeting of the REROC Board, held at the Riverina Police District in Wagga. The General Manager (Ms Boxall) accompanied me to represent Temora Shire. Special thanks to Supt Andrew Spliet (Riverina Police District Commander) and his team for an eye opening day.

- I had a teleconference with Mayor Dallas Tout (Wagga City).
- I had a teleconference with the CEO of LGNSW (Mr David Reynolds).

21st June – Cr Narelle Djukic and I represented Temora Shire at the installation of Emeritus Mayor Cr N A Judd OAM, on his induction as President of the Rotary Club of Temora. Cr Judd has been President previously. The Club announced they allocated over \$30,000 in financial support to Temora Shire community groups and schools. Council and our Shire community extend congratulations to Cr Judd, his Board and Members for the year ahead.

22nd June – NSW Local Government Minister (The Hon Ron Hoenig MP) and I had a teleconference about this pending visit to Temora Shire.

- I had a teleconference with NSW Member for Cootamundra (Ms Steph Cooke MP).

23rd June –

24th June – The Deputy Mayor (Cr Sinclair) and I represented Temora Shire at the Australian Local Government Association's Regional Forum, held in the National Convention Centre.

- The Deputy Mayor (Cr Sinclair) and I were treated to a tour of the Canberra Raiders Headquarters.

25th June – The Deputy Mayor (Cr Sinclair) represented Temora Shire at the annual Temora Lions Club Changeover Dinner. We're blessed to have strong and active Service Clubs in Temora Shire.

26th June – The General Manager (Ms Boxall) and I attended the Mayor's Cup Race meeting at Temora's Greyhound Park. This Club is one of the leaders in rural and regional NSW Greyhound racing and Council applauds the efforts of President (Mr Bill Schwenke), Operations Manager (Ms Donna Widdows), their Board and Staff.

27th June – I chaired a meeting of the Cootamundra State Electorate Council Executive meeting, with Temora's Mrs Jan Wright being the Secretary.

30th June – I had a meeting with NSW Minister for Local Government, the Hon Ron Hoenig MP in preparation for his visit to Temora and Lockhart Shires, as well as the REROC Board.

Integrated Planning and Reporting

N/A

Council Policy/Legislation

N/A

Options

N/A

Budget Implications

N/A

Risk Implications

N/A

RESOLUTION 87/2025

Moved: Cr Ken Smith

Seconded: Cr Paul Mahon

It was resolved that the Mayors report be noted.

CARRIED

Report by Mayor R B Firman OAM

11 STAFF REPORTS

RESOLUTION 88/2025

Moved: Cr Belinda Bushell

Seconded: Cr Brenton Hawken

It was resolved that Council receive Staff reports.

CARRIED

12 GENERAL MANAGER**12.1 CALENDAR OF EVENTS - JULY 2025****File Number:** REP25/504**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** Nil**REPORT****JULY 2025**

8 Committee Meetings
17 Council Meeting

AUGUST 2025

4 Mayors Public Speaking Challenge – Temora Memorial Town Hall
4-8 Local Government Week
7/8 CMA Meeting - Sydney
12 Committee Meetings
21 Council Meeting
22 REROC – Wagga

SEPTEMBER 2025

9 Committee meetings
18 Council Meeting

RESOLUTION 89/2025**Moved:** Cr Brenton Hawken**Seconded:** Cr Graham Sinclair

It was resolved that the Calendar of Events be noted.

CARRIED

12.2 SEALS - JULY 2025**File Number:** REP25/494**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** Nil**REPORT**

The Council Seal is required to be affixed to the below document:

- M & S Brennan Developments Pty Ltd – Agreement for Developer Infrastructure Deferred Payment

RESOLUTION 90/2025

Moved: Cr Graham Sinclair

Seconded: Cr Paul Mahon

It was resolved that Council endorse the Seal being affixed to the above document.

CARRIED

Report by Melissa Boxall

12.3 DEVELOPMENT APPLICATION 30/2025 - ALTERATIONS AND ADDITIONS TO TERMINUS HOTEL**File Number:** REP25/517**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Heritage Advisor Report [↓](#) **REPORT****DA No:**

30/2025

Applicant

Gobell Group Pty Limited

Property

136 Crowley Street, Temora

Owner

Breda Group Pty Ltd

Proposal

Demolition of existing shed, construction of two brick veneer single bedroom accommodation units, clad veneer extension to existing hotel building, consisting of accessible toilet, kitchen and gaming room.

Notification

The application was notified to three adjoining landowners. No objections were received.

Site Description

The site comprises two parcels of land, totalling approximately 2,326 square metres. The site comprises the existing hotel, including existing beer garden outdoor area, drive through liquor store and the adjoining vacant land to the rear the hotel, used for carparking. The Terminus Hotel is a locally listed Heritage Item.

The site is bounded by Crowley Street to the east, Loftus Street to the south, Copeland Street to the west, and adjoining railway line, and the Koreela Park Motor Inn to the north. The site is adjoined by residential uses in the immediate vicinity.

Figure 1 shows the location of the subject site, indicated edged heavy black, within the Temora Local Environmental Plan (LEP) zoning map. The zoning of the site is MU1 Mixed Use.

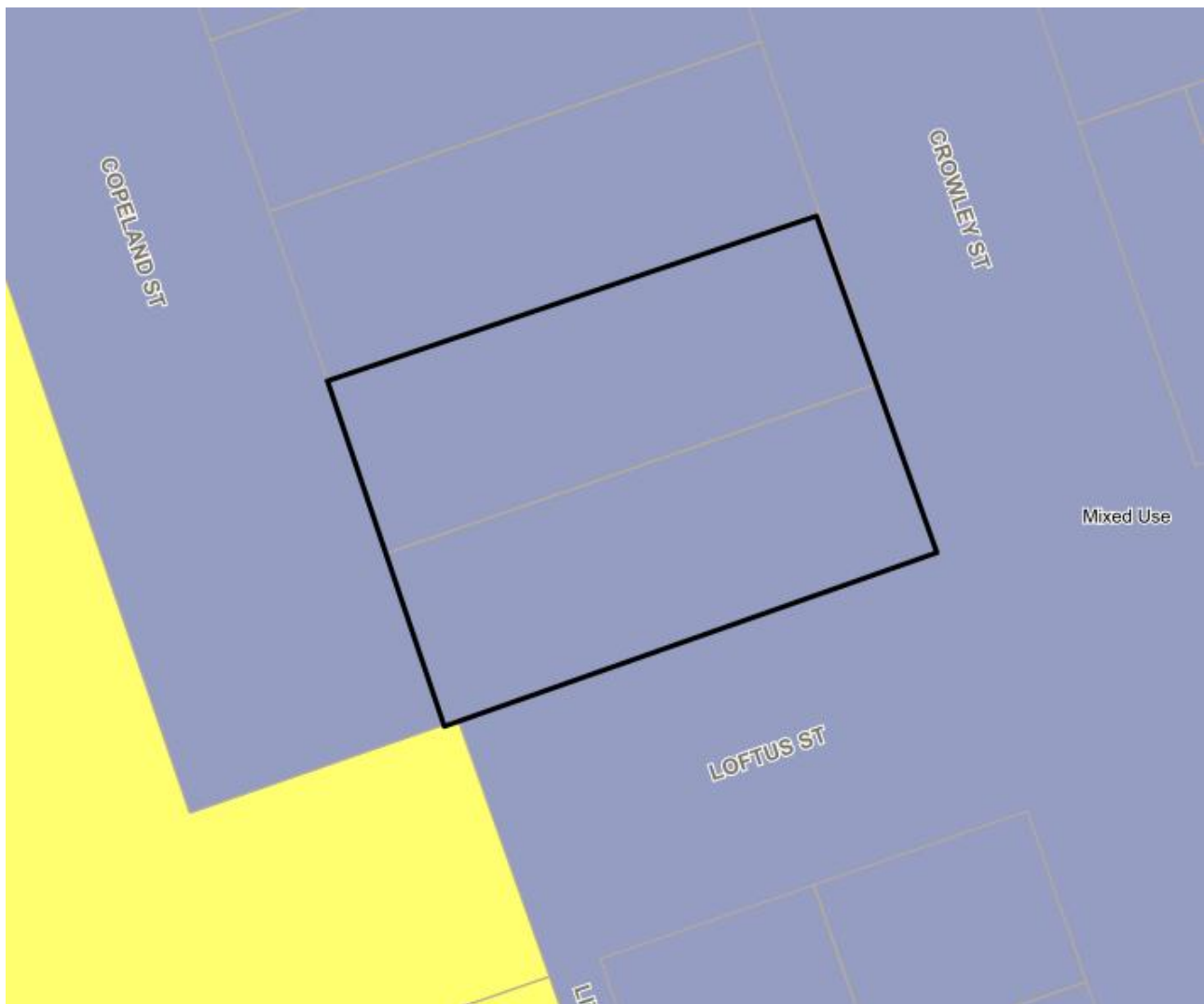


Figure 1: The location of the subject land, indicated edged heavy black, shown on the LEP zoning map.

Figure 2 shows an aerial image of the site.



Figure 2: Aerial image of the site, subject land indicated edged heavy black

Development Description

Specific details of the development are:

- Demolition of an existing timber and metal shed located at the rear of the existing hotel
- Construct 2 x 1 bedroom accommodation units (one unit to be an accessible unit) - brick veneer and colorbond roof
- Construct extension to rear of existing hotel, comprising a unisex accessible toilet, kitchen and gaming room, connected to the existing hotel via new covered walkway
- Formalising 21 carparking spaces, including two accessible spaces and new accessible ramp access to the building

Future access to the building will be via a new entry from Hoskins Street to the courtyard area and a new ramp from the rear car parking area.

Figure 3 provides a site map. Figure 4 provides an internal layout of the proposed addition to the hotel.

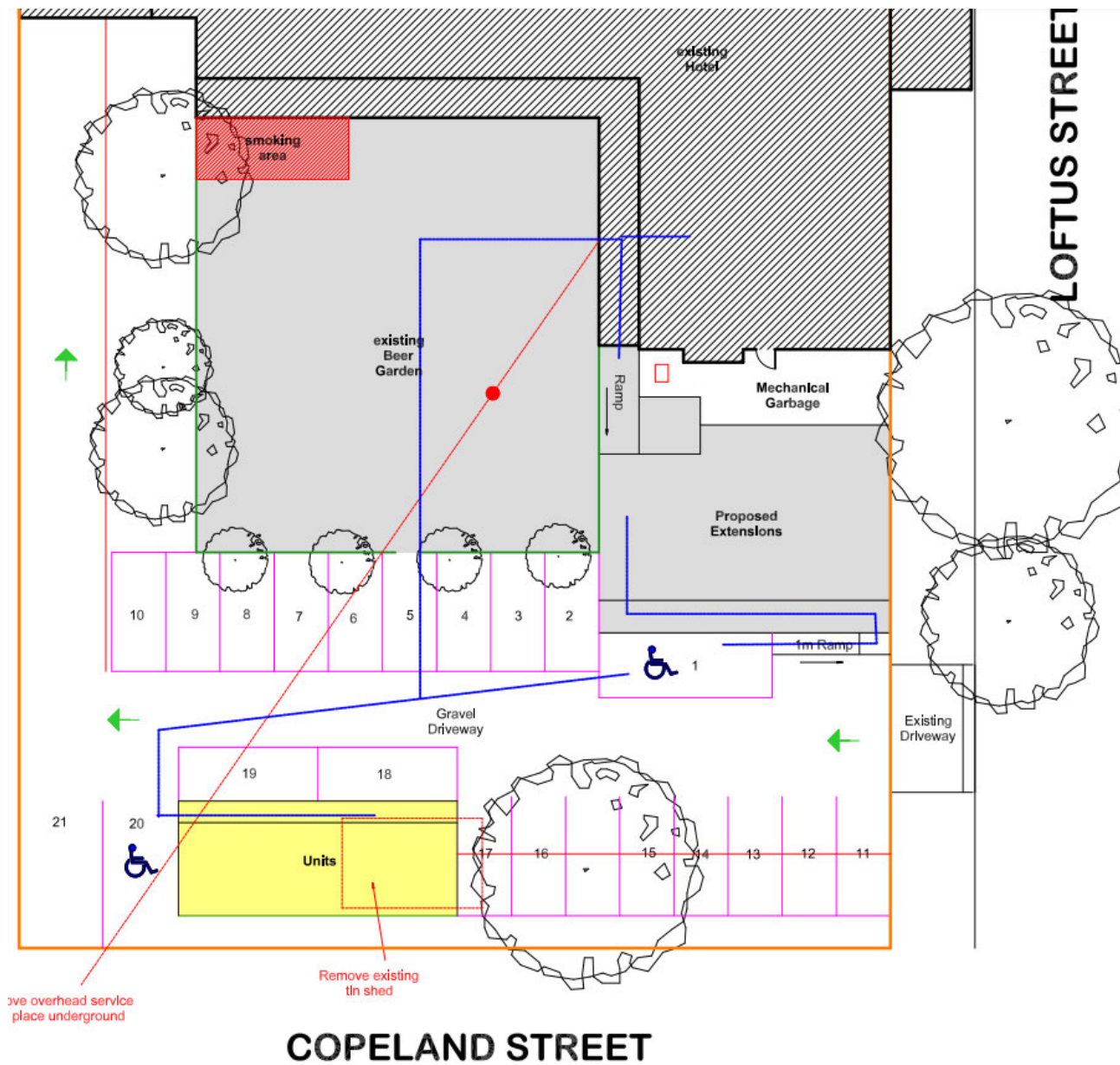


Figure 3: Proposed site plan

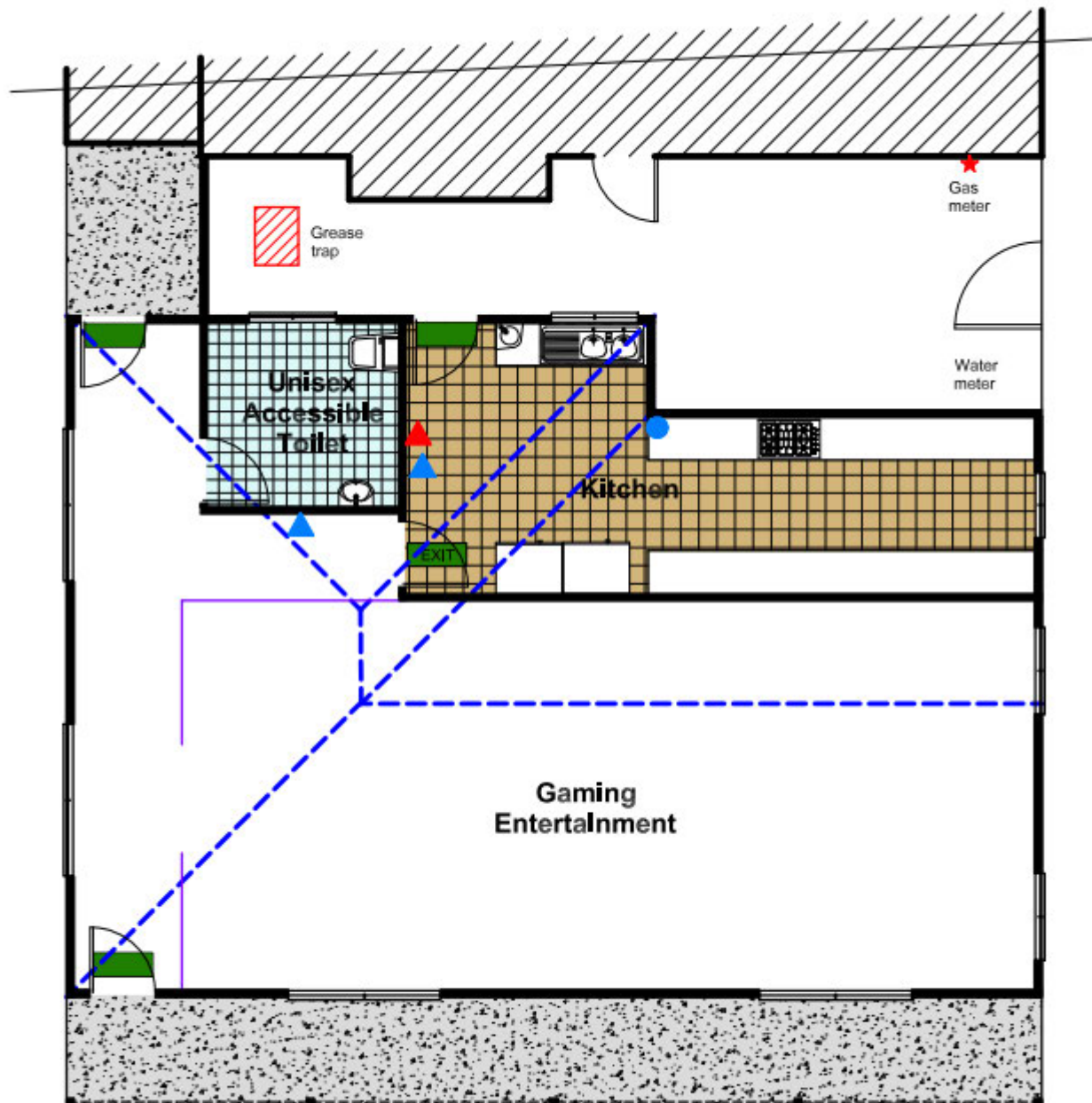
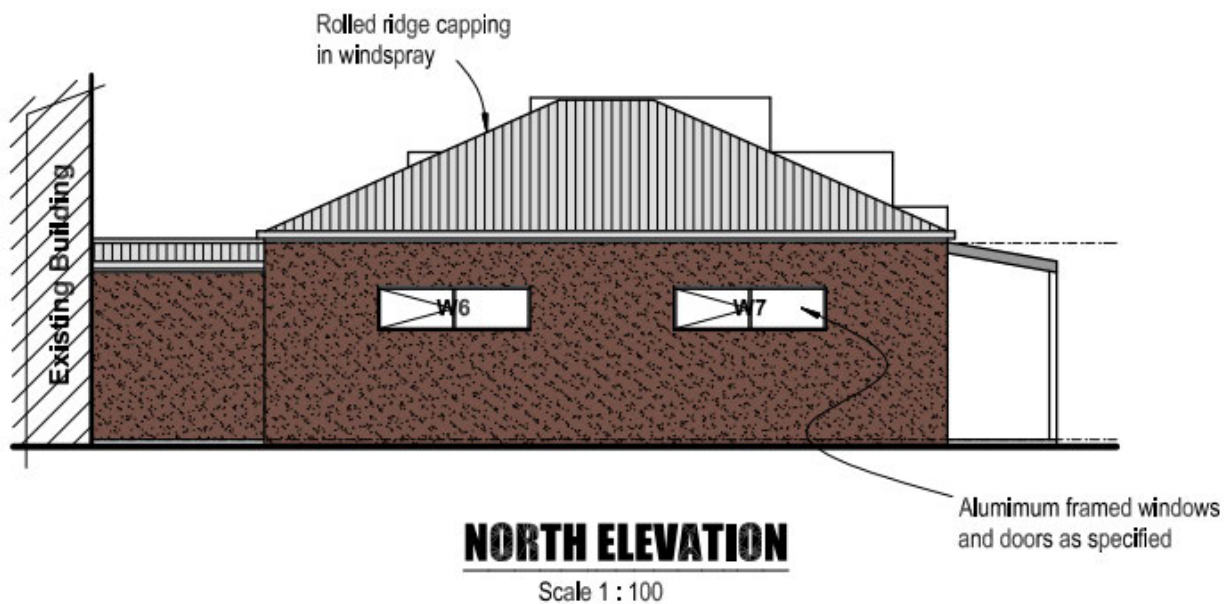
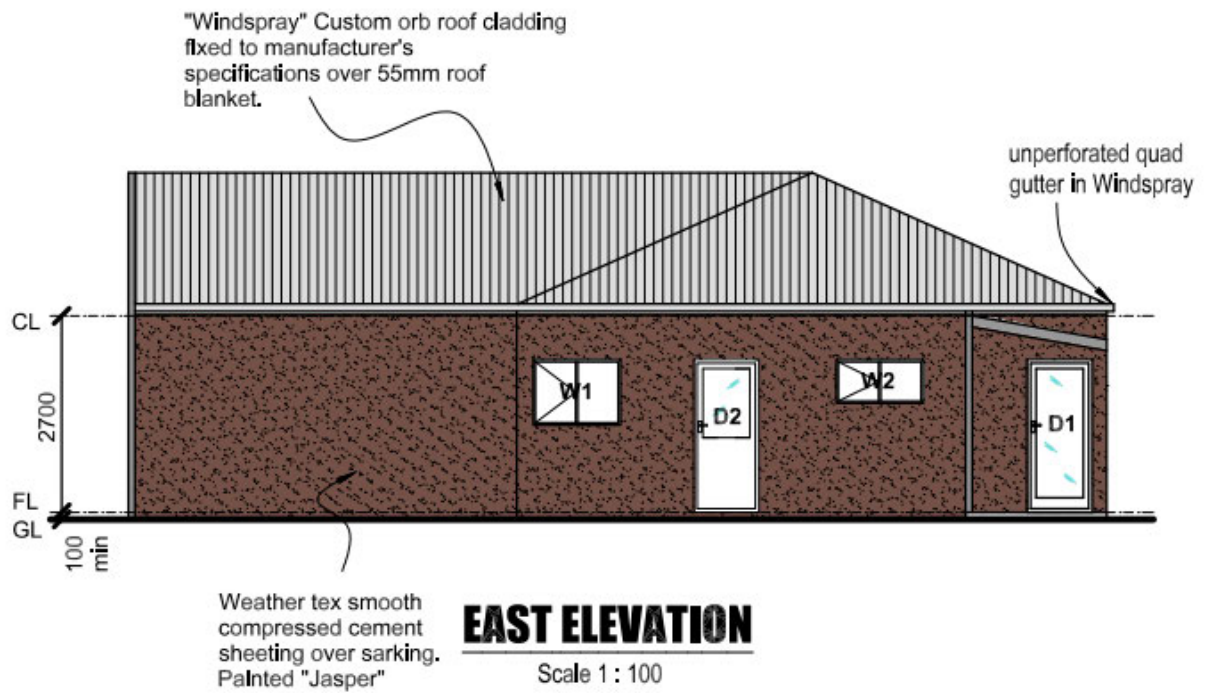


Figure 4: Proposed internal layout of addition to the hotel

Figure 5 provides elevations of the proposed additions to the hotel and Figure 6 provides proposed elevations of the accommodation units.



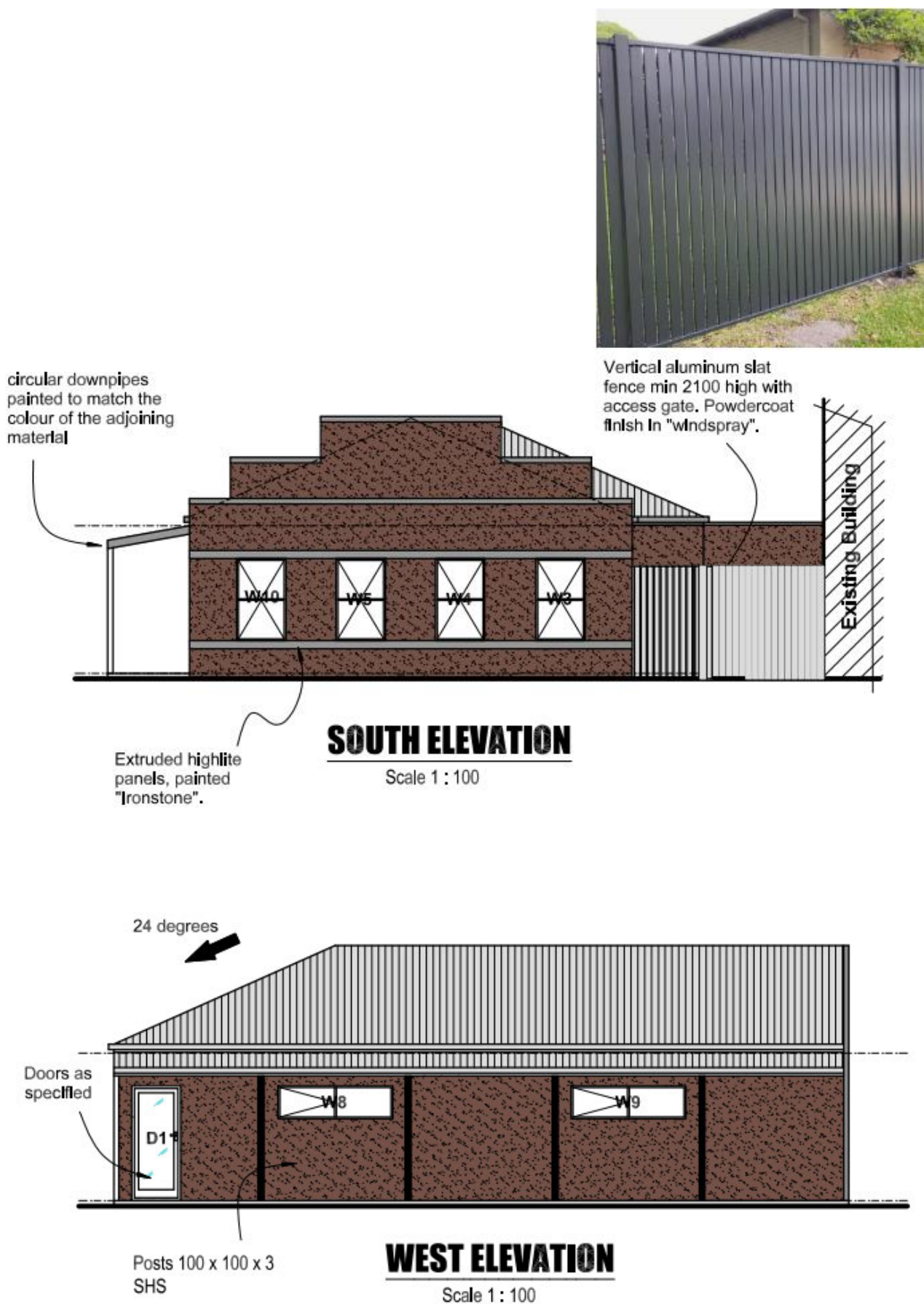


Figure 5: Elevations of the proposed alterations and additions to the hotel

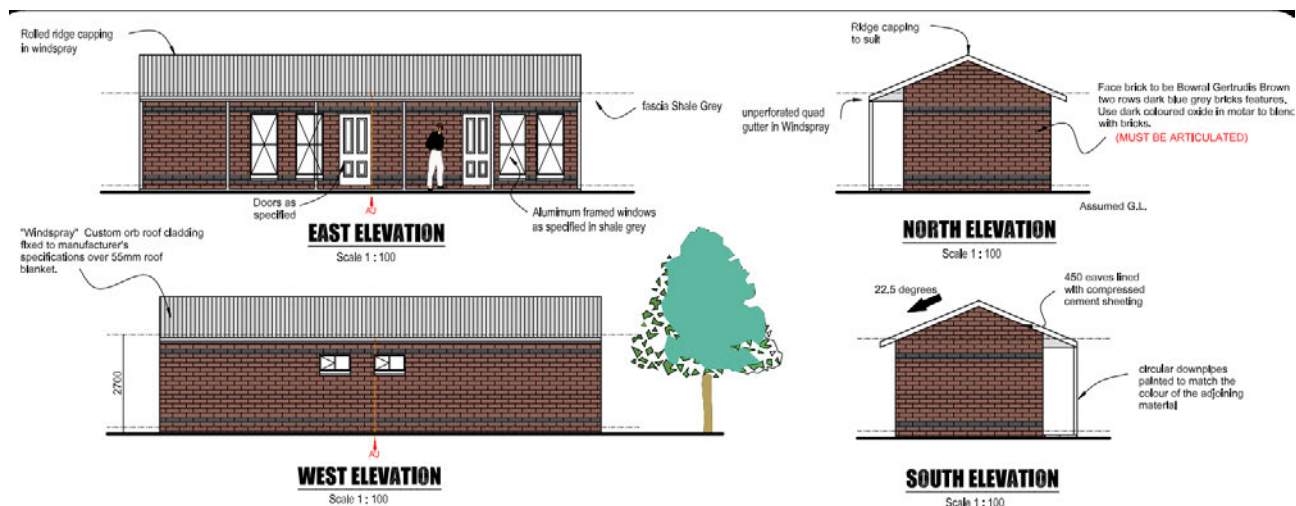


Figure 6: Proposed elevations of accommodation units

Assessment

The following matters are considered under section 4.15 of the Environmental Planning and Assessment Act, 1979, as part of the assessment of the proposal.

State Planning Controls

1. State Environmental Planning Policy (SEPP) (Resilience and Hazards) 2021 is relevant to this application.

The application is considered under 4.6 Contamination and remediation to be assessed in determining the development application.

Council is not aware of any current or previous use of the land for potentially contaminating activities, industries or chemicals. Therefore, no further consideration of this SEPP is required.

Local Planning Controls

1. Zone and Zone Objectives

The site is zoned MU1 Mixed Use under the Temora Local Environmental Plan 2010. Under this zone, commercial premises are permitted with consent.

The objectives of the MU1 Mixed Use zone are:

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
- To encourage investment in the rehabilitation, renewal and redevelopment of property within the zone.

The proposed development is consistent with the objectives of the zone.

2. Heritage Conservation

The Terminus Hotel is identified as an item of environmental heritage within the Temora LEP. Therefore, consent is required to demolish or alter any part of the exterior or make structural changes to the interior of the building, or to erect a new building on land on which a heritage item is located. This development application is seeking this consent.

The application was subject to pre-lodgement review by Council's Heritage Advisor, with this advice included as part of the application.

The development proposal retains the main building and its distinguishing features. The development is proposed to the rear of the main frontage of the building, selecting materials that complement the existing heritage building, and proposes single storey development that is subservient to the two-storey existing hotel. The proposed alterations and additions will add to the functionality of the existing hotel, by providing two additional accommodation units, offering ensuite bathrooms and ground floor access, as well as providing an accessible toilet, new kitchen area and new gaming area. Further consideration of heritage matters are provided later within Development Control Plan section of the report.

3. Development Control Plan

The Temora Shire Council Development Control Plan 2012 is relevant to this application. The chapters relevant to this proposal are:

- Car Parking - The application proposes a total of 21 car parking spaces at the rear of the building, including two accessible parking spaces. This is considered to be acceptable, given that the proposal will increase the number of accommodation units from 8 units (with shared facilities), to 10 units (two with ensuite bathrooms) and previously carparking was not formalised at the site. The provision of additional carparking is constrained by the site. There is reasonable on-street carparking available in the surrounding area.

A designated existing loading bay area is shown on the plan, and this is proposed to be retained.

- Commercial Development

The objectives of these controls are to:

- ensure that commercial development is carried out in such a way as to protect and enhance the environmental quality of the Shire
- encourage development that reinforces the "country town" character of urban Temora - guide owners, developers and the wider community to the standards required by Council in the planning and design of commercial developments
- assist applicants in the compilation and submission of development applications - promote and encourage commercial development within the Shire of Temora
- maximise the utilisation of services for commercial development
- ensure the most efficient use of commercial land while safeguarding environmental factors through careful site planning

The development responds to the controls through building design, use of a range of high quality, aesthetically pleasing materials, complementary to existing nearby buildings. The building will be upgraded to be compliant with the National Construction Code. The proposed use is consistent with the current use as a hotel and accommodation venue. Construction materials can be suitably stored onsite and proposed car parking is deemed to be acceptable.

- Development Applications

The application for development has been made including all relevant information and plans.

- Engineering Standards

Roads and Access – The site will have suitable manoeuvring space to allow vehicles to enter and leave in a forward direction.

The development can be connected to Council's existing sewer system

The development can be connected to existing water services

Stormwater can be managed using new pipes directing stormwater to Loftus Street

An existing overhead powerline servicing the existing hotel will be removed and placed underground as part of the works.

- Heritage and Conservation

The applicant has responded to the pre-lodgement advice provided by Council's Heritage Advisor. New work is predominantly located at the rear of the original building. New work is recognisable as new, using lightweight cladding for the single storey kitchen and gaming room extension. New fencing is proposed to the side using vertical metal fencing, which is acceptable to the Loftus Street frontage.

Comments from Council's Heritage Advisor are attached.

The applicant has responded to the items raised by the Heritage Advisor as follows:

- Inclusion of Weathertex boards painted Jasper
- Inclusion of symmetrical windows in the gaming room
- Proposed vertical aluminium slat fence finished in Windspray
- Proposed colorbond roof and rolled ridge capping in Windspray with circular downpipes
- Accommodation buildings includes two feature string courses in dark blue grey, similar to the proposed gaming building. Verandah posts align with the corners of the building. Face brick to be Bowral Gertrudis Brown, with dark coloured mortar.

This is considered to be acceptable as the new additions will complement the existing heritage hotel building.

- Notification of Development Application

The applicant has been notified to adjoining neighbouring landholders in accordance with the Development Control Plan.

Likely Impacts

Environmental

- *Natural*

Vegetation

The development site has limited existing vegetation. No trees will be required to be removed as part of the development application in order to facilitate the construction of the accommodation units. The existing large tree in Loftus Street will be trimmed to accommodate the new building works, but will not be required to be removed.

Flooding and Stormwater

The site is not identified as being with a Flood Planning area. The development will not result in any adverse impacts of the site or adjoining land.

Land Contamination

The site is not identified as contaminated land. The property is not known to be listed on a Council register of potentially contaminated land. There has been no known historical usage that would cause the land to be contaminated.

Bushfire Risk

The site is not identified as Bushfire Prone land.

Noise

Noise impacts during construction will be managed through conditions to limit the timing of construction to approved construction hours.

Once operational, conditions of consent will manage hours of operation and levels of noise impact from outdoor dining and amplified music. The gaming room will be suitably soundproofed and screened from other areas of the hotel.

Waste

Waste will be generated during the construction phase of the project. The wastes are likely to include construction materials waste, demolition builders waste and domestic waste. Future waste associated with food preparation and guest accommodation will be managed as part of future operations.

- *Built*

The development site is a locally heritage listed building. The proposal involves alterations and additions to

Traffic including vehicles movements generated at the site will result in increased impact on the local traffic conditions. However, the level of impact is considered to be acceptable on a State Road, with nearby public carparking available.

Visual Impact & Hours of Operation

The proposal involves an enhancement to the urban landscape, with the restoration of the existing heritage listed hotel, which is currently in a deteriorating condition.

The proposed use is consistent with the long-standing use of this property as a hotel and accommodation venue. Hours of operation and noise limitations will manage the level of impact.

Access

The development will provide compliant and adequate accessibility to the ground floor including new access from the rear beer garden and parking area, including two accessible parking spaces, single accessible accommodation unit with ramp entry and new accessible toilet facility.

Social

The social impacts of the development are positive with the opportunity to provide additional employment opportunities, over the construction period, and some sourcing of local goods and services during construction, as well as future employment opportunities covering operation of the new gaming and accommodation facility.

In relation to the provision of a gambling facility, the key risk factors for gambling in Australia, as noted by the applicant, include lower socioeconomic status, family environment, and lack of understanding of gambling mechanics. This can be addressed by limiting gaming operating hours,

provision of posters for gambling support services and compliance with regulations. A detailed social impact assessment will be required as part of a future application to NSW Liquor and Gaming.

Economic

The economic impacts of the development are positive with the opportunity to provide an additional accommodation options in Temora, as well as employment opportunities, supply of materials and demands for locally sourced services.

Suitability of the Site

The suitability of the site relates to its longstanding use as a hotel. Impacts upon neighbouring residential properties have been considered and managed through hours of operation and routine noise limitations for commercial uses.

Submissions

As a result of the notification of the development application, no submissions were received.

Conclusion

The proposed alterations and additions to the Terminus Hotel are considered to be in keeping with the heritage importance of this building. The developments proposed will enable this heritage listed hotel to recommence operations as a hospitality and accommodation venue, providing both social and economic benefits, and enhancing the local streetscape.

The heritage matters identified by Council's heritage advisor have been addressed by the applicant in the final plans that were submitted for assessment by Council.

It is recommended that the proposed development is approved, subject to conditions.

Recommendation

That approval be given to Gobell Group Pty Limited to demolition works, alterations and additions to existing hotel to provide accessible toilet, new kitchen area and gaming room, and construction of two accommodation rooms, at Lots 9 & 10 Section 35 DP 758957, 136 Crowley Street Temora, subject to the conditions below:

SECTION 1 – CONDITIONS OF CONSENT

General Conditions

PART A – ADMINISTRATIVE CONDITIONS

Terms of approval

- A1. The developer shall carry out the development generally in accordance with the following plans and documents

Drawing No.	Issue	Plan name	Prepared by
5/25-10	B	Site Plan	Inkspot Design Services
5/25-5	B	Elevations	Inkspot Design Services
5/25-1	B	Elevations and Unit Floor Plan	Inkspot Design Services

5/25-4	B	Floor Plan and Slab & Footing Plan	Inkspot Design Services
5/25-6	B	Accessible Toilet General Clearances	Inkspot Design Services
5/25-9	A	Fire Requirements	Inkspot Design Services
5/25-2	A	Unit Slab & Footing Plan	Inkspot Design Services
5/25-3	A	Detail 3-3 Typical Footing & Slab Detail	Inkspot Design Services
5/25-7	A	Strip Footing Detail	Inkspot Design Services
5/25-8	A	Detail 1-1 Typical Footing & Slab Detail	Inkspot Design Services
Statement of Environmental Effects, prepared by Inkspot Design Services Section J Report, prepared by Inkspot Design Services Existing Fire Arrangement, details provided by Inkspot Design Services Renovation Specification, prepared by Inkspot Design Services			

Inconsistencies between documents

A2. In the event of any inconsistency between the documentation referred to in Condition A1, the most recent document shall prevail to the extent of the inconsistency.

A3. In the event of any inconsistency between conditions of this approval and documents referred to in Condition A1, the conditions of this approval shall prevail to the extent of the inconsistency.

Lapsing of approval

A4. This development approval shall lapse five (5) years after the date on which it is granted, unless the works associated with the development have physically commenced.

Statutory Requirements

A5. All licences, permits and approvals must be obtained and maintained as required throughout the life of the development. No condition of this approval removes the requirement to obtain, renew or comply with such licences, permits or approvals.

Cost of works

A6. All works associated with the proposal, or required by this consent, will be at no cost to Council.

Prescribed Conditions

A7. All relevant prescribed conditions under Part 6, Division 8A of the *Environmental Planning & Assessment Regulation 2021* apply and must be complied with.

PART C – PRIOR TO COMMENCEMENT OF WORKS**Construction Certificate (CC)**

- C1. A construction certificate must be obtained from Council or an Accredited Certifier prior to work commencing, for all construction works.
- C2. Full engineering design plans, prepared in accordance with Part B conditions, shall accompany the applications for construction certificate.

Site preparation - Erosion Control

- C3. Erosion and sedimentation controls shall be implemented in accordance with the approved plan, before earthworks and construction commence, and shall be maintained during construction as required, to prevent material moving off-site.

Site notice

- C4. A site notice(s) shall be prominently displayed at the boundaries of the site for the purposes of informing the public of development details including, but not limited to:
- a) details of the Principal Certifier (PC);
 - b) the approved hours of work;
 - c) the name of the site/project manager and the primary contract the responsible managing company (if any), its address and 24 hour contact phone number for any inquiries; and
 - d) a statement that unauthorised entry to the site is not permitted.

PART D – DURING CONSTRUCTION**Approved Plans to be On-site**

- D1. A copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification, and all relevant environmental approvals, shall be kept on the site at all times, and shall be made available for perusal by any officer of Council or the PC on request.

Hours of Construction

- D2. Work on the project shall be limited to the following hours:
- (i) Monday to Friday - 7:00 am to 6:00 pm
 - (ii) Saturday - 8:00 am to 5:00 pm
 - (iii) No work to be carried out on Sunday/Public Holidays, without the prior consent of Council.

Noise management

- D3. Noise emissions from plant and equipment shall be minimised, by installing and maintaining, wherever practicable, efficient silencers and low-noise mufflers.

Waste management

D4. Demolition of the existing shed structure is to be carried out in a manner so that the risk of injury to the health and safety of site personnel and public persons is minimised.

D5. The Developer must provide an adequate receptacle to store all waste generated by the development during the construction phase, pending disposal. The receptacle must be regularly emptied and waste must not be allowed to lie or accumulate on the property other than in the receptacle.

Construction

D6. A soil classification test has revealed that the site classification of the land is H1-D Highly reactive deep drying.

D7. Engineering details for slab and footings shall be designed to the confirmed soil classification and certified in accordance with AS 2870

D8. Level of concrete floor slabs above finished ground level to be a minimum of 300mm. Floor level to be determined after establishing height of the yard gully.

D9. Protection of the building from attack by termites is to be carried out in accordance with the provisions of Australian Standard 3660.1-1995. Documentary evidence regarding details of the protection method utilised shall be submitted to Council at the time of the footing inspection.

D10. Submission of a certificate supplied by the frame and roof truss manufacturer certifying that the frames and trusses have been designed and constructed in accordance with the design data supplied by the structural engineer who prepared the design.

Details shall include:

- a) job address, builders name and job number
- b) wind classification (should not be less than W4IN)
- c) terrain category
- d) truss spacing
- e) roof pitch
- f) material of roof
- g) roof batten/purlin/ceiling batten – size and spacing
- h) material of ceiling

NOTE: a wind classification assessment has indicated that the site has a wind classification N2. Therefore the frame and roof timber systems shall be designed to this level and certified in accordance with AS 1684.

Accessibility

D11. Access: All doorways throughout the building must have a minimum opening clearance of 850mm to comply with Disability (Access to Premises – Buildings) 2010 Schedule 1 Part D3.2

D12. Exits: Any exits must not be blocked at the point of discharge and where necessary, suitable barriers must be provided to prevent vehicles from blocking the exits, or access to it.

D13. Exit Signs: Illuminated exit signs shall be erected above each exit door acting as a required exit and any paths of travel as indicated.

D14. Fire exit signs are to be code compliant units with a clear illuminated panel and coloured lettering to minimise visual impact

D14. Required Exit: A door in a required exit of in a path of travel to a required exit must be readily openable without a key from the side that faces a person seeking egress, by a single hand downward action or pushing action on a single device which is located between 900mm and 1200mm from the floor.

D15. Emergency Lighting: An emergency lighting system must be installed in the building in accordance with the requirements of Part E4.2 of the Building Code of Australia.

D16. Scalding: The Hot Water System to the bathroom is to be set not to exceed 50°C to prevent accidental scalding of children and the infirm. The licensed Plumber is to complete the attached certificate of compliance for the completed installation.

D17. Sanitary Facilities: An accessible (disabled) unisex sanitary facilities shall be provided as per the Disability (Access to Premises – Buildings) 2010 Schedule 1 Part F2 and shall comply with AS 1428.1/2009 – Design for Access and Mobility.

D18. Accessible Parking: All parking spaces will be identified by wheel stops. Designated accessible parking spaces shall be indicated by appropriate signage.

Fire Safety

D19. Portable Fire Extinguishers: Portable Fire Extinguishers containing an extinguishing agent suitable for the risk being protected must be installed in the building. Portable fire extinguishers satisfy this requirement if they are installed in accordance with Australian Standard 2444 and water type extinguishers are located adjacent to required exits and extinguishers provided for fires other than Class A fires, are suitably located adjacent to their relevant risk.

D20. Fire Hose Reel System: The fire hose reel system is to be certified complying with Australian Standard 2441 and Clause E1.4 (b) of the National Construction Code of Australia.

D21. Annual Certificate: The owner of the building shall submit to Council an “Annual Fire Safety Statement: (Form 1) by 1 July, each subsequent year after obtaining a “Fire Safety Certificate” for the building from Council.

D22. The “Annual Fire Safety Statement” shall comply with the provisions set out in the Environmental Planning & Assessment Regulation 2000. Forms for this purpose can be collected from Council’s office.

D23. Fire Requirements: Prior to the certifying authority issuing an Occupation Certificate to authorize a person to commence occupation or use of the building, the certifying must be satisfied that a final Safety Certificate has been issued for the building.

Energy Efficiency

D24. Artificial Lighting: Artificial Lighting within the building must be controlled in accordance with Part J6.3 of the Building Code of Australia.

PART E – PRIOR TO ISSUE OF FINAL OCCUPATION CERTIFICATE (FOC)**Stormwater**

E1. The roof stormwater system shall be piped to the Loftus Street gutter, to be shown on stormwater plans provided by the developer.

Developer Contribution

E2. Pursuant to Section 7.12 of the Environmental Planning and Assessment Act 1979, if not already paid by the applicant, the monetary contribution as a S7.12 development levy is to be paid to Temora Shire Council prior to the issue of the construction certificate. The contribution is current as at the date of this consent and is levied in accordance with the Temora Shire Developers Contributions Plan 2022 (www.temora.nsw.gov.au). The levy required to be paid prior to the issuing of the construction certificate is \$4,290.

Access, Kerb and Gutter

E4. Vehicle accesses shall be provided to the subject allotment and constructed to Councils standard. Work will be entirely at the developers cost. Consultation shall be made with Councils Engineering Department to ensure that the proposed access satisfies Councils requirements.

Servicing

F1. The development shall be serviced with electricity, water, gas and telecommunications infrastructure.

F2. Any upgrades or alterations to existing Council infrastructure required as a result of the development shall be at the full cost of the applicant.

F3. All Plumbing and Drainage Works must be carried out by a licensed plumber and in accordance with the Plumbing and Drainage Act 2011 and the regulations thereunder, the person responsible for the plumbing and drainage works is required to submit the following documentation to Council:

- a. A Notice of Work prior to commencement;
- b. A Certificate of Compliance upon completion of the work; and
- c. A Sewer Service Diagram upon completion of the work and prior to a final inspection being carried out by Council.

NOTE: The Act also requires that a copy of the Certificate of Compliance and the Sewer Service Diagram be supplied to the owner of the premises upon completion of the works.

F4. A Compliance Certificate for the required infrastructure works identified in Column 1 at the times specified in Column 2 must be obtained from Council.

COLUMN 1	COLUMN 2
Water Supply	Certificate of Compliance from GWCC
Sewer Drainage	When all sewerage drainage work is installed and prior to concealment.

Final	Prior to issue of occupation certificate.
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Goldenfields Water County Council Conditions (GWCC)

F5. The developer shall submit an application to Goldenfields Water County Council. A Certificate of Compliance will be required prior to the issue of any Final Occupation Certificate.

F6. The addition of 2 accommodation units at the rear of the Hotel, will be an increase in Demand of 0.6ET, so additional Developer Infrastructure Charges (Section 64) will apply.

Integrated Planning and Reporting

Temora Shire Community Strategic Plan 2025-2035

Objective 3: Plan attractive, liveable and sustainable towns, villages and rural communities

Strategy 3.1 Facilitate access to appropriate land, housing and development opportunities, with supporting infrastructure

Council Policy/Legislation

Environmental Planning and Assessment Act 1979

Temora Local Environmental Plan 2010

Options

Council has the options to approve, refuse or defer determination of the Development Application.

Budget Implications

N/A

Risk Implications

N/A

Mr Kris Dunstan, Director Environmental Services declared a pecuniary interest in relation to item REP25/517, due to being a part owner of a competing business.

Mr Kris Dunstan, Director Environmental Services, left the meeting at 4:58pm and took no further part in the discussion.

RESOLUTION 91/2025

Moved: Cr Belinda Bushell

Seconded: Cr Brenton Hawken

It was resolved that Development Application DA35/2025 Terminus Hotel Alterations and Additions be approved, subject to conditions.

CARRIED

Report by Claire Golder

In Favour: Crs Rick Firman, Graham Sinclair, Nigel Judd, Belinda Bushell, Anthony Irvine, Brenton Hawken, Ken Smith, Narelle Djukic and Paul Mahon

Against: Nil

CARRIED 9/0

Mr Kris Dunstan, Director Environmental Services returned to the meeting at 5:02pm.

Temora Shire Council Heritage Advisory Service

2.5 The Terminus Hotel, 136 Crowley Street Temora

Contact: Gobell Group Pty Ltd

Council: Claire and Kris

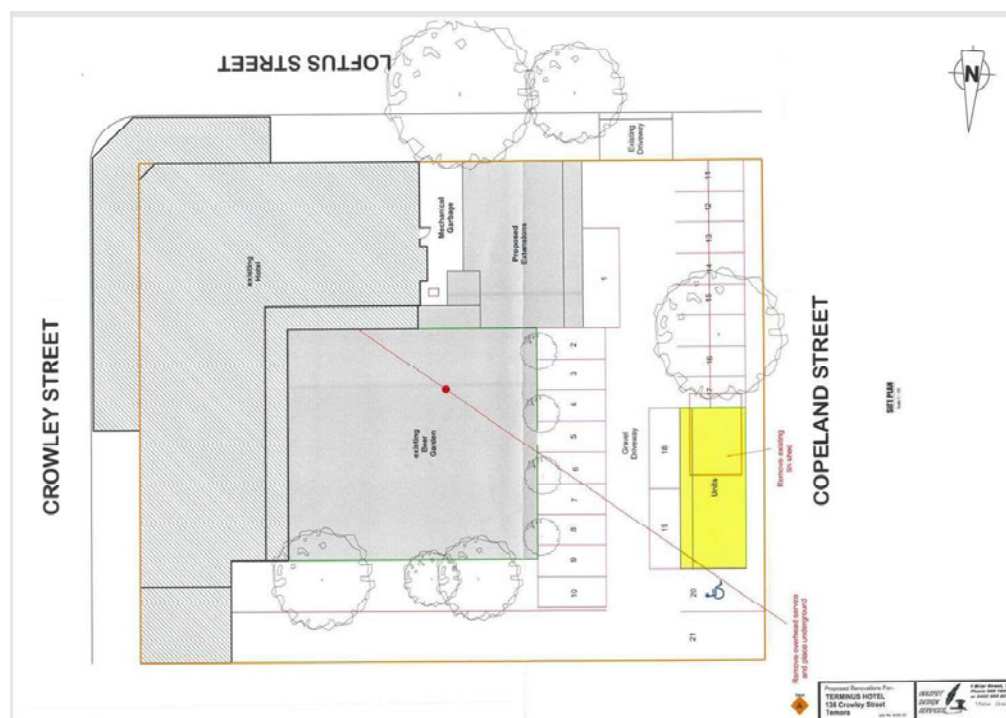
Significance: The site is a listed heritage item on the LEP and is located on a prominent corner within the heritage conservation area

Proposals

The project has been the subject of a site meeting and the provision of Pre-DA advice.

Previous advice as part of the site meeting with preliminary drawing

1. Revise access and parking to retain trees at the side of the beer garden
2. Consider one way traffic circulation for safe shared access
3. Allow for pedestrian access points and crossing points
4. Allow for side verandah on new building for pedestrian access from the public footpath
5. Fit the family accessible bathroom within the building from
6. Allow for baby change within the accessible bathroom
7. Show the extent of the existing building and verandah on the plans so that any demolition of the heritage building is confirmed
8. Show noise abatement measures on the screening to the venue to avoid any future extra measures which would detract from the heritage character
9. Show any AC units so that the locations do not detract from the character and amenity
10. Allow for lattice and gate on south side between the Hotel and new building
11. Consider a rendered and painted finish on the new building as this will accommodate potential murals and the east elevation will present better to the street
12. Consider a suitable dark face brick for the separate accommodation building.



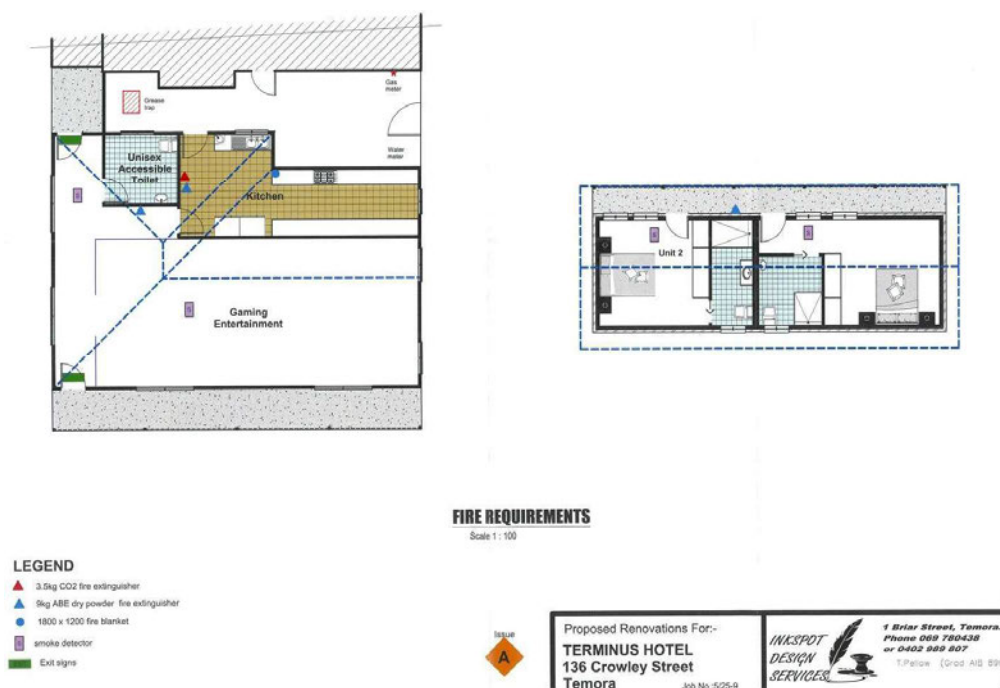
- The site plan shows that the existing trees are to be retained

Heritage Visit: April 2025

David Scobie Architects Pty Ltd

Temora Shire Council Heritage Advisory Service

- The traffic route is not specified. This will be determined by Council engineers upon review.
- **No pedestrian access and crossing points are indicated**
- **No tree removals are indicated**
- Removal of the existing tin shed is acceptable
- No noise abatement measures are indicated on the drawings related to the outdoor entertainment space



- The new building indicates a side verandah which offers character and amenity for the users
- The family accessible toilet has been accommodated within the building from and the modified hipped roof produces a varied form which is appropriate
- **The family accessible toilet does not show a baby change facility** – an amenity issue and not a heritage matter
- **No demolition of the existing building is noted.**
- **There are no external AC units shown on the drawings for the new building and the accommodation wing**
- **There is no screening such as lattice or gate between the Hotel building and the new gaming venue**

Heritage Visit: April 2025
David Scobie Architects Pty Ltd

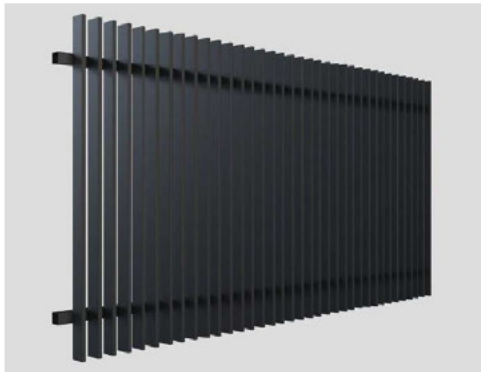
Temora Shire Council Heritage Advisory Service



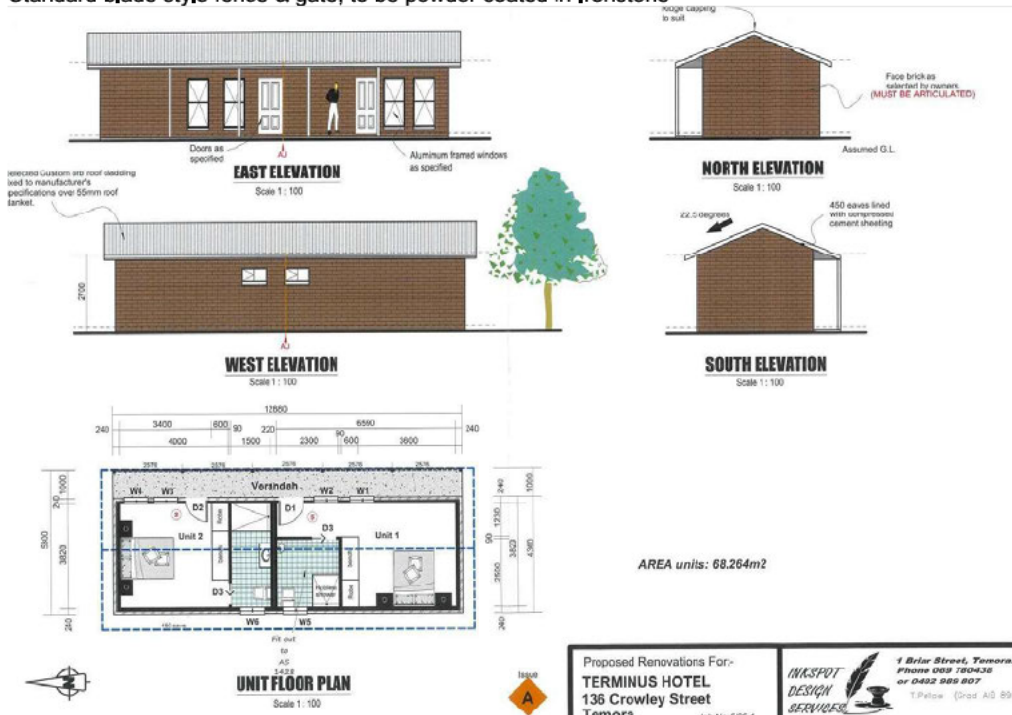
- **The external material, colour and finish is a painted finish on lightweight Weathertex cladding**
 - **Recommendations**
 - Weathertex selflok ecogroove 300mm board is recommended as an appropriate smooth but grooved sheet cladding material with a paint finish in Jasper with the horizontal features painted in Ironstone
 - Modify the windows in the south elevation of the Gaming Room building to provide symmetry. This can be achieved by making all the windows the same width as the kitchen unit and then adding one extra window of that size within the Gaming Room;
 - Modify the proposal slat fence and gates so that the element is an aluminium vertical blade type. This is contemporary but more sympathetic with traditional paling and picket styled fences and utilise a Powdercoat Windspray colour;
 - Locate and dimension the face of the fence so that it is set back 150mm from the face of the two buildings;
 - Modify the windows in the west elevation of the Gaming room so that they are symmetrical with the verandah post spacing and modify the spacing of the posts if this also assists;
 - Note on the drawing: Traditional rolled flashings to the roof, smooth unperforated quad gutter in Windspray and circular downpipes painted to match the colour of the adjoining material.

Heritage Visit: April 2025
David Scobie Architects Pty Ltd

Temora Shire Council Heritage Advisory Service



Standard blade style fence & gate, to be powder coated in Ironstone

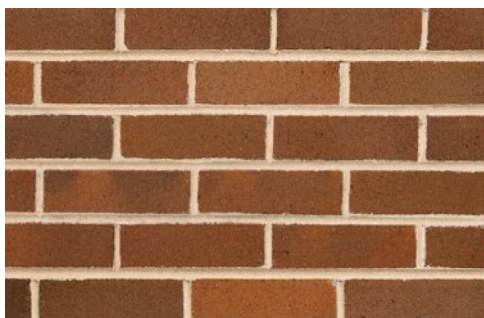


- Two feature string courses in dark blue grey bricks are recommended at the base and head of the main windows, similar to the string courses on the gaming room building. These will assist in providing a reference to the hotel building. Note that a dark coloured oxide is recommended in the mortar so that the pointing blends in with the brick and does not stand out – like it does in the examples shown – current pointing is very white and uncharacteristic of heritage settings.
- Note on the drawing: Traditional rolled flashings to the roof, smooth unperforated quad gutter in Windspray and circular downpipes painted to match the colour of the adjoining material;
- Roof, gutters and verandah to be Windspray colour with Windows and fascia Shale Grey
- Modify the verandah post spacing so that the end posts align with the corners of the roof and not the building. The other option is to delete the extended eave from the north and south elevations.

- o Face brick to be Bowral Gertrudis Brown with feature bricks in

Heritage Visit: April 2025
David Scobie Architects Pty Ltd

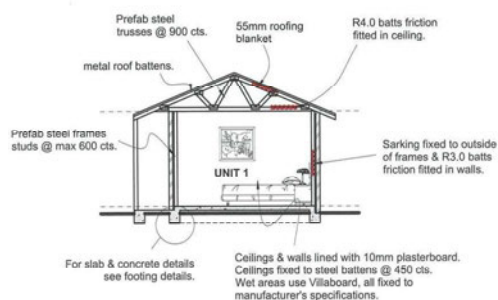
 Temora Shire Council Heritage Advisory Service



The basic face bricks for the accommodation wing



A dark blue/grey face brick is recommended for two horizontal featured brick courses, intended to reference the dark blue colour in the original hotel bricks and to also relate to the string courses in the new Gaming room building.



UNIT SECTION A - A

Scale 1 : 100

Recommendations, provided to ensure that the impact of the works on the heritage significance of the hotel and the heritage conservation area will be acceptable.

The next steps

- Prepare the schematic designs
- Run these by Council
- Finalise and submit the DA
- Obtain estimates for the painting of the main house and submit a grant application to Council.

David Scobie
Heritage Advisor to Temora Shire Council

Heritage Visit: April 2025
David Scobie Architects Pty Ltd

13 ENGINEERING SERVICES**13.1 HOSKINS STREET PARKING - CONSOLIDATED RESOLUTIONS****File Number:** REP25/508**Author:** Engineering Technical Officer**Authoriser:** Engineering Asset Manager**Attachments:** 1. Aerial Overview (under separate cover) **REPORT**

A report regarding parking arrangements in the Hoskins Street CBD was presented to the Local Traffic Committee at its meeting held on 3 July 2025 and the Access and equity Committee Meeting on 8 July 2025. This report consolidates the recommendations of both Committees for Councils consideration.

The Local Traffic Committee resolved the following:

Local Traffic Committee Resolution:**COMMITTEE RESOLUTION 1/2025***Moved: Mr Gavin Coleman**Seconded: Mr Greg Minehan**That the Committee recommend to Council that:*

- 1. The request for a loading zone to be installed on Hoskins Street, Temora be declined and that businesses are encouraged to direct deliveries to be received via laneway access.*
- 2. To remove one of the two accessible parks adjacent to Paleface Park.*
- 3. To investigate an accessible car park adjacent to the Commonwealth Bank on the eastern side of Hoskins Street.*
- 4. The remainder of the proposed parking arrangements be endorsed for consideration in the 2026/2027 budget estimate process.*

AND FURTHER*That the report be reviewed by the Access and Equity Committee.***CARRIED**

The matter was subsequently referred to the Access and Equity Committee for further consideration. At its meeting held on 8 July 2025, the Committee reviewed both the original report and the resolution of the Local Traffic Committee, and made the following recommendations to Council:

Access and Equity Committee Resolution:**COMMITTEE RESOLUTION 1/2025***Moved: Temora Community Centre Deb Patterson**Seconded: Community Member Kerrie Bushell**The Committee resolved to recommend to Council*

1. *There be 2 x 10-minute timed parking spaces to be installed to replace the drop off pick up points.*
2. *Remove the accessible parking space on the western side near Paleface Park.*
3. *Investigate placing an accessible space adjacent to the business on the eastern side of Hoskins Street near the pedestrian crossing and further investigate an additional accessible space in the vicinity of the intersection of the Victoria Street roundabout on the western side of Hoskins Street and no longer pursue an accessible parking space near the Victoria Street roundabout on the eastern side of Hoskins Street.*
4. *Support option 1 in relation to Loftus Street parking as outlined in the Traffic Committee report 4.3 Hoskins Street Precinct Parking – Consolidated resolutions.*
5. *Support the provision of a rear loading accessible parking space on the western side of Loftus Street when the footpath is upgraded.*

CARRIED

Attachment 1: Aerial Overview (under separate cover) provides an overview that consolidates the recommendations from both the Local Traffic Committee (Resolution 1/2025) and the Access and Equity Committee (Resolution 7/2025). A summary is also provided in the table below, including indicative cost estimates.

Risk ImplicationsCompliance and Enforcement Risks:

- 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.

Integrated Planning and Reporting

Community Strategic Plan 2025 – 2035

CSP Objective: 1. Develop a safe, healthy and inclusive community for enhanced quality of life

Delivery Program Strategy: 1.7 Deliver appropriate services and care for our ageing population, people with disability and other special needs

CSP Objective: 3. Plan attractive, liveable towns, villages and rural communities

Budget Implications

Ref No.	DESCRIPTION	COST ESTIMATE
1	Relocation of 1 x existing accessible park (in the centre of Block 2 on the western side), one spot to the north <i>Includes removal of linemarking, new linemarking and updated signage</i>	\$750-\$1,250
2	Removal of 1 x accessible park on the western side of Block 1 (corner of Hoskins/Loftus Street) <i>Includes removal of linemarking and updated signage</i>	\$500-\$1,000
3	Installation of 1 x accessible park (in the centre of Block 1 on the western side) <i>Includes linemarking, signage and kerb ramp installation</i>	\$4,000 -\$6,000
4	Installation of 1 x accessible park (in the centre of Block 2 on the eastern side, near the pedestrian crossing) <i>Includes linemarking, signage and kerb ramp installation</i>	\$4,000 -\$6,000
5	Installation of 1 x rear loading accessible park on Loftus Street <i>Includes linemarking, signage and kerb ramp installation</i>	\$4,000 -\$6,000
5a-5d	Footpath, kerb and gutter and shoulder works on the western side of Loftus Street	\$315,000 <i>currently budgeted in 2026/27 & 2027/28.</i>
5e	Removal of the taxi rank upgrade project (on the western side of Loftus Street) from the forward works program	<i>Covered by 5a-5d</i>
6	Investigate an accessible park in the vicinity of the Victoria Street roundabout.	\$0 (Eng operations)
7a	Install a dual bus and taxi zone adjacent to Paleface Park <i>Includes signage</i>	\$500
7b	Convert 2 x existing angled parks to 10-minute parking spaces <i>Includes linemarking and signage</i>	\$500-\$1,000
8	Installation of 2 x 10-minute parking spaces (in the centre of both blocks on the western side) <i>Includes linemarking and signage</i>	\$750-1,250
9	Loading Zone – Request declined	\$0
Total Excluding 5a-5d		\$15,000 - \$23,000
<i>Note: Block 1 – between Parkes and Loftus Street; Block 2 – between Loftus and Victoria Street</i>		

Cr Rick Firman declared a non-pecuniary interest in relation to item REP25/508, due to being a business owner in Hoskins Street.

Cr Rick Firman left the meeting at 5:03pm and took no further part in the discussion.

Mayor Rick Firman vacated the chair at 5:03pm.

Cr Graham Sinclair assumed the chair at 5:03pm.

RESOLUTION 92/2025

Moved: Cr Belinda Bushell

Seconded: Cr Ken Smith

It was resolved that Council endorse the following parking arrangements for consideration in the 2026/2027 budget estimates process:

1. Relocate the existing accessible parking space (in the centre of Block 2 on the western side) one spot to the north, utilising the existing kerb ramp for access.
2. Remove the accessible parking space on the western side of Block 1 near Paleface Park.
3. Install 1 x additional angled accessible parking space (in the centre of Block 1 on the western side) including installation of a new kerb ramp in the adjacent kerb blister.
4. Install 1 x additional accessible parking space adjacent to the business on the eastern side of Hoskins Street near the central pedestrian crossing
5. Support the provision of a rear loading accessible parking space on the western side of Loftus Street when footpath, kerb and gutter and shoulder works are undertaken, which will include:
 - (a) Extension of kerb/footpath
 - (b) Reduction of the kerb height from 250mm to 150mm
 - (c) Removal and replacement of the footpath, including continuation of the coloured/patterned concrete to Little Baker Street
 - (d) Shoulder reconstruction works
6. Investigate an additional accessible space in the vicinity of the intersection of the Victoria Street roundabout on the western side of Hoskins Street and no longer pursue an accessible parking space near the Victoria Street roundabout on the eastern side of Hoskins Street. Council officers to prepare a future report in relation to this matter.
7. Support Option 1 in relation to parking adjacent to Paleface Park in Loftus Street, as follows (this option includes provision for a taxi zone should the service become operational):
 - (a) Install a dual bus and taxi zone adjacent to Paleface Park, including linemarking of one extended length parallel parking bay to accommodate both vehicle types.
 - (b) 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.
8. Install 2 x 10-minute time parking spaces to replace the drop off/pick up points, to be

located centrally within each block on the western side.

9. The request for a loading zone to be installed on Hoskins Street, Temora be declined and businesses be encouraged to direct deliveries via laneway access.

CARRIED

Report by Rob Fisher

Mayor Rick Firman returned to the meeting at 5:09pm.

Cr Graham Sinclair vacated the chair at 5:09pm

Mayor Rick Firman assumed the chair at 5:09pm.

14 ENVIRONMENTAL SERVICES**14.1 BUNDAWARRAH ESTATE MASTER PLAN - COMPLETION OF EXHIBITION****File Number:** REP25/502**Author:** Town Planner**Authoriser:** Director of Environmental Services**Attachments:** 1. Amended Bundawarra Estate Master Plan [!\[\]\(003082e50e3009141f59bd5df831749f_img.jpg\) !\[\]\(f439ede8735757e3190eab35e168f1de_img.jpg\)](#)**REPORT**

The purpose of this report is to provide an update on the Bundawarra Estate Master Plan including proposed amendments, following public exhibition and to recommend it to Council for adoption.

Background

At the March 2025 Council Meeting, Councillors considered a report in relation to the Draft Bundawarra Estate Master Plan. In summary, the Draft Master Plan details:

- the strategic planning context associated with the Bundawarra Estate, including alignment with the Temora Local Housing Strategy, and linkages with existing urban development estates,
- the need for an urban growth front for Temora over the longer term,
- the need for future residential housing opportunities, as current residential estates are completed in the medium term,
- the existing challenges and opportunities that apply to the site, including access, existing dwellings, existing infrastructure, biodiversity, topography, access to open space and proposed provision of additional open space, natural hazards, and the provision of additional infrastructure and services, and
- a summary of the previous community consultation with affected landowners and Government agencies.

The Draft Bundawarra Estate Master Plan provides guiding design principles and concept master plan options. The plan provides a recommended Preferred Master Plan, which includes further detail on proposed access, open space, infrastructure and services, and staging.

At the meeting, it was resolved that Council:

1. Endorse that the Draft Bundawarra Estate Master Plan is placed on public exhibition, and
2. Receive a further report once the public exhibition is completed.

The decision was carried unanimously.

Public exhibition

The Draft Bundawarra Estate Master Plan was placed on public exhibition from Thursday 27 March 2025 until Tuesday 6 May 2025. There were 21 affected and 25 adjoining landowners who were notified of the public exhibition via letter, which included the option to complete an online survey, as well as notification placed in the Temora Independent newspaper. As a result of the public exhibition, Council's Town Planner held several discussions and meetings with affected landowners and 11 formal submissions were received.

The majority of respondents (9) owned developed residential properties, with the remaining two owning vacant or unused land.

Of these, 9 of the 11 respondents were open to subdividing their land.

When asked about their overall opinion of potential residential subdivision, five respondents were strongly supportive, four were supportive, one was neutral and one strongly unsupportive.

Key Issues raised during consultation are summarised below:

Please note that the numbers contained in the brackets denotes the number of responses that raised this item.

1. Infrastructure priorities - Landowners identified the need for key infrastructure improvements, including:
 - Water supply and sewerage systems (10)
 - Electrical grid upgrades (8)
 - Roads and transport (6)
2. Desired Features and Amenities - Respondents identified the need for key services and amenities, such as:
 - Parks or open green space (11)
 - Footpaths (8)
 - Public transport access (2)
 - Bike track (1)
3. Concerns About Subdivision - Key concerns regarding subdivision included:
 - Loss of privacy (6)
 - Legal and financial implications (5)
 - Changes to neighbourhood character (5)
 - Environmental impact (3)
 - Increase in local traffic (2)

Comments from Government agencies were also considered as part of the draft plan.

Amendments to the exhibited version

As a result of the submissions received from affected landowners, the plan has been amended. A copy of the amended version is attached to this report. An extract of the plan, showing the preferred master plan, is shown below:



Discussion

The intention of the Draft Bundawarra Estate Master Plan is to demonstrate the potential for the subject land to be further subdivided in an efficient and logical manner, and is a long term plan for the future. If supported by Council and the community, further work would be required to enable future applications for subdivision to be considered, including a Planning Proposal to rezone the subject land from R5 Large Lot Residential zone to R1 General Residential Zone, alongside a reduction in the minimum lot size. In addition, an infrastructure servicing plan would be required to support the provision of additional infrastructure, including reticulated sewer services, as well as the extension of roads, water and electricity services.

The exhibited version of the plan has been amended in response to the submissions received. There have been changes to the concept location of roads, and also the position of proposed public open space, due to site constraints. The updated version has been provided to those landowners who made submissions. Discussions have been held with these land owners to advise that:

- Issues relating to stormwater management will require more detailed investigation, if the land was rezoned in the future, and landowners were seeking to subdivide their land.

- The master plan is an indicative guide to future development, with the exact location of any future roads and services to be determined as part of consultation with individual landowners who are seeking to subdivide their land, if rezoning of the site occurs in the future.

The intention of the plan is that, if adopted, it would be used to manage future development in the short term in order that the most efficient opportunities remain for the extension of services and further subdivision in the long term.

It is confirmed that, if the land were to be rezoned, it is not compulsory for any landowner to subdivide their land. If landowners wish to make no changes to their land, while they are the owner, that is completely their right to do so. A future owner of the land may wish to take up the opportunity to subdivide land, should the investigation area be rezoned in the future.

The master plan is a guide to how additional residential development may occur, at a time when there is demand for development in this area in the future, and that landowner decides that they wish to drive the process for the development to happen.

Integrated Planning and Reporting

Temora Shire Council Community Strategic Plan (CSP) 2025-2035

CSP Objective: 3. Plan attractive, liveable and sustainable towns, villages and rural communities

Delivery Program Strategy: 3.1 Facilitate access to appropriate land, housing and development opportunities with supporting infrastructure

Priority Project: 3.1.6 Progress delivery of the Bundawarra Estate Master Plan to increase housing density and create additional residential lots.

Council Policy/Legislation

Temora Local Environmental Plan 2010

Temora Shire Development Control Plan 2012

Options

Council has the following options:

1. Adopt the amended Bundawarra Estate Master Plan, as presented to Council, or
2. Direct that additional changes be made to the Bundawarra Estate Master Plan and receive a further report on the plan, or
3. Determine not to adopt the plan

Budget Implications

The consultant fees to prepare the plan have been funded through the Federal Government's Housing Support Program Stream 1.

Risk Implications

There is a risk to Council that if the final version of the plan is not completed within the required timeframe, Council will not fulfill the requirements of the funding agreement.

Mr Rob Fisher left the meeting at 5:12pm.

RESOLUTION 93/2025

Moved: Cr Graham Sinclair

Seconded: Cr Narelle Djukic

It was resolved that Council adopt the amended Bundawarra Estate Master Plan, as presented to Council.

CARRIED

Report by Claire Golder

In Favour: Crs Rick Firman, Graham Sinclair, Nigel Judd, Belinda Bushell, Anthony Irvine, Brenton Hawken, Ken Smith, Narelle Djukic and Paul Mahon

Against: Nil

CARRIED 9/0

Mr Rob Fisher returned to the meeting at 5:14pm.

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Bundawarra Estate

BUNDAWARRAH ROAD ESTATE PRECINCT MASTER PLAN

JUNE 2025

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ACKNOWLEDGMENT OF COUNTRY

Habitat Planning acknowledges Traditional Owners of Country throughout Australia and recognises the continuing connection to lands, waters and communities. We pay our respect to Aboriginal and Torres Strait Islander cultures; and to Elders past and present.

PREPARED FOR
Temora Shire Council

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PROJECT ACKNOWLEDGEMENT

Temora Shire Council have received funding under the Federal Government's Housing Grant Stream 1

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Introduction

Overview

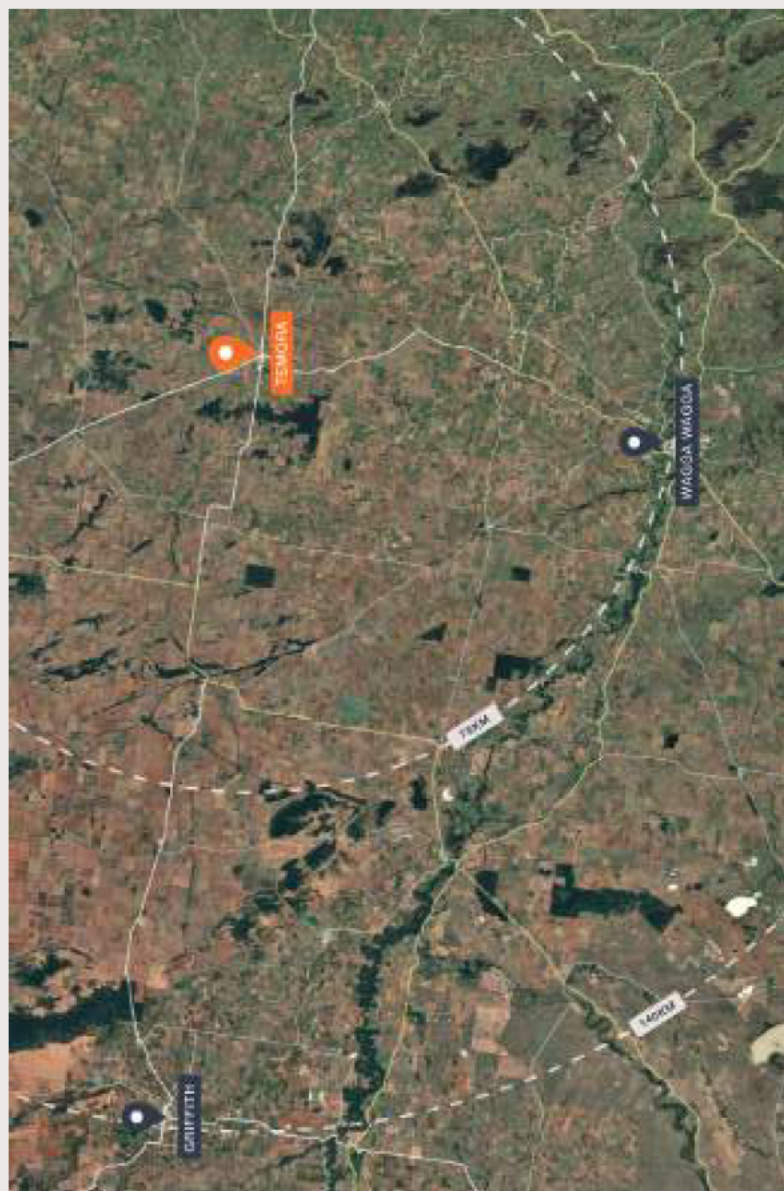


Figure 1 | Regional Context Plan

Habitat Planning have been engaged by Temora Shire Council to prepare a Precinct Master Plan for Bundawarrah Estate located to the north east of the main township of Temora.

The land and the township more broadly, are strategically located in proximity to the regional centres of Wagga Wagga to the south and Griffith to the west.

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Project Objectives

The purpose of the Master Plan is to guide the potential future subdivision and servicing of Bundawarrah Estate.

In doing so, this will support additional infill development in a coordinated and logical pattern that responds to ongoing and sustained demand for housing within Temora.

The Master Plan will be used to support the future rezoning of the land from R5 Large Lot Residential to R1 General Residential.

Similarly, the Master Plan will facilitate a reduction in the current minimum subdivision lot size that applies to this land below the current the minimum lot size.

Lastly, the Master Plan will identify current and future infrastructure and servicing capacity constraints and requirements, as well as funding mechanisms to ensure that this infrastructure is appropriately funded and provided.



Figure 2 | Project Objectives

Temora Snapshot

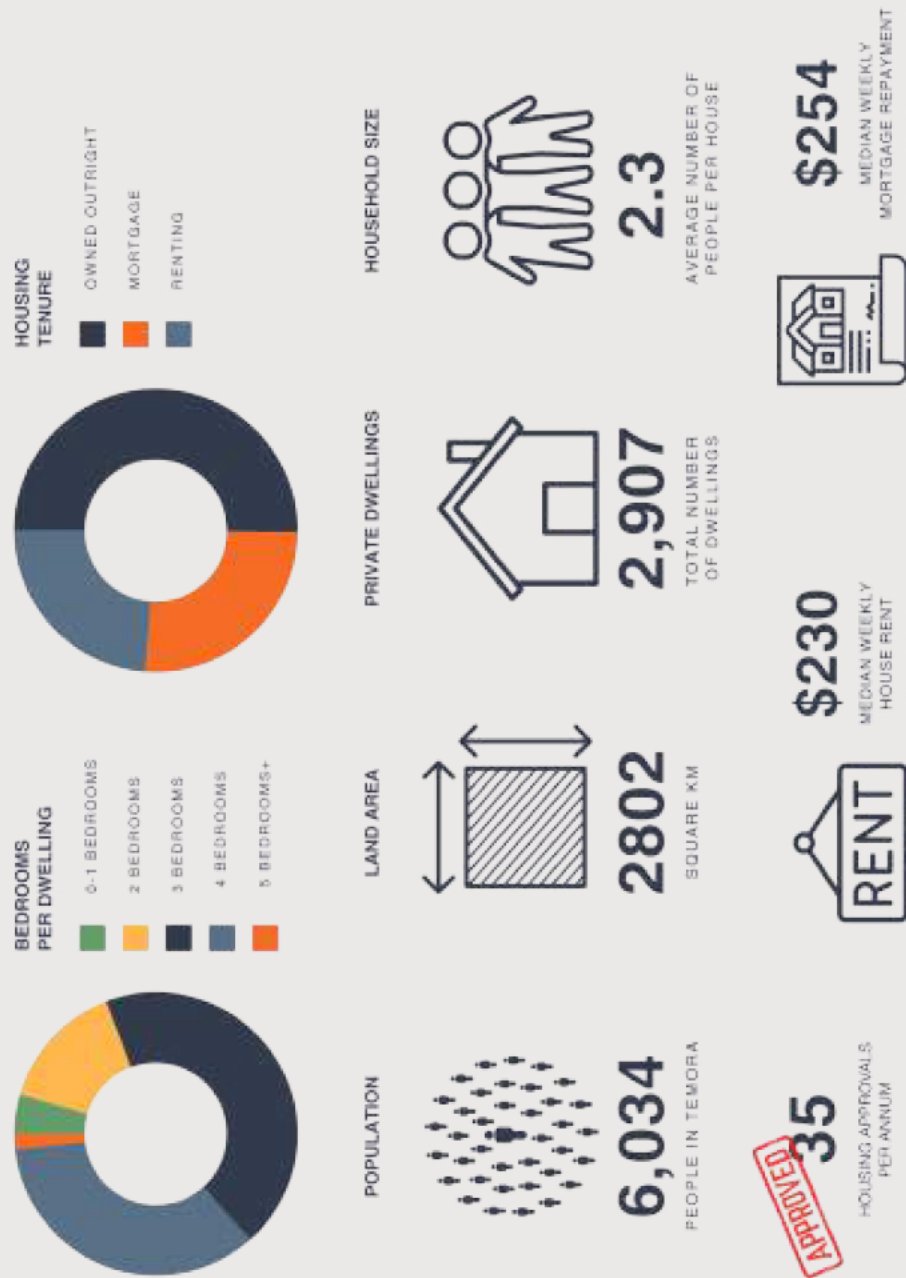


Figure 3 | Snapshot of Temora

Strategic Planning Context

The Bundawarrah Estate was identified as an urban investigation area as part of the Temora Local Housing Strategy 2022-2042.

The Housing Strategy outlined the following in relation to the Study Area:

Rezoning from R5 to R1 zone would increase the development potential of this site, which is dependent on the extension of sewer services. Existing dwellings form a development constraint, however preparation of a masterplan would provide opportunities for efficient provision of servicing.

The purpose of the Master Plan is to respond to this recommendation, which will inform the future rezoning of the land for more conventional urban residential purposes.

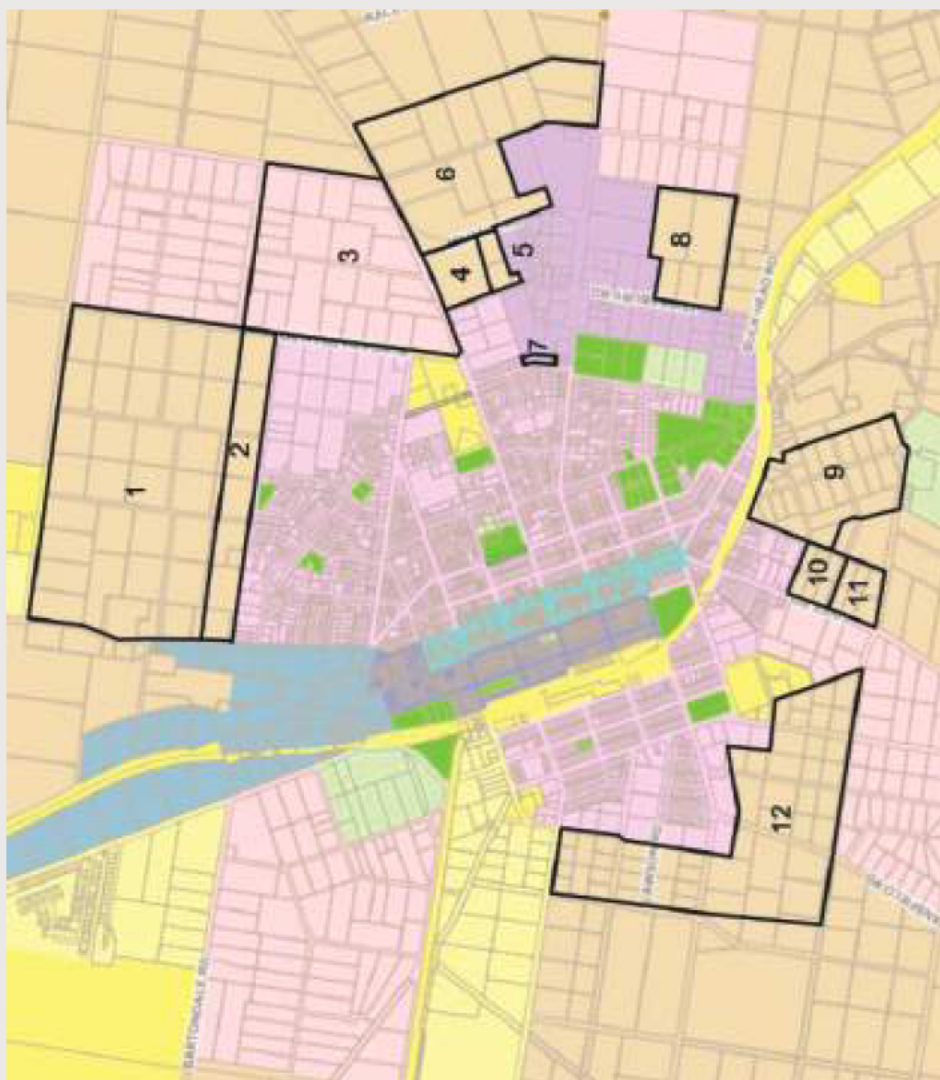


Figure 4 | Identified Urban Investigation Areas in Temora
(Source: Temora Housing Strategy)

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Context

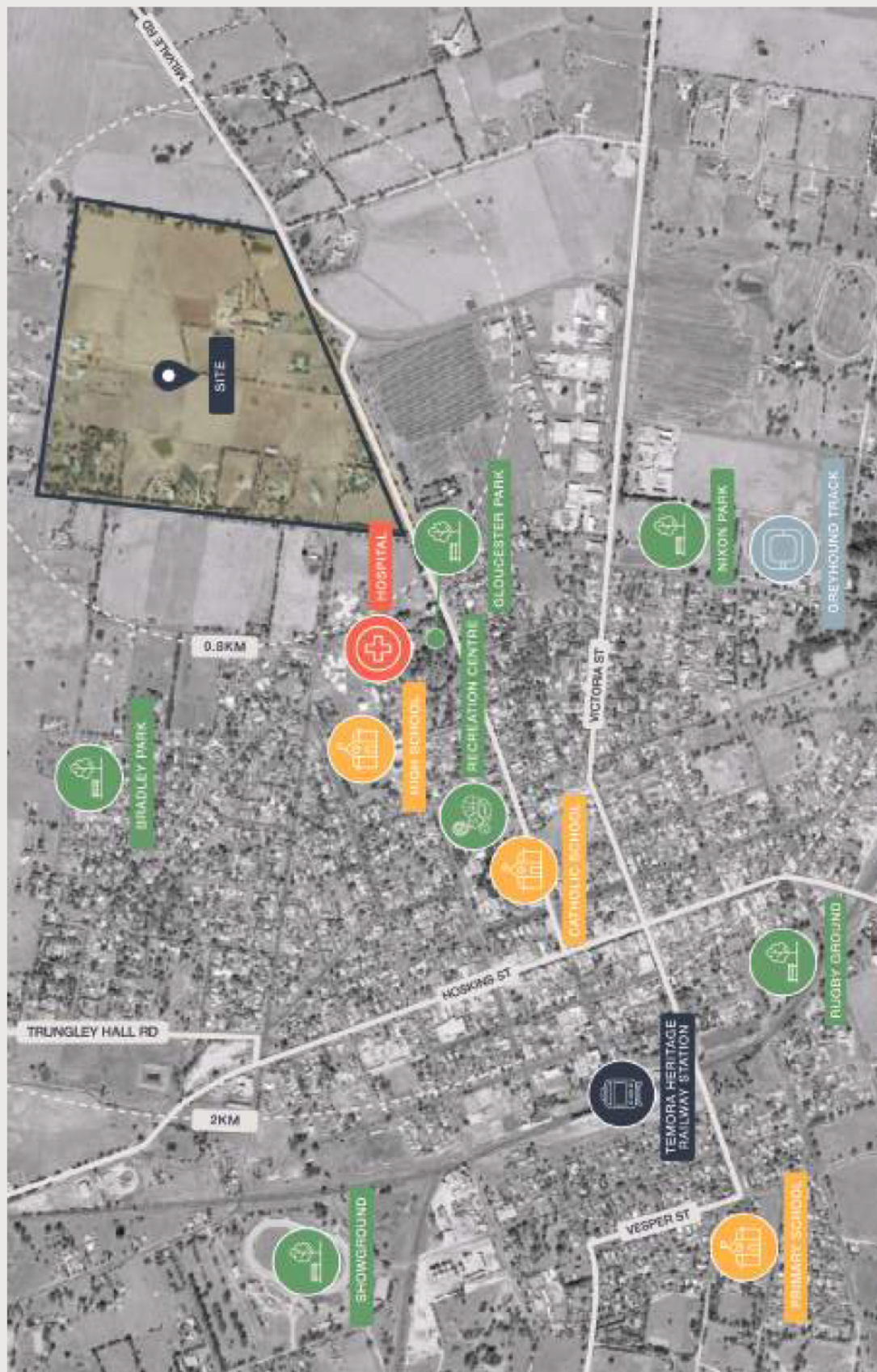


Figure 5 | Locality Plan

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Site Context

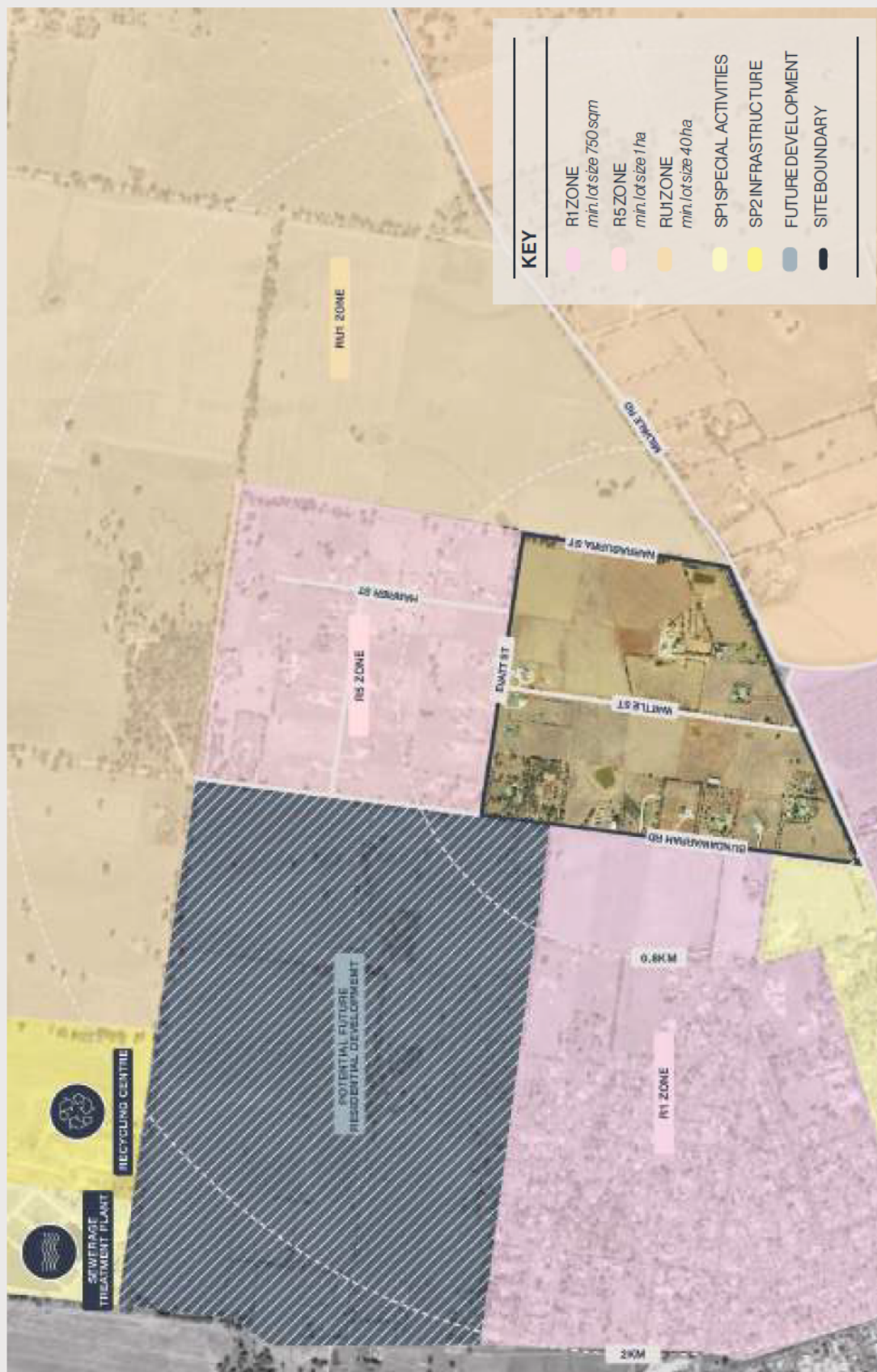


Figure 6 | Site Context Plan

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Study Area



Figure 7 | Study Area

The Study Area is bordered by Evatt Street to the north, Narraburra Street to the east, Milvale Road/Loftus Street to the south and Bundawarrah Road to the west.

The Area comprises 26 individual allotments ranging in size from 9,000m² up to 7 hectares, which have been developed for the purposes of a rural residential lifestyle estate consisting of detached dwellings, associated outbuildings and landscaping.

Wattle Street divides the precinct in half, whilst a large 66kV overhead transmission line bisects the estate in a general north-south direction. A secondary 11kV overhead transmission line also bisects the estate in a general north-east to south-west direction.

The Study Area has a total area of 64ha.

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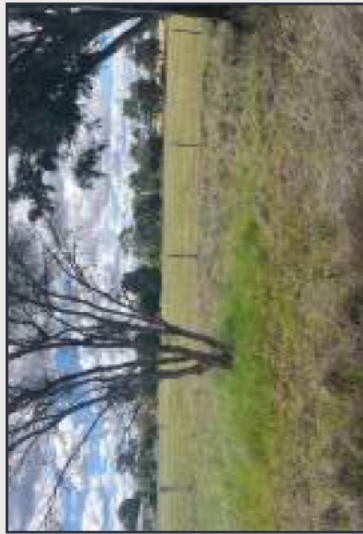
Site Photos



EVATT STREET AND HARRIER STREET
INTERSECTION



EVATT STREET LOOKING WEST



VIEW FROM MILVALE ROAD LOOKING NORTH WEST



VIEW FROM MILVALE ROAD



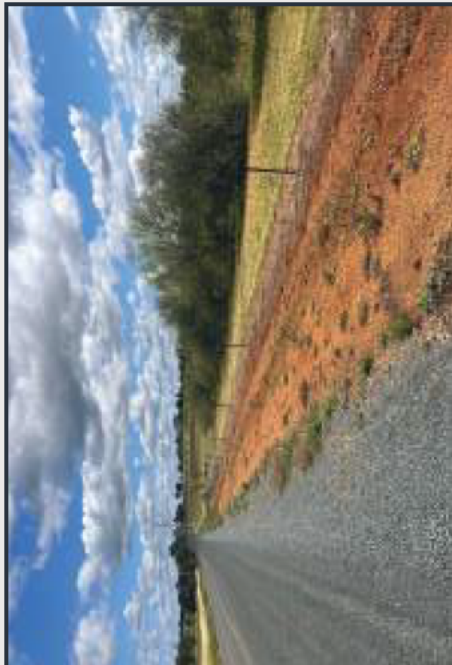
VIEW FROM WATTLE STREET LOOKING NORTH



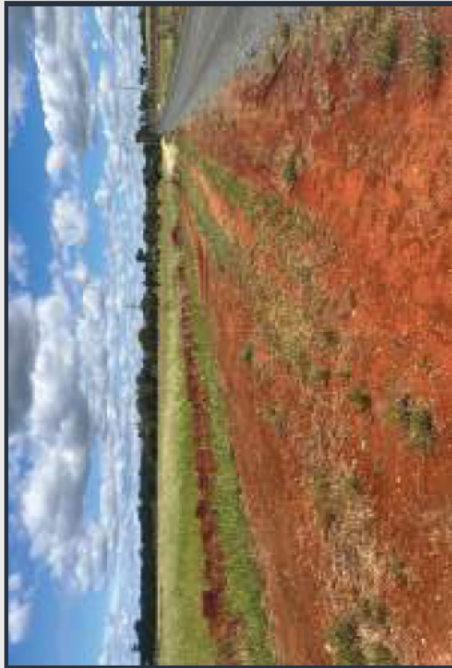
VIEW FROM WATTLE STREET NEAR LOFTUS STREET
LOOKING NORTH WEST

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Site Photos



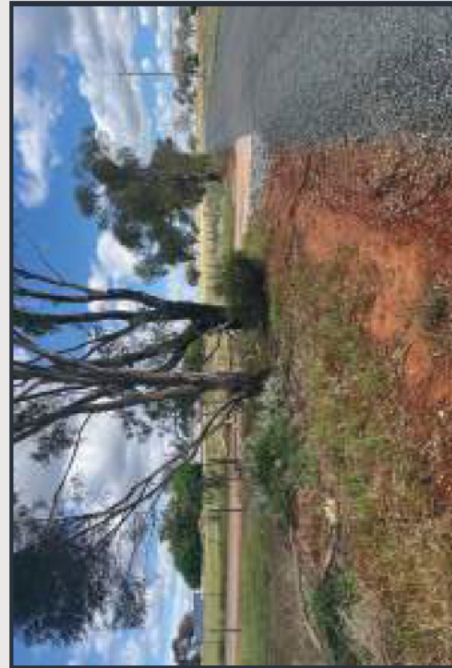
WATTLE STREET LOOKING SOUTH



WATTLE STREET LOOKING SOUTH



WATTLE STREET LOOKING SOUTH EAST



WATTLE STREET LOOKING TOWARDS EVATT STREET INTERSECTION

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Opportunities & Challenges

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Existing and Surrounding Development



Figure 8 | Existing and Surrounding Development

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Access



Figure 9 | Access Plan

The subject land is bounded by Evatt Street to the north, Narraburra Street to the east, Milvale Road/Loftus Street to the south and Bundawarrah Road to the west.

These roads are a combination of local and regional, sealed and unsealed roads. Wattle Street divides the precinct in half in a north-south direction.

OPPORTUNITIES

- Loftus Street/Milvale Road is a key connector from the subject land to the Temora Town Centre.
- Readily available connection to the existing road and footpath network.
- Wattle Street provides an important north-south connection, allowing access to the central portions of the precinct.

CONSTRAINTS

- Limited direct access available to Loftus Street/Milvale Road as it is a Transport for NSW classified Regional Road.
- No east-west road connections are currently available within the Precinct, which limit access and walkability.
- The precinct lacks pedestrian walkways and connections.
- The future internal road layout will need to consider the location of existing houses.
- A number of roads surrounding the site are not constructed and require sealing.

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Biodiversity



Figure 10 | Plant Community Type Map (DCCEEW-BCS)

The Precinct is characterised by pockets of both remnant and planted vegetation along roadsides and around dwellings, which adds to the semi rural residential feel of the precinct. Native vegetation with the Precinct is limited with the exception of small patches of roadside vegetation alongside Narraburra Street and to a lesser extent, Bundawarrah Street.

These consist of the following Plant Community Types (PCTs):

- PCT 76 - Western Grey Box tall grassy woodland.
- PCT 80 - Western Grey Box - White Cypress Pine tall woodland.
- PCT 276 - White Box - White Cypress Pine - Western Grey Box shrub/grass

OPPORTUNITIES

- Limited biodiversity values across the central portions of the Precinct.
- Retain established trees on existing residential lots. Others to be retained where possible.
- Investigate options to realign Narraburra Street to protect existing significant roadside vegetation.

CONSTRAINTS

- Existing significant biodiversity to be retained.

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The Precinct is characterised by gentle slopes falling generally towards the north eastern and north western corners of the study area.

OPPORTUNITIES

- Locate future development to maximise view corridors.
- Collate overland drainage paths with roads and open space corridors.
- Design roads and lots with the topography of the land to minimise the need for extensive cut and fill and retaining walls.

CONSTRAINTS

- Land use planning within the lower areas to consider effects of climate change and the possibility of increasing flood events.
- Potential overland flooding constraints for the dwelling located in the north west corner of the Precinct.

Topography

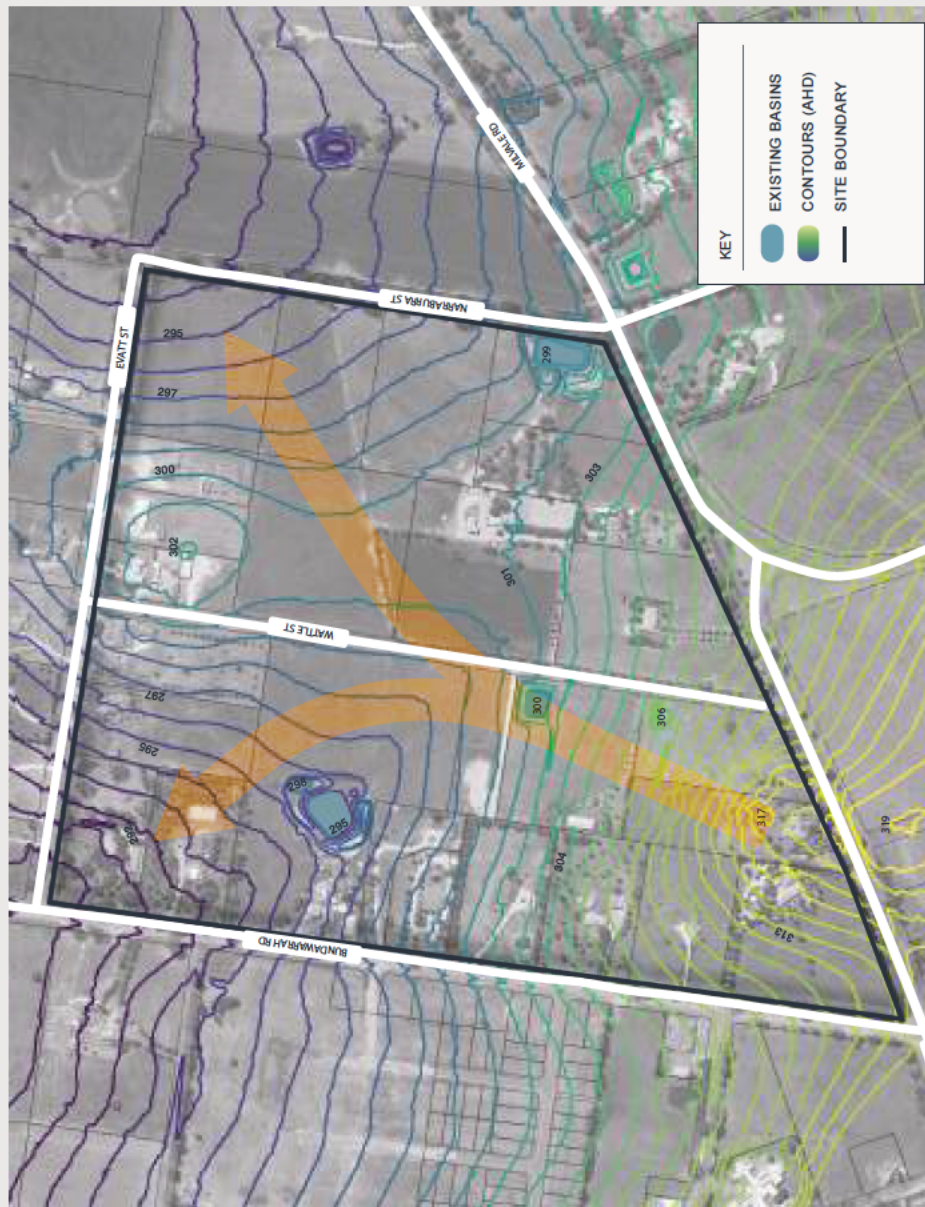


Figure 11 | Topographic Map

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Open Space

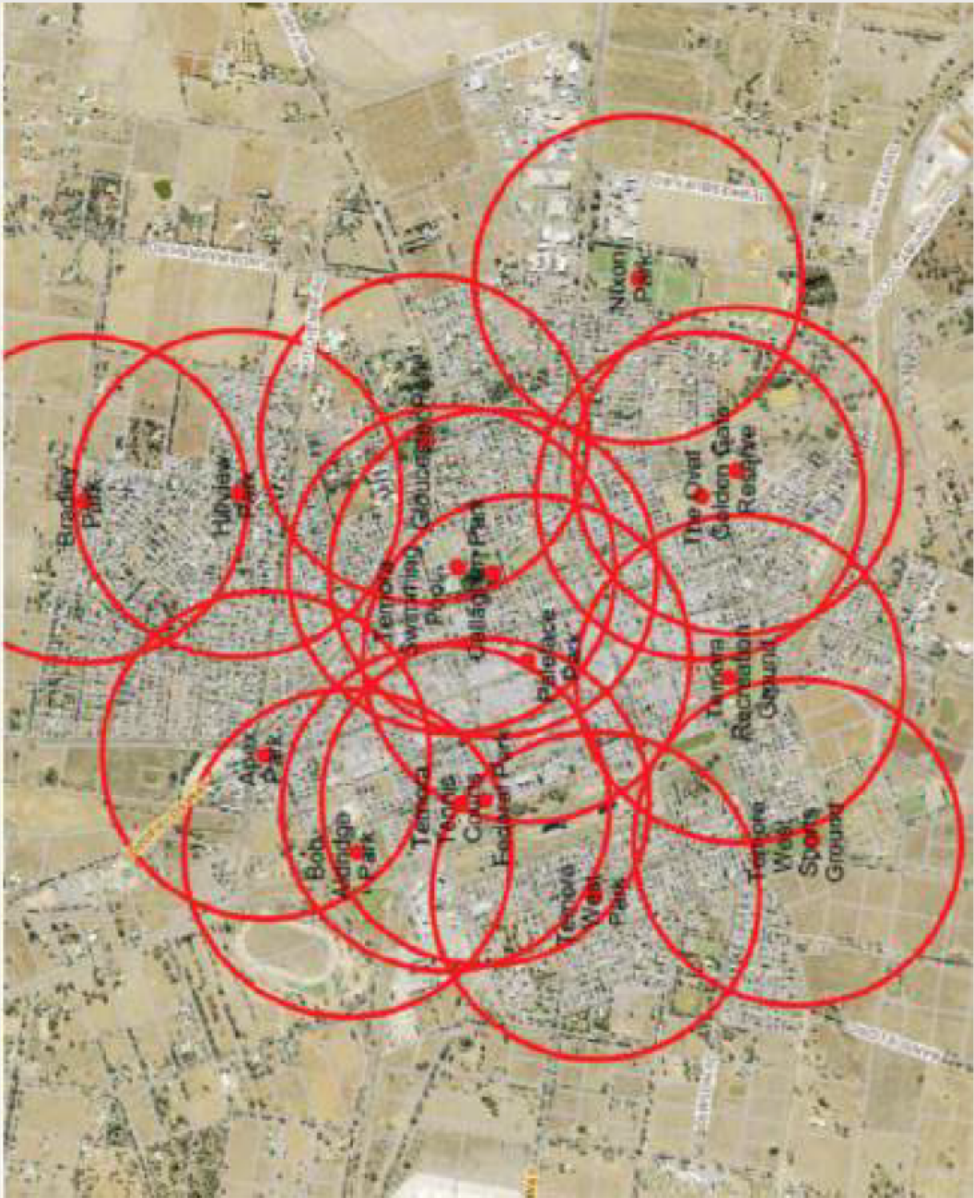


Figure 12 | Broader Open Space Map showing 500m distribution radius
(Source: Temora Recreation & Open Space Strategy)

Bundawarrah Estate is not serviced with any public open space areas due largely to the size of lots within this estate being greater than the in size.

Temora Shire Council has prepared a Recreation & Open Space Strategy, which seeks to ensure that the liveability of residents is enhanced, as well as to guide future open space planning.

This Strategy concludes that Temora is currently well serviced, and in fact oversupplied, with traditional forms of public open space including playgrounds and sporting fields.

The Strategy recommends improving accessibility and connection between these open space facilities, whilst simultaneously considering ongoing management obligations and upfront costs of establishing such facilities.

OPPORTUNITIES

- Investigate alternative forms of public open space given the oversupply of traditional forms of open space elsewhere.
- Co-locate public open space areas with drainage lines and overhead powerline to provide linear corridors
- Provide improved footpath and cycle connections to nearby public open space.

CONSTRAINTS

- No public open space currently available within the Precinct with limited connections to nearby facilities.

Open Space

The NSW Draft Greener Places Guidelines seek to create a more healthier and liveable NSW.

Within this Guideline, there are six core criteria that drive the planning of open space, including:

- 1. Accessibility and connectivity.
- 2. Distribution.
- 3. Size and shape.
- 4. Quantity.
- 5. Quality.
- 6. Diversity.

One of the other key recommendations of the Guidelines is to create and improve the Urban Tree Canopy:

Key Strategies include:

- 1. Protect, maintain, and enhance the existing urban tree canopy.
- 2. Create an interconnected urban tree canopy across NSW.
- 3. Building knowledge and awareness of urban tree canopy across State and local government and the community



20 Bundawarrah Road Estate | Precinct Master Plan

habitat



Figure 13 | Open Space Design Principles

Natural Hazards

BUSHFIRE PRONE LAND

The Study Area is not identified as being bushfire prone on the Temora Bushfire Prone Land Map with the closest mapped hazard being to the south of the main township of Temora. Council is yet to update this map with Category 3 (Grasslands) hazards.

Notwithstanding, consideration should be given to the requirements of the NSW Rural Fire Service document titled: Planning for Bushfire Protection Guidelines, 2019.

This will include consideration of adjoining rural zoned land, which will likely represent a bushfire hazard.

LAND CONTAMINATION

The subject land is not identified on either Council's or the NSW EPA's Contaminated Land Register.

Nonetheless, given the historical use of the land for agriculture and residential hobby farming purposes, matters regarding land contamination should be addressed as part of any future rezoning application.



Figure 14 | Bushfire Prone Land Map

Natural Hazards

FLOODING

The Study Area is identified as being partly affected by flooding during the 1 in 100 Year Flood Event, which involves overland flow paths that would require management as part of any future development of the site.

Council is currently in the process of finalising the Temora Flood Study, which will further inform the future development of this estate.

Broadly, development within the Flood Planning Constraint Category 1 is prohibited, whereas existing flood risk within the Flood Planning Constraint Category 2 area warrants careful consideration and the application of flood related controls on future development.

Land with Categories 3 and 4 is generally not prohibited where it is undertaken in accordance with the recommendations of the Strategy.

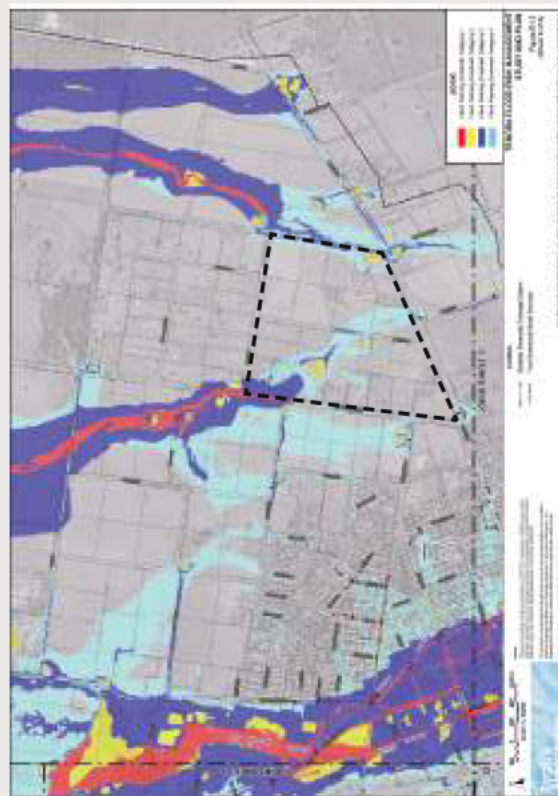


Figure 15 | Draft Flood Planning Constraints Category Map
(Source: Draft Temora Flood Risk Management Study and Plan)

STORMWATER DRAINAGE

Two stormwater drainage catchments bisect the Study Area including:

- Bundawarrah Road Catchment (western)
- Narraburra Street Catchment (eastern).

Due to the topography of the land, outfall from the Precinct occurs in the north east and north west corners of the Study Area.

Additional stormwater drainage infrastructure will need to be established as part of the further development of the Precinct to ensure that any development within this area maintains pre-development flows.



Figure 16 | Draft Flood Planning Map
(Source: Draft Temora Flood Risk Management Study and Plan)

Infrastructure and Services

WATER

Potable water for the Study Area and surrounds is supplied by Goldenfield Water's potable water network.

The water supply for this network originates from the Temora Reservoir, located approximately 200 meters southwest of the site. The network is currently serviced via an existing 100mm diameter water main located to the north, south and west of the Precinct.

Sewer

The site is currently not connected to Temora's wastewater network. All existing dwellings within the Bundawarrah Estate rely on private septic systems for wastewater management. This is typical for rural and low-density residential areas, where connection to a central wastewater network is often unfeasible or unnecessary.

The closest reticulated (Council) sewer to the Study Area is located to the west. This network is currently being extended as part of the adjoining Dustin Rose Estate.

Any future development of this area for more conventional urban purposes will require the removal of existing on-site effluent disposal systems and connection to the reticulated network.



Figure 17 | Water Supply and Sewer Map

Infrastructure and Services

STORMWATER DRAINAGE

The Precinct contains two mapped drainage lines and three distinct natural drainage catchments, all generally conveying stormwater northward.

Currently, there is no formal drainage infrastructure within these catchments, which is typical for low-density, rural settings. Existing stormwater flows are managed through natural overland paths without formal stormwater infrastructure.

ELECTRICITY

The Precinct is connected to electrical power supply network. Of note, a large 66kV overhead transmission line bisects the area in a general north-south direction.

A secondary 11kV overhead transmission line also bisects the estate in a general north-east to south-west direction.

The cost of realigning the 66kV line would likely be unfeasible and it is recommended that it remain in situ.

GAS

The site is not connected to the natural gas network. Connection to this service in the future are considered unlikely due to the increasing trend toward electric-based energy solutions in residential developments.



Figure 17 | Electricity and Gas Network

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Consultation

Landowners

A survey of landowners was undertaken to gather insights into possible future and subdivision infill opportunities for the area. Eleven (11) responses were received, providing valuable feedback on land ownership, subdivision considerations, infrastructure priorities and desired features and services for future development.

LANDOWNER RESPONSES

The majority of respondents (9) owned developed residential properties, with the remaining two owning vacant or unused land. Of these, 9 of the 11 respondents were open to subdividing their land.

Overall Support

When asked about their overall opinion of potential residential subdivision, five respondents were strongly supportive, four were supportive, one was neutral and one strongly unsupportive.

Key issues raised during consultation are summarised herein. Please note that the numbers contained in the brackets denotes the number of responses that raised this item.

INFRASTRUCTURE PRIORITIES

Landowners identified the need for key infrastructure improvements, including:

- Water supply and sewerage systems (10)
- Electrical grid upgrades (8)
- Roads and transport (6)

Desired Features and Amenities

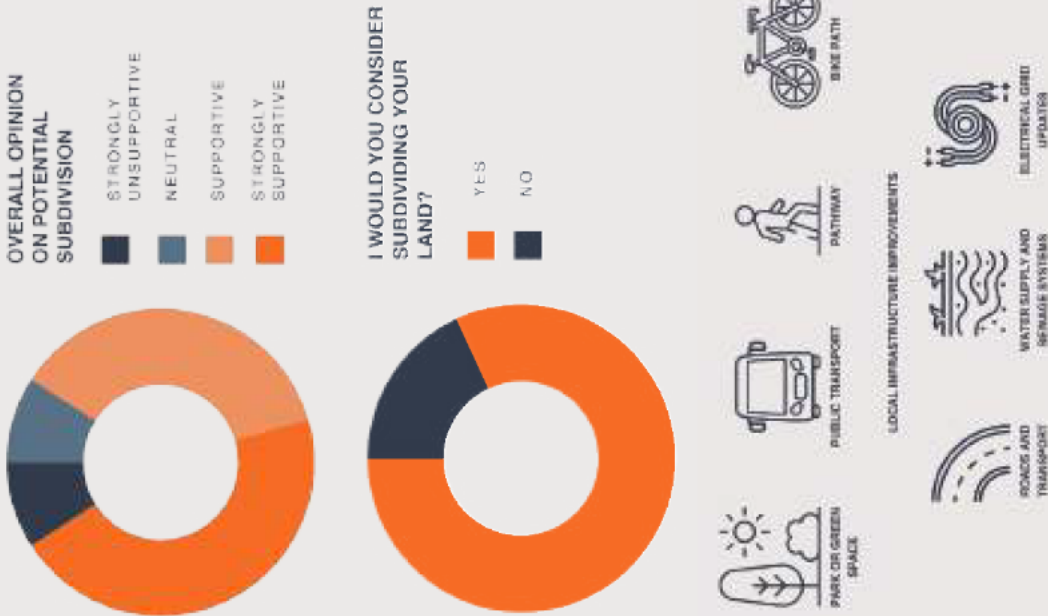
Respondents identified the need for key services and amenities, such as:

- Parks or open green space (11)
- Footpaths (8)
- Public transport access (2)
- Bike track (1)

Concerns About Subdivision

Key concerns regarding subdivision included:

- Loss of privacy (6)
- Legal and financial implications (5)
- Changes to neighbourhood character (5)
- Environmental impact (3)
- Increase in local traffic (2)



Government Agencies

GOVERNMENT AGENCY	RESPONSE
DEPARTMENT OF PRIMARY INDUSTRIES AND REGIONAL DEVELOPMENT	Minimise Land Use Conflicts between residential development and adjoining ongoing agriculture in the vicinity via the preparation of a Land Use Conflict Risk Assessment (LUCRA). Consideration should be given to the use of buffer areas to adjoining rural lands or other mitigation measures.
NSW RURAL FIRE SERVICE	<p>NSW RFS notes that the Bush Fire Prone Land Map for Temora has not been updated to incorporate grassland hazards. An updated map is likely to encompass the subject land and surrounding rural lands.</p> <p>Prepare a Strategic Bush Fire Study (SBFS) in accordance with Chapter 4 of Planning for Bush Fire Protection 2019. This should consider cumulative impacts of development on infrastructure and emergency services.</p>
TRANSPORT FOR NSW	<p>Consideration needs to be given to the cumulative impacts of additional dwellings on the safety and efficiency of the Classified Road Network. Wherever possible, new lots shall not directly access the Regional Road network, being Milvale Road. Investigate options to remove the Narraburra Street and Milvale Road intersection to avoid possible traffic safety concerns.</p> <p>Any future rezoning of the land shall be supported by a Traffic Impact Assessment that addresses predicted vehicle numbers and impacts on the local road network and key intersections.</p>
DEPARTMENT OF PLANNING, HOUSING AND INFRASTRUCTURE	<p>The proposed Master Plan is largely consistent with Council's 2022-2042 Housing Strategy. This Plan should provide an indicative lot layout to guide future development of this Estate.</p> <p>Consideration should be given to the location of existing dwellings, as well as natural hazards such as flooding. This may present an opportunity to use the identified overland flow path as a landscaped open space and riparian corridor.</p>



habitat

Government Agencies



GOVERNMENT AGENCY	RESPONSE
BIODIVERSITY, CONSERVATION AND SCIENCE GROUP	<p>Council is currently finalising the Tamora Floodplain Risk Management Study and Plan which shows part of the site as being subject to significant flood risk. The Master Plan should appropriately consider matters regarding flooding and any future rezoning request will need to address NSW Local Planning Direction 4.1 - Flooding.</p> <p>BCS will not support the proposal without evidence of the potential impacts on biodiversity. A biodiversity assessment shall be undertaken which demonstrates how the proposal avoids and minimises impacts on biodiversity.</p>
GOLDENFIELDS WATER	<p>Goldenfields Water has confirmed the location of water infrastructure in proximity to the site. Further details regarding infrastructure and capacity requirements will be determined once the final Master Plan has been prepared.</p>
ESSENTIAL ENERGY	<p>Essential Energy have confirmed that the existing electrical network has sufficient capacity to service the proposed development. However, to support the increased demand and optimize the internal distribution of electricity, future pad-mount substations will be required as part of the development process.</p>
APA GAS	<p>The site is not currently connected to the APA natural gas network. However, medium-pressure gas mains are located to the south and west of the development.</p> <p>Initial advice from APA indicates that if gas supply is proposed as part of the development, capital contributions from the developer will be required to facilitate the connection.</p>

habitat —

Vision

habitat —

The Precinct

VISION

The proposed future development of this estate is envisioned as a peaceful and welcoming community that blends the relaxed charm of country living with modern convenience.

Close to the heart of Temora, the estate would offer a tranquil environment that encourages connection among residents and provides a safe and inviting place to call home.

The design prioritises a mix of larger and smaller residential lots, ensuring a balance between spaciousness and accessibility to meet diverse needs.

Linear green spaces and corridors are envisioned as a key feature, offering a natural hub for recreation, relaxation, and fostering a strong community feel.

This vision captures the essence of a serene and private neighbourhood, where the values of nature, community, and liveability are at the forefront, creating a harmonious and enduring space for generations to enjoy.

OBJECTIVES

- Ensure that the future development of the Precinct occurs in a logical and coordinated manner.
- Ensure that infill development respects the existing and future character of the area.
- Identify and protect areas of environmental sensitivity or constraints.
- Provide a high standard of amenity for future residents in terms of services and facilities such as road access, footpaths and open space.
- Ensure that the future development of the area can be appropriately serviced with utilities and infrastructure.



Design Principles

habitat —



1. Character & Built Form

Ensure the development integrates with the existing lot pattern and built form (dwellings) contained within the Precinct and the surrounding environment including adjoining rural and residential lifestyle properties.

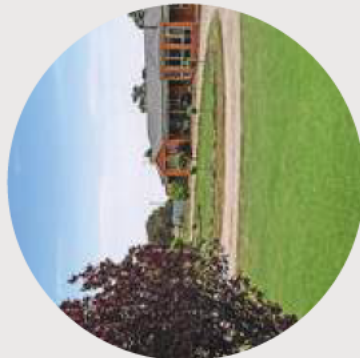
The design shall respond to the site's natural features, and creates a cohesive, connected community.



2. Gateway Entrances & Interface Treatments

Maintain an open and inviting Gateway Entrance into the main township of Temora by ensuring a high visual appearance of the estate by requiring that future dwellings do not back onto main roads such as Milvale Road.

This will avoid the monotony of a continuous line of Colorbond fences along this key entrance to Temora, which will maintain the semi-rural character and environmental values of the Precinct.



3. Dwellings & Streetscape

Housing design should encourage an active and engaging streetscape, with frontages that promote passive surveillance and a sense of community.

Architectural design should reflect high-quality built forms, particularly on corner sites and those fronting key roads such as Milvale Road.



4. Sustainable Design

The development should prioritise environmental sustainability, incorporating water-sensitive urban design and energy-efficient building practices.

The road layout shall provide for passive solar design and where necessary, the design shall provide buffers to environmental hazards.

Design Principles

habitat —



5. Biodiversity & Natural Hazards

The natural features of the site shall be maintained and protected ongoing. In particular, existing roadside vegetation alongside Narraburra Street shall be retained from both a biodiversity and amenity perspective

The future development of the land shall also avoid areas subject to inundation during a flood event or bushfire. Where possible, these areas shall be included within public lands and excluded from development.



6. Recreation & Open Space

Integrate linear open space as a key design element, enhancing the natural character and environmental sustainability of the Precinct.

These linear corridors shall be strategically located alongside the existing electrical easement, drainage lines and Narraburra Street, creating a cohesive green network that promotes biodiversity and recreational opportunities.



7. Connectivity

Prioritise connectivity through a well-planned network of roads, pathways, and green corridors, linking the Precinct to neighbouring estates and the town centre.

By integrating the subdivision with existing infrastructure, the design supports a cohesive urban framework that enhances community interaction and provides convenient access to local amenities and services.



8. Infrastructure & Services

Supporting infrastructure such as water, sewerage, drainage, roads, electricity and open space shall be provided as part of the further development of the land in accordance with service provider requirements.

The design shall incorporate key infrastructure and services, mainly the existing overhead transmission lines and stormwater drainage basins.

Where necessary, infrastructure shall be staged and appropriately planned for and funded.

habitat —

Concept Master Plans

habitat —



Figure 22 | Concept 1

Concept 1

This concept proposes a traditional grid pattern with Wattle Street as the key north-south connector. A new east-west collector road is also proposed to extend from Narraburra Street through to Chifley Street to provide access through the site.

The proposed layout has been designed around the location of existing dwellings, overhead powerlines, as well as areas of biodiversity values. New linear open space corridors are proposed throughout to provide for amenity and pedestrian connectivity.

The layout has been designed to accommodate a variety of lot sizes ranging from 750m² up to 2,000m² depending on market demand.

LAND BUDGET

Site	Metre ²	Area %
Total Area	648,148	
Road Reserve	122,648	19%
Existing Dwellings	39,517	6%
Open Space	16,747	3%
NDA	463,365	71%
Drainage	5,871	1%
Lot Yield @ 750m ² /lot = 400 (approx.)		
Lot Yield @ 1,500m ² /lot = 200 (approx.)		
Lot Yield @ 2,000m ² /lot = 175 (approx.)		
Note: Figures are indicative only and subject to final survey and design.		

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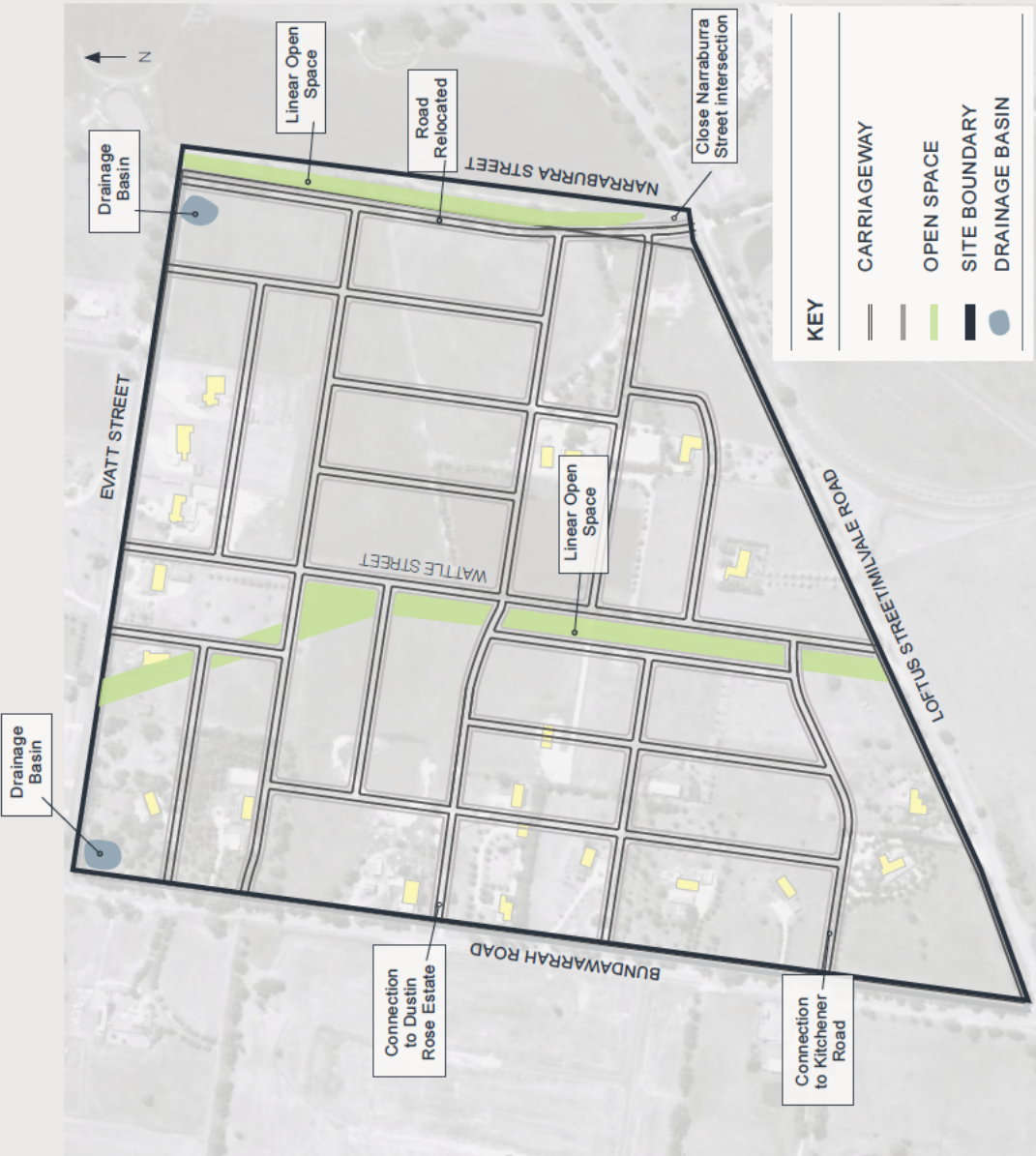


Figure 23 | Concept 2

Concept 2

This concept is similar Concept 1 in that it also offers a traditional grid layout, however the lots have been arranged in a more north-south orientation with shorter block lengths.

This option also offers additional road connections into and out of the site to the north and west, which will allow for greater permeability and walkability.

Similarly, this Concept has also been designed around the existing dwellings within the Precinct, as well as infrastructure and biodiversity values.

This Concept has also been designed to accommodate a variety of lot sizes ranging from 750m² up to 2,000m² depending on market demand and will achieve a similar lot yield to Concept 1.

LAND BUDGET

Site	Metre ²	Area %
Total Area	648,148	
Road Reserve	126,309	19%
Existing Dwelling	39,966	6%
Open Space	16,747	3%
NDA	457,904	71%
Drainage	7,222	1%

Lot Yield @ 750m²/lot = 400 (approx.)
Lot Yield @ 1,500m²/lot = 200 (approx.)
Lot Yield @ 2,000m²/lot = 175 (approx.)

Note: Figures are indicative only and subject to final survey and design.

Concept Comparison



Primary Access Road
Secondary Access Road

Existing Houses
Open Space

CONCEPT 1

Concept 1 is designed to align with the natural features and constraints of the precinct including existing road reserves, overhead powerlines and the location of dwellings. This concept is centred around a traditional grid network that provides both north-south connection via Wattle Street and an east-west connection via an extension of Chifley Street, which provides direct access into town.

PROS

- Considers existing trees and integrates natural area along Narraburra Street into the design, enhancing the environment.
- Offers diversity of lot sizes from 750m² to over 2,000m².
- Enhanced road connectivity improves east-to-west access and north-to-south links to key destinations.

CONS

- A select number of larger lots will be triangular in design to fit within the angles of the site.
- Limited number of direct road connections with Bundawarra Street to the west.
- The main east-west road connection is located further north and is less accessible to future residents living in the southern half of the Precinct.



Existing Houses
Open Space

CONCEPT 2

Concept 2 is similar to Concept 1, but provides an additional east-west road connection to Dustin Rose estate to the west. This option also proposes linear open space corridors and retains existing infrastructure and dwellings. The total lot yield remains similar however the design is characterised by shorter grid blocks.

PROS

- Considers existing trees and integrates natural area along Narraburra Street into the design, enhancing the environment.
- Easier to plan and implement due to the simplicity of the grid layout.
- Provides additional road connections to Bundawarra Street to the west.
- Provides a more central east-west road connection, which will be more accessible to future residents.

CONS

- Potential amenity and traffic impacts on Bundawarra Street from the establishment of multiple new road connections.
- May result in a less dynamic and visually interesting streetscape.
- Additional road and intersection construction costs.
- New road connections to Evatt Street to the north are closely spaced together.

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Preferred Master Plan

Master Plan Principles

The Preferred Master Plan has been prepared following the completion of two Concept Master Plans for the Precinct. The design largely aligns with Concept 1, but also incorporates additional elements from Concept 2 resulting in a hybrid design.

The Master Plan has been informed by landowner and government agency feedback, as well as a review of the site conditions and constraints that affect the Precinct.

Importantly, the Design Principles of this document have informed the overall Master Plan design and layout as discussed below.

1. CHARACTER AND BUILT FORM

One of the key considerations of the Master Plan was to retain and integrate the existing dwellings into the design. For the most part, this has largely determined where the internal road network has been located.

In addition, the development proposes larger lot sizes (1,500-2,000m²) around the perimeter of the site to ensure that the semi-rural character of the area is maintained.

2. GATEWAY ENTRANCES & INTERFACE TREATMENTS

Bundawarra Estate is located along one of the main Gateway Entrances into town. Therefore, the design proposes lots that front onto Milvale Road, which will avoid the establishment of long expanses of solid Colorbond fencing, which would otherwise result in a poor visual appearance and no connectivity or passive surveillance.

In response to the biodiversity values of roadside vegetation alongside Narraburra Street, as well as to reduce potential land use conflicts with adjoining rural lands, the design proposes to close and relocate Narraburra Street to the west.

3. DWELLINGS AND STREETSAPES

Consistent with Design Principle 1, the design retains and integrates the existing dwellings within the Precinct and proposes larger lot sizes on the perimeter of the Precinct to retain the existing character of the area.

Furthermore, the development incorporates perimeter roads and orientates lots towards key roadways and linear open space corridors to ensure an active and inviting streetscape.

4. SUSTAINABLE DESIGN

The Master Plan has been designed with a general grid layout, which will allow for lots with good northern solar orientation.

Furthermore, the design incorporates water sensitive urban design principles (swale drains) and retains environmental features.

5. BIODIVERSITY & NATURAL HAZARDS

As outlined in response to Design Principle 2, the Master Plan retains areas of environmental sensitivity, namely along Narraburra Street.

In addition, the design also avoids areas of natural hazards such as flooding and bushfire to ensure future development is resilient to climate change.

6. RECREATION & OPEN SPACE

In recognition of a current oversupply of formal open space areas and their general proximity to the site, the Master Plan seeks to provide an alternative form of recreational facilities via the inclusion of linear open space corridors via 'greenways' and 'blueways'.

These open space areas align with existing stormwater drainage or overhead powerlines and provide an opportunity for connections to the broader open space network, without the significant upfront and ongoing maintenance costs associated with other forms of traditional open space.

7. CONNECTIVITY

The proposed Master Plan has been designed to provide both new road and pedestrian access points at regular intervals throughout the Precinct. This will ensure that residents living within this estate are connected to the existing urban area and will have access to new pedestrian footpaths and cycle paths.

8. INFRASTRUCTURE & SERVICES

A number of high voltage overhead powerlines and overland flow paths traverse the Precinct. Due to the prohibitive cost or practicalities to relocate this infrastructure, the Master Plan incorporates these into the overall design. Similarly, the layout has been designed in a general grid layout to ensure the efficient rollout of services in a staged and sequential manner.

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Figure 24 | Preferred Master Plan

Master Plan

The preferred Master Plan largely aligns with Concept 1, but has incorporated additional elements from Concept 2 including additional east-west road connections to Bundawarra Street to the west and the provision of a shorter grid network.

This option provides improved connectivity and permeability with roads generally spaced 200-400 metres apart to allow for walking and cycling.

The development incorporates existing dwellings and key infrastructure within the Precinct, as well as providing linear open space corridors throughout.

Consistent with Concept 1, the Master Plan has been designed to accommodate a variety of lot sizes ranging from 750m² up to 2,000m² depending on market demand.

LAND BUDGET

Site	Metre ²	Area %
Total Area	648,148	
Road Reserve	108,986	17%
Existing Dwelling	39,517	6%
Open Space	30,409	5%
NDA	463,365	71%
Drainage	5,871	1%
Lot Yield @ 750m ² /lot = 400 (approx.)		
Lot Yield @ 1,500m ² /lot = 200 (approx.)		
Lot Yield @ 2,000m ² /lot = 175 (approx.)		

Note: Figures are indicative only and subject to final survey and design.

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Access

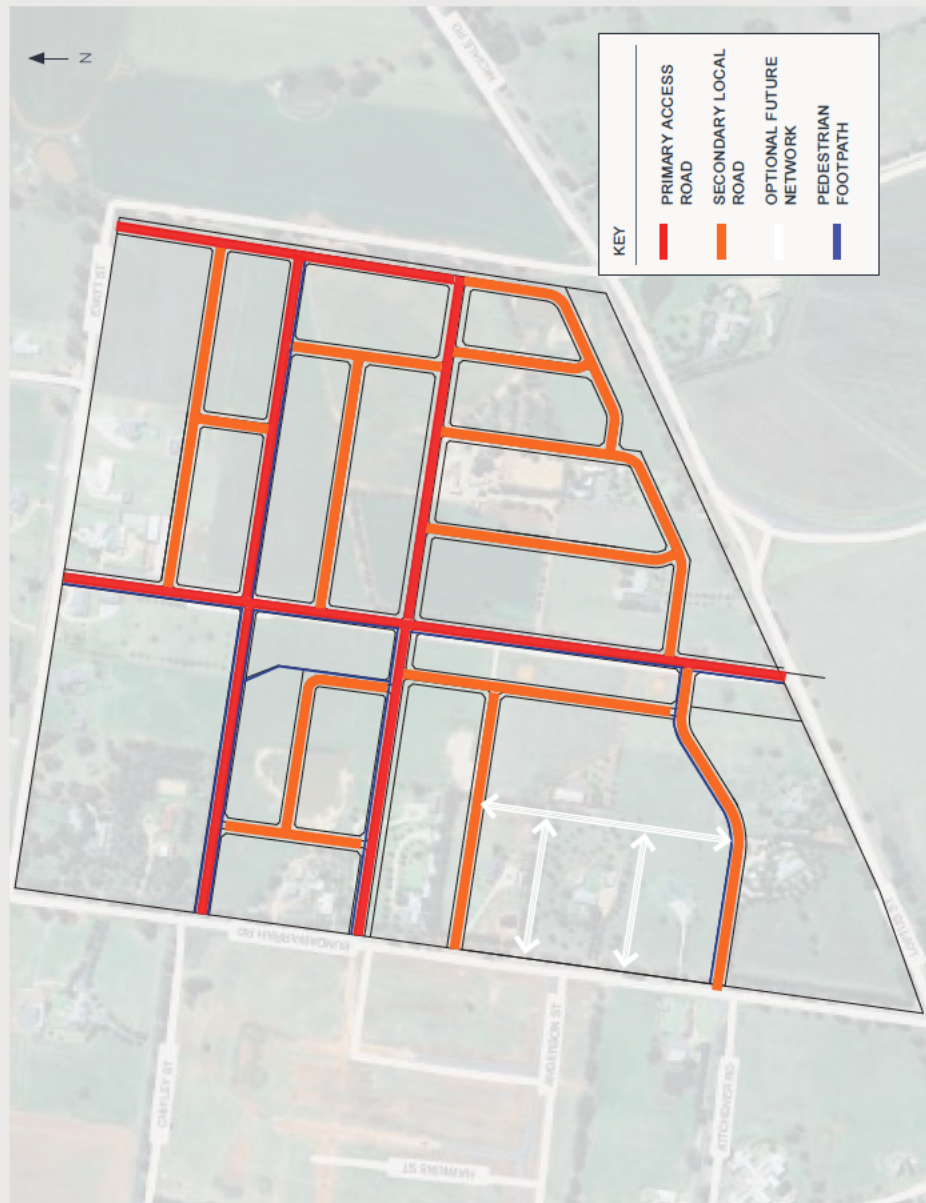


Figure 25 | Proposed Access Plan

The proposed design adopts a traditional grid style pattern, which will allow for easy access and connection within and through the Precinct.

Wattle Street will remain the main north south connector, however two new east west connector roads are proposed, which will connect to Chifley Street and Dustin Rose to the west.

Based on feedback received from TfNSW and in recognition of the biodiversity values of roadside vegetation, Narraburra Street is proposed to be closed and realigned to the west. Furthermore, its intersection with Milvale Road is also proposed to be removed.

Existing property access points to Loftus Street / Milvale Road will remain, however any new lots fronting these roads will need to be via the internal road network, or where not feasible, share existing crossovers.

An optional network of future roads are proposed in the southwest corner of the precinct. While there is little interest in development of this portion, the plan demonstrates how a network could be established along common lot boundaries.

New pedestrian pathways 'greenways' and 'blueways' are proposed throughout along key routes to enhance safety and amenity, as well as to provide landscaping features that define entry points and strengthen the overall character of the development.

These pathways will provide a network of linear open space corridors that will connect to the broader footpath and open space network allowing for recreational opportunities in the form of exercise loops/circuits.

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Open Space



Figure 26 | Proposed Open Space Network Plan

The Master Plan includes a thoughtfully designed open space network to enhance community well-being and connectivity.

Two new north-south and one east-west linear open space corridor runs through the site, providing green corridors that link key areas and offer opportunities for recreation and biodiversity. This area will be embellished with walking paths, bench seating, gym equipment, public art and shade trees to improve community use.

A central 0.5ha park is proposed at the intersection of the main north-south and east-west connector roads, which will become a gathering point with the estate.

In total, the Master Plan provides 3ha or 5% of the total land area to open space.



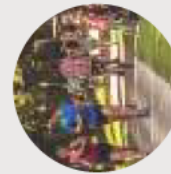
Swale Drains



Exercise Equipment



Park Benches



Shared Pathways

Open Space - Regional Context



Figure 27 | Proposed Regional Open Space Plan

Temora is currently well supplied with traditional forms of playgrounds and sports ovals.

In recognition of the current oversupply and their general proximity to the site, the Master Plan recommends as an alternative to provide linear open space corridors that will extend through and beyond the Precinct.

New pedestrian corridors and shared ways will be established, which will connect to the broader open space network, primarily Bradley Park and Hillview Park to the west and Gloucester Park to the south west.

These parks are generally located within 1km or 12 minutes walking distance of the site consistent with the NSW Draft Greener Places Guidelines.

This will encourage walking and other forms of active transport and will support healthy lifestyles.

These open space areas will still provide for the recreational needs of residents living within this estate, but will provide a diversity of open space offerings, as well as avoiding the significant upfront and ongoing maintenance costs associated with other forms of traditional open space.

Infrastructure and Services

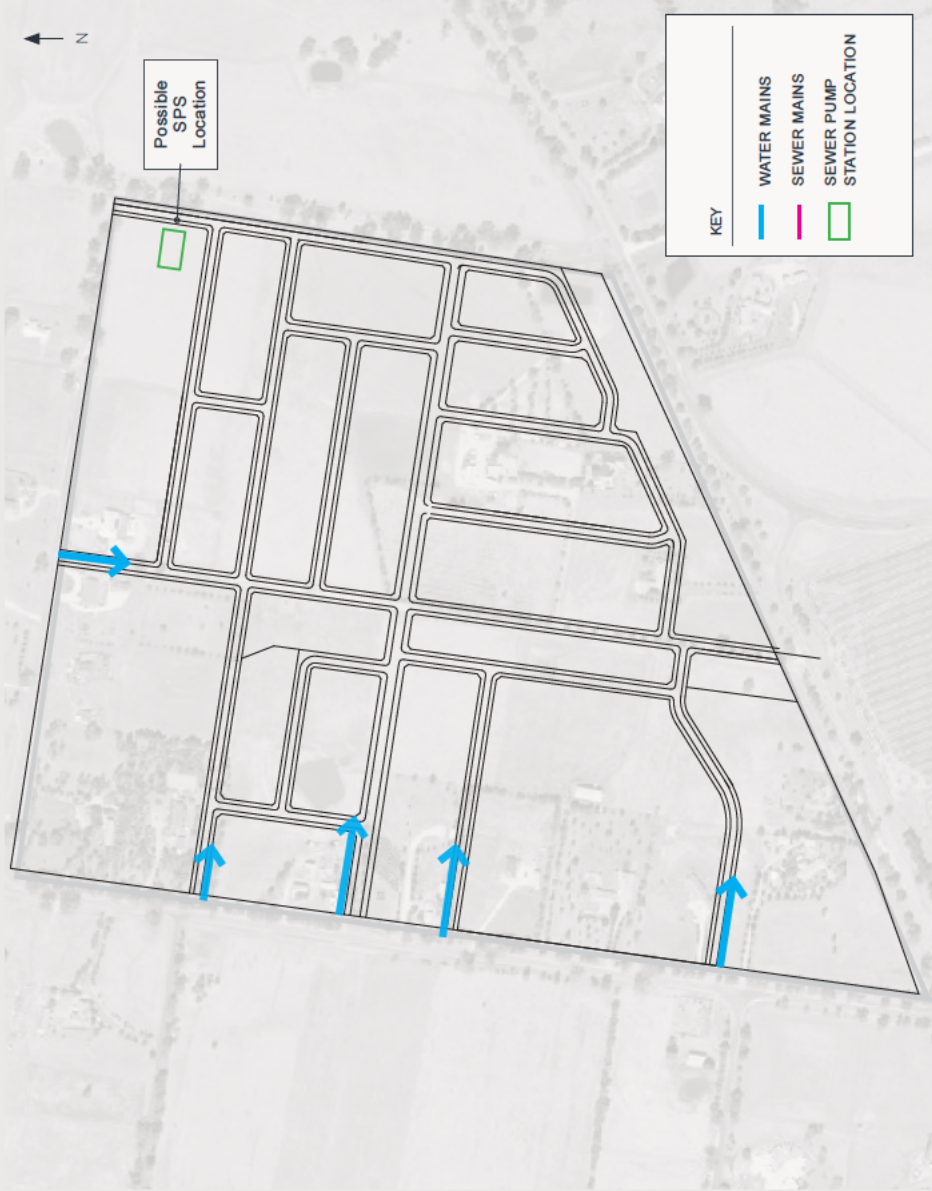


Figure 28 | Proposed Water and Sewer Plan

The following infrastructure will be required as part of the future development of the Precinct.

WATER:
Future residential lots will need to be connected to Goldenfield Water's potable water supply network. New infrastructure will be provided via the internal road network via lead-in mains and servicing extensions.

SEWER:
A new sewer pump station will be required to connect the site to the existing wastewater network. Council has confirmed that the wastewater treatment plant has sufficient capacity to accommodate future growth in the area. Easements through private land may be required to optimize the gravity network design if two separate pump stations are not feasible

ROADS:
Primary site access will be via Loftus Street/ Millvale Road. While the existing road network can accommodate the proposed development, augmentations and upgrades, including intersection improvements at Wattle Street and Millvale Road, will be required. A future traffic impact assessment is recommended to confirm road capacity and upgrade requirements

Infrastructure and Services



Figure 29 | Proposed Stormwater Plan

STORMWATER:

Onsite detention will be required to attenuate stormwater flows to pre-development levels. The Master Plan includes new stormwater basins in the north western and north eastern corners of the Precinct.

ELECTRICITY:

The existing network has sufficient capacity to service the proposed development. The existing 66kV overhead powerline is proposed to be retained in situ, whilst an 11kV is proposed to be relocated.

Future padmount substations will be required throughout the development to supply each lot.

GAS:

It is unlikely that gas servicing will be provided due to high upfront costs. However, APA has confirmed sufficient capacity within the existing network to support the development, with all connection and servicing costs to be borne by future landowners or developers if gas is required.

TELECOMMUNICATIONS:

The area is partially serviced by NBN Co's fixed-line technology, with additional network construction underway in the nearby Highfields Estate. Telecommunications infrastructure is expected to be delivered in shared trenches alongside low-voltage electricity cabling

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Staging

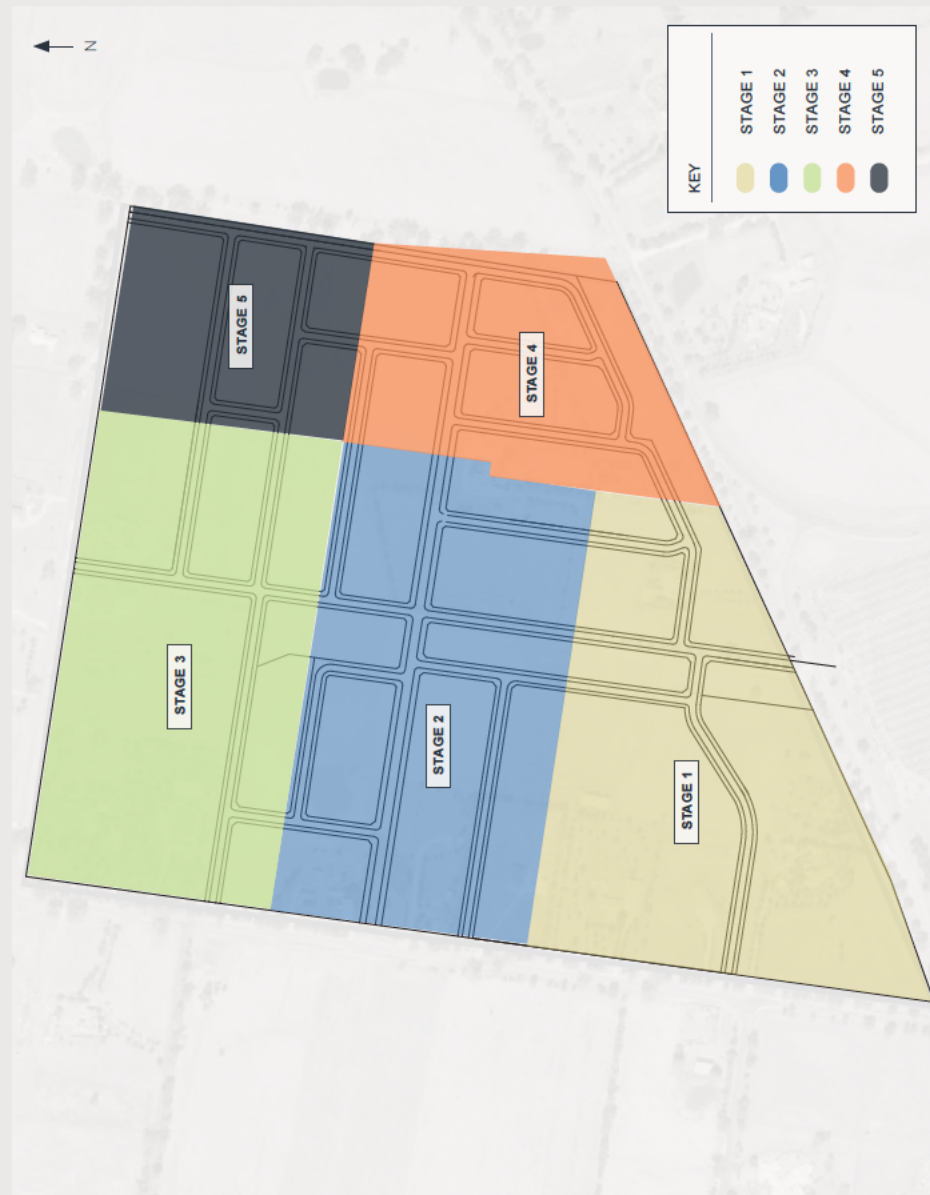


Figure 30 | Proposed Staging Plan

The Staging Plan is designed to ensure a logical, connected, and community-focused rollout of the development.

The Master Plan proposes 5 stages of development, however depending on lot sizes and lot yield, these stages may be further broken down again into sub-stages to ensure a manageable and efficient rollout of infrastructure and services, aligning with the community's evolving needs and maintaining a cohesive approach to development.

The staging plan for the site begins with Stage 1, focused on the south western corner of the Precinct as it adjoins existing urban development and has readily available access to infrastructure and services.

Subsequent stages will progress in a northerly and westerly direction due primarily to the availability and logical extension of infrastructure.

Opportunities do exist for development to occur out of sequencing, however this will be predicated on the availability and cost of extending infrastructure, which typically seeks to minimise 'leap-frog' development.

The preparation of a Developer Contributions Plan will ensure that infrastructure is appropriately serviced and funded in a timely manner.

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Implementation

Future Actions

In order to achieve the outcomes of the Precinct Master Plan, the following actions are recommended:

PLANNING ACTION	DESCRIPTION
LEP Amendment	<p>Amend the Temora Local Environmental Plan 2010 as follows:</p> <ul style="list-style-type: none">• Rezone the land from R5 Large Lot Residential to R1 General Residential.• Reduce the Minimum Lot Size of the land from 1ha down to 1,500m2 (to be confirmed).
DCP Amendment	<p>Amend the Temora Development Control Plan 2012 to incorporate the recommendations of the Bundawarrah Estate Precinct Master Plan.</p>
Developer Contributions Plan	<p>Council to prepare a Developer/Infrastructure Contributions Plan to fund the provision of infrastructure across the Precinct, which will be levied on a per lot basis.</p>



47 Bundawarrah Road Estate | Precinct Master Plan



MASTERPLAN:
BUNDARRAH ESTATE TEMORA

LAND BUDGET	
Site	Metres ² Area %
Total Area	648,148
Road Reserve	122,648 19%
Existing Dwelling	38,517 6%
Open Space	16,747 3%
NDA	483,365 71%
Drainage	5,871 1%
Lot Yield @ 750m ² /lot = 400 (approx.)	
Lot Yield @ 1,500m ² /lot = 200 (approx.)	
Lot Yield @ 2,000m ² /lot = 175 (approx.)	
Note: Figures are indicative only and subject to final survey and design.	

KEY	
	CARRIAGEWAY
	ROAD RESERVE
	OPEN SPACE
	SITE BOUNDARY
	DRAINAGE BASIN

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15 ADMINISTRATION AND FINANCE

Nil

16 CORRESPONDENCE**16.1 SOUTHERN SPORTS ACADEMY - SPONSORSHIP 2025****File Number:** REP25/478**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Southern Sports Academy [↓](#) **REPORT**

Seeking sponsorship for 9 athletes from Council's Local Government area by contributing \$200 per athlete with a total of \$1,800. It has been the practice of Council to support this initiative in the past.

NOTE:

Donations allocated for 2025/2026 are \$600.00 with a total budget of \$10,000. There is \$9,400.00 budget remaining.

Integrated Planning and Reporting

Community Strategic Plan 2025 -2035

CSP Objective: 5. Deliver effective leadership, governance and engagement to meet community needs

Delivery Program Strategy: 5.1 Deliver strong community leadership, governance and stakeholder relationships

Council Policy/Legislation

Donations made by Council must be consistent with provisions of section 356 of the *Local Government Act 1993*.

Options

N/A

Budget Implications

A total of \$600.00 has been allocated from the 2025/26 Donations budget with a total budget of \$10,000. There is currently \$9,400.00 remaining in the budget.

Risk Implications

N/A

Cr Graham Sinclair declared a pecuniary interest in relation to item REP25/478, due to having family members nominated.

Cr Graham Sinclair left the meeting at 5:15pm and took no further part in the discussion.

Cr Brenton Hawken declared a non-pecuniary interest in relation to item REP25/478, due to his employment role.



Moved: Cr Nigel Judd

Seconded: Cr Narelle Djokic

Wednesday, 25 June 2025

It was resolved that Council accedes to the request of \$200 for each of the nine athletes.

AND FURTHER

That Council seek a contribution from the Temora and District Sports Council.

PO Box 262
Temora 2666

CARRIED

Dear Melissa,

Cr Graham Sinclair returned to the meeting at 5:18pm.

I hope this letter finds you well. I am writing to seek the continued support of Temora Shire Council for the Southern Sports Academy (SSA) for the 2024/2025 financial year. The SSA plays a pivotal role in fostering the development of young athletes across our region, providing them with the necessary resources and opportunities to excel in their chosen sports.

The Southern Sports Academy has a long-standing commitment to nurturing talent and promoting physical activity among our youth. Our programs are designed not only to enhance athletic skills and athletic development but also to instil values such as teamwork, discipline, and perseverance.

This year has continued to demonstrate the quality of our programs and the dedication of our athletes. At the Academy Games in Tamworth, our Golf, Netball, Basketball and Hockey squads all competed with distinction, with our Golf team delivering an exceptional performance by winning the Division 1 teams event. Over the past year, we have seen remarkable achievements from our athletes, many of whom have gone on to represent our region at state and national levels.

Our efforts align with the "Bound for Brisbane" strategy developed in collaboration with the Regional Academies of Sport partnering academies. This strategy emphasises the importance of preparing our athletes for the 2032 Brisbane Olympics by providing them with comprehensive training and competitive opportunities. By investing in our young athletes now, we are not only enhancing their prospects but also contributing to a broader vision of sporting excellence that will culminate at the 2032 Games.

However, a recent review highlighted a concerning disparity in funding support from local government authorities. It is with disappointment that I share SSA receives the least LGA funding support compared to all other regional academies across the state. As the most relevant example of our situation, one of our partnering academies which serves a similar per capita population, receives four times the amount of funding that SSA does. This significant discrepancy undermines our ability to provide the best possible opportunities for our athletes and hampers our efforts to achieve parity with other regions.

Maintaining the quality and reach of our programs requires substantial financial support. We are therefore reaching out to our LGA's for contributions that will enable us to continue offering high-quality training, coaching, and competition opportunities to our young athletes.

Specifically, we are seeking funding to cover:

1. Training Facilities and Equipment: Ensuring our athletes have access to state-of-the-art facilities and equipment.
2. Coaching and Development Programs: Engaging experienced coaches and providing continuous development programs.
3. Competition and Travel Expenses: Supporting our athletes to participate in regional and national competitions.
4. Supporting Family Hardship Initiatives: Actioning initiatives to prevent athletes from dropping out of their respective sporting pathway due to financial barriers.



We believe that with your support, we can make a significant difference in the lives of many young athletes. Your contribution will not only enhance the sporting experience for our participants but also promote a healthier, more active community.

Historically the Academy has invited you to contribute to the development of athletes from your LGA by contributing \$200 per athlete to the Southern Sports Academy, and as such we are extremely appreciative of your continued support.

Your area is currently represented in the Academy by:

Given	Surname	Town	Sport	LGA
James	Chalmers	Ariah Park 2665	Basketball	Temora
Macey	Kenworthy	Ariah Park 2665	Rugby	Temora
Cooper	Gersbach	Temora 2666	Rugby	Temora
Jethro	Fenton	Temora 2666	Rugby	Temora
Sten	Christmas	Temora 2666	Cycling	Temora
Imogen	Christmas	Temora 2666	Cycling	Temora
Eli	Sleeman	Temora 2666	Cycling	Temora
Kai	Sleeman	Temora 2666	Cycling	Temora
Bailey	Purcell	Temora 2666	Rugby	Temora

On behalf of athletes from your region, we look forward to your continued support.

Yours sincerely,

Jared Kahlefeldt
Regional Manager (Southern)
Regional Academies of Sport Ltd

17 BUSINESS WITH NOTICE

Nil

18 NOTICE OF MOTION

Nil

19 BUSINESS WITHOUT NOTICE - URGENT

20 COUNCILLORS INFORMATION PAPER**RESOLUTION 95/2025**

Moved: Cr Brenton Hawken

Seconded: Cr Graham Sinclair

It was resolved that the Information Reports be received.

CARRIED

20.1 NSW COUNTRY MAYORS ASSOCIATION (CMA) - MEETINGS 9 MAY AND 12 JUNE 2025

File Number: REP25/472

Author: General Manager

Authoriser: General Manager

Attachments: 1. CMA Minutes of Meeting - 9 May 2025  

GENERAL MEETING, SYDNEY PARLIAMENT HOUSE – 9 MAY 2025

The Mayor, Cllr Rick Firman OAM and General Manager, Ms Melissa Boxall attended the May CMA General Meeting in Sydney on 9 May 2025 (minutes at attachment 1).

The theme for the meeting was Health and the following Guest speakers presented at the meeting:

- ALGA President, Mayor Matt Burnett
- NSW Minister for Regional Health, the Hon. Ryan Park MP
- NSW Shadow Minister for Regional Health, Mr Gurmeh Singh MP
- Mr Luke Sloane, Deputy Secretary NSW Regional Health Division
- Ms Kath Hetherington, GM – Service Delivery, NSW Rural Doctors Network and Community Solutions Manager Ms Katie McDonell
- Mrs Clare Beech, Executive Director – Clinical Capability, Safety and Quality, NSW Ambulance
- Mrs Christine Corby AM, CEO, Walgett Aboriginal Medical Service
- Mr Mario Barone, President, Pharmacy Guild of Australia NSW Branch and Mr Daniel Kicuroski - NSW Branch Director (CEO) - Pharmacy Guild of Australia - NSW Branch
- Bellingen Shire Council on their Housing Initiative for Health workers
- Leeton Shire Council on Collaborative Care

REGIONAL MEETING, ORANGE – 12 JUNE 2025

The Mayor, Cllr Rick Firman OAM and General Manager, Ms Melissa Boxall attended the Regional CMA's Meeting. The Regional meeting was held in Orange this year, with the reception held in the Orange Visitors Centre on the evening of 11 June and the CMA Roads and Transport meeting on Thursday 12 June 2025, followed by a bus tour by Orange City Council.

Over 90 people attended the meeting, which was the CMA's best attended regional meeting to date.

Guest speakers at the meeting were:

- The Hon Jenny Aitchison MP, NSW Minister for Regional Transport and Roads
- Ms Susan Shaw - Strategic Transport Policy Lead, Roads| Policy, Environment & Regulation - Transport for NSW
- Mr Joshua Devitt, Chief Engineer, Institute of Public Works – Engineering Australasia
- Mr Wal Setkiewicz, NRMA's Principal Advisor for Infrastructure and Economy
- Mr Jim Turner, Head of Infrastructure and Maintenance – UGL Regional Linx
- Mr Graham Kennett, Executive Director, NSW Reconstruction Authority.
- From Essential Energy – Ms Chris Warris, Key Accounts Specialist – Commercial and Alex Fraser, Senior Electrification Channel Specialist

NSW Local Government Grants Commission – Regional Councils Public Hearing Presentation

To coincide with the CMA's Meeting, the NSW Grants Commission hosted a presentation hearing in Orange on 11 June 2025.

The hearing was held by the Commission to provide updates in relation to the allocation of the federally funded Financial Assistance Grants.

The Grants Commission makes recommendations to the NSW Minister for Local Government on the allocation of the grants to Council's and the funds are distributed by the Office of Local Government.



The Country Mayors Association of NEW SOUTH WALES Inc

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MINUTES

A General Meeting of the Country Mayors Association of NSW Inc, was held on Friday **9 May 2025**, in the Theatre, Parliament House, Macquarie Street, SYDNEY commencing from 8:20am.

THEME: Health

1. 8:20am A warm welcome from CMA Chairman and Temora Shire Mayor Rick Firman OAM and a brief address by ALGA President, Mayor Matt Burnett

Mayor Burnett emphasised that the 1% campaign continues. He expressed concern that new Government's majority might make things difficult.

The Inquiry into Financial Sustainability is very important and we look forward to that be handed down.

The 2025 National General Assembly of Local Government (NGA) – incorporating the Regional Cooperation and Development Forum – will be held in Canberra from 24-27 June. We do want your motions. To lodge a motion contact alga@alga.asn.au or call (02) 6122 9400. \$200mil disaster ready fund was a win from the Federal Government.

I think our Governments know we need more money.

A token of appreciation was presented to Mayor Burnett by Mayor Firman.

2. 8:30am Presentation – NSW Minister for Regional Health, the Hon. Ryan Park MP

It is a privilege to have this portfolio and I acknowledge the work of those (like Bronnie Taylor) who have made good progress before me.

Maternity Services are an important challenge. I believe women should try to give birth as close to home as possible. It takes a support network to raise a child. We need to keep birthing services close to where people live, which is a big challenge where we have a sparse regional State. That challenge is a concern in places such as Gunnedah and Tamworth.

Midwifery care networks are expanding in places like Glen Innes. We have increased incentives for midwives to \$20,000.

This is a priority of mine for rural and regional health.

Page 1 of 15

Staffing is an ongoing challenge. Ratios in ED's (1:3) will be established.

2,500 nurses are now receiving the \$20,000 attraction incentive and retention incentive are also being received.

I am also aware of the housing shortage. I learned about that from mayors. We've increased the budget for housing to \$200mil. We hope to house around 500 workers.

Pressure on ED's is real. A lot more category 2 and 3 patients (category 1 is life and death). The primary care and GP access is not as good as when we were children and that is contributing to the severity of conditions in Eds. People are not accessing Primary Care regularly.

Regional infrastructure benefits from the Country Mayors, thank you for your advocacy. We are building facilities, including ambulance stations across the regions.

The Minister concluded with: Thank you for this opportunity to engage with you.

Q: CGRC Mayor Abb McCalister: Thank you very much for listening and not closing the Pathology Department in Cootamundra.

A: Steph Cooke and the Councils got the message through.

Q: Yass Valley Council Mayor Jasmin Jones: I gave birth on the Barton Highway. Birthing on country is particularly important for our Aboriginal communities. On mental health, our Police Force needs professional support in dealing with people with mental health issues. Something we learned from our zoom with the Police Minister.

Q: Mayor of Kempsey Shire Council Kinne Ring: The Kempsey Hospital should be returned to level 3 on weekends and limited during. It is the 5th most disadvantaged in the State.

A: It must be safe and I will look into it.

Q: Kyogle Council Mayor Danielle Mulholland: What staffing strategies do you have in mind? Post disaster, kids have signs of PTSD.

A: I am happy to see what we can do about the PTSD and I will talk to the Mental Health Minister about that.

We are working to deliver 80 more GPs to rural NSW.

Q: Narrabri Shire Mayor Darrell Tiemens: Thanks you for you attention on Wee Waa and Narrabri hospitals. Demarcation disputes hurt our communities.

A: The LHDs and PHNs and AMSs and their inter-relationships frustrate me. If you are getting the bureaucratic run around, I want to hear about. I don't want rural and regional communities to waste time on the merry-go-round, we will do what we can to bring those people together to work it out.

Q: Lachlan Shire Mayor John Medcalf: Virtual Care – it has a place but it should not replace people on the ground.

A: Covid exacerbated this. I have said it is to be an enhancement or when we are struggling but it should not be a replacement or cost cutting measure.

Q: Lithgow City Council Mayor Cassandra Coleman: We are at the edge of the Penrith based health service. We need silos to be broken down.

A: I couldn't agree more. I don't know what the Federal Health Department does. I am happy to work with Lithgow.

Q: Byron Shire Mayor Sarah Ndiaye: Post Cyclone Alfred I encountered a nurse living in a van. Council would like to discuss this (the housing issue) with you further.

Q: Gwydir Shire Mayor Tiff Galvin: I started nursing as EEN. We need that paid training. Bullying in hospitals is a problem.

A: Bullying is a bigger problem in rural and remote areas because they are smaller and you cannot get away. We are certainly working on it.

Q: Ballina Shire Mayor Sharon Cadwallader: Our population is growing fast. It took me an hour in an ambulance to get to Lismore Hospital. We need some progress for Ballina.

A: It is a priority. The North Coast is also challenged for staffing and housing.

A token of appreciation was presented to Minister Park by Mayor Firman.

3. 9:00am Presentation – NSW Shadow Minister for Regional Health, Mr. Gurmesh Singh MP

I wish we could see more of the bipartisanship we have in health.

Regional health can be much more challenging than metropolitan health. The challenges seem worse post-Covid.

When we created a special portfolio for Regional Health, it was because of the differences in the regions and between the regions and the major cities.

Rostering for ambulance staff has been part of the problem and we are working closely with unions and stakeholders to hold Ambulance NSW to account on their staffing approach.

Paramedic care is more important in the regions than in the city. We are holding the Government to account on ICPs and ECPs.

Maternity was also a focal point for Mr. Singh. We know how important it is to be able to say “I was born here”, and services have declined to what they were 40 years ago. The problems are global but we need to keep working on them. It’s one thing to provide incentives but their partners need a job, need a life. So, we need to make regional locations good places to live. Our job is to work on the imbalances in health services between the city and the regions. Little Wings is a private charity that does an amazing job and we need Government support for this.

A token of appreciation was presented to Mr. Singh by CMA Deputy Chairman Mayor Russell Fitzpatrick.

4. 9:30am Presentation – Mr. Luke Sloane, Deputy Secretary NSW Regional Health Division

Mr. Sloan said that remote consultations are an advancement we see today that is a positive for rural patients.

He offered to engage directly with regional communities.

The lack of Midwives is a major problem and I am open to the idea of training on the job.

IPTAS is increasingly being accessed and that is an important equity measure.

The Health Inquiry recommendations have been delivered and they have not, we are working on them. They have been taken very seriously and we have been focused on regional equity.

The Select Committee on Remote, Rural and Regional Health has been monitoring equity / access improvements in regional NSW and the implementation of the Inquiry recommendations. The oversight is important.

Aboriginal health organisations are being supported.

I am a nurse by background, so I do understand what our health personnel go through.

The MPS Strategy mentioned.

Q. Bland Shire Mayor Brian Monaghan: What can we do about urgent cases, like a heart attack in our towns?

A. We do have plans for the districts. We have a clinician and clinical staff advisory system to help improve service provision. We know we need services for what towns need. Leeton, Lismore, Wee Waa, Quirindi and another are current case studies, informing us. We are continuing to work on retrieval services.

Hospital at home programs are being rolled out.

Q. Mayor of Yass Valley Jasmin Jones: What can we do to restore the cutback maternity units.

A: We need to focus on how we keep mothers and babies safe. Where we see birth rates below 50, it cannot be supported. Every year a minimum amount of births is needed for registration to be continued. We have to get the workforce back.

A token of appreciation was presented to Mr. Sloane by Mayor Firman.

5. 10:00am Presentation – Ms. Kath Hetherington, GM – Service Delivery, NSW Rural Doctors Network and Community Solutions Manager Ms. Katie McDonell

Ms. Kath Hetherington

It is a privilege to be here.

We value our MoU. We see Councils as the key stakeholder for community health concerns in country NSW.

Enabling access to health services in country towns is complex and each circumstance is unique.

This year, we are aiming at recruiting over 200 doctors to country NSW.

Ms Hetherington finished on a call for action – 1st July their contract changes to just have 'rural' as a priority. We need dedicated funding to recruit doctors for rural areas and we need your advocacy.

Ms. Katie McDonell

I'm your key point of contact. Council participation in our programs includes bush bursaries and cadetships, plus collaborative care.

We are always working on how we can engage with and support Councils, as well as better understanding of the health sector. It's a complex space and we can help understand it. We can help you to have the data to communicate with and advocate for your communities.

The data they use was illustrated in a slideshow presentation which was made available to members.

A token of appreciation was presented to the RDN representatives by CMA Executive Board Member, Mayor John Medcalf.

6. 10:30am Morning Tea

7. 11:00am Presentation – Mrs. Clare Beech, Executive Director – Clinical Capability, Safety and Quality, NSW Ambulance

Mrs. Beech described how NSW Ambulance plans for its resourcing and servicing of regional communities.

She said that the Ambo of 30 years ago would not compare to the paramedic of today. Advanced paramedics must have adequate exposure to the level of work they are qualified for, just like how you would not get brain surgery at your local MPS.

We know communities have concerns about access to emergency response ambulances and we do work with communities and volunteers to fill gaps. As demand increases, increased services can be justified.

Q. Deputy Mayor of Forbes Shire, Cr. Chris Roylance advised that Mayor Miller is stable at St. Vincent's Hospital. He said that Ambos are among our local heroes. What do you do about rehabilitation for the emotional toll? I have an ambo mate who is in a bad place, so he is off work.

A. The trauma that is experienced by first responders is real and has an accumulative impact. We are working hard on the issue and how we can better support our people. We have a range of programs in place. When you know you have a psychological injury, coming back to work might not be appropriate and we want to work on alternative pathways. Success will be where we are able to work on prevention. It's a big, complex issue.

Q. Warren Shire Mayor Greg Whitely: The 000 directions in the bush. Is there a way we could advertise the emergency location app?

A. You're right. Geolocation challenges could be improved with promotion of the app. We rely on the caller's information, so it's a could suggestion.

Q. Lachlan Shire Mayor John Medcalf: Tottenham has three Ambos renting and one owning a home. Is it a hub?

A. We are starting to see a bit of a FIFO or DIDO approach in our workforce. We do not have a hub and spoke model at present. I understand accommodation is a challenge, so in your case they are likely addressing the challenge together.

Q. Mayor of Inverell Shire Mayor Kate Dight: What relationships do you have with your counterparts over the border?

A: At an operational level, a 000 call is routed to the literal closest available responders. So, it is relatively simple. We have MoU's with QLD, Vic and ACT.

A token of appreciation was presented to Mrs. Beech by CMA Executive Board Member, Mayor Sharon Cadwallader (who advised Mrs. Beech that her recent ambulance ride from Ballina to Lismore took an hour, for 32km).

8. 11:15am Presentation – Mrs. Christine Corby AM, CEO, Walgett Aboriginal Medical Service

Mrs. Corby explained that they are all Aboriginal Walgett locals. Gomeroi country. The lack of maternity services was highlighted. "We give birth 3 hours down the road in Dubbo."

We have MoU's with Councils and also value the interagency meetings we have, so we can work together and understand who is doing what in the health sector in our communities.

She outlined how their AMS plays a vital role in the mental health of the community, even helping to make significant dates from ANZAC Day to Christmas special for the community.

They have an innovative garden / seed project, which now has 100 beds and a lot of health benefits. It is good for education about healthier diets.

Culturally, Christine referred to Charles Perkins. Promoting the Aboriginal stories and cultural heritage is important to her and the AMS. Doctor retention is often as big a challenge as recruitment but the Walgett AMS got lucky; "I had two doctors and by chance, they married farmers."

"Health partners and relationships are so important," Mrs. Corby concluded.

A token of appreciation was presented to the Walgett Aboriginal Medical Service representatives by CMA Executive Board Member, Mayor Josh Black.

9. 11:30am Presentation – Mr. Mario Barone, President, Pharmacy Guild of Australia NSW Branch

Mr. Daniel Kicuroski - NSW Branch Director (CEO) - Pharmacy Guild of Australia - NSW Branch

Mr. Kicuroski highlighted that there is a lot of overlapping between the Guild and CMA. The potential for more people to be treated and screened at pharmacies could reduce the demands on the health system. There are 350 localities with a pharmacy in Australia, where there is no other health service.

People are waiting way too long for a GP appointment. I saw a doctor in Sydney yesterday with an hour's notice but the majority of regional residents wait three weeks or more.

Urinary tract infection is now widely treated in community pharmacies, with over 20,000 women treated, nationally. Contraception and the shingles vaccine are also among the services provided in pharmacies.

By 2026, acute chronic conditions treatment will be trialed outside of Sydney, Wollongong and Newcastle. Eg. Antibiotics for an ear infection.

Mr. Mario Barone

Vaccination hesitancy is a huge issue. Increasing Pharmacy scope of practice can increase vaccinations levels.

You have to be a pharmacist to open a pharmacy. We put patients ahead of profits. You can only own a maximum of five pharmacies.

We got bipartisan support for patient access to affordable medications, namely the reduced co-payments.

A token of appreciation was presented to the Pharmacy Guild representatives by Mayor Firman.

Mayor Firman then presented a CMA pin to new member, Mayor of Balranald Shire Council Louie Zaffina.

12:00pm General Meeting

10. Attendance [134 in total]

Max Eastcott	GM	Gwydir Shire Council
Cr. Tiffany Galvin	Mayor	Gwydir Shire Council
Cr. Carol Oataway	Mayor	Hay Shire Council
David Webb	GM	Hay Shire Council
Cr. Rick Firman OAM	Chairman/Mayor	CMA/Temora Shire Council
Melissa Boxall	Secretary/GM	CMA/Temora Shire Council
Cr. Adam Roberts	Mayor	Port Macquarie Hastings Council
Cr. Steve Krieg	Mayor	Lismore City Council
Cr. John Medcalf		
OAM	Mayor	Lachlan Shire Council
Cr. Hugh Packard	Deputy Mayor	Snowy Valleys Council
Cr. Julia Ham	Mayor	Snowy Valleys Council
Cr. Ashley Hall	Mayor	Edward River Council
Jack Bond	CEO	Edward River Council
Cr. Cheryl Cook	Mayor	Federation Council
Cr. Kinne Ring	Mayor	Kempsey Shire Council
Michael Jackson	Acting GM	Kempsey Shire Council
Cr. Cassandra		
Coleman	Mayor	Lithgow City Council
Cr. Nina Dillon	Mayor	Goulburn Mulwaree Council
Marina Hollands	Acting CEO	Goulburn Mulwaree Council
Gary Woodman	GM	Warren Shire Council
Cr. Greg Whiteley	Mayor	Warren Shire Council
Cr. Russell		
Fitzpatrick	Mayor	Bega Valley Shire Council
Anthony McMahon	CEO	Bega Valley Shire Council
Cr. John Harvie	Mayor	Murray River Council
Stacy Williams	CEO	Murray River Council
Sarah Ryan	Director	Murray River Council
Cr. Brian Ingram	Mayor	Hilltops Council
Anthony O'Reilly	GM	Hilltops Council
Cr. Jesse Fitzpatrick	Mayor	Wingecaribee Shire Council
Lisa Miscamble	GM	Wingecaribee Shire Council
Cr. Ray Smith	Mayor	Clarence Valley Council
Cr. Colleen Fuller	Mayor	Gunnedah Shire Council
Cr. Kate McGrath	Deputy Mayor	Gunnedah Shire Council
Eric Groth	GM	Gunnedah Shire Council
Cr. Jarrod Marsden	Mayor	Cobar Shire Council
Peter Vlatko	GM	Cobar Shire Council
Cr. Darrell Tiemen	Mayor	Narrabri Shire Council
Eloise Chaplain	GM	Narrabri Shire Council

Cr. Matthew Norris	Assistant Deputy Mayor	Shoalhaven City Council
Cr. George Weston	Mayor	Leeton Shire Council
Jackie Kruger	GM	Leeton Shire Council
Cr. Adam Shultz	Mayor	Lake Macquarie City Council
Cr. Margot Davis	Mayor	Glen Innes Severn Council
Bernard Smith	GM	Glen Innes Severn Council
Megan Mulrooney	CEO	REROC
Cr. Jasmin Jones	Mayor	Yass Valley Council
Cr. Ewen Jones	Mayor	Narromine Shire Council
Cr. Kate Dight	Mayor	Inverell Shire Council
Cr. Wendy Wilks	Councillor	Inverell Shire Council
Brett McInnes	GM	Inverell Shire Council
Cr. Kathryn Rindfleish	Mayor	Warrumbungle Shire Council
Lindsay Mason	GM	Warrumbungle Shire Council
Cr. Sharon Cadwallader	Mayor	Ballina Shire Council
Cr. Melissa Matters	Deputy Mayor	Kiama Municipal Council
Jane Stroud	CEO	Kiama Municipal Council
Cr. Paul Culhane	Mayor	Upper Lachlan Shire Council
Alex Waldron	CEO	Upper Lachlan Shire Council
Kathy Hetherington	GM–Service Delivery	RDN
Katie McDonnell	Community Solutions Manager	RDN
Cr. Eric Noakes	Mayor	Walcha Council
Cr. Susannah Pearce	Mayor	Moree Plains Shire Council
Natalia Cowley	Interim GM	Moree Plains Shire Council
Cr. Robert Bell	Mayor	Uralla Shire Council
Toni Averay	GM	Uralla Shire Council
Cr. Bruce Reynolds	Mayor	Blayney Shire Council
Mark Dicker	GM	Blayney Shire Council
Cr. Josh Black	Mayor	Dubbo Regional Council
Murray Wood	GM	Dubbo Regional Council
Cr. Ruth McRae	Mayor	Murrumbidgee Council
John Scarce	GM	Murrumbidgee Council
Cr. Bronwyn Petrie	Mayor	Tenterfield Shire Council
Cr. Mareeta Grundy	Councillor	Queanbeyan-Palerang Regional Council
Rebecca Ryan	GM	Queanbeyan-Palerang Regional Council
Cr. Lachlan Ford	Mayor	Bourke Shire Council
Leonie Brown	GM	Bourke Shire Council
David Reynolds	CEO	LGNSW
Cr. Leah Anderson	Mayor	Port Stephens Council
Cr. Danielle Mulholland	Mayor	Kyogle Council
Cr. Kieran Somerville	Councillor	Kyogle Council
Kate Barker	Acting CEO	CNSWJO
Meredith Macpherson	Regional Resilience Program Manager	CNSWJO
George Cowan	GM	Narrandera Shire Council
Cr. Neville Kschenka	Mayor	Narrandera Shire Council

Gavin Rhodes	GM	Lockhart Shire Council
Cr. Peter Sharp	Mayor	Lockhart Shire Council
Cr. Claire Pontin	Mayor	MidCoast Council
Greg Hill	GM	Central Darling Shire Council
Cr. Paul Smith	Mayor	Cowra Council
Paul Devery	GM	Cowra Council
Cr. Sarah Ndiaye	Mayor	Byron Shire Council
Mark Arnold	GM	Byron Shire Council
Cr. Abb McAlister	Mayor	Cootamundra-Gundagai Regional Council
Roger Bailey	Interim General Manager	Cootamundra-Gundagai Regional Council
Cr. Marg Applebee	Deputy Mayor	Parkes Shire Council
Cr. Louie Zaffina	Mayor	Balranald Shire Council
Peter Bascomb	GM	Balranald Shire Council
Cr. Matt Burnett	President	ALGA
Cr. Sue George	Deputy Mayor	Singleton Council
James Roncon	GM	Armidale Regional Council
Justin Fitzpatrick-Barr	GM	Singleton Council
Mary Purse	Chairperson	Walgett Aboriginal Medical Service
Christine Corby AM	CEO	Walgett Aboriginal Medical Service
Nik Seemann	Project Manager	Walgett Aboriginal Medical Service
Jenny Trindall	Jenny Trindall	Walgett Aboriginal Medical Service
Stephen Dunshea	CEO	Snowy Monaro Regional Council
Cr. Chris Hanna	Mayor	Snowy Monaro Regional Council
Cr. Robert Taylor	Mayor	Bathurst Regional Council
Cr. Paul Best	Mayor	Weddin Shire Council
Noreen Vu	GM	Weddin Shire Council
Cr. Brian Monaghan	Mayor	Bland Shire Council
Grant Baker	GM	Bland Shire Council
Richard Jane	AGM	Forbes Shire Council
Cr. Chris Roylance	Deputy Mayor	Forbes Shire Council
Cr. Steve Allan	Mayor	Bellingen Shire Council
Mark Griffioen	GM	Bellingen Shire Council
Cr. Kevin Beatty	Mayor	Cabonne Shire Council
Brad Byrnes	GM	Cabonne Shire Council
Cr. Digby Rayward	Mayor	Dungog Shire Council
Cr. Alexandria Carruthers	Deputy Mayor	Dungog Shire Council
Gareth Curtis	GM	Dungog Shire Council
Adrian Butler	GM	Federation Council
Ross Gurney	GM	Lithgow City Council
Cr. Des Kennedy	Mayor	Mid-Western Regional Council
Brad Cam	GM	Mid-Western Regional Council
Cr. Katie Graham	Deputy Mayor	Oberon Council
Mathew Webb	Acting GM	Oberon Council
Cr. Tony Mileto	Mayor	Orange City Council
David Waddell	CEO	Orange City Council
Jonathan Malota	Policy Advisor	NRMA

Jennifer Hickey		OLG
Sharne Colefax		OLG
Jodie Healy		OLG
Yvonne Lingua	EO	Riverina and Murray JO
David Kirby	GM	Brewarrina Shire Council

11. Apologies

	Acting General	
Eber Butron	Manager	Lismore City Council
Cr. Daniel Linklater	Mayor	Wentworth Shire Council
Ken Ross	GM	Wentworth Shire Council
Cr. Tania Brown	Lord Mayor	Wollongong City Council
Jane Redden	GM	Narromine Shire Council
Cr. Dallas Tout	Mayor	Wagga Wagga City Council
Cr. Nikki Williams	Mayor	Coffs Harbour City Council
Cr. Sue Moore	Mayor	Singleton Council
Adrian Panuccio	GM	MidCoast Council
Cr. Neil Westcott	Mayor	Parkes Shire Council
Cr. Sam Coupland	Mayor	Armidale Regional Council
Cr. Russell Webb	Mayor	Tamworth Regional Council
Cr. Ken Cudmore	Mayor	Liverpool Plains Shire Council
Cr. Julia Cornwell		
McKean	Mayor	Berrigan Shire Council
Cr. Jim Hickey	Deputy Mayor	Broken Hill City Council
Jay Nankivell	GM	Broken Hill City Council
		Queanbeyan-Palerang Regional Council
Cr. Kenrick Winchester	Mayor	June Shire Council
Cr. Bob Callow	Mayor	June Shire Council
James Davis	GM	Walgett Shire Council
Cr. Jasen Ramien	Mayor	Walgett Shire Council
Andrew Brown	GM	Coonamble Shire Council
Cr. Daniel Keady	Mayor	Coonamble Shire Council
Paul Gallagher	GM	Albury City Council
Cr. Kevin Mack	Mayor	Albury City Council
Frank Zaknich	GM	Gilgandra Shire Council
Cr. Doug Batten	Mayor	Gilgandra Shire Council
David Neeves	GM	Upper Hunter Shire Council
Cr. Maurice Collison	Mayor	Wollondilly Shire Council
Cr. Matt Gould	Mayor	LGNSW (and Forbes Shire Mayor)
Cr. Phyllis Miller	President	Lachlan Shire Council
Greg Tory	GM	Shoalhaven City Council
Cr. Patricia White	Mayor	Shoalhaven City Council
James Ruprai	GM	

Recommendation: That the apologies be accepted and noted. Mayor Medcalf (Lachlan Shire Council) moved and Mayor Danielle Mulholland (Kyogle Council) seconded the motion. Carried unanimously.

12. Adoption of Minutes of Previous Meeting, 28 March 2025 (Copy Attached)

Recommendation: That the 28 March Minutes be accepted as a true record.
Mayor Sharon Cadwallader (Ballina Shire Council) moved, Mayor Jasmin Jones (Yass Valley Council) seconded. Carried unanimously.

13. Matters Arising from Minutes**14. Correspondence**

Outward	Inward
<ul style="list-style-type: none"> Assistant Minister for Immigration, Senator the Hon. Matt Thistlethwaite MP – Supporting RDA Riverina’s campaign against the NSW Government DAMA and supporting the Orana DAMA expansion. Shadow Federal Local Government Minister, The Hon Darren Chester – online meeting with CMA Executive Chief Engineer – Institute of Public Works, Engineers Australia, Mr. Joshua Devitt – Invitation to the June meeting Chief Executive Officer – NSW Reconstruction Authority, Mr. Mal Lanyon APM – Invitation to the June meeting National Rural Health Commissioner, Professor Jenny May AM – Invitation to the May meeting Shadow Regional Health Minister Mr. Gurmish Singh MP – Invitation to the May meeting <p>FAGs letters</p> <ul style="list-style-type: none"> Leader of the Australian Greens, Mr. Adam Bandt MP Leader of the National Party, the Hon. David Littleproud MP Leader of the Opposition, the 	<ul style="list-style-type: none"> NSW Regional Health Minister, the Hon. Ryan Park MP, in response to CMA correspondence and meetings regarding health cuts. Murrumbidgee Local Health District Chief Executive, Jill Ludford PSM apologising regarding 9 May. Communique: Regional Health Ministerial Advisory Panel Parliamentary Secretary to the Premier, Mrs Julie Finn MP – responding to CMA letters concerning Fire Ants and Local Government financial Sustainability. Luke Sloane, Deputy Secretary, Rural and Regional Health – MPS Strategy feedback request

Hon. Peter Dutton MP <ul style="list-style-type: none"> • Prime Minister, the Hon. Anthony Albanese MP • Senator Pauline Hanson • Senator David Pocock • Ms Zali Steggall OAM, MP • Ms Allegra Spender MP • Ms Kylea Tink MP • Dr Sophie Scamps MP 	
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Recommendation: That the correspondence we be received and noted. Mayor Sharon Cadwallader (Ballina Shire Council) moved, Mayor Mulholland (Kyogle Council) seconded. Carried unanimously.

Media Releases

[NSW Country Mayors welcome Coalition funding pledge](#)
[Country Mayors Call Out Failure to Address Funding Shortfalls](#)
[NSW Country Mayors and Police connect](#)

15. Reports (attached)

Update from ALGA President Mayor Matt Burnett

Recommendation: That the Report be received and noted.

Mayor Cheryl Cook (Federation Council) moved. Mayor Colleen Fuller (Gunnedah Shire Council) seconded. Carried unanimously.

Update from President of LGNSW – Mayor Phyllis Miller OAM

Recommendation: That the Report be received and noted.

Mayor Mathew Hatcher (Eurobodalla Shire Council) moved. Mayor Dight (Inverell Shire Council) seconded. Carried unanimously.

Update from CMA Chairman Mayor Rick Firman OAM

Former CMA Chairman Jamie Chaffey was congratulated.

Premier Minns met yesterday with myself and Ms Boxall.

re: Premier's Rural & Regional Advisory Council... The Premier agreed to an initial two-year term, then to be reviewed. It is expected CMA will occupy at least one of the chairs, on what could be up to 11 members. The final terms of reference are being worked on by the Premier. This is a significant win for CMA as well as rural, regional and remote NSW.

The Treasurer also advised that he has been working hard on the RFS issue.

Recommendation: That the Report be received and noted.

Mayor Steve Allan (Bellingen Shire Council) moved. Mayor Brian Monaghan (Bland Shire Council) seconded. Carried unanimously.

Policy Advisor's Report – Mrs. Julie Briggs

Recommendation: that the Report be received and noted

Recommendations contained in the Policy Advisor's Report.

That the CMA adopt the response to NSW Roads Act 1993 Issues Paper.

Mayor George Weston (Leeton Shire Council) moved. Mayor Monaghan (Bland Shire Council) seconded. Carried unanimously.

That the CMA Executive explore an advocacy campaign promoting a greater investment in Local Government through an increase in Financial Assistance Grants

Mayor Medcalf (Lachlan Shire Council) moved. Mayor Cadwallader (Ballina Shire Council) seconded. Carried unanimously.

Recommendation: That the Policy Advisor's Report be received and noted.

Mayor Mulholland (Kyogle Council) moved. Mayor Colleen Fuller (Gunnedah Shire Council) seconded. Carried unanimously.

Financial Report (CMA) – CMA Secretary Ms. Melissa Boxall

Mayor Cass Coleman (Lithgow City Council) moved. Mayor Steve Allan (Bellingen Shire Council) seconded. Carried unanimously.

16. Business with notice

Nil

17. Urgent business without notice

CMA Chairman and Bega Valley Mayor Fitzpatrick proposed a motion of support for the Rural Doctors Network - That the Country Mayors association reaffirms its support for funding of the Rural Doctors Network NSW to continue to focus on Rural Services within their agreements with DoHAC and not reduce the impact to rural, regional and remote NSW through the extension of their obligations to metropolitan areas.

Mayor Jones (Yass Valley Council) moved. Mayor Medcalf (Lachlan Shire Council) seconded. Carried unanimously.

Ms Boxall read the motion - The Executive Board recommends to members:

1. The establishment of the Executive Officer's position for a period of two years, commencing 1 December 2025
2. That the Executive Board be given delegation to undertake an expression of interest (EOI) process to be undertaken from 1 July 2025 and that the outcome of this process be reported to the AGM in November 2025

Mayor Mulholland (Kyogle Council) moved. Mayor Cadwallader (Ballina Shire Council) seconded. Carried unanimously.

18. Presentation [5 mins] - Dr Amanda Cohn Greens MLC, Chair of the Legislative Council Health committee, former Doctor and Deputy Mayor

Three key points where Local Government plays a key role in health.

Attracting health care workers. We need to consider the lives of the individuals, their partners, children etc.

Planning – you can shape the quality of lives in your communities,

Advocacy – your roles as mayors in advocating to Senate committee members and others cannot be understated. Please don't feel disempowered. My door is always open to hear from you and your health challenges.

19. Excelling CMA Members Segment – Health Theme

Bellingen Shire Council presentation. [10mins]

Talked about Bellingen and Dorrigo hospital. Dorrigo ward has been closed for three years. Lack of housing prevented the reopening of ward. The cost of housing post-Covid has sky-rocketed. Homes for Health – For essential workers across the Bellingen Shire.

The community was ready to protest but I sought to bring them together to focus on solutions. Billeting training nurses.

120 people attended a community meeting, over 70 put their hands up to offer accommodation.

We partnered with the Local Health District. The Welcome Experience has been vital to this initiative working. The program has already expanded to include pharmacists and ambos.

Hartley House will reopen and that we placed nurses into accommodation, we feel helped. It's a great story of what can be achieved and what Local Government can do when you work with the community.

A presentation was supplied and distributed.

Leeton Shire Council presentation. [10mins]

Spoke on Collaborative Care

We can be without a doctor for up to two weeks. Telehealth is meant to augment, not replace face to face service.

We had FIFO ambos. A heart attack patient waited 50mins, yet he was 2mins away. Had his neighbours known it was going to take that long – they would have taken him to hospital themselves. There was a drop in confidence in the health and ambulance service.

Being a migrant and refugee friendly Shire, we have been very supportive of them. We have a highly experienced doctor from Iran who is struggling to navigate the registration system.

We proposed having top paramedics manning our ED when there were no doctors. It was described as not clinically safe. There has not been a willingness to think outside the box to make solutions happen. Our Deputy Mayor met with Minister Ryan Park and they enlisted us into the Collaborative Care program. It is changing community health services (through co-design approaches) with the RDN. We will be identifying needs and solutions, from consultation and collaboration. A working group has been set up. A local project officer employed until 2026. We will collaborate with service providers to help deliver better health care for the Leeton Shire. Ongoing advocacy will be important and support for migrant doctors. Rural hospitals cannot just be a bed for convalescence. Our ambulance services have to do more than take us to a larger centre.

The Chairman thanked all for attending and with no further business, declared the meeting closed at 1:30pm.

The next meeting will be held in Orange on 11/12 June 2025.

20.2 LGNSW RURAL AND REGIONAL SUMMIT - 8 MAY 2025

File Number: REP25/477
Author: General Manager
Authoriser: General Manager
Attachments: Nil

ANNUAL LGNSW RURAL AND REGIONAL SUMMIT, SYDNEY

The Mayor, Cllr Rick Firman OAM and General Manager, Ms Melissa Boxall attended the annual LGNSW Rural and Regional Summit in Sydney on Thursday 8 May 2025. Elected representatives and senior staff from more than 70 Councils across NSW attended the summit that was hosted by LGNSW.

Key matters discussed at the summit included financial sustainability of the local government sector, recovery from natural disasters, managing water utilities, and dealing with emerging invasive species threats, and building reforms for rural and regional areas.

The following Guest speakers presented at the Summit:

- The Hon Ron Hoenig, Minister for Local Government
- The Hon Rose Jackson MLC, Minister for Water, Minister for Housing, Minister for Homelessness, Minister for Mental Health, and Minister for Youth
- Wendy Tuckerman MP, Shadow Minister for Local Government
- Brett Whitworth, Deputy Secretary, Office of Local Government
- James Sherrard, NSW Building Commissioner; and
- Dr Marion Healy PSM, NSW Independent Biosecurity Commissioner, Department Primary Industries and Regional Development NSW.

The event included a panel discussion with council leaders whose communities were significantly affected by natural disasters over the past five years. This was followed by a discussion with Mal Lanyon APM, Acting Chief Executive Officer, NSW Reconstruction Authority, and Brendan Moon AM, Coordinator General, National Emergency Management Agency. Further information about the summit can be found at www.lgnsw.org.au/RuralRegional/Default.aspx.

20.3 ROAD SAFETY OFFICER REPORT - JUNE 2025

File Number: REP25/487
Author: Environmental Secretary
Authoriser: General Manager
Attachments: Nil

REPORT

This month, familiarisation with the local area continued with a view to identifying any road safety issues/trends.

Transport for NSW (TfNSW) has approved (in principle) the nine road safety proposals for the 2025-2026 financial year. These projects have been deemed relevant and appropriate and will address issues like speed, fatigue, drink driving, child restraint safety, cyclist safety, senior and young adult driver education and pre-harvest education sessions. Final funding approval is anticipated shortly and once this has been confirmed dates and resources can be organised and sessions rolled out in the community. There will be a published calendar of sessions once final approval is received.

Work has progressed on the 2025-2029 Four Shires Road Safety Action Plan, which is a comprehensive plan which details how councils will address road safety issues for the next five years. The plan includes current data relating to crash history, traffic movements and population demographics which are sourced from TfNSW and the Bureau of Statistics.

Other activities this month included:

- Attendance at a heavy vehicle forum conducted by the Road Safety Officer in Forbes to network and obtain information relevant to the upcoming pre-harvest sessions.
- Attended an on-farm safety workshop at Murringo to network and obtain information relevant to support pre-harvest education planning.
- Attended several meetings with TfNSW in Wagga regarding project submissions and Road Safety Action Plan.
- Spoke with community members about safety concerns relating to powerlines. Liaise further with Essential Energy and obtain information package regarding their concerns.
- Conversations with Cr Nigel Judd regarding a public meeting at Aria Park to address speeding concerns. Meeting arranged for 2nd July 2025. Observations of Aria Park motorist behaviour would suggest that seatbelt use and failure to stop at railway crossing stop signs may be an issue.
- Review of two recent accidents in Temora Shire and discussion of causal factors with Police. Ongoing Highway Police Patrols of the Temora Shire Council Local Government area are being conducted, with no significant driver behavioural patterns being identified.
- Attended site of the heavy vehicle accident at Barmedman.
- Social media information has been submitted regarding use of foglamps, speed limits & wildlife hazards.

- Investigation has started on consideration for a shared purchase of a speed checking trailer, which is valuable and versatile resource in speed management.
- Visited the driver reviver facility at Springdale ahead of the June long weekend. Spoke with volunteers and members of public.

Speed and fatigue remain the biggest contributors to serious accidents on local roads and will be addressed accordingly. Mobility scooter use and pedestrian safety seems to be the main issue of interest within the community from a road safety perspective.

Report by Steven Bloomfield

20.4 WORKS REPORT - JUNE 2025

File Number: REP25/498
Author: Engineering Technical Officer
Authoriser: Engineering Asset Manager
Attachments: Nil

Project	Funding Source
Main Roads	
MR 57 Goldfields Way / MR 84 Burley Griffin Way – inspection and routine maintenance	Routine Maintenance Council Contract (RMCC)
Local Roads	
Howards Road upgrade	Fixing Country Roads (FCR) / Roads to Recovery (RTR)
Flood repairs Springdale (north) area	Disaster Recovery Funding Arrangement (DRFA) / Council Maintenance
Glynburn Road, Boundary Road & Coddington's Lane resheet	DRFA and Regional Emergency Road Repair Program (RERRP)
Mary Gilmore Way (Box Culvert Extensions)	Regional Road Block Grant
Urban Temora & Ariah Park	
Urban slashing, sweeping and spraying	Council and Roads Maintenance Council Contract (RMCC)
Victoria Street/Melaleuca Street drainage works (<i>weather impacted</i>)	Transport for NSW & Developer, RTR
Twynam Street Seg 1 upgrade (<i>weather impacted</i>)	Local Roads & Community Infrastructure 4B (LRCI 4B)
Camp Street Seg 1 upgrade	LRCI 4B
Sewer junction replacement program	Council
Works planned for July 2025	
Howards Road upgrade – road construction	FCR
Glynburn Road, Coddingtons Lane and Boundary Road resheet	DRFA and RERRP
Fraters Speedway resheet	LRCI 4 / DRFA
Mary Gilmore Way (Box Culvert Extensions)	Regional Road Block Grant
Twynam Street Seg 1 upgrade (<i>weather impacted</i>)	LRCI 4B
Camp Street Segment 1 upgrade	LRCI 4B
Davidsons Road Maintenance	DRFA

Report by Rob Fisher

20.5 BUILDING APPROVALS - JUNE 2025

File Number: REP25/491
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 35/2025 – Lot 43; DP 1304379 - 7 Corbett Street, Temora – Construction of a New Dwelling
- ✓ DA/CC 37/2025 - Lot 3; DP 21241– 5 Murphy Street, Temora – Construction of a New Dwelling
- ✓ DA 38/2025 – Lot 5; DP 13818 – 124 Victoria Street, Temora – Demolition of Existing Dwelling
- ✓ DA 39/2025 – Lot 30; DP 750595, Lot 2; DP 1038975 – 41 Speirs Lane, Reefton - Subdivision
- ✓ DA/CC 40/2025 – Lot 1; DP 6058– 87 Polaris Street, Temora – Construction of a Storage Shed
- ✓ DA/CC 41/2025 – Lot 214; DP 750587 - 1 Britannia Street, Temora – Construction of an Outdoor Entertainment Area
- ✓ DA/CC 42/2025 – Lot 3; DP 12163 -106 Asquith Street, Temora – Construction of a Carport
- ✓ DA/CC 44/2025 – Lot 3; DP 335413 - 109 Kitchener Road, Temora – Extension to Existing Outdoor Area

COMPLYING DEVELOPMENT CONSENTS ISSUED

- ✓ CDC 12/2025 – Lot 50; DP 1304379 - 53 Bundawarra Road, Temora – Installation of an Inground Swimming Pool
- ✓ CDC 13/2025 – Lot 39; DP 1304379 - 8 Hawkins Street, Temora – Construction of a Residential Storage Shed/Garage

20.6 REGULATORY CONTROL - JUNE 2025**File Number:** REP25/499**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** Nil

Item	Inspection/ Incidents (Number)	Orders Issued Y/N	Penalty Infringement Y/N	Notes
Illegal Parking	9	No	No	9x inspections with 8 infringements issued between Hoskins, Loftus & Parkes St
Scooters & Bikes	4	No	No	4x inspections - 1x warning
School Zones	55	No	No	55x School zone inspections
Noise	4	Yes	No	4x noise complaints - 2x referred to police - 2x no issue
Air Quality	0	No	No	NIL
Illegal Dumping/Littering	4	No	No	4x household waste dumped
Overgrown/Untidy Blocks	2	No	No	2x inspections - 1x gardener arranged - 1x monitor
Lake Walking Track	48	No	No	48x inspections - 1x removed box of beer cans - 47x no issue
Animal Welfare	12	No	No	12x call outs/reports
Dangerous Dogs	3	No	No	3x reports - 1x chased postman - 1x owners contacted with male dog and pups removed - 1x nothing found
Impounded	7	No	No	7x pound
Noise Animals	4	No	No	4x reports and continued monitoring is needed
Nuisance Animals / Trapping	8	No	No	8x reports - 3x bird control - 6x traps issued/slash animal removed
Dead Animal Removal	6	No	No	6x call outs - 4x kangaroo - 3x ducks - 2x cats
Keeping of Horses in Residential Areas	3	No	No	3x inspections – all okay
Main Street Sign Approvals Inspections	0	No	No	NIL

Rural Stock Incidents	8	No	No	8x inspections/call outs
Fruit Fly	0	No	No	NIL
Euthanised	3	No	No	1x kangaroo 2x feral cat
Other		No	No	22x pound inspection/feed/clean/misc 11 x town inspections 2x rescue matters 1x report of squatter – referred to the Police

Report by Ross Gillard

20.7 BORROWINGS

File Number: REP25/476
Author: Director of Administration & Finance
Authoriser: Director of Administration & Finance
Attachments: Nil

Council's borrowings are set out in the table below.

Purpose	Loan Amount	Interest Rate	Annual P + I Payments	Balance @ 30/6/2025	Term	End Date
Depot Purchase	\$2,000,000	3.1%	\$283,242	\$345,968	8 yrs	2026
SIL House	\$1,000,000	1.45%	\$132,616	\$388,631	8 yrs	2028
Swimming Pool Upgrade	\$1,210,280	3.29 %	\$82,831	\$1,063,378	20 yrs	2042
Totals			\$498,689	\$1,797,977		

Report by Elizabeth Smith

20.8 CASH AND INVESTMENTS FOR PERIOD ENDED 30 JUNE 2025**File Number:** REP25/513**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Cash and Investments [↓](#) 


Temora Shire Council
Cash & Investments

For the period ended 30th June, 2025

	Original Budget 2024/25	Revised Budget 2024/25	Actual YTD Figures
Externally Restricted			
Sewerage Services	5,511,830	5,428,531	5,289,998
Domestic Waste Management	1,451,750	1,635,310	1,715,322
Stormwater Drainage Flood Studies & Construction Programs	325,994	314,674	479,235
S94 Contributions	615,213	615,213	996,189
Unspent Restricted Grants	1,618,963	438,559	794,667
Pinnacle Externally Restricted	1,023,562	1,023,562	718,420
Total Externally Restricted	10,547,312	9,455,849	9,993,831
Internally Restricted			
Pinnacle Internally Restricted	4,149,927	3,993,082	4,079,710
Other Waste Management	518,473	606,316	621,661
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	2,653,280
Industrial Development	103,126	103,126	221,721
Plant & Vehicle	500,000	439,455	439,309
Gravel Royalty	1,335,068	1,415,068	1,223,748
Ariah Park Tip Fee Contributions	9,840	13,152	5,738
Medical Complex Development	41,009	41,009	41,009
Infrastructure *	669,317	494,430	1,375,222
Infrastructure - Airpark Estate	203,565	203,565	199,837
Digital Two Way Radio Upgrade	95,000	95,000	95,000
Computer Upgrade	121,447	121,447	158,286
Sports Council Requirements	62,217	62,217	41,698
Youth Donations	2,427	1,277	4,494
Revotes	854,150	147,150	1,165,767
Airside Maintenance	187,511	187,511	196,658
Temora Agricultural Innovation Centre Maintenance Reserve	3,669	3,581	16,779
Regional Local & Emergency Roads Repair Program	1,499,065	1,499,065	2,132,987
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	17,134,783
Total Restricted Reserves	28,485,741	24,181,380	27,128,613
*Infrastructure reserve contains \$394,430 of funds which are not allocated to specific projects			
Cash & Investments			
Westpac Cheque Account			785,893
AMP Business Saver Account			553,814
AMP Notice Account			925,266
Macquarie Bank Cash Management Accelerator Account			789,668
Macquarie Bank Cash Management Account			100,887
Westpac Cash Reserve			2,257,610
Term Deposits held with:			
Bank of Queensland			1,527,081
National Australia Bank			11,809,379
AMP Bank			1,526,250
Northern Territory Treasury Bonds			500,000
My State			1,540,869
Great Southern Bank			500,000
Rabobank			2,519,447
ING Bank			1,000,000
Total Cash & Investments	28,485,741	24,181,380	26,336,164
Less Funds required for operational purposes			(1,000,000)
Cash & Investments Available for Reserves	28,485,741	24,181,380	25,336,164
Funding Deficit			(1,792,450)

I certify that the investments have been made in accordance with the Act, the Regulations and Council's actual Investment Policy.

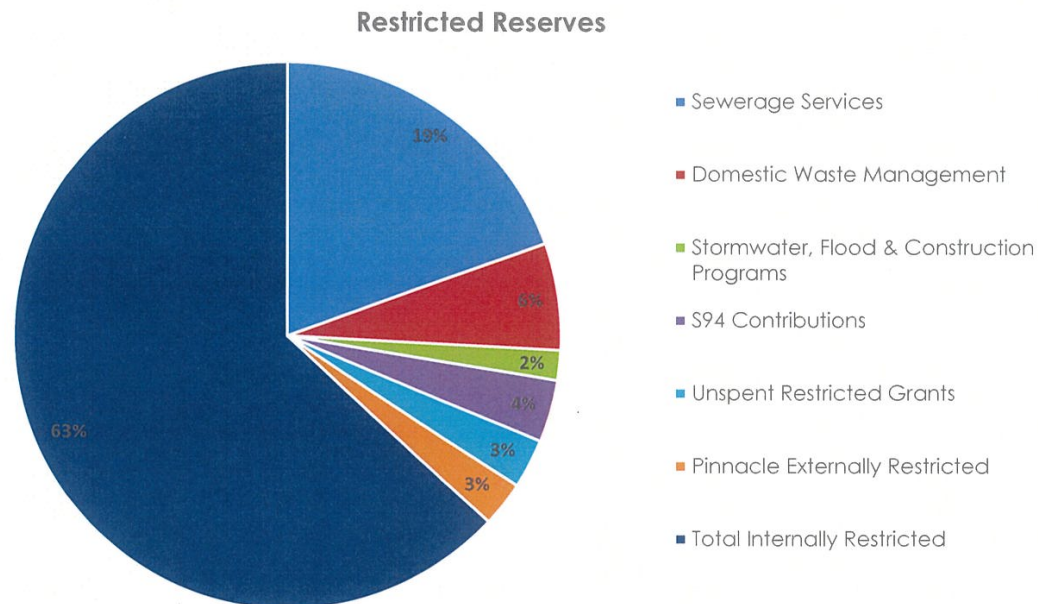
Melissa Boxall
Melissa Boxall
General Manager



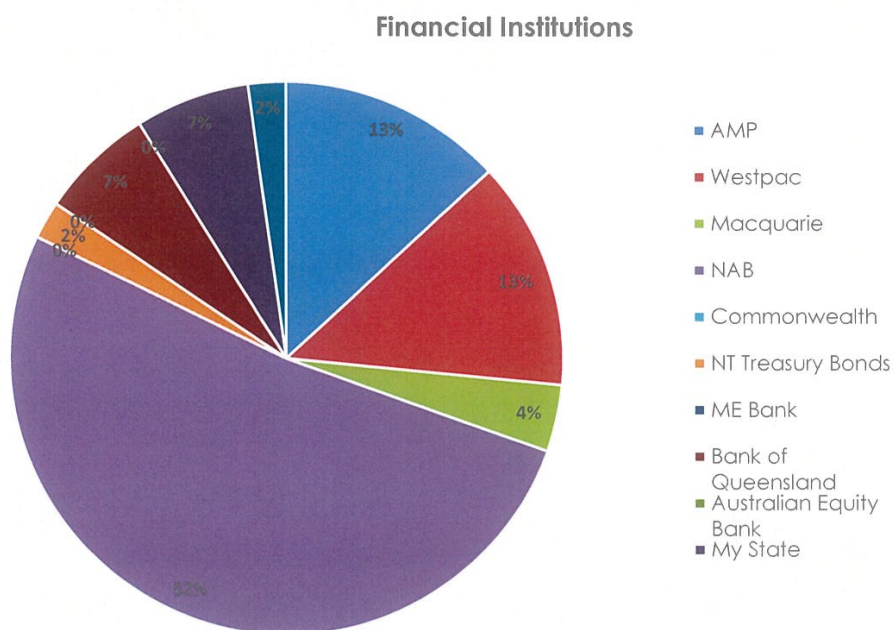
Temora Shire Council

Cash & Investments

For the period ended 30th June, 2025



Graph One - Proportion of reserves externally restricted compared to reserves internally restricted - with externally restricted reserves divided into purpose.



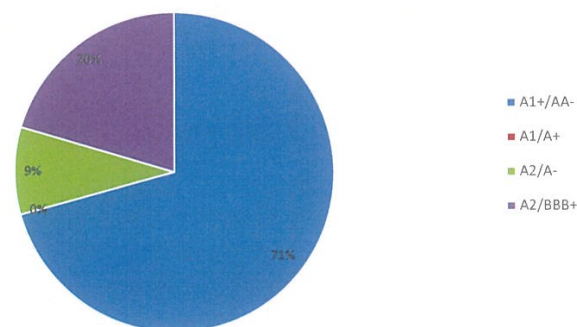
Graph Two - Proportion of cash held with each financial institution.





Temora Shire Council
Cash & Investments
 For the period ended 30th June, 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%			785,893.06	
	A1+/AA-	Cash Reserve		0.80%			2,257,610.14	3,043,503.20
Macquarie Bank	A1/A+	Cash Management Accelerator Account		4.15%			789,667.88	
	A1/A+	Cash Management Account		2.25%			100,887.27	890,555.15
AMP Bank	A2/BBB+	Business Saver		4.25%			553,813.85	
	A2/BBB+	31 Day Notice Account		4.50%	31		925,265.89	1,479,079.74
Total Cash Held								5,413,138.09
Investments Held								
Bank of Queensland	A2/A-	Term Deposit	22/06/23	5.25%	1096	22/06/26	500,000.00	
		Term Deposit	19/06/24	4.95%	735	24/06/26	500,000.00	
		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	
		Term Deposit	28/05/25	4.15%	364	27/05/26	619,184.02	
		Term Deposit	14/08/24	5.10%	364	13/08/25	556,588.18	
		Term Deposit	9/09/24	4.95%	366	10/09/25	504,415.11	
		Term Deposit	14/11/24	5.10%	365	14/11/25	556,949.04	
		Term Deposit	28/05/25	4.15%	364	27/05/26	576,773.02	
		Term Deposit	27/01/21	1.30%	1727	20/10/25	504,622.90	
		Term Deposit	28/03/22	3.15%	1824	26/03/27	530,000.00	
		Term Deposit	14/05/25	4.30%	273	11/02/26	572,319.90	
		Term Deposit	27/03/25	4.70%	181	24/09/25	502,250.00	
		Term Deposit	22/06/23	4.90%	1825	20/06/28	517,576.86	
		Term Deposit	16/04/25	4.44%	161	24/09/25	567,943.63	
		Term Deposit	3/04/25	4.55%	363	1/04/26	557,828.60	
		Term Deposit	25/06/25	4.20%	245	25/02/26	500,863.01	
		Term Deposit	14/08/24	5.10%	364	13/08/25	535,889.73	
		Term Deposit	25/06/25	4.20%	273	25/06/25	559,323.87	
		Term Deposit	16/10/24	4.98%	287	30/07/25	511,155.48	
Northern Territory Treasury	A2/BBB+	Term Deposit	30/04/25	4.15%	364	29/04/26	1,039,641.10	
		Term Deposit	12/03/25	4.60%	364	11/03/26	545,333.95	
		Term Deposit	18/12/24	5.00%	364	17/12/25	1,050,720.55	11,809,378.95
Northern Territory Treasury		Treasury Bonds	31/05/21	1.30%	1841	15/06/26	500,000.00	500,000.00
Australian Equity Bank	A2/BBB+	Term Deposit						0.00
My State Bank	A2/BBB+	Term Deposit	8/01/25	4.90%	336	10/12/25	540,869.14	
		Term Deposit	13/06/25	4.25%	285	25/03/26	500,000.00	
		Term Deposit	26/06/25	4.05%	727	23/06/27	500,000.00	1,540,869.14
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	
		Term Deposit	26/06/25	4.10%	1098	28/06/28	500,000.00	2,519,446.58
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
AMP Bank	A2/BBB+	Term Deposit	4/06/25	4.50%	147	29/10/25	526,250.00	
		Term Deposit	6/06/25	4.40%	124	8/10/25	500,000.00	
		Term Deposit	26/06/25	4.30%	153	26/11/25	500,000.00	1,526,250.00
Great Southern Bank	A2/BBB+	Term Deposit	11/06/25	4.30%	231	28/01/26	500,000.00	500,000.00
Total Cash & Investments							18,896,775.62	20,923,025.62
Total Cash & Investments								26,336,163.71

Standard & Poo's Short Term/Long Term Credit Ratings



Graph One - proportion of investments held by Standard & Poo's credit ratings.

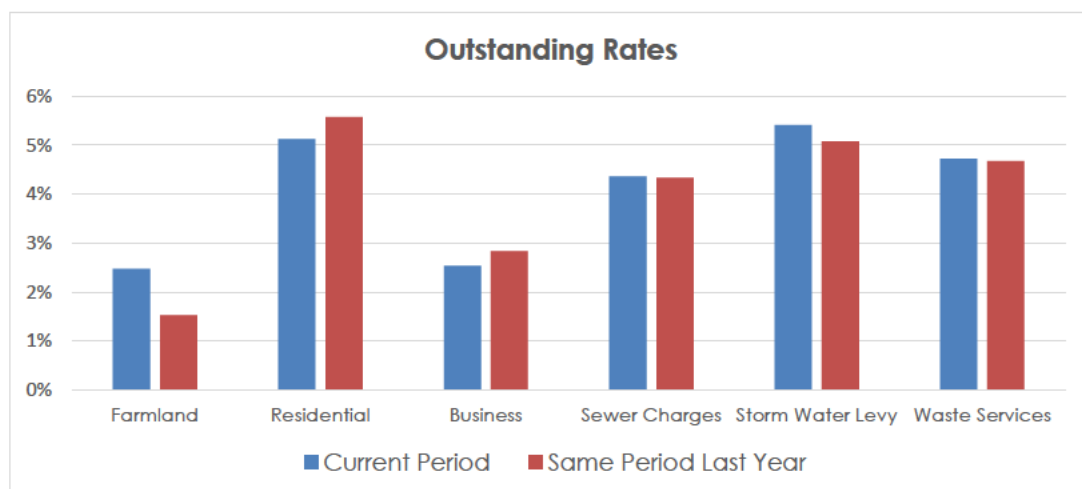
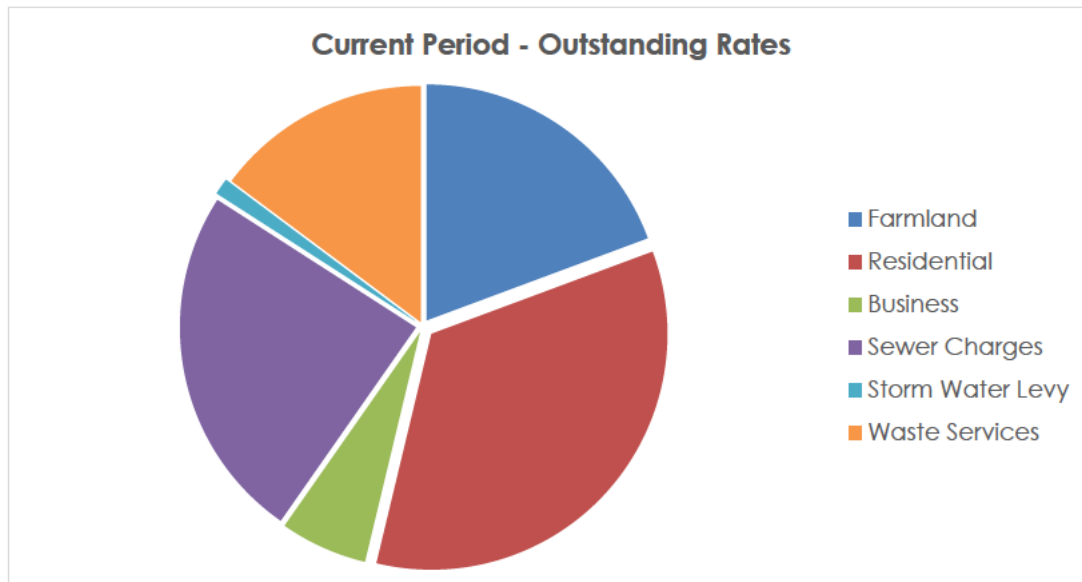
20.9 RATES - JUNE 2025**File Number:** REP25/501**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:**
1. Rates Collection [↓](#) 
2. Rates Chart [↓](#) 




Temora Shire Council Rates Collections

For the period ended 30th June, 2025

General Rates Category	Total Rates Levied (Incl Arrears)	Pension Rebates	Payments	Same Period last year		
				Rates Outstanding \$	Rates Outstanding %	Rates Outstanding %
Farmland	2,234,145.82	(2,987.27)	(2,175,843.98)	55,314.57	2%	2%
Residential Temora - Occupied	1,576,664.74	(74,666.28)	(1,429,202.75)	72,795.71	5%	5%
Residential Temora - Vacant	99,541.43	(17.55)	(95,456.85)	4,067.03	4%	6%
Residential - Arrah Park	92,441.38	(7,021.69)	(76,408.59)	9,011.10	11%	10%
Residential - Springdale	15,735.90	(1,066.77)	(12,348.44)	2,320.69	16%	30%
Rural Residential	177,747.62	(9,294.38)	(158,846.98)	9,606.26	6%	9%
Residential - Temora Aviation	51,702.64	(860.60)	(50,197.60)	644.44	1%	5%
Business Temora - Hoskins Street	301,740.08		(295,796.80)	5,943.28	2%	1%
Business Temora - Town	304,051.76		(300,230.15)	3,821.61	1%	3%
Business Temora - Aviation	30,267.69		(30,267.69)	0.00	0%	0%
Business - Arrah Park	26,289.82		(19,000.75)	7,289.07	28%	26%
Business - Other	11,051.40		(11,027.23)	24.17	0%	0%
Services						
Residential Sewer Charges	1,280,789.96	(36,513.14)	(1,184,190.45)	60,086.37	5%	5%
Non-Residential Sewer Access & Usage Charges	354,188.12		(344,550.64)	9,637.48	3%	2%
Storm Water Levy	58,542.05		(55,374.36)	3,167.69	5%	5%
Domestic & Rural Waste Services	773,721.60	(38,580.92)	(699,661.21)	35,479.47	5%	5%
Trade Waste Services	161,135.53		(154,259.25)	6,876.28	4%	3%
Overpayments	(133,402.25)		(16,705.29)	(150,107.54)	113%	111%
Legal charges	33,013.97		(10,896.80)	22,117.17	67%	57%
Total	7,449,369.26	(171,008.60)	(7,120,265.81)	158,094.85	2%	2%



20.10 TEMORA MEMORIAL TOWN HALL - INCOME AND EXPENDITURE JUNE 2025**File Number:** REP25/518**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Town Hall [↓](#) 



Temora Shire Council

Temora Memorial Town Hall**Income & Expenditure**

For the period ended 30th June 2025

	Current YTD	Prior YTD
Income		
Facility Hire	20,285	24,746
Other Sundry Income	-	-
Total Income	20,285	24,746
Expenditure		
Utilities		
Electricity & Gas	(4,969)	(6,705)
Rates	(5,938)	(5,373)
Water	(758)	(867)
Cleaning	(16,120)	(13,584)
Maintenance	(31,919)	(13,645)
Administration		
Employee Costs	(6,296)	(6,359)
Depreciation	(79,443)	(104,178)
Insurance	(28,642)	(28,424)
Organisation Support Costs	(38,923)	(48,683)
Other/Miscellaneous	-	-
Total Expenditure	(213,007)	(227,819)
Total Town Hall Surplus/(Deficit)	(192,722)	(203,073)
Internal Hire/Donation	3,921	3,496

20.11 TEMORA TOWN HALL THEATRE - JUNE 2025**File Number:** REP25/512**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Town Hall Theatre [↓](#) 



Temora Shire Council

**Temora Town Hall Theatre
Operating Statement**

For the period ended 30th June, 2025

	Current YTD	Previous YTD
Candy Bar		
Income	40,369	30,855
Purchases	(11,637)	(13,005)
	28,731	17,850
Admissions		
Income	64,567	54,643
Gold Class Ticket Sales	2,495	2,213
Audio Visual Purchases	(33,037)	(35,133)
	34,026	21,722
Other Income		
Facility Hire	4,705	3,204
Donations	-	736
Event Catering Income	500	990
Sale of Advertising	273	-
	5,477	4,930
Other Costs		
Advertising	(33)	-
Bank Fees	(1,216)	(1,288)
Building Maintenance	(2,636)	(459)
Cleaning	(2,565)	(2,993)
Computer Costs	(6,075)	(5,119)
Employee Costs	(31,111)	(31,877)
Event Catering Expenses	(2,326)	(2,326)
General Maintenance	(240)	(712)
Insurance	(7,520)	(7,446)
Licences & Permits	(436)	(448)
Materials Purchased	(682)	(2,392)
Postage	(13)	-
Rates & Electricity	(6,858)	(6,633)
Stationery & Office Consumables	-	(8)
Sundry Expenses	25	14
Telephone & Internet	(1,413)	(1,450)
Volunteer Support	(137)	(599)
Depreciation	(1,917)	(2,314)
	(65,152)	(66,050)
Total Cinema Surplus/(Deficit)	\$ 3,083	(\$ 21,548)
Internal Hire/Donation	495	136

20.12 ASSET MANAGEMENT STEERING COMMITTEE - MEETING MINUTES HELD 5 JUNE 2025**File Number:** REP25/481**Author:** Engineering Technical Officer**Authoriser:** Engineering Asset Manager**Attachments:** 1. AMSC Minutes - 5 June 2025 [↓](#) 

MINUTES OF THE TEMORA SHIRE COUNCIL ASSET MANAGEMENT STEERING COMMITTEE
MEETING HELD AT TEMORA SHIRE COUNCIL ON 5 JUNE 2025

IN ATTENDANCE:

General Manager Melissa Boxall (Chair), Cr Graham Sinclair (Deputy Mayor), Director Finance and Administration Elizabeth Smith, Executive Manager Engineering Services Rob Fisher, Enterprise Risk Manager Grant Nicholson, Manager Engineering Works Payas Padia (arrived 8.44am), Manager Administration & Finance Jac Hall

1. WELCOME

The Chair, Melissa Boxall opened the meeting at 8:37AM.

2. APOLOGIES

It was resolved that apologies from Director of Environmental Services Kris Dunstan and Accountant Belinda Lawrence be received and accepted.

Moved: Cr Graham Sinclair
Seconded: Elizabeth Smith

3. DISCLOSURES OF INTEREST

Nil.

4. REPORTS

4.1 ASSET MANAGEMENT STEERING COMMITTEE CHARTER

It was resolved that the Committee note the report.

Moved: Grant Nicholson
Seconded: Cr Graham Sinclair

4.2 ASSET MANAGEMENT STRATEGY OBJECTIVES AND IMPROVEMENT PLAN

It was resolved that the Committee notes the objectives/tasks and associated actions and priority.

Moved: Rob Fisher
Seconded: Elizabeth Smith


4.3 ASSET REVALUATIONS

It was resolved that the Committee note the report.

Moved: Elizabeth Smith
Seconded: Grant Nicholson

5. CLOSE OF MEETING

The meeting closed at 10:00AM.

20.13 2025 LOCAL ROADS CONGRESS COMMUNIQUE**File Number:** REP25/496**Author:** Engineering Technical Officer**Authoriser:** Engineering Asset Manager**Attachments:** 1. 2025 Communique [↓](#) 



Over 115 delegates, encompassing council executive staff, mayors, and elected council officials gathered with State Government Ministers and Shadow Ministers at NSW Parliament House on 2nd June 2025 to attend the 2025 Local Roads Congress. The discussions and presentations from the Congress inform the advocacy focus of the Roads & Transport Directorate over the next 12 months which is outlined in this communiqué.



2025 LOCAL ROADS CONGRESS COMMUNIQUÉ

REFLECT, RETHINK, RESOLVE

The NSW Roads and Transport Directorate (RTD), a joint initiative between Local Government NSW (LGNSW) and the NSW Division of the Institute of Public Works Engineering Australasia (IPWEA NSW and ACT), is pleased to present the 2025 Local Roads Congress Communiqué.

Under the theme of 'Reflect, Rethink, Resolve', congress delegates identified the following list of recommendations as key priorities for Local, State and Federal governments to improve the NSW local road network.

NSW Local Government

The Congress supports a commitment from NSW Local Government to:

- i. Develop and implement integrated network plans for the local road network, aligned to federal, state and regional plans, and considering critical infrastructure, resilience, local transport needs, asset and risk management, road safety, freight and delivery and operational programs.
- ii. Investigate AI technology solutions, as a means of improving the efficiency of road maintenance, road safety and natural disaster assessment activities.
- iii. Develop and align Asset Management Plans and Long-Term Financial Plans that fully incorporate service levels, lifecycle costs, and risk.
- iv. Provide a register of high-risk bridges to the IPWEA (NSW & ACT) Roads and Transport Directorate.
- v. Adopt a holistic approach to local road safety, including integrating road safety considerations into asset and risk management plans, community strategic plans, as well as design standards and specifications.
- vi. Prioritise funding of local road infrastructure to address the current annual shortfall and improve the condition of road assets.

NSW Government

The Congress calls on the NSW Government to:

- i. Review the Fixing Local Roads Program with an annual allocation aligned to the Roads to Recovery distribution formula to provide greater certainty and allow improved short-medium term infrastructure planning by NSW Local Government.
- ii. Fund an additional round of the Fixing Country Bridges program to support NSW councils in removing the risk of ageing timber bridges on the local road network.
- iii. Explore funding options to support councils in replacing ageing causeways and concrete, steel and composite bridges.
- iv. Review the linkages between council long term financial plans and asset management plans and develop new guidelines to support greater alignment between these plans. This review is to be undertaken by the Office of Local Government, supported by their expert advisory panel.



2025 LOCAL ROADS CONGRESS COMMUNIQUÉ

REFLECT, RETHINK, RESOLVE

- v. Ensure council asset managers are represented on the Office of Local Government's expert advisory panel convened to assist in reforming council infrastructure funding.
- vi. Support the implementation of integrated network plans by Local Government which are aligned to federal, state and regional plans, and consider critical infrastructure, resilience, local transport needs, asset and risk management, road safety, freight and delivery and operational programs.
- vii. Provide incentives for local government to adopt AI solutions for road maintenance activities, leading to earlier intervention and an overall improvement in operational efficiency.
- viii. Ensure natural disaster funding arrangements allow resilience improvements to be included as a part of restoration works and provide dedicated funding for proactive betterment works to improve the overall resilience of the network.
- ix. Review the draft road recategorisation framework to ensure that the criteria used for assessment are applicable across all regions of NSW, and ensure councils have a right of refusal to the transfer of state road assets.
- x. Recognise the shared responsibility for road safety by all road authorities in NSW in the review of the NSW Roads Act and provide funding to support local government road safety initiatives, whilst ensuring councils are not exposed to additional liability.
- xi. Provide clearer delegation of authority for NSW councils as part of the Roads Act Review, providing councils greater freedom to make decisions in relation to the roads they manage, such as the reduction of speed limits.
- xii. Collaborate with NSW councils to prepare the local road network for the transition to zero emission vehicles and Connected and Automated Vehicles (CAVs), including support for infrastructure upgrades and ongoing maintenance costs.
- xiii. Urgently address the management and enforcement of e-mobility devices.
- xiv. Strategically deploy state government funding to ensure sustainable resourcing and delivery by councils and to avoid oversaturating the market.
- xv. Legislate the coordination of works between councils and utility providers.



2025 LOCAL ROADS CONGRESS COMMUNIQUÉ

REFLECT, RETHINK, RESOLVE

Australian and NSW Government

The Congress calls on the Australian and NSW Governments to work together with NSW Local Governments to address the following:

- i. An increase in base funding support for Local Government to address the current funding shortfall of road assets, and a corresponding reduction in individual competitive grants.
- ii. Develop a proactive long-term strategy to address the skills shortage in Local Government professional engineers and other infrastructure workers, including support for the development of local capacity.
- iii. The NSW Reconstruction Authority (RA) and National Emergency Management Agency (NEMA) to collaborate to streamline natural disaster funding and assessment requirements, including a maximum limit of 6 months to finalise agreements or claims from councils.
- iv. Reduce cost shifting to local governments, particularly those associated with the provision and ongoing care of local road assets servicing large-scale economic generators and state significant developments.
- v. Align grant funding processes to accommodate council timelines and priorities and develop consistent definitions for metropolitan and regional classifications.

Australian Government

The Congress calls on the Australian Government to:

- i. Increase the annual Roads to Recovery Program allocations to align with the construction cost index and the growth in the road asset base, ensuring funding levels are maintained in real terms.
- ii. Revise the Roads to Recovery funding conditions to include the development of integrated network plans, aligned to federal, state and regional plans, and considering critical infrastructure, resilience, local transport needs, asset and risk management, road safety, freight and delivery and operational programs.
- iii. Ensure the program guidelines for the Safer Local Roads and Infrastructure Program allow for equal consideration of projects proposing to upgrade or replace bridges on the local road network.
- iv. Support collaboration between local councils, universities, and specialist research organisations into innovative technologies and practices to improve the management, resilience and overall condition of local road assets.
- v. Proactively engage with NSW Local Government and the Roads and Transport Directorate in implementing the National Service Level Standards on local roads, particularly in relation to the ongoing review of the NSW Roads Act.
- vi. Increase the Federal Assistance Grants to 1% of Commonwealth Tax Revenue and review the funding allocation.

20.14 FRIENDS OF TEMORA SHIRE CEMETERIES MINUTES HELD 3 MARCH 2025

File Number: REP25/500

Author: Executive Assistant

Authoriser: General Manager

Attachments: 1. Friends of the Cemeteries [!\[\]\(cbe2492b119e39e02a1dab2af4a4b296_img.jpg\)](#) 

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 Meryll Graham (Hon Treas.) PO Box 251 Temora 2666	Temora Shire Council PO Box 262 Temora NSW 2666 Ph. 02 6980 1100
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- be sure to direct it for our attention.

The next meeting has been set down for: -

WHEN: Monday 14 July 2025

TIME: 10.00am

WHERE: Temora Shire Council Chambers

AGENDA:

1. Apologies and attendance
2. Confirmation of previous minutes
3. Treasurer's report
4. Correspondence
5. General Business, including:
 - Raffle
 - Tree Pruning – Tree replacement
 - Lawn Cemetery upgrade of next two rows of plinths
 - Old Cemetery Portion signage and Trungley Hall sign
 - Memorial Wall Garden revamp
 - Fencing for new cemetery
6. Information Exchange
7. Date of next meeting

Looking forward to seeing you there.

Pat Taylor
 Secretary
 Friends of the Temora Shire Cemeteries

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, Meryll 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 to 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.

20.15 IMAGINE TEMORA MINUTES HELD 8 JULY 2025**File Number:** REP25/503**Author:** Executive Assistant**Authoriser:** General Manager**Attachments:** 1. Imagine Temora [↓](#) 

Minutes – 355 Imagine Committee Meeting**Date:** 8 July 2025**Time:** 5.00pm**Location:** Arts Centre**Present:** Susan J, Susan H, Fran, Louise, Scott, Jeremy, Yianni (via phone almost)**1. Previous Minutes**

Minutes from the previous meeting were read. Moved: Louise, Seconded: Susan J. – *Carried.*

2. Correspondence

No correspondence in or out.

3. Business Arising

None.

4. General Business

- Discussion held on moving to bi-monthly meetings. Outcome: meetings to remain monthly.
- Louise proposed changing meeting time to 4.00pm on the second Tuesday of each month. Vote held: *All in favour, none against.*
- Agreed that minutes will be distributed ahead of each meeting.

5. Updates Around the Room**TADVAC**

- Pottery sessions remain popular, running Tuesday to Thursday.
- Sue Woods' bookbinding workshop scheduled for Wednesday 30 July.

Motion Arts

- *Night at the Museum* on Friday 13 June featured Sue and Josh as roamers; described as extraordinary and exciting.
- Post-production meeting still pending.
- *Little Shop of Horrors* was a major success, with increasing audience numbers across shows and strong feedback. Financially successful.
- Upcoming events are in planning stages.

Performing Arts

- Marie-Cécile concert highlighted community preference for door sales over online ticketing.
- Noted lack of clarity regarding ticket prices, website, and general event communication on posters.
- Advertising should also appear in public spaces so that those not online are informed.
- Concerns raised about heating at the Town Hall – follow-up required.
- BlueScope Youth Orchestra scheduled for 27 July at Temora Bowling Club (Town Hall unavailable; cinema too small).

Women's Network

- Next meeting planned for August.
- Shontayne has submitted grant applications.
- Planning a health-focused event and looking ahead to International Women's Day in March.

U3A

- New calendar to be released next week.
- Weekly program: Mahjong Mondays, Tuesday Talks, Wednesday Ukulele, Thursday Creative Writing, Friday Balance & Bones.

Next meeting: (Shontayne, or Brooke to attend, in lieu of Jeremy), **August 12th 2025 at 4pm.**

Meeting close: 6:04pm.

20.16 LOCAL GOVERNMENT WEEK COMMITTEE MINUTES 8 JULY 2025**File Number:** REP25/516**Author:** General Manager**Authoriser:** General Manager**Attachments:** 1. Local Government Week Committee [!\[\]\(e3f8612927870f2e0f9f5989e6dd3064_img.jpg\)](#) 

**MINUTES OF THE LOCAL GOVERNMENT WEEK COMMITTEE MEETING
HELD ON TUESDAY 8 JULY 2025 IN THE COUNCIL CHAMBERS AT 4:15PM.**

- 1. Present:** Cr Graham Sinclair
Mayor Rick Firman
Clr Brenton Hawken
- 2. In Attendance:** Melissa Boxall – General Manager (GM)
Lauren Carr – Communications Officer (CO)
- 3. Meeting Opened:** 4:15PM
- 4. Apologies** Shontayne Ward – Economic Development Officer
Moved Clr Hawken/Seconded Mayor Firman
- 5. Business arising from the previous meeting.** Nil
- 6. Correspondence - inward and outward:** Nil
- 7. Discussion for 2025 Events**
Promotional material has been drafted for the Temora Independent and Facebook and information about the Public Speak Challenge went into the Narraburra News and has been promoted on TEM-FM.
- 8. Mayor's Public Speaking Challenge**
It is noted that all five Temora Shire Schools will participate in the challenge.

It is noted that three judges had been approached for this year's challenges, with Pam Adams confirming her availability so far. An invitation to U3A has gone out seeking further judges.

Schools have been approached regarding permission to record the student speeches.

Invitations to attend will go out to U3A, Whiddon Group and the Seniors Group.

Mrs Erin Pike, Temora Public School Principal to be invited to MC the event.

In consultation with Anne Rands - Trophies and Medallions to be ordered and certificates of participation to be prepared. Catering will be organized closer to the date.

Agreed speaking topics to be redistributed to Committee Members.
- 9. Councillors Engagement opportunities**
It is noted that Melissa had sent out an email to all Councillors requesting their availabilities for filming with LCO and TSC activities they could attend.

Cr Hawken and Clr Sinclair have been filmed and the Homegrown Hero film of Clr Judd will be shared. Melissa and Lauren to follow up with Councillors to encourage participation and to confirm their attendance at the Council activities. Lauren to arrange a time to film with the Mayor.
- 10. Other Business**
Discussion was held about the content of the Narraburra News and half page editorial. It was agreed that we will showcase the diversity of Council services, career and volunteer opportunities and acknowledge the value of volunteers in supporting Council.
- 11. Next Meeting:** N/A
- 12. Meeting Closed:** 4:40pm

21 CONFIDENTIAL REPORTS**RESOLUTION 96/2025**

Moved: Cr Graham Sinclair

Seconded: Cr Narelle Djukic

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 10A(2) of the Local Government Act 1993 at 5:24PM.

21.1 Mayoral Minute - Mayoral Citation

This matter is considered to be confidential under Section 10A(2) - a of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with personnel matters concerning particular individuals (other than councillors).

COUNCIL RESOLUTION 73/2025

Moved: Cr Nigel Judd

Seconded: Cr Graham Sinclair

It was resolved that Temora Shire Council award a Mayoral Citation to those outstanding citizens mentioned within the body of the report.

Carried

21.2 Confidential Minutes of the Economic Development and Visitations Committee Meeting held on 8 July 2025

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

COUNCIL RESOLUTION 74/2025

Moved: Cr Nigel Judd

Seconded: Cr Ken Smith

It was resolved that the reports be received.

Carried

COUNCIL RESOLUTION 75/2025

Moved: Cr Nigel Judd

Seconded: Cr Graham Sinclair

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

Carried

21.3 Confidential Minutes of the Aerodrome Users Committee Meeting held on 8 July 2025

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

COUNCIL RESOLUTION 76/2025

Moved: Cr Nigel Judd

Seconded: Cr Belinda Bushell

It was resolved that the reports be received.

Carried

COUNCIL RESOLUTION 77/2025

Moved: Cr Paul Mahon

Seconded: Cr Nigel Judd

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

Carried

21.4 Tender - Assessment of regional collection and processing of domestic organics options

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.

COUNCIL RESOLUTION 78/2025

Moved: Cr Belinda Bushell

Seconded: Cr Brenton Hawken

It was resolved that Council endorse MRA Consulting Group as the preferred tenderer for the Food Organics and Garden Organics (FOGO) recycling project.

Carried

21.5 NCAT Proceedings

This matter is considered to be confidential under Section 10A(2) - g 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 advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

COUNCIL RESOLUTION 79/2025

Moved: Cr Belinda Bushell

Seconded: Cr Graham Sinclair

It was resolved that Council receive and note the report.

Carried

CARRIED

RESOLUTION 97/2025

Moved: Cr Graham Sinclair

Seconded: Cr Brenton Hawken

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

CARRIED

22 MEETING CLOSE

The Meeting closed at 6:14PM.

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 21 August 2025.

.....
GENERAL MANAGER

.....
CHAIRMAN