



This section of the site includes the continuation of the Goods Siding No 4 Park including pedestrian and cycle paths and seating at regular intervals. The rolling stock as shown at L03 continues along the unused line to a simple shed/ shelter as a space to get on and off the rolling stock. Seating is shown in this area and it could also include additional BBQ/ picnic tables into this zone.

Vehicles are restricted into this zone to ensure the safety of pedestrians and cyclists. Bollards define the vehicle zones with the possibility of including an emergency access point as shown. It is understood that refueling occurs to the north of the tankers and that the removal of vehicles through the site does not affect the function of the site.

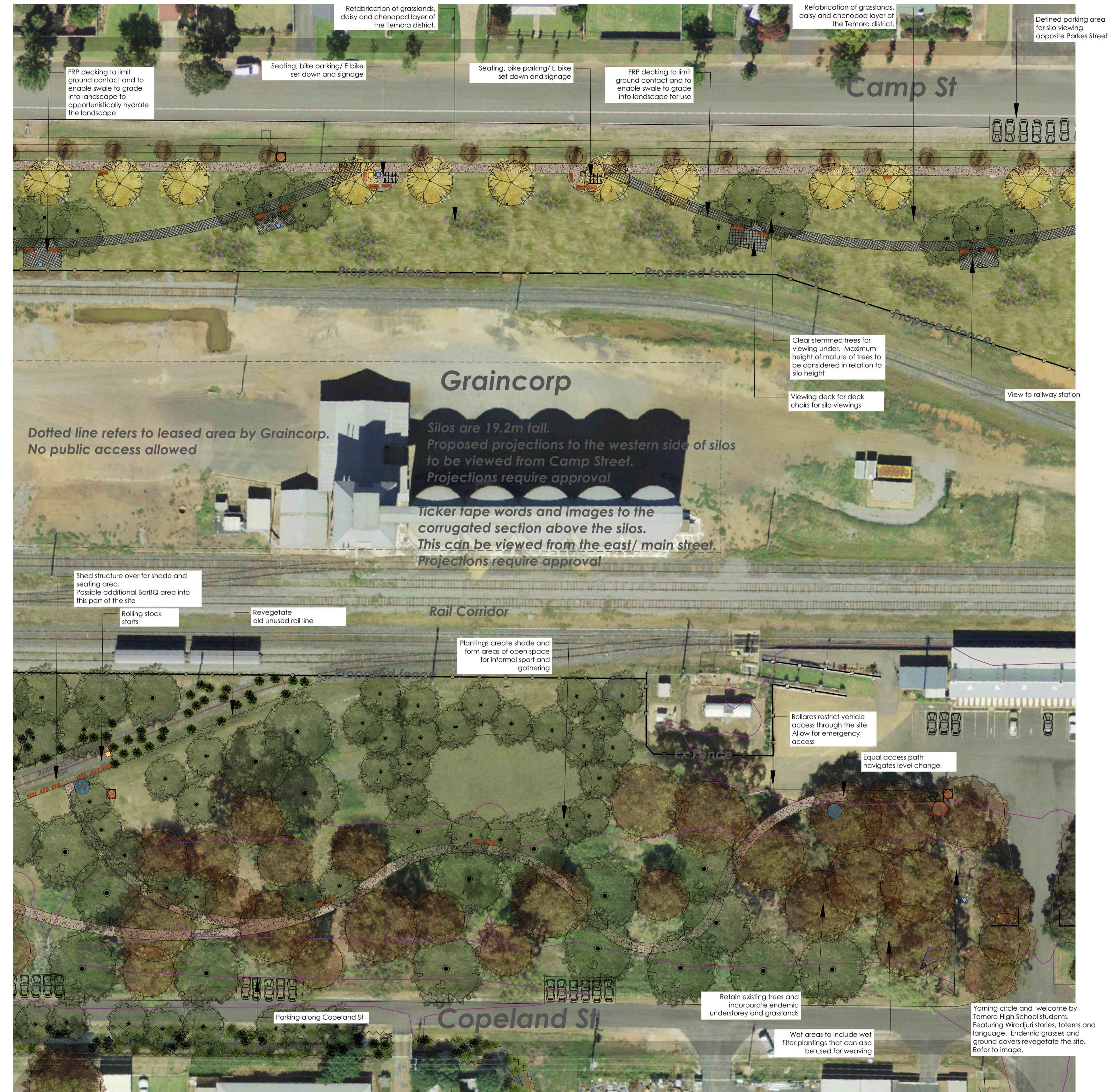
Parking areas are shown along Copeland Street to gain access into the site from here. Drainage along the reserve is to be considered at the same time as these lower lying areas are wet. The concrete stormwater channel is re-imagined as vegetated water way to enable greater detention and to extend the habitat potential through the site. All existing vehicle access points along Copeland Street are shown.

The entrance to the Railway Station from Parkes Street includes a well treed space to the southern side of the road. In consultation with Temora High School students the idea of a yarning circle that references Wiradjuri culture was conceived. The concept is to be worked on in conjunction with students to further imagine this space. The image shown represents a series of seating steps to navigate the level change as well as over sized rocks for seating. Endemic grasses and ground covers create the lost understorey and due to the dampness in some areas, reed plantings suitable for weaving can be grown. Ideas discussed with students include the use of totem imagery, language and Wiradjuri stories. Included in the space is a QR code sign for audio relating to Wiradjuri Culture and stories. We look forward to further working on these concepts with the students of Temora High School.

An equal access path is shown to wind down the levels to the west of this space to ensure access is possible for all people.

TfNSW has confirmed that their preference is for no projections onto the silos from the eastern side to ensure that lighting does not affect the operations of the railway yard. The proposal includes the idea of providing a ticker tape of words or information to the top corrugated iron walkway above the silos. This can be seen from the main street. Words or images that could be displayed include use in an emergency situation, to congratulate members of the public and to celebrate things that are unique to Temora. Consultation with TfNSW is ongoing.

The path and treatment along Camp Street continues through this site and is described at L03.



**NOTES**  
 It is assumed that all land associated with the railway is contaminated. It is understood that any work associated with these areas will need further testing and remediation prior to works commencing any work.

All stormwater works as shown will require further testing as an overall stormwater strategy. It is the hope that the masterplan provides guidance of additional retention in wet times and the inclusion of water sensitive urban design to better use water through the landscape in dry times.

It is understood that all land including road crossings under the control of TfNSW and managed by UGLRL will require further consultation and detail. It is understood that any projections onto silos are not yet approved and require consideration.