



Ordinary Meeting of Council

24 June 2020

**UNDER SEPARATE COVER
ATTACHMENTS**

ITEM 9.13

**QUEANBEYAN-PALERANG REGIONAL COUNCIL
ORDINARY MEETING OF COUNCIL**

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

24 JUNE 2020

ITEM 9.13 ADOPTION OF 2020-21 OPERATIONAL PLAN AND FEES AND
 CHARGES

ATTACHMENT 1 SUMMARY OF SUBMISSIONS ON DRAFT INTEGRATED
 PLANS 2020-21

Submissions summary Integrated Plans 2020-21

Executive Summary of engagement report:

Following Council's meeting on 22 April 2020, the following documents were placed on public exhibition"

- Draft Operational Plan 2020-21
- Draft Revenue Policy 2020-21
- Draft Fees and Charges 2020-21

The exhibition period was advertised via Council's regular ads and Mayoral Column in the Regional Independent, Council's weekly e-newsletter, social media and media releases. Additionally, Council held online community meetings in Queanbeyan, Braidwood and Bungendore where an overview of the documents were presented. All subscribers to the Your Voice engagement website (2,100) received two email updates regarding the exhibition period.

Staff have reviewed all submissions and provided a comment and recommendation. Submissions were discussed with councillors at a workshop on 10 June and have been presented to the 24 June Council meeting for discussion and action.

Participation in engagement:

Council received 81 submissions on the draft Integrated Plans. The consultation was undertaken on Council's online engagement hub, Your Voice. Stats from the Your Voice site showed:

- 629 users visited to project page
- 370 documents were downloaded
- 315 visitors directly accessed the site, while 164 came via a Facebook post and 67 via an email from the Your Voice page.

Impact of resolutions

If Council adopts all recommendations contained in the submissions, it would have the following impact on the 2020-21 budget

Submission	Project	Budget adjustment requirement (\$,000)	Favourable (F)/Unfavourable (U)/Neutral (N) budget impact	Funding source
OP11	Braidwood footpath – Wilson St, between Wallace St and multipurpose centre	80	U	Revenue
OP15	Security lighting at Railway Park organic community garden	9	U	Revenue
OP16	Reduce Essential Energy project	-886	F	Loans
OP19	Braidwood Pool update	1,000	N	Grant
OP70	Development of chat bot on QPRC website	70	U	Southern Phones income

Submissions on draft Operational Plan 2019-20

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
Submissions on draft Operational Plan				
OP01	<p>Well clearly the operational plan is well out of date; 4% unemployment ? Good luck with that.</p> <p>"Our natural environment, and act to protect it through our management of energy and waste"? Really? Then why is council planning to build a new sewerage treatment facility that will pump mega tonnes of methane (the most dangerous greenhouse gas) into the atmosphere over its lifetime, when we could use that methane to power the sewerage plant.</p> <p>"We actively promote and implement sound resource conservation and good environmental practice for our waste management systems" ah hem! And why is council's sustainability budget a miserable 295,000 out of a 295,000,000 total budget - looks a little like tokenism to me when the community is saying; A clean green community that cherishes its natural character; allegedly the vision for one of the strategic pillars. This all begs the question; Is this organisation representative of the community it serves, or is it serving the biases and entrenched paradigms of the elderly, white, overwhelmingly male executive and council?</p> <p>Another pillar talks about a safe, harmonious, happy and healthy community. Really. Are you people serious or is this just what it looks like; Group think because no one has any real idea of what is going on. Wake up people, climate change will make Covid 19 look like a minor inconvenience. We already had a taste of it last summer with the massive bush fires. This organisation appears to be completely out of touch with reality and living in the past.</p> <p>This whole document is based on lag indicators, an example of lazy thinking. Where are the lead indicators?</p> <p>The world has changed and unless we start to rapidly adapt we will be swept away with that change. The time for business as usual is over. Step up and meet the challenge or for Christ's sake get out of the way and let other's try, because what you are doing is so out of touch it is laughable. https://www.abc.net.au/radionational/programs/bigideas/is-saving-our-planet-still-possible/12043686</p>	<p>Customer and Communication</p> <p>Natural Landscapes and Health</p> <p>Contracts and Projects</p>	<p>The figures contained in the document regarding unemployment figures were accurate at the time of publication. The impact of COVID-19 restrictions had not yet been incorporated into unemployment figures. These figures were updated in late April 2020. The national unemployment rate increase from 5.2% to 6.2%. Specific figures for the Queanbeyan-Palerang local government area have not been released. If these figures are released prior to the adoption of the Operational Plan, they will be updated</p> <p>Sewage Treatment Plant -The generation and collection of methane gas within a STP site would be done through the inclusion of an anaerobic digestion system. These systems use anaerobic microbes (living organisms) to break down waste which in turn creates methane gas as a by-product. The inclusion of an anaerobic digestion system was considered in the design of the upgraded Queanbeyan STP, however due to the low temperatures in our region, the STP would have had to heat the system in order for the microbes to survive and produce methane. Heating the system would lower the levels of energy recovery and makes it less feasible. Instead, the project is considering the following measures to improve our energy management:</p> <ul style="list-style-type: none"> • Use of aerobic systems instead of anaerobic systems so production of methane gas is minimised. • Transportation of biosolids from the sewage treatment plant to the Woodlawn Bioreactor facility which uses biogas to generate electricity. • Using the Infrastructure Sustainability Council of Australia (ISCA) Rating Tool throughout the project and aim to achieve an 'Excellent' Design and As-Built Rating. <p>Design systems to minimise energy use and to be energy efficient through the selection of energy efficient equipment and the use of advanced energy monitoring systems</p> <p>Sustainability and Climate Change – Council has just adopted an Operations and Community Climate Change Action Plans. The Council Operations Climate Change Action Plan outlines an opportunity for Council to adopt a 100% renewable energy and net zero greenhouse gas emissions target by 2050. This plans also includes a number of actions to mitigate and adapt to climate change such as installing and purchasing renewable energy, undertaking energy efficiency improvements and working with the community to increase the uptake of low to zero emission vehicles and infrastructure. Without an "Environmental Levy", Council is limited to provision of funding based on competing priorities of the community and with occasional grant funding for projects each year.</p> <p>Measures have been developed by Service Manager and Portfolio General Managers and are reviewed each financial year. Measures are intended to be useful to both staff and the community and be easily measured and monitored.</p>	The submission be noted

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
OP02	I believe that Queanbeyan should have permanent rodeo facilities. There are plenty of young rodeo enthusiasts in Queanbeyan who can't afford their own arena for the sport and do not have access to anyone who already has one. The rodeo is a very big part of Queanbeyan's image, as well as the Queanbeyan show rodeo. Other sports such as football, soccer, tennis, golf, swimming and cricket all have their own public facilities, horse owners do not. Local horse riding centres (Canberra equestrian centre, various riding schools) only have facilities appropriate for equestrian sports like showjumping, dressage and cross country which are not usable for rodeo sports (barrel racing, pole bending, tie down/team/ break away roping, bull, bronc and steer riding and more). Not only would a public rodeo arena benefit the public (opening up many opportunities for the horse owners in Queanbeyan such as private practices, lessons, clinics and even possibly different competitions throughout the year) but it would also make the preparation for the rodeo easier for the rodeo association and improve the performance of local athletes. I hope this idea is seriously considered, thank you for your time.	Urban Landscapes	<p>A permanent Rodeo facility will require an arena, yards, loading facilities and spectator seating, catering and amenities. The rodeo is on a calendar and comes to Queanbeyan once a year in March and again in a smaller format as part of the Show. Other sporting facilities are used by multiple organisations weekly throughout the year. If Queanbeyan or the wider LGA were to have permanent facility, it would be best associated with other equestrian activities to maximise the return on investment.</p> <p>The QPRC Sports Council will consider submissions relating to sports facilities and provide information to Council for consideration in the next Delivery Program.</p>	That Council consider feedback from the QPRC Sports Council in the development of the next Delivery Program.
OP03	<p>See separate attachment to 24 June Council meeting for full submission</p> <p>Summary of submission Request expenditure under the 2020-2021 operational budget for two specific items:</p> <ul style="list-style-type: none"> - the development of dedicated and safe bike paths from Jerrabomberra along Tomsitt Drive, north along Lanyon Drive to Canberra Avenue and then connecting to the existing bikepath opposite HMAS Harman (see graphic below); and - Advocate strongly for new express peak hour bus services to Canberra City from Jerrabomberra and the development of a park and ride facility along Edwin Land Parkway. Both of these are already proposed under the Integrated Transport Plan. 	Contracts and Projects	<p>Bike Paths Council notes that significant works will be completed along this route as the Northern Entry Road is completed. Council also continue to seek funding for this route, specifically the high priority sections along Lanyon Dr.</p> <p>Estimate cost = \$300,000</p> <p>New Express Bus Services Council will continue to advocate for better bus services between Queanbeyan and Canberra as we have done so in the past, however our role is limited to advocating and making recommendations to other authorities and local bus operators. Council's role is limited to:</p> <ul style="list-style-type: none"> - Community transport that provides access to the services that Council offers (eg. youth services) - Local roads, footpaths and cycle networks - Local Area Traffic Management (LATM) measures - Acting as the local planning authority <p>Council does not have a role in the provision of public transport or actions required on state roads such as Lanyon Dr or Canberra Ave. We will continue to work with others where we can to improve bus services. Council has advocated to the state government for frequent local services to meet up with the ACT red rapid service at Fyshwick.</p> <p>Park and Ride along Edwin Land Pwy Council have been discussing possible Park n ride locations with developers of the Poplars area. However a preferred location is yet to be determined.</p>	Council seek grant funding to progress the construction of a shared path along Lanyon Drive.
OP04	While the Operational Plan is glossy and readable, some aspects of its content and structure gives rise for concern. I could find no reference to 'family', one of the key reasons for choosing to live and work in the QPRC area. There are occasional references to the services provided for children and other groups of people but the idea that QPRC can be a harmonious community of individuals without emphasis on family is plainly absurd. This apparently anti-family sentiment may appear to be accidental until you consider the document's attitude to pet ownership (referred to pejoratively to as 'animal management'). It makes a statement that one of our key community gripes is 'problems with dog control' (which thereafter is treated as a fact) and the entire coverage in the plan is one of 'Education' (Pillar 3.4), control of alleged dog attacks and pound services. A lack of recognition of the high level of pet ownership in the QPRC region and the importance of pets to family lifestyle and well-being leads to deficiencies in parts of the Plan related to recreational facilities and the environment. Pets are not a blight on the environment they are an essential element of family and community.	Customer and Communication	<p>While not specifically referenced in the Operational Plan, a number of Council services and programs provide value to local families, including:</p> <ul style="list-style-type: none"> • Cultural development – provision of culturally-inclusive events, including the Reconciliation Walk • Performance – family-oriented shows at The Q and Bicentennial Hall • Community gathering – provision of community centres for gathers • Events – a number of events targeted at families, including Christmas in July, three Christmas Parties and supporting external events • Children/Youth – management of the Family Day Care scheme, Aboriginal Play School, children's services program and the Axis Youth Centre • Library – a range of services and events targeted at families, including children's programs, mobile library service and adult programs • Recreation – provision of indoor sports centre, aquatic centres and pools and sportsfields 	Submission noted

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			<ul style="list-style-type: none"> Urban Landscapes – provision of playgrounds and open spaces Transport – construction of new footpaths and bicycle paths <p>In regards to companion animal management, Council is very committed to the promoting responsible pet ownership. Council is required to implement the Companion Animals act and Regulation and a significant part of this is educating the community on what they can and can't do with their animals. Council's Animal Management team regularly attends community events and community association meetings to discuss the responsibilities of pet owners. Staff agree that pets play an integral role in the community and our role is to ensure they are managed safely and within the requirements of the Companion Animals Act.</p>	
OP05	<p>Following an accident earlier this year, and subsequent inspection with Council's Road Safety Officer, the resident is required that Council consider repainting the rails on the bridge near the intersection of Wallace and Coghill Sts, Braidwood</p> <p>Photos have been attached to the Council report.</p>	Transport and Facilities	<p>Traffic data from this section of road indicated that there is an average of 1,400 vehicles per day, however a nearby development will add traffic to the area, including heavy traffic. There are some nearby street lights that illuminate the bridge. Only cost to Council would be paint, equipment and staff time. This project could be covered within Council's maintenance budget allocation and undertaken in the 2020/21 financial year.</p>	Undertake project from Council's 2020-21 maintenance budget allocation.
OP06	<p>I support some off street parking on the present cleared surface, but not the old garden area. It would be great to have a gravel car park with the gardens renewed and picnic tables provided for travellers to eat their takeaway food. This would free up some of the foot traffic area.</p> <p>As a child and as an adult with a young family, it was great to stop in country towns with pleasant, shaded picnic areas. These areas still exist in Braidwood and the Southern Highlands towns.</p> <p>I would also like to see parking change around the Ellendon Street/ Malbon Street intersection. With the number of large four wheel drive vehicles in the town it is impossible to see oncoming traffic from Ellendon Street when in my sedan or on foot. This creates a very dangerous intersection.</p> <p>The pedestrian crossings on Malbon Street are very good but crossing Ellendon Street either side of the intersection is more problematic.</p> <p>If parking was moved back from the corner on all sides by a couple of car lengths I believe it would help with visibility.</p>	Contracts and Projects	<p>Bungendore car park The development of an off-street car park in Bungendore has a long history and was originally considered by the former Palerang Council. The land was rezoned to be SP2 - Infrastructure in the Palerang LEP in 2014 and the car park has been included in the Bungendore Structure Plan.</p> <p>Bungendore currently has one off-street car park which services the IGA. This car park is privately owned and is not required to accommodate parking for other commercial properties within Bungendore.</p> <p>On-street parking is provided in Bungendore, however significant usage of this parking occurs during peak times. The off-street parking area is intended to also accommodate additional usage other than traditional car parking, including electric car charging stations, facilities for community markets, public amenities, public WiFi and smart lighting</p> <p>QPRC developed a concept design for the car park and sought community comment in July-August 2019. The outcomes of the consultation were reported to Council in November 2019 and changes to the design included:</p> <ul style="list-style-type: none"> Changes to access Smart infrastructure Public amenities Additional vegetation <p>The majority of submissions were in favour of the concept design, with the above modifications.</p> <p>Council resolved at its November 2019 meeting to:</p> <ol style="list-style-type: none"> Note the public consultation report. Approve the amended concept design for the Bungendore Carpark. Receive a further report following the tendering of the construction of the carpark. 	<p>That Council note the feedback on the Bungendore car park and that minor amendments will be considered to the design prior to tender documentation being released.</p> <p>A report will be provided to Council following the completion of the tender process.</p>

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			<p>Since the November 2019 meeting, staff have finalised the designs and have been preparing tender documentation. The tender has not yet been released, however documentation is nearing completion. A development application has also been lodged and is being assessed</p> <p>The entire car park includes 142 car parks and three disabled car parks.</p> <p>It should be noted that Council does not currently own the land for stage 2 of the car park..</p> <p>It is intended that stage 1 will include:</p> <ul style="list-style-type: none"> • electrical vehicle infrastructure • public toilets • accessible parking • access lanes and • smart infrastructure <p>Future stages will expand the carpark area to the north. At this stage, Council does not own the land for stage two of the car park development.</p> <p>The recently adopted Bungendore Structure Plan considers short, medium and long-term development options for Bungendore. While significant planning is required to progress these developments, they could add a potential 1000+ dwellings to Bungendore over a 30-year period which needs to be taken into consideration when planning for car parking spaces.</p> <p>In early 2020, members of the Bungendore business community raised some concerns with the development of the car park, with a preference for the car park to also incorporate a 'village green' type arrangement.</p> <p>Some of the key matters raised in these submissions include:</p> <ul style="list-style-type: none"> • Incorporate green space with car park to provide a focal point for Bungendore for residents and visitors • Concern about a large concrete space being constructed • Increase access points and greenery • Consideration of spending funds on improving car park near the train station • Consideration of building car park at Frogs Hollow • Concern about the budget of \$2m. • Consideration of a gravel car park, as opposed to bitumen • Disruption caused by construction • Consideration of delaying the construction to allow business recovery • Impact on heritage in Bungendore <p>The current budget is around \$1.4m, however Council is intending to borrow about \$2.5m to undertake this project and commence the first stage of the Braidwood off street car park.</p> <p>Gravel car parks are not recommended in residential and commercial areas due to the creation of dust and also the high traffic volume.</p> <p>If the project was to proceed in its current form, it would</p>	

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			<p>have a minor impact on nearby businesses as the works are being undertaken in vacant land behind businesses. It is noted that some noise and dust issues will likely occur during the initial earthworks. As with other projects in business areas, Council would work with businesses to minimise this impact, where possible.</p> <p>Heritage assessments of the 10, 12 & 14 Malbon street was undertaken with the view to a carpark at the rear of the properties. These Heritage reviews did not find reasons that sheds have heritage consideration.</p> <p>The land at the train station is privately owned. The proximity of this site, and the Frogs Hollow site, to the businesses of Bungendore would mean a car park in that location would not be beneficial to the overall economic climate of the town.</p> <p>A further option for councillors to consider is the development of a place plan for Bungendore, similar to that recently developed for the Queanbeyan CBD. A Bungendore Place Plan would focus on less sites than the Queanbeyan plan, however would require further consultation with the community and businesses to determine the best approach to some of the initiatives. An indicative cost for the development of a Bungendore Place Plan is \$80,000.</p> <p>On a smaller level, a landscaping plan could be developed just for this site.</p> <p>Parking and pedestrian safety around Ellendon/Malbon St intersection A review of the intersection was recently completed by Council's Road Safety Officer, this will be extended to incorporate the greater Ellendon St in this area.</p>	
OP07	<p>I am a 12 year old dedicated scooter rider and I would like to get better. I live in Bungendore and the skatepark there is really good but is small.</p> <p>Just recently there have been new rules put into place which have made the skatepark a park and people under the age of 10 are not allowed to ride without adult supervision. It can become quite dangerous and frustrating when little kids are running around the skate bowl and in front of scooter riders causing us to hurt ourselves by falling off so we avoid colliding with kids.</p> <p>I realise the skatepark is for all ages but it would be really great If you could please extend it to enable more kids to enjoy it safely. Can you please consider putting some of these ramps into the skatepark so kids of all abilities can ride safely.</p>	Urban Landscapes	<p>Bungendore Skate Park is a popular facility and as the community grows this will increase. Skate parks are usually designed to cater for boards and blades, with occasional parks being multi user designed. There is merit in considering an extension to the park to include a pump track suitable for scooters and bikes. It is estimated this could cost between \$150,000-\$200,000.</p>	<p>Council consult with the Bungendore community to understand the needs for recreational facilities around the current skate park. Consultation will explore the need for improved facilities, or additional facilities such as a BMX track.</p> <p>A further report will be provided to Council.</p>
OP08	<p>See separate attachment to 24 June Council meeting for full submission</p> <p>Summary of submission Adjustments to Service Statement for Service 41 Capability which results in changes to measures and targets</p>	Workplace and Culture	Submission by staff.	Adjust measures accordingly.
OP09	<p>See separate attachment to 24 June Council meeting for full submission</p> <p>Summary of submission The 2020-21 budget submission by the Queanbeyan Bowls Club Inc. (QBC) to Queanbeyan-Palerang Regional Council (QPRC) relates to the Farrer Place lawn bowls complex and is seeking funding of approx \$100,000 for upgrading the following existing amenities:</p> <ul style="list-style-type: none"> improved shade structures, upgrade of the existing external seating arrangements, repairs to the existing walking paths, improved toilet facilities remediation works to address potential tree root damage to the bowling green at Farrer Place 	Urban Landscapes	<p>Queanbeyan Bowling Club operates over two properties, The greens off Campbell St are now privately owned and the club pays greens fees for their use. The greens and amenities on Farrer Place are Crown Land and leased to the club by Council. It is understood the club has received one grant and is currently applying for a second grant. The concrete paths can be scheduled over time, based on defects in the way urban footpaths are repaired or replaced. Seats could be refurbished, however replacement would be more economical. The toilets are the most expensive item and refurbishment and reconfiguration will be problematic, demolition and replacement would be the best option.</p>	<p>That Council consider feedback from the QPRC Sports Council in the development of the next Delivery Program.</p>

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
			<p>In terms of funding, it is not recommended to apply rates income to this project, however grants or a low-interest loan with Council are potential options.</p> <p>The QPRC Sports Council will consider submissions relating to sports facilities and provide information to Council for consideration in the Delivery Program</p>	
OP10	<p>See separate attachment to 24 June Council meeting for full submission</p> <p>Summary of submission Request from the Bungendore Park Tennis Club (BPTC) for Council to provide assistance for improvements at the courts on the Mick Sherd Oval precinct. Last year the club completed a new club entrance and installed a new book a court system. The book a court system means that court lighting is switched on and off automatically through the booking system. Earlier this year, the court surface was recoated. Over the next few months, the remaining old chicken wire and koppers log perimeter fencing will be replaced with funds from the NSW Government Local Sport Grant program. Council assistance is sought to support the following additional improvements at BPTC:</p> <ul style="list-style-type: none"> • Conversion and upgrading of the existing lighting to proper tennis LED lighting (High) • Combined Hot Shots court and practice hitting wall area (High) • Fourth court (High) • New clubhouse (High) <p>All projects were identified as recommendations in the Tennis NSW facilities audit of the Bungendore Park Tennis Club of 25 March 2020.</p> <p>The club's court lighting upgrade project has a direct bearing on Council operations and related expenditure and is a high priority item in the QPRC Sports Facility Strategy. This project is also aligned with the actions contained in the QPRC Climate Change Action Plan - Council Operations 2020 - 2030 of 13 November 2020, specifically, "CO 6.3.5 - Select energy efficient lighting such as LED and smart controls when upgrading sporting fields + public spaces."</p> <p>Quotes suggest the conversion to high quality LED lighting at BPTC would cost around \$20,000. As well providing a brighter and safer environment for night time tennis activities, an analysis of the current lighting (mostly high energy metal halide technology) and proposed lighting indicates a potential 45% saving in electricity kilowatts consumed/costs per year (3414Kw/\$15,688) with a payback period of two years. Significant cost savings and lower CO2 emissions would accrue immediately after the lighting upgrade is completed.</p>	Urban Landscapes	<p>The Bungendore Tennis Club is taking a proactive approach to improving their facilities, increasing use and cost savings in the long term. The conversion of the flood lights from Halogen to LED will give better lighting and significantly reduce power consumption.</p> <p>In terms of funding, it is not recommended to apply rates income to this project, however grants or a low-interest loan with Council are potential options.</p> <p>The QPRC Sports Council will consider submissions relating to sports facilities and provide information to Council for consideration in the Delivery Program</p>	That Council consider feedback from the QPRC Sports Council in the development of the next Delivery Program.
OP11	Bicycle and Pedestrian Facilities Plans for Braidwood, Bungendore and Queanbeyan were adopted on 25 September 2019 as part of the Integrated Transport Strategy with clear prioritized schedules of works. What is happening with the Braidwood Plan and why is it not reflected anywhere in the Draft Operational Plan 2020-21?	Transport and Facilities	The plans include a range of high, medium and low priorities for Braidwood, Bungendore and Queanbeyan. A footpath on Wilson St, between Wallace St and the multipurpose centre is one of the high priority projects that staff recommend proceeding in 2020-21. It is estimated to cost \$80,000	Include \$80,000 in funding for the construction of a footpath on Wilson St, Braidwood between Wallace St and the Multipurpose Centre
OP12	Request to seal to remaining section of Majara St in Bungendore. Traffic is increasing along the road, including ambulances.	Transport and Facilities	<p>This section of road has experienced increased traffic in recent years, especially now that the Bungendore ambulance station is open.</p> <p>Sealing of this section of Majara St is estimated to cost \$180,000. It would be a requirement of future developments in the area to fund the sealing of this piece of road.</p> <p>The sealing of Majara Street has been proposed to receive funding as part of the Roads and Community funding. Pending Council's decision at Planning and Strategy Committee Meeting on 10 June</p>	Council resolved to allocate Federal Government funding towards this project.
OP13	I would like to propose budget allowance for improving the lights at the High St playing Field. Mostly this field is heavily used in Winter months with significant short daylight. Improved lights will make the field safer, and would extent the training hours but also would offer official games to be played as well when is dark. This improvement could attract Canberra Clubs to play competition games on natural grass in Queanbeyan and support the local businesses. Based on our experience as organisers of sport tournaments the field will offer opportunity to accommodate bigger tournaments involving more participating club teams. In specific timing when all other fields are in the annual shutdown periods the High St Field would offer a great alternative for the clubs in the area. I hope this proposal will be accepted	Urban Landscapes	The High St field is used regularly for soccer and has recently had the new club amenities completed. The existing lighting is low lux levels and not suitable for competition. Changing to existing halogen lights over to 200 LED would permit night games and potentially reduce power consumption. The significantly reduced light spill will have a positive impact on neighboring residents.	That Council consider feedback from the QPRC Sports Council in the development of the next Delivery Program.

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	as it is offering safer environment for more women to be involved in the sport as a part of the national sport strategy in the country. Estimated cost for this improvement would be around 200k.		The QPRC Sports Council will consider submissions relating to sports facilities and provide information to Council for consideration in the Delivery Program.	
OP14	I've only just visited the beautiful spot that is set to be the new Bungendore car park. I'm heartbroken that this amazing green space has been hidden from the Bungendore community for so long. And now this hidden gem is set to become a concrete jungle. I understand the need for car parks and don't disagree that local business will benefit from car spaces but the current plan seems to not take into account the beauty of the space or any thought for saving the current historical buildings. Could there not be a compromise of car parking and green space. Could the historical buildings not be used for amenities? Retain the charm and rural identity that is Bungendore's uniqueness. Green space and beauty is essential to this. It is what people come to Bungendore looking for. After recently seeing the site I feel very passionate about this and fear many (most) Bungendore residents would be unaware of the beauty being destructured. Surely a compromise on car parking and green space could be found. A beautiful place for families to sit whilst enjoying produce from local stores. A perfect pit stop for people driving to the coast where kids can run around, use the facilities and shop locally. The space already has so much natural beauty and magic it could easily be converted into a safe and natural green space for the community and visitors to enjoy. It is ideally located amongst stores but away from roads (something which our current park is not, too far away to walk from the shops and on a busy corner making it a less than ideal pit stop for families). I have no interest in the area other than as a resident and fear for the long-term loss of such a beautiful asset in the heart of the old town. I think it has so much potential to be so much more and could help bring the vibrancy and heart of town that Bungendore so desperately needs. Unfortunately, the current plan doesn't seem to allow for any of this.	Contracts and Projects	See response to submission OP06	
OP15	See separate attachment to 24 June Council meeting for full submission Summary of submission Request to install additional lighting to improve safety at the Railway Park organic community garden	Transport and Facilities	Initial lighting installed in August 2018 which increased security in the area, however acknowledge that additional lighting would increase safety. Estimate that additional lighting would cost \$9,000 which is currently unfunded.	Allocate \$9,000 towards the installation of lighting at Railway Park organic community garden.
OP16	In the draft Operational Plan, Council allocated \$4,168,000 for project 100183 – QBN – Efficient street lighting upgrades. An update has been provided from Essential Energy which indicates that the expected cost to Council for the 2020-21 financial year will be \$2.8m. An additional \$500,000 is required to allow the installation of smart controllers on new streetlights. Total funding required = \$3,300,000	Transport and Facilities	In the draft Operational Plan, Council allocated \$4,168,000 in loan funding for project 100183-QBN-Efficient street lighting upgrades. An update has been provided from Essential Energy which indicates that the expected cost to Council for the 2020-21 financial year will be \$2.8million. An additional \$500,000 is required to allow the installation of smart controllers on new streetlights. Total funding required = \$3,300,000	Reduce expenditure for Project 100183 to \$3,300,000
OP17	See separate attachment to 24 June Council meeting for full submission Summary of submission The members of the Mongarlowe Volunteer Bushfire Brigade would like the Council to stabilise the road surfaces (1) along the section of Northangera road and the beginning of Budawang road adjacent to the Fire Shed, and (2) around the front of the Fire Shed and along Galway street (that goes up to the cemetery), adjacent to the Council's Recycling Bins. We would like to suggest a road surface of 10ml crushed RMS 80 be used out from the concrete apron in front of the shed, to the north (that'll be Galway street, where the Council Recycling Bins are) and on the east of the apron and shed. We think the RMS80 would be suitable very for Galway street right up to the cemetery. The soil is a hard slippery clay/shale and runoff is plentiful when it rains. We thought the RMS80 would allow for some seepage, which would lessen the amount of runoff for the drains we don't have. But we understand that your works people will weigh up the pros and cons of this idea. We are hoping the bitumen will be continued from where it ends on Clyde street, past the Fire Shed into Northangera Road, including the turnoff and the first part of Budawang Road. Besides the issue of dust and dirt blowing toward the shed, this area is used for parking when there are meetings. Fire units lined this road, during the recent fires.	Transport and Facilities	Around 250m of work is required to address the submission. Based on a cost of \$100,000 per 100m, the estimated cost for the sealing of this section of road is \$250,000. Funding is not currently available to undertake these upgrade works. The unsealed pavements in this area will need to continue to be maintenance graded as per maintenance grading policy requirements. Possible funding request from RFS or government grant opportunities. Council is developing an Asset Strategy which will outline our approach and priorities for sealing unsealed rural roads.	No adjustment to Operational Plan
OP18	Our new Bungendore Community cover photo is a vision of what the Bungendore Village Green can look like in full bloom with marquees, activity and bustle. A vibrant community space linking the shopping precincts of Ellendon, Gibraltar and Malbon Streets. We already have this space in Bungendore - we just need the marquees to complete this picture. This hidden gem is virtually unknown to most residents. It is the perfect spot to sit and contemplate amongst already established gardens with roses, hedges and old trees. Something most villages, towns and cities could only dream of...and we could lose before anyone (except council) knows it exists. Background The Village Green is located in the heart of Bungendore in one of the oldest areas. The land is made up of a number of rear gardens of various historic buildings at 10, 12 and 14 Malbon Street as well as land to the	Contracts and Projects	See response to submission OP06	

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	<p>rear of historic 7 Gibraltar Street and 35 Ellendon Street (the building between the Bendigo Bank and the WoodWorks Gallery).</p> <p>Council propose paving paradise to put up a parking lot and the estimated total car park spaces is 135. This is an appalling decision to take and totally unnecessary!</p> <p>History Most of the land was initially purchased by acquisition for a car park because of the expanding supermarket which has since been located in Gibraltar Street. As part of the acquisition, council also owned nos 12 and 14 Malbon Street, both of which had demolition orders on them until the community campaigned (for 2 years) to overturn those orders in 2014. The then Council (Palerang), sold off the two houses to private buyers but retained the bulk of the land.</p> <p>The supermarket was then relocated further up Malbon Street and a 113 (approx) space car park built. Between the time the car park was first proposed until now, about 8 years has elapsed. The need for the car park in lower Malbon was made redundant with the supermarket relocation.</p> <p>QPRC superseded Palerang but have still had the car park listed in their schedule of works for overflow parking for what is now a declining retail precinct.</p> <p>QPRC has detailed their intention to borrow at least \$2,200,000 for the proposed construction. Another ridiculous decision and totally unnecessary!</p> <p>Alternate proposal Bungendore needs a thriving tourist precinct (which does not currently exist) and the land would be better retained as a green space for the community to use, including market stalls and for people to relax and contemplate.</p> <p>There is enough land for a smaller car park to the north, where cars are not in the same vicinity as pedestrians. The area is central and can link Gibraltar, Malbon and Ellendon Streets as a pedestrian, Village Green space.</p> <p>Council's proposed plan and observations are as follows</p> <p>South west corner - Park This is where the two buildings are located. The perfect spots for picnics or relaxation in park like grounds. One is slab timber and the other is a pretty building at the western edge with a slab floor. Centre south largely treeless - Village Green, suitable for functions such as market stalls etc. Northern edge - smaller car park.</p> <p>This proposal would effectively keep the Village Green for functions and community use but would also allow car park spaces. It would also mean safe passage from Malbon, to Ellendon to Gibraltar for pedestrians and would enhance the village historic look of Bungendore.</p> <p>A 135 space car park would be a tragedy of unrealised potential for our vibrant village. The community are aware that some members of the community have already approached council and lodged their objections and concerns over a full size car park development on the Village Green. I support the community objections and request QPRC have further consultation with the community. As a Bungendore Resident I have been advised I have until cob on the 1 June 2020 to lodge a submission against this full size car park development on the Village Green.</p> <p>This email is my formal submission and objection against this car plan taking away our Village Green.</p>			
OP19	<p>See separate attachment to 24 June Council meeting for full submission</p> <p>Summary of submission The Braidwood Community Association conducted a survey, with members asked to rank their top three priority projects for 2020-21. From the 56 individuals who completed the survey, the outcome was:</p> <ol style="list-style-type: none"> 1. Greater resilience and sustainability in Braidwood and surrounding villages' infrastructure 2. Heritage protection of our natural and built environment 3. More footpaths and bike paths within town 4. Bike path and footpath around outskirts of Braidwood 5. Youth Performing Arts Centre 6. Swimming pool refurbishment 7. Footbridge over Monkittee Creek 8. After-school care centre 9. Skate Park at the Rec Ground 		<p>A number of the projects listed in this submissions were considered in a report to the 10 June Planning and Strategy Committee meeting regarding election priorities.</p> <ol style="list-style-type: none"> 1. Following the severe water restrictions imposed on Braidwood residents, Council resolved to investigate options to increase the Braidwood water supply. During the dry period, we did some initial background work looking at alternative groundwater supplies without finding anything suitable. This type of work does take some time and considerable investigation, and Council will continue to look at the security of water for Braidwood. In regards to affordable housing, this 	<p>As per submission OP11</p> <p>Include \$1m project for Braidwood Pool in the Operational Plan (grant funded)</p>

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	<p>10. Security lights in North Ryrie Park playground 11. Re-development of D&S Motors site and the Council Depot 12. Bubbler and water refill station in North Ryrie Park 13. Maintain library services 14. Lascelles Street improvements</p> <p>Request for Delivery Program update to be published on the QPRC website, alongside QPRC Annual Report</p>		<p>is something that should be raised with the State Government</p> <p>2. Over the past 20 years there has been a trend towards the state government reducing the amount of funding available for heritage grants and for heritage advice. Council however, continues to run the annual local heritage grant program which includes a portion of state funding and now include a special heritage grant fund (fully funded by Council) for larger projects. Last year four projects in Braidwood were successful in receiving funding of over \$25,000, with individual amounts ranging from \$14,700 to \$1000 for civic and residential buildings restoration and maintenance works. The grant programs will continue for next financial year. A heritage advisor also continues to provide advice in relation to sites at Braidwood. Council also continues to explore other avenues of heritage support for Braidwood. The issues relating to the heritage protection, tourism and the application of heritage guidelines are relevant for the Local Strategic Planning Statement and will be addressed as part of the submission review for that project.</p> <p>3. Council notes the oversight and will allocate funds to the path on Wilson St between Wallace St and the multi-purpose centre.</p> <p>4. This is noted and following progression of the projects within the Braidwood PAMPs staff will look to identify proposed routes for this.</p> <p>5. Stage 2 of the project at the current Braidwood administration building will look at restoring the upstairs area into a cultural/community facility. Planning for this has not yet commenced, however it is included in the 2020-21 budget, reliant on grant funding</p> <p>6. Funding has now been received and the project will be included in the final Operational Plan</p> <p>7. Addition of guard rail at this location will effectively make the footpath at this location unusable without providing any additional safety benefits. Guard rail is designed to deflect with clearzones behind a rail required to be app 1.2m. If lighter duty handrail were to be installed it could become a projectile in the case of an accident. Council will approach the road authority to seek further funding opportunities</p> <p>8. Staff from Council's Community Choice portfolio have discussed this matter with residents in the past. However further consideration is required with the Department of Education and other key stakeholders.</p> <p>9. The detailed design is almost complete and grant funding grant funding will be sought for the construction in two stages, Stage one being complete piping of the creek at this location and stage two build the skate park.</p> <p>10. Urban Landscapes are current sourcing an appropriate light</p> <p>11. The community will be involved in decisions that are made with regarding to the proposed carpark site.</p> <p>12. This has already been ordered and will be installed soon</p> <p>13. Council does not have any intention on changing library services in Braidwood, in fact the linking of</p>	

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			<p>the Braidwood customer centre and Library has the potential to increase opening hours.</p> <p>14. Works are scheduled to commence in mid-2020</p> <p>The Delivery Program update will be added to the website and future reports will be uploaded as presented to Council.</p>	
OP20	<p>See separate attachment to 24 June Council meeting for full submission</p> <p>Summary of submission</p> <p>Questions from the Braidwood Community Association regarding the capital works program</p> <ol style="list-style-type: none"> Why were the following projects not included in the 2020-21 budget? <ol style="list-style-type: none"> BWD – Pool Upgrade - \$1,000k BWD – Monkitee Bridge path - \$750k Have the following projects been rolled over from the 2019-20 budget with the same funding? <ol style="list-style-type: none"> BWD – Braidwood Saleyards upgrade BWD – Water Services Replacement BWD – Araluen Rd – Braidwood – Drought relief BWD – Cooma Rd RRRP Jinglemoney Rd to O'Briens These projects appear to be rolled over, but with a new budget <ol style="list-style-type: none"> BWD – office smart hub/cultural space - \$3,090k (\$250k) BWD – Cooma Rd/Krawaree Rd - \$324k (\$64k) A number of projects relating to the Nerriga Rd development that have not been included in the 2020-21 budget. Also questioning why the prefix has changed from NRG (Nerriga) to Bwd (Braidwood) Requesting further information on the Braidwood Recreation Ground Construction (\$250k) and Braidwood Recreation Ground Drainage channel (\$150k) projects Clarification sought on the basis for the following projects. If the intention is to relocate the Council Depot why so much is being spent on Security gates and repair to workshop? The wording for a proposal for a "Car Park Wallace St" may be misleading, as it is understood the initiative involves off-street parking. Could an explanation please be provided of what is envisaged and where? <ol style="list-style-type: none"> BWD – Mayfield Rd – Reedy Creek Bridge Replacement - \$1,334k BWD – Depot – Security gates and repair to workshop - \$150k BWD – car park Wallace ST – \$820k BWD – Blackspot – Araluen Rd – Corridor safety treatment - \$670k BWD – Majors Creek RFS station replacement - \$400k The table of Major Projects under Strategic Pillar 3 (p52) identifies "BWD-Recreation Ground - Stage 2" as an action item for \$250k, which is a different name to what is in the Capital Works Program 2020-21 (BWD - Braidwood Recreation Ground Construction). Is this a typo or is it actually the same item as in the 2019-20 plan "BWD - SCCF – Recreation Area Stage 2" for \$250k, albeit with a different project number? Listing of the Review of Delivery Program 2018-21 in Appendix 5 (p94) identifies a number of the Nerriga Road project elements. The BCA is not fully aware of QPRC's accounting practices but notes these are funded from reserves when the BCA understands these were funded by a NSW grant. Could an explanation please be provided? 	Various	<ol style="list-style-type: none"> Both projects were subject to grant funding. <ol style="list-style-type: none"> Funding has now been received for the Braidwood pool upgrade and this project will be added. Staff remain committed to seeking funding for the Monkitee Bridge path, however funding has not yet been allocated. The project will be added to the Capital Works program, noting that it is reliant on grant funding <ol style="list-style-type: none"> This funding is in addition to the \$40,000 listed in the 2019-20 Operational Plan, meaning \$80,000 will be available for upgrades at the Saleyards, based on the funding from 2019-20 being carried forward. This is an ongoing project, with new funding from the water fund Works from 2019-20 were complete. Council has requested the same funding for 2020-21, however funding not yet received. This is funded from the Regional Roads Repair Program and will be allocated to the 2020-21 financial year <ol style="list-style-type: none"> The adopted Delivery Program includes \$3,090k in year 3 (2020-21) for this project, noting that \$3m of this is reliant on grant funding. The project is essentially progressing in two stages. Stage one focuses on the downstairs area and linking the library and customer service. Stage two is in its early stages and will look at returning the upstairs area into a cultural space for community use. The \$250k in the 2019-20 budget will be recommended to be carried forward to 2020-21 when Council considers its carryover report at its August 2020 meeting This is part of the road reseals, rehabilitation and resheeting program for 2020-21. These funds have not been rolled over, but is allocated from the block grant for 2020-21 Council considers a report in August each year for unspent funds largely relating to capital projects. If agreed by Council, these funds are carried forward to the relevant financial year. For instance, the Nerriga Rd works will be spread over a number of years, Council will vote whether to carry forward that funding in August 2020. The change of prefix was an oversight and will be amended. The construction project is linked to the extension of the sporting field and installation of irrigation. The drainage channel project will see the channel extended along the creek. Both projects will be funded from Section 94 payments from Dargues Gold Mine. Neither of these projects are related to the construction of a skate facility in Braidwood. <ol style="list-style-type: none"> Council aims to upgrade/renew bridges 	<p>Add Monkitee Bridge to Operational Plan, reliant on grant funding (carried over from 2019-20)</p>

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			<p>across the local government area on a progressive basis. This project is funded 50/50 from the NSW Government's Fixing Country Bridge Program.</p> <p>b) The security upgrades are due to existing security issues at the Braidwood Depot. The Depot is poorly secured and prone to theft. Any works undertaken as part of this project would be transferrable to the new site. The workshop repair is due to WHS and security issues.</p> <p>c) Whilst the relocation of the Council Depot is a long term vision, the allocated funding will not complete that. This project is just entering to enter the planning phase, The allocated budget will progress the project until a design and detailed estimate can be completed.</p> <p>d) Council has applied for, and now gained, funding for this project through the NSW Safer Roads Program under the Saving Lives on Country Roads fund. The treatments will see installation of road side barriers to keep cars from coming off the road, vegetation clearing to improve the clear zones on roadsides and specific treatments for a number of curves to slow down speeds and provide additional warning and safety treatments for vehicles to manage speed to navigate the corners on Araluen Road. This work is due to start after July 2020 and finish within the 20/21 financial year.</p> <p>e) The allocated funds are a rollover from the current financial year. The construction of this fire shed has been commenced and is funded by the RFS</p> <p>7. This is a typo and will be amended</p> <p>8. When grant funding is received, especially for large projects such as Nerriga Rd, it is placed into a reserve and drawn down as required. The project is fully funded by grants.</p>	
OP21	My family objects to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the Northern end of the space and green space to be retained at the Southern end. The Southern end is comprised of outbuildings, established trees, fences, hedges and gardens.	Contracts and Projects	See response to submission OP06	
OP22	<p>I write to place my objection to the car park in Bungendore as proposed at the present time.</p> <p>As a long-time resident in the Bungendore area (for more than 30 years), I know that what gives Bungendore its unique appeal and character are the green spaces, the old trees and the historic buildings. It is important to maintain and preserve these attributes.</p> <p>I support a proposal for a smaller car park at the northern end of the space proposed, with car access via Ellendon and Gibraltar streets and walking access only to Malbon Street. I support the construction of public toilets and electric car charging spaces but the green spaces, trees and historic buildings must be preserved thus creating a much needed enhanced multi-use space at the southern end.</p> <p>Trusting that your members will listen to and act on this and other concerned residents' emails in regard to creating a smaller car park than the one already proposed...</p>	Contracts and Projects	See response to submission OP06	
OP23	<p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens. Time to listen to your ratepayers of Bungendore village we know what is good for our village, not another car park. Retain our green spaces and keep the ambience of our village as a village. We all just love to look at Richard Graham's lovely concrete area on Ellendon street . NOT. What an eyesore that is detracts from what a village is not all concrete and car parks.</p>	Contracts and Projects	See response to submission OP06	
OP24	I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at	Contracts and Projects	See response to submission OP06	

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	the northern end of the space with Car access via Ellendon and Gibraltar street, walking access only to Malbon Street, public toilets, electric car charge space as proposed and to retain much green space , trees and historic buildings creating an enhanced and multi use space at the southern end. Please reconsider for the sake of this rural community and the future of the town			
OP25	We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end. The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.	Contracts and Projects	See response to submission OP06	
OP26	I love Bungendore! ❤️ My family have been residents for 7yrs...I love seeing our beautiful Village thrive! So in relation to the recent local discussions regarding the carpark I thought we would go and check out this 'Village Green' and see what all the banter is about! What an amazing space!!! A hidden little gem that has so much Potential! 🌲🌳🍏 Please do not spend the quoted amount of \$2million on a carpark, where there is a beautiful green space with mature trees, shrubs and a couple of old sheds just waiting for a little TLC. This place is a quiet and peaceful setting that could be used by local residents, businesses and visitors. A special meeting place for locals, or a place to pop down to have your lunch, mother's groups, a place for markets, communal long lunches, Visitors to eat their picnics have family functions or any amount of wonderful experiences here.- We have heard people complain of parking problems, especially on weekends, but we know that there is parking available at the Village Link, on street, at Mick Sherd Oval, Gibraltar St, and whilst shopping directly outside the IGA. There is also a lot of space at the Bungendore railway station. Why not spend the money on fixing the car parking at the railway station !? Please find a compromise, halve the size of the planned carpark and keep the Village Green. Please do not build the carpark in our Village Green!! 🏡🌲🌳	Contracts and Projects	See response to submission OP06	
OP27	We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end. The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.	Contracts and Projects	See response to submission OP06	
OP28	We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end. The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.	Contracts and Projects	See response to submission OP06	
OP29	I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end. The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.	Contracts and Projects	See response to submission OP06	
OP30	I am a supporter of the carpark but not as proposed. I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space with Car access via Ellendon and Gibraltar street, walking access only to Malbon Street, public toilets, electric car charge space as mooted and to retain much green space , trees and historic buildings creating an enhanced and multi use space at the southern end. Please consider using water absorbing gravel instead of heat radiating bitumen or concrete. Please be forward thinking, green minded and creative as you have the opportunity to be just that. Please listen to the rate payers and residents who wish to live with the historic outbuildings, established trees, fences, hedges and gardens at the southern end.	Contracts and Projects	See response to submission OP06	
OP31	I would like to request that the car park issue in Bungendore - on land behind 10, 12 & 14 Malbon Street, be put hold. I understand that the car park construction is imminent and as a small business, I simply cannot afford further disruption of two non essential civil works projects, when I am trying to re-establish after having to close due to bushfires and covid. Furthermore I do believe the car park in its current form should proceed. The need for the car park was made redundant when the supermarket was moved and a new car park with the supermarket. I believe there are far more opportunities for events that will bring business to Bungendore if the southern half was retained as green space and used for markets, etc.. Our store looks on to Malbon Street and I can tell you that all through the weekends in normal times, there are always car parking spaces available.	Contracts and Projects	See response to submission OP06	
OP32	I am a supporter of the carpark but not as proposed. I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space with Car access via Ellendon and Gibraltar street, walking access only to Malbon Street, public toilets, electric car charge space as mooted and to retain much green space , trees and historic buildings creating an enhanced and multi use space at the southern end.	Contracts and Projects	See response to submission OP06	

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	<p>Please consider using water absorbing gravel instead of heat radiating bitumen or concrete.</p> <p>Please be forward thinking, green minded and creative as you have the opportunity to be just that. Please listen to the rate payers and residents who wish to live with the historic outbuildings, established trees, fences, hedges and gardens at the southern end.</p>			
OP33	<p>I would like you to rethink the proposal for the car park in Bungendore I object to the car park proposal as it stands.</p> <p>I would like you to consider a reduced car park size at the norther end with car access via Ellendon and Gibraltar Sts, walking access only to Malbon St, public amenities, electric car charge space as proposed and retaining as much green space, trees and historic buildings as possible - creating an enhanced, multi-use space at the southern end of the site.</p>	Contracts and Projects	See response to submission OP06	
OP34	<p>I am writing to express my views on the car park proposal for Bungendore between Malbon and Gibraltar streets. I support the need for additional off-street parking but support the proposals from the Bungendore Residents' Action Group to alter the proposed design.</p> <p>We have a unique village atmosphere that would be enhanced if the size for the car park was reduced (especially at the northern end of the proposed site) and more green space retained, a pedestrian precinct provided for pedestrian only access to Malbon Street with vehicle access restricted to Ellendon and Gibraltar streets, the addition of public toilets, electric car charging bays and retention of the old slab building so that a more historically sympathetic and multi use space could be retained at the southern end of the site. Having visited a number of historic villages - Beechworth in Victoria, Richmond in Tasmania, Taralga in NSW - the retention of historic buildings with green spaces available for community use is very attractive and has retained the historic heart of those villages whilst providing good public amenity. As a long standing Bungendore resident, I would be very sad if the things that attracted me to come and live in the district (encouragement for pedestrian access and walks) a strong sense of a geographical village, good public spaces for diverse community usage, historic buildings, attractive tree plantings) were to be put aside or, worse, deliberately damaged. I have been very disappointed by some of the commercial developments in this historic village (the Carrington car parks for example) and would be further dismayed if our elected local government did not value those things which make Bungendore an attractive place for both visitors and residents.</p>	Contracts and Projects	See response to submission OP06	
OP35	<p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens. Time to listen to your ratepayers of Bungendore village we know what is good for our village, not another car park. Retain our green spaces and keep the ambience of our village as a village. We all just love to look at Richard Graham's lovely concrete area on Ellendon street . NOT. What an eyesore that is detracts from what a village is not all concrete and car parks.</p>	Contracts and Projects	See response to submission OP06	
OP36	<p>I am writing to object to the proposal, as it stands, to build a car park in the centre of Bungendore. I support instead a proposal for a smaller car park at the northern end of the space, with vehicle access via Ellendon and Gibraltar streets and pedestrian access only to Malbon Street. I commend the council for proposing to include public toilets and electric-car-charging stations in the car park.</p> <p>The area earmarked for the car park is a small, valuable remnant of old Bungendore that should be treasured, not paved over. The slab buildings alone are reason to rethink the proposal. Why not spend the money restoring them and making them available for community gatherings, markets, concerts and the like? The space would also provide a natural conduit between Malbon and Gibraltar streets, encouraging visitors to explore beyond the town's main thoroughfare and towards the businesses along Gibraltar Street.</p> <p>Bungendore is now bordered on three sides by expanding housing developments—even more reason to preserve and protect the rural heritage of the town, which is a big part of why people choose to live here and why a growing number of people choose to visit. With this proposal, council is truly killing the goose. I urge you to reconsider and to scale back the car park so that we can preserve the green heart and soul of our beautiful town.</p>	Contracts and Projects	See response to submission OP06	
OP37	<p>Come on Council – REALLY!</p> <p>Where is your sense of pride ? Too often over the years, and we have been residents since 1991 – we have seen something old removed and destroyed for something new. This time it is for a carpark!</p> <p>We have seen thousands of trees removed during our time in Bungendore – especially in South Bungendore. And now you are wanting to remove old established trees, garden and buildings – a cool oasis in order to lay down a hot barren asphalt carpark that will barely ever be used. It is stupidity and a waste of \$2 million.</p> <p>A “Secret garden” and green space in the village is a treasure for people to find and the envy of many</p>	Contracts and Projects	See response to submission OP06	

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	<p>small towns, I'm sure. There are plenty of spaces in town for a carpark and it is not as though people can't park and walk and discover what the village has to offer. Walking is great for everyone's health and ensures they have a longer stay in the village.</p> <p>People working in the village precinct could have this special place as somewhere for them to sit and have their lunch away from the constant noise and sight of highway traffic on Malbon Street. Visitors could use this area to get their takeaway and enjoy the space. There are 7 coffee shops with 100 metres of this gorgeous garden – The Gathering, Gunna-Doo Bakery, Nersens, The Big Green Cup, The Diner in Village Square, IGA Supermarket, Café Woodworks and Harvest all of which would benefit from its position.</p> <p>If there is \$2 Million just for carpark, surely some of that could be directed to park benches and to build public toilets, which are really lacking in this part of the village. Local businesses have constant inquiries for their toilets as there are no public toilets in the Malbon – Ellendon streets area. Visitors come in to use business toilets in this area with no intention to purchase.</p> <p>The large shed at the back of the block could be used as a meeting place for community groups or as a place to display pioneer history of Bungendore.</p> <p>Mr Richard Graham has installed a paid secure 50 car car park in Ellendon Street adjacent to the Carrington which is rarely used – even before COVID lockdown. Maybe he could be more community-minded by letting the public use this carpark as he would benefit from having two businesses in the immediate area – Hotel Carrington and Café Woodworks.</p> <p>A carpark could be built down at the Common – Frog's Hollow, which is surrounded by barriers preventing cars from using it. The old Nursery site on the corner of Malbon Street and Molonglo Street, which is a dilapidated eyesore could be used as a carpark. Alternately, the Bungendore Motel, with access to both Ellendon and Gibraltar streets, could be used as it is close to businesses in the area and up for sale and council could purchase.</p> <p>Another alternative is parking at the Bungendore Railway station, which could be used for both rail passengers as well as Primary School drop-off and pickup. This is a neglected area which needs some TLC and could present a more welcoming aspect to arrival and departure from Bungendore.</p> <p>Please rethink this proposal for a carpark and keep this special part of the village – Special.</p>			

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
OP38	<p>I am writing to object to the proposal to build a car park in the centre of Bungendore. I support instead a proposal for a smaller car park at the northern end of the space, with vehicle access via Ellendon and Gibraltar streets and pedestrian access only to Malbon Street. I commend the council for proposing to include public toilets and electric-car-charging stations in the car park.</p> <p>The area earmarked for the car park is a valuable remnant of old Bungendore that should be preserved and enhanced, not paved over. The slab buildings alone are reason to rethink the proposal. Why not spend the money restoring them and making them available for community gatherings, markets, concerts and the like? The space would also provide a natural conduit between Malbon and Gibraltar streets, encouraging visitors to explore beyond the town's main thoroughfare and towards the businesses along Gibraltar Street.</p> <p>Bungendore is now bordered on three sides by expanding housing developments—even more reason to preserve and protect the rural heritage, which is a big part of why people choose to live here and why a growing number of people visit our town.</p> <p>I urge you to reconsider and to scale back the car park so that we can preserve and enhance the green heart and soul of beautiful Bungendore.</p>	Contracts and Projects	See response to submission OP06	
OP39	<p>I'd like to register my opposition to plans to develop a carpark on the Bungendore 'village green' off Malbon St in Bungendore.</p> <p>The green space should be retained as is.</p>	Contracts and Projects	See response to submission OP06	
OP40	<p>I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end. Keeping the green space behind 10 & 12 Malbon St.</p> <p>The southern end is comprised of historical sheds, established trees, fences, hedges and gardens- this call be a great central green hub that connects Gibraltar St, Malbon St and Ellendon St.</p> <p>A space that can be used by local residents, local businesses and visitors. Why not spend the money on fixing the car parking at the railway station?</p>	Contracts and Projects	See response to submission OP06	
OP41	<p>I would like to make comments on the revised plans for the proposed carpark in Bungendore.</p> <p>While I am supportive of a free public carpark in principle in Bungendore, I request Council consider the following:</p> <p><i>Proposed access future access point - land between 12 and 14 Malbon Street</i></p>	Contracts and Projects	See response to submission OP06	

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	<p>I note the plans indicate an '<i>Island for future extension</i>' - on the land between 12 and 14 Malbon Street (aka Kings Highway). I ask that Council reconsider this future plan.</p> <p>I note that following extensive consultation with the community about the future of the two buildings (12 and 14 Malbon Street), and following Council's subdivision of the original plot of land covering 14 Malbon Street, the previous Palerang Council committed to and set aside this strip of land for 'pedestrian use only'. While this was a commitment of a former Council - I think this commitment should be honoured. The strip is only narrow, and holds historic trees.</p> <p>If used and promoted by Council as a pedestrian / bicycle path to/from the carpark from Malbon Street (Kings Highway), it will be a very valuable and attractive walkway between the two. There is no need to have everything accessed by car. It makes very good sense for Council to encourage pedestrian (including bike) access within Bungendore. The Covid-19 circumstances have seen changes to much of our community - with so many more Bungendore people not using cars, but accessing facilities on foot and enjoying not having to use the car.</p> <p>Please shelve the future plans to turn this delightful grassy path with old trees, into a concrete road for access to/from the Kings Highway. There are better pedestrian uses for this land.</p> <p><i>Size of the carpark</i> I ask Council to reduce size of the carpark to allow for the retention of a green public space within that land - behind 12 Malbon Street - surrounding the existing historic slab hut. As Bungendore grows, public green space will become a premium. This green space could be used and promoted by Council as a market stall area or area for community events, with trees, picnic chairs, a small playground etc. While detractors might say people can use the park - that area is fundamentally a specific purpose sports oval, amenities block and playground. There is not another broad public land holding in the <u>centre of Bungendore CBD</u> capable of being used as a public market area. 'Once this whole area is carpark - this existing green space is gone forever. Councils and communities across Australia are promoting and benefiting economically from public market areas. That land would be perfect for such use.</p> <p>I ask that Council retain this green garden space (behind 12 Malbon St), and just see how the area could be used for the benefit of the community, before considering any further use of this area as a carpark.</p> <p><i>Concreting of the carpark</i> I ask that Council please consider gravelling the carpark instead of baking hot concrete. We've already seen how bare, baked hot the IGA carpark is. Tourists and residents who might want to park in the Bungendore carpark won't stay very long if their car is forced to sit on hot concrete. A well planned, well built, hard packed gravel with appropriate run off, will temper any heat - particularly if Council are not proposing to include tree planting in the car park. While I note there are marked 'vegetated swales'. 'Vegetated swales' does not suggest that trees would be planted - but small shrubs - which won't address the issue of harsh reflective heat.</p> <p>Please consider gravelling the proposed car park area. I am supportive of the proposed electric car charging bays in the carpark.</p>			
OP42	<p>Please preserve the green space on Malbon St Bungendore. I am a resident of the town and believe this greenspace is an asset to the community. It would make a great picnic area for families. We have sufficient car park spaces which never overflow. A green space would bring community together and provide a refuge for residents.</p>	Contracts and Projects	See response to submission OP06	
OP43	<p>I'm sure you're being inundated at the moment, but as you are 'my voice' for our gorgeous little village, I would love for you to please put my case forward regarding the carpark project.</p> <p>I would love a green space, somewhere to sit and chat, eat lunch (brought from home or from one of our many fabulous cafes and restaurants), enjoy a lunchtime break for the staff who work in our business district, to provide a safe and inviting natural environment for our visitors and locals alike, as well as somewhere to just sit and reflect.</p> <p>I can already imagine a couple of tables and seats permanently in place for people to play chess at, sit down and have lunch or to just read a book. I can also imagine someone painting on an easel capturing the various trees' changing colours. I saw the photos that the local residents group put up and it's fabulous seeing the possibility of all the marquees and people wondering around – how much better to have our Harvest festival in a situation like a village green?</p> <p>Bungendore is truly an incredible place to live, and I feel so lucky to be a part of our wonderful community. And don't get me wrong, I definitely think we need a car park – just not as big as the one proposed. Locals are especially affected on weekends with scarce carparks, when tourists are supporting our local businesses. So some extra parking would be great.</p>	Contracts and Projects	See response to submission OP06	

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	<p>I don't feel we can rely on the oval with its playground as the only green space – in fact it certainly does not bring to mind a peaceful park where people can get together and enjoy a meal or a book. It's a great spot for our local sporting activities, people driving through to use the amenities and for kids letting off steam, but I don't feel it lends itself as a 'community hub' that a green space could provide.</p> <p>Thank you for taking my thoughts into consideration and for continuing to be the 'voice' of our community.</p> <p>PS: should a green space proceed, as part of the advertising campaign, I had an idea where if there was an overall drawn image of the green space with various people doing different things across the area; having a picnic, painting on easels, playing chess, playing a guitar, friends sitting around chatting with coffees—you get the picture!</p> <p>When people moved their computer mouse over each of the individual groups/activities, the various local shops those people interacted with could pop up!</p> <p>For example:</p> <ul style="list-style-type: none"> - people drinking coffee could have the following shops pop up on a bigger map: Big Green Cup Cafe, The Gathering, Cafe Woodworks, Fresh Harvest, Gunna Doo Bakery etc all come up. - the family enjoying a picnic could have Fresh Harvest, IGA, The Gunna Doo Bakery etc pop up. - the mum or dad applying sunscreen and putting hats on kids could have Priceline, B'Town Kids, the Bendigo Bank (money to pay for it!), IGA etc pop up. - people meditating, stretching or exercising could have Wild Rose Organics, Wellbeing Pilates Studio etc. - a group of friends celebrating a birthday could have our various giftware businesses pop up – Village Antiques, Jemayca Red, Manon & Moss, Priceline Pharmacy, Big Green Cup Cafe and Emporium, IGA, Bungendore Woodworks Gallery, X Gallery, Leather Shop, B'Town Kids, Phil's Emporium etc. - a family of four riding through the green space could have Bspoke Bicycles pop up - a photoshoot could have our hairdressers, beauty therapists etc pop up - people planting flowers could have The Feed Shed, Bungendore Rural Services, etc - Someone walking a dog on a lead could have the Vet pop up, AC Pet & Aquarium, IGA - the possibilities are endless! <p>It would be a great cross-marketing campaign and have endless opportunities for our local businesses. It would also promote the various potential uses for the green space.</p> <p>Feel free to pass on to the BCCI and I'm very happy to discuss other ideas as well.</p>			
OP44	<p>I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.</p>	Contracts and Projects	See response to submission OP06	
OP45	<p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens. We need to treasure any heritage that remains and to stop bulldozing it into oblivion.</p>	Contracts and Projects	See response to submission OP06	
OP46	<p>My family objects to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the Northern end of the space and green space to be retained at the Southern end.</p> <p>The Southern end is comprised of outbuildings, established trees, fences, hedges and gardens.</p>	Contracts and Projects	See response to submission OP06	
OP47	<p>I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end. The southern end is comprised of outbuildings, established trees, fences, hedges and gardens</p>	Contracts and Projects	See response to submission OP06	
OP48	<p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end. The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.</p>	Contracts and Projects	See response to submission OP06	
OP49	<p>I have just discovered a beautiful historical step back in time place in the heart of Bungendore. The area behind and to the left of Manon and Moss. The area earmarked for a car park.</p> <p>I have lived in Hoskinstown 33 years, my 3 children attended the Bungendore Primary School, I have worked in Bungendore for over 20 years and never knew this area existed. And that it belonged to the council.</p> <p>It would be a beautiful place to keep and use for the enjoyment of the community. A really precious part of local history to be preserved, especially as Bungendore is being developed so rapidly.</p>	Contracts and Projects	See response to submission OP06	

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	<p>I feel that if the local community were aware of this area it would way prefer it saved as a communal hub rather than be cleared for a car park. There could be space for a small carpark alongside. There could also be a walkway connecting the two main streets together!</p> <p>For your consideration and the wellbeing of Bungendore.</p>			
OP50	<p>I object to the construction of a car park on the land known as Village Green.</p> <p>We need to be wary of turning our 'village' into one big hard surface. Already we are becoming so urbanised that the character of the town is losing its country appeal and becoming like an add-on to one of those horrible new suburbs in Canberra. In the 57 years I've resided (farmed) in this area the change to Bungendore has been immense; change that hasn't always been in keeping with the country charm that brings and keeps us here. Let's not take the town further away from that ideal place.</p> <p>The land could be so much better utilised as a central soft green zone where people could meet (away from hard surfaces) and enjoy outdoor activities, such as local markets.</p> <p>Do we really need extra car parking? There is plenty on the streets and at the supermarket. I've never had an issue finding a park when I come into town.</p>	Contracts and Projects	See response to submission OP06	
OP51	<p>I would like to make a submission regarding the proposed car park behind 12 and 14 Malbon Street in Bungendore.</p> <p>I believe that QPRC has an outstanding opportunity to leverage the unique qualities the area provides for the benefit of business, tourism and community in the township, rather than paving the entire area for car parking.</p> <p>There is currently a proposal being suggested in community groups on Social Media, to substantially reduce the car park footprint (though acknowledging the need for some extra car parking spaces), and create a 'Village Green and Gardens.' Details provided below.</p> <p>I myself, and many other people who have commented to me personally and through community groups on social media, weren't aware that this space existed, that it was owned by QPRC, and that it would be completely bulldozed for car parking.</p> <p>Quite a few members of the community, including myself, have taken the opportunity to visit the space in the last couple of days. There is much pleasant surprise being expressed about what is currently there and the potential benefits for the entire community if the 'Village Green and Garden' concept was adopted in a redesign.</p> <p>I am also surprised that the old timber slab building is not heritage listed. On inspection this morning I found that the building, though in a state of disrepair, was an outstanding example of a 'pioneer' era structure potentially from the late 1800s. I don't know the history of the building but from a cursory look, it appears that it was an old carriage works.</p> <p>The walls are timber slabbed with original blacksmithed nails in the style of a late 1800s building. The building's posts have large metal nails which were probably used to hang bits and bridles, there is a metal rack possibly used for saddles and the cement flooring contains several metal beams which could have been used to support carriage wheels. There are also original, and probably locally blacksmithed decorative metal flourishes at the top of the beams on the front entrance.</p> <p>It would be a terrible waste to bulldoze such a fabulous example of an original 'pioneer' style building that serviced the Bungendore community when it was first established. In addition, after careful and thoughtful renovation, the building could become a useful structure once more and another historic tourist attraction for Bungendore.</p> <p>As for the 'Village Green and Gardens' concept, this would include the provision of some space for car parking, with suggested public toilets and EV charge stations. However, the areas that contain green space, old gardens, trees and buildings could be developed into an attractive 'Village Green and Gardens,' including:</p> <ul style="list-style-type: none"> • A park with beautifully planned gardens regenerated from the current overgrown structures. <ul style="list-style-type: none"> ○ Tourists and community members alike would use and value this space for its beauty and aesthetic appeal (Tulip Top Gardens, Floriade, Open Gardens etc are 	Contracts and Projects	See response to submission OP06	

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	<p>excellent examples of the popularity of garden tourism)</p> <ul style="list-style-type: none"> ○ Increased biodiversity of flora and fauna (especially with the planting of bird, butterfly and other insect attracting plants) ○ Education opportunities, especially if trees, micro-climate/plant-communities and plants are labelled and/or maps provided ○ Potential for the creation of a beautiful native garden with examples of cool climate plants and educational and interactive features - designed in conjunction with local indigenous groups (with benefits for tourism and education) ○ A place for community members and tourists to have picnics ○ Can form part of a burgeoning garden tourism industry with the redevelopment of the Carrington Inn Gardens, the nursery and gardens currently being developed behind Bungendore Harvest (the old Food Lovers site), and 'The Courtyard.' <p>• Cottage Garden</p> <ul style="list-style-type: none"> ○ I am aware there is already a community garden in Bungendore but I'm not sure how active it is or that many people are aware of it. ○ There is space for an attractive and productive cottage garden using the established fruit trees and existing garden layout ○ The cottage garden could combine the principles of permaculture, companion planting and attractive design in a quaint setting to encourage the use of productive plants in garden design (depending on the outcomes of community consultation and Council priorities) ○ Would need a volunteer group to establish and manage - there is a large amount of community interest and I believe that would translate to the establishment of a volunteer group with oversight from Council <p>• Village Green for Events and Markets</p> <ul style="list-style-type: none"> ○ This is an excellent site to host community events and markets ○ It is central to town, which means locals and tourists don't have to go out of their way to attend ○ It has access and visibility directly from Malbon Street, which will allow tourists to see the markets and wander around town before or after shopping at the markets ○ Locals can easily access the events markets while they are in town on other business <p>• Children's Playground</p> <ul style="list-style-type: none"> ○ Bungendore only has one children's playground at Mick Sherd Oval ○ There is the potential to have an attractive and interactive natural playground that can educate children while they play (e.g. pioneer-style cubby house, dry creek bed with old hand pump similar to the playground at Tidbinbilla, windmill and tank for climbing, integration with the native garden with sculptures/play equipment that 			

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	<p>relates to our local indigenous stories/history)</p> <ul style="list-style-type: none"> ○ There is already a small shed hidden under a huge privet that has previously been used as a cubby house. It is hidden under the boughs of the privet and curtains of ivy and would be a child's 'secret garden/cubby' dream <ul style="list-style-type: none"> ● Renovation of the former shed/house <ul style="list-style-type: none"> ○ This building is in reasonable condition ○ It would require minimal work (even just a clean up) to become a useable community space ○ The building could be used to host workshops and smaller community events (e.g. volunteer gardening group meetings, other community group meetings, art and craft get-togethers), as well as private functions such as parties etc ○ The Council could charge a small hiring fee to help with the maintenance ● Renovation of the carriage works building <ul style="list-style-type: none"> ○ Potential tourist attraction as an example of 'pioneer' building and historical service ○ Education opportunities regarding the 'pioneer'/colonial history of Bungendore and also its effects on our indigenous peoples ○ There are quite a few people in the community who would be interested in volunteering with renovations and there is an active Bungendore History Group that could be involved <p>Local business would benefit by:</p> <ul style="list-style-type: none"> ● Bringing in tourists for day trips to visit, stay and play in the gardens, rather than bypassing the town on the way to the coast. ● Local cafe and food outlets would have more customers and could even capitalise on the opportunity by providing picnic-style takeaways/hampers ● Attractive public three-way access to the main streets in the business district, namely Gibraltar, Ellendon and Malbon Streets ● Events centred around 'The Village Green and Gardens' would bring in additional locals and tourists ● Creation of well-planned and attractive car parking spaces and public amenities including EV charging stations and public toilets ● Potential for pop-up businesses and regular markets <p>The community would benefit by:</p> <ul style="list-style-type: none"> ● Having an attractive space for recreation in the middle of town including picnic areas, children's playground, gardens and green space ● Education opportunities from Bungendore's indigenous and pioneer history to garden design, 			

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	<p>productive gardening, flora and fauna, and ecological concepts</p> <ul style="list-style-type: none"> • Volunteer opportunities that build networks and relationships, and benefit the whole community • Easy access to community events or markets taking place in the Village Green <p>The environment would benefit by:</p> <ul style="list-style-type: none"> • Creation of and increase in biodiversity • A population who cares for and values their green space • Locals and visitors who learn about their environment either through active education activities and infrastructure or passively through enjoyment and exploration of natural/green spaces • Avoidance of irreparable damage to existing green space (and historical buildings) <p>The Council would benefit by:</p> <ul style="list-style-type: none"> • Increased regional tourism • Positive and productive engagement with the Bungendore community through a project that is win-win for all involved • A venue for community events • Income from hiring out facilities, events and fees • A 'great' not just 'good' news story <p>Accessibility:</p> <ul style="list-style-type: none"> • The area is flat and level • It is already accessible for people in wheelchairs or with mobility issues • The design can actively incorporate many features to ensure accessibility for people who are mobility and visually impaired <p>The opportunities and benefits to Council and to our community through developing this area into a thriving and vibrant 'Village Green and Gardens' would far outweigh the cost of irreparably damaging the area by bulldozing the trees, gardens and historical buildings for car parks, which many in the community believe to be unnecessary.</p> <p>There is also a groundswell of community support growing for the 'Village Green and Garden' since the suggestion of this idea on social media community groups only a couple of days ago. There are many people who would be happy to volunteer their time and skills to help Council realise the potential for this win-win situation.</p> <p>I hope you can see the potential this area has to bring enormous benefit to our local businesses, community and to the Council. Let's take the opportunity to create something we can all celebrate.</p>			
OP52	<p>I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens that could be utilised for community events.</p>	Contracts and Projects	See response to submission OP06	
OP53	I object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at	Contracts and Projects	See response to submission OP06	

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	<p>the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens that could be utilised for community events.</p>			
OP54	<p>It came as a surprise to me the extent of the new proposed car park planned behind the former Bungendore IGA. I understand the proposal for the expansion of the carpark was put forward when the former IGA was still located there. There were discussions about expanding the IGA on that site, but as we all know the IGA was rebuilt on another site and the former IGA site has been empty for the last two years.</p> <p>The proposal for the carpark was published in the Bungendore newspaper late last year. The design was so unclear no one could decipher from the diagram where it was located. Soon after, the bushfires started in the local area and now COVID-19. The issue needs to be readdressed now that people are no longer distracted.</p> <p>The size of the carpark is now totally inappropriate. Several people have recently visited the site of the proposed car park and found a previously inaccessible area. They discovered a delightful area of trees, lawns, gardens and heritage buildings. Access is through a gate next to Manon & Moss (homewares store) on Malbon Street, just up from the Woodworks cafe. It's an attractive greenspace that could be used for community events, markets or just picnics and a play area. There are very few public gardens in Bungendore. The sports oval does not have gardens. Many new housing developments are currently underway, with most, if not all sites clear-felled for development. The new housing area 'The Meadows' has no community spaces.</p> <p>With Bungendore set to expand over the next few years I would like Council to reassess their proposal, particularly the size of the proposed car park and consider using the 'special' area for community enjoyment. It would also be unfortunate for the interiors of the two main streets in Malbon Street to be large carparks.</p>	Contracts and Projects	See response to submission OP06	
OP55	<p>I think we should keep the green space and buildings as they have history associated with the homes they belonged to</p> <p>A small carpark could be developed This would be a great space for council Christmas events etc</p> <p>Signage directing folk to toilets and car parking at Mick Sherd oval plus a sign or brochures showing heritage and places of interest walk from there or railway to the green for visitors Would be a great asset too</p> <p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.</p>	Contracts and Projects	See response to submission OP06	
OP56	<p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.</p>	Contracts and Projects	See response to submission OP06	
OP57	<p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.</p>	Contracts and Projects	See response to submission OP06	
OP58	<p>With regards to the proposed Bungendore Central Carpark, I would like to suggest that the need for so many car spaces is superfluous, since the original supermarket re-development did not go ahead (and the new IGA supermarket was sited at the other end of the commercial precinct). The proposed carpark site is a ready-made green space that offers a rare and valuable opportunity to create a village heart for social, recreational and community events. The area is tranquil and historic, with existing buildings and trees that enhance the village atmosphere. There are many precedents around Australia and the world for thriving "green" village centres; many progressive communities are re-introducing this time-honoured concept to great success. We are so lucky in our own community to have an existing space, requiring little work or financial outlay, that could provide the same.</p> <p>As long-term residents, local business owners and designers, my husband and I know how important it is to support and promote the commercial recovery of Bungendore village after the recent drought, terrible bushfire season and now the Covid crisis. Businesses are hurting, residents are disheartened, and we need to do everything possible to re-create and boost our local and tourist economy. Creating this space would greatly add to the attraction of Bungendore as a destination, and if the proposed project was scaled down to provide fewer carparks, located at the northern end of the site, and retain the rest as a green space as described above, it could be a far more appropriate and welcome development in the village.</p>	Contracts and Projects	See response to submission OP06	

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	I urge you to re-consider the scope of the project, and to do the right thing by the community of Bungendore. Thank you for your consideration.			
OP59	<p>I've just come back from wandering around this area that is proposed for a carpark</p> <p>I feel since the new shopping centre has a carpark for 135+ carparks that this may not be as critical as it was four or five years ago</p> <p>The opportunity now is to reconsider this space as a wonderful opportunity to link both Gibraltar Street and the Kings Highway together through an open landscape that could become a central Village Green for Bungendore and Markets</p> <p>Two wonderful old heritage open barns are a classic nod to the heritage we so desperately need to hold onto as an opportunity for the community and landscape development for the heart of Bungendore</p> <p>With a better plan we can still have some carparks but keep a central area which could be developed inside the carparks for all future meetings and markets and a centre for Bungendore market trade</p> <p>This would also allow all the streets to be linked by an internal passive car less central park like connection with some true urban landscape design opportunities</p> <p>I'm happy to help draw a concept plan to illustrate this if it all you need. Please reconsider the drawings and proposal before progressing</p> <p>Currently I'm working for ACT Government in the City Renewal Authority as a landscape architect project manager and I am very keen to help you</p>	Contracts and Projects	See response to submission OP06	
OP60	<p>As a resident of Bungendore I would like to offer my opinion on the current proposal to turn the Village Green into a carpark.</p> <p>I believe this beautiful pocket of land could be a valuable asset to our town as a location for community events, a picnic area for visitors and residents alike and a venue for regular outdoor markets, to name but a few possible uses of such a wonderful green space.</p> <p>I believe the money that is put aside for converting this area could be better spent doing up the train station car park which would provide ample car parking space in our town in addition to those parking spaces that already exist.</p> <p>As a member of the Bungendore community for the past 8 years, I object to the car park proposal as it stands. As an alternative, I support a proposal for a reduced car park size at the northern end of the space in question which will allow a green space to be retained at the southern end (being the space behind 10 & 12 Malbon Street)</p> <p>The southern end is comprised of historical sheds, established trees, fences, hedges and gardens- this could be a great central green hub that connects Gibraltar St, Malbon St and Ellendon St. This could be a space to be used by local residents, local businesses and visitors alike.</p> <p>The funds could be used elsewhere, such as fixing the car parking at the railway station which is used daily by commuters and parents collecting children from school.</p>	Contracts and Projects	See response to submission OP06	
OP61	<p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end.</p> <p>The southern end is comprised of outbuildings, established trees, fences, hedges and gardens.</p> <p>We need to treasure any heritage that remains and to stop bulldozing it into oblivion.</p>	Contracts and Projects	See response to submission OP06	
OP62	<p>I'd like to register my opposition to plans to develop a carpark on the Bungendore 'village green' off Malbon St in Bungendore.</p> <p>The green space should be retained as is. It's a silly location for a carpark - I doubt people would use it, just like the carpark near the bus interchange in Queanbeyan. What a waste of public money!</p>	Contracts and Projects	See response to submission OP06	
OP63	<p>We object to the car park proposal as it stands and support instead, a proposal for a reduced car park size at the northern end of the space and green space to be retained at the southern end. The southern end is comprised of outbuildings, established trees, fences, hedges and gardens and would be some of the oldest remnant garden remaining in the central village area.</p> <p>This area could be a vibrant community space linking the shopping precincts of Ellendon, Gibraltar and Malbon Streets. There are 7 coffee shops within 100 metres of this beautiful area. How nice it would be to be able to access this area for a more comfortable visit to Bungendore.</p> <p>This hidden gem is virtually unknown to most residents and visitors. It is the perfect spot to sit and contemplate amongst already established gardens with roses, hedges and old trees.</p>	Contracts and Projects	See response to submission OP06	

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	<p>Something most villages, towns and cities could only dream of...and we could lose before anyone (except council) knows it exists.</p> <p>When this area was acquired by council, the busiest area of Bungendore was Gibraltar Street between Molonglo and Ellendon Streets. Those days have gone and the Supermarket, incorporating butcher and liquor store have moved up Malbon Street, and incorporated their own 113 car park. There is 50 car park, including 4 charging stations, has been built in the meantime in Ellendon Street by the proprietor of the Carrington Hotel. This carpark mostly remains empty.</p> <p>So, since this time this carpark was mooted and land acquired, there have been over 163 carparks developed by private businesses in the area around the Malbon and Ellendon intersection. Having carparks on the edges of a tourist area are better as they will encourage visitors to walk and discover the shops and galleries of Bungendore. Placing a massive carpark in the middle of a tourist area which will increase the vehicle traffic in an area with more pedestrians.</p> <p>Council, Please save the village green as a pedestrian / tourist area. Put in public toilets and reduce the proposed carpark to the eastern area – behind 14 Malbon Street. Connect with entrances on Gibraltar Street between the Butcher and the Liquor Store and the small carpark behind Bendigo Bank. We don't need a hot treeless carpark in a quiet sanctuary.</p>			
OP64	I am writing in regards to the non-existent road markings on the roundabout of Morisset St and Collett St. Please if you could re-do the markings to make them visible as it is getting quite dangerous as people think it is a one lane roundabout.	Transport and Facilities	<p>Clearer markings would address some of the traffic issues that occur at this intersection. Initial quotes suggest some improved linemarking will cost around \$10,000</p> <p>This issue is currently being addressed by operational staff. Line marking works to be undertaken in current financial year as part of maintenance works.</p>	No adjustment required, works to be funded from 2019-20 financial year.
OP65	Landowners of Joe Rocks Road have requested funding for a bold initiative to upgrade their road, based on expenditure for local roads items: 101002, 101300 and 101300 of the Operational Plan.	Transport and Facilities	The funds outlined are for capital works. Joe Rocks Road is only Council-owned/maintained until The Mountain Road turnoff. The unsealed section is not a Council road.	Submission noted
OP66	<p>But! I am begging you QPRC to be leaders in this space and think in a green and futuristic way. Please! I'm begging you retain the old slab hut- have it lovingly and sensitively restored. Be respectful of the history and historic buildings surrounding the space. Keep the green meandering pathway to Malbon St- enhanced with a seat. Provide a history wall explaining the area's former use. Please gravel the main area rather than create a massive black heat bank Of bitumen or concrete no one will want use over the summer. Please be leaders and plant shady trees that can drink the water from the gravelled parking area Make this a haven not a hole. Utilise the sun on a covered walkway to Ellendon St which can then provide night-time lighting and enhanced security. Above retain the beauty and history becoming leaders in urban design. DONT just make a carpark. Create a haven that will enrich the lives of all who need to use it. There are many examples in Canberra- look how they do it at some of the housing developments. Beautiful restrooms powered by solar and water tanks, information and history walls. Grass, gravel, trees, public art, seating spots. You can do this council. Don't miss the opportunity.</p>	Contracts and Projects	See response to submission OP06	
OP67	<p>Forster Street is one of the most character filled streets in the Bungendore village with its mudbrick heritage houses, eclectic dwellings, open garden day – a great place to live. But to my knowledge Forster St Bungendore is the only street in the Palerang Shire with the following combination:</p> <ul style="list-style-type: none"> • Is a no through road (western side) • Has a busy business near the terminus of the no through road (child care centre) • Has no off road pathway for pedestrian safety. <p>The daily volume of cars accessing the childcare centre share the road with mothers, prams, siblings, cyclists, pedestrians, the elderly and mobility impaired citizens and local children and residents. Fun and dynamic but also hazardous.</p> <p>The <i>Bungendore PAMP and Bike Plan</i> (p. iv and 39) under the Integrated Transport Strategy recognised this and gave a high priority to a shared pathway in Forster St Bungendore. ¹</p> <p>My request is for Council and executive to consider bringing forward this implementation ASAP and include it in the annual budget process.</p> <p>The proposed pathway is under 170 meters and represents one of the less costly works identified in the bike plan and one with significant merit given its unique circumstance. ²</p> <p>¹ The plan also recognised the longer term value of safe, strategic and alternative shared pathway access for a growing South Bungendore to access the Molonglo Street businesses and future sports complex. ² One of the contributing issues is that the entry to Forster St (western side) is relatively narrow at 6 meter</p>	Contracts and Projects	<p>A shared path along Forster Street (between Molonglo St and Ellendon St) is listed as a high priority project in the Bungendore Pedestrian and Mobility Plan which was adopted as part of the Integrated Transport Strategy in 2019. It is listed in ninth spot in the list of high priority shared paths to construct in Bungendore behind higher priority paths in the area.</p> <p>It is estimated that a footpath in this area (280m) would cost \$70,000</p>	That Council seek grant funding for this project

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	67 centimetres (at the entry) compared to for example the less trafficked parallel Rutledge St. at 7 metres 36 centimetres (at the entry).			
OP68	Hi as a rate payer I'd like to inform the Council that Bungendore does not want or need a 'carpark'. The area behind 12/14 Malbon St should be opened up for an awesome meeting/picnic/activity/playing area. What other little gems does council hidden? I and my family would like the council to reconsider the idea of a carpark please. My vote is for a green area.	Contracts and Projects	See response to submission OP06	
OP69	I am writing to object to the proposal to build a giant car park between Maldonado and Gibraltar Streets in Bungendore. Instead, I support the proposal for a reduced car park size at the northern end of the space with Car access via Ellendon and Gibraltar street, walking access only to Malbon Street, public toilets, electric car charge space as proposed, and to retain as much green space and trees and historic buildings as possible in order to create an enhanced and multi use space at the southern end. This alternative proposal will be far more in keeping with the QPRC 20 year strategic statement.	Contracts and Projects	See response to submission OP06	
OP70	As a member of the Bungendore community for the past 8 years, I object to the car park proposal as it stands. As an alternative, I support a proposal for a reduced car park size at the northern end of the space in question which will allow a green space to be retained at the southern end (being the space behind 10 & 12 Malbon Street) The southern end is comprised of historical sheds, established trees, fences, hedges and gardens- this could be a great central green hub that connects Gibraltar St, Malbon St and Ellendon St. This could be a space to be used by local residents, local businesses and visitors alike. The funds could be used elsewhere, such as fixing the car parking at the railway station which is used daily by commuters and parents collecting children from school.	Contracts and Projects	See response to submission OP06	
OP71	Council has used a live chat facility on its website for the past six years. Throughout this period, the facility has been useful and welcomed by customers, however it is resource intensive (average chat = 9 minutes compared to 2 minutes for phone call) and at busy times, or when staffing resources are limited (sick/leave), Council is either unable to offer the service or does not provide an adequate level of service. The value of the live chat function was evident during March-May when Council's customer service centres were closed to physical transactions, meaning more resources could be directed to live chat. During this period (46 business days), almost 700 chats were conducted, with an average satisfaction rating of 4.68 out of five. In comparison, 119 chats were taken between November 2019 and March 2020 (95 business days) with an average satisfaction rating of 3.58. While additional resources would address this matter, artificial intelligence technology is emerging that reduces the human involvement (providing set up is adequate). While some human involvement would be required for complex enquiries, it is envisaged that simple online chat requests (service requests, general information etc) and the initial stages of the chat (gathering of information) would be able to be conducted by a chat bot. Other users have reported a 75% reduction in human involvement. Staff have conducted an assessment of three options, with the preferred option providing artificial intelligence software that interprets and understands the customer's enquiries. Council has been offered a discounted price as an early adopter for the initial three years. The benefits of using a chat bot include: <ul style="list-style-type: none"> • Increase service level for online chats • Provide consistent online option for customer enquiries • Reduce phone calls and in-person visits to customer centres • Allow staff to focus on other matters • Increase customer satisfaction • Continue the automation of Council services The introduction of a chat bot, along with additional changes within the customer service area, including the introduction of the NSW Planning Portal and continuation of electronic file searches may enable the redeployment of resources to other high-volume areas or an expansion to customer service duties. As mentioned above, the live chat facility is not adequately resourced, so three options exist: stop providing the service, allocate additional staff resources, introduce chat bot with artificial intelligence.	Customer and Communication	The use of online chat functions is increasing in popularity, especially with a large portion of the Queanbeyan-Palerang workforce employed in government environments where they aren't able to access customer service centres and prefer to make contact online. A review of potential options has been conducted by staff, with the preferred option provided by Bold360. A discounted proposal has been presented to Council as an early adopter of the technology. Under the proposal, the costs are: Professional services (design configuration) – one off charge - \$US12,000 (reduced from \$US\$24,000) = approx. \$AUD17,500 Annual subscription (based on 360,000 interactions/web site visits) - \$US35,000 (reduced from \$US65,000 = approx. \$51,000 Total funding required in 2020-21 = \$68,500 Funding required in 2021-22 and 2022-23 = \$US35,000 After the initial three-year period, the annual cost would be \$US65,000	Provide \$70,000 funding from the proceeds of the Southern Phones sale in 2020-21 for the development and implementation of the chat bot.
Submissions on Fees and Charges and Revenue Policy				
FR01	Fees for family daycare/ the fee for electronic time sheets I have been a care for over 20 years I pay \$156.00 per week cares lev to the family day care .Cares have ask for years what is the fees used for? Where does the money go. Over the years we have been told many things one of them is sum goes to	Community and Education	The educator fee and administration levy are used to assist with the operational costs of running the scheme.	That Council decides whether the fee remain or is removed

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	putting the time sheets in manually to the government (Wages) So I think that we already pay to dill with the time sheet. Also I would like to nowhere the fees go it need to be more transparent.		<p>When the decision was made to go paperless and the coordination unit transitioned all educators to electronic timesheets, an incentive of covering the cost for a short period of time was offered. Queanbeyan-Palerang Family Day Care is one of very few schemes that currently absorb this cost. This fee is a tax deduction for educators.</p> <p>Council considered this matter in adopting the 2019-20 Fees and Charges. Council resolved to add a further \$4,500 to the Family Day Care budget to cover the fee.</p> <p>Council undertakes a review of expenditure of the Family Day Care Scheme leading in each new financial year. Council has reduced expenditure by reducing printing costs (timesheets), ceasing unnecessary contractors (yard maintenance), however still provides the majority of services prior to the COVID pandemic. One service we have been unable to continue is Family Day Care Storytime, this was held at the library once a month and was ceased due to the library's busy schedule. These decisions were made in light of the escalating cost to Council and the fact that income, including Government subsidies were not matching the ongoing costs.</p> <p>For the 2020-21 financial year, it is expected that Family Day Care will receive income of \$1,662,573, made up of Government subsidies and user charges. Expenditure is estimated to be \$1,587,546 which includes staff costs, training, accreditation, advertising and promotion of the service just to name a few. This results in an operational surplus for the year of \$75,026. If internal attribution and property management charges of \$140,667 are included the result is a deficit of \$65,460 which means the Queanbeyan-Palerang ratepayers, who are not necessarily users of the service, subsidise the service by \$65,460 per year</p> <p>If Council chooses to remove the timesheet fee again for the 2020-21 financial year, this will add a further \$5,148 to the annual subsidy from ratepayers.</p>	
FR02	I believe Little Burra and the new Eastgate Mt Pleasant should not be set as residential the same as Googong as we do not receive town water or power etc that is unfair on those who have chosen to purchase rural land.	Finance	<p>The areas of Little Burra Road and Mount Pleasant Road are categorised as Residential General not Residential Googong.</p> <p>The land is not rated the same as the Googong township.</p> <p>Residential General is the same category as Rural Residential in the old structure.</p>	
FR03	I draw your attention to the Draft Revenue Policy 2020-21: 1. There is a significant error in it on page 22. If you add up the Jerrabomberra residential general rates, water & sewerage and water use rates (\$1,165 + \$1,308 + \$1,174) they do not equal a 'typical rates' figure of \$4,133. They add up to \$3647. 2. Then if you look at the proposed change for Jerrabomberra residents, the figures listed are \$4232 or an increase of \$99. This is plainly incorrect. If Jerrabomberra rates do increase to the figure quoted for 2020-21, this represents an increase of \$585 (16%) which is, quite frankly outrageous! This is between 4-5 times greater than any other proposed increases. 3. At the same time that corrected figures would suggest that QPRC is suggesting that Jerrabomberra residents should be sluggish with a 16% increase in rates, I note that Googong residents might have a cut. This is most unfair. I understand that rate increases are sometimes required and I've read the principles regarding how they are set. However this proposal is based on incorrect figures, it is out of step with other residential areas and it is not justified under the principles contained within. Nor is it justified, as far as I can see, based on the Draft Operational plan. I strongly object to the proposed rate increases for Jerrabomberra residents and trust that you will review the proposal in the light of the above.	Finance	<p>There were two errors in the table regarding Jerrabomberra. Firstly, the 2016 valuation should have been \$335,000 not \$355,000. And secondly, the general rates for 2019-20 should have been \$1,651 not \$1,165. The typical bill totals were correct, so overall the average Jerrabomberra resident can expect a \$34 increase on general rates and a \$65 increase on water, sewer and waste charges as well as water usage.</p>	Submission noted
FR04	I would like to make a comment regarding the introduction of the electronic timesheet fee of \$3.30 per week for Family Daycare Educators. Educators already pay an educators levy of \$0.50 per hour per child to cover costs of the scheme and I feel that this payment would already cover the electronic timesheet fee	Community and Education	See response to submission FR01	

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	instead of making it an additional cost to Educators. When the electronic timesheet software was introduced we were forced into using it as this is the way the scheme administration wanted to go. Due to not printing of paper timesheets and other documents anymore there should be funds freed up from this to cover this payment. On numerous occasions there have been requests to have a detailed itemised statement as to what the educators levy is used for and only a vague answer has been given. Please reconsider the introduction of this fee.			
FR05	There is something wrong with your figures for Residential Jerrabomberra on page 22. The general rates, water, sewer and usage charges add up to \$3647, not 4133, so the increase is actually a staggering \$585. Jerrabomberra residents should not be subsidising the water treatment plant at Googong which results in Googong residents having reduced water usage costs. I see nothing that indicates why Googong residents get a rates reduction while Jerrabomberra residents have an extraordinarily large increase.	Finance	<p>There were two errors in the table regarding Jerrabomberra. Firstly, the 2016 valuation should have been \$335,000 not \$355,000. And secondly, the general rates for 2019-20 should have been \$1,651 not \$1,165. The typical bill totals were correct, so overall the average Jerrabomberra resident can expect a \$34 increase on general rates and a \$65 increase on water, sewer and waste charges as well as water usage.</p> <p>As part of the rates harmonisation process, the overall general rates charge for Googong was reduced slightly, however Googong residents still pay a higher base rate to reflect the additional services and amenities available.</p> <p>Council is expecting that recycled water will be provided to Googong households during the 2020-21 financial year. Delivery of recycled water has been delayed due to approvals required from NSW Government departments.</p> <p>The 5% discount was applied from the 2014-15 financial year and was introduced as an incentive to use recycled water. As recycled water has not yet been provided, this discount effectively provides Googong residents with a 5% discount on potable water. The impact of this discount is minimal, with the recycled water meter only providing water to toilets and outdoor taps. It is estimated that in 2019-20 that had the 5% discount not been in place, Council would have obtained an additional \$9,000 in income.</p> <p>Since introducing the discount, Council has stated that it would review the discount when recycled water is being provided to houses. This review would be based on usage and operational costs.</p> <p>Until Council has been providing recycled water to Googong properties for at least 12 months and has had an opportunity to consider reticulation and operational costs, it won't be in a position to reconsider the fee structure</p>	Submission noted
FR06	Regarding the additional fees for submitting electronic time sheets for family day educators. I believe this is unfair as educators already fill in the timesheets and submit as they always did with the paper timesheets. This was introduced to save time and paper and should result in a decrease in work load for QPRC Family Day Care staff. This should result in a decrease in fees for FDC educators not an increase. This fee increase should not be charged in fact this new electronic time sheet should result in a decrease in fees charged to educators.	Community and Education	<p>See response to submission FR01</p> <p>Moving to electronic timesheets has not decreased to workload for staff during the processing period. Staff have an obligation when submitting information to the Government to ensure that it's true and correct. Whilst the process itself has changed, there is a responsibility on staff to ensure the information is accurate.</p>	
FR07	I am writing in regards to the \$3.30 fee being introduced to Family Day Care educators to pay for their weekly use of harmony. Firstly I do wish to say thank you for not increasing our administration and educator levies this financial year. Also thank you for assisting us during the Covid 19 period and only charging half the administration fee due to our major loss of income. This being said my argument for not being charged this fee is due to when things return to normal I shall resume paying approximately \$464.00 a fortnight in fees. Due to services being provided by the scheme continually being reduced and the lack of support I receive from them I believe it's not unreasonable to request the harmony fee continues to be taken from fees I already pay.	Community and Education	See response to submission FR01	
FR08	<p>On Page 36 under the heading Gold Venues the Commercial Rate that has been out on exhibition for consultation has an error for the hire fee of 1 hour (Note: Minimum 2 hour hire).</p> <p>The rate charged should be \$68.00 per hour not \$75.00 per hour. The rate in 2019-20 was \$62.</p> <p>I put forward the recommendation that the amount as advertised be changed to \$ 68.00 for 1 hour (Note:</p>	Recreation and Culture	Internal submission	That the Fees and Charges be amended as per the submission

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
FR08	<p>Minimum 2 hour hire) hire fee of a Gold Venue</p> <p>In light of COVID-19, there will be a requirement for extra cleaning to occur at Council Community Centre when they are able to be reopened and hired out to the community.</p> <p>Staff have requested that the following be added to the Fees and Charges</p> <p>Fee Covid-safe clean following hire (applies to all community centres hired by Council)</p> <p>Price: At full cost recovery (price to be provided at time of hire).</p> <p>The COVID price will be added on to the hire if required.</p>	Recreation and Culture	<p>Internal submission</p> <p>The hirer agreement will be amended to ensure that hirer is aware of requirements, including additional cleaning charges</p>	That the Fees and Charges be amended as per the submission
FR09	<p>Proposed reduction in fees and charges for notification of a development application in a local newspaper from \$360 to \$300.</p>	Development	<p>Changes in legislation have meant that Council is no longer required to advertise development applications in the local newspaper as this can now be done online. This has reduced the cost of carrying out the advertising. It is estimated the saving from not placing an advertisement in the paper is approximately \$60 based on a typical advertisement for a single DA taking up 5% of the Council's page at an average of \$1,300 per page across the three papers.</p> <p>This reduces the existing fee from \$360 to \$300. The remaining \$300 still covers the cost of the standard notification as well as the cost of preparing the advertisement for placement on the web site.</p>	That the Fees and Charges be amended as per the submission
FR10	<p>See separate attachment to 24 June Council meeting for full submission</p> <p>Summary of submission Written submission from NSW Farmers attached in full.</p> <ul style="list-style-type: none"> Land valuations will likely result in an increase to rates. All Council's set rates differently and rates are an ever-increasing and unpredictable cost. Request additional farmland subcategories to assist in addressing inconsistency in land valuations within a category to level rate increases across the farmland sector. Request Council include a base amount of at least 30% in the rate structure, and recommend the base amount be approximately 45% for residential and lower for farmland to reflect a lower use of services. 	Finance	<ul style="list-style-type: none"> Increases in land values do not necessarily result in rates increases – however they can for individual ratepayers where land values have increased disproportionately. In NSW, legislation requires local councils to determine rates structures, which are set independently for each local government area (LGA), and each LGA's total rates are capped by legislation, so that rates cannot rise unpredictably year on year. Next year, rates are capped at 2.6%. In setting its rate structure for the coming year, Council reviewed the possibility for creating new farmland rates subcategories. By virtue of section 529(2)(a) of the Act, a farmland sub-category may be determined according to the intensity of land use; economic factors affecting the land or irrigability of the land; however not to assist with the levelling out of rates increases. Council has included a base rate in the draft structure, ranging from 30-40% for residential, and set at 43.7% for farmland. <p>In setting the base rate, Council considered both:</p> <ul style="list-style-type: none"> the revenue collection to for the cost of Council services and operations, and, the ratepayer capacity to pay. In the case of the farmland rates category, the base rate was set higher than other categories in order to reduce the number and extent of sudden, large rate increases. 	Submission noted

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

24 JUNE 2020

ITEM 9.13 ADOPTION OF 2020-21 OPERATIONAL PLAN AND FEES AND
CHARGES

ATTACHMENT 2 ATTACHMENTS TO SUBMISSIONS REPORT

Submission OP03

Please find a budget submission for your consideration.

Summary:

Request expenditure under the 2020-2021 operational budget for two specific items:

- the development of dedicated and safe bike paths from Jerrabomberra along Tomsitt Drive, north along Lanyon Drive to Canberra Avenue and then connecting to the existing bikepath opposite HMAS Harman (see graphic below); and
- Advocate strongly for new express peak hour bus services to Canberra City from Jerrabomberra and the development of a park and ride facility along Edwin Land Parkway. Both of these are already proposed under the Integrated Transport Plan.

Background and detail

I'd like to draw the council's attention to a particular concern of mine, but one which I believe would also be of concern to a larger segment of the community.

The suburb of Jerrabomberra is one of the most populous suburb of Queanbeyan shire according to the most recent Australian census data, with a population of 9,508 people, far larger than the city of Queanbeyan at 6,237. However, despite an overwhelming majority of Jerrabomberra residents working in the ACT, just 0.007% of residents ride their bikes to work, and only 0.005% of residents take the bus to work. Over 88% of people drive their own vehicle. In 2020, this is unacceptable from a variety of perspectives.

However, upon investigation there are good reasons for this. Despite being one of the most populous suburbs in Queanbeyan, there are no direct public links between Jerrabomberra and Canberra City – the place of work and leisure for the majority of the Jerrabomberra residents. The bus routes between Jerrabomberra and the City need to travel via Queanbeyan which adds excessive time and cost to the journey. I understand that council does not operate the buses and I have already approached Qcity buses on the issues I have mentioned on numerous occasions, but have not received a call back.

Furthermore, the QPRC has also provided no safe means of biking between Jerrabomberra and the City of Canberra. The building of bike paths have been focused on providing leisure rides around the Queanbeyan city centre rather than on structuring a well-connected community network to support safe passage to major places of work. The QPRC classes the distance from Canberra City to Queanbeyan as one of Queanbeyan's Strategic Advantages and yet unless you have a car, there are no linkages to get there. Bus and bike linkages are non-existent.

The QPRC Community Strategic Plan (2018-2028) has already identified that community engagement has highlighted the congestion and lack of connectivity and poor public transport as key problems in our community, but this is specifically a concern of the Jerrabomberra community. This will only increase over time as more and more vehicles utilise Edwin Land Parkway through Jerrabomberra as a thoroughfare to get to their workplaces in Canberra. Travel times along Tomsitt Drive, Lanyon Drive and Monaro Highway are already increasing and motorists are getting increasingly agitated during peak hour.

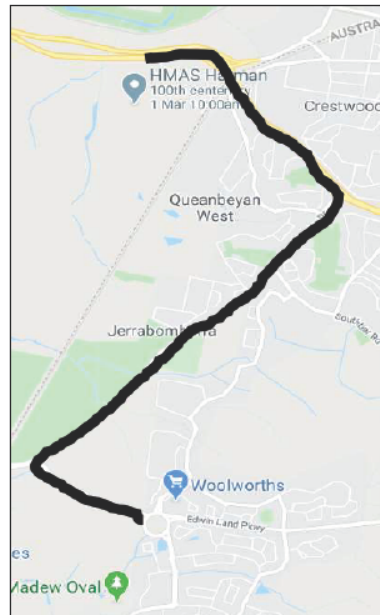
These roads are unlikely to be able to deal with a continual increases in traffic from Googong thoroughfare and increased traffic from the western Jerrabomberra commercial, industrial and residential precinct, and will only lead to further agitation among Jerrabomberra residents. More transport options are required to deal with this mess.

The integrated transport plan correctly notes that the likelihood of a fatality increased rapidly at speeds over 30 km/h, and bike commuters must run the gauntlet along Tomsitt Drive and Lanyon Drive with cars speeding past at over 80 km/h. I have ridden along these roads, and simply printing a picture of a bike on the side of the road, does not make it safe route - It's no wonder that 0.007% of residents use bikes as a means to get to work, and it's no wonder that even less women use this method of transport. There is a need for dedicated safe pedestrian/bike path network connecting Jerrabomberra to Canberra City. Ignoring your own research into the risk of death on roads will not abrogate your duty of care to the Jerrabomberra community.

Under strategic pillar number 4 of the Strategic plan, the QPRC has an aspiration that we are all connected to accessible services and facilities that provide our needs for living, work and leisure. Through the Integrated Transport Plan, you have alert us to the multitude of benefits to come from using 'active transport', including the economic, environmental, mental and physical health benefits. These positive aspects are well documented, yet to Jerrabomberra residents and many other Queanbeyan suburbs, they are not available. Jerrabomberra has no direct bus route to the city and no safe route for bike traffic.

I would draw your attention to section 2.6.1.2 of the Integrated Transport Plan, which identifies that the cycling network lacks key links, particularly to the CBD and ACT, "as such, it does not provide a viable means of access". Factors which contribute to the low levels of commuter cycling in the QPRC area.

Consequently, I would like to propose expenditure under the 2020-2021 Operational Budget to build a dedicated and safe bike path from Jerrabomberra central roundabout along Tomsitt Drive to Lanyon Drive. I would also like to propose the expenditure of a connection north along Lanyon Drive to Canberra Avenue, and then from Canberra Avenue to connect to the existing bike path opposite HMAS Harman. Such a bike path would allow safe commuting for bikes for Jerrabomberra, Karabar and improve access from both Googong and Queanbeyan as well. I would also like to request that you prioritise strong advocacy for new express peak hour bus services to Canberra City from Jerrabomberra and the development of a park and ride facility along Edwin Land Parkway.



Queanbeyan- Palerang Regional Council Strategic Service Statement: PEOPLE

Submission OP08

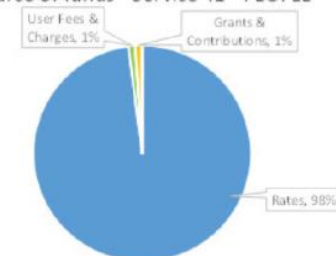


SERVICE: 41 PEOPLE		PORTFOLIO: CAPABILITY		Council's Role in delivering Outputs											
WHAT DOES THIS SERVICE DO? Recruit, retain and remunerate a safe and harmonious workforce placed in the right position at the right time, through contemporary industrial and wellbeing practice, driven by business excellence frameworks. Develop and support a capable and safe client-focused and efficient workforce deploying quality assured practice, designed to deliver the services in the LGA, through the right people with the right skills and mindset.		HOW DOES THIS CONTRIBUTE TO THE COMMUNITY STRATEGIC PLAN STRATEGIC PILLAR: SP5 - A well governed Queanbeyan-Palerang KEY RESULTS AREA: What the Community wants to see achieved A capable organisation that leads a community which is engaged and participative KEY GOALS: 5.1 Our Council is highly professional in delivering services to the community 5.2 Our Council is efficient, innovative and actively seeking partnerships to deliver outcomes to the community 5.3 Our council has in place systems to provide quality services to its customers COMMUNITY OUTCOMES: <ul style="list-style-type: none">Council has a highly trained and professional workforce which achieves excellence in its activitiesThe community is serviced by an efficient, effective and innovative Council that provides value for moneyThe Council has in place systems to provide for smart and authoritative self-service		<table><tr><td>Provider</td><td>Council operates and delivers the Service</td></tr><tr><td>Funder</td><td>Council does not directly provide the Service but provides funding for its delivery to the community</td></tr><tr><td>Regulator</td><td>Council is responsible for enforcing legislative requirements relating to a Service</td></tr><tr><td>Promoter & Facilitator</td><td>Council doesn't directly deliver a Service but promotes or facilitates its delivery</td></tr><tr><td>Advocate</td><td>Council prepares submissions and advocates on behalf of the Community in respect of a Service</td></tr></table>		Provider	Council operates and delivers the Service	Funder	Council does not directly provide the Service but provides funding for its delivery to the community	Regulator	Council is responsible for enforcing legislative requirements relating to a Service	Promoter & Facilitator	Council doesn't directly deliver a Service but promotes or facilitates its delivery	Advocate	Council prepares submissions and advocates on behalf of the Community in respect of a Service
Provider	Council operates and delivers the Service														
Funder	Council does not directly provide the Service but provides funding for its delivery to the community														
Regulator	Council is responsible for enforcing legislative requirements relating to a Service														
Promoter & Facilitator	Council doesn't directly deliver a Service but promotes or facilitates its delivery														
Advocate	Council prepares submissions and advocates on behalf of the Community in respect of a Service														
SERVICE STANDARDS Council has in place a highly trained and professional workforce which delivers innovative and quality service to its customers.		LINKS TO STATE PLANS 1. NSW State Plan <ul style="list-style-type: none">Improving Government servicesBetter Government Digital services 2. ACT-NSW Memorandum of Understanding <ul style="list-style-type: none">Sharing information and data to inform planning and policy development and initiatives													
SERVICE OBJECTIVES <ul style="list-style-type: none">Council's staff act in a professional and innovative manner at all times to deliver quality services to the communityCouncil is an employer of choice															
IS COUNCIL LEGISLATIVELY REQUIRED TO DELIVER THIS SERVICE? Yes						WHAT LEGISLATION DOES THIS SERVICE COMPLY WITH? Local Government Act 1993 Local Government (STATE) Award									
RELATED COUNCIL STRATEGIES, PLANS AND POLICIES <ul style="list-style-type: none">Workforce Management StrategyCode of ConductCouncillor and Staff Access to Information Policy (28 Jan 2009)Councillor and Staff Interaction Policy (28 Jan 2009)Equal Employment Opportunity Policy (25 March 2009)Risk Management Policy (27 February 2013)Work Health & Health Safety Policy (Feb 2012)ICT Strategic PlanAsset Management StrategyLong-term Financial Plan															
WHO ARE MY PARTNERS? (INTERNAL) All staff		(EXTERNAL) Council, Unions, Potential Employees, Government Agencies, Training Providers, Contractors, Employee Assistance Providers.													

Source of funds - Service 41 - PEOPLE

Source of funds	Percentage
Rates	98%
User Fees & Charges	1%
Grants & Contributions	1%

Source of funds - Service 41 - PEOPLE



Queanbeyan- Palerang Regional Council Strategic Service Statement: PEOPLE



PROGRAM 41.1: Human Resource Management and Organisation Development			Responsible Officer: Service Manager Workplace & Culture				
Outputs	Council's Role in delivering outputs	Deliverable	INDICATOR			Is Indicator Active or inactive X	Community Drivers (Data Sources)
			Scope	Performance	Target		
Output 41.1.1: Attraction	Provider	Development, implementation and review of attraction strategies and identified programs.	Increase QPRC's employment profile to be seen as an employer of choice.	Candidates suitable for shortlisting.	>10%		
				Students participating in work experience per annum equivalent to 1% of QPRC overall FTE count.	100%		
			<ul style="list-style-type: none"> School Work Experience Promotional Material Employee Value Proposition Organisational Development Strategy (ODS) Equity and Diversity (EEO) 	Job information promoted during Local Government week.	100%		
Output 41.1.2: Recruitment	Provider	Ensure the accurate and compliant recruitment and appointment to QPRC positions.	An average of 55 recruitments per annum.	Position Descriptions and employment material are reviewed and accurate before advertising the position commences.	100%		
				Cost of hire to vacant position is within 10% of the annual salary for the position.	>90%		
			<ul style="list-style-type: none"> Position Descriptions Recruitment System Meritorious Selection Staff Establishment 	Turnover in first six months of employment (quality of hire).	<10%		
Output 41.1.3: On boarding	Provider	Ensure the professional on boarding of new employees.	An average of 55 new employees on boarded per annum.	New employees complete Council's induction program.	100%		
				New starters successfully complete their probationary period.	>90%		
			<ul style="list-style-type: none"> Probation Periods Induction Program Training Assessment Corporate documentation. Corporate Orientation. 	New starters sign off on their delegations.	100%		
				Orientation of position, team and organisation undertaken in the first three months.	100%		

Queanbeyan- Palerang Regional Council Strategic Service Statement: PEOPLE



Output 41.1.4: Engagement	Provider	<p>Management and development of Employee Engagement & Organisational Culture programs and initiatives.</p> <p>-----</p>	<p>Increase the overall engagement and organisational culture of the QPRC workforce.</p> <p>-----</p> <ul style="list-style-type: none"> • Organisation Culture • Organisation Values • Employee Engagement • Industrial Relations • Workplace Consultative Committee • Change Management 	<p>Decrease employee unplanned absences per annum.</p> <p>Culture survey conducted every two years.</p> <p>Increase in constructive employee behaviours each cultural survey.</p> <p>Workplace Consultative Committee meetings per annum.</p> <p>Industrial Matters resolved without IRC intervention.</p> <p>Employee complaints are finalised within one month of lodgement.</p>	<p><5%</p> <p>100%</p> <p>>20%</p> <p>>10</p> <p>>95%</p> <p>>90%</p>		
Output 41.1.5: Development	Provider + Promoter & Facilitator	<p>Management and development of learning and development programs and initiatives.</p> <p>-----</p>	<p>Increase the overall development and capacity of the QPRC workforce.</p> <p>-----</p> <ul style="list-style-type: none"> • Training • Trainees and Cadets • Capability Framework Development • Leadership Development • Employee Development Evaluations • Employee Performance • Workplace Innovation Group • Leadership Alumni • Leadership and PC Forums • Mentoring • Studies Assistance 	<p>Successful completion of formal coursework within the prescribed timelines by Trainees and Cadets.</p> <p>Staff attendance at training identified in the annual training plan.</p> <p>Compliance in obtaining and retaining required qualifications or tickets.</p> <p>Number of trainees/cadets as total of organisation FTE.</p>	<p>>90%</p> <p>>90%</p> <p>100%</p> <p>>10%</p>		
Output 41.1.6: Retention	Provider	<p>Management and development of Retention programs and initiatives.</p> <p>-----</p>	<p>Increase the overall retention and optimisation of the QPRC workforce.</p> <p>-----</p> <ul style="list-style-type: none"> • Reward and Recognition • LG Challenges • Years of Service Awards • Secondments • Projects • Mentoring • Succession Planning • Flexible work arrangements 	<p>Staff turnover rate per annum.</p> <p>Staff separation rate at years one to two of employment.</p> <p>Delivery of the QPRC annual 'Years of Service' ceremony.</p>	<p><10%</p> <p><10%</p> <p>100%</p>		

Queanbeyan- Palerang Regional Council Strategic Service Statement: PEOPLE



Output 41.1.7: Separation	Provider	Ensure the accurate and compliant separation of employees from QPRC.	An average of 55 recruitments per annum.	Separating staff participate in an exit interview.	>90%		
				Accurate completion of employee exit forms.	100%		
			<ul style="list-style-type: none"> Exit Interviews Terminations Retirements General Separation 	Critical positions are identified and have succession plans.	100%		

PROGRAM 41.2: Payroll Management		Responsible Officer: Service Manager Workplace and Culture					
Outputs	Council's Role in delivering outputs	Deliverable	Scope	Performance	Target	Is Indicator Active or Inactive x y	Community Drivers (Data Sources)
Output 41.2.1: Salary System	Provider	Management and operation of Council's Salary System and Payroll System.	Service delivered for up to 550 employees.	Accurate completion of payroll processing (accurate individual payments vs advance individual payments)	>99%		
				Accurate completion of separation payments.	100%		
			<ul style="list-style-type: none"> Salary and remuneration Benefits and entitlements 	Accurate interpretation, implementation and update of award and legislative requirements.	100%		

Queanbeyan- Palerang Regional Council Strategic Service Statement: PEOPLE



PROGRAM 41.3: Workplace Health & Safety (WHS) and Wellbeing		Responsible Officer: Service Manager Workplace and Culture					
Outputs	Council's Role in delivering outputs	Deliverable	Scope	INDICATOR Performance	Target	Is Indicator Active or inactive X ✓	Community Drivers (Data Sources)
Output 41.3.1: WH&S	Provider	Management and operation of WHS systems, monitoring, reporting and training.	Service delivered for up to 550 employees.	The average number of employees tested annually as part of the QPRC random drug and alcohol program.	>20%		
			<ul style="list-style-type: none"> Audits Inspections Random Testing Systems WHS Committee HSR Training Emergency preparedness and response. 	WHS Committee meetings per annum. HSEQ Accreditation maintained. Health Monitoring undertaken and maintained as per legislative requirements. Mock Evacuations undertaken in accordance with legislative requirements.	>4 100% 100% 100%		
Output 41.3.2 :Incident and Claims Management	Promoter & Facilitator	Management of Personal Injuries and Workers Compensation Claims.	Service delivered for up to 550 employees.	Claims lodged within 48 hours.	>90%		
			<ul style="list-style-type: none"> Personal Injuries Workers Compensation 	All lost time injuries are managed in accordance with Council processes and procedures. Workers Compensation Insurance maintained or reduced annually.	100% 100%		
Output 41.3.3: Wellbeing	Provider	Management and development of Wellbeing programs and initiatives.	Increase and support the overall wellbeing of the QPRC workforce.	The number of overall employees engaged in wellbeing initiatives.	50%		
			<ul style="list-style-type: none"> Employee Assistance Program Peer Support Program Wellbeing Program 	Successful delivery of the annual Safety Day. Active participation, through attendance at wellbeing initiatives, by the nominated Peer Support ambassadors. Peer Support meetings per annum.	100% >75% >4		

Submission OP09

Queanbeyan Bowls Club Incorporated – budget submission to QPRC for the Farrer Place, Seeking Amenities Upgrade

Introduction

The 2020-21 budget submission by the Queanbeyan Bowls Club Inc. (QBC) to Queanbeyan-Palerang Regional Council (QPRC) relates to the Farrer Place lawn bowls complex and is seeking funding of approx \$100,000 for upgrading the following existing amenities:

- improved shade structures,
- upgrade of the existing external seating arrangements,
- repairs to the existing walking paths,
- improved toilet facilities.

A new item has been included at the end of this submission– “remediation works to address potential tree root damage to the bowling green at Farrer Place”,

Upgrade of the existing external seating arrangements

There are 22 external wooden seats situated at Farrer Place surrounding the bowling green (refer attached photos of the existing aged and damaged seats). Replacement of the existing seats is considered a priority given the aging and poor condition of the existing outdoor seating units. Repairing the existing seating is not considered a viable option given most seats have exceeded their useful life and many of the seats are in a damaged condition. Therefore, replacement of upgraded seating is considered the best option.

Quotes have been obtained for 25 outdoor seats, unassembled and including freight, 5% contingency, and GST for approx, **\$15,000** (refer photo). QBC can access voluntarily labour from its members to assemble the seats.

Two Additional Seven-Rink Shade Structures

There are existing shade structures on 2 sides of the bowling green at Farrer Place complex for the 7 bowling rinks on the bowling green. These have proven very effective, however a priority of the bowling club is to have shade made available during bowls matches for bowlers on all four sides of the bowling-green to maximise shade for bowlers and provide year-round comfort and reduce health risks for the bowlers. It should be emphasised that a “full green” with 7 rinks operating can accommodate up to 56 bowlers during a bowls match and shade is currently only provided on two sides of the bowling-green and effectively at only 50% of the actual match time.

Quotes have been obtained for 2 additional shade structures, unassembled, plus 5% contingency and freight for approx, **\$17,000**. The 2 new proposed structures are similar to the existing shade structures at Farrer Place. QBC can access voluntarily labour from its members to assemble the shade structures.

Repairs to the existing Farrer Place walking paths

The walking paths leading to the club house and along the edges of the bowling-green are in a heavy foot traffic area. The paths are significantly aged and there are sections within the paths that are both cracked and uneven. Temporary concrete has been added in sections of the paths but this is an

Queanbeyan Bowls Club Incorporated – budget submission to QPRC for the Farrer Place, Seeking Amenities Upgrade

uneven surface and texture, proving slippery and considered a potential safety issue particularly when the paths are wet from rain or frost. QBC also has wheel-chair dependent persons using the bowling greens and so a further consideration of safe wheel-chair access has prompted this component of the submission. In order to address a potential public safety issue it is recommended that specific sections of the path are removed and replaced. Photos have been attached of some of the damaged sections of the path. An estimated 170 square metres of concrete path is required to be replaced.

An indicative quote of \$25,000 has been provided to QBC. Plus tip fees and a contingency of 10% is considered prudent to be added to this component of the proposal: estimated total costs \$30,000.

Proposed changes to the indoor public toilets

There are four toilet cubicles in the club house toilet facility, and no urinal facility. With increasing bowls club patronage from members of the general public to use the lawn bowls facilities, and an expected increase in demand from local schools, club members and social bowlers with the pending installation of a new synthetic bowling-green it is considered prudent to discuss available options with QPRC officials in order to re-align the toilet facilities to meet the changing demographics and the anticipated increasing popularity of lawn bowls at Farrer Place.

This component of the proposal is to address gender sensitive and public safety issues. It is considered that this component of the bid will require the services of an architect, builders and plumbing tradesman to be engaged for this component of the budget submission. Noting that the Farrer Place club house is under a crown lease the bowls club general committee is keen to liaise further with QPRC officials on the options available.

In summary, the option of “doing nothing” or doing the “bare minimum” is considered unsatisfactory for all four components within this budget proposal given the aged or damaged condition of the facilities. With regards to the proposed changes to the public toilet facilities; the bowls club general committee members would welcome further discussion on QPRC’s building standards regarding the provision of public toilets and is available for on-site inspections or meetings with QPRC officials.

A preliminary cost of \$30,000 has been estimated for the initial planning and scoping works for an upgraded toilet facility, noting that a subsequent budget submission will be required for the construction phase in the QPRC 2021-22 Budget once the design of a new toilet facility has been agreed.

Summary funding table below:

Budget component	20-21 estimated costs Year 1	21-22 estimated costs Year 2
1. Upgrade of the existing external seating arrangements	\$15,000	N/A
2. Two Additional 7 Rink Shade Structures	\$17,000	N/A
3. Repairs to the existing Farrer Place walking paths	\$30,000	N/A
4. Proposed changes to the indoor public toilets (year 1 planning/scoping phase, year 2 construction phase)	\$30,000	Pending QPRC advice
Total funding bid	\$92,000	Pending QPRC

**Queanbeyan Bowls Club Incorporated – budget submission to QPRC for the Farrer Place,
Seeking Amenities Upgrade**

		advice
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Item 4 – proposed changes to the indoor public toilets may span two financial years with initial planning processes in 2020-21 and final construction in 21-22. (All above costs inclusive of GST)

Remediation works to address potential tree root damage to the bowling-green surface (a new addition to this budget bid)

Recent correspondence on this matter occurred approx 18 months ago in September-October 2018 with the QPRC Tree Management Unit

Works to address potential tree root damage below the playing surface of the bowling-green at Farrer Place has previously been the subject of meetings and written communication between QBC and the Tree Management Unit at QPRC. Given the recent announcement by the NSW Government of grant funding to be made available to the QBC for the replacement of the existing turf bowling green with a synthetic green, remediation works will be required by QPRC to review the root system of the trees adjacent to the bowling green. An assessment of any urgent works required eg inserting new or relocating existing tree root guards etc, will be necessary to ensure the bowling green site is adequately prepared for the future excavation work required for the conversion to a synthetic green. Noting that the NSW Government has applied strict timeframes for the completion of works related to grant funding, and it would be useful for the QPRC Tree Management Unit to review previous correspondence dated approx 18 months prior (September - October 2018) with the Queanbeyan Bowls Club and then a meeting to be held to outline the extent of the work required, estimated costs etc.

Budgeted costs – to be provided by QPRC Tree Management Unit

The costs associated with this remediation work have been excluded from the budget submission:

Budget component	20-21 estimated costs Year 1	21-22 estimated costs Year 2
Remediation works to address potential tree root damage to the bowling green	Pending QPRC advice	N/A

Submission OP15



28 May 2020

Mr Peter Tegart
General Manager
Queanbeyan-Palerang Regional Council

Re: Draft operational plan for 2020-21

Dear Mr Tegart

I am writing on behalf of Queanbeyan Sustainability Group (QSG) which is seeking the council's support for additional lighting to improve security at the Railway Park organic community garden. Additional lighting will also provide wider benefits for the general community given the high usage of the shared footpath/cycleway adjacent to the garden.

Following installation of the solar lighting at the garden in late 2018, we had no problems with security, unlike in the early years of the garden's operation. However, in the latter part of last year we had a break in. Numerous bagged bales of mulch and garden stakes pulled from plots were stolen.

A neighbour who was passing the garden at the time told us two people were tossing bales over the fence at the unlit end of the garden and stowing them in a car. Bales and bags of mulch stored on the pergola (near the solar light) were not interfered with.

Garden members had several discussions about how to mitigate the risk of a repeat of this kind of theft. There were differences of view about installing security cameras. As it happens, there is no structure in the unlit areas of the garden where cameras could be installed.

Eventually, it was agreed that improved lighting could reduce the risk of break ins while providing an additional benefit of lighting the walkway/cycleway adjacent to the garden.

We subsequently noticed the lights installed along the path from the bbq area and parking lot up to the playing courts. We would like to request that the council install at least one, and preferably two, more lights along the pathway, west of where the lights currently finish, so that the last light is adjacent to the garden gate.

We are not requesting security cameras as we think lights alone will achieve the objective of improving security by deterring would-be thieves.

During periods of frequent break-ins, gardeners become discouraged and some drift away. Doing what we can to reduce the risk of damage and theft gives people more confidence to participate.

Measures that improve the safety and security of the garden support its role as valued community asset. People like to visit the garden when gardeners are working there. Prior to the pandemic, some people volunteered to help at our monthly working bees. Passing residents express appreciation at the garden and compliment us on it. People are eager to join and we usually have a waiting list.

The shared pathway has long been well used. The number of people walking and cycling (including people in family groups with young children) has risen during the pandemic. Additional lighting along the pathway will benefit people walking or cycling early or late in the day or early evening.

Yours sincerely

[Redacted Signature]

Convener
Queanbeyan Sustainability Group

[Redacted Name]

[Redacted Address]

Submission OP17



MONGARLOWE VOLUNTEER BUSHFIRE BRIGADE

NORTHANGERA ROAD, MONGARLOWE NSW
P.O. BOX 389 BRAIDWOOD 2622

Queanbeyan-Palerang Regional Council

To whom it may concern,

The members of the Mongarlowe Volunteer Bushfire Brigade would like the Council to stabilise the road surfaces (1) along the section of Northangera road and the beginning of Budawang road adjacent to the Fire Shed, and (2) around the front of the Fire Shed and along Galway street (that goes up to the cemetery), adjacent to the Council's Recycling Bins.

The need for the upgrade in the roads around the fire shed became very apparent during our recent hot summer. The Fire Shed was open and "manned" everyday for 8 weeks, so as to be available for our brigade, the brigades and teams in the area working on the fire and for the residents who needed information or a safe place to be. On these hot, stifling days the shed doors needed to be open at least for the breeze, but an enormous amount of dust and dirt billowed in and settled in the shed every time a car or truck went past, either on Northangera road, when parking near the shed or to access the Recycling bins. These conditions were very difficult to work in, let alone serve food and eat. (Food was provided by from the Fire Shed for 6 weeks during the recent fires.)

We also think that the number of silly accidents, like cars slipping off the road (not often reported), happen along this part of the Clyde street-Northangra road. From the end of the asphalt at the eastern end of Clyde street, into Northangera road, for about 100metres, the dirt road includes a curve with reduced visibility, due to the banks on the verge, and a wide area of dirt where the Budawang road begins, just beside the Fire Shed. According to the residents who live on the corner of Budawang and Northangera roads, it is a loose surface for those who like to practice doing wheelies in their cars. So stabilising the roads surface may make it less interesting for wheelies... so dangerously close to a corner with such low visibility.

We would like to suggest a road surface of 10ml crushed RMS 80 be used out from the concrete apron in front of the shed, to the north (that'll be Galway street, where the Council Recycling Bins are) and on the east of the apron and shed. We think the RMS80 would be suitable very for Galway street right up to the cemetery. The soil is a hard slippery clay/shale and runoff is plentiful when it rains. We thought the RMS80 would allow for some seepage, which would lessen the amount of runoff for the drains we don't have. But we understand that your works people will weigh up the pro's and con's of this idea.

We are hoping the bitumen will be continued from where it ends on Clyde street, past the Fire Shed into Northangera Road, including the turnoff and the first part of Budawang Road. Besides the issue

of dust and dirt blowing toward the shed, this area is used for parking when there are meetings. Fire units lined this road, during the recent fires.

The Fire Shed has a history of being used for community gatherings. We continue to work on the Fire Shed and it's surroundings recognising that it had become a Safer Place Refuge for the community during the recent fires. We hope you will help us to make it more so.

We look forward to your response to this submission.

Sincerely,



Secretary,
Mongarlowe Volunteer Bushfire Brigade

Submission OP19

Braidwood Community Association

Comments on the QPRC Draft Operational Plan 2020-21

The Braidwood Community Association (BCA) welcomes the opportunity to comment on the Queanbeyan-Palerang Regional Council (QPRC) Draft Operational Plan for 2020-21 (Draft Plan).

The comments given are also informed by the recent very useful virtual QPRC Braidwood Community Meeting held on 21 May 2020 and the supporting documentation which provided some further clarity on the Draft Plan.

Priorities of the members of the BCA

The BCA recently surveyed its members and followers (133 individuals) and invited them to list their top three priority projects for 2020-21. The summary results of the 56 individuals (42% of those surveyed) who responded are as follows (with more detail in Attachment 1):

Responses to BCA questionnaire on priority projects by QPRC in 2020-21

Project	Number of votes	Aggregate score
1. Greater resilience and sustainability in Braidwood and surrounding villages' infrastructure	27	71
2. Heritage protection of our natural and built environment	13	32
3. More footpaths and bike paths within town	18	31
4. Bike path and footpath around outskirts of Braidwood	17	28
5. Youth Performing Arts Centre	13	28
6. Swimming pool refurbishment	11	20
7. Footbridge over Monkittee Creek	9	19
8. After-school care centre	8	18
9. Skate Park at the Rec Ground	9	15
10. Security lights in North Ryrie Park playground	6	13
11. Re-development of D&S Motors site and the Council Depot	7	12
12. Bubbler and water refill station in North Ryrie Park	7	8
13. Maintain library services	4	8
14. Lascelles Street improvements	3	7
Total	168	336
Number of individuals responding	56	

The aggregate score is given by giving a score of 3 to the first priority, 2 to the second priority and 1 to the third priority

Elaboration on these identified priorities are as follows:

1. Greater resilience and sustainability in Braidwood and surrounding villages' infrastructure

This is by far the issue of greatest concern to members of the BCA, with nearly half (48.2%) of those responding having this in their top 3 issues. This is not a surprise given the recent drought and severe bushfires truly tested the resilience and sustainability in Braidwood and surrounding villages' infrastructure.

During the drought the town of Braidwood reached Stage 4 water restrictions. This was due to the Shoalhaven River ceasing to flow and the off-river storage dam of 72ML capacity being insufficient to meet demand. The reservoir was constructed after the 1980s drought and was expanded after the 1990s drought. Since then the population of Braidwood has expanded significantly (eg between 2006 and 2019 the Braidwood's population increased by 31.6%). The current dam is no longer adequate when the Shoalhaven River ceases to flow and is therefore in need of significant expansion, and/or alternative water supplies need to be found. The BCA is encouraged by the statements during the virtual meeting that "the security of water for Braidwood is important to Council" and that it is investigating the possibility of increasing / augmenting storage capacity and will seek government assistance for upgrades. The BCA fully supports these actions which should be pursued as a matter of priority.

The bushfires showed that communications, power and water supplies in rural areas were not sufficiently robust and are in need of considerable enhancement. Some people had no means of communication when the fires came through their properties. Especially important in this respect is the establishment and enhancement of emergency evacuation centres spread throughout the region and also in Braidwood. In light of the funds available in the aftermath of the bushfires, the BCA believes this provides a one-off opportunity for QPRC to take advantage of all possible grant sources.

Sustainability and resilience require, as a central component, housing infrastructure. Secure and affordable housing is probably a greater impediment to family welfare than any other factor, particularly for single working mothers. Further, given the incomes of a number of Braidwood residents, some relying purely on Government pensions, they are finding it increasingly difficult to pay the escalating rental costs which are being inflated by miners and those commuting to Canberra, both with higher level of incomes. There is therefore a need for an appropriate supply of affordable housing to ensure the sustainability and inclusivity of the community. More affordable housing would also contribute to the economic development of the town and the region.

2. Heritage protection of our natural and built environment

The town of Braidwood was State Heritage listed in 2006. This was a recognition of its unique 19th century townscape, with a curtilage which preserves the distinction between the town and its surrounding landscape. Many studies since the 1970s have drawn the conclusion that with the right investment, Braidwood can become a major destination for Heritage Tourism. This is a value-added advantage of preserving our built environment. Despite its Heritage listing, Braidwood has received very little investment from Local or State Governments to preserve and restore some of our most significant buildings. There have been inconsistencies in applying Heritage guidelines. In addition, there is a need to preserve the natural landscapes in the area which still survive. Some of these have been severely impacted by the recent fires eg the Bombay Reserve on the Shoalhaven River and the Monga Forest

3. More footpaths and bike paths within town

The third highest priority is more footpaths within the town of Braidwood. This is a priority for all ages of the community, in particular older persons (some with significant mobility issues, with an increasing usage of motorized scooters), children and teenagers. The BCA

notes that the Community's strategic priorities include "maintenance of public areas, including pedestrian and bike paths" (p18). The BCA also notes that Service 31. Transport under Strategic Pillar 4 "Connection" (p61) identifies funding for "Paths/Cycleways" of \$1,007k throughout QPRC but does not specify where. However the draft plan is silent on the implementation of the [Bicycle and Pedestrian Facilities Plans](#) for Braidwood, Bungendore and Queanbeyan adopted on 25 September 2019 as part of the Integrated Transport Strategy with clear prioritized schedules of works. As highlighted on p49 of the QPRC Draft Local Strategic Planning Statement "Towards 2040", Braidwood has the highest percentage (12.3%) of people who walk or cycle to work compared to the rest of the LGA and yet the town is still to have a proper network of foot and bicycle paths. The BCA therefore wants to see the Operational Plan to include actions to commence the implementation of the schedules of the Braidwood Bicycle and Pedestrian Facilities Plan. The BCA is aware that the implementation of this plan is dependent on grant funding and stands ready to assist in any grant application.

4. Bike path and footpath around outskirts of Braidwood

As noted above, Braidwood has the highest percentage (12.3%) of people who walk or cycle to work compared to the rest of the LGA, and there is clearly a lot of local interest in developing such a resource. The curtilage of Braidwood is part of the town's heritage values and a bicycle / foot path around the town would provide a new tourist attraction as well as benefiting the health and wellbeing of the local community. There are already some paths such as along Bombay Creek and an extension of these could provide a starting point, with the Braidwood Urban Landcare Group already having initial conversations with Mayor Tim Overall about an extension of this path. The BCA urges QPRC to explore these possibilities.

5. Youth Performing Arts Centre

Braidwood has an active Youth Performing Arts Association (BYPAA) which creates opportunities for children from 3 to youth up to 20 and supports local talent. The Braidwood Dance Studio is a primary project for BYPAA, as it has no permanent location to run classes and currently operates out of the Braidwood Servicemens Club. As a licenced premise with gambling it is not an ideal location even though all steps are taken to ensure that the students do not enter these parts of the club. The search for a more suitable venue for the Dance Studio and BYPAA's school holiday activities is an ongoing vision for BYPAA and the proposed office smart hub/cultural space within the Braidwood council building (originally the Braidwood Literary Institute where some of the more mature members of the community learnt to dance) provides the best current opportunity. The draft Capital Works Programme 2020-21 proposes an office smart hub/cultural space with a budget of \$3,090,000 (p32). If this space could again host both youth and adult performing arts and be available for other community uses, the BCA believes it would be an important new asset to the Braidwood community. The BCA would like to engage in full and meaningful discussion with QPRC to ensure that this development meets the needs of the whole community.

6. Swimming pool refurbishment

The current works program includes \$513,600 to [replace underground plumbing infrastructure and pool tiling](#). A further \$1m grant was promised as part of a NSW Government election commitment to improve heating, change-rooms and kiosk. At the virtual meeting it was confirmed that "Council formally applied for funding for Braidwood Pool in 2019 and anticipates an announcement soon. A line item was included in the 2019-20 capital works program in anticipation of receiving the grant funding. This project will be carried forward to the 2020-21 financial year." The BCA is encouraged by this statement and assumes that it was a simple oversight not to have this activity in the draft Capital Works Programme 2020-21 and that it will be reinstated in the final Operational Plan for 2020-21.

7. Footbridge over Monkitee Creek

This is a long running safety issue with some children and adults living to the north of Braidwood having to cross the current narrow and dangerous bridge on a daily basis. The increase in traffic movements of heavy trucks is only exacerbating the problem. A footbridge over Monkittee Creek was included in the Capital Works Programme 2019-20 (cost estimate of \$750,000) with QPRC reporting at the virtual meeting that “Council is seeking funding assistance to progress this project. At this stage, we have not been successful in obtaining funding.” The BCA’s recognises this project involves the co-operation of Transport for NSW, which is responsible for the Kings Highway, and stands ready to make representations to the Transport for NSW as it believes it is important that this project proceeds. The BCA would therefore like to see this re-instated into the draft Capital Works Programme 2020-21.

The BCA would also like to raise a possible cheaper and quicker option, which would be to have Armco barriers on the bridge and a pathway from the northern end of the Bridge around the corner to Solus St. This would not preclude the pedestrian bridge being constructed at a later date.

8. After-school care centre

The lack of available after-school care is a serious issue for the working-age population of Braidwood. Parents (mainly women) are effectively prevented from working full time hours due to its unavailability. Further, the Braidwood library acts as a de facto child care centre after 3 pm, which affects other users and imposes extra demands on Council staff. It would be much better for those in the community who use the library, for the librarians and for the children themselves if they could use an after-school care centre until their parents can collect them. The BCA would welcome an engagement with QPRC on the possibility of an after-school care centre in Braidwood.

9. Skate Park at the Recreation Ground

During 2019-20, QPRC undertook an extensive assessment of the possible location of a skate park in Braidwood and after a period of public consultation which had a high level of response from the local community, decided on the Recreation Ground as the preferred location. This will require the further extension of the drainage channel and the construction of the skate park with a project cost estimate of \$52,000 for design and approximately \$600,000 for construction.

The Capital Works Programme 2020-21 does have an allocation for \$150,000 for a Recreation Ground drainage channel and \$250,000 for “Braidwood Recreation Ground Construction, but it was confirmed during the virtual meeting that these do not relate to the Skate Park, with both projects to be funded from Section 94 payments from Dargues Gold Mine (the purpose remains unspecified though). Other documentation provided at the virtual meeting states that a “Detailed design complete by June 2020” and that QPRC will “Seek grant funding for construction”. Given these statements, and the local support for the construction of a skate park, the BCA believes this project also needs to be included in the draft Capital Works Programme 2020-21.

10. Security lights in North Ryrie Park playground

This would be a relatively small project which could make use of the energy generated by the windmill installed in the playground and stored in renewable batteries. Security lights would not only increase the safety of the wonderful new playground which is an important new asset to the Braidwood community, but would also reduce the chances of any damage or graffiti. An added benefit is that a functioning windmill adds to the brilliance of the playground, inspiring other communities to take similar initiatives. The BCA would hope that QPRC would be able to find the funds for this project out of its own reserves and not need to seek a grant.

11. Re-development of D&S Motors site and the Council Depot

The BCA believes that off-street parking behind the National Theatre and in front of the Council Depot and accessed via Duncan St (described as Wallace St parking in the draft plan) is a useful initiative and hopefully will lead to more parking opportunity for passing traffic in Wallace St. However, with the purchase of the D&S Motors site by QPRC and the intention to move the Council Depot in the future there is an exciting opportunity for a significant development in the centre of Braidwood. This can be so much more than just off-street parking and the BCA would like to engage in a constructive conversation with QPRC on a possible vision for this site before any work commences on this site regarding off street parking.

12. Bubblers and water refill station in North Ryrie Park

Linked to the completion of North Ryrie Park playground is the installation of a Bubbler and water refill station (Note: a number of respondents to the survey listed both points 10 and 12 together as one, but only the first given was taken as their priority). This again is not an expensive project, and an essential addition to the playground, which services the community and attracts tourists. The BCA has a sum of about \$1,300 in unspent donations towards the playground, which we would be very happy to contribute to the cost.

To underline the local community's ongoing commitment to the playground area (in addition to initial financial contributions and design input), the Braidwood Garden Club has indicated that it is prepared to establish a small sensory garden in the forthcoming Spring as foreseen in the plans for the playground.

13. Maintain library services

A number of the members of the BCA are concerned that the library services in Braidwood may be under threat. The BCA does not know if these concerns are justified, but would appreciate a commitment by QPRC that the Braidwood library services will be fully maintained for the foreseeable future.

14. Lascelles Street improvements

The Lascelles Street improvements project receives considerable support. It is in receipt of a Stronger Community funding and is identified as "in progress" (p93), but for some reason is not identified in the Capital Works Programme 2020-21. Nor is it listed in the project updates provided at the virtual meeting. However, the presentation at the virtual meeting provided an update of this project with construction procurement and construction delivery both due to start in the fourth quarter of 2020. The BCA therefore has no reason to believe that this important work will not go ahead. It stresses though that the works are justifiable as a high priority due to the bad state of the road (Braidwood is known for its quilters, but even they could not design such an intricate pattern as the current road pavement!), the flooding risk and the general high level of foot traffic on the corner of Lascelles and Wallace Streets. Real and substantial safety issues will be left unaddressed unless this project proceeds. The BCA believes the proposed tree plantings in Lascelles Street will add to the long-term amenity of the street.

General comments on the Operational Plan

The BCA observes that the annual Operational Plan is one of the QPRC's key documents in guiding its work program for the year and hence it is crucial that the plan reflects the desires of the respective local communities throughout its jurisdiction.

Not only is the plan of crucial importance, but of course its delivery. The main way to demonstrate this is through the Annual Reports and the six-monthly Delivery Program Report (p7). The BCA notes that the Annual Report 2018-19 is available on the QPRC [website](#), but the six-monthly Delivery Program Report which should be a more timely report does not appear to be available on the website. This leads to a diminished accountability by QPRC.

Braidwood and its surrounding district were severely impacted by the recent brutal bushfires. The BCA would like to express its appreciation to QPRC for its significant efforts in the disbursement of the \$1m bushfire assistance from the Federal Government (p25).

The BCA notes that the total rates income will be increased by the rate peg of 2.6% set by the NSW Independent Pricing and Regulatory Tribunal (p25). It also notes the rates harmonization structure has been adopted and reflects the lower level of services provided in Braidwood (p25).

The BCA encourages QPRC to take every opportunity to apply for as much anticipated fast tracked infrastructure expenditure by the Federal and State governments within the regions as part of the COVID recovery (p27). An example of this is the recently announced [Local Roads and Community Infrastructure Program](#).

Financial Overview – Capital Works Program for 2020-21

The Capital Works Program for 2020-21 represents the crux of the operational plan. As such it is difficult to fully understand without explanations of the individual items and also to compare with previous years. The virtual meeting was timely and provided useful clarification of many of the questions on the draft Capital Works Program.

The discussion above on the priority projects arising from the BCA's questionnaire represents its preferred projects to be included in the Capital Works Program for 2020-21.

Road works

The BCA welcomes the proposed work under the local roads reseals, rehabilitation and resheeting program (p88-9) and the gravel resheeting program (p91). The amount of work being proposed is necessary and reflects the poor state of roads both within Braidwood and the surrounding district.

Thank you for your consideration.



BCA President

On behalf of the Braidwood Community Association

29 May 2020

Attachment 1

Priorities of the members of the BCA

The BCA surveyed its members and followers (133 individuals) and invited them to list their top three priority projects for 2020-21. The full results of the 56 individuals (42% of those surveyed) are as follows:

Responses to BCA questionnaire on priority projects by QPRC in 2020-21

Project	Number of votes	Aggregate score
Greater resilience and sustainability in Braidwood and surrounding villages' infrastructure	27	71
Heritage protection of our natural and built environment	13	32
More footpaths and bike paths within town	18	31
Bike path and footpath around outskirts of Braidwood	17	28
Youth Performing Arts Centre	13	28
Swimming pool refurbishment	11	20
Footbridge over Monkittee Creek	9	19
After-school care centre	8	18
Skate Park at the Rec Ground	9	15
Security lights in North Ryrie Park playground	6	13
Re-development of D&S Motors site and the Council Depot	7	12
Bubbler and water refill station in North Ryrie Park	7	8
Maintain library services	4	8
Lascelles Street improvements	3	7
Majors Creek Road (due to mine traffic)	3	7
Restoration and restructuring of public spaces in Council building	4	5
Braidwood Adult and Community Education Centre	2	4
Off-street parking	1	3
Braidwood Creative and Performing Arts Association engagement space	2	2
Business support and tourism promotion	1	2
Lascelles St / Wallace St corner	1	1
Replacing the Albion buildings' original traditional heritage railings	1	1
Bubble over the swimming pool	1	1
Total	168	336
Number of individuals responding	56	

The aggregate score is given by giving a score of 3 to the first priority, 2 to the second priority and 1 to the third priority

Submission OP20

Aspects of the QPRC Draft Operational Plan 2020-21 which the BCA would appreciate clarification on from QPRC

Capital Works Programme for 2020-21 for Braidwood and the surrounding areas

Some important projects to the local community were in the previous plan and were not implemented, eg:

104105	BWD - Pool Upgrade	\$1,000k
100871	BWD - Monkitee Bridge path	\$750k

The BCA would like to know why they are not included for 2020-21?

Some appear to be rolled over from the previous year with the same budget eg:

100944	BWD - Braidwood Saleyards upgrade	\$40k
700128	BWD - Water Services Replacement	\$60k
101460	BWD - Araluen Road – Braidwood - Drought Relief	\$300k
102073	BWD - Cooma Road RRRP Jinglemoney Rd to O'Briens	\$714k

The BCA would like to know whether its understanding is correct.

Some appear to be rolled over from the previous year with a new budget (last year's budget in brackets) eg:

100879	BWD - office smart hub/cultural space	\$3,090k (\$250k)
102012	BWD - Cooma Rd/Krawaree Rd	\$324k (\$64k)

The BCA would like to know why there has been a budget change, in particular justification of the \$3,090,000 budget for the office smart hub/cultural space.

Some similar works undertaken in 2019-20 were not included in the capital works programme for Braidwood but are for 2020-21 eg:

102064	BWD - Nerriga Rd Section 3 - Construct & Seal - Ningenimble Project	\$3,950k
102065	BWD - Nerriga Rd Section 4-Reconstruct widen & seal-Durran Durra PJ	\$6,900k
102066	BWD - Nerriga Rd Section 5 - Recon widen & seal - Euradux Rd to Tates Ln	\$120k
102088	BWD - Nerriga Rd Section 18 – Construct Intersection with MR51	\$950k

This work was previously allocated to Nerriga (NRG). The BCA would like to know what the reasoning behind this change is.

Some are unclear what is actually being done:

100557	BWD - Braidwood Recreation Ground Construction	\$250k
104245	BWD - Braidwood Recreation Ground drainage channel	\$150k

The BCA would like to know if these linked to the new skate park or what?

Remaining Braidwood projects:

104161	BWD - Mayfield Road – Reedy Creek Bridge Replacement	\$1,334k
104299	BWD - Depot - Security gates and repair to workshop	\$150k
100862	BWD - Car park Wallace St	\$820k
104249	BWD - Blackspot - Araluen rd – Corridor Safety Treatment	\$670k
100986	BWD - Majors Creek RFS Station replacement	\$400k

The BCA would like to know the basis for these proposals. If the intention is to relocate the Council Depot why so much is being spent on Security gates and repair to workshop? The wording for a proposal for a “Car Park Wallace St” may be misleading, as it is understood the

initiative involves off-street parking. Could an explanation please be provided of what is envisaged and where?

Major Projects - Strategic Pillar 3

The table of Major Projects under Strategic Pillar 3 (p52) identifies “BWD-Recreation Ground - Stage 2” as an action item for \$250k, which is a different name to what is in the Capital Works Program 2020-21 (BWD - Braidwood Recreation Ground Construction). Is this a typo or is it actually the same item as in the 2019-20 plan “BWD - SCCF - Recreation Area Stage 2” for \$250k, albeit with a different project number?

Review of Delivery Program 2018-21

Listing of the Review of Delivery Program 2018-21 in Appendix 5 (p94) identifies a number of the Nerriga Road project elements. The BCA is not fully aware of QPRC’s accounting practices but notes these are funded from reserves when the BCA understands these were funded by a NSW grant. Could an explanation please be provided?

Thank you for your consideration.



President

On behalf of the Braidwood Community Association

29 May 2020

Submission FR10



29 April 2020

Attn: General Manager

Mr Peter Tegart
Queanbeyan-Palerang Regional Council
PO Box 90
QUEANBEYAN NSW 2620

Dear Mayor Overall and Councillors,

RE: Land valuation and rating impacts on farmers

NSW Farmer's Association understands that landholders are currently receiving notification of new land valuations that have recently been undertaken across New South Wales.

Our members have raised concerns that this will likely result in an increase to their local government rates at a time when they are already struggling with the effects of drought, COVID-19, and in many regions, the recent bushfires.

It has come to our attention that different councils across New South Wales set substantially different ad valorem rates, and that councils vary in their utilisation of a base rate, if at all.

For farmers, local government rates are an ever-increasing and unpredictable cost.

As councils are considering these new land valuations and rate settings for the coming year, we write to remind you of the unique nature of the farming business and associated challenges, and that land value does not directly correlate to wealth or ability to pay.

Farmers often require large areas of land to carry out their business operations. When compared to other businesses, for example a plumber or a hardware store in town, farmers contribute a significant proportion of rates in regional areas. Farmers do not derive any additional benefits or place further pressure on council infrastructure and services in return for this higher contribution to the rating pool.

The inequity of this situation can be intensified where farmland values are higher due to proximity to a regional centre or increased land or property sales in an area. This has no bearing on a farmer's ability to increase their income.

NSW Farmers understands that in accordance with the *Local Government Act 1993* (NSW), a rate may consist of an ad valorem amount (a variable charge set as a proportion of the land value) or a base amount to which an ad valorem amount is added. We further understand that while there is no restriction on the proportion of revenue that can be generated from ad valorem amounts, the revenue generated from the base amount cannot exceed 50 per cent.

We ask that you consider the potential impact of increased land valuations and potential rate increases on farmers. We request you consider greater utilisation of:

- Existing rating subcategories. Creating or further utilising rating subcategories could assist in addressing inconsistency in land valuations within a category. This could assist in levelling rate increases across the farmland sector to promote fair and equitable rating. This would apply any rate increases more evenly across the farmland sector, rather than landholders with particularly high land valuation increases, such as near regional centres, experiencing dramatic rate increases.

NSW Farmers' Association

ABN 31 000 004 651 PO Box 459 St Leonards NSW 1590 Level 4 154 Pacific Highway St Leonards NSW 2065
Member Service Centre 1300 794 000 T 02 9478 1000 F 02 8282 4500 www.nswfarmers.org.au


- A base amount. This is an optional way to recover rating revenue, and we encourage councils to use it as a fair and equitable way to recover at least 30 percent of general rate income. We recommend a base amount of approximately 45 percent for residential ratepayers to account for their increased access to and utilisation of services and amenities. For the farming sector, we suggest a smaller base amount to reflect their reduced utilisation and access to these services.

Whilst we acknowledge councils are currently constrained by a 50 percent maximum base amount, it is NSW Farmers Association Policy to support a gradual increase of up to 70 percent general rate income recovery through a base amount. This would reduce the proportion of rates recovered through ad valorem rating, in turn reducing the rating burden on those with higher land values and larger landholdings which are not proportionate to their access to services. This would more fairly distribute the revenue generation across all ratepayers and achieve a better balance between the "benefit" and "ability to pay" principles.

Should your Council be in a position to share any relevant information regarding your Council's Rate setting strategy we would appreciate this being forwarded to Renee Austin at austinr@nswfarmers.org.au.

Yours sincerely,




Chair,
Business, Economics & Trade Committee

NSW Farmers' Association

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