



Extraordinary Meeting of Council

30 June 2021

**UNDER SEPARATE COVER
ATTACHMENTS**

ITEMS 5.2 TO 5.4

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

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

30 JUNE 2021

ITEM 5.2 ADOPTION OF 2021-22 REVENUE POLICY

ATTACHMENT 1 SUMMARY OF SUBMISSIONS TO THE 2021-22 REVENUE
POLICY



Revenue Policy, including Palerang water and sewer tariffs

Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

Executive Summary of engagement report:

Following Council's meeting on 28 April 2021, public comment was sought on the draft Revenue Policy and proposed Palerang water and sewer tariffs.

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 community meetings in Queanbeyan, Braidwood and Bungendore where an overview of the documents and impacts to ratepayers were presented. All subscribers to the Your Voice engagement website (3,250) 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 9 June and have been presented to the 23 June Council meeting for discussion and action.

Participation in engagement:

Council received 10 submissions on the water and sewer tariffs. No submissions were received on the Revenue Policy, however comments relating to waste charges will be covered in the report on the Waste Strategy.

Staff have responded to all submissions. Staff are not recommending any changes to the tariffs outlined during the exhibition period.

Comments received:

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
WS01	Good to see council maintaining our water and sewage systems to a high standard and ensuring these recurring expenses are funded from fees rather than debt. It is much better to keep up maintenance rather than neglect it and it cost us more down the track. However, council should not increase fees as some sort of 'Pigouvian water tax' to discourage water use for some questionable 'environmental' reasons. Any such tax should be put before the next council election and candidates fully disclose their intention to implement such a tax.	Utilities	The fee increase is to both cater for increased existing operational costs and expected future operating costs. They also assist in servicing debt anticipated as a result of expected capital works.	
WS02	Too high now, increasing it is not helpful to pensioners and low income people. Is the rebate going to increase as well?	Finance/Utilities	The NSW Government provides the pensioner rebate for general rates and water and sewer. This rebate has been set, and has not increased, for many years. QPRC, Local Government NSW and other councils have advocated for this to be indexed. No change has been made.	That Council write to the Minister of Local Government to encourage the State Government to increase the Mandatory \$250 pensioner rebate




Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
				by CPI as it has not increased for many years and to increase Council's Pensioner Grant from 55% to 100% similar to other states and territories.
WS03	I would like to fully understand what council is actually going to deliver (not just promise) in the likes of Bungendore in particular, with all the extra money that is going to be fleeced from the residents. The water quality as it currently stands is disgusting and the damage to internal pipes and fitting means that we are having to replace taps, kettles and shower heads on a yearly basis due to the hardness of the water. What is being done to both that and the reliability of supply given there is more major developments being approved in the Bungendore township. In my opinion, the developers, who will be making extremely high profits, should be expected to pay the line share in upgrading the infrastructure long term.	Utilities	The potable water supply for Bungendore is drawn from groundwater sources. This is a common source for many Local Water Utilities throughout NSW and indeed Australia. The makeup of groundwater supplies is often very different to that of surface-based supplies. Typically, groundwater contains higher levels of trace elements such as calcium, magnesium, sodium, potassium and chlorides as well as carbonate compounds. These present as hardness and other Total Dissolved Solids (TDS). For the most part they are aesthetic in nature and present visually as scaling. There are no health issues with these compounds with the water supply at Bungendore consistently remaining well within the limits set down by the National Health and Medical Research Council's (NHMRC) Australian Drinking Water Guidelines (ADWG). Groundwater maintains an advantage over surface water in that quality tends to be much more consistent and not affected by environmental influences such as rainfall and flooding. In terms of developer contributions, in June 2020 Council adopted the Palerang Communities Development Servicing Plans. This plan saw the adoption of a new greenfield fee zone in Bungendore that will apply a levy on each new lot created in excess of \$18,000. The purpose of this levy is to ensure that new development does indeed pay for the full value of any additional infrastructure required as a direct result of development.	
WS04	If you commit to improving the water quality with a tax (tariff/tax same thing) increase then I have no problem with this. But if not then I'm not prepared to pay more for the water we get now. Or maybe I can pass the cost of water softening back on to council until the water quality improves.	Utilities	See response to WS03	
WS05	I would like to fully understand what council is actually going to deliver (not just promise) in	Utilities	The Palerang Communities Integrated Water Cycle Strategy includes more than \$52m of capital works relating to water	

Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	the likes of Bungendore in particular, with all the extra money that is going to be fleeced from the residents. The water quality as it currently stands is disgusting and the damage to internal pipes and fitting means that we are having to replace taps, kettles and shower heads on a yearly basis due to the hardness of the water. What is being done to both that and the reliability of supply given there is more major developments being approved in the Bungendore township. In my opinion, the developers, who will be making extremely high profits, should be expected to pay the line share in upgrading the infrastructure long term.		and sewer infrastructure in the former Palerang area. The increased charges will fund these works. The works program is included in the Strategy which can be downloaded from https://www.qprc.nsw.gov.au/Resources-Documents/Strategies-and-Plans (under Environment) See response to WS03 re water quality	
WS06	If you commit to improving the water quality with a tax (tariff/tax same thing) increase then I have no problem with this. But if not then I'm not prepared to pay more for the water we get now. Or maybe I can pass the cost of water softening back on to council until the water quality improves.	Utilities	See response to WS03	
WS07	Considering the very poor town water quality in Bungendore being so heavy in minerals that it destroys any device that heats water and corrodes all taps/spouts, any increase in rates is insulting. Quite frankly with the cost of repairs/maintenance, even if the town water were free, we would still be out of pocket. I hate to think what is doing to our health by drinking it. If there is some guarantee that this increase will dramatically improve water quality then I would support it.	Utilities	See response to WS03	
WS08	I think it's an excessive increase for a single year and should be gradually phased in. Also, this was not adequately explained at the recent community meeting.	Utilities	Council could consider phasing in the increased charges, however this would include the delivery of the works program. The proposed increases were explained clearly at both the Bungendore and Braidwood Community Meeting, with the table below shown and discussed:	

Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation																																				
			<p>Braidwood Community Meeting </p> <p>Palerang water and sewer tariffs</p> <ul style="list-style-type: none"> On exhibition until 7 June Adopted Integrated Waste Cycle Management Plan Phased charges: fractured rock, water treatment, recycled water etc Estimate \$2.9m in 2020-21 <table border="1"> <thead> <tr> <th>Tariff elements</th> <th>2019-20</th> <th>2020-21</th> <th>2021-22 proposed</th> </tr> </thead> <tbody> <tr> <td colspan="4">Water charges</td> </tr> <tr> <td colspan="4">Access charge 20mm meter</td> </tr> <tr> <td>Residential</td> <td>461</td> <td>473</td> <td>556</td> </tr> <tr> <td>Non-residential</td> <td>461</td> <td>473</td> <td>556</td> </tr> <tr> <td colspan="4">Usage charge (\$/kL)</td> </tr> <tr> <td>Residential</td> <td>2.82</td> <td>2.89</td> <td>3.72</td> </tr> <tr> <td>Non-residential</td> <td>2.82</td> <td>2.89</td> <td>3.72</td> </tr> <tr> <td>Est revenue</td> <td>2.679m</td> <td>2.896m</td> <td>3.458m</td> </tr> </tbody> </table> <p>Replays of the meeting can be found at:</p> <ul style="list-style-type: none"> Braidwood – from 18 minutes http://webcast.qprc.nsw.gov.au/archive/video21-0511.php Bungendore - from 16 minutes http://webcast.qprc.nsw.gov.au/archive/video21-0504.php 	Tariff elements	2019-20	2020-21	2021-22 proposed	Water charges				Access charge 20mm meter				Residential	461	473	556	Non-residential	461	473	556	Usage charge (\$/kL)				Residential	2.82	2.89	3.72	Non-residential	2.82	2.89	3.72	Est revenue	2.679m	2.896m	3.458m	
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WS09	<p>See attachment to Council report on 23 June for full submission</p> <p>Summary: Water tariffs Unacceptable increases, particularly as it appears to be due in large part to a substantial and arbitrary adjustment in modelling assumptions on average residential water consumption.</p> <p>In none of the documentation provided in this consultation can the BCA see the results of the 'wider review of historical water consumption'. The Palerang Community Development Servicing Plan for Water Supply dated June 2021 is also silent on the issue of average residential water consumption. The Integrated</p>	Utilities	<p>Process Rigour The development of key strategic documents associated with the IWCM is a specialised task. It is likely that few, if any, regional LWUs would hold the resources to conduct such an undertaking in their own right. All of the works associated with the Palerang Communities IWCM process were undertaken by NSW Public Works Advisory (PWA) on a consultancy basis. PWA have well established credentials in undertaking such works. On top of this, multiple stages of the process were the subject of regulator, external and community review. The IWCM process itself was conducted under the close review of a Project Reference Group (PRG) which consisted of regulator and other governmental officials as well as self-nominated community representatives appointed by formal Council resolution. The document was the subject of extensive community consultation prior to being formally adopted by Council in 2019. The DSP went through a similar process with the addition of a regulator</p>																																					

Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

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	<p>Water Cycle Management Strategy - Palerang Communities adopted February 2019 has some limited analysis of demand for 2009-16 in section 7, but none of that appears to relate to average individual consumption. Further, the Summary of Financial Modelling for Water Supply – 2019/20 provided for the consultation does not have an explicit assumption for average residential consumption.</p> <p>The BCA would expect that an organisation the size of QPRC would have the in-house capabilities to undertake a proper econometric assessment of trends in water consumption and if not engage another organisation to make such estimates.</p> <p>To make such a substantial and arbitrary adjustment of a 10% reduction in demand is well beyond being prudent and is politically naive in an election year.</p> <p>The BCA urges QPRC to either undertake a proper assessment of the likely trends in water demand and make adjustments accordingly or phase in the increase in over a number of years, as is being done for Queanbeyan for waste charges.</p> <p>These proposed increases will have a significant impact on households and businesses in Braidwood. Many families in our community already struggle to make ends meet. Our businesses are still emerging from the extended downturn in activity during the bushfires and Covid. These increases more than offset the proposed reductions to Waste Management charges.</p> <p>Further, the BCA questions why existing ratepayers appear to be paying for all the new works-growth expenditure, as surely this should be covered by developer contributions? Given</p>		<p>required independent external audit before being registered by the Office of Water.</p> <p>Development of Criteria Contrary to the submission's assertion, the development of the design consumption criteria was a detailed and rigorous process. Section 5 of the master IWCM document dedicated some 16 pages of discussion and summarised analysis of actual billed consumption between the period July 2009 and July 2016. After correction for BASIX and Climate Correction, this was the principal source of design criteria going forward. The process was similar for sewerage.</p> <p>In any strategic undertaking such as this, efforts will always be made to base forward judgements on considered historical data and trends. It is inevitable, however, that in looking forward some assumptions have to be made. The submission has focused on the price elasticity effect assumption of 10% - a figure suggested by Council's consultants and one based on their extensive experience in this field. While any assumption could be argued to have a positive or negative effect on outcomes as future realities emerge clearly the best mitigating defence to any such anomalies is the review process. These are nominally expected on a 4 yearly basis which is considered best practice. Arguably though, it will not be the assumed criterion of price elasticity that would have the largest potential effect as would the plan's expectations for growth. These will need to be closely monitored.</p> <p>Costs and subsidisation Early in the life of the former Palerang Council, the decision was taken to combine the former and separate Bungendore, Braidwood and Captains Flat Water and Sewerage funds into single Water and Sewerage funds. Settled only after extensive community consultation, one of the key objectives of the process was cross subsidisation – for the most part FROM the more populous schemes TO the less populous. In this way it was thought that the effects of large bill shock could be avoided for the smaller former schemes, especially where these were the subject of large backlog capital investment. The BCA would well remember the parlous state of both the Braidwood Sewerage and Water schemes at the</p>	



Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	<p>this accounts for \$24.2m of the total expected expenditure of \$31.6m or 76% of the expected capital works water supply program over the next 10 years this would completely change the level of charges for residents in Palerang.</p> <p>Drought-proofing Braidwood’s water supply Given that drought-proofing Braidwood’s water supply is not mentioned in key documents, suggests that QPRC is not taking this crucial issue seriously. Given the increase in Braidwood’s population, and the need for more housing to meet the demand, long-term planning for a secure town water supply is necessary.</p> <p>The BCA requests that high priority be afforded to drought-proofing Braidwood’s water supply to ensure that the situation in 2019-20 is never repeated.</p> <p>The BCA further suggests that Council undertakes an education campaign re ways to reduce water usage, and more actively advertises its WaterWise policy and existing rebates for water tanks.</p> <p>Sewage tariffs No comments, increase is reasonable.</p>		<p>time of the first amalgamation in 2004 and the subsequent unprecedented capital improvements delivered between 2006 and 2012. Without the combined funds and the benefit of inter-town cross subsidisation it is conceivable that much of this work would either remain undone or the water and sewerage tariffs for Braidwood (in its own right) would be many times greater than they currently are.</p> <p>Insofar as the extent to which the growth pressures at Bungendore are influencing the proposed tariffs, attention is drawn to the discussion on pages 25 & 26 of the item 9.4 report to Council of 28 April 2021. In this report both borrowing costs and future operational costs are cited as being related to development and ultimately an impact for tariff charges across the scheme as a whole. This is unavoidable but will be moderated as residents for these new developments come on line as ongoing contributors. This is similar to what occurred in 2012 when the new Braidwood WTP came on line and the existing residents of both Bungendore and Captains Flat had a similar moderating influence.</p> <p>But they are not the only cost pressures. The report also references Council’s 2018 decision to increase Water Fund contributions to General Fund by 77.4%. At a \$203,603 increase (2018\$) this alone theoretically accounts for around an additional \$113 per annum per typical residential bill.</p> <p>Finally on the matter of the Developer Servicing Plans (DSP). In a concerted effort to guard against any case whereby existing residents are required to unreasonably contribute to new development, the recently adopted DSP introduced a special new water supply category called the “Bungendore Greenfield”. The plan provides for a substantial contribution of in excess of \$18,500 per lot in recognition of the quite significant capital headworks required to support these endeavours. The arrangements are an equitable balance between the interests of existing residents and future residents.</p> <p>It is perhaps interesting to note that in developing the Sewerage DSP it was necessary for Council to consider a cross subsidy for proposed s.64 charges for Braidwood. In following the DSP methodology strictly, a charge of \$23,030</p>	

Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
			<p>was initially envisaged. Council in its deliberations of 24 June 2020 decided against this in favour of spreading the charges across the whole scheme. According to the rules of the DSP process this saw the sewer s.64 charge for Braidwood normalised to a scheme average \$10,837 thanks mostly to the development potential of Bungendore. The decision resulted in cross subsidised surcharge of about \$29 across all sewerage typical residential bills. This remains a good and equitable outcome.</p> <p>Drought Proofing of Braidwood Water Supply Following the drought and water restrictions of late 2019 and early 2020 a detailed review of Braidwood's secure yield, its system performance and Council's drought measures was undertaken by PWA on behalf of Council. The secure yield was updated from that performed in the IWCM given that the event of 19/20 was considered to be now the worst on record. The secure yield study demonstrated that Braidwood had sufficient supply according to best practice targets. Recommendations were made however in respect of reigning in Braidwood's excessive Non-Revenue Water and with the arrangements for future restriction triggers. As a point of note, "drought proofing" does not equate to an absence of water restrictions. Water restrictions remain a necessary demand management tool in times of supply shortage. The aim is to limit the frequency and extent of restrictions when they are applied. The final report is with Council's Executive for review. It is expected to be the subject of a future report to Council once approved for release by Executive.</p>	
WS10	<p>Water Charges I support the selection of Option 1 (50:50 access:usage) as the basis of the proposed water tariffs. The long term average water usage for my household is approximately 285 KL/year which is well above the assumed average of 185 KL/year in the modelling. I would be \$60 worse off with Option 2. Indeed, anybody with large lawn areas to water in summer would be worse off to some extent. I have significant concerns about the massive water tariff increases of 17% for the Access Charge and 28% for the Usage Charge, which makes me \$320 worse off in 21/22 compared to 20/21. Those magnitudes exceed even the obscene</p>	Utilities	<p>The 50:50 access:usage arrangement is permitted according to Office of Water best practice for schemes with <4,000 assessments. It represents the best arrangement for the Palerang Communities. In the event that both the Palerang and Queanbeyan schemes are ultimately combined the arrangement will need to be changed to 25:75 (access:usage). This is likely to take the usage to something in excess of \$4.10/KL.</p> <p>The average usage adopted for the purposes of discussion is indeed an average. There will be variations according to individual circumstances.</p>	

Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	<p>cost increases for electricity in recent years, which to a large extent were due to unnecessary expenditure on infrastructure improvements (as opposed to infrastructure growth or sustainment). I am therefore suspicious that we are similarly making unnecessary improvements to the Palerang water infrastructure and attributing the expenditure to 'growth'. I also have concerns about the capital works program and modelling assumptions, particularly in Bungendore, which do not appear to correlate well with major development projects like North Elmslea. I acknowledge however that the information provided is incomplete.</p>		<p>The capital works proposed in the 10 year plans are not associated with "unnecessary expenditure on infrastructure improvements". They are related to catering for growth, service improvement and asset renewal.</p> <p>The pressures on the pricing proposal are discussed above in the response to WS09.</p>	

Report - Community engagement – Revenue Policy, including Palerang water and sewer tariffs

Survey (multiple question response)

Respondent	Include questions here	And here	And here	And here	And here

Council response to survey input and recommendations

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

30 JUNE 2021

ITEM 5.2 ADOPTION OF 2021-22 REVENUE POLICY

ATTACHMENT 2 FULL SUMMARY OF SUBMISSION FROM THE BRAIDWOOD
COMMUNITY ASSOCIATION (WS09)



BRAIDWOOD COMMUNITY ASSOCIATION

Comments on the QPRC Draft Tariff Structure for the Palerang Communities Water and Sewerage Schemes

The Braidwood Community Association (BCA) welcomes the opportunity to comment on the Queanbeyan-Palerang Regional Council (QPRC) Draft Tariff Structure for the Palerang Communities Water and Sewerage Schemes (Draft Tariff Structure).

The BCA is in support of there being long-term financial plans for water and sewerage infrastructure and of there being a tariff structure set at a level that the infrastructure can be replaced over time. It also supports a prudent approach to setting the parameters for the models.

Water Tariffs

QPRC is proposing to increase in water access and usage charges by 17.5% and 28.7% respectively leading to an average increase in water charges of 23.5% (based on 185kL/year) or by \$236.55 to \$1244.20.

The BCA believes this is unacceptable, particularly as it appears to be due in a large part to a substantial and arbitrary adjustment in modelling assumptions on average residential water consumption.

The [report to Council](#) dated 28 April 2021, states:

'In developing the 2021/2022 (and beyond) tariff structures for water supply, a wider review of historical water consumption was undertaken. Data for the period 2017/2018 to 2019/2020 was assessed and resulted in an average residential water consumption of 185kL/year. In using this as a key model input, a 10% reduction (to 167kL/year) has been applied as a means of risk management and in an effort to guard against revenue reductions that could result from the extremes of continued drought/water restrictions or alternatively a prolonged wet period. The reduction is also proposed as a risk management measure against the likely effects of price elasticity on residential demands.

The 10% reduction was similarly applied to the modelled non-residential consumption figures.'

In none of the documentation provided in this consultation can the BCA see the results of the 'wider review of historical water consumption'. [The Palerang Community Development Servicing Plan for Water Supply](#) dated June 2021 is also silent on the issue of average residential water consumption. [The Integrated Water Cycle Management Strategy - Palerang Communities](#) adopted February 2019 has some limited analysis of demand for 2009-16 in section 7, but none of that appears to relate to average individual consumption. Further, the [Summary of Financial Modelling for Water Supply – 2019/20](#) provided for the consultation does not have an explicit assumption for average residential consumption.

The BCA would expect that an organisation the size of QPRC would have the in-house capabilities to undertake a proper econometric assessment of trends in water consumption and if not engage another organisation to make such estimates.

To make such a substantial and arbitrary adjustment of a 10% reduction in demand is well beyond being prudent and is politically naïve in an election year.

The BCA urges QPRC to either undertake a proper assessment of the likely trends in water demand and make adjustments accordingly or phase in the increase in over a number of years, as is being done for Queanbeyan for waste charges.

These proposed increases will have a significant impact on households and businesses in Braidwood. Many families in our community already struggle to make ends meet. Our businesses are still emerging from the extended downturn in activity during the bushfires and

Covid. These increases more than offset the proposed reductions to Waste Management charges.

Further, the BCA questions why existing ratepayers appear to be paying for all the new works-growth expenditure, as surely this should be covered by developer contributions? Given this accounts for \$24.2m of the total expected expenditure of \$31.6m or 76% of the expected capital works water supply program over the next 10 years this would completely change the level of charges for residents in Palerang.

Drought-proofing Braidwood's Water Supply

The BCA is aware that Council staff is working on the issue of drought-proofing Braidwood's water supply and that it is not an easy issue to resolve. But the silence on this issue in almost all documentation such as this Draft Tariff Structure, the associated 10-year QPRC - Palerang Community Water Supply Capital Works Program, the Integrated Water Cycle Management Strategy -Palerang Communities, the Palerang Community Development Servicing Plan for Water Supply and the QPRC Draft Operational Plan 2021-22 is of concern and suggests that QPRC is not taking this crucial issue seriously. Given the increase in Braidwood's population, and the need for more housing to meet the demand, long-term planning for a secure town water supply is necessary.

The BCA requests that high priority be afforded to drought-proofing Braidwood's water supply to ensure that the situation in 2019-20 is never repeated.

The BCA further suggests that Council undertakes an education campaign re ways to reduce water usage, and more actively advertises its WaterWise policy and existing rebates for water tanks.

Sewerage Tariffs

The BCA has no comments of the proposed residential sewerage tariff which appear to have much more reasonable increase proposed of 2.8%.

Thank you for your consideration.

Submitted by [REDACTED]

BCA President

On behalf of the Braidwood Community Association

7 June 2021

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

30 JUNE 2021

ITEM 5.3 ADOPTION OF OPERATIONAL PLAN AND FEES AND
CHARGES 2021-22

ATTACHMENT 1 SUMMARY OF SUBMISSIONS - OPERATIONAL PLAN AND
FEES AND CHARGES



Submissions summary Integrated Plans 2021-22

Submission summary – draft Integrated Plans 2021-22

Executive Summary of engagement report:

Following Council's meeting on 28 April 2021, the following documents were placed on public exhibition:

- Draft Operational Plan 2021-22
- Draft Revenue Policy 2021-22
- Draft Fees and Charges 2021-22

Additionally, Council sought feedback on a list of projects that it was considering removing from the budget to address the operational deficit that was presented.

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 community meetings in Queanbeyan, Braidwood and Bungendore where an overview of the documents and impacts to ratepayers were presented. All subscribers to the Your Voice engagement website (3,250) 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 9 June and have been presented to the 23 June Council meeting for discussion and action.

Participation in engagement:

Council received 82 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:

- 470 users visited to project page
- 266 documents were downloaded
- 166 visitors directly accessed the site, while 194 came via a Facebook post and 32 via an email from the Your Voice page.

Note: Text in red is text that was added or amended after the document was provided to councillors on 11 June.

Submission summary – draft Integrated Plans 2021-22

Submissions on draft Operational Plan 2021-22

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
Submissions on draft Operational Plan				
OP001	<p>See attachment to Council report on 23 June for full submission</p> <p>Summary: Request from the Bungendore Tennis Club to amend the car park at Mick Sherd Oval to improve safety, access and create more car parking spaces.</p>	Urban Landscapes	The proposed realignment of the car park alongside the tennis court is supported by staff. The realignment will improve parking while increasing safety. These works are relatively minor, as the carpark is remaining gravelled, and could be carried out under maintenance programs.	Council support the realignment of the Bungendore Tennis Club car park.
OP002	<p>See attachment to Council report on 23 June for full submission</p> <p>Summary: The Bungendore Playground Committee has been working closely with QPRC to refurbish the old and only playground in Bungendore. In considering the current site our group has identified some changes to the current footprint of the Playground to better utilise the space and ensure integration with the other recreational facilities the area has to offer.</p> <ol style="list-style-type: none"> 1. Requests amendments to car park at Mick Sherd Oval as highlighted in submission OP001 2. Our Concept Design proposes that the Balladeers Place Memorial which has been identified by the Department of Education to be placed at the northern end of the playground between the Playground and Tennis Court to be better utilised at the southern end. This location would be utilised by visitors to the Playground for picnics, provides great shade and most importantly a safety barrier to the existing large Car Park that services the Mick Sherd oval and Playground as it can appear dangerous given its close proximity to the Playground. 3. Consider shared pedestrian/bike paths as part of the playground project. Pathway proposed along Butmaroo St in DoE proposal could be considered within the Playground precinct under the existing tree canopy (see attached). 	Urban Landscapes	<ol style="list-style-type: none"> 1. Car Park realignment – as above. 2. The Balladeers Place or Poets corner would be relocated should the Bungendore High School proceed on this location. Whether the structure is relocated to the new playground area or other site in Bungendore, the cost associated with this move is to be funded by DOE, not Council. 3. The provision of shared paths in Bungendore has arisen periodically over the past few years. Provision of paths was one of the top three requests during community engagement for the Bungendore CBD Upgrade project in 2017. While extra paths were provided at that time, there are still missing links, like Butmaroo st, between the CBD and residential areas. Butmaroo St however has table drains and pedestrians tend to walk on the road. There is merit in having a shared path from Gibraltar St to Turallo Terrace that is within the park and connects to the playground, tennis courts and sports facilities. 	<p>As above</p> <p>Council to consider relocation of Poets corner in conjunction with High School discussions.</p> <p>Council support the construction of a shared path from Gibraltar St to Turallo Tr. via the Bungendore Park, and that the project be included into the S7.11 plan.</p>
OP003	<p>See attachment to Council report on 23 June for full submission</p> <p>Summary: Request for Boro Rd to be upgraded to a safe, all weather road for the benefit for everyone living on and using Boro Rd.</p> <p>It is time that our needs for a safe & trafficable road are met by Council. To commence this process, we respectfully request that an on-site inspection of Boro Road be held by Council (with Councilors attending) & local residents to identify a forward plan for the upgrade of this road to a proper rural standard.</p>	Transport and Facilities	<p>Boro Road has DRFA funding approved from the August 2020 floods. Works include:</p> <ul style="list-style-type: none"> - 8.2km of Gravel Resheeting (\$500,887) - Cleaning culverts (\$7,717) <p>These works will help to improve the existing pavement of Boro Road and remove some of the clay patches that cause issues during wet periods.</p> <p>Boro Road is a category five road under Council's Unsealed Road Maintenance – Grading Policy, meaning it is scheduled to be graded once every six months. It was scheduled to be graded in June 2021.</p>	
OP004	<p>Submission from tenant of the River Bank Café in Queanbeyan Also see attachments</p> <p>We require the plastic doors to be replaced with glass. The doors are now past the use by date with the plastic being brittle, broken and guests are unable to see the view of the river. We have attached quotation for replacement for Council's review. We are chasing a second quote and will forward it when received. As previously emailed, the kitchen still leaks and presents itself as a hazard to the welfare of our employees and also needs urgent attention.</p>	Urban Landscapes	<p>The quotes provided by the tenants for the glass doors range from \$31,517 to \$51,138.</p> <p>The works are not covered in the current lease agreement for the café.</p> <p>Proposal is supported, but with no funding available staff need to investigate funding options.</p>	Project progression is reliant on funding being identified.
OP005	Staff submissions regarding a range of changes/additions to tree management fees and charges	Urban Landscapes	The submission will require further internal consultation prior to a Council workshop and Council report.	
OP006	<p>The dressing sheds at Queanbeyan Park need some love including removal of the cobwebs and graffiti, coat of paint and gutter cleaning. They are no longer adequate and need an urgent upgrade. There has been criticism of the facility particularly from visiting teams including representative sides at the junior level.</p> <p>The youth drop-in centre is an eye-sore with the architecture completely out of place next to the empty caretaker's cottage and the dressing sheds. A change of façade and a repaint could help blend the building into the surrounds. The "stables" adjacent to the cottage could become changerooms and associated facilities for one team while the current shed could be internally renovated to bring it up to date. And of course, the caretaker's cottage should become the Caretaker's Cottage Café.</p>	Urban Landscapes	<p>The area has been inspected by staff and routine maintenance has been scheduled to refresh the look of the cricket pavilion. This work can be carried out under maintenance budgets.</p> <p>The upgrade of the change rooms is however limited to basic cosmetics as the building is a heritage facility and lacks space for extension.</p> <p>The Youth Centre and Tree House both have capacity for improvement and in the case of the latter, potential for adaptive reuse, however this should be looked at by Council at the appropriate time when considering Youth services.</p>	Conduct basic "aesthetic" improvements under routine maintenance budgets. Defer improvements to Axis Youth Centre and Tree House to a future workshop of Council.


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	The whole precinct from the tennis pavilion, croquet club, youth centre, dressing sheds to the former museum should have a colour scheme to make it a feature of the Park. The wire fence needs to be replaced with a more sympathetic.			
OP007	At its September 2020 meeting, Council resolved: <i>Include for consideration the funding of a new bridge/box culvert at Resch's Creek in the 2021/22 Operational Plan once a detailed estimate has been prepared.</i> The draft Operational Plan does not currently include any funding for this project.	Transport and Facilities	Staff estimate that the replacement of Reschs Creek causeway with a new bridge/box culvert would cost approximately \$4m, however this would be dependent on a detailed design.	
OP008	We are very pleased to see the corridor treatment of the Araluen Road in the plan, and already underway- it is going to make a big difference to safety and ease of access into and out of the valley, and will allow the road to become a more effective 'break' in the case of fire. The Moruya Road works have also improved access a lot, and have made travelling to and fro for the people who live there much more manageable- thank you for both of these. On a road maintenance issue, the culverts crossing the two creeks on the way to the Araluen Anglican Cemetery are all but impassable - the bottoms have bottomed out, and you need a four-wheel drive to cross. After the distressing event last year where the coffin of a local person had to be transported across a creek by tractor to burial in the Catholic Cemetery, we are all very sensitive to the concerns people raise about access.	Transport and Facilities	Council's operational staff have inspected the two creek crossings on Catholic Cemetery Road and have reported that only minor maintenance works are required. These two crossings flood during high rainfall events which will not change by replacing the crossings. DRFA funding has been received to gravel resheet the full length of Catholic Cemetery Road (\$70,185), which will be used to improve this issue.	
OP009	See attachment to Council report on 23 June for full submission Summary: Monaro Rail Trail Inc is seeking QPRC to include provision in the 2021/22 budget of \$50,000 towards a Trail Development Plan and associated Plans for the Tralee to Williamsdale section of the Rail Trail. Associated work would focus on Environmental, Bio-Security, Economic Assessment and Community Consultation aspects. With this regard an estimate is provided as follows: Estimate for trail development and associated work <ul style="list-style-type: none"> • \$20k Trail Development Plan (based on estimate from Mike Halliburton Associates, who did the MRT Feasibility Study 2019) • \$5k Accommodation & travel • \$5k Bio-security field assessment (to confirm preliminary desktop Risk Assessment) • \$5k Environmental assessment • \$5k Economic assessment • \$5k Project management • \$5k Contingencies 	Business and Innovation	At the Ordinary Meeting of Council on 16 December 2020, Council endorsed the following regarding support for the Monaro Rail Trail <ol style="list-style-type: none"> 1. <i>Provide in-principle support for the Monaro Rail Trail Inc proposed funding application under the Bushfire Local Economic Recovery Fund.</i> 2. <i>Subject to the concept being supported by relevant government authorities, consider an amendment to the QPRC Local Environment Plan to permit rail trails and associated facilities in the Queanbeyan / Bombala Rail Corridor.</i> <p>The Monaro Rail Trail group has submitted a grant application to the Bushfire Local Economic Recovery fund to support further business case development. Snowy Monaro Regional Council is supportive of the Monaro Rail Trail and has endorsed support for \$90k for a trail and civil works development plans to reach shovel ready status but has not yet committed any funding for construction.</p> <p>No funding has been allocated in the draft 2020-21 budget.</p>	
OP010	I'm writing regarding our recent conversation at the official opening of the two new synthetic greens at Farrer Place. You suggested that the Queanbeyan Bowls Club (QBC) should submit a request to QPRC to upgrade the perimeter fence on our leased area as a matter of improved security, and to bring the area into line with the nearby showground fence. I'm seeking your assistance to have this request considered by QPRC as part of its 2021-22 annual Budget development process. Noting that the existing fence is significantly aged, not fit-for-purpose, is past its useful life and needs to be replaced to provide appropriate security for the Farrer Place sporting facility. For information purposes, the cost of the two new synthetic greens, the surrounding landscape edging, and the watering system was approximately \$450,000. With the inclusion of the Clubhouse and storage sheds the value of the replacement costs of these lawn bowls assets at Farrer Place would exceed \$1 million. In addition, the security fence would also secure the croquet club facilities and Clubhouse given that both sporting clubs operate within the Farrer Place lease. The total combined replacement value of the assets under the lease would therefore be approximately \$1.5m. I would appreciate your assistance to have a new security fence included in the QPRC 21-22 budget process, and please contact me if you need further information or assistance advice.	Urban Landscapes	This project has not been endorsed by the Queanbeyan-Palerang Sports Council and should be forwarded to the Sports Council for consideration. Staff would be unlikely to support a high palisade fence around the venue due to its impact on amenity. Council would consider a smaller fence in this location, however funding is not available in the 2021-22 financial year.	Staff to make submission available to the QPRC Sports Council

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OP011	<p>Thank you for the opportunity to comment on the draft QPRC Operational Plan and associated documents.</p> <p>Our team has a query around the budget inclusions, and whether partnership agreements for venue hire at the Karabar, Jerrabomberra and Bungendore community centres has been included in these figures. We use these venues to hold community health outreach clinics on an ongoing basis.</p> <p>I understand that the Local Health District has previously completed Donation Grant Scheme Applications for venue hire. I wonder whether there is scope to form/update agreements with Council, and include this agreement in the operational plan budget to streamline this process. There is scope to include an agreement for Googong when the centre is operational also.</p> <p>I believe that our team has completed an Application for this year, noting the application close date of 7 May. See attachment to Council report on 23 June for full submission</p>	Recreation and Culture	<p>At this stage, a donations request has been lodged and will be considered should the donations program progress.</p> <p>If unsuccessful at receiving donation, or if Council resolves to remove the donations budget, staff will liaise with the submitter.</p>	
OP012	<p>Summary: Request from Queanbeyan Landcare for Council to restart previous program to spray African Lovegrass at Bicentennial Park, Queanbeyan. Queanbeyan Landcare requests budget be allocated to employ a suitably qualified contractor to undertake the program. Queanbeyan Landcare suggests having one person appointed to coordinate all work for this Reserve and that that person's role includes consultation with Queanbeyan Landcare. It is Queanbeyan Landcare's view that African Lovegrass and St John's Wort can and should be controlled in Bicentennial Park, to preserve and enhance the values of the park.</p>	Urban Landscapes	Weed control activities at Bicentennial Park have not ceased. While the past year has been wetter than usual and weed activity has taken off following the drought, the park is still on Council's control program.	
OP013	<p>Respectfully request that some consideration be given to footpath extensions from Powell Street up to Modbury Street (Bungendore). This side of the railway line seems to be neglected year in year out by council (I have lived in Modbury Street since 1999 and Bungendore since 1989). Not suggesting nothing's been done, post amalgamation things have certainly improved greatly, from what Palerang Council was delivering. There are a number of over 50s, me included, who have mobility issues and are forced to walk on the roads to get to the shops etc, it's becoming dangerous due to more traffic and recent arrivals from Canberra who seem to think the speed limit is optional. A bit more reach on the footpath infrastructure would be wonderful.</p>	Contracts and Projects	<p>Council's adopted Bungendore Bicycle and Pedestrian Facilities Plan includes</p> <ul style="list-style-type: none"> a new footpath F5 between Powell St and Kings Highway, along Gibraltar St. The total length of the footpath would be 740m and is estimated to cost \$132,000. This project is a medium priority in the adopted plan. A new shared path S16 on Majara St between Gibraltar & Kings Highway – High Priority A new shared path as described in this request – medium priority. <p>Given that a number of high priority projects in the Plan have not yet been undertaken, it is not recommended to bring this project forward. The project will be considered as part of Council's three-year Delivery Program which will be developed following the 2021 local government election.</p>	
OP014	<p>The Bungendore High School is unnecessarily taking away valued parts of the Bungendore Community. The site where the school is proposed does not allow for further growth, it is restricted on all sides. The council is diminishing its own town, it is both stripping the town's qualities and setting up for demise. There is no prospect, no future planning beyond 5 years.</p>	Workplace and Governance	Council has previously agreed to support the Bungendore High School proposal. This is not being considered as part of the draft Operational Plan.	
OP015	<p>I note that council is responsible for 752 km of unsealed roads. Whilst there are KPIs for the resealing of sealed roads, and the grading of unsealed roads, there is no KPI to convert unsealed roads to sealed roads. This is an unacceptable omission. Some of those roads afford access to subdivisions which were subject to development contributions 25 or 30 years ago. In accepting those contributions, council accepted an obligation to seal those roads at some point in the future. The previous practice of "pooling" contributions until sufficient funds were available to undertake this work has now been replaced with negotiated contributions by developers in the form of community facilities (eg in Googong). These facilities are fixed and only serve to increase the developments marketability. I would like to see council make a commitment to sealing 50km of unsealed roads each year. Having waited over 20 years to have our road sealed, knowing that at worst we only need to wait another 15 years for the obligation to be satisfied is at least some comfort.</p>	Transport and Facilities and Land-Use Planning	<p>At its meeting of 27 January 2021 (Item 9.2) Council endorsed the use of pooled developer contributions to part fund a wide range of road upgrading works including some sealing. As these roads come online under Council's works program these contributions will be used.</p> <p>The costs associated with the construction and sealing of unsealed roads ranges from \$300,000 to upwards of \$1m per km, depending on the category of road.</p> <p>Apart from the Williamsdale Road, no other roads have been earmarked for bitumen seal extension.</p> <p>Council's adopted Asset Strategy recommends that Council only seal or extend the seal of an unsealed road if 50% funding is available through contributions or conditioned by development application or Local Planning Agreement. The remaining 50% would be funded by Special Rate Variation or grant.</p>	


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OP016	<p>Council staff have been in discussions with Resilience NSW regarding the upgrade of the Queanbeyan Emergency Operations Centre at the Queanbeyan Depot. Resilience NSW advises that the upgrade will not require funding from Council, or impact the Emergency Services Levy. The upgrade is estimated to cost around \$290,000 and will include:</p> <ul style="list-style-type: none"> • Upgraded technology, including internet, laptops, printers and smart TVs • Generator • Radio • Electrical upgrades • New furniture <p>With the upgrade to the EOC at the Queanbeyan Depot, the former Queanbeyan EOC site at 20-22 Lorn Rd becomes surplus to Council requirements. As such, staff are recommending adding the Lorn Rd site to the property addendum in the Operational Plan as land that will be considered for sale during the 2021-22 financial year. No valuations have been received for the land at this stage.</p> 	Organisation Capability	As the property at 20-22 Lorn Rd will be surplus to Council requirements, staff recommend it being added to the property addendum and be considered for sale during 2021-22.	Add 20-22 Lorn Rd to the property addendum in the Operational Plan for potential sale during 2021-22.
OP017	<p>Due to the age of the technology in the Bungendore Council Chamber, Council has been unable to hold meetings at Bungendore since the COVID-19 pandemic resulted in changes to the Local Government Act to allow remote attendance by councillors.</p> <p>Council has sought cost estimations from an audio visual expert for the Bungendore Chambers. It should be noted that Council has agreed to sell the Bungendore Chambers to the Department of Education as part of the Bungendore high school proposal. Council is required to vacate the part of the building that houses staff by mid-2022. As a new location for Council's Bungendore office won't be constructed by mid-2022, Council will likely use the Chamber to house some staff, therefore making it unavailable for Council meetings.</p> <p>The quotes received are:</p> <p>Option 1 - ~\$2,000 Only addresses audio and does not provide video in or out of the room to enable remote attendance for councillors or members of the public.</p> <p>Option 2 - ~\$18,500 Sets up the Chambers as a 'Zoom room' similar to Queanbeyan Chamber and Committee Room with both audio and video coming in and out of the room. Would require replacement of speakers, amplifier and projectors.</p> <p>Option 3 - ~\$50,000-\$60,000 Full update of tech in Chamber, including all matters in option 2 plus microphones and processor.</p>	Workplace and Governance	<p>Given Council's financial position and the timeframe for Council to vacate the building (10-11 meetings), staff do not recommend proceeding with any of the options outlined in the quotation.</p> <p>Community meetings in October/November 2021 and March/April 2022 can be held with current technology, however as experienced in May 2021 there are some restrictions that would not enable a full Council meeting to be held.</p>	
OP018	<p>I don't see the repair/replacement of the Gumms Road Harold's Cross bridge in the plans. This bridge was broken during the August 2020 flood event and has been unusable since then. Council irregularly maintains a gravel crossing which works for most vehicles unless there is heavy rain, after which the creek is impassable. The alternate route to Braidwood involved a 30-40 minute detour through four gated properties, through the</p>	Transport and Facilities	The replacement of the timber bridge on Gumms Road has been funded through DRFA funding following the August 2020 flood event. \$315,504 has been allocated to replace the existing timber bridge with a box culvert	

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OP019	<p>state forest and along Cox's Creek road (unmaintained and currently not passable by 2WD vehicles). In the event of an emergency, this is a life-threatening delay.</p> <p>Any cuts to rural roads or community halls is unfair on rural residents who get very little money for their rates. Roads are vital and currently many are unsafe and downright dangerous to road users (including tourists, friends of residents etc) Beautification of Queanbeyan and other larger towns is nice but not necessary. Cuts can be made here. Resealing already good roads is not necessary as they are not dangerous. Get your priorities in order QPRC.</p>	Transport and Facilities	<p>structure. Council's consultants are currently working on the design of the concrete structure.</p> <p>The maintenance and upgrade of Council's sealed and unsealed road network is a priority of Queanbeyan-Palerang Regional Council.</p> <p>Council's total spend on road maintenance and upgrades in 2021-22 is higher than previous years, due largely to the influx of Disaster Recovery Funding Assistance funding. In considering its budget for the 2021-22 financial year, Council has been looking at budget adjustments to move the operational result closer to that forecast in the Long Term Financial Plan. One adjustment that Council is considering, is the removal of \$700,000 from the Local Roads Renewal Project. If Council resolves to remove this funding, it would be a one-off reduction that would see the gravel resheeting program deferred by one financial year and a further \$200,000 of works in other sections of the project deferred.</p> <p>Of the 14 projects identified in Council's gravel resheeting program for 2021-22, seven of these roads will receive varying levels of work under the disaster recovery funding. The seven roads that would not receive gravel resheeting in 2021-22 would be rolled over to the 2022-23 financial year. The value of the projects that would not be undertaken in 2021-22 is approximately \$212,000 and includes the following roads – Butmaroo, Collector, Gidleigh, Back Cree, Dawsons Lane, Kain Cross. It should be noted that Endrick River Road is scheduled for a heavy grading with disaster funding, not gravel resheeting.</p> <p>Council has received more than \$47m in disaster-related road funding for the bushfires in 2019-20 and floods during 2020 and 2021. The majority of this funding has already been spent on roadworks, with a further \$7.5m remaining for the 2021-22 financial year. As stipulated by the disaster funding agreement, Council is unable to undertake this work with Council staff and must use contractors. This has resulted in a delay with some projects due to the unavailability of contractors and it is also more expensive to use contractors. The unit rate for this work varies depending on the distance the contractor has to travel and access to materials. Council has made representations to the NSW Government to reconsider this stipulation.</p> <p>At the peak of the drought in 2019-20, Council was unable to continue its maintenance grading program due to lack of available water. The program was put on hold for a short period of time. When water became available again, Council engaged contractors to catch up on the program. As such, there was no budget saving as part of this period.</p> <p>The Local Roads Renewal Program has a budget of \$3.5m in 2021-22. This has increased from \$2.625m in 2020-21. The reason for the increase is that the Special Rate Variation that was applicable to the former Queanbeyan City Council area no longer needs to be quarantined for spending within the former QCC area and can be incorporated into general revenue. In previous years, the Special Rate Variation delivered around \$740,000 that was to be used on bitumen resealing and</p>	

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			<p>pavement rehabilitation. This funding is now used across the whole local government area.</p> <p>In addition to the capital projects identified in the Operational Plan, Council has also allocated \$4.578m to the Local Roads Maintenance and Repairs program. This program is operational and includes maintenance grading, patching, signage, linemarking and other works associated with road maintenance.</p> <p>The disaster funding is in addition to \$10 million committed by the NSW Government for upgrades to Captains Flat Road; a further \$7.2 million for Nerriga Road which has already had around \$30 million committed to continuing upgrades and more than \$7 million in upcoming local bridge projects.</p>	
OP020	Overall plans are reasonable, but I don't agree with the removing of all of the projects.	Workplace and Governance	Comment noted	
OP021	<p>Hello, I am writing in relation to Maslin Place Bungendore stormwater drain. I currently reside at number XX Maslin Place with my husband, our 14 month old daughter and our two dogs. I understand that QPRC has recently had surveyors come out to look at the drain and the impact it has on the residents of Maslin Place. I am of the understanding that this had been included in the 2021/2022 budget for QPRC to fund options to ensure the safety of residents and the wider community in relation to this stormwater drain, however that it has sadly been removed from the budget at the last minute. I am writing as a very concerned resident and parent, the open stormwater drain is incredibly dangerous to our child and others who live and play within the street. The water in the easement with only a small amount of rain in Bungendore can rise very quickly to incredibly high bodies of water. The water flows incredibly fast and often washes debris down the drain (through the back of our yard!). I have significant concerns about the wellbeing of my child, who is unable to safely play in the backyard of our home due to risk of drowning. I have attached an image that shows the height of water in our yard which is only 2.5 from our outdoor living area. I urge council to reconsider including the funds allowable to fix the stormwater drain of Maslin Place in Bungendore, ensuring the safety of the residents and wider community who enjoy this street.</p> 	Utilities	<p>Following a report to Council in May 2020, staff have progressed the design of a piped drainage solution for the open drain in the Maslin Place development. The design work is nearing completion.</p> <p>Councillors were updated on the matter at a workshop in June 2021</p> <p>As the design has progressed, the cost estimate has been revised and is now around \$1.5-2m. The project has not been included in the 2021-22 Operational Plan as no source of funding has been identified. The project will be considered in future Delivery Programs and Operational Plans, pending funding. With the design nearing completion, the project will be 'shovel ready' should funding become available.</p> <p>It should be noted that even with the works undertaken, the properties backing on to the open drain in Maslin Place will still experience some level of water inundation during flood events.</p>	That Council progress the project to 'shovel ready' stage and note that it will not be progressed until funding is identified
OP022	I am writing to you in relation to the open stormwater channel located along the fence line of Maslin Place, Bungendore. This item has been moved out of the budget already and is unapproved and unbudgeted. The amount listed currently is a guess. The full proposal and correct amount should be with Gordon Cunningham shortly. We urge you to please consider this proposal for inclusion in this years upcoming budget. The stormwater channel presents a direct safety issue which ought not to be ignored in favour of other budget items which do not pose a threat to life. As residents of Maslin Place, we want to give our voice to the realities of living	Utilities	See response to OP021	

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	<p>with an open stormwater channel and the importance of this work going ahead as soon as possible. The channel fills will dangerously high-water levels, up to 1m, regularly, it is like having a river a few metres away from your back door. When the water is high, it travels at great speed, sending branches and other debris through our yard. When the water levels have receded, we are left with the remaining debris and many places along the easement retain pools of water which grow algae and breed mosquitoes. Because of the flow of water, we are unable to secure our yards. We also cannot landscape, as our efforts are washed away with the next rainfall. The issue of the high-water levels are our greatest concern, many of us have young children and the water levels are an accident waiting to happen. Children can drown in just a few cm's of water and many of us are living with more than that sitting in pools along the cracked and sunken parts of the easement, as well as dealing with a torrent of water rushing through our backyard regularly. We plead with you to include the work in 21/22 budget.</p> <p>Note: video was submitted and has been provided to councillors separately.</p>			
OP023	More money for rural roads. People outside of town don't see much other benefit of our rates.	Transport and Facilities	See response to OP019	
OP024	Mulloon-Manar Rd resheeting is included with Appendix 2 Disaster Recovery Funding Arrangement resheeting (Feb + August 2020 floods)	Transport and Facilities	The works will be undertaken during the 2021-22 financial year.	
OP024	Has council considered selling a park in Queanbeyan to pay for the forecast items? I believe a lot of money can be raised by selling historic parks in the area (or is it only Bungendore which needs to sell its parks to raise money to cover the poor financial management of the QPRC?)	Workplace and Governance	<p>Council is not selling a park in Bungendore. Bungendore Park, or Mick Sherd Oval, is Crown Land. Council currently manages the land on behalf of the Crown. Should the Bungendore high school proposal proceed, management of the park would be transferred to the NSW Department of Education. Council has agreed to sell its properties along Majara St, including the Council office, Community Centre and vacant block.</p> <p>The Government is proposing to repurpose part of the park from recreation to education purposes.</p>	
OP025	<p>See attachment to Council report on 23 June for full submission</p> <p>Summary: Request for footpath (gravel if suitable) to be constructed along Hill St, Majors Creek from Burke St to Seymour St.</p> <p>Request for pedestrian crossing on Hill St near the Majors Creek Recreation ground. Area gets very busy when there are public events, such as the Majors Creek Music Festival.</p>	Contracts and Projects	<p>Future reviews of the Braidwood Bicycle & Pedestrian Facilities Plan will be updated to include Majors Creek as it is not currently included in the Plan.</p> <p>Pedestrian crossing - Council wouldn't install a permanent crossing to address an issue that relates to a specific event. Traffic and pedestrian issues that arise from events are managed through temporary traffic plans that are put in place for events – such applications would go through Local Traffic Committee. Council's Event Team assist with organising of local event including working with event organisers on applications to manage traffic that are lodged through Local Traffic Committee.</p> <p>It is also noted that a permanent pedestrian crossing at this location would not meet the warrant (regular vehicle and pedestrian counts). A crossing at this location would not be safe.</p>	
OP026	<p>I don't see enough evidence of the council reducing its operations through the clever adoption/investment in technology. For example:</p> <ol style="list-style-type: none"> 1. Committing to a sewage to energy conversion project to create a near energy neutral major sewage treatment plant; 2. Bringing forward the delivery of conversion of streetlight, sports field and carpark lighting to low consumption/cost LED technology. 3. Converting the council's vehicle fleet (excluding trucks and utes) over to electric. 	Finance	<p>Following the merger, Council has achieved a number of operational savings, including \$1.7m in organisation structural improvements and the recent project to partner with Essential Energy to replace all streetlights with LED globes.</p> <p>The following sustainability projects have been undertaken over the past four years:</p> <p>Lighting (including maintenance)</p> <ul style="list-style-type: none"> • 2020 Queanbeyan Aquatics LED Library Upgrade \$3197, ROI 5.8 years, 12 year saving (typical LED life expectancy) of \$20,000 including capital costs • 2019 Braidwood Library LED Lighting Upgrade \$8,000, ROI 3.75 years. 12 year saving of \$17,500 including capital costs 	

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			<ul style="list-style-type: none"> • 2018 The Q-Performing Arts Centre LED Lighting Upgrade \$34,500, ROI 5.7 years, 12 year saving of \$38,000 including capital costs • 2017 Karabar Shopping Centre (underground) Carpark LED Lighting Upgrade \$6184, ROI 1.5years, 12 year saving of \$41,204 including capital costs • 2017 Queanbeyan Indoor Sports Centre LED Lighting Upgrade \$35,000, ROI 5 years, 12 years saving of \$48,000 including capital costs • 2017 Bicentennial Hall LED Lighting Upgrade \$30,000, ROI 2.3 years, 12 year saving of \$128,720 including capital costs <p>Solar</p> <ul style="list-style-type: none"> • 2020 Letchworth Community Centre 13.3kW Solar System \$12,700, ROI 2.75 years, 15 year saving (typical life expectancy) of \$56,000 including capital costs • 2018 Queanbeyan Works Depot 61.65kW Solar System \$46,251, ROI 2.3 years, 15 years saving of \$256,000 • Early 2017 QEIP 7.5kW Solar System \$19,900, ROI 9.95 years, 15 year saving of \$10,100 <p>Other</p> <ul style="list-style-type: none"> • Various energy efficiency audits detailing over \$1,000,000 in savings <p>Streetlighting total expense to Council after ESC rebates/EE contributions \$2,468,168.88, ROI 5.6 years 12 year saving to Council (typical LED Life expectancy) of \$2,823,832 (including maintenance savings).</p> <p>The savings have been reinvested into Council programs and projects to increase service delivery, or fund loans. Following the September 2021 election, further service reviews will be undertaken.</p> <p>Council has adopted a Climate Change Action Plan for the Community and a Climate Change Action Plan for Council Operations.</p> <p>Council has completed 36 actions across the two plans and will be preparing an Annual Report later in 2021 which will outline achievements.</p> <p>Council owns 17 behind the meter solar systems, and one combined solar and battery system in addition to a number of solar powered street lighting. In total these systems generate and store (battery) over 700 megawatt hours of renewable electricity a year. This equates to roughly 7% of Council's total electricity consumption.</p> <p>Council is also considering a renewable energy purchase power agreement for its large market sites and street lighting.</p>	
OP027	<p>1. Resheeting - Council Funding vs Disaster Recovery Funding Agreement (average cost per m2). • On review of the Draft Integrated Plans 2021-2022, the average cost per m2 for council funded Gravel Resheeting is \$5.87, the average cost for Disaster Recovery Funding Arrangement Resheeting (Feb + August 2020 floods) is \$9.28 (total \$3.41 variance). This equates to circa -\$2m-\$3m savings in the Councils favour. • How is the removal / deferral of \$700k for the "Local Road Renewal" justified, when the Council are inadvertently profiting of the Disaster Recovery Fund Arrangement?</p>	Transport and Facilities	<p>See response to OP019</p> <p>1. Under the Disaster Recovery Funding Arrangement, Council is unable to undertake the works with Council staff and must use a contractor. The higher cost reflects the cost of using contractors instead of Council staff.</p>	

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	<p>2. The measurements within Appendix B for Resheeting - Council Funding / Disaster Recovery Funding Agreement are inconsistent, it is assumed Width and Length are in the incorrect columns for the council funded "Gravel Resheeting Program".</p>		<p>Council has raised this with the NSW Government. Council is considering removing \$700,000 from the local roads renewal project, specifically gravel resheeting as this work will be undertaken with disaster funding.</p> <p>2. The submission is correct and the final Operational Plan will be amended.</p>	
OP028	<p>Thank you for the opportunity to comment on the Draft Operational Plan.</p> <p>We have lived at xxx Williamsdale Road for the past 30 years.</p> <p>We believe that re-surfacing the dirt sections of Williamsdale Road with bitumen to be of the highest priority.</p> <p>With the amount of traffic (including Williamsdale Quarry vehicles) regularly using the road, it deteriorates very quickly and becomes hazardous to drive on within a matter of weeks following the grading that take place three to four times a year.</p> <p>In addition, the recent heavy rain events made sections of the road unbelievably bad, including in the section leading up to our driveway.</p> <p>We hope that Council can urgently seek supplementary funding from either/both the Commonwealth and State Governments to permit sealing the whole of Williamsdale Road by the end of 2022.</p>	Transport and Facilities	<p>Williamsdale Rd is the highest trafficked unsealed road in Queanbeyan-Palerang. As such, it is Council's highest priority to seal, however Council is currently reliant on grant funding to extend the seal.</p> <p>During 2020-21, Council received two lots of funding under the Local Roads and Community Infrastructure Program and allocated the following to Williamsdale Rd</p> <ul style="list-style-type: none"> Phase 1 LRCI – Seal 600m of Williamsdale Rd from Badgery Rd towards Kewong Lane - \$607,709 Phase 2 LRCI – Williamsdale Rd extend seal by 1,000m from the Monaro Hwy - \$674,598 <p>Works are expected to be complete by the end of this calendar year.</p> <p>As opportunities arise, and sealing of Williamsdale Rd fits within the funding criteria, Council will consider applying for funding. The Federal Government has announced that there will be a third phase of the LRCI program. From 1 January 2022, councils will be able to access this funding, with projects to be delivered by 30 June 2023. As Council is made aware of its allocation, it will consider which projects will be funded.</p>	
OP029	<p>I live on Rossi Road, we don't have garbage pick ups, we are on tank water and pay for it when it runs out. The only services that we get is the post and the school bus goes through twice a day.</p>	Finance	<p>Rural residents who do not have access to water, sewer and waste collection services do not pay service charges. Residents living in areas that have access to these services, pay additional costs to access and use these services.</p> <p>Rural residents in the former Palerang area who don't have access to a kerbside collection currently pay a General Waste Management Charge to cover the infrastructure improvements and maintenance, as well as education activities. Under the draft Waste Strategy, the General Waste Management charge will be introduced to ratepayers in the former Queanbeyan City area. As it is gradually introduced over the next three years, former Palerang residents will see a decrease in their waste charges.</p> <p>Council's rates structure is based on the following:</p> <ul style="list-style-type: none"> Base rate (every property in the rating category pays the same amount). The base rate is used to recover the cost of services and operations of Council. The base amount is a fixed charge that recognises that some of the benefits derived by ratepayers from the provision of Council works and services are shared equally by the community or a particular locality. For example the Residential Googong base amount is higher than the Residential General base amount, recognising the higher costs of operating the 	

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			<p>additional level of community facilities provided in Googong.</p> <ul style="list-style-type: none"> Ad valorem (rate based on the unapproved value of the property based on Valuer General valuations). The ad valorem rate is designed to recover the cost of infrastructure. <p>Example: a portion of the base rate is used to fund the operation of Council's pools, while a portion of the ad valorem is used to fund the pool infrastructure. The remainder of funding is derived from user fees and charges. While it is noted that not all residents will access Council's pools, they have the ability to do so if they choose to.</p>	
OP030	The proposal in the plan to impose a new environment special rate is unfair instead of implementing it, the council should seek savings in areas like the new council building and developer obligations at Googong and Bungendore. QPRC should also seek more savings from the amalgamation of the Queanbeyan and Palerang councils.	Finance	<p>At its meeting on 26 May, Council resolved to defer the consideration of the Enviro Care Special Rate Variation until after the September 2021 election. This matter will be considered by the new Council.</p> <p>See response to OP026</p>	
OP031	<p>See attachment to Council report on 23 June for full submission</p> <p>Summary: The Abbeyfield development in the location between the Scout Hall and Preschool in Bungendore is still completely unacceptable and needs to be relocated away from the education precinct.</p>	Workplace and Governance	Comment noted. Council is working with Abbeyfield to progress this development.	
OP032	<p>I live in Rossi and I am affected by the Council's 2021-2022 Draft Operational Plan and the proposed budget alterations with regard to removing/deferring of "local roads renewal" program. I have a number of concerns regarding the above draft operational plan and it has raised a number of questions.</p> <p>Comments and questions: Proposed rural road Re-sheeting/maintenance:</p> <ol style="list-style-type: none"> It is clear that there is a variance between how the council estimates cost per m2 for Council funded re-sheeting vs Disaster Recovery funded. A \$3.41 variance which equates to approximately \$3 million in savings in favour to council which appears to be diverted away from the roads it was initially intended for. Where is the extra money going to? I would expect Council to use any money received for Disaster Recovery to be used in the local regions affected by those Disasters in its entirety, in addition to a dedicated budget to maintain those roads and infrastructures to the level as set out in QPRC own Unsealed Road Grading Policy, Australian/NSW Gov. Standards. During the period of the recent Bushfires, Drought and Floods council stopped maintaining local rural roads. Where were the funds that were allocated for these works diverted to? If diverted to engage contractors outside of council to grade the roads, has there been a similar variance in costing to the above. Please provide transparency of documentation supporting the allocation of these funds. Why is Council still proposing to borrow \$5.5M to fund 300m of Monaro Street upgrades when the budget is in deficit and council is seeking to cut back other areas of safety? It appears Council make a Proposed Integrated Plan 2021-2022 to set out planned rural road repairs/maintenance and then at the same time propose to cut funding in their budget to fund said plan. This lacks transparency and is misleading. Is the council insolvent based on current financial discrepancies and inability to fund proper unsealed road maintenance to the level of its own standards (Unsealed Road Grading Policy, Australian/NSW Gov. Standards)? I do not support the Council's proposed removal "Local Road Renewal" from the budget associated with the Draft Integrated Plans 2021-2022. 	Contracts and Projects	<p>See response to OP019</p> <ol style="list-style-type: none"> Under the Disaster Recovery Funding Arrangement, Council is unable to undertake the works with Council staff and must use a contractor. The higher cost reflects the cost of using contractors instead of Council staff. Council has raised this with the NSW Government. Following a natural disaster, Council will assess its infrastructure and make an application for funding. Funding received for these claims must be spent on the specific infrastructure. Council's regular maintenance grading program will not be affected by the proposed budget reduction. This will affect gravel resheeting. Council was unable to continue its grading program due to a lack of available water during the drought in late 2019, early 2020. When water became available, Council hired contractors to assist with catch up works, therefore there were no savings. The upgrade of Monaro St has been a long-term priority of Council and the Queanbeyan community. Council received \$10m in funding from the State Government for this project, however additional funding was required to progress the project. Council's \$5m loan will enable stage 1 to be undertaken. The principal and interest repayments of the \$5m loan will be \$337,000 per year. The draft Operational Plan was developed by staff based on asset management plans. In developing the budget, staff highlighted some budget concerns with councillors. Due to the high amount of disaster-related funding, staff recommended that Council could consider 	

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			<p>removing \$700,000 from the local roads renewal budget for the 21-22 financial year.</p> <p>6. Council's Long Term Financial Plan predicted an operational deficit in 2021-22. The impacts of COVID-19 and natural disasters, combined with higher than expected increases in some costs have resulted in a higher than expected deficit. Council's financial statements are independently audited each year. The NSW Auditor General released a report in June that highlighted that many of the state's councils are facing the same challenges as QPRC. Since merger, Council has noted that it needs to increase revenue or decrease expenditure to ensure we are financially sustainable</p> <p>7. Comment noted</p>	
<p>OP033</p>	<p>Thank you for the opportunity to comment on the Draft Operational Plan.</p> <p>I note the Capital Works Program on page 37 indicates that Council has allocated \$337,000 to extend the seal of Williamsdale Road. Considering that the unsealed sections of Williamsdale Road amount to approximately 5.8km, and construction costs for sealing 1 kilometre of bitumen are in the vicinity of \$1m, this sum appears to be ridiculously inadequate, and would barely meet the cost of sealing 400 metres.</p> <p>In March this year you sought to assure me that the Council was treating as a priority the sealing of Williamsdale Road. You acknowledged that the road was the highest trafficked unsealed road in our Local Government Area. You also stated that Council had "recently allocated \$1.675Mill from the Australian Government's Local Roads and Community Infrastructure (LRCI) funding program and residents will likely see the following works underway during the 2nd Quarter 2021:</p> <ul style="list-style-type: none"> • Extending the seal by 1,000m from the Monaro Hwy end. • Seal 600m from Badgery Rd towards Kewong Lane <p>Council will certainly be considering allocating further funding as funds become available." (quote taken from an email from Tim Overall to Janet Spencer dated 16 March 2021)</p> <p>I believe this information was also provided to the public in one of Council's newsletters.</p> <p>My questions in relation to the Draft Integrated Plan are:</p> <ol style="list-style-type: none"> 1. What happened to the \$1.675Million that was allocated to sealing Williamsdale Road? 2. How much of Williamsdale Road will be sealed in the second Quarter 2021 (noting that Infrastructure Investment Program Stimulus signs have already been erected at the Badgery Road end of Williamsdale Road)? 3. What further funding / grants have been sought to seal the remaining sections of Williamsdale Road? 4. What is Council's estimated completion date for sealing all the dirt sections of the road? Are the remaining sections listed on the forward work program? <p>Given that Williamsdale Road is the highest trafficked unsealed road in the LGA, and the fact that its condition deteriorates so quickly after grading and becomes dangerous, I strongly believe that Council should not divert funds away from this project - if this is what has occurred.</p>	<p>Transport and Facilities</p>	<p>Williamsdale Rd is the highest trafficked unsealed road in Queanbeyan-Palerang. As such, it is Council's highest priority to seal, however Council is currently reliant on grant funding to extend the seal.</p> <p>During 2020-21, Council received two lots of funding under the Local Roads and Community Infrastructure Program. The total funds received were:</p> <ul style="list-style-type: none"> • Phase 1 - \$1.527m • Phase 2 - \$2.624m <p>Council resolved to allocate the following funding to Williamsdale Rd</p> <ul style="list-style-type: none"> • Phase 1 LRCI – Seal 600m of Williamsdale Rd from Badgery Rd towards Kewong Lane - \$607,709 • Phase 2 LRCI – Williamsdale Rd extend seal by 1,000m from the Monaro Hwy - \$674,598 <p>Note: in phase 1, a project for Williamsdale Rd valued at \$1m was put forward by staff, however Council resolved to allocate \$607,000 (June 2020).</p> <ol style="list-style-type: none"> 1. Council allocated \$1.28m towards works on Williamsdale Rd 2. Council is aiming to seal approximately 1,600m, as detailed above. Aiming to have both projects complete by the end of the calendar year. 3. As opportunities arise, and sealing of Williamsdale Rd fits within the funding criteria, Council will consider applying for funding. The Federal Government has announced that there will be a third phase of the LRCI program. From 1 January 2022, councils will be able to access this funding, with projects to be delivered by 30 June 2023. As Council is made aware of its allocation, it will consider which projects will be funded. 4. This is dependent on further funding being obtained. <p>Council has not diverted any funds from the sealing of Williamsdale Rd.</p>	
<p>OP034</p>	<p>1. Resheeting - Council Funding 2020/2021 vs Disaster Recovery Funding Agreement (average cost per m2).</p> <p>QPRC 'PLANNING AND STRATEGY COMMITTEE OF THE WHOLE' minutes dated 8 April 2020 state under Section 8.4 Maintenance Grading and Gravel Resheeting Update (Author: Hansen/Cooke)</p>	<p>Transport and Facilities</p>	<p>See response to OP019, OP027 and OP032</p>	

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	<p>paragraph 'Unsealed Road Maintenance Costs' that 'Gravel re-sheeting costs approximately \$25,000 per km'.</p> <p>On review of the Draft Integrated Plans 2021-2022, the average cost per m2 for council funded Gravel Resheeting is \$5.87, the average cost for Disaster Recovery Funding Arrangement Resheeting (Feb + August 2020 floods) is \$9.28 (total \$3.41 variance).</p> <p>This equates to circa -\$2m-\$3m savings in the Councils favour.</p> <p>HOW DOES QPRC ACCOUNT FOR THESE INCREASES IN RE-SHEETING COSTS FROM \$4.17 PER SQUARE METRE 2020 TO \$5.87 2021 FOR QPRC FUNDED RE-SHEETING AND TO \$9.28 NSW GOVT FUNDED RE-SHEETING?</p> <p>HOW IS THE REMOVAL / DEFERRAL OF \$700K FOR THE 'LOCAL ROAD RENEWAL' JUSTIFIED, WHEN COUNCIL ARE INADVERTENTLY PROFITING OFF THE DISASTER RECOVERY FUND ARRANGEMENT?</p> <p>2. The measurements within Appendix B for Resheeting - Council Funding / Disaster Recovery Funding Agreement are inconsistent, it is assumed Width and Length are in the incorrect columns for the council funded 'Gravel Resheeting Program'.</p>			
OP035	<p>Page 6 of the Draft Revenue Policy states that the Revenue Policy, "aims to strike a balance between the need to provide a level of service that meets community and legislative requirements, whilst maintaining general rates at an affordable and predictable level over the long term."</p> <p>BUT a number of measures in the Draft Revenue Policy seem to contradict this rhetoric.</p> <p>SEWERAGE ACCESS CHARGES An additional 2% levy each year for the next five years is proposed for the Queanbeyan Sewerage Access Charge. For 2021-22 this equates to a 4% increase. Assuming the indexation amount is 2% and based on the QPRC's own data on the numbers of assessments, this additional levy will generate extra income of over \$4.7M over five years. Over the five years, residential rate payers will be charged an additional \$230 and non-residential ratepayers with a 40mm water meter will be charged an additional \$920. The purpose of this additional levy is to contribute to the cost of the new STP, the funding for which is to be covered by the reserve fund, grants and loans. However, page 42 of the Draft Revenue Policy notes that under Section 409(6) of the Local Government Act the council is able to declare a dividend from the Queanbeyan Water and Sewerage operations. We note that no dividend is proposed for 2021-22, but the way has been left open for this to occur in future years. Indeed, the payment of dividends forms part of the Long Term Financial Strategy. We find this completely inappropriate given the need to finance the STP which is crucial infrastructure, in fact far more crucial than some other major projects being undertaken by council. The QRRA has long expressed the view that dividends from the sewer and water fund should not be used to subsidise the general fund and the ongoing operations of the Council. Just because the Council is legally able to pay these dividends, doesn't mean they should!</p> <p>SPECIAL RATE VARIATION The QRRA was not surprised to see the inclusion of a foreshadowed Special Rate Variation in the Draft Revenue Policy. In submissions on other issues we have previously suggested that, given the level of debt being proposed, that an SRV was inevitable. The QPRC's response has previously been, somewhat disingenuously, that under the merger rules they could not apply for an SRV and it would up to the next Council to consider the matter. Nominating the SRV as an Environmental Levy seems to be rather cynical given the Council should be undertaking the activities listed as part of its ongoing operations. It is difficult not to conclude that the additional revenue is needed in order to cover the Council's large debt servicing obligations (this will be commented on later in this submission). It is, therefore, pleasing to see that Council voted to defer consultation on an SRV until after the forthcoming election. To begin consultation before the election would seem to pre-empt any consideration that may be given to the matter by the new Council. We agree with the comments of one Councillor that suggested an incoming Council with potentially new and inexperienced Councillors could well have seen the commencement of consultation as a 'green light' for the SRV proposal to proceed.</p> <p>INFRASTRUCTURE LEVY Page 8 of the Draft Revenue Policy under the heading 'Future Financial Impacts', refers to a new Bill being proposed by the NSW Government which would allow special rates to be levied to co-fund infrastructure or services being provide by different levels of government. This levy will not be part of the rate peg or require IPART approval. While this levy will be subject to community consultation and approval by the new Council, it still represents yet another impost on ratepayers. Page 11 of the Draft Revenue Policy under the heading 'Narrow the Gap', Council proposes to introduce an infrastructure special rate from 1 July 2023, subject to new council endorsement and IPART approval. It is not clear if this proposed special rate is additional to, or instead of, the special infrastructure rate referred to on Page 8 of the Draft Revenue Policy. This requires clarification and is yet more impost on ratepayers. It is clear that while general rates may be kept affordable (and for some people that is debatable), all these additional special rates and levies will make it quite unaffordable to live, work and conduct business in Queanbeyan.</p> <p>DRAFT OPERATIONAL PLAN APPENDIX 1 – MAJOR PROJECTS Appendix 1 of the Draft Operational Plan provides a schedule of 13 Major Projects being undertaken Council, one of which is the new STP. The need for</p>		<p>Sewerage access charge: Council is hopeful of attracting grant funding for the construction of the STP, however as grant funding isn't guaranteed, Council needs to budget as if that funding does not become available.</p> <p>There are restrictions in place regarding the payment of dividends from water and sewer funds. The Best Practice Guidelines for Water Supply and Sewerage state that dividends can only be derived from businesses that meet best practice guidelines. The total dividend allowed per assessment is \$30, meaning that any dividend would be capped.</p> <p>Special rate variation: Staff recommended the Environmental Levy as Council is currently not undertaking the required amount of work on environmental assets. This will be further discussed with the new Council.</p> <p>Infrastructure levy: To clarify, the infrastructure levy would be subject to the Bill being passed by the NSW Government. The infrastructure special levy would be a Special Rate Variation process if Council was to go down that path.</p> <p>Major projects: The Sewage Treatment Plant upgrade is a very complex project that has required years of planning and studies. As the development will occur within the ACT, Council is required to meet the planning directions of the ACT Government. During 2020-21, the draft Environmental Impact Statement was publicly exhibited. Council is currently reviewing feedback from stakeholders and the ACT Government. Should the EIS be approved, Council will be able to proceed with development application, detailed design and construction procurement. A project of this nature is expected to take several years to progress.</p> <p>Debt overview: Since the merger in 2016, Council has experienced \$1.7m in operational savings which will be used to service the loan for the Queanbeyan Civic and Cultural Precinct.</p> <p>Asset sales have been made possible because of the project, which will release cash. Proceeds from asset sales will increase Council's unrestricted cash position and will not be used to service the loan. Council expects to offer those properties for sale in the coming months.</p>	

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	<p>a new STP was identified many years ago. In fact this was a major issue discussed during the backdated rates controversy seven years ago. It would seem that progress on the upgraded STP has stalled. According to Appendix 1 Planning Approvals and Design Specifications have not yet commenced while other, what could be argued are less critical, projects are far more advanced in their implementation.</p> <p>APPENDIX 6 – DEBT OVERVIEW Appendix 6 indicates there will be a huge increase in annual debt servicing obligations from \$3.96M in 2021-22 budget to \$6.704M from 2022/23 onwards. This Appendix also indicates that merger savings contribute to the source of funding for the QCCP, but there is no indication of the quantum of these savings. How were these savings realised and what is the quantum? We also note that asset sales are not mentioned at all, we understood that asset sales would be a major contributor to the funding of the QCCP. What is the level of expected lease income which is also identified as a source of funding for the QCCP? The source of funding for the new STP is noted as sewer access charges and developers contributions. Is there no grant funding for this project? We note that the level of debt being incurred is within the ratio approved by the NSW government. This is acceptable only if the council is able to service that debt, clearly that is not the case, as evidenced by a current operating deficit of \$6.5M.</p> <p>BUDGET CONSIDERATIONS We note the operational deficit of \$6.5M deficit; \$2M of this is attributed to COVID and other disasters. Even taking this into consideration the deficit is considerable more than forecast. The suggested list of projects to be deferred would only reduce expenditure by just over \$2M which is clearly not enough to manage the deficit in the future. It seems clear that the new Council elected in September will face considerable budget pressures: Council has acknowledged that the 2% rate peg increase will be insufficient to cover increased costs. The Draft Operational Plan indicated that capital projects will be funded through capital grants, developer's contributions, yet more new loans and reserve funds. Debt servicing obligations have been foreshadowed to increase by more than \$2.74M to over \$6.7M from 2022/23 onwards. In addition to the 13 major projects listed in Appendix 1, the Draft Operational Plan lists a rather ambitious list of projects to be undertaken by Council. This raises a number of questions.</p> <ol style="list-style-type: none"> Given the significant forecast deficits, are these projects beyond the means of the QPRC? Should more projects, other than the limited list suggested, be deferred or axed? Is the QPRC living beyond its means? <p>In Summary We do not agree with the payment of dividends from the sewer fund to subsidise the ongoing operations of council. Work on the required and critical STP should be accelerated. We do not support the proposal to seek an SRV. We do not support the imposition of an 'Infrastructure Levy' or an 'Infrastructure Special Rate'. Funding arrangements for the QCCP should be more clearly identified. The Council should not proceed with any new projects that require loan funding. The Council should review its entire project schedule to ensure it can operate within its means without the need for additional levies or rate increases. The Council's 'spend and tax' approach to its operations should be reviewed. Finally we find it is unconscionable that this Council will leave the new incoming Council with a legacy of huge debt servicing obligations that are unsustainable.</p>		<p>While contracts are not yet finalised and the final figure is considered commercial in confidence, Council has projected lease income of around \$1m per year from 2023-24 with annual increases.</p> <p>Grant funding is planned for the library portion of the project.</p> <p>Budget considerations: The adopted Long Term Financial Plan predicted \$3.2m deficit in 2021-22. A number of factors have impacted that forecast which has resulted in a draft budget with a \$6.5m deficit. Councillors are considering a number of options to bring the deficit closer to what was forecast. The list of project totals \$2m, however Councillors are considering further budget cuts.</p> <p>It is acknowledged that these are short-term fixes while Council considers long-term options through a schedule of service reviews.</p>	
OP036	<p>1. Resheeting - Council Funding vs Disaster Recovery Funding Agreement (average cost per m2).</p> <ul style="list-style-type: none"> On review of the Draft Integrated Plans 2021-2022, the average cost per m2 for council funded Gravel Resheeting is \$5.87, the average cost for Disaster Recovery Funding Arrangement Resheeting (Feb + August 2020 floods) is \$9.28 (total \$3.41 variance). This equates to circa -\$2m-\$3m savings in the Councils favour. How is the removal / deferral of \$700k for the "Local Road Renewal" justified, when the Council are inadvertently profiting of the Disaster Recovery Fund Arrangement? <p>2. The measurements within Appendix B for Resheeting - Council Funding / Disaster Recovery Funding Agreement are inconsistent, it is assumed Width and Length are in the incorrect columns for the council funded "Gravel Resheeting Program".</p> <p>4. Why did Rossi and Hoskinstown Roads change from 3-monthly grading schedule, to 4-monthly? This was not a consulted move with local residents. QPRC did not do this because they know the response they would get from local residents. It is not acceptable. The state of the roads is not acceptable. Putting aside the resheeting work – if the roads were graded every 3 months on schedule, and graded well by contractors who know what they're doing (Yass earthmovers did a fantastic job last year), the state of the roads would not deteriorate so quickly. The current grading schedule has the Rossi and Hoskinstown Roads 2 months overdue for grading. If QPRC did not change the grading schedule from 3 months without ANY community consultation, by the time the roads are done they will be 6 MONTHS OVERDUE! The roads haven't been maintained in 6 months. What an absolute joke! How is this acceptable? IT'S NOT! And locals are getting pretty sick and tired of having to fight for our rights to decent roads. If council cannot do their job, Tallaganda should be closed for motorbike riders and people cutting firewood, as these groups of people double the amount of traffic.</p>	Transport and Facilities	<p>See response to OP019, OP027 and OP032</p> <p>Council's Unsealed Road Maintenance – Grading Policy was adopted in June 2018. At the time of adoption, Rossi Rd and Hoskinstown Rd (end of seal to Rossi Rd) were category 4 roads which receive grading every four months. The only two roads that are category 3 are Nerriga Rd and Williamsdale Rd.</p> <p>While the Policy does state that roads will be graded as per their category, it is acknowledged that at times this is not achieved, generally due to adverse weather conditions or high priority works that are required. Council does aim to meet the Policy guidelines.</p>	

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	on our road. They don't pay rates. They don't pay anything to use our road, they just make it worse with their unsafe driving speeds and the amount of them that come out.			
OP037	Don't neglect roads that is just putting people's safety at risk	Transport and Facilities	Comment noted	
OP038	The collective documents are over 200 pages long. An all inclusive summary would have been helpful regarding fee, charges, rates increases. In addition ratepayers are unable to determine whether they are financially better or worse off under this draft. An increase in Palerang ratepayers of 17.5% for water access, and 28.7% for water usage is extreme, compared to a 2% increase, each for QCC ratepayers. Add to this the sewerage usage charge increase for Palerang which are 2.5 times more than that for QCC. And, the annual waste management charge proposed for Palerang is 4.5 times higher than that for QCC (\$362 compared to a mere \$80 for QCC). Council has introduced a brand new tax on storm water for Palerang. In addition, a new charge for the "Environment" is proposed by the NSW Government, with Valuer General valuations due next year to underpin rises in the Ad Valorem rate base. Furthermore, Council is seeking a SRV of 6.15%, around 6 times more than the CPI. There is a general funds budgetary deficit of \$6.5 Million (2021-2022) and \$6.8 million (2022-2023) which looks appalling against the \$70 million spend now proposed for the Queanbeyan Civic and Cultural Precinct. last election campaign the budget proposed for this project was \$35 million. Something has gone terribly wrong. That loan will have to be repaid and the additional money found. And you are proposing to pull \$700,000 out of local roads to cut costs. This plan is unbalanced in its excessive and unfair expectation that Palerang ratepayers should bear the burden of the majority of increases in fees, charges and levies. It is unacceptable.	Workplace and Governance	<p>It is acknowledged that there is a lot of content to review, and this is why the general exhibition period of four weeks was extended to nearly six weeks. The key issues of the documents has been summarised in the budget statement within the Operational Plan.</p> <p>The Palerang Communities Integrated Water Cycle Management Plan was adopted by Council in February 2019. This Plan sets out the works program required for water and sewer infrastructure in Palerang. The works are funded by user fees and charges. The Queanbeyan plan is set to be developed during 2021-22.</p> <p>The sewerage access charge for Palerang residents at the time of merger was \$1,146 while Queanbeyan was \$643. To this stage, increases have been in line with the pricing structures adopted by the previous councils.</p> <p>The Stormwater Levy has been introduced to enable stormwater maintenance and improvements in Bungendore and Braidwood.</p> <p>Council has resolved to defer any further decisions regarding the Environment Levy Special Rate Variation until after the new Council is election in September 2021.</p> <p>The scope for the Queanbeyan Civic and Cultural Precinct has evolved over the past 5-6 years and now includes an underground car park, new library, commercial space, space for government offices and a public domain. The principal and interest payments on the full loan will be around \$4.2m per year. These payments will be funded via merger savings, lease income, developer contributions and service reviews.</p> <p>See OP019 regarding roads funding</p>	
OP039	<p>1. Resheeting - Council Funding vs Disaster Recovery Funding Agreement (average cost per m2).</p> <p>• On review of the Draft Integrated Plans 2021-2022, the average cost per m2 for council funded Gravel Resheeting is \$5.87, the average cost for Disaster Recovery Funding Arrangement Resheeting (Feb + August 2020 floods) is \$9.28 (total \$3.41 variance).</p> <p>This equates to circa -\$2m-\$3m savings in the Councils favour.</p> <p>• How is the removal / deferral of \$700k for the "Local Road Renewal" justified, when the Council are inadvertently profiling of the Disaster Recovery Fund Arrangement?</p> <p>2. The measurements within Appendix B for Resheeting- Council Funding / Disaster Recovery Funding Agreement are inconsistent, it is assumed Width and Length are in the incorrect columns for the council funded "Gravel Resheeting Program".</p>	Transport and Facilities	See response to OP019, OP027 and OP032	
OP040	<p>See attachment to Council report on 23 June for full submission</p> <p>Summary: Omission of projects from Capital Works Program 2021-22 100557 BWD - Braidwood Recreation Ground Construction 100862 BWD - Car park Wallace St 100879 BWD - Office smart hub/cultural space 102065 BWD - Nemiga Rd Section 4 - Reconstruct widen & seal - Durran Durra PJ 102066 BWD - Nemiga Rd Section 5 - Reconstruct widen & seal - Euradux Rd to Tates Ln</p>	Various	<p>Omission of capital works: The majority of projects in the list are included in the 2020-21 Operational Plan. At the end of the financial year, staff will request projects that have not yet started, or are not complete, have their funding carried over to the 2021-22 financial year. Council's accounting practices do not support included in same project and funding in two financial years without going through the carryover process.</p>	

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Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	<p>102067 NRG - Nerriga Rd Section 5-Reconstruct widen & seal - Oallen Rd to Willow Forest Rd 102088 BWD - Nerriga Rd Section 18 – Construct Intersection with MR51 104161 BWD - Mayfield Road – Reedy Creek Bridge Replacement 104299 BWD - Depot - Security gates and repair to workshop 104369 BWD - Recreation Ground - extend stormwater pipe to enable skatepark 104370 BWD - Lascelles St Upgrade BWD - Skate Park</p> <p>Linked to this, the BCA assumes that QPRC has a database of all its capital projects which among other information gives the cost, project stage status, community engagement status, expected completion date and funding source. As a step towards greater transparency and accountability, the BCA suggests that all projects on QPRC's database be made public on an ongoing basis via the QPRC website and refreshed daily. This should not be a difficult or long task for any good webmaster, as long as the QPRC project database is properly maintained.</p> <p>Clarification of data given in the draft Plan When you start looking at the actual figures, there seems to be a new way of presenting the source of funding in the Capital Works Program and some entries do not make a lot of sense. Some examples include:</p> <p>Braidwood Swimming Pool - This was promised a grant of \$1m and that was in the 2020-21 plan, but in the draft plan the expenditure is only \$624,000. It was explained in the Community meeting that this difference is due to what will be expended in 2021-22. The BCA would like to know whether the \$376,000 has already been expended or will be included in 2022-23 Plan? This item also annotated with "" which means it is reliant on grant funding, when it has been clarified that a grant of \$1m has been received from the NSW Government. This needs to be corrected.</p> <p>The BCA is disappointed that the window of opportunity for having the work done during the current winter closed season will be missed. It is understood that this is due to delays in approving the Development Application by Heritage NSW (see below for comments on this item).</p> <p>Finally, it is understood that the DA being considered includes the new 25m pool while this is not included in the Draft Plan. The BCA believes this item should be included in the Capital Works Program for 2021-22, albeit subject to grant funding.</p> <p>Local Roads Renewal - totals \$3.5m in the capital works program, but when you look at the detail in Appendix 2 you cannot make that amount (see below). The BCA would like to have clarification of which programs in Appendix 2 form budget line 101002, particularly given this is identified for significant cuts.</p> <p>Finalising the construction of the Bungendore sports hub - is listed in the major projects identified in the Preface (p5) but we can see no item in the capital works program or costs elsewhere in the Draft Plan. For transparency reasons, the BCA would like to see the budget for such major works included.</p> <p>Drought-proofing Braidwood's water supply - The BCA requests that high priority be afforded to drought-proofing Braidwood's Water Supply, with this added to the 2021-22 Operational Plan, and for the resources to be found to ensure that the situation in 2019-20 is never repeated.</p> <p>Projects being considered for deferral/deletion by Council - The BCA considers that the possible deletion of the various donation programs, arts assistance schemes and community hall refurbishments are mean and callous. These schemes support struggling community activities and the funding can make a disproportionate difference to the community groups concerned, while the costs of these programs are relatively minor in the scale of the overall budget.</p> <p>One of the realities of rural areas compared to urban areas is that roads make up a larger proportion of Council expenditure and that roads are a prime issue of contention about Council services. This was borne out by the BCA recent survey where repair and improvements to roads and associated works were by far the most common issue raised by residents, accounting for nearly 43% of all ideas proposed.</p> <p>The BCA notes that from the data given in Appendix 2 (see above) there would appear to already be cuts to Council funded road maintenance of over \$400,000 or nearly 12% compared to 2020-21 Operational Plan. To then propose to cut a further \$700,000 or a total cut of 31.5% on 2020-21 from the Local Roads Renewal program would be draconian and will cause problems into the future as much needed maintenance builds up. Certainly, this will be against the wishes of ratepayers</p> <p>Reference to expanded works funded by disaster funding providing an opportunity for cuts is of concern as this about roads damaged by the fires and floods and not routine maintenance. An exception to this would be where</p>		<p>100557 BWD - Braidwood Recreation Ground Construction - Will be recommended for carry over to 2021-22.</p> <p>100862 BWD - Car park Wallace St – to be recommended for carryover. Works won't commence until Bungendore car park is complete. Will be recommended for carry over to 2021-22.</p> <p>100879 BWD - Office smart hub/cultural space – design undergoing review. Additional funding likely required. Will be recommended for carry over to 2021-22.</p> <p>102065 BWD - Nerriga Rd Section 4 - Reconstruct widen & seal - Durran Durra PJ - Will be recommended for carry over to 2021-22.</p> <p>102066 BWD - Nerriga Rd Section 5 - Reconstruct widen & seal - Euradux Rd to Tates Ln - Will be recommended for carry over to 2021-22.</p> <p>102067 NRG - Nerriga Rd Section 5-Reconstruct widen & seal - Oallen Rd to Willow Forest Rd - Will be recommended for carry over to 2021-22.</p> <p>102088 BWD - Nerriga Rd Section 18 – Construct Intersection with MR51 - Will be recommended for carry over to 2021-22.</p> <p>104161 BWD - Mayfield Road – Reedy Creek Bridge Replacement - Will be recommended for carry over to 2021-22.</p> <p>104299 BWD - Depot - Security gates and repair to workshop - Will be recommended for carry over to 2021-22.</p> <p>104369 BWD - Recreation Ground - extend stormwater pipe to enable skatepark - Will be recommended for carry over to 2021-22.</p> <p>104370 BWD - Lascelles St Upgrade - Will be recommended for carry over to 2021-22.</p> <p>BWD - Skate Park – project reliant on grant funding, will be added when/if grant funding is received</p> <p>A range of projects, including the majority listed above, are on Council's website and are updated as new information is obtained by the Communications team from Council reports, project updates or significant milestones. Council does not have the resources to update this information daily.</p> <p>Clarification of data in plan Braidwood Swimming Pool – Council received \$1m in grant funding. Staff allocated \$376,000 in the 2020-21 financial year and the remaining funds in 2021-22. Any unspent funds will be carried over to the 21-22 financial year. As at 7 June, Council had spent \$26,523 on the project. The notation of the project requiring grant funding will be removed.</p> <p>Local Roads Renewal -</p>	

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	<p>new roads have been added to the local Roads Renewal program because other roads which were due routine maintenance have already been renewed by the disaster funding. If this is the case, then this needs to be made transparent.</p> <p>The BCA hopes that Councillors will not just accept staff recommendations on cuts, but will be looking seriously at any underlying structural issues and looking to address these. Further, QPRC is embarking on an unprecedented number of major projects and this must be putting strains on both QPRC's finances and capacity to deliver. Perhaps a more radical approach needs to be considered, with Councillors giving consideration to postponing one or more of the more controversial large projects by a year eg the uncosted construction of the Bungendore sports hub and the Bungendore Car Park.</p> <p>Heritage NSW role in development applications and funding for heritage - the BCA encourages QPRC to continue to engage with Heritage NSW to seek improvements to the (development application) approval system. The BCA encourages QPRC to seek the introduction of proper grant funding from the NSW government to meet the additional costs of heritage requirements in Braidwood and not just designate Braidwood as a heritage town while not providing the means to maintain that status. While the proposed Braidwood Heritage Centre will be an asset to the town's tourism industry, the preservation of our real heritage in the Braidwood Heritage Precinct is more important as once lost, it cannot be replaced.</p> <p>Waste management charges - Since amalgamation, Palerang residents have paid a General Waste Management Charge, while Queanbeyan area residents have not been charged this fee.</p> <p>The BCA notes that the draft Revenue Policy proposes a gradual introduction of the General Waste Management Charge for the former QCC area, and a gradual reduction in this charge for Palerang residents. This is a 4 year plan, so for 4 more years Palerang residents will continue to pay considerably more for this charge than Queanbeyan area residents.</p> <p>The BCA is aware that the construction costs of the Braidwood Waste Transfer Station and the closure and rehabilitation of the Braidwood tip were passed on to QPRC at the time of merger. Since then Palerang residents have contributed to those costs via the General Waste Charge, which has not been paid by Queanbeyan area residents. The current proposal maintains this situation in a modified form for the next 4 years.</p> <p>If this difference is due to the costs incurred for construction and maintenance of the Braidwood Waste Transfer Station, this is not made clear. For transparency reasons, the BCA would like an explanation of the reasons for the difference in charges between the Queanbeyan and Palerang area.</p> <p>The main difference in waste services between Queanbeyan and Palerang appears to be access to Waste Transfer Stations within the Palerang area, and Food and Organic waste collection via the green bins for some Palerang residents. There is no Waste Transfer Station in Queanbeyan. The reasons for this are not clear, but we assume it is a result of decisions made by previous councils.</p> <p>On the other hand, QCC residents have received a twice yearly bulky rubbish collection, which has not been available to Palerang residents. We note that this is proposed to be extended to Palerang residents in the Draft Waste Management Strategy and we welcome that change.</p> <p>The FOGO service available for Palerang residents receiving a green bin collection is accounted for in a higher Domestic Waste Charge for those residents, compared to the DWC paid by Queanbeyan area residents. This has been confirmed by QPRC staff. The DWC for the 3 bin service in the Queanbeyan area in 2020-21 was \$337, and for Palerang it was \$395.</p> <p>For a time after the merger Braidwood residents had a free tip service, in an outdated facility which had long outlived its physical limits. Since the tip closed we have received subsidised gate fees at the Braidwood WTS, but the draft Revenue Policy proposes to abolish this subsidy.</p> <p>Residents in the Braidwood area have also been paying a landfill charge of \$50.91 on top of other waste service charges. This is proposed to be removed in 2021-22 and we welcome that change.</p> <p>The BCA is informed that the General Waste Management Charge covers the following</p> <ul style="list-style-type: none"> • Design and construction costs for new facilities • Wages of operational and management staff • Corporate overheads • Loan repayments • Insurance 		<p>In 2019-20, Council allocated \$2.565m to the Local Roads Renewal Program. In 2020-21, Council allocated \$2.625m to the Local Roads Renewal Program. In 2021-22, Council allocated \$3.5m to the Local Roads Renewal Program.</p> <p>The Local Roads Renewal Program is made up of the following activities:</p> <ul style="list-style-type: none"> • Local road reseals • Asphalt resurfacing • Gravel resheeting • Pavement rehabilitation • Heavy patching <p>The Local Roads Renewal Program has a budget of \$3.5m in 2021-22. This has increased from \$2.625m in 2020-21. The reason for the increase is that the Special Rate Variation that was applicable to the former Queanbeyan City Council area no longer needs to be quarantined for spending within the former QCC area and can be incorporated into general revenue. In previous years, the Special Rate Variation delivered around \$740,000 that was to be used on bitumen resealing and pavement rehabilitation. This funding is now used across the whole local government area.</p> <p>Bungendore Sports Hub – this project has been funded in the 2020-21 financial year, with unspent funds to be carried over to 2021-22. The total project budget is \$2.45m.</p> <p>Drought-proofing Braidwood's water supply – Council has engaged NSW Public Works to assist with a review of our water security for Braidwood. This review includes an assessment of the yield from the Shoalhaven. Depending on the outcome of that review, further work may be considered regarding additional source options.</p> <p>Staff are currently reviewing the first stage of those works. When it is finalised, it will be presented to Council. Council is yet to commit any funding, therefore no funding has been identified in the 2021-22 Operational Plan.</p> <p>We have identified some issues with the water reticulation system, with some constant leaks. We haven't identified the location as yet, but staff are looking into it. When we find it, we will rectify the issue.</p> <p>Projects being considered for deferral/deletion by Council – see comment above re road funding</p> <p>Heritage NSW - The current review of the Heritage Act includes a reform proposal and a focus question on improving the current permit system. These matters will be addressed in Council's submission on this review. Staff will also continue to seek grant opportunities to enhance the heritage of Braidwood where opportunities present themselves.</p> <p>Staff recently met with the NSW Heritage Council and indicated that a review of the Braidwood Development Control Plan will clarify what needs to be referred.</p>	

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	<ul style="list-style-type: none"> • Depreciation • Vehicle operational and maintenance costs • Waste Contracts • Rehabilitation of closed landfills • Maintenance of facilities • Waste disposal fees • Education activities <p>The BCA believes that on the basis of 'fee for service' principles, this continuing significant difference in the General Waste Management charge is not justified. 'Fee for service' principles are being used to justify the nearly 25% increase for 2021-22 in combined water charges proposed for Braidwood. The BCA believes that the same principles should apply in setting waste management charges, as it is now 5 years since amalgamation.</p> <p>The BCA would like to see the harmonisation of the General Waste Management charge between Queanbeyan and Palerang proceed more quickly. As noted previously, the proposed total costs for water, sewer, waste and stormwater charges are almost \$1000 higher for Residential Braidwood and Bungendore areas, compared to Residential Queanbeyan.</p> <p>It is noted that p 26 of the Draft Revenue Policy 2021-22 shows a total for these charges for Residential Braidwood of \$24366. This is clearly an error, and we are not sure of the correct figure. We have assumed it to be \$2391, the difference between the Total Rates figure and the General Rates figure.</p>		<p>Council is working with the Heritage Council to improve responses to development requests and infrastructure design and works.</p> <p>Waste management charges – In endorsing the draft Waste Strategy, Council considered whether to introduce the General Waste Management Charge to Queanbeyan ratepayers in one year, or to gradually introduce it over three years. Due to the increase to charges for Queanbeyan residents, Council has elected to phase the charge in over three years. This will result in a subsequent reduction to former Palerang residents</p> <p>Services such as the food and organics collection and bulky waste service are paid for by the service charge, not the General Waste Management Charge.</p> <p>The draft Waste Strategy proposed to remove the 50% discount for residents who access the Waste Transfer Stations. Without removing this discount, the General Waste Management Charge would have been much higher.</p> <p>The majority of the discrepancy in the 'charges' column in the Revenue Policy is related to water and sewer charges. Water and Sewer charges are being reviewed in Queanbeyan once the Queanbeyan Integrated Water Cycle Management Plan is complete.</p> <p>The error on page 26 will be amended.</p>	
OP041	<p>I am writing to you in relation to the open stormwater channel located along the fence line of Maslin Place, Bungendore. Shortly a proposal will be presented to council for the existing easement to be replaced and the cost of the work to be included in the next budget.</p> <p>As a resident of Maslin Place, I want to give our voice to the realities of living with an open stormwater channel and the importance of this work going ahead as soon as possible. The channel fills with dangerously high-water levels, up to 1m, regularly, it is like having a river a few metres away from your back door. When the water is high, it travels at great speed, sending branches and other debris through our yard. When the water levels have receded, we are left with the remaining debris and many places along the easement retain pools of water which grow algae and breed mosquitoes. Because of the flow of water, we are unable to secure our yards. We also cannot landscape, as our efforts are washed away with the next rainfall.</p> <p>The issue of the high-water levels are our greatest concern, many of the local residents have young children along with my partner and I looking to the future to have pets and children of our own. The water levels are an accident waiting to happen. Children can drown in just a few cm's of water and many of us are living with more than that sitting in pools along the cracked and sunken parts of the easement, as well as dealing with a torrent of water rushing through our backyard regularly. With the repairs going ahead I can see the street being a lot safer place for all residents, children and the properties as a whole.</p> <p>We would like to invite you and the QPRC Councillors to come and see the realities of the open stormwater channel. Could a site visit to Maslin Place be arranged before the budget submission is made to council? It would be much appreciated.</p>	Utilities	See response to submission OP021	
OP042	<p>I am writing in regards to the storm water drainage easement that is located on the southern edge of Maslin Place Bungendore.</p> <p>At the June 2020 ordinary meeting of council, the councillors voted unanimously to fund QPRC to conduct detailed design works in regards to rectifying the open water storm water drain that traverses the properties of Maslin Place. This work was to be completed in order for the project to be considered in the FY21-22 budget.</p> <p>The residents of Maslin Place have recently been made aware by senior QPRC officials and councillors, that the funding proposal for the remediation of this drainage system is not to be considered in the upcoming FY21-22 budget. This email is to employ council to reconsider this position and to include the funding proposal for consideration of the upcoming budget and operational plan.</p>	Utilities	See response to submission OP021	

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	<p>The nature of this storm water easement and the increased development on Maslin Place has made the current drainage system untenable for residents, the town of Bungendore and QPRC. With the completion of the McKay drive development, which includes underground, culverted drainage, the issues of public and children safety, environmental health and risks related to water and flooding of the open water drainage system have been greatly exacerbated. Furthermore, with engineering design work complete, the commitment to competing this project in FY21-22 would be a substantial win for QPRC, the residents and the township, while also positively contributing to future developments and the upcoming Bungendore flood plan.</p> <p>Your consideration for our request to include this project in the FY21-22 budget is greatly appreciated and we would relish any opportunity to contribute further with submissions or more broadly to the project itself.</p>			
OP043	<p>I am writing to cite my concern at the appalling state of the Councils rural, unsealed roads.</p> <p>I have lived in Rossi for about 15 years. Rossi Road on which we live has never been so bad.</p> <p>There are numerous reports of locals having major car repair bills which appear to be attributed to the state of Rossi Rd - failed suspensions, wheels and steering mechanisms failing, even someones dashboard mounts fractured a fairly new, 4wd.</p> <p>The area of Rossi Rd/ Hoskinstown Rd centred on Hoskinstown appears to be a significant motor vehicle accident (MVA) blackspot. I am personally aware of at least 20 MVAs on these few km of road in the last 15 years, no doubt there have been many more. While there has only been one death and one serious injury so far, it is only a matter of time before further people are seriously hurt or killed.</p> <p>The road is used by locals to access their homes. In addition, a significant part of the road traffic are vehicles accessing the nearby Tallaganda Forest - logging and forestry vehicles, hundreds of recreational vehicles gathering firewood or transporting motorbikes to the forest.</p> <p>While the potholed and corrugated road is tortuous every day, a recent light rain over a couple of days made the road virtually impassable to 2wd vehicles.</p> <p>I note Council's publications citing difficulty with road maintenance since the start of the fires in December 2019. However, the roads had been falling apart well before that time from chronic neglect. Those fires and floods were now nearly 18 months ago - Council has to stop hiding behind those excuses and implement a strategic and robust plan to support basic infrastructure so that residents can access their homes with some degree of reliability and safety. The people / volunteers who battled for months to try and stop the fires encroaching into urban areas are the same rural people who are now being forgotten and thrown under a bus with neglect. We weren't highly paid Council staff on overtime which was then reimbursed to Council under the Fire S44 provisions.</p> <p>I believe that due to funding shortfalls, \$700 000 is to be stripped from rural road maintenance in the forthcoming budget. This is totally unacceptable. While 2.4km of maintenance for Rossi Rd has been allowed under disaster recovery funding, this is only a short section of road and the remaining \$700 000 must be retained in budget to try and bring the roads back up to some sort of acceptable level.</p> <p>While we have to negotiate this tortuous and dangerous road daily, it is sickening to hear Council is proposing to spend \$10M on upgrading Monaro st - and in addition borrowing an additional \$5m for this work. Apparently a botanic corridor is proposed. While these would be nice, aspirational things for Queanbeyan, Council really needs to reflect on its actions, forget about the 'nice to haves' and concentrate on basic, simple and safe community infrastructure. We're not asking for a freeway - just a road that is in reasonable condition and that can be reliably used after the inevitable weather events that will occur.</p>	Transport and Facilities	<p>See response to OP019</p> <p>Council is due to resheet and grade Rossi Rd during June 2020.</p>	
OP044	<p>I do not support the leasing of council-owned land on Majara Street to Abbeyfield Seniors Housing. The land should instead be zoned as Residential to maximise its value as prime residential real estate near the centre of town, and right next to the new high school. It should then be sold outright at market value. Abbeyfield can hardly be expected to build a \$500K property on land that they do not own. This will be a bad deal for rate-payers. Council has already donated \$500K to Abbeyfield via direction of a NSW Government grant. That's enough for an organisation that most of us have never heard of.</p>	Workplace and Governance	Comment noted	
OP045	<p>Would the Queanbeyan Palerang Regional Council (QPRC) consider changing our club house loan? As you may be aware the Jerrabomberra Tennis Club (JTC) built a new club house using significant volunteer labour (value in excess of \$300,000). The building is owned by QPRC (on the balance sheet). JTC has a 'no interest' loan of \$160,000 with the QPRC for the club house. As I understand it JTC has so far paid QPRC five payments to the value of \$80,000. Each year the club is invoiced by QPRC for \$16,000 in order to repay the loan. We have 5 payments totalling \$80,000 to repay the loan.</p>	Finance	Staff do not support the waiving of the loan, but would support a reduction to the annual payment	That Council consider whether it amends the annual loan payment from the Jerrabomberra Tennis Club.

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	<p>As the President of the club from November 2018, it has come to my attention that this repayment represents about 50% of our annual operating funds. The remainder of funds is expended maintaining and running the club and its affiliation etc. This means that the club maintains a limited annual reserve of below \$2000. This is sustainable in the short term, however the issue is in the long term. After discussions with Tennis ACT they advise that the club should establish and contribute to a "sinking" fund from which future court surface replacements can be paid.</p> <p>We have 4 synthetic courts, 2 hard courts, and 3 Hot Shot courts. They are all in good to very good condition at present. Our future prediction calculations suggest that we will need on average \$30,000 to 35,000 per court to replace each one in a program beginning in 2025 and continuing for several years at a total estimated cost of \$180,000.</p> <p>The JTC is looking to discuss options to reduce or relieve our QPRC loan commitment. This may allow the club to create a sinking fund and save \$16,000 or more per annum between now and the start of the court surface replacement project in 2025. Without the "sinking" fund JTC would need to rely on receiving further grants or the QPRC (as owner of the facility) funding the court resurfacing.</p> <p>Options that may be considered include the QPRC:</p> <ul style="list-style-type: none"> • Waiving the loan • Reducing the loan repayment to a lesser amount (say \$4000 p.a. over a longer period) • Continuing the loan repayment as is. <p>We are asking QPRC if they could please consider this request to change our loan. This will enable the JTC to be better positioned to self-fund its court replacements into the future. Please contact me should you wish to clarify any aspect of this request.</p>			
OP046	<p>Due to Council's decision to engage the PCYC to operate the Indoor Sports Centre and deliver youth services, the KPIs associated with both outputs will not be required for the 2021-22 financial year.</p> <p>As such, KPIs assigned to the following outputs are not longer required:</p> <ul style="list-style-type: none"> • 2.2.1 • 4.1.1 	Recreation and Culture and Community and Education	Staff submission	Remove KPIs from Operational Plan

Submissions on Fees and Charges and Revenue Policy

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FCRP01	<p>I've reviewed the 2021-22 Draft Plan, Revenue Policy & Fees & Charges. I would like to bring to your attention under Domestic Waste Management</p> <ol style="list-style-type: none"> Wheel in Wheel out service" charge. I am sure the residents/rate payers of QPRC can afford to pay for pensioner or disabled person charge of \$150. This charge is being discriminatory and I am sure if legally challenged QPRC would lose or be embarrassed, I am not sure what would be worse. Therefore, I suggest this charge is removed and spread over normal garbage collection charges. One or two dollars at maximum would not be noticed. Electronic Waste The comment stating "Items not accepted without tip pass" It is not clear in the document are "tip passes" will be issued free of charge to residents of QPRC in particular Palerang. I've lived in Majors Creek for 4 years & received only one sticker to be affixed to the vehicle. This needs to be better explained. My suggestion driver's licence showing QPRC residential address would be more cost effective Batteries As per above use of driver's licence but with a limit 5 at a time Mobile Phones As per above use of driver's licence but with a limit 5 at a time Commercial Waste – Veolia arrangement Vehicle parking at Bungendore WTS needs to be increased in line with all other fees Cate Fees – without a tip pass Recycling should be free. Green waste on the condition it can be mulched & sold should be free Supply of bulk water Supply of raw water from Braidwood Dam reticulation needs to have a note "potable" or non-potable and \$/KL 	Utilities	<ol style="list-style-type: none"> Agree that the cost of this activity can be absorbed into the Domestic Waste Charge. Tip Passes are recommended to be abolished in the Draft Waste Strategy. Updated fees and charges are contained in the Utilities submission on the Draft Operational Plan and associated documents. Tip Passes are recommended to be abolished in the Draft Waste Strategy. Updated fees and charges are contained in the Utilities submission on the Draft Operational Plan and associated documents. A limit on the number of batteries is not considered necessary Tip Passes are recommended to be abolished in the Draft Waste Strategy. Updated fees and charges are contained in the Utilities submission on the Draft Operational Plan and associated documents. A limit on the number of phones is not considered necessary The use of the site by Veolia has substantially decreased in this year. As such, the fee is considered to be fair for both parties and an increase is not considered appropriate. This arrangement reflects the current arrangement and the draft Waste Strategy recommends that the Tip Pass is removed. However, commingled recycling is one of the most expensive waste streams to process and managing greenwaste is also an expensive exercise. A fee for disposal of these waste streams originating from non-domestic sources is required to ensure that ratepayers are not burdened with these expenses. Agree 	<ol style="list-style-type: none"> Recommend that the fee be removed and costs for this function be covered under the Domestic Waste Charge. Recommend amending the Fees and Charges as per the Utilities submission on the Draft Operational Plan. Recommend amending the Fees and Charges as per the Utilities submission on the Draft Operational Plan. Recommend amending the Fees and Charges as per the Utilities submission on the Draft Operational Plan. Recommend the advertised fee be retained. Recommend amending the Fees and Charges as per the Utilities submission on the Draft Operational Plan. Amend current citation in Fees & charges to read "Supply of raw water (non-potable) from Braidwood Dam reticulation (\$/KL)" <i>[bold text is additional]</i>.
FCRP02	<p>I would like to make a comment regarding the introduction of the electronic timesheet fee of \$4.70 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 instead of making it an additional cost to Educators. When the electronic timesheet software was introduced we were made to start using it as this is the way the scheme administration wanted to go. Due to no printing of paper timesheets and other documents anymore there should be funds freed up from either the educator levy or family levy to cover the electronic timesheet 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.</p>	Community and Education	<p>In 2020-21, staff proposed introducing a fee to cover the costs associated with electronic timesheets for Family Day Care educators. Following the exhibition, Council resolved not to charge the fee in 2020-21.</p> <p>Staff are recommending the inclusion of the fee in the draft Fees and Charges. Electronic timesheets were introduced in 2019 to deliver efficiencies for the service and achieve legislative changes imposed by the Department of Education, Skills and Employment. The cost of using the software was \$3.30 per educator, per week. Council absorbed the cost of the change in 2019-20, however staff attempted to recover these fees in 2020-21. By removing the fees from the 2020-21 Fees and Charges, the Family Day Care budget was impacted by around \$5,000.</p> <p>The fee charged to Council for using the system increased from \$3.30 per educator, per week to \$4.70 per educator, per week from 5 April 2021. Based on the 26 educators currently using the service, this equates to a cost of \$6,354.50 for the 2021-22 financial year. The impact of the fee per educator is \$244 per year. If educators were to pass this on to parents, it would equate to a 0.04c increase, and would be a tax deduction for educators.</p> <p>Should Council include the fee in the 2021-22 Fees and Charges, staff would use the income to purchase an</p>	

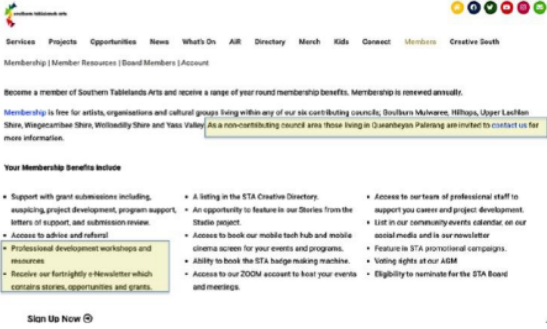
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			online enrolment module within the current software to deliver efficiencies for the enrolment of a child.	
FCRP03	I am writing in regards to the draft fees and charges relating to Queanbeyan Family Daycare and the new charges for our electronic times sheets that are processed through the Harmony software. I have been an educator for 6 six years with Queanbeyan Family Daycare and pay them an average of \$10,000 in admin levy fees every year (\$1.35 per child per hour worked). During my time with Queanbeyan Family Daycare they have continually taken away services provided to educators, including the huge loss of our premises on Cooma Road. We no longer have a space to host our playgroups our meetings or staff training. We also had a toy and resource library that no longer exists. The service has had to get rid of all our resources and equipment due to not having a premises and now only having a small office area upstairs in the library. This office is not easily accessible to educators or parents and makes The Queanbeyan Family Daycare service much less visible to the public. The Harmony software for educators used to sign children in and out and process time sheets was introduced to educators in 2019, it was a move away from the old paper time sheets which were processed manually by Queanbeyan Family Daycare. Under the new software most of the work and processing of time sheets has been put back on to educators, making more work for us and less for the QFD staff. It has recently come to my attention that the information on Harmony belongs to the scheme and if I left the scheme important information recorded on the software relating to my business, the children in my care and financial information would not be able to be accesses by me. The costs have previously been covered by council, which given the large amount of admin fees educators already pay, and the reduced benefits and services provided by the scheme in recent years, I believe they should definitely continue to be a cost covered by council.	Community and Education	See response to FCRP02	
FCRP04	I am writing this submission in regards to educators being required to pay for Harmony. As an educator, I pay council approximately \$12,000 a year in administration fees therefore I believe the Harmony fee of \$245 a year (\$70 a week) should continue to be covered by council. Educators pay a lot in administration fees and get nothing in return, which is fine but we shouldn't be made to pay more. Please see some supporting points below. - The office is always under staffed (a lot of the time this is due to staff taking the same time off) - The office closes early almost everyday - We have gone from being in a building of our own and paying high rent to being in a shared office with other council services. We would be saving money on the difference in rent. - We are offered playgroup but these are mainly held at Parks around town and therefore wouldn't incur much of a cost - We were made to go electronic with timesheets and when our current receipt books run out (which we pay for) we have to go electronic with those also. Going electronic is the reason we have a Harmony fee of \$4.70 which the council want to make educators pay. Thank you for taking the time to read this submission, I look forward to hearing from you.	Community and Education	See response to FCRP02	
FCRP05	I am writing in regards to the new fee charge for family day care educators of \$4.70for Harmony. i would like to oppose this fee due to the following reasons. -I already pay approximately \$11000 plus to the scheme yearly in in fees ,which I am thankful you have not increased these, so I feel this fee could be taken out of that. -Processing of timesheets is one of the few things the scheme provides for me ,plus the scheme chose to make this the only way we could do timesheets and they have also chosen that this is how we have to receipt parents for care as the are no longer going to be providing receipt books (which we paid for) -Our scheme which I personally feel should be accessible to the community and educators has been put in a corner at the top of the library not easily accessed ,so I believe this should be saving of money. -There is minimal support from the scheme and activities offered as we continually appear to be short staffed and the office always closes early. -the scheme is very poorly advertised ,I don't think I have even seen it advertised that we are now situated in the library building. - Finally as part of my remuneration agreement to be able to increase my fees to cover this cost I am expected to answer 13 questions to prove that I a self employed person running my own business to explain why I'm entitled to this increase does this seem fair . Thankyou if you have any questions please feel free to contact me	Community and Education	See response to FCRP02	
FCRP06	See attachment to Council report on 23 June for full submission Summary: Request from Council's Utilities branch to make a number of changes to the Revenue Policy and Fees and Charges to clarify the intent and implementation of the QPRC Waste Strategy (subject to its adoption by Council).	Utilities	See staff submission	Amend fees and charges in line with the submission
Budget considerations				
BC001	Council should not cancel resheeting of roads in the area. I live on a terrible road (Butmaroo Rd) which needs to be sealed by council. It is often unsafe and I worry driving my 2 small children on it!	Transport and Facilities	See response to OP019 Council is considering removing \$700,000 from the roads budget, as more than \$7m in funding for the 2021-22 has been provided as part of the Disaster Recovery Funding Arrangement. If Council was to remove the \$700,000 funding from the roads budget, the project scheduled for Butmaroo Rd (\$46,000) would not proceed. Butmaroo Rd is a category 5 road under Council's Unsealed Road Grading Policy. Under the Policy, this means that between 80 and 200 vehicles travel the road	

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			per day. Given that there are unsealed roads within categories 3-4, Butmaroo Rd is not considered a priority for sealing at this stage.	
BC002	Please consider the cost savings of properly engineering our dirt roads so they don't weather so badly.	Transport and Facilities	See response to OP019	
BC003	Please keep the road projects. The regional areas depend on them.	Transport and Facilities	See response to OP019	
BC004	Removing money from Community Halls and rural roads is wrong, many of these halls are old and due to Covid 19 fundraising by Hall committees has been curtailed. This has meant that much needed maintenance on old Halls has not been done. Rural roads cannot rely on disaster funding for what should be ongoing grading and re-sheeting maintenance. What message is QPRC sending by cutting gravel money from rural roads?	Recreation and Culture and Transport and Facilities	<p>Council is considering the removal of the following community centre projects:</p> <ul style="list-style-type: none"> CFL – Hall Replace Leaking Roof - \$20,000 QBN – Letchworth Community Centre – refurbish toilets \$40,000 QBN – Jerrabomberra Community Centre – bathroom refurbishment and lower ceiling \$60,000 <p>If removed, these three projects will be considered by Council in preparing the 2022-23 budget. None are considered urgent.</p> <p>Council's property management budget includes more than \$420,000 that will be spent on property maintenance at community halls. This includes funding for works at Hoskinstown Hall, Captains Flat, Burra, Carwoola and others. This funding is for general maintenance works.</p> <p>See response to OP019</p>	
BC005	I don't believe the road resheeting works should be postponed or cancelled, the condition of roads across the council area is decreasing and any delay in this area will have an impact on safety and liveability and will increase the cost of maintenance and repair longer-term. I would like to know more about the cost of delaying the repair to the Captains Flat pool before making further comment.	Transport and Facilities	<p>See response to OP019</p> <p>It is estimated that the pool is leaking about 8,000 litres per day. Based on water consumption charges, this is equivalent to \$35 per day and \$6,265 per year. Additional costs do apply for the treatment of potable water as it is used to top up the pool.</p> <p>It should be noted that the project title 'Major Leak Rectification' does not reflect the true extent of work being proposed. While there are significant leaks, there are many other issues with the pool. The plan is to partially backfill the main pool and install a somewhat smaller fibreglass pool. \$200k is expected to cover this as well as relocation and upgrade of plant as required. Solar heating is also a possibility.</p> <p>Overall, these works will be win/win for both Council and the community. The pool will no longer leak and have vastly reduced maintenance costs. Running costs will be significantly lower as we won't be dumping chemical with the water.</p> <p>If this work proceeds, the pool will be more comfortable and safer for patrons also. Heating will vastly improve the customer experience.</p>	
BC006	Keep or upgrade rural roads expenditure	Transport and Facilities	Comment noted	
BC007	<p>Photos included as separate attachment</p> <p>Mulloon-Manar Rd has seen a number of vehicle accidents/incidents including roll-over, vehicles swept off causeways and general flood/road condition damage. Should Mulloon-Manar Rd be removed when do we anticipate repairs?</p>	Transport and Facilities	Under the Disaster Recovery Funding Arrangement, \$513,194 is allocated for the resheeting on Mulloon-Manar Rd (9.7km). Council is not considering removal of this funding. \$232,554 has been allocated to replace the existing low-level causeway at Mulloon Creek with a box culvert structure.	

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BC008	<p>Is the road and Mulloon Creek Crossing part of Councils Hazard Log given the number of notified incidents to both Council and Police. What strategy does Council intend to employ to mitigate the risk to residents given the poor state of the road and causeway?</p> <p>One item on the list (104509? - Footpath extension: Bungendore: Malbon St (Majara to Butmaroo)) was completed some time ago. Can the council please advise what the footpath extension covers when there is already a relatively new footpath running all the way along Malbon St i.e. from Majara St to Butmaroo St? The proposal to remove the Cultural Arts Assistance Scheme (CAAS) (Item: 3020) for minimal recurring savings of \$25k per year would effectively remove any support for local artists at a time when the council is incurring debt to make such a significant investment in the construction of an expanded Civic and Cultural Precinct - the very precinct that local artists seek to engage in. It is really important for QPRC to know that artists in the region are prevented from being able to access grant assistance from the Southern Tablelands Arts (STA) body in the way that other NSW artists can because of the way the formula works (see instructions for artists from Queanbeyan-Palerang on the STA website). Other NSW artists living outside Queanbeyan-Palerang are able to access professional development opportunities and assistance and make grant applications to STA. To remove the very limited funding provision offered to artists through CAAS would represent a big blow to emerging local artists striving to have a positive impact on the QPR community through community art projects in the wake of COVID and before the pandemic, bushfire crisis. Moreover, the amount of the reduction of \$25k represents a little over one percent of the total planned reductions in the 2021-2022 Budget. Could not QPRC achieve reductions elsewhere by more aggressively pursuing strategies to reduce energy consumption, for example, by converting all street and car park lighting over to lower consumption/cost LED lighting (see answer to Question 1. above)?</p> 	Contracts and Projects	<p>Correct this footpath was constructed in a previous financial year by Council's Urban Landscape team.</p> <p>Arts – Comment noted</p> <p>Other savings – see response to OP029</p>	Remove project 104509 from the Operational Plan
BC009	<p>1. The Council have not been transparent, whether on Facebook or within the Draft Integrated Plans 2021-2022 regarding which roads will be affected if the proposed removal / deferral of the council funded "Local Roads Renewal" goes ahead. • On 27 May 2021, A member of the community received the below response on Facebook from QPRC re what roads were included in the proposed removal / deferral of the council funded "Local Roads Renewal". "there is not a specific list of roadworks that would be removed, this would require further assessment by staff if Council resolves to remove this funding. If the funding is removed, the gravel resheeting budget for 2021-22 would be removed. The disaster recovery funding does cover gravel resheeting so while it would be removed from Council's expenditure it would be covered with disaster funding. The local roads renewal budget would be reduced to \$2.8m and would cover local road rehabilitation and Roads to Recovery".</p> <p>2. Based on the above advice from QPRC, the Council do not intend to remove / defer council funded "Reseals", "Rehabilitation", "Reshape" or "Asphalt Resurfacing". Not providing Resheeting to QPRC rural roads impacts the Councils duty of care requirements and the Councils ability to maintain roads in accordance with its own Unsealed Road Grading Policy, Australian/NSW Gov. Standards. • Where are rates being diverted too if the Disaster Recovery Funding Arrangement is utilised in lieu of Council funding? • Grading schedules have been impacted over the past few years in the QPRC region, where was the savings for reduced Unsealed Road Maintenance diverted? 3. The Community DO NOT support the Councils request to remove "Local Road Renewal" for the budget within the Draft Integrated Plans 2021-2022.</p>	Transport and Facilities	<p>See response to OP019</p> <p>1. Council is considering removing \$700,000 from the Local Roads Renewal project. This would be made up of the entire gravel resheeting program (\$500,000) and an additional \$200,000 from the remainder of the budget. If Council proceeds with this reduction, staff will assess all projects under the Local Roads Renewal Program and remove (defer) projects to the value of \$200,000</p> <p>2. Council is considering removing the resheeting as the Disaster Recovery Funding Arrangement has provided more than \$7m in 2021-22 for gravel resheeting.</p>	

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BC010	I don't think that you should be removing any money from the budget.	Workplace and Governance	Comment noted	
BC011	QPRC should not be trying to save money by axing programs like the \$60,000 community grants scheme which helps a lot of people around the LGA. Also, saving money by not going ahead with the refurbishment of community halls, fixing the Captains Flat pool and not sponsoring events will just cast a poor light on the council.	Workplace and Governance	Comment noted	
BC012	I am writing to request QPRC restores the funding to the Cultural Arts Assistance Scheme (CAAS). This is the only Council source of funding support our local artists have. Art is a huge contribution to the richness and wellbeing of our society yet artists are also undervalued when it comes to earning a living. What a great message to voters that QPRC respects and supports local artists. Let's shout this from the rooftops, not quietly withdraw support.	Community and Education	Comment noted	
BC013	Please don't cancel grants for the art groups in our council area, we need all the help we can find, to continue this very important resource for the inhabitants of Braidwood. Small towns rely on groups such as "Brag", to have social contact with each other. If these groups can't pay the bills, it would be devastating for the town. Perhaps we need to put the new council building on the back burner, that's not urgent.	Community and Education	Comment noted	
BC014	I have just heard the proposal to cut CAAS funding to BRAG. You must rethink this. Art and creativity is the glue for much of braidwood and rural residents. It has been a focus, fundraiser, friend raiser. It is a sound mental health medicine when we have suffered drought, fires and covid. It keeps a community together. It is healthy practice to create look and learn. It needs to be encouraged from the youth to the aged. Please reconsider.	Community and Education	Comment noted	
BC015	I am writing to strongly support continuance for the community donations program. As a member of the Queanbeyan Sustainability Group, I have seen and enjoyed the benefits of your program, which has allowed the Group to cover annual expenses and improvements. To date the program has generously allowed replacement of plot edging, building of a patio, timber vegetable rugs and wicking beds. Without this fund, the Sustainability Group will have to incur substantial increases in fees and levies to its members, and this will effectively exclude some members from being able to garden at their plots. I believe this program takes up a small proportion of your annual budget and hope this will continue for the benefit of the Queanbeyan community. Thank you for your kind consideration.	Community and Education	Comment noted	
BC016	Hello. I'm an artist based in the QPRC council area. I have heard that council is considering cutting running for its arts assistance fund. Artists contribute a significant amount to our community through their work, often for little or no payment. Arts grants provide artists an opportunity to develop projects and works that they would not always have been able to do and our community benefits from these too. Communities with a strong arts community are known to be economically more sustainable and attractive for residents to move to or stay in. QPRC has an amazing arts community that many council areas would love to have. Please support artists and the cultural and economic values of our community by not only retaining but growing the funding opportunities for artists.	Community and Education	Comment noted	
BC017	As members and supporters of the vibrant arts communities of Bungendore and Braidwood, we are deeply concerned about Queanbeyan-Palerang Regional Council's proposal to cut funding for the Cultural Arts Assistance Scheme (CAAS). This scheme is the only source of council support for individual artists in our community. Because QPRC is no longer a member of Southern Tableland Arts, the loss of the CAAS will leave our artists with no grant source at council level. Please consider this extract from the Australian Government's Australia Council for the Arts website (August 2020): Australians increasingly recognise the vital role of arts and creativity in almost every aspect of our lives, from education to mental health to strengthening local economies. New research from the Australia Council shows growing numbers of Australians agree arts and creativity build social cohesion and support health, education and the future economy – critical areas as our nation recovers from the impact of COVID-19. The research shows Australia is a creative nation: nearly every Australian – 98% of us – engage with arts and culture. An increasing majority of Australians acknowledge the positive impacts of arts and creativity on our lives and our communities (84% up from 75% in 2016). <i>Creating Our Future: Results of the National Arts Participation Survey</i> is the fourth report in a landmark series spanning over a decade that examines Australians' attitudes towards and engagement with arts and culture. Conducted immediately prior to the COVID-19 pandemic, the survey results also provide important information as the nation works toward recovery.	Community and Education	Comment noted	

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	<p>Minister for Communications, Cyber Safety and the Arts, the Hon Paul Fletcher MP welcomed the report and said that arts and creativity make a profound contribution to the lives of all Australians. “The arts contribute a myriad of positive benefits to our society, including direct economic benefits to the tourism and education sectors, and less tangible, yet significant benefits for our mental health and wellbeing – all areas that will be critical as our nation recovers from the COVID-19 crisis and looks to the future,” said Minister Fletcher.</p> <p>We are very concerned about the potential loss of the Cultural Arts Assistance Scheme, already underfunded at just \$25,000, and would strongly encourage you to reconsider the proposed funding cut, especially considering the government’s findings above.</p>			
BC018	<p>Queanbeyan Art Society (QAS) wishes to comment on the cuts to the QPRC Cultural Arts Assistance Scheme of 2021-2022. QAS sees that cuts are proposed to the Cultural Arts Assistance Scheme of 2021-2022. This will affect small, not for profit, volunteer-managed groups such as Queanbeyan Art Society which has benefited from Council help.</p> <p>The Queanbeyan Art Society is a small, energetic group that provides quality Art Exhibitions, daily art workgroups, children’s art lessons, and programs of exciting interstate tutor-led workshops. We have many art participants local and regional coming to Queanbeyan for these art activities. We have built an excellent reputation for art.</p> <p>QAS has received Arts Assistance Grants from Council. QAS has in the main matched the Council grant and we have been able to:</p> <ol style="list-style-type: none"> 1. 2014 Replace our small kitchen. Total cost \$3760 Council \$1800 2. 2017 Paint the QAS Gallery internally and externally, (a Council owned building). Total \$7000 Council \$3500 3. 2021 Install an AV system for use by professional interstate tutors when teaching a class of 12 students in Covid times. Total Approx. \$3500 Council \$1500 <p>QAS is very grateful for this support and realises that QPRC are looking for ways to save finances in 2021-22.</p> <p>While we have Society-raised funds through member subscriptions and Exhibition entry fees, the money QAS raises is in the main returned to members in prizes, in supplies we buy to run the Society, or used for the Society’s running costs, utility bills, newsletter and so on etc.</p> <p>The improvements QAS has made to the Art Society building have been made possible because of the Council Cultural Assistance Scheme. The Society premises has been improved and maintained. QAS would aim in 2022 to apply for a grant to help with Children’s Art lessons. Funds requested would help fund an Art Teacher, while QAS would provide art materials. We are unable to access such grants through Southern Tablelands Arts, so projects like these are difficult without recourse to QPRC Cultural Grants.</p> <p>We urge QPRC to reconsider the cutting of \$25,000 from the Cultural Assistance Scheme 2021-22.</p>	Community and Education	Comment noted	
BC019	<p>I write on behalf of the Queanbeyan Sustainability Group (QSG) which wishes to make the following comments on the draft operational plan 2021-22 and in particular proposed cuts to certain programs and projects.</p> <p>The QSG does not support the proposal to cut the donations program from the operational plan to reduce the operating deficit for next financial year. Our community group has been fortunate to receive funding under this program on several occasions over the past 10 years.</p> <p>Funding obtained under this program has enabled the group to refurbish and upgrade facilities at the Railway Park Organic Community Garden. This includes: replacing the original timber edging on all garden beds; building three more garden beds to accommodate rising demand for growing space; to install a paved area for taller raised beds which are suitable for people with mobility constraints; and most recently, six wicking beds which improved water efficiency compared to original garden beds watered from above.</p> <p>Grant funding has enabled the group to undertake these upgrades without imposing large fee rises. This, in turn, ensures that a low income is no barrier to people being able to participate in gardening. In fact, many of our gardeners are on low and / or fixed incomes.</p> <p>We appreciate the financial support this donation program has provided for our group, and we know the program has supported numerous other community groups throughout the years. We understand the grant program was under-subscribed last year but this, surely, is a reflection of the extraordinary circumstances in consequence of the COVID-19 pandemic where many groups were unable to meet or undertake regular activities.</p>	Community and Education	Comment noted	

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	<p>All sorts of community groups provide opportunities and activities that enrich the culture of our towns and villages. The donations program, at around \$60,000 is a small sum relative to the council's total annual budget (around \$300 million).</p> <p>We suggest that if the council finds it necessary to cut \$2 million from expenditure, it looks elsewhere at other options and not facilities such as community halls, footpaths, the leaking Captains Flat pool, cultural and community grants programs.</p>			
BC020	<p>As a postie going on some of the roads is getting dangerous and is only going to get worse with the budget cut to the road. They don't get done enough in the first place. Cutting money from the roads means it will be done less and therefore someone will die.</p>	Transport and Facilities	See response to OP019	
BC021	<p>Please stop QPRC cutting funding for its Cultural Arts Assistance Scheme I am concerned about the loss of this scheme, already underfunded at just \$25,000.</p> <p>It would be such a disaster as support for individual artists in our community is so important for every one's mental health.</p> <p>Thank you for your understanding</p>	Community and Education	Comment noted	
BC022	<p>1. The Council have not been transparent, whether on Facebook or within the Draft Integrated Plans 2021-2022 regarding which roads will be affected if the proposed removal / deferral of the council funded "Local Roads Renewal" goes ahead.</p> <p>• On 27 May 2021, A member of the community received the below response on Facebook from QPRC re what roads were included in the proposed removal / deferral of the council funded "Local Roads Renewal".</p> <p>"there is not a specific list of roadworks that would be removed, this would require further assessment by staff if Council resolves to remove this funding. If the funding is removed, the gravel resheeting budget for 2021-22 would be removed. The disaster recovery funding does cover gravel resheeting so while it would be removed from Council's expenditure it would be covered with disaster funding. The local roads renewal budget would be reduced to \$2.8m and would cover local road rehabilitation and Roads to Recovery."</p> <p>GIVEN THAT QPRC HAVE ITEMISED THE COUNCIL RE-SHEETING AND DISASTER RECOVERY RE-SHEETING AS TWO SEPARATE TABLES IN THE DRAFT OPERATIONAL PLAN 2021-22, IT MUST BE UNDERSTOOD THAT THESE TABLES ARE REFERRING TO SEPARATE WORKS. THEREFORE LOGIC DICTATES THAT REMOVAL OF COUNCIL RE-SHEETING WORKS WILL NOT BE COVERED UNDER THE DISASTER FUNDING WORKS. NOT ONLY IS THIS NOT TRANSPARENT, BUT IT WOULD SEEM MORE ACCURATELY DESCRIBED AS MISLEADING THE PUBLIC.</p> <p>2. Based on the above advice from QPRC, the Council do not intend to remove / defer council funded "Reseals", "Rehabilitation", "Reshape" or "Asphalt Resurfacing". Not providing Resheeting to QPRC rural roads impacts the Councils duty of care requirements and the Councils ability to maintain roads in accordance with its own Unsealed Road Grading Policy, Australian/NSW Gov. Standards.</p> <p>• Where are rates being diverted to if the Disaster Recovery Funding Arrangement is utilised in lieu of Council funding? • Grading schedules have been impacted over the past few years in the QPRC region, where was the savings for reduced Unsealed Road Maintenance diverted?</p> <p>3. I personally, together with the greater Community, DO NOT support the Councils request to remove "Local Road Renewal" from the budget within the Draft Integrated Plans 2021-2022.</p>	Transport and Facilities	See response to submission OP019, OP027, OP032 and BC009	

Submission summary – draft Integrated Plans 2021-22

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
BC023	<p>I am writing to provide community feedback in regards to the proposal for removing the Community Arts Assistance Scheme from council's 2021-2022 budget.</p> <p>I am aware that council is looking at places to tighten the belt and save money, however I am appalled that an already underfunded arts funding opportunity is now on the chopping block, to the detriment of the vibrant and strong arts community that makes QPRC unique. A significant number of these artist are from regional parts of the shire, as shown in the latest QPRC art awards entries and winners list and people in regional areas of the shire are already struggling on a number of levels.</p> <p>The removal of funding for the arts is common and widespread, as the decision makers in policy are often not in touch with the value to community that art has always played over the history of civilisation.</p> <p>I would hope that council can foresee into the future, a culturally aware society that values art alongside all other aspects of society.</p> <p>Braidwood was not the only regional area to suffer, but it suffered multiple crises back to back ; drought, fire, flood, pandemic lockdowns. The ability to process these traumas through sharing and expressing via art has been vital to communities trying to rebuild emotionally as well as financially.</p> <p>Do not take away the local government support for our local artists, but nurture them so they can nurture our society back to normality after such a harrowing few years.</p>	Community and Education	Comment noted	
BC024	<p>We have commented on this in our submission on the Draft Revenue Policy and Operational Plan. We believe that ALL scheduled projects should be reviewed. No new projects should be considered until the Council is able to get its level of debt under control and balance its budget.</p>	Workplace and Governance	Comment noted	
BC025	<p>1. The Council have not been transparent, whether on Facebook or within the Draft Integrated Plans 2021-2022 regarding which roads will be affected if the proposed removal / deferral of the council funded "Local Roads Renewal" goes ahead.</p> <ul style="list-style-type: none"> On 27 May 2021, A member of the community received the below response on Facebook from QPRC re what roads were included in the proposed removal / deferral of the council funded "Local Roads Renewal". <p>"there is not a specific list of roadworks that would be removed, this would require further assessment by staff if Council resolves to remove this funding. If the funding is removed, the gravel resheeting budget for 2021-22 would be removed. The disaster recovery funding does cover gravel resheeting so while it would be removed from Council's expenditure it would be covered with disaster funding. The local roads renewal budget would be reduced to \$2.8m and would cover local road rehabilitation and Roads to Recovery,"</p> <p>2. Based on the above advice from QPRC, the Council do not intend to remove / defer council funded "Reseals", "Rehabilitation", "Reshape" or "Asphalt Resurfacing". Not providing Resheeting to QPRC rural roads impacts the Councils duty of care requirements and the Councils ability to maintain roads in accordance with its own Unsealed Road Grading Policy, Australian/NSW Gov. Standards.</p> <ul style="list-style-type: none"> Where are rates being diverted to if the Disaster Recovery Funding Arrangement is utilised in lieu of Council funding? Grading schedules have been impacted over the past few years in the QPRC region, where was the savings for reduced Unsealed Road Maintenance diverted? <p>3. The Community DO NOT support the Councils request to remove "Local Road Renewal" from the budget within the Draft Integrated Plans 2021-2022.</p>		See response to submission OP019, OP027, OP032 and BC009	

Submission summary – draft Integrated Plans 2021-22

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
BC026	Don't neglect roads	Transport and Facilities	Comment noted	
BC027	The \$700,000 proposed to be removed from local roads is inconsistent with QPRC's own Draft Operational Plan 2021-2022 which states that roads are a strategic priority and indeed one of the key Community Service Obligations. Many roads, especially in Palerang, are in serious need of renewal. Removing further funding represents a risk to community safety as well as imposes unreasonable financial outlay on motorists facing unnecessary vehicle damage repair costs. Not acceptable.	Transport and Facilities	Comment noted	
BC028	<p>1. The Council have not been transparent, whether on Facebook or within the Draft Integrated Plans 2021-2022 regarding which roads will be affected if the proposed removal / deferral of the council funded "Local Roads Renewal" goes ahead.</p> <p>• On 27 May 2021, A member of the community received the below response on Facebook from QPRC re what roads were included in the proposed removal / deferral of the council funded "Local Roads Renewal". "there is not a specific list of roadworks that would be removed, this would require further assessment by staff if Council resolves to remove this funding. If the funding is removed, the gravel resheeting budget for 2021-22 would be removed. The disaster recovery funding does cover gravel resheeting so while it would be removed from Council's expenditure it would be covered with disaster funding. The local roads renewal budget would be reduced to \$2.8m and would cover local road rehabilitation and Roads to Recovery."</p> <p>2. Based on the above advice from QPRC, the Council do not intend to remove / defer council funded "Reseals", "Rehabilitation", "Reshape" or "Asphalt Resurfacing". Not providing Resheeting to QPRC rural roads impacts the Council's duty of care requirements and the Council's ability to maintain roads in accordance with its own Unsealed Road Grading Policy, Australian/NSW Gov. Standards.</p> <p>• Where are rates being diverted to if the Disaster Recovery Funding Arrangement is utilised in lieu of Council funding?</p> <p>• Grading schedules have been impacted over the past few years in the QPRC region, where was the savings for reduced Unsealed Road Maintenance diverted?</p> <p>3. The Community DO NOT support the Councils request to remove "Local Road Renewal" from the budget within the Draft Integrated Plans 2021-2022.</p>	Transport and Facilities	See response to submission OP019, OP027, OP032 and BC009	
BC029	The Budget considerations detailing the proposed cuts have some concerning elements in particular I would request the council keep the 3020 Cultural Arts Assistance Scheme. The cultural budget is far lower than it should be and the creative sector is one that has been one of the hardest hit by the pandemic. This is the time to increase funding in the arts not take away the 25k in grants that directly injects much needed funds into supporting the creative sector to deliver outcomes that the entire community benefit from. It's not enough to import cultural content from the ACT or expect QPRC residents to travel into the ACT to access cultural content. Creative practitioners need support and if the council is unable or unwilling to be part of the statewide regional arts network they need to at least keep these much needed grants.	Community and Education	Comment noted	

Submission summary – draft Integrated Plans 2021-22

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
BC030	<p>As we have some remarkable gardeners at Queanbeyan Sustainability Garden by railway park who are senior, disabled and have been contributing to "urban forest and cooling" strategy since 1983-85. I and others would like to be able to afford to keep doing so providing our own small but sustainable vege-forest garden to maintain cleaner air in our surrounding multi-storied community even though fire and flood and drought have taken their toll on greenery in this area. Even though I am much older now the motivation and companionship - open days, are worth being there. We have many different nationalities and families who share their experience from Africa and Japan China.</p> <p>In the past we managed to buy or timber was donated and I think compost was always forthcoming and now recycling and worm farm has made improved soil swapping plants, chook and horse poo, etc., or we donated tools. The new fencing may keep out the pumpkin pinchers. Grants do not have to be that high - we have some solar power. We have been well managed by long stay members and appreciate Council's help in the past to obtain good rainwater tanks and shelter from bad weather. We need to keep our greenery growing and keep busy doing what we do best!</p>	Workplace and Governance	Comment noted	
BC031	<p>Cultural Arts Grants The QPRC Cultural Grants were opened for the first time in 2021 to individual artists and non-incorporated groups, they have had little time to know about and apply for this grant program. QPRC regional creatives have taken a financial beating over the past 18 months with the bushfires that closed the Kings Highway for six weeks over the summer of 2019-20 followed closely by both the COVID lockdowns and floods, cutting off access to small grants over the next 12 months could mean the difference between fulfilling and completing a creative project for some organisations and individuals. \$25,000. In reality, it is a small pool of potential funds to be available for creative community engagement but could potentially be an expensive cost to community perception of Council's commitment to cultural activities in our region, especially noting the incredibly positive publicity from the ABC over the past week (early June).</p> <p>For a variety of reasons, QPRC is not a member of Southern Tablelands Arts, our region's arm of Regional Arts NSW. This situation cuts off artists, craftspeople, musicians, performers and writers from STA's small grants program, with QPRC's Cultural Grants being one of their few options available in this region for financial assistance to creatives.</p> <p>Queanbeyan Aquatic Centre capital enhancement The recent facility assessment indicated that \$1.66m is required to bring the facility up to a certain standard. So, if the budget is reduced, there is less work that will be done and the amount of money required to bring the facility up to a certain standard will increase. Many asset items are at end of life and funds would be well spent.</p> <p>If anything major breaks, we do not have any budget to fix it and would need to go back to Council to ask for funds. Staff believe we should be doing proactive maintenance rather than reactive maintenance and this would assist to finance some proactive enhancements to the facility. We will be able to responsibly spend any amount that is offered to us.</p> <p>Community Grants Program QPRC has assessed 33 applications for the 21/22 FY that will be presented to Council at the July ordinary meeting for endorsement and release of funding, should funding remain. If the \$60k is not approved, Council will have to advise the applicants that their grant applications will not be approved and the program will not proceed for the 21/22 FY. The Community Donations program funds community groups and not for profit organisation, and has two categories:</p> <p>Category A Funding The relief of poverty or provision of assistance to the less advantaged through welfare. Services and facilities, public health services and facilities, education services and facilities, Transport services and facilities and housing. The aim is to support a wide range of activities that builds community capacity, fosters social networks and information exchange, facilitates cooperation and builds on existing community strengths.</p> <p>Category B Funding To provide financial assistance to community not-for-profit or charitable organisations that wish to hire a Council facility but who are unable to meet the cost of hire. This grant will be non-monetary however, will be recognised financially as a donation and be recognised as income for the facility. The grant will be considered as either full or partial payment of venue hire. Removing the funding will make a lot of worthy organisations unhappy. Subsequently they will be unable to run programs at our community centres and will need to look elsewhere. This would impact on the programs run and as a result negatively impact on the community.</p> <p>Smart City Working Group projects In 2021 QPRC will form an internal smart city working group to help guide future priority projects, governance, and collaborative opportunities to utilise smart city initiatives to deliver efficiencies and innovation. The \$30k</p>	Community Choice Portfolio	Submission from staff	

Submission summary – draft Integrated Plans 2021-22

Submission No	Submission (full/summary)	Responsible branch	Staff response	Staff recommendation
	<p>budget will support the group in developing smart city infrastructure for the Monaro St upgrade and the Queanbeyan Civic and Cultural Precinct.</p> <p>Events Sponsorship Schemes Category 1 and 2 QPRC Events Strategy 2018-2025 was endorsed by Council and published in 2017. As popularity of events in the region increases, seed funding for events is sometimes sought. The events sponsorship budget enables Council to be opportunistic in winning highly attractive events which in turn promote the region and provide economic return, or local events that provide community cohesiveness and other social outcomes.</p> <p>The full events budget is rarely spent and is there as an enabler to allow the team to seek Council support for new or evolving events as they arise. Without this budget, we could not have supported, for example the transition of Oktoberfest from Canberra to Queanbeyan (Category 1) or the Meet the Makers Festival in Bungendore (Category 2). The remaining unused budget allocation reverts to general fund at the end of each year.</p> <p><u>Category 2: Places, Spaces and Liveability</u> includes events or festivals with the primary purpose of celebrating local culture and/or promoting the liveability of the Local Government Area; and Placemaking events or activities with the primary purpose of activating spaces and places in town and city centres that inspire creativity and vitality in the public realm and contribute to economic and social activity. Category 2 events are a combination of QPRC and externally managed events. <u>Category 3: Promoting QPRC (Be Here)</u> Events or festivals with the primary purpose of promoting visitor generation within the Local Government Area. Category three events are predominately externally managed and attract inter and intra state visitors.</p>			

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

30 JUNE 2021

ITEM 5.3 ADOPTION OF OPERATIONAL PLAN AND FEES AND
CHARGES 2021-22

ATTACHMENT 2 COLLATED FULL SUBMISSIONS

Submission OP001

From: [BPTC Committee](#)
To: [Tim Geysen; Ricky Tozer](#)
Cc: [REDACTED]
Subject: Bungendore Park Tennis Club: Submission to change the (Butmaroo St. entrance) car park adjacent to the Tennis Club
Date: Friday, 23 April 2021 11:21:21 AM
Attachments: [CarParkAdjacentToTennisClub.jpg](#)

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Dear Tim and Ricky,

Thank you Tim for meeting with me (and two members of the community group working on Bungendore Park's new playground project) last Monday to discuss ideas aimed at changing the footprint of the car park adjacent to the tennis club, Bungendore Park playground area and the north western edge of the Mick Sherd Oval area to improve amenity and child safety. Before meeting with you last Monday, we met with Mayor Overall and Councillor Schweikert about this idea.

Both the Mayor and Councillor Schweikert expressed their in-principle support and encouraged stakeholders to contact the Urban Landscapes area of the council to see how we might be able to advance such a relatively straightforward and low cost project perhaps with volunteer worker support as has occurred with tree planting and other initiatives.

For a while now the tennis club committee has been giving some thought to the current carpark footprint for a multitude of reasons including child safety as well as making the car park (including the car park entrance) more functional. The rationale for seeking changes to the car park, together with our high level concept design and ideas about how such changes might be able to be completed as a low cost, short term project, are set out below.

Child safety

It is not uncommon for children to wander or run across from the playground, through the existing car park to the tennis facility to participate in a tennis activity and vice versa at the end of the tennis activity often at times when other children are being dropped off for junior rugby, soccer or other oval based sporting activities. Traffic flow into and out of the car park is particularly high on Saturdays.

Other issues with current car park design

The car park is keyhole in shape to the east and was clearly originally designed as a dropping-off point as opposed to a purpose built car park. This means that entry into, within and exiting the car park is awkward and often congested and the number of car spaces is limited. The car park entrance from Butmaroo Street, is only suitable for single vehicle entry or exit and as a result can result in congestion, particularly on Saturday mornings.

Proposed concept design

We propose that the Mick Sherd oval side of the car park be moved to the west and the car park be reworked into a more rectangular space so as to make the space more efficient and safe - please see the attached concept design showing the current and proposed car park footprint. The design provides for a contiguous green space from the tennis club to the playground area and vice versa thereby improving child safety.

Tennis players often choose to either walk or ride to the tennis facility. The proposed continuation of the pathway at the northern end of the playground leading to the tennis courts would improve pedestrian and cyclist safety - particularly at night when players are leaving the tennis facility. None of the proposed changes to the car park would impact on the club's proposed footprint for a new clubhouse which sits within the current community tennis facility.

As mentioned by you on Monday, the council's engineering people will necessarily need to apply car parking engineering regulations to the high level concept design in order to come up with a design that is both feasible and functional as well as relatively low cost and easy to implement.

Changing the car park as a low cost, short term project

In terms of cost and implementation, the changes to the car park could be managed as a relatively low cost project by maintaining the current compacted granite surface, relocating the current bollards and scraping and reusing the granite to the east to create the new car park footprint including a wider two vehicle carpark entrance.

Some of the soil left over from the tennis club's facility upgrade project could be used to create a grassed area to the east of the proposed extended footpath. In order to further contain costs and as part of this submission, the tennis club would like to extend an offer to provide volunteer assistance for this project. The club is available to discuss the possible scope of such assistance at any time.

Bungendore Junior Tigers Support

The tennis club has consulted the Junior Tigers football club committee (whose club members often use the car park, as discussed earlier). The committee has discussed the proposed high level concept design and communicated its support for any proposal that increases child safety and available parking spaces (see email below). The proposed change has also been flagged with the Bungendore Rugby Football Club committee member Garry Cook.

As discussed with you on Monday the council's engineering people will necessarily could consider the high level design and a final functional design after applying the overarching design principle - to improve child safety.

Possible funding programs

With the child safety concerns at the forefront of our minds, the tennis club committee is hopeful that a safer and more efficient car park adjacent to the tennis club and new playground area can be funded and implemented as soon as possible, either as part of QPRC's 2021/22 Operational Plan; or from the council's ongoing annual maintenance budget.

We understand that further stakeholder engagement, including with the broader community, will form a necessary part of the council's overall consideration of this proposal and look forward to hearing from you soon.

Please don't hesitate to get in touch if you have any questions or need any further information.

[REDACTED]
(on behalf of
the Bungendore Park Tennis Club
Committee)

Bungendore Tigers JRLFC - Email of Support

Re: Multi-use Car park accessed from Butmaroo St, Bungendore Tue, Apr 20, 11:18 PM

"Hi [REDACTED]"

Just confirming that we spoke about this at tonight's committee meeting, and certainly no objections from the Tigers Juniors. I think the group is particularly supportive if it does indeed increase available parking and safety."

Many thanks,

[REDACTED]

[REDACTED]

Keith Bender m: 0412698718
President

Bungendore Park Tennis Club
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[e.bungendoreparktennisclub@gmail.com](#)

The club would like to acknowledge and pay our respects to the traditional custodians of the land on which we work, live and play.

Bungendore multi-use park car park – concept design/possible changes



Submission OP002

From: [Bungendore Playground Committee](#)
To: [Ricky Tozer](#); [Tim Geyer](#)
Cc: [Tim Overall](#); [Mark Schweikert](#); [REDACTED] [Debbie Sibbick](#)
Subject: Operational Plan Submission
Date: Tuesday, 4 May 2021 11:23:36 AM
Attachments: [20210427 Bungendore Park Upgrade Concept.pdf](#)

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The Bungendore Playground Committee has been working closely with QPRC to refurbish the old and only playground in Bungendore. In considering the current site our group has identified some changes to the current footprint of the Playground to better utilise the space and ensure integration with the other recreational facilities the area has to offer.

These concepts have been discussed on site with Mayor Tim Overall, Councillor Schweikert and Tim Geyer who have expressed their in-principle support and encouraged us to contact the Urban Landscapes area of the council to see how we might be able to include these relatively straightforward and low cost projects in the councils operational plan:

1. We are proposing to realign the existing gravel carpark that sits between the Tennis Courts and the Playground to increase efficiency and safety - please see the attached Concept Design showing the current and proposed car park area. The proposed design provides for a contiguous grass area from the Tennis Club to the Playground area along with a footpath improving pedestrian, particularly child safety and space utilisation. We believe the changes to the Car Park could be managed as a relatively low cost project by maintaining the current compacted granite surface, relocating the current galvanised bollards and scraping and reusing the granite to the east to create the new Car Park footprint including a wider two vehicle carpark entrance. This will also improve the footprint of the grass area to be utilised in the planning of the Playground. The tennis Club have also given their support to this concept.
2. Our Concept Design proposes that the Balladeers Place Memorial which has been identified by the Department of Education to be placed at the northern end of the playground between the Playground and Tennis Court to be better utilised at the southern end (see attached plan) this location would be utilised by visitors to the Playground for picnics, provides great shade and most importantly a safety barrier to the existing large Car Park that services the Mick Sherd oval and Playground as it can appear dangerous given its close proximity to the Playground. We understand the cost of relocation will be borne by the Department of Education but we ask council to lend their support to this proposal.
3. As we have developed the Concept for Bungendore Playground, we have identified the need for shared pedestrian/bike paths that should be considered as part of a broader project. The pathway that has been proposed along Butmaroo Street in the most recent Transport and Pedestrian Study could be better considered within the Playground precinct

under the existing tree canopy (as per attached plan). This would provide an important connection from the Playground to the town and provide easy access for pedestrians and particularly for wheel chair, motorised buggy or children in prams. It could also double as a cycle path for small children utilising the park.

The grants received for the refurbishment of the new Playground require the Playground component of the project to be completed by December 2021. Delivering an improved Car Park that is more efficient and an improved safety arrangement together with proposed footpaths connecting the Playground to the town would really deliver something special to the town. The Playground committee would hope that QPRC could deliver on more than the Playground and hope the area can be funded and implemented whilst the area is closed to refurbish the Playground. It would appear to be an opportunity to consider the works, either as part of QPRC's 2021/22 Operational Plan; or from the council's ongoing annual maintenance budget.

If you have any questions, please contact me on [REDACTED]

Thanks

[REDACTED]

Chairperson

Bungendore Playground Committee

BUNGENDORE PLAYGROUND UPGRADE **CONCEPT**



BUNGENDORE PLAYGROUND/CONTEXT.

LOCAL SHOPS AND CAFES



SCHOOL



BUNGENDORE PLAYGROUND/CONCEPT.



LEGEND

- | | |
|--|--|
| <ul style="list-style-type: none"> 1. Arbor to define entry to park 2. Proposed location of relocated Bush Poet Rotunda 3. Reuse existing shade structure 4. Fort around existing tree 5. Flying fox 6. New pathway under existing tree canopy 7. Kids bike path loop | <ul style="list-style-type: none"> 8. Realign and extend grade carpark 9. Extend grass area adjacent to gym equipment 10. New play equipment 11. New Play structure 12. Covered picnic/bbq 13. Extend path through to basketball court |
|--|--|



BUNGENDORE PLAYGROUND/ OBJECTIVES.

Project objectives

- > To deliver an accessible/ multi generational playground
- > To create a place of destination for Bungendore residents and visitors
- > To provide a unique playground space to increase unstructured, self directed and creative play, not prescriptive
- > Engage our senses
- > To provide an amenity close to the extensive retail/ food and beverage/gallery that Bungendore has to offer
- > To create a social hub
- > To provide quite retreat to sit and observe and also a space that you are compelled to move
- > To complement the existing infrastructure and amenity of the oval and tennis club

Users

- > Families
- > School Children
- > Tourists
- > Local residents



BUNGENDORE PLAYGROUND/ OPPORTUNITY.



PROPOSED PATH WAY UTILISING THE EXISTING TREE CANOPY
CONNECTING SCHOOL/VILLAGE/TURALLO TERRACE
NEW ARBOR TO DEFINE THE ENTRY TO THE PARK,



UTILISING EXISTING TREES FOR STRUCTURE
TO CREATE A NATURAL PLAYGROUND

EXPAND EXISTING CARPARK
TO COMPLIMENT PARK AND TENNIS



PROPOSED RELOCATION OF BUSH POET ROTUNDA TO
ACTIVATE SPACE, PROVIDE SHADE, SEATING AND BUFFER CARPARK FROM PLAYGROUND

EXTENT OF NEW PLAYGROUND UTILISING EXISTING SHADE STRUCTURE

EXTEND LAWN TO PATH TO COMPLIMENT GYM

EXTEND PATH TO CONNECT TO TENNIS CLUB

EXTEND PATH THRU TO BASKETBALL COURTS/SCHOOL



BUNGENDORE PLAYGROUND/ASPIRATIONAL.

We are aspiring to create a unique primarily **natural playscape**. The current playground caters to mainly younger children and is primarily gross motor skill and development, it does not cater for any aspect of accessibility. Think about the balance required to walk across a log compared to working on the path or smooth surface. The skill needed to climb a tree with varying heights and widths versus a monkey bar where each is the same distance apart. Natural playscapes engage a broad range of ages and abilities by creating space for various forms of physical play balanced with spaces for contemplation and creative play.

Natural play spaces are more inclusive for children with accessibility challenges, including autism disorder and sensory loss. We aspire to create a playground that allows for a sliding-scale of effective interactivity and use, a playground for everyone. Utilising the existing natural structure of the established trees, we would like to build on that to create a **natural playscape** as well as working with the existing natural elements the playground may include boulders, logs, water features and musical elements.

Unstructured **natural play** that was once inherent in a child's day is reducing as children spend more time in front of screens and organised activities. With so much structure and programming in their lives children benefit from free range play without prescribed direction, to explore and engage all of their senses. A miniature metal car in a playground serves only one purpose and engages for a shorter period of time. In a play environment composed of primarily natural materials, a log can become a balance beam, a horse, a car, a boat to name a few.

We will create a destination, a place for individuals and families to gather to enjoy their natural surroundings, picnic, ride bikes, play on the oval or use the tennis courts, a village hub.



BUNGENDORE PLAYGROUND/CONCEPT.

MULTI – SENSORY ACCESSIBILITY PLAY FOR ALL CALM SOCIAL



BUNGENDORE PLAYGROUND/CONCEPT.

MULTI – SENSORY ACCESSIBILITY PLAY FOR ALL CALM SOCIAL

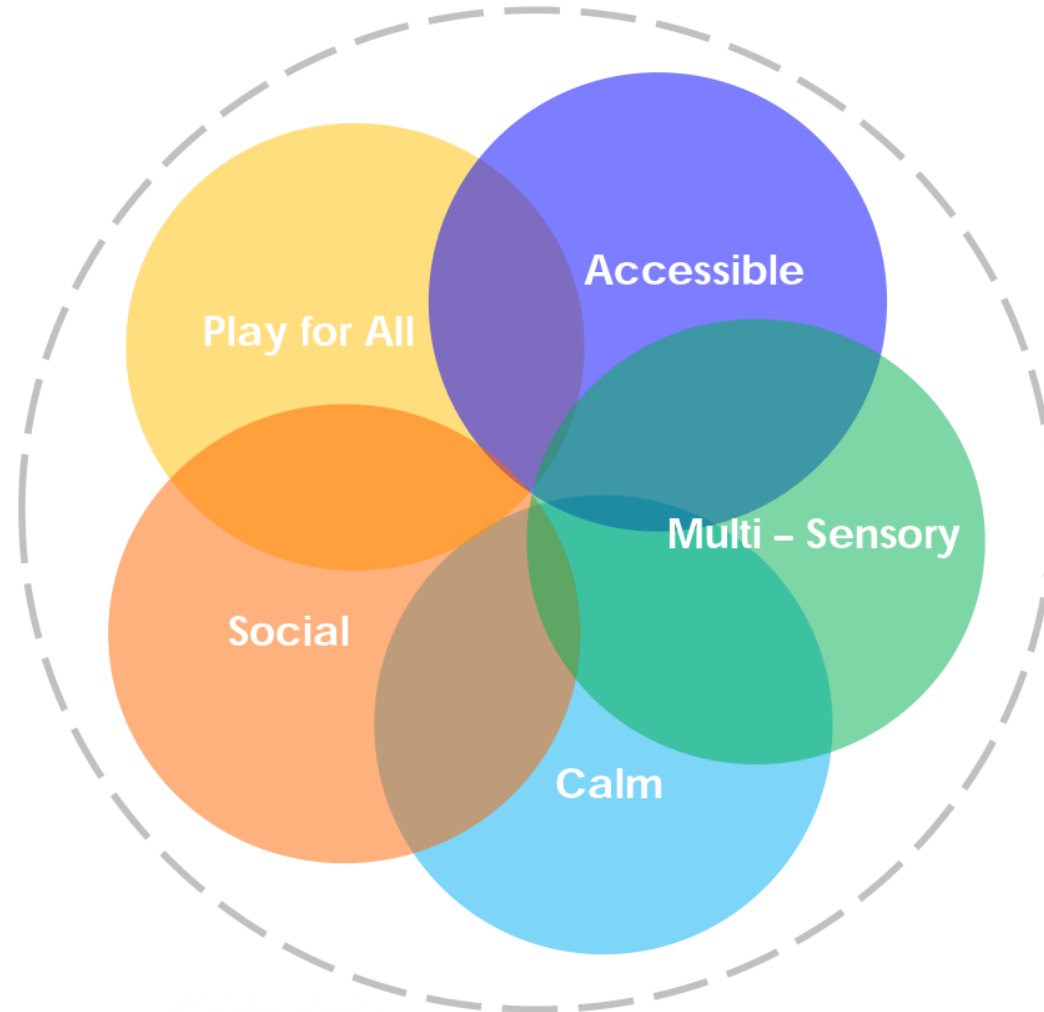


BUNGENDORE PLAYGROUND/ SUMMARY.

Mission

“To create a social hub that is inclusive, multi-generational and a destination for Bungendore locals and visitors ”

“The Challenge is our opportunity ”



Submission OP003

18 April 2021

Mr Peter Tegart
CEO
QPRC
PO Box 90
Queanbeyan NSW 2620

Peter Tegart - Peter.Tegart@qcc.nsw.gov.au

Boro Road, Boro
Commences at the intersection of Braidwood Road/Mt Fairy Road (13.4 kms from Tarago)

Dear Mr Tegart

For many years we have tried in vain to have Boro Road upgraded to a safe, all weather road for the benefit of everyone living on & using Boro Road.

The entrance to Boro Road is situated 13.4kms from Tarago & intersects with Braidwood Road & Mt Fairy Road. It is a "dirt" road for its full length.

There are approximately 35 permanent households and 27 weekender properties along this road - it is estimated that the road services a permanent community of about 140 people & 108 people commuting to holiday properties.

The Council traffic count taken in February 2020 identified at least 111 traffic movements per day along Boro Road. This count does not allow for larger vehicles regularly using the road to service the respective residents.

The surface of Boro Road is not up to acceptable rural standards. The road is unsafe in its current form as it has a clay-based surface which exacerbates the slippery nature of the surface after rain or grading (which has been most irregular unless residents continuously lodge requests).

- Boro Road is about 14kms in length with a number of deficiencies:
- The road is totally unsealed having a clay type surface.
- A number of sections of the road require widening & straightening.

- There are 2 culverts that require urgent, if not immediate, redesign & replacement. (Palerang Council (allegedly) previously received funding from State Govt to fix the second culvert after a severe storm but no rectification works ever occurred).
- There is a hill off the second culvert that needs straightening/widening as vehicles travelling in opposite directions are unsighted & in serious danger of crashing head on.
- Some properties along Boro Road border the Goulburn/Mulwaree LG area (there may be an opportunity for a joint funding application to State Govt).
- Due to the sub-standard of the road many residents' vehicles have required expensive repairs due to accidents or excessive wear and tear.

At the last grading, after a resident slid off the road as a consequence of the state of it, the contractors who were engaged to grade sections of the road and witnessed the event indicated that some base course was scheduled to be laid but that never happened.

Large vehicles regularly servicing the community along the full length of the road have serious safety issues with:

- the width of certain sections of the road,
- safe sight distances in some sections of the road,
- the very poor condition & size of the culverts,
- the unsafe bends & twists in certain sections of the road &
- lack of any form of traffic signage relating to speed/safety.

There is an expectation of all rural residents that they will be provided with a road that is safe to use, constructed to a proper standard & will handle a range of weather conditions - Boro Road meets none of these criteria.

During the recent rain event (23 March 2021) I was forced to take temporary accommodation away from home as the road was rendered impassable.

Council has a responsibility to ensure that it is appropriately covered for any claims arising from accidents or misadventure along this unsafe stretch of road.

To access school bus services parents are required to drive their children to the junction of Boro/Braidwood Road. There have been many occasions when this could not occur as the road is impassable in some weather conditions. This contravenes the government directive that all children must attend school.

Attached are some photos to support our case for this matter to be addressed.

Over the last 15 years, due to sub-division, the road has been extended from 9km's to 14km's. At his expense the developer extended the road to council mandated standards and also was required to pay fees to council to assist with the ongoing upkeep of the road.

Whilst I am not privy to the cost of rates for all residents on Boro Road, I can only assume that they pay at least the same as myself, if not more. Based on this QPRC would have a minimum revenue from Boro Rd of \$81000 per annum. However, this does not take into account any properties over 40ha. Residents on Boro Rd are not provided with any services except for the 2017 installation of recycling bins, after lobbying Council for over 7 years. This is easily verified through council records.

It is time that our needs for a safe & trafficable road are met by Council. To commence this process, we respectfully request that an on-site inspection of Boro Road be held by Council (with Councillors attending) & local residents to identify a forward plan for the upgrade of this road to a proper rural standard.

All residents & landowners along Boro Road have been consulted by us & are most supportive of our actions. All residents & landowners should be invited to this inspection so that they can contribute to the forward plan for Boro Road.

We look forward to receiving your positive response to this request.

Yours sincerely



cc'd

- Cr Tim Overall (**Mayor**) - Tim.Overall@qprclr.nsw.gov.au
 - Cr Brian Brown - Brian.Brown@qprclr.nsw.gov.au
 - Cr Mark Schweikert - Mark.Schweikert@qprclr.nsw.gov.au
 - Cr Trudy Taylor - Trudy.Taylor@qprclr.nsw.gov.au
 - Cr Trevor Hicks - Trevor.Hicks@qprclr.nsw.gov.au
 - Cr Kenrick Winchester - Kenrick.Winchester@qprclr.nsw.gov.au
 - Cr Michele Biscotti (Deputy Mayor) - Michele.Biscotti@qprclr.nsw.gov.au
 - Cr Peter Marshall - Peter.Marshall@qprclr.nsw.gov.au
 - Cr Pete Harrison - Pete.Harrison@qprclr.nsw.gov.au
 - Cr Radmila Noveska - Radmila.Noveska@qprclr.nsw.gov.au
- Deputy Premier John.Barilaro@parliament.nsw.gov.au



Culvert 1 – from East side



Culvert 2 – from south side



Culvert 2 – from north side



Steep narrow winding hill after culvert 2

SIDE FOLDING DOORS & GRILLES

DYNASTY 9400 Side Hinged Bi-Folding Door

General

Summary

- A **Style:** Manual top hung sliding panels.
- B **Lock Cylinders:** Standard Keyed Mortise Cylinders
Custom Cylinders: All cylinders provided by customer must be delivered to Dynamic prior to manufacturing for fitting to door to ensure Warranty Conditions
- C **Site preparation:** Track support, storage pockets/cupboards and other miscellaneous structural or finish work is the responsibility of others.

Submittals

- A By Others:
 - 1 Shop Drawings: Include plans, elevations, required clearances and accessories.
 - 2 Site Requirements including inductions and access
 - 3 Installation Instructions: If Required.
- B Manufacturer and Installer Qualifications: If Required.
- C Installation Certificates.

Quality Assurance

- A Manufacturer Qualifications: Minimum of three years experience in the fabrication and installation of Side Folding Security Door.
- B Installer Qualifications: Authorized representative of the manufacturer.
- C Pre-installation Conference: A Dynamic Representative will contact the provided Site Foreman/Contact just prior to commencement of field operations to establish procedures to maintain optimum working conditions and to coordinate this work with related and adjacent work.

Warranty

- A Limited Warranty: Two year from the time of installation for defective materials and workmanship.

Execution

Examination

- A Examine supports and other conditions under which Doors are to be installed.
- B Coordinate with responsible entity to correct unsatisfactory conditions and do not proceed with installation until conditions are corrected.

Installation

Follow manufacturer's installation instructions and approved shop drawings.

Adjusting

Test operation of Door and adjust as necessary to provide smooth and proper operation.

Demonstration

Instruct Owner's personnel in proper operating and maintenance procedures.

Some technical pages are under development. For any further queries please contact our specialists'. **FREECALL 1800 651 649.**

V21117

LOCAL REPRESENTATIVE



Products

Models & Materials

- A Model: DYNASTY 9400
- B Construction: Meeting styles shall be interlocking extruded aluminium members (32mm x 72mm) hinged together to form stacked panels of even numbers. To be hinged off side post or supported wall. Framed sections shall be extruded from aluminium and panel numbers designed to suit plans provided and opening sizes. Should fixed panels be required they shall be of matching construction.
- C Panels: Available in the following materials;
 - 6.38mm Clear Laminated Glass
 - 18ga. Perforated Panels (51% visibility)
 - Maximum Panel Height 3600mm**
 - Minimum Panel Width 550mm**
 - Maximum Opening Width 3500 (per side stacking)**
- D Locking: Access panels shall incorporate Dynamic's heavy duty auto retractable cylinder locks or optional Egress Handle. All other panels shall be secured with a conveniently located shootbolt system that will lock into a specially designed dust resistant floor socket. Master keyed cylinders (if required) shall be supplied by others.
- E Finish: Standard finish is clear anodized. Powder coating (Dulux Colour Range) and Anodizing in colours is an optional extra.
- F Track: Extruded aluminium 40mm high x 36mm wide. Layout shall incorporate 1 x straight track centre hung to stacked panels. (Refer to Stack Layout Dynasty 9300)
- G Operation: Manual pull – push operation.
- H Optional Extras: Egress Doors for emergency exits. Brush weather seals.



Dynamic Closures (Aust) Pty Ltd

Freecall 1800 651 649

Phone 03 9739 5222

Fax 03 9739 5599

E-mail administration@dynamicclosures.com.au



42 Raws Crescent
HUME ACT 2620
Tel. 02-6260 2252
Fax. 02-6260 2258
info@capitaldoorworks.com.au
www.capitaldoorworks.com.au
ABN 57 220 975 176

CUSTOMER QUOTATION NO. 13291

Richter House Trading as River Bank Cafe
4 Trinculo Place
Queanbeyan NSW 2620

Date: 30/03/2021
Site: 4 Trinculo Place Queanbeyan
Site Contact:
Site Phone:
ABN:

Description

To supply and install 6 x Dynamic Dynasty 9400 door natural anodised to suit the following sizes:

- 2 @ 3040mm high x 3200mm wide
 - 1 @ 2590mm high x 3100mm wide
 - 1 @ 3040mm high x 2550mm wide
 - 1 @ 3040mm high x 5700mm wide
- Top and bottom locking posts

Note - These are glass doors to avoid clouding and yellowing of the infills

Sub-Total ex GST	\$45,580.00
GST	\$4,558.00
Total inc GST	\$50,138.00

Sub-Total ex GST	\$45,580.00
GST	\$4,558.00
Total inc GST	\$50,138.00



<p>FROM Daniel King KINGS CONSTRUCTIONS 17 Watterson Place Gilmore ACT 2905</p> <p>PHONE 0414 213 586</p> <p>ABN 46621852373</p>	<p>FOR Elaine</p> <p>COPY TO Elaine</p>	<p>QUOTE NUMBER 273</p> <p>DATE May 26, 2021</p> <p>VALID UNTIL June 25, 2021 at 10:28PM</p>
--	---	--

4 Trinculo Place Queanbeyan, NSW 2620

<p>Supply and installation of new Bi Fold doors with the following details:</p> <ul style="list-style-type: none"> - Black aluminum powder coated Bi fold doors. - Single Glazed with 5mm Toughened clear glass to comply with Australian standards. - Pre primed reveals and surrounds internally. - Black handles with silver hardware. - Doors to be trimmed externally with Black powder coated flashings as required. - All rubbish to be removed from site. <p> Elaine QBN - Stegbar</p>	<p>31,517.00</p>
<p><input type="checkbox"/> Upgrade to Double Glazing</p> <p>Upgrade from single glazing to double glazing</p>	<p>10,315.50 Not selected</p>

STEGBAR - PRODUCT SUPPLIER

Address: 67-81 Kendall Ave, Queanbeyan NSW 2620
if you wish to visit the showroom.
(Office hours: Monday - Friday 8.00am - 5.00pm)
<https://www.stegbar.com.au/>



To proceed with the quote all that is required is 50% deposit and the final payment due on completion of the work.

Account Name: Daniel King

BSB no: 484799

Account no: 609-731-636

IMPORTANT: Reference eg: Surname & Quote no

Thank you for the opportunity to provide you with a quote

Daniel King

Kings Constructions

Mobile: 0414213586

Email: Info@kingsconstructions.com.au

Options selected	0 of 1
GST 10%	2,865.18
Total AUD including GST	\$31,517.00

About Your Quote

- Kings Constructions specialize in the supply & installation of your windows & doors.
- You choose the product and we place the order. We recommend you visit the showroom/factory before accepting quotes for supply & installation.
- It is the customer's responsibility to know the correct details of the product you are accepting, ie: aluminium, timber, colour types, glass types, configurations and additions, i.e: ALL details regarding the product.
- If you are unsure before accepting any quotes contact Daniel on 0414 213 586.
- We do not include any painting or staining of your windows & doors but if you require a painter please let me know and I can recommend one for you.
- All windows and doors are finished on the inside using either, pre primed, maple architraves & storm moulds in most cases. Powder coated angle is used on the outside of aluminium doors & windows on sides to cover gaps if required.
- Sizes shown on your quote are for quote purposes only & are NOT ordering sizes.
- When replacing Windows & Doors, sizes need to be reduced to allow them to fit back into the existing opening.
- DO NOT order NEW internal blinds, venations, etc until new windows & doors have been FITTED.
- IMPORTANT EXISTING blinds, venations etc IF re - using, may not fit back into new windows in most cases. IF this is an issue, it is the customers responsibility to raise the issue before accepting.
- All care is taken with existing interior, exterior walls & finishing's, but we cannot guarantee that they will not be affected during the removal of the old windows and doors. For E.g.: Exterior render and interior tiles can often be loose but are being held in place by the window, once the window is removed it can cause movement in the render or tiles. (If only very minor repairs are required we will repair them if possible). IF Larger repairs have to be carried out by a qualified renderer extra charges will apply.
- If asbestos is present and it will be affected during the installation process Window Options has not allowed for the removal of this material – We do not cut any external or internal sheeting and as a rule can work around most materials without it effecting the safety of workers and or the residence. Please call to discuss if you have any concerns or knowledge of asbestos at your property.
- IMPORTANT: Interior. The removal of all curtains, curtain brackets, curtain tracks & blinds before the installation of new doors & windows is the owner's responsibility IF REQUIRED. Re-installation of the above is also the owner's responsibility. Please call if you need to discuss.
- EXTERIOR: The removal of all awnings or roller shutters before the installation of new doors & windows is the owner's responsibility IF REQUIRED. Re-fitting of the above is also the owner's responsibility.
- All quoting is based on standard clear glass, which complies with the Australian Standards unless shown otherwise in your quote eg: 4 mm toughened glass in all doors, 4mm clear float glass in all upper panels in windows, 5 mm clear float glass in all lower panels in windows.
- All measurements are height first and width second, Eg: 1218 SF = 1200 x 1800 sliding (left), fixed (right).

NOTE: ALL DIAGRAMS ARE VIEWED FROM THE OUTSIDE

Submission OP009



Patron Gary Nairn AO

President Ken Lister

Monaro Rail Trail Inc
10 Whyte Street
Cooma NSW 2630
ABN 92641954689

The Chief Executive Officer,
Queanbeyan-Palerang Regional Council,
PO Box 90,
QUEANBEYAN NSW 2620

Dear Mr Tegart,

**Re: Queanbeyan- Palerang Regional Council 2021/22 Budget Submission
for funding the Planning of the Monaro Rail Trail**

MRT Inc appreciates the letter of support from your Council for our Grant Application under the Bushfire Local Economic Recovery Fund for Stage 1 of the Monaro Rail Trail. A major component of Stage 1 involves constructing a sealed Trail with facilities between Tralee/South Jerrabomberra to Michelago along the dis-used Rail Corridor.

There is a current request from MRT Inc to Snowy Monaro Regional Council (SMRC) to include funding in their 2021/22 Budget for Planning work in the Bombala and Nimmitabel sections.

MRT Inc is seeking Q-PRC to include provision in the 2021/22 budget of \$50,000 towards a Trail Development Plan and associated Plans for the Tralee to Williamsdale section of the Rail Trail.

MRT Inc. appreciates that Council requires more detailed analysis of key design, construction, and maintenance considerations to have confidence in the success of the Monaro Rail Trail (the Trail). MRT Inc has already undertaken preliminary investigations and a 2019 Feasibility Study funded by SMRC, however, the full body of work is yet to be undertaken for all Stages of the proposal.

A Trail Development Plan would enable Council to fully explore all issues associated with your section of the MRT. Based on similar projects, we envisage the technical specification for preparation of detailed designs for the Trail Development Plan would include matters such as:

- Precise route alignment and rail corridor width
- Road crossing design and location
- Fencing requirements
- Roll-over grids and gates to enable movement of stock and equipment between paddocks
- Management of biosecurity along the trail
- Commercial opportunity sites on private land
- Steel rails and sleeper removal and disposal options
- Trail surface treatment options such as gravel or spray seal

[MRT Ref: 01.6 KL](#)



Patron Gary Nairn AO

President Ken Lister

Monaro Rail Trail Inc
10 Whyte Street
Cooma NSW 2630
ABN 92641954689

-
- Location and design of bridges including those to retain, restore, replace with culverts.
 - Heritage considerations, especially relating to bridges, tunnels, and buildings.
 - Location of public amenities and potential re-use of existing assets for this purpose
 - Signage and interpretative information (public safety, biosecurity, heritage and local features, advertising, and promotions) and trackside furniture

Associated work would focus on Environmental, Bio-Security, Economic Assessment and Community Consultation aspects. With this regard an estimate is provided as follows:

ESTIMATE FOR TRAIL DEVELOPMENT and ASSOCIATED WORK

- \$20k Trail Development Plan (based on estimate from Mike Halliburton Associates, who did the MRT Feasibility Study 2019)
- \$5k Accommodation & travel
- \$5k Bio-security field assessment (to confirm preliminary desktop Risk Assessment)
- \$5k Environmental assessment
- \$5k Economic assessment
- \$5k Project management
- \$5k Contingencies

MRT Inc believes if these assessments are completed in a timely manner, Council will have a more detailed understanding of the project and its potential outcomes. It is important that a suitably qualified and independent firm be procured to undertake the work. Additionally, the MRT Inc. Steering Group and Committee has members who are qualified and experienced in engineering, town planning and project management, who would be willing to assist pro bono where required.

Importantly this work will enable Council to consider all risks associated with the Trail, including financial, public safety, and asset liability which will place Council in a much stronger position to negotiate a governance arrangement with the NSW Government that will be more satisfactory to Council and its residents.

[MRT Ref: 01.6 KL](#)



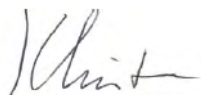
Patron Gary Nairn AO

President Ken Lister

Monaro Rail Trail Inc
10 Whyte Street
Cooma NSW 2630
ABN 92641954689

MRT Inc remains keen to answer any questions or concerns regarding this Submission or indeed present to QPRC on the Monaro Rail Trail at a suitable time.

Your sincerely



██████████
President MRT Inc
16 April 2021

Copy also to: Martin Darcy (Q-PRC) Mark Adams (SMRC)

[MRT Ref: 01.6 KL](#)

From: [REDACTED]
Sent: Friday, 7 May 2021 2:24 PM
To: council@qprc.nsw.gov.au(External link)
Cc: [REDACTED] 'Debbie Sibbick' <Debbie.Sibbick@qprc.nsw.gov.au>; Sean.Kaden@qprc.nsw.gov.au; Shaun.McDonald@qprc.nsw.gov.au
Subject: Draft Operational Plan, Revenue Policy and Fees and Charges 2021-22

Submission OP012

PO Box 848
Queanbeyan NSW 2620
ABN 66 445 168 766

Request for budget allocation to be made for control of African Lovegrass and St John's Wort in Bicentennial Park

Dear Queanbeyan/Palerang Regional Council,

We attach a copy of the African Lovegrass (ALG) management plan for Bicentennial Park drawn up and proposed to Council by SJ & KJ Gibbs Contracting in July 2016. The preamble to the plan, states:

During the past five years Queanbeyan City and surrounding areas have seen a marked increase in the distribution and severity of African Lovegrass (Eragrostis curvula) infestations, primarily due to favourable growing conditions and poor vehicle/equipment hygiene. As significant areas of Bicentennial Park are mown and slashed for bushfire mitigation, community use and aesthetics, it is safe to assume that the first African Lovegrass seeds were brought into the park by grass cutting operations.

Previous chemical control treatments have targeted African Lovegrass within the park, but a more thorough management plan needs to be implemented to stop the spread and increase of the weed impacting the native woodland and open grasslands of the Park.

Council contracted Gibbs to carry out some of the first year's actions for this plan, but the plan was abandoned in the following years. Council sprayed the weed each year, but spraying was overlooked in a couple of seasons. Now there is extensive proliferation of the weed in the park.

Queanbeyan Landcare proposes that the Gibbs plan be restarted, and **that a budget allocation be made to employ suitably qualified contractors to carry out the plan.** We also urge that after the three years specified in the plan, the ALG in the park be continually monitored and sprayed as often as needed to keep it under control.

Control of the ALG will only be successful if spraying is coordinated with mowing, to prevent the spread of seed by mowing. Also, of assistance in managing ALG, as we have suggested before, would be raising the mowing height to 10-15 cm to allow native grasses to compete with the weed. There may be other actions that could help, such as burning at appropriate times and then spraying the weed regrowth. **Mowing with a clean mower is of paramount importance,** especially once ALG in the park is reduced to minimal numbers of plants. An **integrated weed management** approach would have a greater possibility of success than current practices.


Queanbeyan Landcare suggests having one person appointed to coordinate all work for this Reserve and that that person's role includes consultation with Queanbeyan Landcare.

St John's Wort is also widespread in the park and attention needs to be given to keeping that weed under control as well.

In regard specifically to spraying of African Lovegrass, we recommend that only spot spraying with Glyphosate or similar be used, prior to seed set, to avoid large areas being laid bare. Our experience has been that the combination of Glyphosate and Flupropanate can leave areas bare for 18 months or more, and these areas are vulnerable to weed infestation when seeds are again able to germinate. There is evidence on the Monaro of African Lovegrass resistance to Flupropanate. Using only Glyphosate or similar entails keeping a close watch on the weed and spraying it regularly, and this needs a commitment of time to criss-cross the park to look for the plants several times each year. It also requires staff/contractors to be able to recognise the plants early in their life-cycle.

It is Queanbeyan Landcare's view that African Lovegrass and St John's Wort can and should be controlled in Bicentennial Park, to preserve and enhance the values of the park.

Yours sincerely,


President,
Queanbeyan Landcare Inc.


Coordinator,
QLc Bicentennial Park Care Group

7 May, 2021

2016

Bicentennial Park Queanbeyan



African Lovegrass Management Plan

Prepared by:

SJ & KJ Gibbs Contracting

Overview

Bicentennial Park

Bicentennial Park is located on Crest Park Parade in Queanbeyan NSW. The park is approximately 20 ha and is predominately native woodland with some open grassland around the community facilities. It was opened by in 1988 by PM Bob Hawke and features play equipment, the Rex Cross Lookout and about 4km of formal and informal walking trail.

During the past five years Queanbeyan City and surrounding areas have seen a marked increase in the distribution and severity of African Lovegrass (*Eragrostis curvula*) infestations, primarily due to favourable growing conditions and poor vehicle/equipment hygiene. As significant areas of Bicentennial Park are mown and slashed for bushfire mitigation, community use and aesthetics, it is safe to assume that the first African Lovegrass seeds were brought into the park by grass cutting operations.

Previous chemical control treatments have targeted African Lovegrass within the park but a more thorough management plan needs to be implemented to stop the spread and increase of the weed impacting the native woodland and open grasslands of the Park.

African Lovegrass

African lovegrass is a hardy, drought tolerant perennial grass species and can be found throughout New South Wales (NSW) on roadsides and is a major weed of grazing lands. It was thought to have been accidentally introduced into Australia prior to 1900 and has since been deliberately introduced for experimental assessment.

African lovegrass can germinate at any time of the year but typically it will germinate in autumn or spring when moisture is sufficient and temperatures exceed 10°C. Growth of seedlings is relatively slow for the first six weeks. Flowering can occur from early summer and ripe seeds may be present from January to March. Plant growth slows when temperatures decline in autumn and winter. Although the plant is susceptible to frosting it remains alive and will regrow again as temperatures increase.



Figure 1. Seed Heads



Figure 2. Mature Plant



Figure 3. Close up of Mature Plant

Current Assessment

African Lovegrass Distribution

This assessment is based on a field survey conducted on the 14/03/2016 by SJ and KJ Gibbs Contracting employees. The report below references Woodland and Grassland areas that are defined on Map One, (Appendix One) and Map Two (Appendix Two) which includes the tracks, trails and within the Park

Currently the grassland areas contain the largest distribution of African Lovegrass, with mowing operations contributing to the widespread seed and plant dispersal. There are considerable areas of large (5sqm), dense populations of lovegrass across the grassland area, particularly around the Crest Park Parade car parking entrance and around the Southern playground. There are singular plants and small patches of lovegrass spread across the entirety of the grassland area.

Within the Woodland areas the African Lovegrass dispersal is limited to singular plants and small patches located along the formal and informal trails. The seed has predominately come from pedestrian traffic or mowing equipment traveling along the trails and due to the significant growths of native ground covers and mid story vegetation, the lovegrass is being out competed and only growing in the disturbed areas beside the trails. There is potential for this lovegrass to spread further into the Woodland areas, making this a High Risk part of the Park.



Figure 4. Large area of Lovegrass



Figure 5. Lovegrass growing within formal path

Management Plan

Control Strategy

At the request of Queanbeyan City Council and Queanbeyan Landcare, a Three year chemical control plan using Glyphosate 360 (Roundup) will be used to target and treat the African Lovegrass found within Bicentennial Park.

The initial priority is to control Lovegrass growth in the High Risk Woodland areas and along the formal/informal trails throughout the Park as seen on Map Two (Appendix two). This will conserve the Woodland areas and by controlling the pedestrian dispersal of lovegrass seed there will hopefully be a reduction of new Lovegrass plants within the Woodland areas.

Budget Estimation

The budget estimation for the Three year plan is approximately \$8,500.00 inc GST. This is based on the quote to complete the spraying work by SJ and KJ Gibbs Contracting for March in Year One and the final yearly figures have been rounded up to account for the Weed Survey and Report in December and any unforeseen management issues. An approximate year by year cost breakdown is included in the table below.

Note: Before any contracted work is undertaken, the contracted spray operator and council will conduct an onsite inspection and refer to the end of year Weed Survey and Report. This will allow specific targeted spraying and may reduce the overall hours and estimated budget per year. With less African Lovegrass found each year there will be a natural decline in the hours needed to spray the Park.

Spray Regime	Jan	Feb	Mar	Apl	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Est. Cost
Year One													\$3,500.00
Year Two													\$2,500.00
Year Three													\$2,500.00

	Chemical Treatment
	Weed Survey and Report

Year One

The first year of the management plan will be the most intensive chemical control program to try and limit further seed dispersal along the trail network and to reduce overall plant numbers. With a priority focused on the High Risk Woodland area, trail network and community facilities, targeted spot spraying will occur Three times throughout the year.

Treatment One – This will occur in early to mid-Autumn, preferably in March when newly germinated plants can be easily identified and treated before going to seed. Any adult plants that germinated in Spring and Summer will also be easy to identify and treat.

Treatment Two – This will occur in early Spring depending on local weather conditions. The aim will be to identify and treat any Lovegrass that over-wintered before the Spring bloom occurs with the warming weather. As Spring is also a time when mowing operations begin again, it is preferable to control the Lovegrass and limit re-contamination.

Treatment Three – This will both occur in late Spring, weather depending. As this is the time when the Lovegrass plants are actively growing, they are easily identified and treated. As mowing operations are also being conducted, there is a need to control possible cross site contamination.

Weed Survey – This will be conducted in December to assess the year’s treatments and to identify Lovegrass ‘hot spots’ for the following years spraying treatments.

Year Two and Three

The second and third year of the management plan will be less intensive as the first year and focus on identified ‘hot spots’ and observing previously treated areas for follow up targeted spraying.

Treatment One – This will occur again in early to mid-Autumn, preferably in March and will predominantly be follow up treatments in identified areas and some patrolling across the Park for any new infestations.

Treatment Two – This will occur in early Spring depending on local weather conditions. The aim will be to identify and treat any Lovegrass that over-wintered before the Spring bloom occurs with the warming weather. As Spring is also a time when mowing operations begin again, it is preferable to control the Lovegrass and limit re-contamination

Weed Survey – This will be conducted in December to assess the year’s treatments and to identify Lovegrass ‘hot spots’ for the following years spraying treatments.

Rehabilitation

As large areas of the Grasslands will be subject to chemical control, there will subsequently be patches of disturbed, bare soil that if not rehabilitated will allow Lovegrass to regrow and can lead to erosion and aesthetic issues within the park. This rehabilitation plan is only advice and no binding action has been agreed to by Queanbeyan City Council or Queanbeyan Landcare.

1. Identify the larger areas on dead lovegrass/ bare ground
2. Select a suitable native grass to be seeded in the identified areas to created competition for African Lovegrass.
3. Aerate the soil in the identified disturbed areas to allow native grass re growth and water absorption to improve the soil quality.

Appendix One



<p>SJ & KJ Gibbs</p> <p>Project: Bicentennial Park, QCC</p> <p>Map One - Park Areas</p>	 1:2,000	<p>Comments:</p>	<p>Legend:</p> <ul style="list-style-type: none"> ■ Public Areas ■ Grasslands ■ Woodlands
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Appendix Two



Appendix Three



Submission OP025

The logo for Majors Creek Progress Association features a decorative wavy line above the text "MAJORS CREEK" in a large, bold, serif font, with "PROGRESS ASSOCIATION" in a smaller, all-caps, sans-serif font below it.

Joanne Ridley
QPRC

Dear Joanne,

I am writing to ask the QPRC to consider building a footpath along Hill St in Majors Creek from Burke St to Seymour St.

We have many residents in Majors Creek who like to walk their dogs for exercise in the village and this would be an asset to this and other walking experiences for villagers.

Since the Dargues Gold Mine commenced production, our village population has increased, hence vehicle traffic through this locality has also increased.

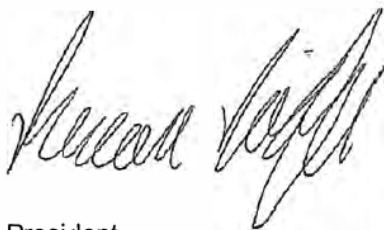
A footpath only need to be gravel with wood edging.

There also appears to be a need for a pedestrian crossing to be installed on Hill Street near the Majors Creek Recreation ground. This area gets very busy, especially when there are public events, such as the Majors Creek Music Festival at the Rec ground.

Thank you for your consideration regarding these matters.

President

MCPA
Executive
14 March 2021

A handwritten signature in black ink, appearing to read "Kerena Boyd", written over a light blue horizontal line.

President

C/- Majors Creek Post Office, Majors Creek NSW 2622
MajorsCreek.ProgressAssoc@gmail.com

Submission OP031

Dear QPRC

I wholeheartedly support the proposed road closure and high school, especially with the plan to replace the road but next to the railway line. Unfortunately the proposal to lease part of the closed Majara St road reserve to Abbeyfield Housing under licence is a terrible idea and I strongly object to locating an aged facility between a preschool and the scout hall when the land should be used to expand the preschool.

Currently there is already traffic chaos creating a very dangerous situation at pick up and drop off and this will only be considerably worse with an aged care facility occupying the land where many parents park. I am truly amazed that there has not been a serious accident in recent years and is simply a reflection of how considerate and safety conscious Bungendore parents can be.

It also makes no sense from the perspective of creating an education precinct in the most logical place in Bungendore. The preschool has over 200 children on the waitlist who whilst eligible for preschool care are denied a place each year. This location would much better serve the community as a new or expansion to the preschool and should have an underground or lower-level parking facility with a significant, multi storey enquiry and play based early learning education centre under the capable management of the preschool. The management and educators are of an unparalleled level of dedication and caring for the children who are lucky enough to be offered a place, and it is horrific that we ask these same people to deny hundreds of children care each year. This facility should cater for all children prior to Kindergarten and address the complete lack of appropriate childcare facilities for Bungendore and the surrounding area.

Abbeyfield would be better located adjacent to the large self-contained retirement facility on Forster Street in what should be the retirement precinct. The proximity to the ambulance station and the logical step from self-contained to full retirement care makes perfect sense.

Additionally, the so called "residents group" who do not represent the majority of Bungendore residents, are primarily retirees, and are the primary objectors to the High School location and education precinct. I can't imagine that those same residents would want to spend their twilight years located somewhere where they have to look straight onto the education precinct, whilst being irritated at the noise, traffic and as they would say "destruction of the town" they have fought so hard against.

Thank you for your time in considering this submission.



BRAIDWOOD COMMUNITY ASSOCIATION

Comments on the QPRC Draft Operational Plan 2021-22

The Braidwood Community Association (BCA) welcomes the opportunity to comment on the Queanbeyan-Palerang Regional Council (QPRC) Draft Operational Plan for 2021-22 (Draft Plan).

The comments given are also informed by the recent Braidwood Community meeting held on 11 May and the supporting documentation which provided some further clarity on the Draft Plan.

Priorities of the BCA

The BCA in its 'Pre QPRC Draft Operational Plan 2021-22 Submission' gave the results of its survey of residents of the 2622 postcode between 4th- 26th March 2021. Some 314 responses were received and based on this survey and the views expressed by the community, the BCA's priorities for the Draft Plan are as follows:

- The BCA expects that all incomplete capital projects from the 2020-21 Operational Plan will be rolled over into the 2021-22 Operational Plan.
- The BCA urges QPRC to ensure there are sufficient resources to complete existing projects in a timely basis.
- The BCA requests that high priority be afforded to drought-proofing Braidwood's Water Supply with this being added to the 2021-22 Operational Plan, and for the resources to be found to ensure that the situation in 2019-20 is never repeated.
- The BCA would expect additional paths in Braidwood to be included in the 2021-22 Operational Plan and would like to see at least two new paths be constructed during 2021-22.
- The BCA fully supports the Braidwood Swimming Club's efforts to work with QPRC to secure a grant for a new 25m swimming pool and would expect to see this project formally added to the 2021-22 Operational Plan.
- Whatever the outcome of the BCA's BLERF grant application for funding for a Skate Park, the BCA expects that the Skate Park will be included in the 2021-22 Operational Plan.

These priorities remain and so the BCA is pleased to see one of these projects – additional paths to be funded by developer contributions are included in the draft plan, but is disappointed that the other three more significant projects are excluded.

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 is comprehensive, covering all the projects and reflecting the desires of the respective local communities throughout its jurisdiction.

The BCA notes that the total rates income will be increased by the rate peg of 2% and that external cost increases have outstripped general revenues leading to a deficit. It also notes that Council will consider a number of budget adjustments to move the result close to that forecast in the Long-Term Financial Plan. The BCA makes comments on some of the proposed savings below.

It also notes the rates harmonisation structure adopted will lead to lower general rates for Braidwood and surrounding district compared to rates in the former QCC area, in 2021-22, but this reflects the lower level of services provided to the district. On the other hand, these will be more than offset by proposed substantial increases in water and sewerage charges and the introduction of a Stormwater Levy. They are also offset by substantial differences in Waste

Management charges between the two areas, leading to a disparity (in favour of the Queanbeyan area) of \$952 in total charges for Water, Sewer, Waste and Stormwater charges. (see p26 of the Draft Revenue Policy for a comparison).

The BCA is mindful that we are living through an exceptional period of the aftermath of fires and floods and living with COVID-19. It is grateful for the support provided by the disaster recovery team and others and appreciates the success QPRC has had in getting funding to date from the various disaster recovery grant schemes and other funds. It encourages QPRC to continue to take full advantage of every available grant scheme to the benefit of ratepayers.

Omission of projects from the Capital Works Program for 2021-22

The Capital Works Program for 2021-22 represents the crux of the Operational Plan. There are a number of items in the 2020-21 Operational Plan which the BCA understands will not be completed in this year, but are not in the Draft Plan. There are also further projects listed in the project updates presented to the May Braidwood Community meeting and others given in a project listing provided in January but excluded from the May listing. The BCA hopes that the exclusion of these projects is just an oversight and that the projects have not been abandoned or delayed until 2022-23. These projects include:

- 100557 BWD - Braidwood Recreation Ground Construction
- 100862 BWD - Car park Wallace St
- 100879 BWD - Office smart hub/cultural space
- 102065 BWD - Nerriga Rd Section 4 - Reconstruct widen & seal - Durran Durra PJ
- 102066 BWD - Nerriga Rd Section 5 - Reconstruct widen & seal - Euradux Rd to Tates Ln
- 102067 NRG - Nerriga Rd Section 5-Reconstruct widen & seal - Oallen Rd to Willow Forest Rd
- 102088 BWD - Nerriga Rd Section 18 – Construct Intersection with MR51
- 104161 BWD - Mayfield Road – Reedy Creek Bridge Replacement
- 104299 BWD - Depot - Security gates and repair to workshop
- 104369 BWD - Recreation Ground - extend stormwater pipe to enable skatepark
- 104370 BWD - Lascelles St Upgrade
- BWD - Skate Park

The BCA appreciates that some of these projects are still subject to grant funding applications, while others have been funded and delayed (eg Lascelles St); some have recently received funding while others have an application submitted and may prove successful (eg Skate Park and a number of road projects). The projects listed all form part of the current supply chain of projects and so BCA would like to see the projects above either added to the Draft Plan or a full explanation given why these active projects are being excluded.

The BCA is also concerned that if so many projects are being excluded from the Draft Plan for just Braidwood and district, there will be many more excluded for QPRC as a whole. If so, this puts in doubt the veracity of the Draft Plan and its appropriateness as a key planning tool for managing QPRC's finances.

Linked to this, the BCA assumes that QPRC has a database of all its capital projects which among other information gives the cost, project stage status, community engagement status, expected completion date and funding source. As a step towards greater transparency and accountability, the BCA suggests that all projects on QPRC's database be made public on an ongoing basis via the QPRC website and refreshed daily. This should not be a difficult or long task for any good webmaster, as long as the QPRC project database is properly maintained.

Clarification of data given in the Draft plan

When you start looking at the actual figures, there seems to be a new way of presenting the source of funding in the Capital Works Program and some entries do not make a lot of sense. Some examples include:

Braidwood Swimming Pool upgrade. This was promised a grant of \$1m and that was in the 2020-21 plan, but in the draft plan the expenditure is only \$624,000. It was explained in the Community meeting that this difference is due to what will be expended in 2021-22. The BCA would like to know whether the \$376,000 has already been expended or will be included in 2022-23 Plan? This item also annotated with “***” which means it is reliant on grant funding, when it has been clarified that a grant of \$1m has been received from the NSW Government. This needs to be corrected.

The BCA is disappointed that the window of opportunity for having the work done during the current winter closed season will be missed. It is understood that this is due to delays in approving the Development Application by Heritage NSW (see below for comments on this item).

Finally, it is understood that the DA being considered includes the new 25m pool while this is not included in the Draft Plan. The BCA believes this item should be included in the Capital Works Program for 2020-21, albeit subject to grant funding.

Local Roads Renewal (101002) totals \$3.5m in the capital works program, but when you look at the detail in Appendix 2 you cannot make that amount (see below). The BCA would like to have clarification of which programs in Appendix 2 form budget line 101002, particularly given this is identified for significant cuts.

Summary of Appendix 2: Road Reseals, Rehabilitation and Resheeting

Program	2020-21	2021-22	% change 2021-22 on 2020-21	Funding Source
Local roads reseal and rehabilitation program	\$1,867,149	\$968,109	-48.2	Council rehabilitation
Regional roads reseal program	\$927,913	\$632,732	-31.8	Council rehabilitation
Gravel resheeting program	\$728,000	\$500,000	-31.3	Council resheeting
Reshape pavement and seal program		\$129,634		Council reshape
Asphalt resurfacing		\$884,254		Council resurfacing
Roads to Recovery program	\$1,527,709	\$1,527,709	0.0	Roads to Recovery
Regional Roads Repair Program		\$762,000		Regional Roads Repair
Disaster Recovery Funding Arrangement resheeting (Feb + August 2020 floods)		\$7,531,397		Disaster Recovery Funding Arrangement
<i>Total</i>	\$5,050,770	\$12,935,835	156.1	
<i>Total excluding grant funding</i>	\$3,523,061	\$3,114,729	-11.6	

‘**Finalising the construction of Bungendore sports hub**’ is listed in the major projects identified in the Preface (p5) but we can see no item in the capital works program or costs elsewhere in the Draft Plan. For transparency reasons, the BCA would like to see the budget for such major works included.

Drought-proofing Braidwood's Water Supply

The BCA is aware that Council staff are working on the issue of drought-proofing Braidwood's water supply and that it is not an easy issue to resolve. But the silence on this issue in almost

all documentation such as this Draft Plan, the Integrated Water Cycle Management Strategy - Palerang Communities, and the Palerang Community Development Servicing Plan for Water Supply is of concern and suggests that QPRC is not taking this crucial issue seriously.

The BCA requests that high priority be afforded to drought-proofing Braidwood's Water Supply, with this added to the 2021-22 Operational Plan, and for the resources to be found to ensure that the situation in 2019-20 is never repeated.

Projects being considered for deferral/deletion by Council

The BCA does not envy the Councillors having to decide on the cuts which it appears need to be made. Such an exercise is never an easy task. The proposed areas for cuts or delays could be described as 'low hanging fruit' and do not seem to address any structural issues which Council may be facing.

The BCA also hopes that Councillors have access to other sources of information on QPRC finances than just the Draft Plan, since as indicated above this document appears to be an incomplete representation of QPRC's actual activities. If so, this information should be made public for transparency reasons.

The BCA considers that the possible deletion of the various donation programs, arts assistance schemes and community hall refurbishments are mean and callous. These schemes support struggling community activities and the funding can make a disproportionate difference to the community groups concerned, while the costs of these programs are relatively minor in the scale of the overall budget.

One of the realities of rural areas compared to urban areas is that roads make up a larger proportion of Council expenditure and that roads are a prime issue of contention about Council services. This was borne out by the BCA recent survey where repair and improvements to roads and associated works were by far the most common issue raised by residents, accounting for nearly 43% of all ideas proposed.

The BCA notes that from the data given in Appendix 2 (see above) there would appear to already be cuts to Council funded road maintenance of over \$400,000 or nearly 12% compared to 2020-21 Operational Plan. To then propose to cut a further \$700,000 or a total cut of 31.5% on 2020-21 from the Local Roads Renewal program would be draconian and will cause problems into the future as much needed maintenance builds up. Certainly, this will be against the wishes of ratepayers.

Reference to expanded works funded by disaster funding providing an opportunity for cuts is of concern as this about roads damaged by the fires and floods and not routine maintenance. An exception to this would be where new roads have been added to the local Roads Renewal program because other roads which were due routine maintenance have already been renewed by the disaster funding. If this is the case, then this needs to be made transparent.

The BCA hopes that Councillors will not just accept staff recommendations on cuts, but will be looking seriously at any underlying structural issues and looking to address these. Further, QPRC is embarking on an unprecedented number of major projects and this must be putting strains on both QPRC's finances and capacity to deliver. Perhaps a more radical approach needs to be considered, with Councillors giving consideration to postponing one or more of the more controversial large projects by a year eg the uncosted construction of the Bungendore sports hub and the Bungendore Car Park.

Heritage NSW role in Development Applications and funding for heritage

The BCA notes that Heritage NSW has become more engaged in planning decisions in the Braidwood heritage area recently, leading to delays in the implementation of projects, such as the upgrades to Braidwood swimming pool, Lascelles Street, Monkittie Bridge and Kings Highway/Nerriga Rd intersection. The BCA believes it is appropriate for Heritage NSW to have this role but this should be done in an efficient and timely basis. In this respect, the BCA encourages QPRC to continue to engage with Heritage NSW to seek improvements to the approval system.

Also, the BCA encourages QPRC to seek the introduction of proper grant funding from the NSW government to meet the additional costs of heritage requirements in Braidwood and not just designate Braidwood as a heritage town while not providing the means to maintain that status. While the proposed Braidwood Heritage Centre will be an asset to the town's tourism industry, the preservation of our real heritage in the Braidwood Heritage Precinct is more important as once lost, it cannot be replaced.

Waste Management Charges

Since amalgamation, Palerang residents have paid a General Waste Management Charge, while Queanbeyan area residents have not been charged this fee.

The BCA notes that the draft Revenue Policy proposes a gradual introduction of the General Waste Management Charge for the former QCC area, and a gradual reduction in this charge for Palerang residents. This is a 4 year plan, so for 4 more years Palerang residents will continue to pay considerably more for this charge than Queanbeyan area residents

The BCA is aware that the construction costs of the Braidwood Waste Transfer Station and the closure and rehabilitation of the Braidwood tip were passed on to QPRC at the time of merger. Since then Palerang residents have contributed to those costs via the General Waste Charge, which has not been paid by Queanbeyan area residents. The current proposal maintains this situation in a modified form for the next 4 years.

If this difference is due to the costs incurred for construction and maintenance of the Braidwood Waste Transfer Station, this is not made clear. For transparency reasons, the BCA would like an explanation of the reasons for the difference in charges between the Queanbeyan and Palerang area.

The main difference in waste services between Queanbeyan and Palerang appears to be access to Waste Transfer Stations within the Palerang area, and Food and Organic waste collection via the green bins for some Palerang residents. There is no Waste Transfer Station in Queanbeyan. The reasons for this are not clear, but we assume it is a result of decisions made by previous councils.

On the other hand, QCC residents have received a twice yearly bulky rubbish collection, which has not been available to Palerang residents. We note that this is proposed to be extended to Palerang residents in the Draft Waste Management Strategy and we welcome that change.

The FOGO service available for Palerang residents receiving a green bin collection is accounted for in a higher Domestic Waste Charge for those residents, compared to the DWC paid by Queanbeyan area residents. This has been confirmed by QPRC staff. The DWC for the 3 bin service in the Queanbeyan area in 2020-21 was \$337, and for Palerang it was \$395.

The BCA notes that reductions to the Domestic Waste Collection charges are proposed and we welcome that change.

For a time after the merger Braidwood residents had a free tip service, in an outdated facility which had long outlived its physical limits. Since the tip closed we have received subsidised gate fees at the Braidwood WTS, but the draft Revenue Policy proposes to abolish this subsidy.

Residents in the Braidwood area have also been paying a landfill charge of \$50.91 on top of other waste service charges. This is proposed to be removed in 2021-22 and we welcome that change.

The BCA is informed that the General Waste Management Charge covers the following

- Design and construction costs for new facilities
- Wages of operational and management staff
- Corporate overheads
- Loan repayments
- Insurance
- Depreciation
- Vehicle operational and maintenance costs
- Waste Contracts
- Rehabilitation of closed landfills
- Maintenance of facilities
- Waste disposal fees
- Education activities

The BCA believes that on the basis of 'fee for service' principles, this continuing significant difference in the General Waste Management charge is not justified. 'Fee for service' principles are being used to justify the nearly 25% increase for 2021-22 in combined water charges proposed for Braidwood. The BCA believes that the same principles should apply in setting waste management charges, as it is now 5 years since amalgamation.

The BCA would like to see the harmonisation of the General Waste Management charge between Queanbeyan and Palerang proceed more quickly. As noted previously, the proposed total costs for water, sewer, waste and stormwater charges are almost \$1000 higher for Residential Braidwood and Bungendore areas, compared to Residential Queanbeyan.

It is noted that p 26 of the Draft Revenue Policy 2021-22 shows a total for these charges for Residential Braidwood of \$24366. This is clearly an error, and we are not sure of the correct figure. We have assumed it to be \$2391, the difference between the Total Rates figure and the General Rates figure.

Thank you for your consideration.

Submitted by [REDACTED]

BCA President

On behalf of the Braidwood Community Association

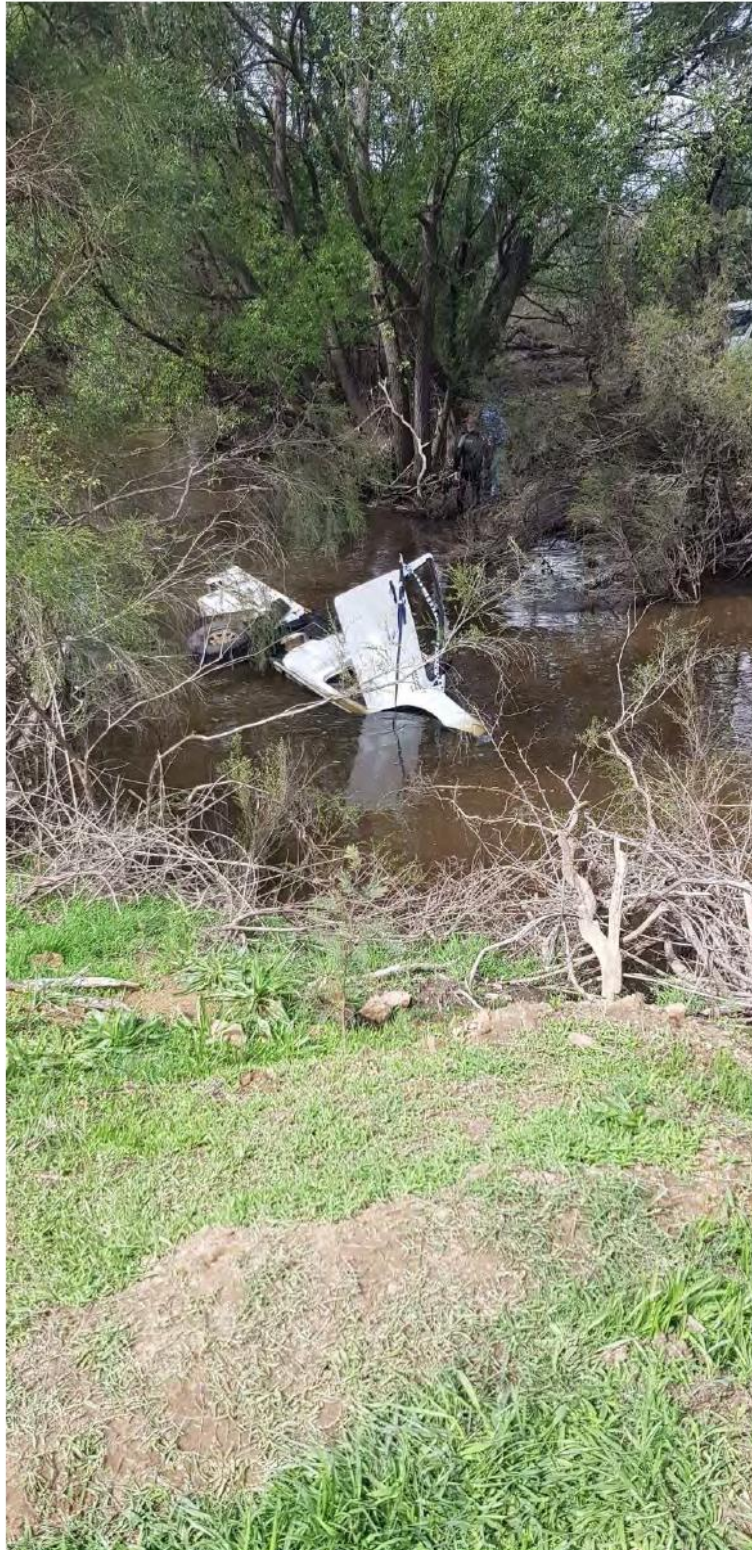
7 June 2021

Submission BC007



















Submission FCRP06

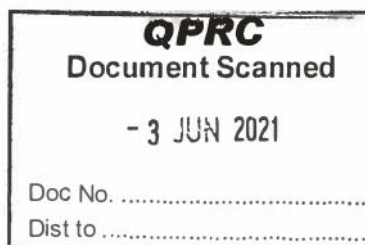
QPRC



Doc Set ID: 1282713

3 June 2021

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



Dear Peter

Submission on the Draft Revenue Policy and Draft Fees and Charges 2021-22

The Community Connections, Utilities Branch recommends that the following changes to the above plans be adopted. Changes are recommended to clarify the intent and implementation of the QPRC Waste Strategy (subject to its adoption by Council).

Table 1 Recommended Amendments to the Draft Revenue Policy

Section	Page Number	Amendment	Impact on ratepayers
Domestic Waste Charges	44	Add new codes and amend assessments and income as shown in Attachment A and Table 2	The proposed changes do not increase the advertised costs to ratepayers.

Table 2 Additions and amendments to the Domestic Waste Management Charge Table shown on Page 44 of Draft Revenue Policy 2021-22

Proposed Code	Advertised Code	Type	Reason
DWM1	DWM1	Urban - SUD - 3 Bin	No change
DWM2	New code	Urban - SUD - 3 Bin (with 240L Waste)	It is considered that this change provides greater clarity to ratepayers about the nature of the services they are provided. There is no cost impact to ratepayers.
DWM3	DWM5	Urban - MUD - 3 Bin	Rearranged to improve clarity
DWM4	DWM7	Urban - MUD - 2 Bin	Rearranged to improve clarity
DWM5	New code	Urban - MUD - 2 Bin (with Individual Waste, booked cleanup)	It is considered that this change provides greater clarity to ratepayers about the nature of the services they are provided. There is no cost impact to ratepayers.

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Proposed Code	Advertised Code	Type	Reason
DWM6	New code	Urban – MUD – 2 Bin (no bulky)	Previously, these properties were charged the same as the DWM7 equivalent service but were not able to access the kerbside collections. Introducing this rating category enables us to reduce their rate for this service type.
DWM7	New code	Urban – MUD – 2 Bin (with Individual Waste, scheduled cleanup)	It is considered that this change provides greater clarity to ratepayers about the nature of the services they are provided. There is no cost impact to ratepayers.
DWM8	DWM2	Rural - SUD - 2 Bin	Rearranged to improve clarity
DWM9	DWM3	Rural - SUD - 1 Bin	Rearranged to improve clarity
DWM10	DWM6	Rural - SUD - Bin Compound	Rearranged to improve clarity
DWM11	DWM4	Vacant - Urban & Rural	Rearranged to improve clarity

To reflect the above changes, it is further recommended that the text contained in Attachment A replace the current text shown on pages 43 to 48 of the draft Revenue Policy related to the DWM charges.

The Utilities section also recommends the amendments to the Draft Fee and Charges shown in Table 3 and Attachment B.

Table 3 Recommended amendments to advertised draft fees and charges

Section/Fee	Page No.	Recommended Change	Impact to residents	Reason
Waste Management Charges – Domestic Waste Management – Wheel in wheel out service	114	Delete “wheel in wheel out service”	Cost of service provision to be covered by General Waste Charge. Minimal cost impact to ratepayers	The charge is currently not applied to any ratepayer and is now covered by the General Waste Charge.
Waste Facilities – Queanbeyan Waste Minimisation Centre –	115	Delete fee	Nil	Current fee is an error and is not applied.

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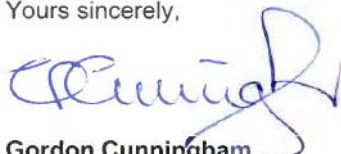
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Section/Fee	Page No.	Recommended Change	Impact to residents	Reason
Residential Drop-off (per load)				
Waste Facilities – Queanbeyan Waste Minimisation Centre – Commercial Drop-off (per load)	115	Delete fee	Minor decrease	Fee is to be consolidated with new fee for Waste Transfer Station Gate Fees – Non-Domestic Sources – Green Waste
Palerang Waste Facility Charges	115 - 121	Replace all fees with Attachment B	Variable	To rationalise fees in line with waste strategy recommendations. Individual reasons for each fee change are shown in Attachment B.

Due to timing, the above changes were not able to be included in the draft Fees and Charges. The recommended changes to the Palerang Waste Facility Charges look substantial, however, most changes relate to the abolition of the “with/without tip pass” rates. Removal of this effectively makes 50% of these fees redundant. To ensure that ratepayers are not adversely impacted and to reflect the intent of the Waste Strategy, it is necessary to amend certain charges as shown in the attachment. To assist understanding, the fees to be amended are shown in their current format in Attachment C.

Should the Waste Strategy not be adopted, the currently advertised fees should be retained.

Yours sincerely,



Gordon Cunningham
Service Manager, Utilities
Queanbeyan-Palerang Regional Council

Attachment A – Revised Revenue Policy DWM Wording
Attachment B – Revised Waste Disposal Charges for all Council waste facilities
Attachment C – Fees recommended for amendment in Fee and Charges Policy format

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Attachment A: Revised Revenue Policy DWM Assessments – Page 43 to 48

Domestic Waste Charges

In accordance with Section 496 of the *Local Government Act*, Council must make and levy an annual charge for the provision of domestic waste management services for each parcel of rateable land for which the service is available.

Where an urban domestic waste collection service is available but not used by a customer, that customer will still be charged a single standard domestic waste collection service applicable for that type of property. Vacant properties (i.e. properties without a dwelling) within the domestic waste collection service area will be charged a vacant domestic waste charge.

Council's annual charge for domestic waste management services applies to each occupied residential unit which includes dwellings and each separate occupancy in any flat, townhouse, duplex, dual occupancy, or similar type multi-unit residential development, including non-rateable residential premises. It does not include service for a secondary dwelling (as defined in the *Environmental Planning and Assessment Act 1979*) which are charged as an optional additional service.

Code	TYPE	Assessments	Charge	Estimated Income 2021-22
DWM1	Urban - SUD - 3 Bin	14,745	\$315	\$4,644,675
DWM2	Urban – SUD – 3 Bin (with 240L Waste)	1,737	\$416	\$722,592
DWM3	Urban - MUD - 3 Bin	137	\$315	\$43,155
DWM4	Urban - MUD - 2 Bin	3,303	\$205	\$677,115
DWM5	Urban – MUD – 2 Bin (with Individual Waste, booked cleanup)	102	\$205	\$20,910
DWM6	Urban – MUD – 2 Bin (no bulky)	0	\$190	\$-
DWM7	Urban – MUD – 2 Bin (with Individual Waste, scheduled cleanup)	33	\$205	\$6,765
DWM8	Rural - SUD - 2 Bin	1,017	\$170	\$172,890
DWM9	Rural - SUD - 1 Bin	565	\$82	\$46,330
DWM10	Rural - SUD - Bin Compound	49	\$160	\$7,840
DWM11	Vacant - Urban & Rural	1,287	\$28	\$36,036
DWMA1	Additional 140L Waste bin (urban collection zones – weekly collection – per bin)	75	\$148	\$11,100
DWMA2	Additional 240L Waste bin (urban collection zones – weekly collection – per bin)	30	\$176	\$5,280
DWMA3	Additional 240L Waste Bin (rural collection zones – fortnightly collection – per bin)	20	\$80	\$1,600
DWMA4	Additional 240L Recycling bin (urban and rural zones – fortnightly collection – per	100	\$79	\$7,900

	bin)			
DWMA5	Additional 240L FOGO bin (urban zones – fortnightly collection – per bin) Available to strata complexes with charges levied to body corporate	123	\$79	\$9,717
DWMU1	Upsize 140L waste to 240L waste – weekly collection	0	\$101	\$-
DWMU2	Upsize 140L waste to 360L waste (urban collection zones – weekly collection – per bin – existing services only)	18	\$202	\$3,636
DWMU3	Upsize 240L waste to 360L waste (rural collection zones – fortnightly collection – per bin – existing services only)	2	\$101	\$202
DWMU4	Upsize 240L recycling to 360L recycling (urban and rural zones – fortnightly collection – per bin – existing services only)	281	\$50	\$14,050
				\$6,431,793

Base DWM Charges (DWM1 – DWM11)

The charge for each service is based on the cost of providing that service. The charge reflects the reasonable operating and planning costs in providing the services relevant to each charge type. Further details of charge types are provided below.

A SUD is a single unit dwelling, typically a standalone house on a freehold lot.

A MUD is a multi-unit dwelling, typically a dwelling located on some form of strata or community lot.

DWM1 – Urban – SUD – 3 Bin

DWM1 is charged on single-unit dwellings (SUD) in the urban areas of QPRC with a 3 bin service. Typically, this includes the urban areas of Braidwood, Bungendore, Captains Flat, Googong, Jerrabomberra and Queanbeyan.

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- weekly collection, removal and disposal of residual waste in a 140L mobile garbage bin (MGB)
- fortnightly collection, removal and processing of commingled household recyclables in a 240L MGB
- fortnightly collection, removal and processing of food organics and garden organics waste a 240L MGB
- collection and removal of clean up rubbish (up to one trailer load per collection) from the property on two occasions in each financial year.

DWM2 – Urban – SUD – 3 Bin (with 240L Waste)

DWM2 is charged on single-unit dwellings (SUD) in the urban areas of QPRC with a 3 bin service. Typically, this includes the urban areas of Braidwood, Bungendore, Captains Flat, Googong, Jerrabomberra and Queanbeyan.

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- weekly collection, removal and disposal of residual waste in a 240L mobile garbage bin (MGB)
- fortnightly collection, removal and processing of commingled household recyclables in a 240L MGB
- fortnightly collection, removal and processing of food organics and garden organics waste a 240L MGB
- collection and removal of clean up rubbish (up to one trailer load per collection) from the property on two occasions in each financial year.

DWM3 – Urban - MUD - 3 Bin

DWM3 is charged on multi-unit dwellings (MUD) in the urban areas of QPRC with a 2 bin service.

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- weekly collection, removal and disposal of residual waste in a 140L mobile garbage bin (MGB or equivalent)
- fortnightly collection, removal and processing of commingled household recyclables in a 240L MGB (or equivalent)
- fortnightly collection, removal and processing of food organics and garden organics waste in a 240L MGB (or equivalent)
- collection and removal of clean up rubbish (up to one trailer load per MUD per collection) from the property on two occasions in each financial year.

DWM4 – Urban - MUD - 2 Bin

DWM4 is charged on multi-unit dwellings (MUD) in the urban areas of QPRC with a 2 bin service.

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- weekly collection, removal and disposal of residual waste in a 140L mobile garbage bin (MGB or equivalent)
- fortnightly collection, removal and processing of commingled household recyclables in a 240L MGB (or equivalent)
- collection and removal of clean up rubbish (up to one trailer load per MUD per collection) from the property on two occasions in each financial year.

DWM5 – Urban - MUD - 2 Bin (with Individual Waste and Booked Clean-up)

DWM5 is charged on multi-unit dwellings (MUD) in the urban areas of QPRC with a 2 bin service. For existing properties only, Council will provide a 140L residual waste bin to each assessment and a shared 240L commingled recycling bin (1 recycling bin per 2 assessments).

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- weekly collection, removal and disposal of residual waste in a 140L mobile garbage bin (MGB or equivalent)
- fortnightly collection, removal and processing of shared commingled household recyclables in a 240L MGB (or equivalent)
- booked collection and removal of clean up rubbish (up to one trailer load per MUD per collection) from the property on two occasions in each financial year.

DWM6 – Urban - MUD - 2 Bin (No Bulky Waste)

DWM6 is charged on multi-unit dwellings (MUD) in the urban areas of QPRC with a 2 bin service that are located in an area that is not able to be provided with a bulky waste collection (as determined by Council). This will primarily apply in areas of mixed commercial/residential development.

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- weekly collection, removal and disposal of residual waste in a 140L mobile garbage bin (MGB or equivalent)
- fortnightly collection, removal and processing of commingled household recyclables in a 240L MGB (or equivalent)

DWM7 – Urban - MUD - 2 Bin (with Individual Waste and Scheduled Clean-up)

DWM7 is charged on multi-unit dwellings (MUD) in the urban areas of QPRC with a 2 bin service. For existing properties only, Council will provide a 140L residual waste bin to each assessment and a shared 240L commingled recycling bin (1 recycling bin per 2 assessments).

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- weekly collection, removal and disposal of residual waste in a 140L mobile garbage bin (MGB or equivalent)
- fortnightly collection, removal and processing of shared commingled household recyclables in a 240L MGB (or equivalent)
- scheduled booked collection and removal of clean up rubbish (up to one trailer load per MUD per collection) from the property on two occasions in each financial year.

DWM8 – Rural – SUD – 2 Bin

DWM8 is charged on single-unit dwellings (SUD) in the identified rural areas of QPRC with a 2 bin service. Not all rural areas of QPRC are provided with a domestic waste management service.

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- fortnightly collection, removal and disposal of residual waste in a 240L mobile garbage bin (MGB)
- fortnightly collection, removal and processing of commingled household recyclables in a 240L MGB

SUDs located within the former QCC areas of Carwoola or Royalla that opt to have both residual waste and recycling collections will be levied this charge.

DWM9 – Rural - SUD - 1 Bin

DWM9 is charged on single-unit dwellings (SUD) in the identified rural areas of QPRC with a 1 bin service. Not all rural areas of QPRC are provided with a domestic waste management service.

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- fortnightly collection, removal and processing of commingled household recyclables in a 240L MGB

SUDs located within the former QCC areas of Carwoola or Royalla that opt to have both recycling collections only will be levied this charge.

DWM10 – Rural - SUD - Bin Compound

DWM10 is charged on single-unit dwellings (SUD) in the identified rural areas of QPRC with a 2 bin service that for issues related to access have opted to store their bins at a designated waste bin compound.

The charge is based on the cost of providing the service. The charge reflects the reasonable operating and planning costs in providing the following services:

- fortnightly collection, removal and disposal of residual waste in a 240L mobile garbage bin (MGB) from a bin compound
- fortnightly collection, removal and processing of commingled household recyclables in a 240L MGB from a bin compound

DWM11 – Vacant - Urban & Rural

Vacant properties (i.e. properties without a dwelling) within an identified domestic waste collection service area will be charged a vacant domestic waste charge.

SUDs located within the former QCC areas of Carwoola or Royalla that opt to not have recycling collections will be levied this charge.

Attachment B - Waste Disposal Charges

Fee Name	Year 20/21 Last YR Fee (incl. GST)	Year 21/22 Fee (incl. GST)	GST	Pricing Policy
Conditions:				
Trucks >2 tonnes only accepted at Bungendore Resource Recovery Facility				
Not all materials accepted/available at all sites – refer to Council website for further details				
Waste Transfer Station Gate Fees – Domestic Source				
Buy-back Items (accepted at staff discretion)	No Charge		Y	A
Recycling (per cubic metre)	No Charge		Y	A
Green Waste (No stumps, no branches > 250mm dia) per cubic metre	No Charge		Y	A
White Goods and Scrap Metal	No Charge		Y	A
Engine Oil – (for up to 40 litres)	No Charge		Y	A
Eligible Community Recycling Centre products	No Charge		Y	A
Batteries	No Charge		Y	A
Mattresses*	\$14.00	\$36.00	Y	N
E-waste	No Charge		Y	A
Mobile Phones	No Charge		Y	A
Waste Transfer Station Gate Fees – Non-Domestic Sources^b				
Recycling (per cubic metre)	\$10.00	\$11.00	Y	N
Green Waste (No stumps, no branches > 250mm dia) per cubic metre	\$10.00	\$11.00	Y	N
Domestic Waste (To Transfer Waste Bin)				
Minimum Charge - Small Bag	\$2.00	\$2.00	Y	N
Small car boot or 1 wheelie bin	\$5.50	\$6.00	Y	N
Large Car Boot/Station Wagon or half a small trailer or half a small van or half a ute or 2 wheelie bins	\$11.00	\$12.00	Y	N
Small dual cab to height of tray or car boot and also on seats, station wagon in back area and on seats, or 3 wheelie bins	\$14.00	\$15.00	Y	N
Small Trailer (6'x4'x1') to side height or ute to tray height or dual cab piled above sides or small van or 4 wheelie bins	\$18.50	\$20.00	Y	N
Small trailer (6'x4'x1') piled above sides, larger dual cab piled above sides	\$22.50	\$24.50	Y	N
8'x5'x1.2' trailer to side height or 6'x4'x1 trailer with cage or dual cab with cage or large van	\$28.00	\$30.00	Y	N
8'x5'x1.2' trailer piled high or ute piled high above sides	\$35.50	\$38.50	Y	N
8'x5'x1.2' trailer with large cage or ute with cage	\$43.50	\$47.00	Y	N
Domestic weighed loads (per tonne) ^c	New fee	\$124.00	Y	N
Commercial and Industrial Waste^a				
Dual Axle Trailers (Full Load)	\$65.00	\$107.00	Y	N
Dual Axle Trailers (Half Load)	\$39.00	\$64.50	Y	N
1-2 Tonne Truck (Full Load)	\$97.00	\$195.00	Y	N
1-2 Tonne Truck (Half Load)	\$52.00	\$100.50	Y	N
For larger vehicles (\$ per tonne)	\$108.00	\$180.00	Y	N
Construction and Demolition Waste^a				
Dual Axle Trailers (Full Load)	\$78.00	\$125.00	Y	N
Dual Axle Trailers (Half Load)	\$44.50	\$76.00	Y	N
1-2 Tonne Truck (Full Load)	\$117.00	\$187.00	Y	N
1-2 Tonne Truck (Half Load)	\$60.00	\$99.50	Y	N

5.3 Adoption of Operational Plan and Fees and Charges 2021-22
Attachment 2 - Collated full submissions (Continued)

Current Charges (2020-21)	2021-22	2022-23	Y	H
Tyres				
Bike tyre or tube	New fee	\$2.00	Y	H
Light Vehicle – Clean with no rim		\$6.50	Y	H
Light Vehicle – dirty or with rim		\$10.50	Y	H
Truck/Tractor – Clean with no rim (Maximum diameter 1.0m)		\$16.50	Y	H
Truck/Tractor – dirty or with rim (Maximum diameter 1.0m)		\$23.50	Y	H
All other tyres (approval required prior to delivery to facility)	Calculate on application		Y	H
Dead Animals (Bungendore Resource Recovery Facility only)				
Note: 1. Large Animals - e.g. horses/cows are not accepted 2. Animal Welfare Groups disposal of small dead animals - Zero Charge (by prior arrangement only)				
Small Animals – e.g. dog/cat		\$26.00	Y	H
Medium Animals – e.g. sheep/calf/piglet		\$41.50	Y	H
Commercial Waste – Veolia arrangement				
Commercial waste		\$163.00	Y	H
Vehicle parking at Bungendore Waste Transfer Station		\$200.00	Y	H
<small>a Fee adjusted to reflect removal of discounted gate fee</small> <small>b Currently, there are two separate charges for greenwaste disposal. The lower of the two advertised fees is recommended for adoption. In addition, a fee for commingled recycling materials from non-domestic sources is required to prevent cost impacts on ratepayers.</small> <small>c Additional fee to allow charging larger loads of domestic waste by weight</small> <small>d Gate fees amended to reflect removal of "with tip pass" and "without tip pass" charges. The rate has been selected to encourage separation of waste, diversion from landfill and prevent subsidy of for-profit businesses.</small> <small>e Gate fees amended to reflect removal of "with tip pass" and "without tip pass" charges. The rate has been selected to encourage separation of waste, diversion from landfill and prevent subsidy of for-profit businesses.</small>				

Legend	
Change from advertised fee - increase	
Fee added after advertising	
Change from advertised fee - decrease	

ATTACHMENT C

Draft Fees and Charges 2021-22

Fee Name	Year Last YR Fee (incl. GST)	Year Fee (incl. GST)	GST	Pricing Policy
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Waste Management Charges

Note: All charges payable in advance

To change from 240L garbage service to 140L garbage service		No Fee	N	A
To change from 140L garbage service to 240L garbage service	\$91.00	\$95.00	N	Q
One off supply, empty and retrieve 240L bin – or equivalent capacity	\$45.50	\$47.50	N	H
One off empty on request of any bin. Includes bins which have not been presented on collection day, contaminated or require an extra service. Requested by owner/Managing Agent. Must be paid in advance prior to collection	\$45.50	\$47.50	N	H
Additional Clean Up Service on request – Former Queanbeyan Only – Per 3 cubic metres (m3) (standard Clean Up Collection)	\$86.00	\$90.00	N	N
Supply of replacement 140L garbage bin – damaged or stolen	\$92.00	\$96.00	N	H
Supply of replacement 240L garbage, recycling or greenwaste bin – damaged or stolen	\$127.00	\$133.00	N	H
Supply of replacement 360L recycle bin – damaged or stolen	\$132.00	\$138.00	N	H

Domestic Waste Management

Wheel in Wheel out service

Wheel in wheel out service for pensioner or disabled person.	\$144.00	\$150.00	N	H
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Business Waste Management

One Off Collection Charges – Commercial (LGA s502)

Note: All charges payable in advance

One off supply, empty and retrieve 240L garbage bin – per bin or equivalent capacity	\$45.50	\$47.50	N	H
One off empty on request of any bin. Includes bins which have not been presented on collection day, contaminated or require an extra service. Requested by owner/Managing Agent. Must be paid in advance prior to collection	\$45.50	\$47.50	N	H

Draft Fees and Charges 2021-22

Fee Name	Year 20/21 Last YR Fee (incl. GST)	Year 21/22 Fee (incl. GST)	GST	Pricing Policy
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Waste Facilities

Queanbeyan Waste Minimisation Centre

Sales

Sale of mulch (per cubic metre)	\$5.50	\$6.00	Y	N
Sale of 20mm screened compost (per cubic metre)	\$25.00	\$26.00	Y	N
Delivery of mulch and/or compost (by quotation based on hourly rate)	\$97.00	\$101.00	Y	N
Bulk sale of mulch (per cubic metre, minimum 30 cubic metres)	\$5.00	\$5.50	Y	N
Bulk sale of 20mm screened compost (per cubic metre, minimum 30 cubic metres)	\$15.00	\$16.00	Y	N

~~Residential Drop-off (per load)~~

Residential greenwaste	\$41.00	\$43.00	Y	N
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~~Commercial Drop-off (per load)~~

Ute or trailer	\$7.00	\$7.50	Y	N
Truck (less than 2t GVM) or Ute plus Trailer	\$14.00	\$15.00	Y	N
Truck (2t GVM to 4.5t GVM)	New fee	\$43.00	Y	N

~~Palerang Waste Facility Charges~~

~~Note: 1. Liquid Waste and Asbestos not accepted. 2. Until a waste strategy for the new Council is adopted, residents of the former Queanbeyan City Council are considered "out of area" for Palerang waste facilities.~~

~~Out of area Users – Depositing Domestic Waste~~

~~Note: 1. Entry to landfills by pre-purchased ticket. 2. Commercial or Builders Waste not accepted from outside Palerang Local Government Area.~~

Purchased in first quarter – for 12 tickets	\$355.00	\$370.00	Y	G
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Draft Fees and Charges 2021-22

Fee Name	Year 20/21 Last YR Fee (incl GST)	Year 21/22 Fee (incl GST)	GST	Pricing Policy
Out of area Users – Depositing Domestic Waste [continued]				
Purchased in second quarter – for 9 tickets	\$264.00	\$275.00	Y	G
Purchased in third quarter – for 6 tickets	\$184.00	\$192.00	Y	G
Purchased in fourth quarter – for 3 tickets	\$95.00	\$99.00	Y	G
Tip Passes				
Re-issue of lost tip passes	\$57.00	\$60.00	Y	G
Extra tip pass for dual occupancies	\$57.00	\$60.00	Y	G
Tip pass for National Parks and other government authorities with land in the Shire	\$431.00	\$449.00	Y	G
Electronic Waste				
Note: Items not accepted without Tip Pass				
Computer Monitor		No Charge	Y	A
Computer Box		No Charge	Y	A
TVs, music appliances, and similar e-waste/audio visual. Fee per item		No Charge	Y	A
Waste Transfer Station Gate Fees – with a Tip Pass				
Note: 1. Deliveries to Captains Flat and Macs Reef WTS - Trucks >2 tonnes not accepted. 2. Green waste not accepted at Macs Reef Waste Transfer Station.				
Recycling		No Charge	Y	A
Buy Back Items (accepted at staff discretion)		No Charge	Y	A
Green Waste (No stumps, no branches > 250mm dia)		No Charge	Y	A
White Goods and Scrap Metal – not accepted Macs Reef		No Charge	Y	A
Household (To Transfer Waste Bin) with Tip Pass				
1 small bag	\$2.00	\$2.00	Y	G
Small car boot or 1 wheelie bin	\$5.50	\$6.00	Y	G

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Draft Fees and Charges 2021-22

Fee Name	Year 20/21 Last YR Fee (Incl. GST)	Year 21/22 Fee (Incl. GST)	GST	Pricing Policy
Household (To Transfer Waste Bin) with Tip Pass [continued]				
Large Car Boot/Station Wagon or half a small trailer or half a small van or half a ute or 2 wheelie bins	\$11.00	\$12.00	Y	G
Small Trailer (6'x4'x1') to side height or ute to tray height or dual cab piled above sides or small van or 4 wheelie bins	\$18.50	\$20.00	Y	G
Small dual cab to height of tray or car boot and also on seats, station wagon in back area and on seats, or 3 wheelie bins	\$14.00	\$15.00	Y	G
8'x5'x1.2' trailer to side height or 6'x4'x1' trailer with cage or dual cab with cage or large van	\$28.00	\$30.00	Y	G
Small trailer (6'x4'x1') piled above sides, larger dual cab piled above sides	\$22.50	\$24.50	Y	G
8'x5'x1.2' trailer piled high or ute piled high above sides	\$35.50	\$38.50	Y	G
8'x5'x1.2' trailer with large cage or ute with cage	\$43.50	\$47.00	Y	G
Commercial Loads (Loads > 0.5 tonne with Tip Pass)				
Dual Axle Trailers (Full Load)	\$65.00	\$71.00	Y	G
Dual Axle Trailers (Half Load)	\$39.00	\$42.50	Y	G
1-2 Tonne Truck (Full Load)	\$97.00	\$105.00	Y	G
1-2 Tonne Truck (Half Load)	\$52.00	\$57.00	Y	G
For larger vehicles (Received Bungendore WTS only)	\$108.00	\$117.00	Y	G
Builders' Waste (with Tip Pass)				
Dual Axle Trailers (Full Load)	\$78.00	\$85.00	Y	G
Dual Axle Trailers (Half Load)	\$44.50	\$48.50	Y	G
1-2 Tonne Truck (Full Load)	\$117.00	\$127.00	Y	G
1-2 Tonne Truck (Half Load)	\$60.00	\$65.00	Y	G
For larger vehicles (Received Bungendore WTS only)	\$130.00	\$141.00	Y	G
Engine Oil (for up to 40 litres) with Tip Pass				
Engine Oil (for up to 40 litres) with Tip Pass		No Charge	Y	A

Draft Fees and Charges 2021-22

Fee Name	Year 20/21 Last YR Fee (incl. GST)	Year 21/22 Fee (incl. GST)	GST	Pricing Policy
Tyres with Tip Pass				
Bicycle tyre or tube	New fee	\$2.00	Y	G
Light Vehicle – Clean with no rim	\$6.00	\$6.50	Y	G
Light Vehicle – Dirty or with rim	\$9.50	\$10.50	Y	H
Truck/Tractor – Clean with no rim (Maximum diameter 1.0m)	\$15.50	\$16.50	Y	G
Truck/Tractor – dirty or with rim (Maximum diameter 1.0m)	\$21.50	\$23.50	Y	H
All other tyres (approval required prior to delivery to facility)		Calculate on application	Y	N
Batteries with Tip Pass				
Batteries with Tip Pass		No Charge	Y	A
Mattresses with Tip Pass				
Mattresses with Tip Pass	\$14.00	\$15.00	Y	G
Mobile Phones with Tip Pass				
Mobile Phones with Tip Pass		No Charge	Y	A
Dead Animals (Bungendore WTS only) with Tip Pass				
Note: 1. Large Animals - e.g. horses/cows are not accepted 2. Animal Welfare Groups disposal of small dead animals - Zero Charge (by prior arrangement only)				
Small Animals – e.g. dog/cat	\$24.00	\$26.00	Y	G
Medium Animals – e.g. sheep/calf/piglet	\$38.00	\$41.50	Y	G
Waste Transfer Station Gate Fees – without a Tip Pass				
Note: Deliveries to Captains Flat and Macs Reef WTS - Trucks >2 tonnes not accepted				
Recycling (per cubic metre)	\$10.00	\$11.00	Y	N

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Draft Fees and Charges 2021-22

Fee Name	Year 20/21 Last YR Fee (Incl. GST)	Year 21/22 Fee (Incl. GST)	GST	Pricing Policy
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Waste Transfer Station Gate Fees – without a Tip Pass [continued]

Buy-back Items (accepted at staff discretion)		No Charge	Y	A
Green Waste (No stumps, no branches > 250mm dia) per cubic metre	\$10.00	\$11.00	Y	N
White Goods and Scrap Metal – not accepted Macs Reef		No Charge	Y	A

Household (To Transfer Waste Bin) – without Tip Pass

Minimum Charge – small car boot or 1 wheelie bin	\$14.00	\$15.00	Y	N
Large Car Boot/Station Wagon or half a small trailer or half a small van or half a ute or 2 wheelie bins	\$18.50	\$20.00	Y	N
Small Trailer (6'x4'x1') to side height or ute to tray height or dual cab piled above sides or small van or 4 wheelie bins	\$32.50	\$35.00	Y	N
Small dual cab to height of tray or car boot and also on seats, station wagon to back area and on seats, or 3 wheelie bins	\$26.00	\$28.00	Y	N
8'x5'x1.2' trailer to side height or 6'x4'x1' trailer with cage or dual cab with cage or large van	\$52.00	\$56.00	Y	N
Small trailer (6'x4'x1') piled above sides, larger dual cab piled above sides	\$42.50	\$46.00	Y	N
8'x5'x1.2' trailer piled high or ute piled high above sides	\$65.00	\$70.00	Y	N
8'x5'x1.2' trailer with large cage or ute with cage	\$79.00	\$85.50	Y	N

Commercial Loads (Loads > 0.5 tonne without Tip Pass)

Dual Axle Trailers (Full Load)	\$99.00	\$107.00	Y	N
Dual Axle Trailers (Half Load)	\$59.50	\$64.50	Y	N
1-2 Tonne Truck (Full Load)	\$180.00	\$195.00	Y	N
1-2 Tonne Truck (Half Load)	\$93.00	\$100.50	Y	N
For larger vehicles (\$ per tonne)	\$166.00	\$180.00	Y	H

Builders' Waste without Tip Pass

Dual Axle Trailers (Full Load)	\$115.00	\$125.00	Y	N
Dual Axle Trailers (Half Load)	\$70.00	\$76.00	Y	N
1-2 Tonne Truck (Full Load)	\$173.00	\$187.00	Y	N
1-2 Tonne Truck (Half Load)	\$92.00	\$99.50	Y	N

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Draft Fees and Charges 2021-22

Fee Name	Year 20/21 Last YR Fee (incl. GST)	Year 21/22 Fee (incl. GST)	GST	Pricing Policy
<i>Builders' Waste without Tip Pass</i> [continued]				
For larger vehicles (pre tonne)	\$189.00	\$205.00	Y	N
<i>Engine Oil – (for up to 40 litres) without Tip Pass</i>				
Engine Oil – (for up to 40 litres) without Tip Pass		No Charge	Y	A
<i>Tyres – without Tip Pass</i>				
Light Vehicle – Clean with no rim	\$24.00	\$26.00	Y	N
Light Vehicle – dirty or with rim	\$32.00	\$34.50	Y	H
Truck/Tractor – Clean with no rim (Maximum diameter 1.0m)	\$49.00	\$53.00	Y	N
Truck/Tractor – dirty or with rim (Maximum diameter 1.0m)	\$81.00	\$88.00	Y	H
All other tyres (approval required prior to delivery to facility)		Calculate on application	Y	N
<i>Batteries – without Tip Pass</i>				
Batteries – without Tip Pass		No Charge	Y	A
<i>Mattresses – without Tip Pass</i>				
Mattresses – without Tip Pass	\$49.00	\$53.00	Y	N
<i>Mobile Phones – without Tip Pass</i>				
Mobile Phones – without Tip Pass		No Charge	Y	A
<i>Dead Animals (Bungendore WTS only) without Tip Pass</i>				
Note: 1. Large Animals - e.g. horses/cows are not accepted 2. Animal Welfare Groups disposal of small dead animals - Zero Charge (by prior arrangement only)				

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Draft Fees and Charges 2021-22

Fee Name	Year 20/21 Last YR Fee (incl. GST)	Year 21/22 Fee (incl. GST)	GST	Pricing Policy
Dead Animals (Bungendore WTS only) without Tip Pass [continued]				
Small Animals – e.g. dog/cat	\$35.00	\$38.00	Y	G
Medium Animals – e.g. sheep/calf/piglet	\$59.00	\$64.00	Y	G
Commercial Waste – Veolia arrangement				
Commercial waste	\$151.00	\$163.00	Y	H
Vehicle parking at Bungendore Waste Transfer Station	\$200.00	\$200.00	Y	H

Circular Details	21-07 / 27 May 2021 / A767595
Previous Circular	20-42
Who should read this	Councillors / General Managers / Finance & Rating Staff / Corporate Governance & Legal Staff
Contact	Policy Team / 02 4428 4100 / olg@olg.nsw.gov.au
Action required	Council to implement

Commencement of *Local Government Amendment Act 2021*

What's new or changing

- The *Local Government Amendment Act 2021* (Amendment Act) was passed by the NSW Parliament on 13 May 2021 and has come into effect, although some reforms will commence by proclamation, as indicated below.
- This Amendment Act includes reforms to ensure a fairer and more flexible rating system for councils and ratepayers, councillor superannuation and minor changes that relate to council elections and the terms of office of chairs of county councils and joint organisations.

What this will mean for your council

- Councillors, general managers and staff should familiarise themselves with the key reforms in the Amendment Act, with a particular focus on those changes that came into effect on commencement, as outlined below.
- Councils created by merger in 2016 that have yet to harmonise their rating structures have more flexible options for their rating structures, including the option to harmonise rates gradually over up to eight years. See key points for merged councils below.

Key points

- The Government remains committed to strengthening the performance and sustainability of local government, including councils created by merger in 2016. The Amendment Act delivers key reforms to achieve these outcomes.
- Rating reforms will ensure councils have a stable and reliable revenue base, provide greater flexibility for councils and ratepayers, enabling a fairer distribution of the rating burden. This implements key elements of the Government's response to the Independent Pricing and Regulatory Tribunal's (IPART's) review of the local government rating system.
- The Amendment Act will be subject to a Statutory Review within 2 years.

Key points for merged councils

- Importantly, the Act now provides greater flexibility for those councils formed in 2016 as they prepare to harmonise rates from 1 July 2021. These councils can choose, in consultation with their communities:
 - to harmonise their rating structures gradually over up to eight years - councils that take up this option must apply no more than 50% of the total increase in rates for each rating category over the period, in any year;

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- to set separate rates for different residential land within a contiguous urban area, like Greater Sydney and the Central Coast; and
- to set separate rates for farming land based on geographic location.
- It is a matter for each merged council to determine whether or not to take up one or more of these options as they develop a rating structure for their area.
- The Amendment Act also provides a process for councils constituted within the last 10 years to submit a business case with supporting reasons to the Minister for a de-amalgamation of an area. Further information on this process will be provided separately.

Key points about rating changes for all NSW councils

- Changes to improve flexibility for residential and farmland rates can also be used by all NSW councils.
 - Councils are able to set different residential rates within a contiguous urban area and can choose to set different rates for farmland based on geographic location. These provisions commence on assent.
 - Councils will be able to set business rates based on whether the land is predominantly used for industrial activities. This will commence by proclamation.
 - A new rating category for environmental land will be created for land where meaningful development is constrained by geography or regulation that imposes significant restrictions on use, such as conservation agreements. This provision will commence by proclamation, once regulations are made.
 - The Act now clearly allows for multiple rate pegs to be set, if required, as part of limiting councils' general income each year. This will enable the Government to deliver on its commitment to align councils' general income to population growth in future to help relieve pressure in growing communities. This provision commences on assent. IPART will recommend a proposed rate peg methodology to the Minister.
 - To reduce red tape, the Act will allow councils to levy a new kind of special rate for infrastructure jointly funded with other government entities. These special rates are not limited to funding council functions and resulting income does not form part of councils' general income under the rate peg. This provision will commence by proclamation, once regulations are made.
 - The Act also allows for regulations to be made to specify circumstances under which the rating exemption for land subject to a conservation agreement may be removed. This will not commence until regulations are made following consultation with key stakeholders to ensure incentives for land conservation remain in place.
 - The Act will provide any councils that provide water and sewerage services and levy special rates for that purpose with discretion about whether to exempt certain properties from those rates.
 - Limits will be placed on ratepayers eligible to postpone rates due to a change in the permitted use of their land. This will still allow owner occupiers who would face hardship to apply to council for a postponement of the portion of their rates that have increased due to rezoning.

Key points about other changes

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- Councils will have the option to make superannuation contribution payments for councillors from 1 July 2022 equivalent in amount to superannuation guarantee payments. The decision to make superannuation contribution payments must be made by resolution at an open meeting.
- Minor amendments have been made to allow the time for the receipt of postal votes to be prescribed by regulation and to allow greater flexibility for the NSW Electoral Commission and other electoral service providers in the administration of countbacks to fill vacancies.
- The term of office of chairpersons of county councils has been extended to two years, aligning it with the terms of office of mayors elected by councillors and chairpersons of joint organisations. Technical amendments have also been made to clarify that the terms of chairpersons of county councils and joint organisations expires on the election day of their member councils.
- Further rating reforms that do not rely on the Amendment Act will be implemented by making changes to regulations and releasing new guidance later this year.
- In part, this includes aligning rating income growth with population growth to help councils provide for growing communities within the rate pegging system while still protecting residents from sudden and excessive rate rises.
- To give effect to this commitment, the Minister has asked IPART to recommend a proposed rate peg methodology that allows the general income of councils to be varied each year in a way that accounts for population growth.
- IPART has been asked to ensure that councils with lower population growth are not disadvantaged, to undertake public consultation and to provide a final report by September.
- There is no change to the requirement for councils to pay an annual Emergency Services Levy (ESL) contribution from within councils' general income.

Where to go for further information

- The Local Government Amendment Act 2021 is available at <https://www.legislation.nsw.gov.au>.
- The Government's response to IPART's review of the local government rating system is available at www.olg.nsw.gov.au/wp-content/uploads/2020/06/IPART-Rating-Review-Government-Response.pdf
- IPART's final report on the local government rating system is available at www.ipart.nsw.gov.au/Home/Industries/Local-Government/Reviews/Local-Government-Rating-System/Local-Government-Rating-System



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