

POST-EXHIBITION – SUBMISSIONS RECEIVED

BUNGENDORE PLACE PLAN

SUBMISSION 1

The engagement of Arki Lab should be reviewed by the GM and Council with a focus on why a international company with a office in Balmain was selected over a local regional business. The events they conducted could have been completed by many companies that are in Australia. I acknowledge that the appropriate qualified companies my not have responded to the RFT so it is worth examing by the GM as to why local businesses and regional businesses are not responding.

There was nothing special about what Arki Lab delivered and I personally think it could have been delivered by capable and competent local givernemtn staff.

Can we please remove the Acknowledgement of country. I find it offensive and divisive. We need to put a stop to this immediately, it should not matter how long you have been in QPRC or how you got here. This is the place we all choose to live and this is a place plan that should priorities the rate payers paying for the place plan. More then 94% of us are not indigenious so stop pandering to minorities. Represent us all equally regardless or race, religion or any other stupid divisive term. We are all Australians that live here.

The consultation team and the people who responded were not a good representation of the Bungendore Community. The place plan was too focused on old bungendore without enough consideration of the total community.

The continued focus on the location of the High School by a small ground of NIMBY effected the participation in the place plan. Council needs to confront the NIMBY nature of Bungendore residents to take a long term very to the growth of the community so that it does not become like Murrambatman. The list of what the plan is not are the most important things to pople in Bungendore at the moment as public transport and the high school are key concerns. Climate change is a high horse of the NIMBY who I am sure would have protested the wind turbines if we were trying to build them today.

The close location of Bungendore to Canberra is a key concern. The plan accurately reflects the concerns of locals with the problem of becoming a Canberra satellite suburb. Ultimately Bungedore is a NSW town and needs to maintain its linkage to NSW not the ACT.

How is large scale farming defined? Gidleigh in over 9500 acres, seems large to me. There are many farms in the area that should not be divided up further. We need to maintain the agricultural land at a mass that is profitable. I think page 18 has some errors on it.

Page 21 is excellent and they have captured that well.

Page 22 sums up well the shortage of investment in the footpath network. To be frank, the over 55s should not have been built without a footpath to the IGA as a minimum. Call out on Page 24 does not go far enough to highlight the danger. Crossing King Highway to the IGA or School is a nightmare.

Page 30 needs to address Butmaroo St which connects the two communities linked to old Bungendore. Focus on Ellendon Stree when Butmaroo connection to Mick Sherd Oval needs a foot path and crossing desperately.

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Page 35 is good but does represent a bias to connect Elmslea to Bungendore, it fails to connect south Bungendore (past King St) and the east of the railway (the wrong side of the tracks). the summary is accurate that everyone is seeking a strong township, that is well connected and easy to walk and ride around and that is lively. To be lively the By Pass of Bungendore needs to be a priority to get the traffic passing through out of the town.

Page 36 needs to contemplate the area between Turallo Terrace and Gilbralter stree being part of redefining the main street. Ideally Gibraltar st will be bypassed with the town bypass plan making that area more likely to be developed. The top and bottom pubs are the heart of the town.

Page 37 needs to consider how Butmaroo st can also frame the new main street and connect the north, south and eastern sections of the town.

Page 38 is ridiculous and represents the bias that was present during the workshop. The vacant land is typically land that has not been able to be commercially developed effectively or is owned by organisations other than the council. It also represents the fact that the consultants did not understand where Bungendore locals work, play and hang out.

Many of the vacant buildings are a result of the council and the difficulty of having a business in QPRC. It is a very Woke Labor Greens council that thinks money grows on trees whilst also claiming to be broke.

Page 40 in particular seems to be reinforcing the council's decision to build a new facility at 8. Consideration should be given by councils to selling that block and not having a council in Bungendore. That would take leadership, it only takes 30 min to drive to council in QPRC.

Page 42 is the most important aberration for place planning but does not address the need to link the over 55s development with IGA. Again the bias of the participants is shown in this document.

There is a lot of focus on flooding however if climate change is the main concern Bushfires will be more likely than flooding. Again shows the Elmslea and NIBY bias in the representation.

I found this document formatting difficult to read on a computer and almost impossible on a tablet. It might look great to a graphic artist but it needs to be easy to read for people, it currently is not easy to read. Colours and fonts are too glossy. Just right a report, I know it's bland but make it easy to read and digest.

Overall the document is going to do little to improve the look and feel of Bungendore and the money could have been better spent. It lacks ambition and demonstrates the disconnect that Bungendore is suffering from in relation to dealings with Queanbeyan.

SUBMISSION 2

Due to proximity to sand and gravel quarries and also the Woodlawn Landfill, there are many trucks that traverse the town. Particularly Molonglo and Malbon streets. There is very little provision for momentary parking when seeking lunch / coffee.

Also, there are a vast number of caravans and RVs that pass through. It is rare that they stop because there is no allocation for trailer parking. Perhaps this could be incorporated into the rail station carpark or even Frog's Hollow. This would see much more tourist foot traffic through the town centre.

SUBMISSION 3

Thanks very much for the opportunity to be consulted and participate in the design of the Bungendore Place Plan. The consultation process was excellent and it's great to read the final plan and recognise the challenges and opportunities that were being discussed on the green and red cards and at the design workshop.

Appreciate that the 'elephants in the room' like the tension around the high school location, and planning for climate change impact on heat and flooding were specifically described and even though out of scope for this project, sympathetic strategies are identified and incorporated.

It was a pleasant experience to read the description of Bungendore and think 'what an attractive place to live' it is...sometimes in ways as hadn't really thought much about (eg connection to nature and the vibrant arts scene) but which now seem really obvious - sometimes it takes someone from out of town (or the words of your neighbours) to help you really see your own town!

I like the three overlapping strategic visions for the town...strong, well connected and lively...although I probably would have swapped the community initiatives into the lively column and the resilience measures back into the strong vision!

Strategies I am very keen on and see the immediate need for include: strategy 2 Ellendon st as connector and heart (particularly excited about the new council building on the corner which I didn't know was in planning and represents a great opportunity for public space, densification, community use (in combination with strategy 6, and possibly 4 & 5) and almost putting the heart into the Centre of Bungendore which at the moment is a bit decentralized and spread out!

Strategy 9 street tree plantings and other green pockets are essential, along with strategy 12 using these to slow traffic, both the increase the attractiveness of the town Centre (think of the large established deciduous trees in Braidwood and parts of Queanbeyan) and prepare for increasing heat, whilst adding to the heritage feel. Love the idea of Gibraltar st as active transport safe although suspect this will meet some resistance - however think it is worth pursuing.

Strongly support all the connectivity initiatives (13-18) and the vibrancy initiatives, and particularly the resilience initiative (25).

On the other hand I did find some of the strategies a bit too vague or hard to understand what was actually meant eg Strategy 1 Town Centre orientation - couldn't understand what was meant about orienting facades and green spaces towards the core of these four streets - does that mean four separate cores or towards Ellendon st as the new heart?

Strategy 10 new pedestrian route ...this sounds great but was very unclear - what is meant by an east west 'alternative' to Gibraltar st and Malbon st for active transport? Is this the same as the next point...a cycle/pedestrian path along Gibraltar st, or are we talking about an alternative route somewhere else? How would this work with the current high traffic along Gibraltar st and lots of driveways? I would really like to see something like this if it is what I think it is....but would compete with the rural vision of pulling up in your Ute right outside the pub or the post office.

Was very disappointed not to see any mention of Aboriginal cultural heritage as something that is really missing from the town...especially as we are in a really culturally significant landscape with Wirriwa (Lake George) and extremely significant cultural place - overlooking this is a major opportunity the size of Uluru....it would not be hard to wrap connection to this landscape into the connection to nature through walks around town and way finding strategies.

SUBMISSION 4

Delighted with the draft Bungendore Place Plan, the three Strategies, 9 Strategic Actions and 27 initiatives, particularly:

- Town Centre definition
- Ellendon St heart
- Roundabout upgrade with local character
- Utilising vacant buildings / lots for community & business activities
- Community & business collaboration
- Densifying functions & creating a cohesive, active town centre
- upgrading pedestrian, cycle & roads
- overall connectivity, sport & recreation

Most passionate about supporting business and creating a Bungendore that people will travel to on the weekend, through the week & year, for beautiful experiences, art, coffee, food, events & family.

SUBMISSION 5

The attention to priorities for pathways, footpaths, and road crossings is proper and much needed to connect elements of our town. Since QPRC has announced that work at Frogs Hollow will soon commence, priority should be given to access routes. Tarago Road has heavy truck traffic, but under the bridge is now flooded. A great project would be to provide pedestrian and bicycle pathways from Frogs Hollow, along Turallo Creek and continue past the low crossing into Elmslea.

The re-orientation to Ellendon Street will surely take time, but a council initiated round-about at Malbon Street would enhance safety, as would zebra crossings on Malbon Street.

Supporting the town's heritage through regulation will enhance the town for tourism, as will signs along a history walk.

Perhaps the Council could encourage more community meetings to identify how local initiatives could fill empty lots and buildings. And perhaps form groups of local teenagers to ID how to create more activities and interests for them.

This initiative has been great. Now we need to focus on how to implement these ideas. How can/will Council help?

SUBMISSION 6

I was surprised that it was indicated that the train was not very well used. I am one of the users and always make sure that I book fairly well in advance otherwise the train is full. My most recent trip saw about 12 people catching the train to Sydney, and about 8 or 10 arriving a week later. Many of the elderly residents prefer to use the train rather than drive to Sydney and beyond.

I certainly agree that the footpaths and safe access to areas are essential, especially for the elderly, mobility and visually impaired, and those with prams. I also believe that the access to Bungendore along the Kings Highway (Molonglo Street) should be included and improved. The War Memorial Hall is used regularly and trying to walk from the car parks and cross the Highway when the traffic is heading for the Coast is taking one's life in one's hands. During the working weeks the sand and

gravel trucks pose an equal risk. I still believe that a better place for the High School should be found, before we lose the rest of the Oval as the numbers of students increase.

SUBMISSION 7

Chapter 1 section 1 doesn't actually answer the question posed by the section title "Rural town or Canberra satellite suburb?"

Initiative 2: Much of the safest parking is along Ellendon St in the area proposed as the shared zone. Will that parking be relocated? The deep setback of the shops is actually an asset, especially if the intent is to make it a more bustling centre for pedestrian and cyclist activity: people won't feel crowded between the shopfronts and the gutter.

Strategic Action B: From what I have gleaned from shop owners (first or second-hand) is that two or three entities own the majority of the retail spaces in town. They raise the rents above what small businesses can afford, resulting in those businesses closing or relocating. It is a common practice among those with moderate to large commercial property portfolios to carry vacancies rather than lower the rent (and therefore the value of the asset). Perhaps there needs to be an initiative that allows more competition amongst landlords. Charging local small businesses for on street parking (I forget the correct term for the charge) along Malbon St is also a cost they do not anticipate and cannot afford.

100% agree with Initiative 7. The Thai restaurant on Gibraltar St is an eyesore!

Initiative 10: Safe pedestrian access to the IGA is a priority. When approaching from the West—i.e. from the Ellendon St hub you hope to establish—there is no footpath to separate you from the stream of traffic entering the car park.

Initiatives 9 and 11 directly conflict. The lauded example of the parking lot behind Ellendon St was actually built on the Village Green, against the protests of a number of locals. It is underutilised as a car park, suggesting that we did in fact waste a perfectly secluded and beautiful green space where markets were held off the street. Can needs to be taken to ensure the best green pockets aren't paved to take cars off the streets.

Initiative 12 is not necessary. People are already driving at that speed (30km/h) where it is busiest because the infrastructure—especially occupied parks in the centre of the street—force drivers to slow down. A speed limit that low will only force drivers to spend more time looking at their speedo than what's happening on the street. Looking up and about is more important. Do NOT widen the green zone between the footpath and the street as it will either remove parallel parking spots or restrict the width of the passable street, making manoeuvring into and out of the centre street parking spots more dangerous.

Initiative 15: Disagree completely with visually enhancing the connections to and from Turallo Creek. Part of the appeal is that it's hidden away, like a special secret. Perhaps some discreet signage, with heritage flair, but not concreted major path and tonnes of lighting to make it obvious. That will entirely ruin the appeal.

DISAGREE with more street lighting along these interconnecting pathways. If there must be an increase in lighting, something discreet like the lanterns along the path connecting the carpark behind Bendigo Bank to Malbon St would be nice. Part of Bungendore's appeal is the country night sky, but that is being lost with all the new street lighting going in, especially for Elm Grove. Let's consider the light pollution implications of our future planning.

Initiative 19: Again, we don't want the town to be blazing at night. Consideration of light pollution must be balanced against lighting to meet accessibility requirements. Can the lighting be sensor activated at night, or be on after sunset then switch to motion sensor after, say, midnight?

Initiative 24: There will be insufficient space within the school precinct for an additional dedicated building for a mixed used function space, unless it is a building identified within the existing Primary School or the planned buildings for the Hight School. Teens in particular may not be thrilled to spend their extra-curricular time on the school grounds. The Scout Hall is a better location, being off school grounds, still near the centre of town and close to the skate park. A new child care centre is proposed next to the skate park; could that facility be designed with a broader scope, or moved elsewhere and the Youth Centre built in its stead?

Initiative 25: Flooding resilience, town planning and water management need to go hand in hand. The role of the flood plain to the east in replenishing the aquifer that supplies Bungendore with its water must be well understood and communicated. Stripping out willows along Turallo Terrace may have been part of flood mitigation, but it ruined the ambience of the area around the bridge (and increased the summer temps there) and nothing has been planted in their place to control bank erosion in the next flood. Practical measures will have aesthetic implications for the town and its surrounds.

General:

- Has the proposed bypass of the King's Highway been factored into the strategies for Malbon St?
- There are numerous spelling and grammar errors throughout the report/plan.
- As noted, a good deal of the population works in government. As such, many are exposed to plans, strategies etc. in the government/project management context. By calling this a Plan, you are setting up the expectation for executable/actionable plans (i.e. with schedule, cost, risks and treatments). This document is part report, part concept strategy.

SUBMISSION 8

It places focus on the important parts of Bungendore that need to be improved upon. I think that improving the infrastructure is what should be done first, such as creating proper paths and defining the main streets. I hope that the council uses this place plan to change Bungendore for the better.

SUBMISSION 9

Thanks, I have a number of comments. Firstly, I believe that Arki has done a very good job of pulling together information, and more importantly, opinions, on a wide range of topics and issues, and has helped to clarify Bungendore's social structure and the needs of the residents. I especially appreciate that so much census material is included. I am very pleased that this plan recognises some of the really important issues such as retaining the town's character, and how to do this. Rapid growth is rapidly eroding that character. The fact that nearly 60% of respondents were "sceptical", as opposed to positive, regarding further growth of the town should be noted by QPRC with regard to future planning strategies. The complaints regarding lack of infrastructure revealed by the study just reinforce the need for Council to take a step back and re-think its attitude to the wisdom of untrammelled growth for Bungendore. Could we please have a chance for the town to catch up with provision of services and resources before the next onslaught of

newcomers? Or will we forever continue to have waiting lists for pre-school and childcare, and a severely over-full primary school?

By the way, the term "sceptical" seems very unsuitable with regard to opinions about further housing development. Negativity or opposition is not the same as scepticism. I strongly oppose further development for the above reasons as do many others. So I am concerned that some people looking at those results will misinterpret just how strong the opposition is towards the very poor quality urban sprawl that has been growing for decades.

I was particularly gladdened to read that: "Many locals express concerns that the ongoing growth may jeopardise Bungendore's rural charm. This calls for careful consideration and community-council collaboration in future planning." I have been writing various versions of those words myself ever since the early 2000s, but the various versions of Council have turned a deaf ear. Now we have QPRC "progressing" a water pipeline to Bungendore in order to "progress" lots more housing development, without any consultation with the townspeople at all. Just "Progress Reports." Council you have invested in this Place Plan; please listen to the results.

Public Transport: Bungendore continues to be a place where if you don't have a car you are very disadvantaged. If cost of living, including the cost of fuel, continues to rise, we may have a situation where disadvantage escalates in our town due to inequality of access to transport to larger centres. Maybe then, public transport will become part of everyone's agenda and the car-centric nature of Bungendore's character will be reduced. More local employment would be great, as long as it is work that bestows dignity as well as income.

As this plan has pointed out in a low-key way, the central parking in Gibraltar St is a hazard and should be replaced with more trees. Council must create vehicular access from Gibraltar St to the new off-street parking area (too bad about the lovely "hidden green pocket" it replaced!) asap. There is already plenty of "informal" parking available behind the butcher/PO/newsagent. I strongly support the recommendation for a 30k/hour limit for traffic in Gibraltar St. The real issue with transport and accessibility and parking in very-flat Bungendore is that cars are used when walking or cycling would be a far better option. Can Council do something to help with that please? There's this thing called a Climate Crisis going on but you'd never know it in this LGA.

A correction: the building on the N-E corner of Ellendon and Gibraltar Sts is not the old motel. The motel is next door and still functioning as far as I know (but I could be wrong.) The old building in question looks like it's about to bite the dust which would be another nail in the coffin of our heritage character given Council's apparent reluctance to adopt this recommendation: "Future buildings should visually fit into the layout of heritage architecture with sensitive and sympathetic development of the Town Centre." We can only hope that if QPRC ever builds the new Council building on the opposite corner, it will be with sensitivity and sympathy to the very old buildings in the Town Centre. (Regardless of the fact that previous councils have allowed very unsympathetic development in the centre, such as the Lake George hotel development and the Fat Baby Thai restaurant.)

I support the better pedestrian/cycling connections between Frogs Hollow and the Common if that can be done safely with minimum use of bitumen and concrete, but residents don't want to see any more development on that space apart from strategic tree-planting. (Some of the trees may need replacing because they were rescued from the centre of Gibraltar Street when it was decided that it was better to pull out existing trees and plant new ones, even though the reasons they were struggling were drought and a failure by council to provide permeable surfaces to allow them to be watered properly. Bungendore is not usually a green valley, it is a pretty dry environment but

the climate is changing!) Leave Frogs Hollow alone, and please don't continue to believe that the recommendations of BTEC are in any way representative of the wishes of the townspeople.

Other infrastructure: the single rail crossing leading to east Bungendore and the coast becomes more of a problem every year as the town continues to burst at the seams.

The railway station buildings are indeed a great heritage asset to the town. But has no-one told Arki about the lead contamination of the entire rail corridor by lead from the Captains Flat mine? Does Council even know that this is an issue?

Activities: I fully encourage the Council to get strongly behind the weekly Farmers Market in Bungendore and to help it in any way it can. It has survived due to incredibly hard work from a few exhausted volunteers. If Council took the concept of Food Security seriously it would regard our market as a showpiece for the region. Should I mention the Climate Crisis again? And floods and bushfires? I know these issues don't come within the scope of this plan but I would never lose a chance to remind Council about its responsibilities to its ratepayers.

Thanks for the opportunity to contribute again

SUBMISSION 10

Initiative 10

It isn't clear where the alternative active transport link would be. It should make reference to a route within the Bungendore Bicycle and Pedestrian Facilities Plan (PAMPs) or proposed an alternate route. It is noted that applications have been made for funding to update the Plan. The Bungendore Place Plan should make comment on the priorities if the proposed route is similar.

<https://www.qprc.nsw.gov.au/Policies-Strategies-and-Plans/Strategies-and-Plans>

Initiative 11

Connection with new car park and when the Bungendore Office is done.

Initiative 12

Proposal for 40km/h High Pedestrian Activity Area (HPAA), for Bungendore town centre creating a safer environment for all road users, particularly pedestrians, cyclists, and children.

Thresholds treatment at entry points so vehicles are aware they are entering a different area
40km/h High Pedestrian Activity Area – HPAA

Do a review of the refuge/crossing within town centre.