

BUNGENDORE

Structure Plan

2048



Acknowledgement of Country

We pay our respect to the Traditional Custodians of the Queanbeyan-Palerang area on whose land we live and work. We acknowledge that these lands are Aboriginal lands and pay our respect and celebrate their ongoing cultural traditions and contributions to our surrounding region.

We also acknowledge the many other Aboriginal and Torres Strait Islander peoples from across Australia who have now made this area their home, and we pay respect and celebrate their cultures, diversity and contributions to the Queanbeyan-Palerang area and surrounding region.

Version Control

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Executive Summary



The Bungendore Structure Plan 2018-2048 has been prepared to guide the growth of Bungendore in a co-ordinated and efficient manner and in a direction that reflects the views of the community. The land use vision for Bungendore is a reflection of these views.

Bungendore is set amongst productive rural landscapes where its rural entry roads are retained and lead into a village/townscape setting with a country/heritage feel that appeals to residents and visitors, together with a strong sense of rural living, and space that extends the Common and other green spaces to allow pedestrian and other non-motorised connections throughout the town where caring for the natural environment and living sustainably is valued. This contributes to Bungendore being a friendly, safe and well serviced community where the village scale and shopping experience is protected while improving the local employment and vitality of the town.

The key drivers for growth are directly related to the proximity to Canberra and the employment and economic growth it provides. The community submissions raised the impacts on the village and country lifestyle and the desire to retain point of difference that Bungendore offers. It has a lifestyle and housing product that is low scale and open in character and unlike the higher density city characteristics of new residential areas of Canberra, Googong and the future Tralee.

In responding to this vision and desired character for Bungendore it is important for change to be gradual and as such the medium and high growth scenarios outlined in the exhibited draft are not supported. Instead, the current growth rate (3.3% growth per annum which equates to approximately 37 dwellings per annum) sitting just below the medium rate, is considered appropriate to achieve the gradual transition.

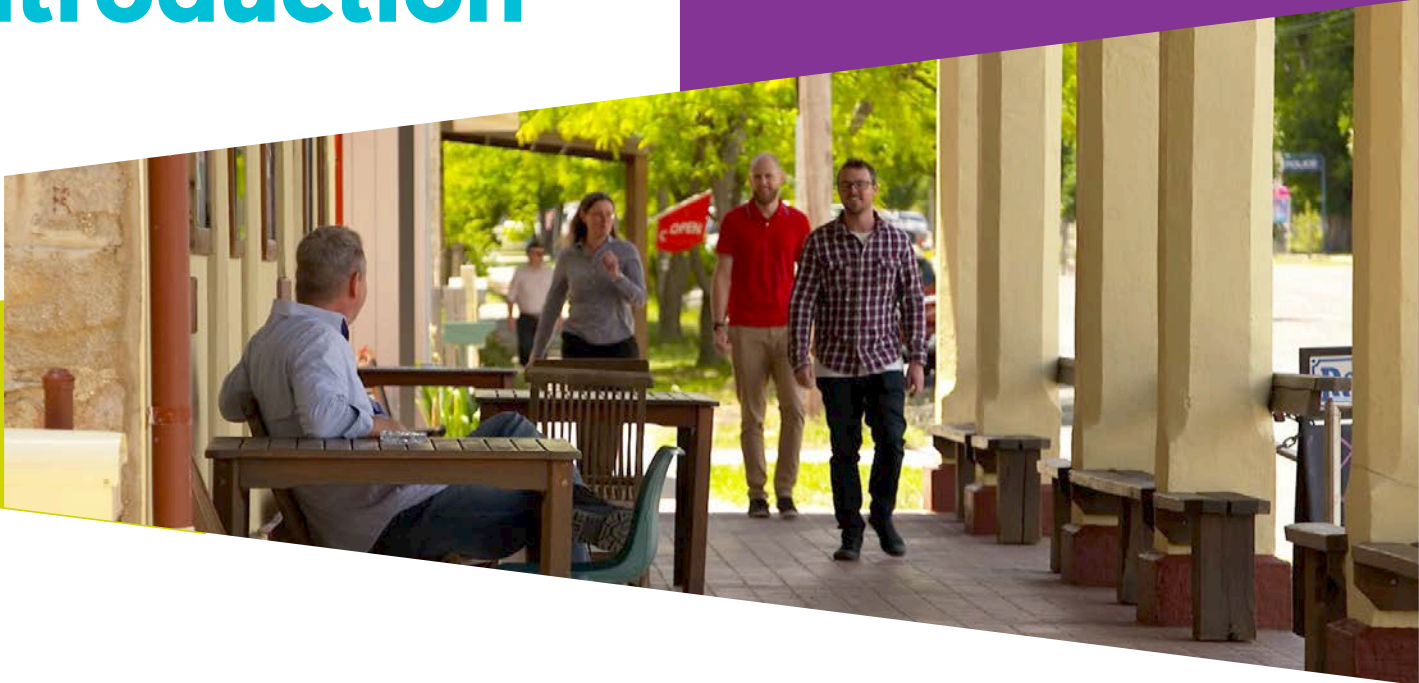
There is a need to accommodate 1400 additional dwellings over the 30year time period to account for the current growth rate. Approximately 460 can be catered for within the existing urban zoned area of Bungendore (known as infill development) and approximately 940 residential dwellings located outside of edge of the former town boundary (referred to as greenfield development). It is recommended that this occurs by the progressive rezoning of areas to the north of Bungendore from rural to residential as shown on Map 4 Bungendore Structure Plan Map. There is also an option for an area to east of Bungendore to be in pipeline for residential land supply post 2048, depending on growth monitoring. All rezonings are to have regard to the land use vision and it's supporting detailed Key Development Principles, to ensure the character of Bungendore is retained. A sequence for the future rezoning of land for residential development is recommended to aid the gradual change together with the cost effective provision of infrastructure and facilities and to avoid areas that are affected and isolated by flooding constraints.

To support the additional housing, an option for local employment area is required. Selecting suitable additional industrial/employment land from the desktop options presented in the Discussion Paper requires further analysis before being incorporated into a structure plan Map. As such the existing industrial area is to be protected until this analysis is complete and additional land identified for the town. A number of other recommendations are included to implement the plan as follows:

- Ensure the vision for Bungendore and the Desired Character forms the basis of the planning instruments that affect the town. This includes and is not limited to the Local Strategic Planning Statement, Queanbeyan – Palerang LEP, PDCP and future reviews of the DCP.
- Rezone land for residential development generally in the sequence shown on the Structure Plan, while ensuring that areas to be rezoned are clear of constrained land, especially flooding.
- Review as part of rezonings, the mitigation for reducing the visual impact of residential development to the north of the town where many of the dwellings will overlook Bungendore and be highly visible from the Kings Highway. Development north of the town will also result in loss of natural temperate grasslands without careful planning and ongoing management. Whilst some issues can be addressed through regular policy reviews of the local environmental plan and development control plan, the loss of grasslands should be avoided due to their environmental value.
- Monitor the residential land and housing supply together with affordability to ensure the plan is reviewed in a timely manner where needed.
- Finalise the rezoning of North Elmslea which was identified in the 2010 Bungendore Land Use Strategy and Structure Plan for residential land use.
- Ensure that the minimum lot size for subdivision continues to reflect the desired character of Bungendore. This means that the minimum for new release areas is not less than 850m² to retain the country character of Bungendore and its differentiation from other residential release areas in the region.
- Confirm precinct controls in the Palerang Development Control Plan can achieve conserving the character of infill development that occurs within the original village area.
- Review and update contribution plans for infrastructure (roads, stormwater, water and sewer) to ensure equitable apportionment of costs for new infrastructure required for growth.
- Investigate the use of Local Planning Agreements as an alternative to contributions plans.
- Ensure potential bypass routes are not compromised by incompatible development or future zoning.
- Review open space zoning north of Bungendore Road and west of Turallo Creek and potential rezoning for its current rural use.
- Review the zoning for the proposed Bungendore sports hub so that it can facilitate recreational uses and development of the land.
- Develop a streetscape plan for precincts 1 and 2 (as identified in the PDCP), taking into account work previously undertaken by the former Palerang Council and the community.
- Assess the effectiveness of the multi-dwelling housing controls in the R1 General Residential land use zone in the Palerang LEP, in achieving the desired character of Bungendore. In concert with this assessment also consider the analysis of the laneways and infill development together with the preparation of a policy and any associated strategies for the laneways.
- Upon the site selection for the new Bungendore High School by the state government, review and action any zoning changes required.

Monitoring is an important part of the implementation and review process of all planning documents and this Structure Plan is no exception. The supply and take up of residential land together with land available for biodiversity offsets, open space and recreation, employment, are key areas to monitor to confirm the Structure Plan is delivering and can respond to emerging trends and issues.

Introduction



Bungendore

The town of Bungendore, with a current population of 3,317 (UCL 115031, ABS, 2016) people is located on the Kings Highway, thirty minutes east of Queanbeyan in NSW. Over the last fifteen years the town has experienced substantial growth.

Current character of Bungendore

Bungendore is a rural town with a strong visual setting on the open plain south of Lake George, bounded by significant ridges to the east, west and south. There is a clear divide between the rural landscape and the town. The village topography is flat and is bisected by Turallo Creek running east – west and the Sydney to Canberra rail line running north - south. The creek and its reserve is the only dominant natural land feature within the village.

Four roads converge on the town, linking it with Braidwood and the south coast, Queanbeyan, Canberra, Goulburn and Sydney. From the east, the Kings Highway (Malbon Street) has views of older dwellings, the cemetery and the new housing development in the northern part of the village. From the south, the Kings Highway includes a mix of heritage buildings and rural commercial suppliers. From the west, Bungendore Road contains views of the rural landscape, the sewerage treatment plant and the commercial area. From the north, the tree lined Tarago Road passes the newer housing estate and crosses over Turallo Creek.

The east-west grid subdivision pattern of the original settlement and low scale development creates an open, informal and spacious character that contributes to the rural village character of Bungendore. This area is bounded by Molonglo Street, Rutledge Street, Majara Street and Turallo Terrace. There is a clear delineation between the historic nineteenth century village and the late twentieth and twenty first century residential areas.

The small commercial and light industrial areas provide local employment and services to residents in the town and the surrounding rural community. Bungendore accommodates high numbers of tourists including day trippers from Canberra and Queanbeyan and travellers passing through.

The major open landscape features within the town are the treed and open spaces consisting of the Turallo Creek reserve, Frogs Hollow, Bungendore Park, Days Hill (Spooks Hill), Turallo Reservoir Hill and the Bungendore cemetery.

The purpose of the Structure Plan

The Bungendore Structure Plan 2018-2048 has been prepared to ensure that the growth of Bungendore occurs in a co-ordinated and efficient manner and in a direction that reflects the views of the community. The Structure Plan builds on the Bungendore Land Use Strategy and Structure Plan (2010 Strategy and Structure Plan) which was adopted by Council and endorsed by the NSW Department of Planning in 2010. The Structure Plan has been aligned with the Integrated Water Cycle Management Strategy adopted by Council on 27 February 2019 which includes Bungendore. This Structure plan will also inform the QPRC Local Strategic Planning Statement. It is intended that the Structure Plan be reviewed and updated regularly over the life of the Plan, around the same time as the Integrated Water Cycle Management Strategy.

Vision

The land use vision for Bungendore articulated in the 2010 Strategy is still relevant and has been guiding development through the current Palerang Local Environmental Plan 2014 and the Palerang Development Control Plan.

Bungendore is set amongst productive rural landscapes where its rural entry roads are retained and lead into a village/townscape setting with a country/heritage feel that appeals to residents and visitors, together with a strong sense of rural living, and space that extends the Common and other green spaces to allow pedestrian and other non-motorised connections throughout the town where caring for the natural environment and living sustainably is valued. This contributes to Bungendore being a friendly, safe and well serviced community where the village scale and shopping experience is protected while improving the local employment and vitality of the town.



Background



Regional Context

Bungendore is located 40 km east of Canberra along the Kings Highway. It is 13 km from HQJOC and 26km from Queanbeyan. Canberra and Queanbeyan provide the main employment sources for the town. It is one of the larger towns within the Queanbeyan Palerang Regional Council (QPRC) area. Growth in the QPRC area is influenced by the growth, employment, affordability and proximity to Canberra. The main growth areas within QPRC are the Googong and South Jerrabomberra urban release areas. Growth in Bungendore offers a different lifestyle and character to these areas with larger lot size within a historic rural village character.

The regional context of Bungendore is also captured in the NSW Government's South East and Tablelands Regional Plan 2036 which recognises that Canberra's transport connections, educational institutions, tertiary health services and employment are accessed by people within NSW, and the region (including Bungendore) continues to offer a greater diversity of housing, experiences and opportunities beyond the Australian Capital Territory's limits. The South East and Tablelands Regional Plan 2036 takes a cross-border approach to economic investment, infrastructure delivery, servicing provision and housing development to facilitate sustainable growth and optimise economic prospects. It also sets out Settlement Planning Principles to inform Decisions around the most suitable locations for new housing.

These principles require the consideration of:

- the compatibility of land uses, as well as
- the availability of road connections and service infrastructure.
- avoiding or mitigating the impacts of hazards, including the implications of climate change;
- protecting areas with high environmental value and/or cultural heritage value and important biodiversity corridors;
- identifying a sustainable water supply;
- protecting the region's water supply and the environmental qualities of rivers and streams;
- considering the impact of aircraft noise;
- protecting areas that contain important resources and minimising the potential for land use conflict;
- protecting important agricultural land to capitalise on its potential to produce food and fibre now and in the future; and
- identifying and designing new neighbourhoods so they are environmentally sustainable, socially inclusive, easy to get to, healthy and safe

Current Land-Use

Residential

A residential land use audit was undertaken in July 2018 using a refined GIS method and it found that there were 1,357 dwellings (refer to map 20 and appendix 2 for the method of the Discussion Paper).

The 2016 census (ABS) found that there were 1,125 occupied and unoccupied dwellings in Bungendore. Of the occupied private dwellings in Bungendore, 97.3% were separate houses, 1.7% were semi-detached, row or terrace houses, townhouses etc., 0.7% were flats or apartments and 0.4% were other dwellings (ABS). The 2016 Census also identifies that the average Bungendore household size is three people (2016 census) which is indicative of a young family demographic.

The majority of residential land within Bungendore is low density with a minimum lot size of either 850 or 1,000 square metres. There is a small amount of residential land zoned R1 General Residential in the centre of Bungendore where medium density residential development is permitted although there has been limited take up of this housing form since the introduction of this zone. There are larger properties within the rural residential estate on the north-western side of Bungendore, where lot sizes range from 1 to 5 hectares. Further north along Tarago Road there are two isolated rural residential estates under a community title with residential properties of less than 1 ha. Residential growth has historically taken place north of the Common. This has allowed the main core of the village of Bungendore to retain its heritage and character while still allowing growth. Recent growth has also occurred in the south of Bungendore with areas of industrial land and some rural being rezoned for residential development.

Industrial

In October 2016, Council undertook a land use audit of the area zoned IN2 Light Industrial. It was found that there were eighteen industrial land use activities ranging from self-storage units, vehicle repair businesses, a concrete batching plant and landscaping/rural supplies. Some of the lots contain multiple land uses. Adjacent to the area is the Council depot and there were eleven vacant lots. Since the audit one of the lots has been rezoned R2 Low Density Residential and approximately 13Ha of zoned industrial land remains. The zone is now amongst a growing residential area and this is impacting on the amenity of the residential land uses and the operational activities of the industrial land uses.

Commercial

In the October 2016 land use audit the commercial land uses in the zones B2 Local Centre and B4 Mixed Use were also audited. It found that the approximately sixty land uses ranged from galleries, business premises including health professionals, food and drink premises to a vehicle repair business. This is also the location of the proposed Council carpark. Within these zones there are four vacant sites of varying sizes. There are numerous lots which have multiple land uses including residential. Additionally, there are commercial land uses in the land use zones R1 General Residential and R2 Low Density Residential. Land uses in these zones include a function centre, motel and shops. This reflects the original broad village zoning. There are also a large number of home businesses outside the commercially zoned areas, but as yet there is no government data collected to ascertain the number. Bungendore's location on the Kings Highway has also resulted in a tourist commercial area focused on land with frontage to the Kings Highway.

Whilst the proximity of Canberra and Queanbeyan to Bungendore means that it is unlikely that large commercial and retail businesses will be established in Bungendore, the location of the town in a rural setting and thirty minutes travelling time provides the opportunity for businesses orientated towards visitors, for instance accommodation and food and drink premises. In addition, the higher than average personal income of Bungendore residents provides opportunity for a diverse range of businesses in Bungendore including those based on surrounding agricultural activities

Rural

The land surrounding Bungendore is used for broad scale agriculture including grazing. Sand and gravel extraction also occurs to the north of Bungendore. The agricultural classification of the land is generally class 3 and 4 (refer to Map 25 in the Discussion Paper). Intensive agricultural land use occurs to the south of the Bungendore town limit.

The rural area to the west, above the escarpment and approximately five kilometres from Bungendore contains the large rural residential areas of Bywong and Wamboin. These areas offer a distinctive rural lifestyle choice for the residents in close proximity to the major employment centre of the ACT. Bungendore is the closest centre for food and fuel for these areas.

Also amongst the rural land, is the Bungendore racecourse which is set against the backdrop of the escarpment to the west and the treed mountain range beyond Bungendore to the east.

Recreation and Open Space

The open space within Bungendore has a focus on the creek areas. These form the main passive recreation areas and include Frogs Hollow, The Common (Turallo Creek corridor), Elmslea Park (located on the northern side of The Common), Days Hill and the dog off-leash area. The majority of these sites are cleared and affected by flooding. Paths within the areas range from bitumen shared paths to informal gravel paths. This area also includes Warren Little Oval which contains a small AFL field with a central cricket pitch.

Bungendore Park is the primary recreation facility in Bungendore and hosts Mick Sherd Oval, three tennis courts and associated club-room, two cricket nets and the swimming pool. The facility allows for rugby league, rugby union, soccer training, Oz-tag and school athletics. The pool has a 25 metre long shotcrete concrete tank with five demarcated competition lanes and starter blocks at the deep end. Item 10.5 of the April 2011 Ordinary Council Meeting (Palerang) identified that the existing pool is inadequate for the current population, does not meet current standards and has a number of deficiencies.

There are three playgrounds in Bungendore with two in Bungendore Park and a smaller facility in Wild Terrace. The Bungendore Skate Park is the only youth-specific recreation facility within Bungendore and is located on McMahon Drive in Elmslea. Bungendore also has a number of buildings that can be used for recreation, including the School Library, Memorial Hall (poor access and parking and an older less friendly facility), the Multipurpose Hall located within the school and the Country Women's Association Rooms. The private recreation facilities within Bungendore are limited to the Bowling Club with a single bowling green and a small gym and dance school operating on the corner of Gibraltar and Molongo Streets.

Bungendore Showground is the largest facility located approximately 5 kilometres from the town at the foot of the Lake George Escarpment. The facility is

managed by a Trust, and hosts equestrian events along with dog competitions. It also hosts a number of cultural events such as the Bungendore Show and Bungendore Country Muster. The site is currently difficult to access by any means other than car due to narrow shoulders and no footpath.

The QPRC Sports Facilities Strategic Plan adopted by Council on 14 June 2017 has examined the needs of sporting groups for facilities across the LGA. This included Bungendore. There are currently insufficient sporting and recreation facilities for Bungendore and surrounding areas. The lack of facilities is limiting recreational opportunities for residents and clubs they represent. The Plan detailed that at present Bungendore is serviced by Mick Sherd Oval and Warren Little Oval. While these two fields served the community well for many years, over use is becoming a significant issue. The central location, and desire for community events on Mick Sherd Oval, further exacerbates this over use. Projected population growth in Bungendore will require a minimum of five (5) sports fields, based on standard levels of provision, with potential for future growth beyond current planning proposals. The former Palerang Council identified and resolved, February 2016, to commence acquisition of additional land off Bungendore Road with the view to establishing a sports hub, to relieve existing pressures and cater for Bungendore's future growth. Planning for the Bungendore Sports Hub has commenced with the site rezoned for Recreation in the Palerang LEP. Since this time a preferred site located south of Bungendore Road and backing onto Molongo Street has been identified. This option is not currently an open space zone. Preliminary designs cater for all existing sports and for some not currently available. It also provides for the future replacement and potential expansion of aquatic facilities for Bungendore. The Bungendore Road Sports Hub is strongly supported as the best option for future sports and recreation planning needs for Bungendore.



Infrastructure

Resource Recovery Facility

The Bungendore Resource Recovery Facility is located north of Bungendore and provides storage separation and transfer of the Council waste collections and from resident drop-offs, to a variety of locations for processing, recycling or disposal. Originally it had a 500m buffer surrounding the site to protect the amenity of surrounding residential development and to protect the efficient on-going use of the facility. Residential development is not permitted within the buffer area. Monitoring and investigations have concluded that a 250m buffer is appropriate in the future subject to finalisation of risk assessments and consultation with relevant State Government agencies. Map 35 in the Discussion Paper shows the location of the facility and buffers.

Sewage treatment plant

Bungendore has one sewage treatment plant (STP) with current capacity for 5,000 equivalent population with a further 3,000 EP available with upgrades. The buffer of 400 metres that is accepted for sewage treatment plants is largely intact with the exception of some historic residential development along Molonglo Street being located within approximately 300m. The water treatment plant is also located within this buffer.

The sewerage network that extends to the current town boundaries and utilises gravity reticulation mains and a number of sewage pump stations. Map 36 in the Discussion Paper illustrates the Bungendore sewage network. Council currently recycles water from the Bungendore Sewerage Treatment Plant and transports it via a pipeline to Bungendore Park for use as irrigation water. In addition, recycled water is used as road construction water.

Water treatment plants

Bungendore is supplied with potable water sourced from a number of groundwater bores situated around the town that draw from the Turallo aquifer and the Butmaroo aquifer. The water is treated in the Bungendore treatment plant on Bungendore Road and the recently commissioned Currandooley treatment plant on Tarago Road.

The capacity and upgrading of the plants and network are covered in the Integrated Water Cycle Management Strategy (IWCM) adopted on 27 February 2019. This strategy as required by state government covers a period of 30 years and addresses the interactions and connections between elements of the urban water cycle (water supply, sewage and stormwater), the physical operating environment, legislative and

regulatory requirements and community expectations. The Strategy will 'right size' any necessary capital works projects and ensure that appropriate, affordable, cost-effective urban water services are provided to the satisfaction of the community and protection of public health and the environment.

Council has recently had the existing groundwater allocation increased to cater for additional growth and for water security.

Roads

Bungendore is serviced by three major access roads: the state road of Kings Highway and the two regional roads of Tarago Road and Bungendore/Macs Reef Road. In addition to servicing the needs of Bungendore residents, major access roads also serve to bring visitors to Bungendore and as a route between the ACT, NSW South Coast and Illawarra.

Bungendore is a highly car-dependent town. On the day of the 2016 census, the most common methods of travel to work for employed people were: car, as driver 71.1%, as passenger 5.6% and worked at home 4.3%. There were 2.4% of the population that walked (only). On the day, 0.9% of employed people used public transport (train, bus) as at least one of their methods of travel to work and 78.2% used a car (either as driver or as passenger) (ABS).

Given the strong connection between Bungendore and Queanbeyan and the ACT, this dependence on cars is unlikely to change until Bungendore reaches sufficient size to sustain a larger commercial, educational and social base.

Council has prepared an Integrated Transport Strategy which will guide future infrastructure investment and provides direction for transport including public transport, cycling and footpaths network and links, heavy vehicle management, future road planning and integration with ACT and NSW networks. The Kings Highway corridor is an important route between the ACT and the coast. During peak times, traffic volumes can restrict the ability of residents to move easily around the town, particularly for those south of Malbon Street. Council has considered a number of bypass route options for Bungendore and has had preliminary discussions with the NSW Roads and Maritime Service about the bypass options and funding options. There has been no environmental analysis of any of the routes but matters for consideration would include; the allowance of a 100 metre corridor, groundwater, native flora and fauna, the impact on the Bungendore retail environment, Aboriginal cultural heritage, topography and current traffic counts particularly on weekends and accident statistics. Map 4 and 30 of the Discussion Paper illustrate possible bypass routes for Bungendore.

Environmental Attributes and Constraints within Bungendore

Flooding

The topography combined with Bungendore being located at the confluence of Turallo, Halfway and Millpost Creeks means it is susceptible to flooding at high frequencies. Council has adopted the Bungendore Floodplain Risk Management Study and Plan (Worley Parsons 2014) and is currently implementing the strategies within the Plan. In the instance of increasing severity of storm and flooding events this is a key constraint for development.

Flooding in Bungendore provides a constraint to development to the west of the existing town and will potentially isolate the entire town for a short period of time. Future development must consider flooding to avoid exacerbating existing issues.

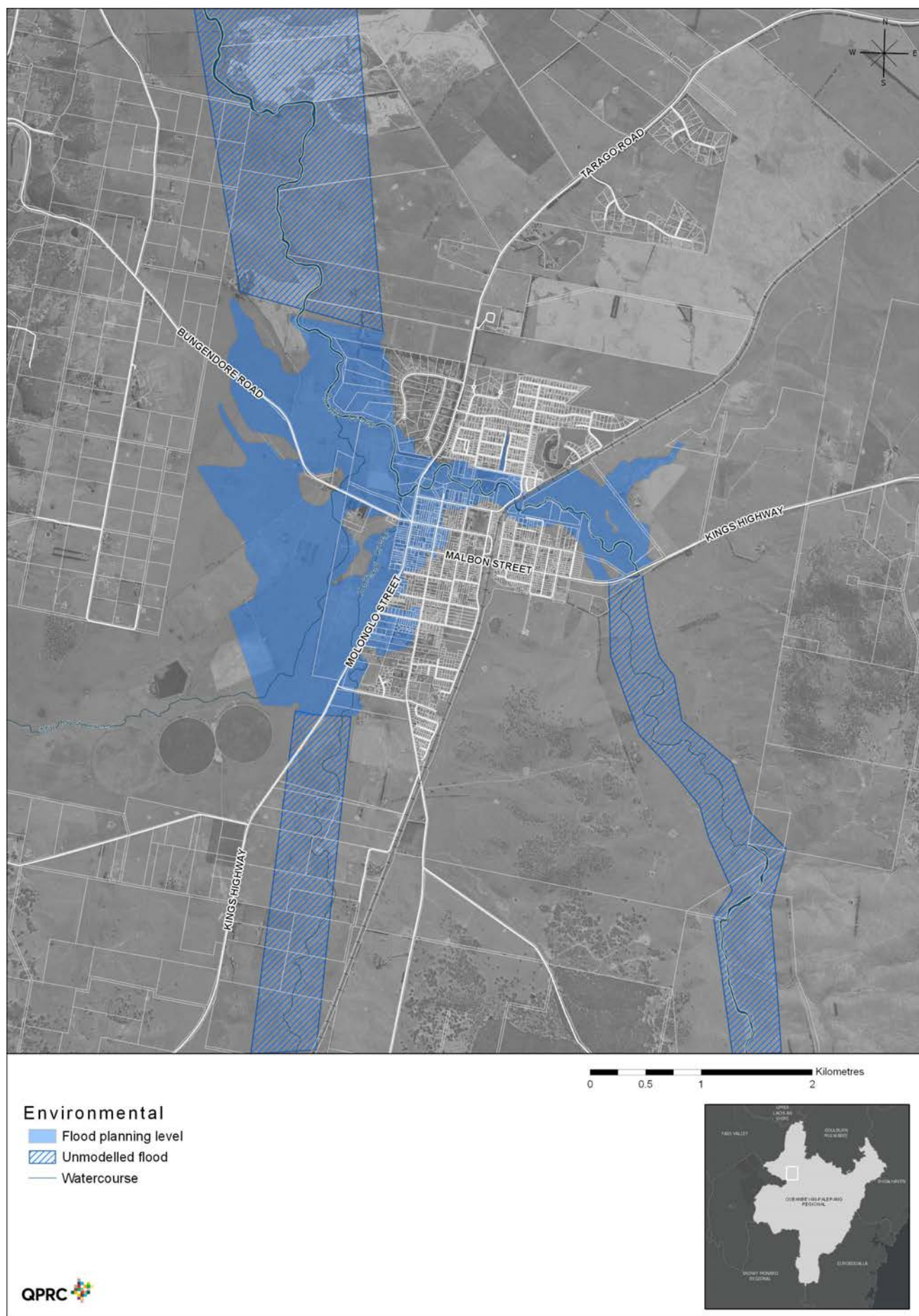
The Bungendore Floodplain Risk Management Plan identified a number of structural and non-structural measures to relieve flooding in Bungendore.

A number of areas of the floodplain are potential residential or commercial development areas. These areas will require further investigation to ensure that they are suitable for development.

Flooding is, however a constraint which may prevent certain lands from being suitable for urban expansion. Any future expansion of the urban area of Bungendore should be accommodated on land that is outside of the Flood Planning Area. However, some land uses may be considered on flood affected land subject to meeting certain design criteria. These may be commercial, industrial and recreational land uses which are part of the urban fabric contributing to the economic viability of the town.



Map 1 - Flood Hazard (Map 10 from Discussion Paper)



Bushfire

Most of the land surrounding Bungendore is rated Category 2 under the Palerang Bushfire Plan, July 2014 map. The areas on the edge of Bungendore and surrounds are bushfire prone due to the grasslands. The categories are 1, 2 and B (buffer). Category 1 is the highest risk for bushfire. Whilst this does not prevent development additional measures will be required to reduce the risk of bushfire. It does, however, require that consideration be given to how the risk can be minimised in the planning and design stage of particularly new urban areas. The bushfire mapping has recently been reviewed and will now include grasslands. As most of the land surrounding the urban area of Bungendore is already identified as bushfire prone land, the extent of land covered by the bushfire prone land will be similar.

High Environmental Value Vegetation

Apart from the Days Hill area there is very little native vegetation in the existing urban area of Bungendore. Because of its location in a forest hollow between the Great Divide and Lake George escarpment, much of the original vegetation in the area would have been Natural Temperate Grasslands, with grassy woodlands and snow gum woodland on the slopes surrounding the town. There are also good but unsecured grassland remnants north of the town and smaller remnants scattered through the area. Turallo Nature Reserve and Gidleigh Travelling Stock reserve to the south are more substantial and diverse Native Temperate Grasslands remnants. Lake George is an example of ephemeral lakebed grassland, part of the critically endangered Natural Temperate Grasslands of the South East Highlands ecological community. Brooks Hill, located north east of the town centre is a substantial and significant Box Gum Woodland reserve extending to the ACT Border. The Days Hill area is 12.95 hectares of native grassland and exotic vegetation on the north side of Bungendore. The area was set aside as part of the Elmslea residential development (north Bungendore).

Map 8 in the Discussion Paper shows areas immediately surrounding Bungendore with patches of native vegetation that may meet the definition of the endangered ecological community Natural Temperate Grassland of the Southern Tablelands of New South Wales and the Australian Capital Territory which is listed under the Environment

Protection and Biodiversity Conservation Act 1999 (Commonwealth). Map 6 in the Discussion Paper shows the areas of native vegetation determined as being High Environmental Value by the NSW Office of Environment and Heritage. It should be noted that areas of native grassland may contain listed grassland reptiles such as *Delma impar* (Striped Legless Lizard) and *Suta flagellum* (Little whip snake).

Native vegetation and areas of High Environmental Value Vegetation surrounding Bungendore are major constraints. As such careful planning is required to ensure this is not at the expense of land with high environmental value as the supply of land which can be utilised for urban purposes is finite. In addition, there may be added costs due to the requirement to fund and acquire Biodiversity Offset sites.

European and Aboriginal heritage

There are numerous Aboriginal heritage sites in the vicinity of Turallo Creek and in the rural areas surrounding Bungendore. It is likely that as development occurs beyond the existing urban area of Bungendore that Aboriginal cultural heritage will be disturbed. The Lake George area is a known significant Aboriginal cultural heritage site. Any planning proposal to rezone land where there is the potential that Aboriginal cultural heritage may be impacted will as part of the process require further detailed studies.

European heritage items and the street grid pattern provide key elements in the inner part of Bungendore which in turn contribute to a strong and unique character for Bungendore.

There are numerous older items in Bungendore, particularly buildings which have not been heritage listed that warrant consideration together with the overall approach to the management of European heritage in Bungendore. For instance should every older building be listed or only those which are representative of a particular period or style and how would either approach impact on the development and enhancement of precincts. The completion of the recent Bungendore Heritage Strategy 2019 and the resulting work for potential new listings will fill these gaps.

Current Land-Use Planning Controls

The land use planning controls for the area within the Bungendore Structure Plan are contained within a number of key documents. The State Environmental Planning Policies set the controls that are applied throughout NSW, the Local Environmental Plan sets the local controls and zoning for council areas, Development Controls Plans set the additional detailed controls to support the objectives set out in the LEP and the Contributions plans set out controls to require contribution payments from new developments toward the additional demand on infrastructure and services.

Local Environmental Plan

The Palerang Local Environmental Plan 2014 applies to Bungendore. It has applied specific land use zones such as business, residential, industrial and rural to areas of Bungendore together with a minimum lot size for subdivision and heights of buildings. Heritage items are also identified in Bungendore under this plan together with controls to conserve the heritage significance. The Plan also includes local provisions which are in addition to those that are required by the state government under the template for the plan. These local provisions include controls to address flood affected land, riparian land and watercourses, drinking water catchments, biodiversity, steep land and land affected by salinity and highly erodible soils. This Plan will be superseded by the future draft comprehensive Queanbeyan-Palerang Local Environmental Plan which will combine the existing Local Environmental Plans that apply in the Queanbeyan-Palerang local government area.

Development Control Plan

The Palerang Development Control Plan 2015 (PDCP) applies to Bungendore and includes the identification and description of the desired future character of Bungendore and the inner Bungendore precincts. Specific controls for individual precincts are included with the objective to ensure this character is maintained or achieved. The controls related to heritage also complement this objective. The DCP also includes controls relating to limiting visual impacts particularly where viewed from major transport corridors together with the more general controls for residential, business, industrial, tourist and rural land uses and developments.

Development Contribution Plan

Section 64 Development Servicing Plans

Section 64 development servicing plans (DSP) apply to areas serviced by water, sewer or stormwater infrastructure. They are reviewed every 5 years and require a submission be made to IPART prior to coming into force. Council currently has two plans in place for Bungendore – a Water DSP and a Sewerage DSP. Council does not currently have a Stormwater Drainage DSP. There are provisions for the making and application of one under section 496A NSW *Local Government Act 1993*. The DSP would allow for the extension or augmentation of stormwater drainage services required as a consequence of development. This includes some stormwater work in the form of culverts under Palerang Section 94 Plan No. 10 Provision of Kings Highway culverts at South Bungendore.

Part 7 Local Infrastructure Contributions Plans (formally known as Section 94 Contributions Plans)

Part 7 local infrastructure contributions are able to be levied under the *Environmental Planning and Assessment Act 1979*. They are currently capped at \$20,000 per dwelling. Exemptions to the cap are available but they must be submitted to the Independent Pricing and Regulatory Tribunal (IPART) for approval.

There are currently eight plans that may apply to development in the town of Bungendore or surrounds, these are:

- *Plan No 10 For The Provision Of Kings Highway Culverts At South Bungendore*
- *Plan No 11 For The Provision Of Public Off-Street Carparking At Bungendore*
- *Plan No 7 For The Provision Of Recreation Facilities At Bungendore*
- *Plan No 8 For Provision Of Pathway Network At Bungendore*
- *Plan No 9 For Street Upgrading At Bungendore*
- *Yarrowlumla Council Section 94 Contribution Plan (No. 2) For Provision of Access Roads*
- *Yarrowlumla Council Section 94 Plan No. 1 Bungendore*
- *Yarrowlumla Council Section 94 Plan No. 3 Provision Of Community Facilities*

Bungendore Structure Plan



Key Principles

The long term future the built and natural environment of Bungendore will evolve over time. This Structure Plan seeks to facilitate the transition of this town in response to the growth pressures in a way that is able to reflect the desired future character while responding appropriately to the constraints that exist. The desired future character for Bungendore has been based on the Bungendore Land Use Strategy and Structure Plan, 2010 and the PDCP and was reinforced by the results of community consultation in July-August 2019. To ensure the gradual transition and to minimise the impact from growth, the following development principles, which reflect the desired future character of Bungendore, will guide growth and development in Bungendore.

The key principles are:

1. Rural industry and Landscape

- a. Agricultural land surrounding Bungendore contributes to the identity and sense of place, future development needs to ensure this is not lost.
- b. Rural industries and agricultural landscapes should be protected.
- c. Development should provide for certainty and security of agricultural enterprises.

2. Character

- a. Rural entry roads are retained (i.e. not dominated by housing).
- b. Development is to allow heritage items to remain as dominant features in Bungendore because they are a key part of the town's country/heritage identity.
- c. The visual corridors and open vistas of Bungendore should be protected.
- d. Development is to allow the town to retain its surrounds of productive rural landscapes and its strong sense of rural living and space.
- e. Development is to be low in scale and provide the distinct divide between the town and the surrounding rural landscape.
- f. The historic grid street pattern is retained and where practical a grid pattern is used in new development.
- g. Outside the commercial area, development is generally to be of a low density with buildings well separated.
- h. New buildings shall relate to the existing town character by having sympathetic forms and external materials.

- i. Maintain the landscaped setting of Bungendore which includes mature trees and shrubs, grassed verges and gardens, all of which combine exotic and native species, and where street trees are predominantly deciduous species.
- j. The Common and other green spaces are preserved, improved and extended to allow for walking, cycling, dog walking, horse riding etc. connections through the town to recreation spaces.

3. Growth

- a. Bungendore is to grow within the capacity of the town's water allocation which has recently been increased by the NSW government.
- b. New residential development is not be located in flood planning areas.
- c. Development is to occur in an ecologically sustainable development manner.
- d. Areas of High Environmental Value native vegetation should be avoided for rural residential, residential, commercial and industrial development.
- e. New greenfields development should be contiguous with the existing urban area.
- f. Development should proceed in an orderly fashion with future development taking place sequentially where it is close to existing infrastructure.
- g. Rural residential, residential, commercial and industrial development should not be located in the areas which contain extractive industries or have the potential for extractive industry.
- h. Provide opportunities for affordable and adaptable housing, appropriate policies should encourage the development of multi dwelling housing in the R1 zone in locations close to transport corridors and within close proximity to centres.
- i. Medium density dwellings are located within one kilometre of the centre of Bungendore.

4. Infrastructure:

- a. Future development should maximise the efficient use of existing infrastructure and services and minimise the need for additional infrastructure where possible.
- b. In determining future infrastructure, the cost of installation and long term maintenance, functionality and ease of operation, together with sequencing, is to be considered in addition to its fit with the desired future characteristics.
- c. Critical infrastructure is not be located in flood planning areas.
- d. A 400 metre buffer is to be retained around the water and sewerage treatment plants and is to exclude residential development.
- e. A 250m buffer is to be retained around the resource recovery Facility to protect its current and future operation.
- f. Pedestrian and cycling opportunities for all ages should be provided with links across all areas of the town.
- g. Pedestrian links throughout the central business district are encouraged.
- h. Development is to allow for public transport networks.
- i. Road access from the Kings Highway to individual precincts shall be limited to ensure the continued effectiveness and safety of the road.

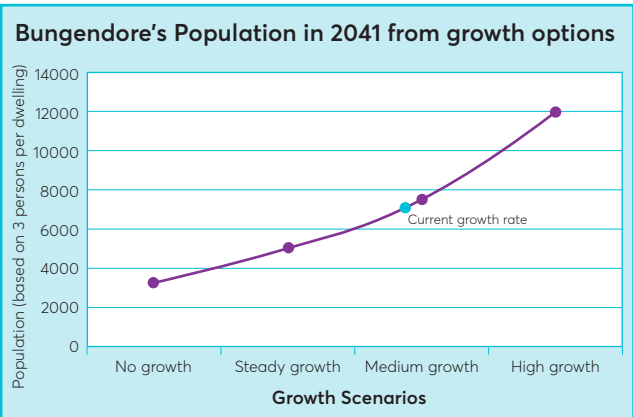
5. Economy

- a. Implement strategies appropriate to a growing town from the Smart Cities Plan (Australian Government), three pillars - Smart Investment, Smart Policy and Smart Technology.
- b. Recognise that the rural and heritage environment, ease of moving around and the internet provide the opportunity for innovative commercial and industrial businesses.
- c. The commercial area is to provide local employment, vitality and a range of services but no large shopping centre.
- d. There should be opportunity for creative industries.
- e. Protection of existing industrial precincts within Bungendore shall occur until additional viable industrial land can be investigated and rezoned.

Growth

The exhibition version of the Structure Plan provided options for the growth of Bungendore; being steady, medium and high growth scenarios.

Based on community consultation and the desire for the retention of the village character and for gradual rate of change, further analysis of the historical and current growth rates was undertaken. Using the current growth rate (3.3% growth per annum which equates to approximately 37 dwellings per annum) achieves a growth that is between the Steady and medium growth scenarios presented in the Discussion Paper.



Growth in Bungendore must be considered in the context of the wider Queanbeyan Palerang area and in particular the Canberra region. The key drivers for growth are directly related to the proximity to Canberra and the employment and economic growth it provides. The community submissions raised the impacts on the village and country lifestyle and the point of difference that Bungendore has compared to the lifestyle and housing in the region. For Bungendore to continue to provide this lifestyle and the housing product that is low scale and open in character, the growth rates require careful consideration. In this regard the ability for Bungendore to provide a different housing product, lifestyle and environment to the Googong urban release area and the South Jerrabomberra release areas should be protected.

The following table shows the rate of population change and the likely additional dwelling for a growth rate that reflects the current rate.

The current rate of growth will produce an additional 4152 residents into Bungendore by 2041. This equates to an additional 1384 dwellings.

Table 1: Population based on Current Growth Rate

Year	Population	Growth Rate	Additional Dwellings (3ppl per dwelling)
2001	1685*		
2006	2183*	+3%	
2011	2754*	+2.6%	
2016	3317*	+2.0%	
2021	3901	+3.3% (ave growth rate from 2001-2016)	195
2029	5059	+3.3% (ave growth rate from 2001-2016)	386
2031	5398	+3.3% (ave growth rate from 2001-2016)	339
2039	6999	+3.3% (ave growth rate from 2001-2016)	534
2041	7469	+3.3% (ave growth rate from 2001-2016)	470
		Total additional dwellings:	1384

* ABS Census

Residential Growth

An analysis of land and potential for residential subdivision (based on the current minimum lot size and only single dwellings) undertaken in July 2018 found that potentially approximately 462 dwellings could be created within the existing Bungendore town area (refer to Appendix 2 for the method and to map 21 in the Discussion Paper). Note there is a strong probability that not all these dwellings would be developed as infill development (subdivision and dwellings) due to constraints such as laneways, heritage items, existing dwellings in the centre of the lots and the existing lots being long and narrow. With an average Bungendore household size being three people (2016 census) this equates to potentially an additional 1,386 people within the existing Bungendore urban area.

The options to accommodate this growth include current and future planning proposals to rezone land for residential purposes and the uptake of development opportunities within the town which are afforded under existing development controls in the Palerang Local Environmental Plan to increase density and diversity of housing stock in the town.

There is a currently a planning proposal to rezone rural land for approximately 300 residential lots on the northern side of Bungendore. This proposal has a Gateway Determination which is the first approval from the Department of Planning, Industry and Environment, for the proposal to proceed to the community and agency consultation stage. If the planning proposal proceeds this would potentially result in an additional 900 people (see map 5 in the Discussion Paper).

Clause 4.1C of the Palerang LEP allows the creation of three or more lots at a minimum lot size of 350m² in the R1 Residential land use zone (which applies to some of the residentially zoned land close to the central business area) provided that the subdivision application includes an application for all the dwellings on the proposed lots. There has been no analysis of the potential number of lots using this particular clause in this land use zone. This clause has not been used by developers. There is potential to combine the use of this clause and the use of some of the laneways as the primary access.

It is estimated that approximately half the dwellings in Bungendore are less than 15 years old based on there being 628 dwellings (occupied and unoccupied) at the time of the 2001 census and the 2016 finding that there were 1,125 dwellings (occupied and unoccupied) in addition to the dwellings erected since the 2016 census.

The need for housing for older people who require assistance has been recognised for some time as an issue in Bungendore. Without this type of housing it will continue to be necessary for people who are socially connected to Bungendore to leave when they are no

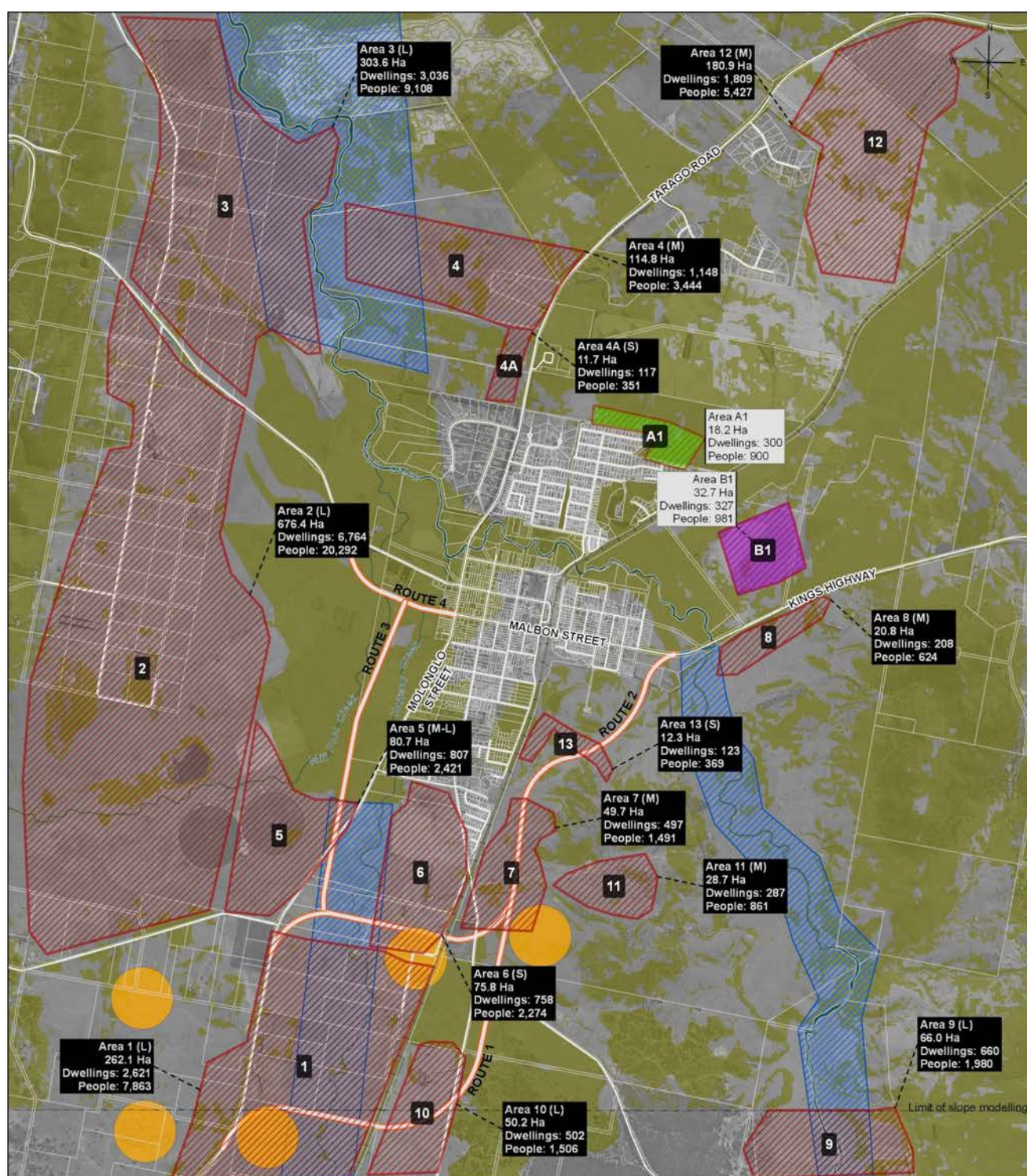
longer independent. It is suggested that this is not appropriate for either them or their families as they lose contact with their friends and family and these people have to travel which can be expensive and time consuming to be with their family member. Development approval was given in 2016 for independent living dwellings for older people in the South Bungendore precinct and construction is now underway on the first stage of this development. A site adjoining Council's offices in Majara Street permitting Seniors Housing with development consent was also zoned for such in 2018. At this stage it is yet to be developed.

Population growth and demographic change are the key drivers informing strategic decision making in respect of future development. This in turn will influence the demand for additional residential development in Bungendore. In addition, the needs of the changing demographics of the population will also need to be met. The monitoring of population demographics and changing trends are therefore an important step in the process of planning for growth. For example, the ageing population will need to be catered for in terms of housing needs and facilities like aged care homes and medical facilities. Another example are smaller household sizes which may result in changing requirements for the housing market, e.g. higher demand for town houses on smaller blocks. Demographic changes and trends need to be monitored.

For the current growth scenario the additional housing demand can be met through infill development as well as additional residential land releases just outside the edge of the former town boundary. Greenfields development is estimated to accommodate an additional population of 2,820. Such growth will place additional demand on services and facilities. For example, more traffic to commute to work outside of Bungendore could result in a requirement for upgrading road infrastructure. There is a potential requirement to upgrade water and sewer infrastructure. There will be more demand on services such as health services, schools, child care, and emergency services however, a larger population may also justify additional services. Where Council is the service provider for infrastructure, new development will be required to fund this in part, although some contribution is likely to be required from existing ratepayers. This cost impost and the benefits of containing the footprint of the town to achieve a more cost effective provision and maintenance of infrastructure for new residential areas is an important factor in the future of the town

In respect to the land available to accommodate greenfield development, the land identified in the Discussion Paper has been reviewed and in particular the land that was identified on Map 40 Rezoning Requests. The table below sets out the review, which was based on the development principles articulated earlier in this plan.

Map 2 - Potential Investigation Areas (Map 5 in Discussion Paper)



Note: Area numbering does not indicate development sequence

0 0.5 1 2 Kilometres

Development

- Potential future investigation areas
- Area A1*
- Area B1*

Infrastructure

- Potential bypass routes
- Industrial potential (20 Ha)

Environmental

- Unmodelled flood area
- Challenging development area
- Watercourse

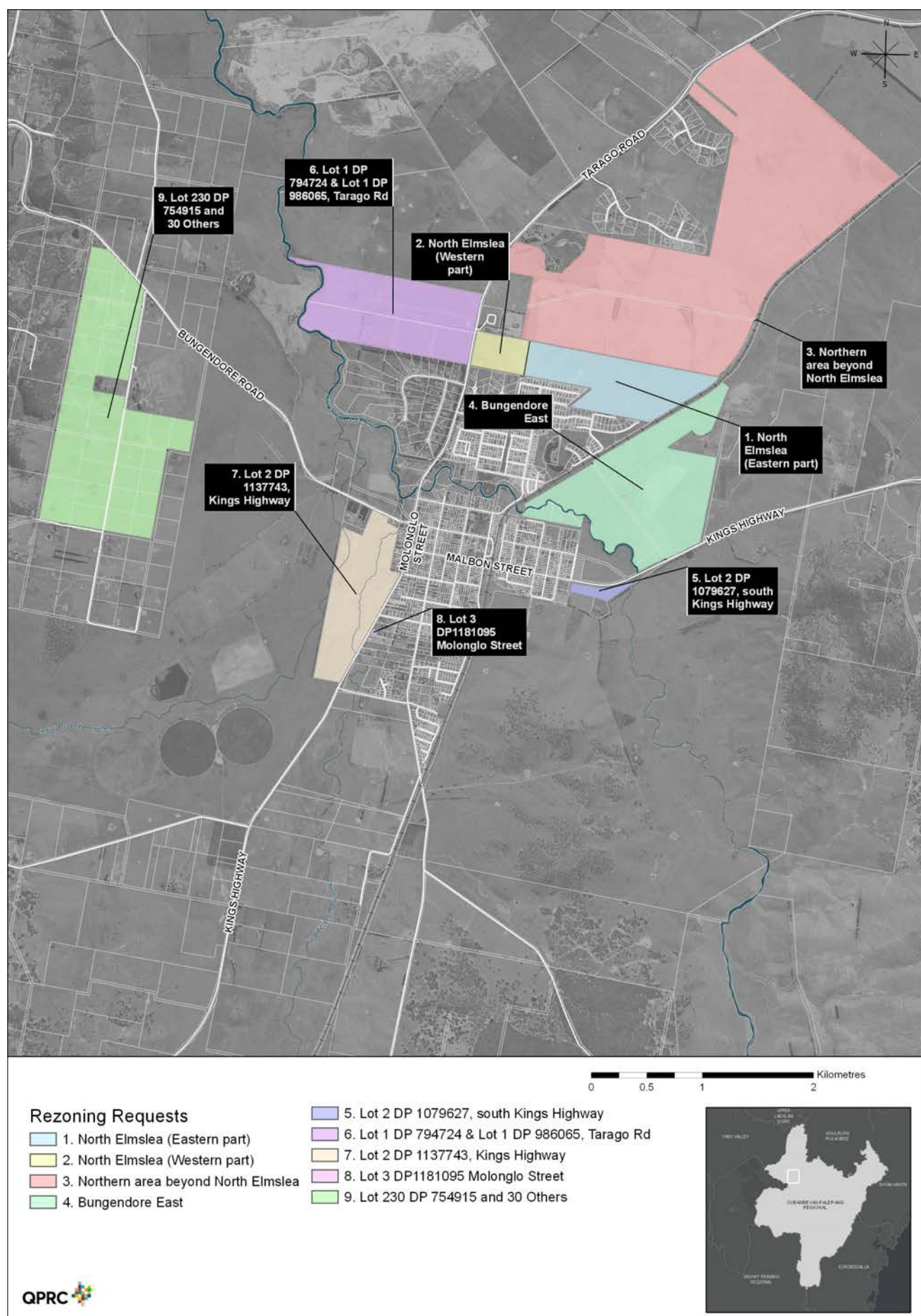
Area A1 - North Emslea Planning Proposal: gateway issued, further in depth studies being undertaken

*Area B1 - Bungendore East Planning Proposal: gateway determination being sought

Expected timeframe
S - Short-term
M - Medium-term
L - Long-term



Map 3 - Rezoning Requests (Map 40 in Discussion Paper)



Review of Potential Residential Development Areas

Map 2 Ref.	Map 3 Ref.	Land Area (Ha)	Additional growth (potential)	Status	Consistency with Development Principles	Recommendation
A1	1	18.2	900 pop. 300 dwellings	<ul style="list-style-type: none"> Planning Proposal prepared Gateway determination issued Additional Water allocation issued Public exhibition commenced 	<p>North Elmslea (eastern)</p> <p>Part Lot 1 DP 798111 No. 174 Tarago Road</p> <ul style="list-style-type: none"> Land identified in 2010 Structure Plan for residential development Areas of High Environmental Value native vegetation cover significant portion of the land. Significant Offsets required Land is not located within the flood planning area or the Probably Maximum Flood (PMF) area Land can accommodate the required buffer for Resource Recovery Transfer Station Land is immediately adjacent to existing urban area with ready connection to existing infrastructure Limited impact on rural nature of the entry roads one entry from Tarago Road likely and no additional entry required to Kings Highway Rural vista somewhat impacted by additional housing on northern boundary of the town and amongst some elevated land Will result in loss of agricultural land Agricultural setting of the town is maintained. Land is contiguous with the existing urban area <p>Other:</p> <ul style="list-style-type: none"> The rezoning of this land has progressed on the basis of its inclusion in the 2010 Structure Plan and has reached the Public Exhibition Stage. 	<ul style="list-style-type: none"> Rezoning of this land from Rural to Residential to continue This land to be considered as the short term option for providing additional land for residential growth and will provide for the land supply for the next 8 years based on current growth rates.

Map 2 Ref.	Map 3 Ref.	Land Area (Ha)	Additional growth (potential)	Status	Consistency with Development Principles	Recommendation
B1	4	32.7	900 pop. 300 dwellings	<ul style="list-style-type: none"> Planning Proposal Prepared Gateway determination requested and is conditional 	<p>Bungendore East Lot 1 DP747767, Lot 273 DP 754915, Lot 279 DP 754915, Lot 275 DP 754915 and Lot 1 DP 193988 No. 4610 Kings Highway</p> <ul style="list-style-type: none"> Areas of High Environmental Value native vegetation cover some portions of the land. Offsets are likely to be required. Land is located within the flood planning area and also Probable Maximum Flood (PMF) area Area will be isolated in flood event Land is not located within any buffers for infrastructure Land is not immediately adjacent to existing urban area with ready connection to existing infrastructure. The land is physically separated by the Syd-Can Rail Corridor Will impact on rural nature of the entry road to Bungendore with the extension of housing along the Kings Highway rural entry road. Additional access(es) from Kings Highway will be required which has heavy traffic volumes at peak times Rural vista impacted by additional housing on eastern entry to the town and significantly add to the cumulative impact of housing in Elmslea visible from Kings Highway approach Will result in loss of agricultural land Land is not contiguous with the existing urban area. <p>Other:</p> <ul style="list-style-type: none"> Council has already agreed to the preparation of the Planning Proposal for the rezoning of this land for residential development and to request a Gateway determination The NSW Government have not issued a Gateway determination and required the completion of this Structure Plan. 	<ul style="list-style-type: none"> Rezoning of this land from Rural to Residential not to proceed at this point in time. This land be considered as the an option for providing additional land for residential growth following the exhaustion of the short, medium and long term options or if there is a significant change in the rate of growth. (This land has potential for 9 years supply based on current growth.)

Map 2 Ref.	Map 3 Ref.	Land Area (Ha)	Additional growth (potential)	Status	Consistency with Development Principles	Recommendation
4A	6	114.8	750 pop. (250 dwellings)	<ul style="list-style-type: none"> No Planning Proposal Preliminary enquiry 	<p>Ashby (Lot 1 DP 794724 and Lot 1 DP 986065) No. 175-217 Tarago Road</p> <ul style="list-style-type: none"> Areas of High Environmental Value native vegetation cover significant portions of the land. Offsets are likely to be required. Western portion of land is located within the flood planning area and also Probable Maximum Flood (PMF) area and the unmapped/modelled area of the creek Part of land located within the buffer for Resource Recovery Facility Land is immediately adjacent to existing urban area with ready connection to existing infrastructure. Limited impact on Rural Entry roads one entry from Tarago Road likely and no additional entry required to Kings Highway Limited impact on rural vista by additional housing on Tarago Road adjoining existing large lot residential area Will result in loss of agricultural land Agricultural setting of the town is maintained. Land is contiguous with the existing urban area. <p>Other:</p> <ul style="list-style-type: none"> RFS advise the need for North Elmslea emergency refuge / large community space, would need additional fire protection as it is located on the northern side of town, ideally community emergency refuge located on south eastern side of town. 	<ul style="list-style-type: none"> That the portion of land within the 250m for the Resource Recovery Facility, be excluded from Residential development / zoning. Land outside buffer and flood planning area be considered for residential zoning in the medium term. (This land has the potential for 10 years land supply based on the current growth rate).

Map 2 Ref.	Map 3 Ref.	Land Area (Ha)	Additional growth (potential)	Status	Consistency with Development Principles	Recommendation
-	7	65	-	<ul style="list-style-type: none"> No Planning Proposal Preliminary enquiry 	<p>Kings Highway Molonglo St (Lot 2 DP 1137743)</p> <ul style="list-style-type: none"> This site is not located on the Potential Investigation Areas Map Very small areas of High Environmental Value native vegetation on the land. Offsets are unlikely to be required Land is located within the flood planning area and also Probable Maximum Flood (PMF) area Area is difficult to evacuate due to small lead times and will be isolated in flood event Land is located within the buffers for Sewerage Treatment Plant Land is adjacent to existing urban area with ready connection to existing infrastructure. The land is physically separated by the Kings Highway Limited impact on Rural Entry road to Bungendore, however, additional access(es) from Kings Highway will be required Rural vista impacted by additional housing on southern entry to the town Will result in loss of agricultural land Agricultural setting of the town is impacted by development of this rural edge Land is contiguous with the existing urban area. <p>Other:</p> <ul style="list-style-type: none"> The land is constrained by multiple easements. 	<ul style="list-style-type: none"> The rezoning of this land for residential development not be supported due to its flood affectation.

Map 2 Ref.	Map 3 Ref.	Land Area (Ha)	Additional growth (potential)	Status	Consistency with Development Principles	Recommendation
-	3	99	900 pop. 300 dwellings	<ul style="list-style-type: none"> No Planning Proposal Preliminary enquiry 	<p>North of North Elmslea Part Lot 1 DP 880087 No. 266 Tarago Road</p> <ul style="list-style-type: none"> Areas of High Environmental Value native vegetation cover significant portion of the land. Significant Offsets required Land is not located within the flood planning area or the Probably Maximum Flood (PMF) area Land can accommodate the required buffer for Resource Recovery Transfer Station Limited impact on rural nature of the entry roads one entry from Tarago Road likely and no additional entry required to Kings Highway Rural vista somewhat impacted by additional housing on northern boundary of the town and amongst some elevated land Will result in loss of agricultural land Agricultural setting of the town is maintained Land is contiguous with the proposed residential greenfield area of North Elmslea Land will be adjacent to future urban area of North Elmslea with ready connection to existing infrastructure. 	<ul style="list-style-type: none"> That the portion of land within the 250m for the Resource Recovery Facility, be excluded from Residential development / zoning. Land outside buffer and be considered for residential zoning in the long term. (This land has the potential for 10 years land supply based on the current growth rate).

Map 2 Ref.	Map 3 Ref.	Land Area (Ha)	Additional growth (potential)	Status	Consistency with Development Principles	Recommendation
2	9	187 approx	Not calculated	<ul style="list-style-type: none"> No Planning Proposal Preliminary enquiry 	<p>Matthews Lane (Lots 145, 150, 210 – 216, 220-221, 223-227, 229- 235, 238- 244 DP 754915)</p> <ul style="list-style-type: none"> Small areas of High Environmental Value native vegetation on the land. Offsets are unlikely to be required Land is not located within the flood planning area nor Probable Maximum Flood (PMF) area Land is not located within any buffers for infrastructure Land is not immediately adjacent to existing urban area with ready connection to existing infrastructure. The land is physically separated by approximately 2-3km of rural land Will impact on Rural Entry road to Bungendore with an isolated pocket of housing along the Bungendore Road rural entry road Rural vista will be significantly impacted by additional housing in the western rural visual catchment of Bungendore Will result in loss of agricultural land and increase land use conflict due to isolated nature Agricultural setting of the town will be adversely impacted Land is not contiguous with the existing urban area. 	<ul style="list-style-type: none"> The rezoning of this land for residential development not be supported due to its remoteness from the town and the significant impact on the agricultural setting, rural vistas and expense required for servicing land that is not contiguous with existing urban land.
5	-	-	Not calculated	<ul style="list-style-type: none"> No Planning Proposal Preliminary enquiry 	<p>Lot 2 DP 1079627 South side Kings Highway</p> <ul style="list-style-type: none"> Land is within the Flood Planning Area and PMF Impact on rural entry road to Bungendore Impacts on preferred potential bypass route. 	<ul style="list-style-type: none"> Recommend that this land not be further investigated due to flooding, impacts on the rural entry from Kings Highway and impact on the future potential bypass route.

Map 2 Ref.	Map 3 Ref.	Land Area (Ha)	Additional growth (potential)	Status	Consistency with Development Principles	Recommendation
13	-	12.3 Ha	123	<ul style="list-style-type: none"> No Planning Proposal No Preliminary enquiry 	<p>Part Lot 24 DP 709547</p> <p>Opposite King St Majara St intersection and east of Railway Line</p> <ul style="list-style-type: none"> Small areas of High Environmental Value native vegetation on the land. Offsets are unlikely to be required Land is not located within the flood planning area nor Probable Maximum Flood (PMF) area Land is not located within any buffers for infrastructure Land is located along the proposed bypass route and may impact the future use for a bypass route Land is isolated by Railway line and Turallo Reservoir Hill from the urban area Limited (if any) impact on Rural Entry road to Bungendore Rural vista will be impacted by additional housing in the eastern rural visual catchment of Bungendore Will result in loss of agricultural land and increase land use conflict due to isolated nature Land is not contiguous with the existing urban area. 	<ul style="list-style-type: none"> Review suitability following confirmation of alignment for bypass.
1, 6, 7, 10, 11	-	-	Not calculated	<ul style="list-style-type: none"> Nil 	<p>These sites have not been reviewed in detail due to their proximity to the preferred potential bypass routes and / or potential locations for employment lands.</p>	<ul style="list-style-type: none"> Review the suitability of lands in this vicinity with access to Kings Highway and bypass routes for employment lands following further research on employment land type and size needs.

Growth implications for Employment Land

The context of the major employment sources being located in Queanbeyan and ACT is to be recognised for Bungendore. No expansion of the business zones area are required for the commercial area which has capacity for growth and is to remain focused around existing CBD and new supermarket site.

When Council adopted the Palerang LEP 2014 it identified that future of the existing industrial area in Bungendore be considered. This land has been progressively rezoned for residential development resulting in land use conflicts between the operational activities of the industrial land uses and the amenity of the residential properties.

The Discussion Paper presents options for greenfield industrial land south of Bungendore to allow for further local business and employment opportunities for Bungendore residents. An area of 20 hectares can accommodate the relocation of industries that currently adjoin or are within the residential areas of Bungendore together with a Council depot, a waste transfer station, green waste facility, freight centre, creative industries, cafes and outdoor recreation facilities such as mountain biking, adult adventure playgrounds, mazes, go-karts and outdoor games such as paintball.

Selecting suitable additional industrial/employment land from the desktop options presented in the Discussion Paper requires further analysis before being incorporated into a structure plan Map. As such the existing industrial area is to be protected until this analysis is complete and additional land identified for the town.

Planning for the growth of Bungendore needs to ensure that the processes also facilitate economic development opportunities. This could result in the creation of more local jobs, increasing the range and choice of local jobs, reducing the need to commute elsewhere to work, reduce the need for out-migration of young people and increased community income and wealth, which potentially means more money spent locally.

Growth implications for Rural Land

For the current growth rate of Bungendore, the requirement for additional urban land is likely to impact on the surrounding rural lands of Bungendore and careful planning is required to protect lands of high agricultural value.

Future development and growth of Bungendore will need to ensure that it is consistent with the relevant Government policies which seek to protect rural lands from fragmentation and loss. Agricultural land

is categorised into classes from class 1 (the most productive) to class 5 (least productive) and while, the rural area may not comprise the most agricultural lands compared with the rest of the state, the most productive agricultural land in the LGA should be retained and protected. Detailed further investigations will be required as part of any planning proposal to ensure that, land of higher agricultural value is protected. Consideration should be given to the following agricultural principles:

- Land with the best combination of soil, climate, topography and water for agricultural production is a limited resource in NSW and should be maintained for future generations.
- Agricultural land should not be alienated directly through lands being used for non-agricultural purposes and indirectly by incompatible developments on adjacent land restricting routine agricultural practices.
- Agricultural industries are a fundamental asset to the state of NSW as they provide a long term means of providing employment, raw materials and fresh safe secure food while supporting regional communities.

In addition there is a need to ensure the existing agricultural and extractive industries are not impeded by residential development.

Growth implications for Community and Open Space

The investigation and designs for the Bungendore Sports Hub in the area zoned RU1, west of the town, will mean that the existing land zoned for open space north of Bungendore Road will be surplus to requirements. This land should then be reviewed and the land rezoned to reflect the end purpose, in this case rural.

The pathway network through the open spaces and corridors are important for the connections through the town including the Bungendore Common, and also to the more remote facilities like the racecourse and the future sports hub.

It is noted that the State Government has made a commitment that there will be a high school in Bungendore to cater for the increased demand of the growing population. This will complement the existing primary school. Upon site selection by the state, any necessary changes in zoning (if required) can be actioned.

The current capacity of the Bungendore cemetery and any need to expand the current zoning extent should be investigated in the context of the growing population and potential future aging demographic.

Structure Plan mapping

Having regard to the Key Development Principles, the community consultation and the implications for growth, the following summarises the key aspects that the Structure plan seeks to accommodate and address for the next 30 years. The following Structure Plan map then spatially represents these matters.

Requirements and Land Use impacts for growth at the current rate

- Total 1400 residential dwelling/lot (3 people per lot) is required based on current growth rate.
- The urban zones under the Palerang Local Environmental Plan 2014 can accommodate infill of approximately 460 single residential dwellings.
- Approximately 940 residential dwellings/lots outside of edge of the former town boundary will be required.
- The progressive rezoning of rural zoned land immediately adjacent to the urban area of Bungendore to accommodate the additional dwellings, having regard to the development principles of the plan.
- The progressive rezoning of areas to the north Bungendore from rural to residential over the life of the plan will be required to supply the 940 dwelling/lots and is the recommended option to maintain the desired character of Bungendore.
- There is an option for an area to east of Bungendore to be in pipeline for residential land supply depending on growth monitoring.
- There will be a change in land use to the north Bungendore from rural landscape to residential estates.
- The retention of the single storey dwellings with separation between will be important in addressing the desired future character.
- Existing primary school maintained and the State Government has made a commitment that there will be a high school in Bungendore.
- New recreational facilities in the area zoned RU1, west of the town, pool upgrade/relocation dependent on funding.
- Significant additional open space provided through potential Sports Hub.
- Bungendore Common remains relatively unchanged. Expanded open space provided by developments and connected back through the existing networks.

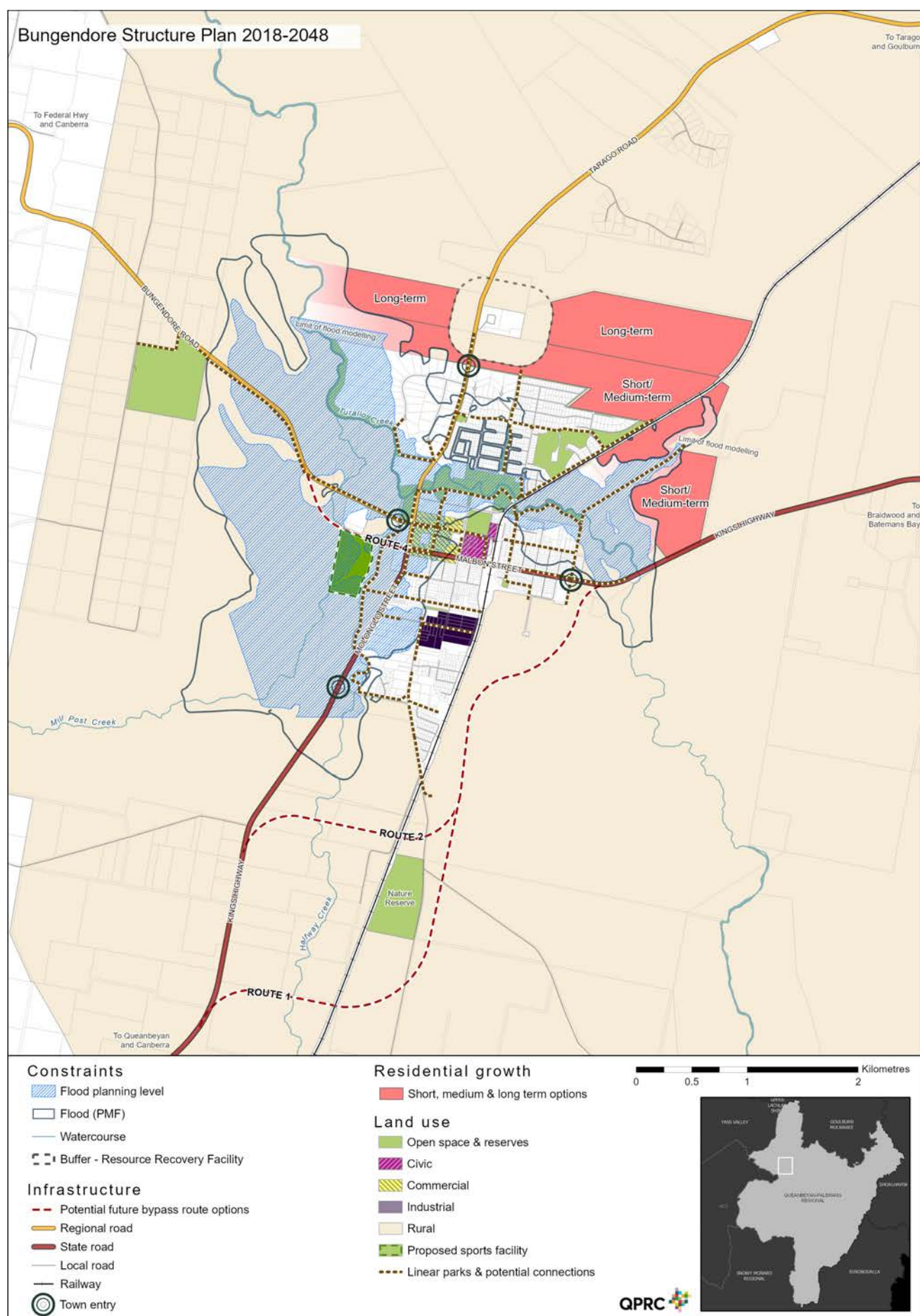
- Potential significant upgrades to water and sewer infrastructure resulting from growth. Infrastructure provided by development with some contribution by developers and also likely from existing ratepayers.
- Potential upgrade of key intersections including Macs Reef Road and Bungendore Road and intersections with the Federal Highway.
- Additional intersections on Tarago Road and Kings Highway required to service development.
- Additional infrastructure from new residential release areas.
- Potential bypass route for Bungendore secured and Kings Highway traffic is diverted from the town environs. The bypass removes through traffic from the centre of Bungendore to improve traffic movement on the weekend and public holidays.

Possible implications

- The lack of industrial land reduces local employment opportunities and diversity of businesses for the town and surrounding population.
- Significant proportion of residents will still travel to Queanbeyan and Canberra for employment, education, services and recreation.
- A larger population may enable more health, education, community and emergency services to be located in Bungendore.
- There is not the population, nor traffic to warrant the construction of a bypass which in turn means that the town retains through-traffic which is positive for local businesses.
- The corridor for a future bypass should be clarified and protected into the future.

The following Structure Plan map shows the land use response to accommodate the growth at the current rate for Bungendore (average of 37 dwellings per annum).

Map 4 - Bungendore Structure Plan Map 2048



Implementation



Planning Controls

In order to implement the Structure Plan there are a number of steps required. The following outlines the recommended steps related to the planning controls for Bungendore.

- Ensure the vision for Bungendore and the Desired Character forms the basis of the planning instruments that affect the town. This includes and is not limited to the Local Strategic Planning Statement, Queanbeyan – Palerang LEP, PDCP and future reviews of the DCP.
- Rezone land for residential development generally in the sequence shown on the Structure Plan, while ensuring that areas to be rezoned are clear of constrained land, especially flooding.
- Review as part of rezonings, the mitigation for reducing the visual impact of residential development to the north of the town where many of the dwellings will overlook Bungendore and be highly visible from the Kings Highway. Development north of the town will also result in loss of natural temperate grasslands without careful planning and ongoing management. Whilst some issues can be addressed through regular policy reviews of the local environmental plan and development control plan, the loss of grasslands should be avoided due to their environmental value.
- Monitor the residential land and housing supply together with affordability to ensure the plan is reviewed in a timely manner where needed.
- Finalise the rezoning of North Elmslea which was identified in the 2010 Bungendore Land Use Strategy and Structure Plan for residential land use.
- Ensure that the minimum lot size for subdivision continues to reflect the desired character of Bungendore. This means that the minimum for new release areas is not less than 850m² to retain the country character of Bungendore and its differentiation from other residential release areas in the region.
- Confirm precinct controls in the Palerang Development Control Plan can achieve conserving the character of infill development that occurs within the original village area.
- Review and update contribution plans for infrastructure (roads, stormwater, water and sewer) to ensure equitable apportionment of costs for new infrastructure required for growth.
- Investigate the use of Local Planning Agreements as an alternative to contributions plans.
- Ensure potential bypass routes are not compromised by incompatible development or future zoning.
- Review open space zoning north of Bungendore Road and west of Turallo Creek and potential rezoning for its current rural use.
- Review the zoning for the proposed Bungendore sports hub so that it can facilitate recreational uses and development of the land.

- Develop a streetscape plan for precincts 1 and 2 (as identified in the PDCP, taking into account work previously undertaken by the former Palerang Council and the community).
- Assess the effectiveness of the multi-dwelling housing controls in the R1 General Residential land use zone in the LEP, in achieving the desired character of Bungendore. In concert with this assessment also consider the analysis of the laneways and infill development together with the preparation of a policy and any associated strategies for the laneways.
- Upon the site selection for the new Bungendore High School by the state government, review and action any zoning changes required.

Further Work

The Discussion Paper identified a number of matters that relate to the land use planning and future growth of Bungendore, that require further work over coming years to fully integrate services and facilities as the town grows. These matters include investigation of additional employment lands, capacity of the existing cemetery, bypass routes, parking supply, active travel, native vegetation and options for biodiversity offsets.

1) Employment Lands

- Expand upon the land use audit and the Regional Economic Development Strategy to identify opportunities to increase local employment in Bungendore and to facilitate the corresponding employment land stock. The utilisation and protection of the bypass corridors for Bungendore are also to be considered in this identification of suitable land for employment uses.
- New employment lands should be able to cater for general industrial activities including a freight centre, possibly a depot and green waste facility.

2) Cemetery Capacity

- Investigate the current the capacity of the Bungendore cemetery and any need to expand the current zoning extent.

3) Transport

- Continue to advocate for the future bypass routes for Bungendore with RMS and Transport for NSW.
- Implement the Integrated Transport Strategy including identifying connected and accessible path hierarchy and way finding strategy for active travel.
- Review parking supply and demand and restrictions in Bungendore.

4) Native Vegetation Review

- Council's native vegetation map (map 8 in the Discussion Paper) identifies areas of native vegetation surrounding Bungendore that require further investigation, primarily critically endangered Natural Temperate Grasslands and grassy Box-Gum Woodland, and endangered Tablelands Snow Gum ecological communities. Development of areas containing critically endangered communities or threatened flora and fauna may have severe and irreversible impacts. In these circumstances developments cannot be approved by Council alone and concurrence of the Biodiversity and Conservation Branch of Department of Planning Industry and Environment. Consideration should be given to thoroughly mapping grasslands, which are at this stage unable to be mapped using satellite or aerial photography.
- Review the opportunities that the high environmental value vegetation in and around Bungendore make available through the biodiversity reforms for Council to proactively conserve these remnants and to derive a modest income through the Biodiversity Offset Scheme.

Monitoring

Monitoring is an important part of the implementation and review process of planning documents. It allows for reviews to be focussed on the current trends and issues that arise and to allow for timely responses to emerging trends. To assist it is recommended that land use databases in GIS format be maintained.

Areas to monitor are:

- Number of lots approved (residential)
- Number of dwelling approvals
- Percentage of dwelling approvals by type
- Median dwelling and residential land prices
- Population composition by age group
- Population growth
- Area of residential land affected by flooding
- Area of land set aside for biodiversity conservation/offset
- Area of land available for open space and recreation
- Area of land available for employment uses
- Proportion of population with access to public transport
- Proportion of population employed within Bungendore.



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