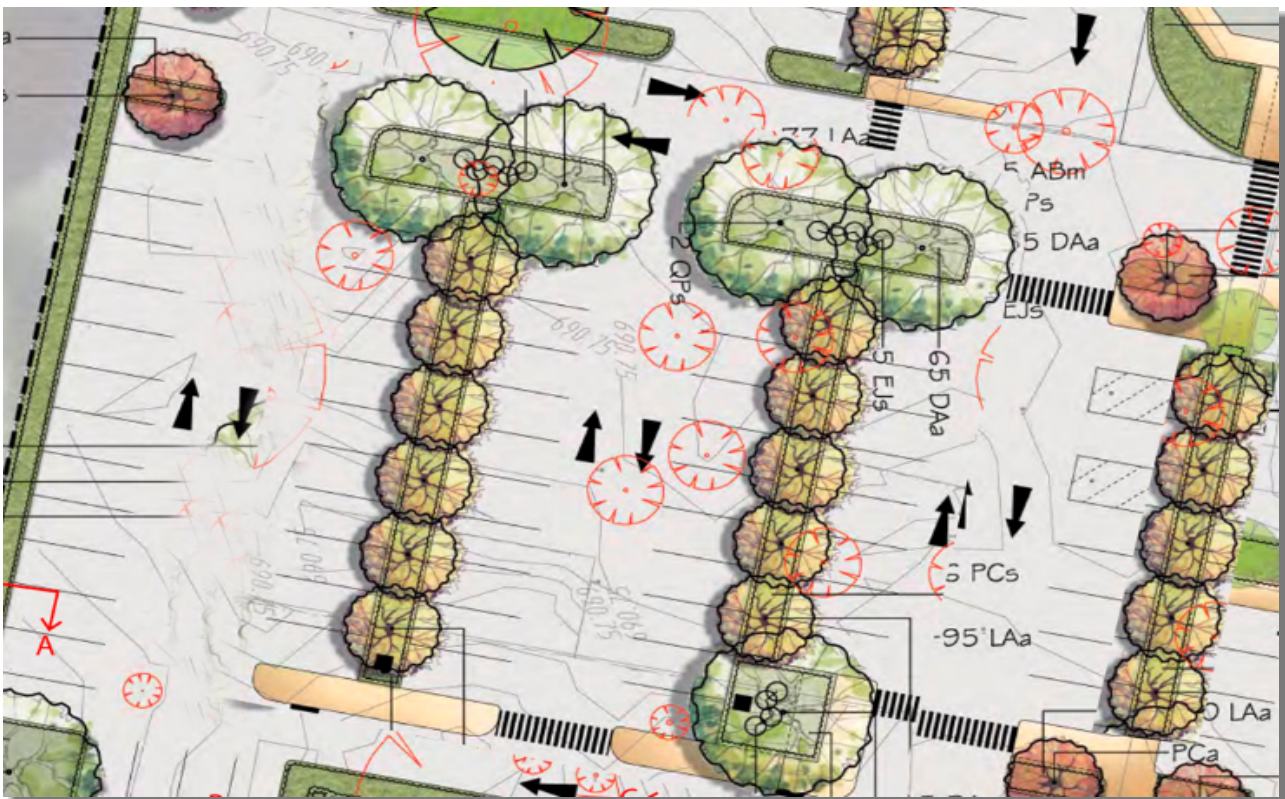


Bungendore

Section 7.11

Development Contributions Plan for Car Parking Facilities 2021



Version 1

Adopted by Council on 14 July 2021

Effective from 28 July 2021

ECM 1198200

Document History

This Development Contributions Plan has been prepared in accordance with Part 7 of the *Environmental Planning and Assessment Act 1979* and Part 4 of the *Environmental Planning and Assessment Regulation 2000*.

This Plan was originally adopted by Council on **14 July 2021** and came into effect on **28 July 2021**.

This Plan is subject to occasional review by Council and amendment where necessary. All amendments to this plan after its adoption are set out in the following table.

Version	Date Adopted	Date Effective	Comments
1	14/07/2021	28/07/2021	Replaces the <i>Local Infrastructure Contributions Plan No. 11 for the Provision of Off-Street Carparking at Bungendore</i>

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EXECUTIVE SUMMARY

Purpose of this plan

This development contributions plan authorises Queanbeyan-Palerang Regional Council ('Council') to collect contributions to provide for off-street car parking facilities in the Bungendore Town Centre. Those contributions will take the form of a monetary contribution.

This plan describes, amongst other things, where the payment of contributions is required, what types of development the requirement for contribution payments applies to, what car parking infrastructure and facilities the contributions will fund, and how the contribution rates have been determined.

The key steps applicants need to follow in using this plan to determine and pay development contributions are summarised below and at Figure 1 (on Page 6).

Where this plan applies

This development contributions plan applies to:

- all land within the Bungendore Town Centre zoned **B2 Local Centre** or **B4 Mixed Use** under the LEP, as shown on the map in Figure 2 of this plan (on Page 9); and,
- all land within Bungendore zoned **R1 General Residential**, **R2 Low Density Residential** or **R5 Large Lot Residential** under the LEP, as shown on the map in Figure 3 of this plan (on Page 10).

Applicable development

This development contributions plan applies to all applications for development consent, as well as all applications for complying development certificates, for:

- **non-residential development** upon land to which this plan applies within the Bungendore Town Centre where any new or additional required car parking is not provided on site;
- **all new dwellings**, including new secondary dwellings, but not replacement dwellings, upon residential-zoned land within the Bungendore urban area; and,
- **residential subdivision**.

Car parking requirements are set out in the *Palerang Development Control Plan 2015* ('the DCP').

Certain development is excluded from the need to pay a contribution. Development that is excluded is listed at Part 2.7 of this plan (on Page 11).

Calculating the contribution

Consent authorities, including Council and accredited certifiers, are responsible for determining the contribution in accordance with this development contributions plan.

The base contribution rates are set out in the following table. Please note, the base rates shown in the table are accurate at the date that this plan commenced. Contribution rates are regularly indexed (adjusted for inflation), in accordance with Part 2.14 of this plan (on Page 13).

Zones	Base Rate
Business Zones (B2 & B4) (rate per car parking space)	\$6,715
Residential Zones (R1, R2 & R5) (rate per new dwelling)	\$655

Please Note: The base contribution rates shown above were accurate at the date this plan commenced.

Requiring the contribution

If a contribution is payable, the consent authority will include a condition in the development consent or complying development certificate requiring a contribution. Council will index the contribution for inflation at the time of consent and again at the time of payment, using annual updates to the Consumer Price Index (All Groups Index) for Canberra.

Paying the contribution

In the case of a **development application**, applicants must pay their contribution **before obtaining a construction certificate**.

In the case of **complying development**, applicants must pay their contribution **before commencing work**.

When applicants are ready to pay their contribution, they should email Council at **council@qprc.nsw.gov.au** to confirm the indexed contribution payable. That indexed contribution amount will be valid until the next quarterly indexation date.

If applicants do not pay their contribution by that date, they will need to email Council again to confirm the adjusted contribution amount.

Development contributions in the form of monetary payments are exempt from the Goods and Services Tax (GST).

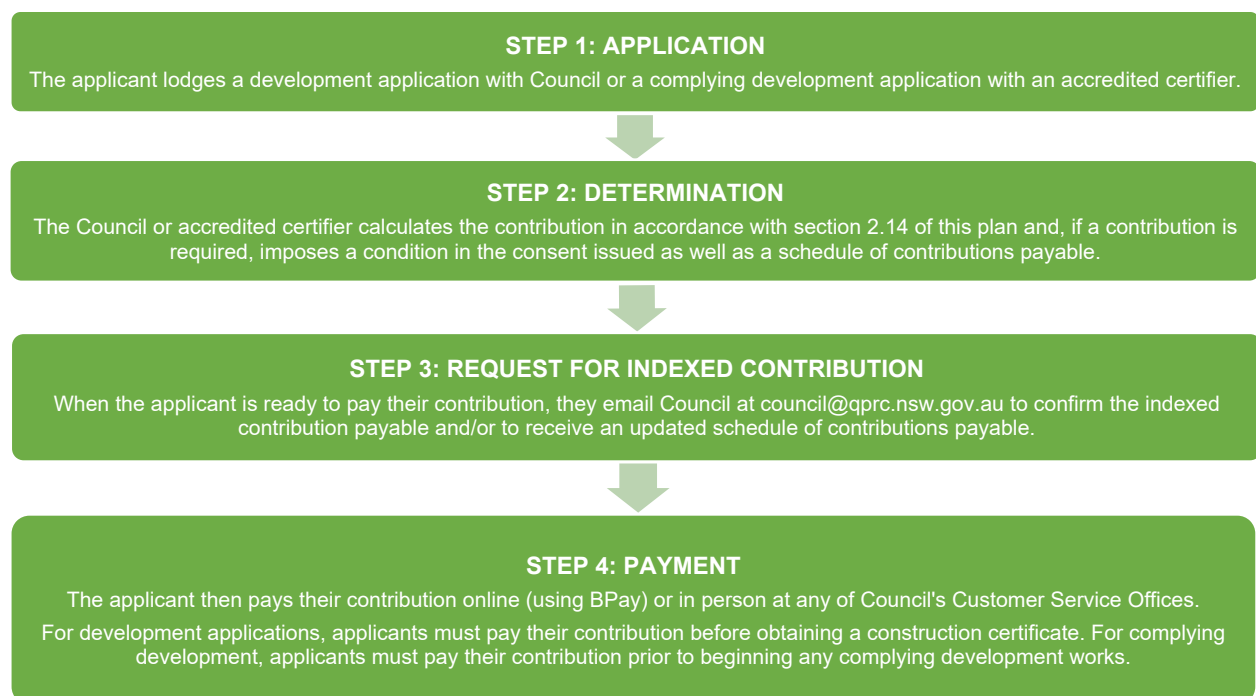
Complying development

Accredited certifiers are responsible for calculating the contribution for complying development in accordance with this plan then imposing a condition in the complying development certificate requiring the contribution.

Accredited certifiers must notify Council of their determination within two (2) days of making the determination, in accordance with section 130(4) of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Applicants must pay their contribution before commencing the complying development works.

Figure 1 Key steps in determining and paying contributions



1. PART A: SUMMARY SCHEDULES

1.1 Works Program and Costs

Table 1 Schedule of Works

Facility	Works	Cost
Bungendore Town Centre Car Park	Land acquisition/agreements	\$0*
	Preliminary Planning, Design and Development Approvals	\$145,200
	Construction and delivery of car park and facilities	\$1,594,250
	Total	\$4,399,998

The costs shown were accurate at the date this plan commenced.

* Land acquisition/agreement costs not included in levy – see explanation at Part 3.6 (on Page 26).

The Bungendore Town Centre Car Park, including associated infrastructure and facilities, is described in greater detail at **Part 3.5** of this development contributions plan (on Page 24).

1.2 Summary of Contribution Rates

Table 2 Contribution Rates for Applicable Land in Bungendore

Location	Base Rate
Land within Business Zones (B2 & B4) (per car parking space)	\$6,715
Land within Residential Zones (R1, R2 & R5) (per new dwelling)	\$655

Please Note: The base contribution rates shown above were accurate at the date this plan commenced. As such, applicants should enquire with Council as to what the current indexed contribution rate is.

More detail on how the above contribution rates were calculated, including formulae, is provided at **Part 3.6** of this development contributions plan (on Page 26).

2. PART B: ADMINISTRATION AND OPERATION OF THE PLAN

2.1 Name of this development contributions plan

This development contributions plan is called the ***Bungendore Section 7.11 Development Contributions Plan for Car Parking Facilities 2021***.

2.2 Purpose of this development contributions plan

This development contributions plan has been prepared in accordance with **section 7.11** of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The **primary purpose** of this development contributions plan is to authorise:

- the Council, when granting consent to an application to carry out development to which this plan applies, or,
- the Council or an accredited certifier, when issuing a Complying Development Certificate (CDC) for development to which this plan applies,

to require the payment of a development contribution to be made towards the provision of a public off-street car park (and associated infrastructure and facilities) in the Bungendore Town Centre.

The operation of this development contributions plan will ensure:

- adequate car parking spaces are available within convenient walking distance of retail, business, office, entertainment, leisure and community services within the Bungendore Town Centre as the centre further develops and demand for car parking increases;
- the proponents of future developments in Bungendore pay a fair and reasonable contribution toward the car parking facilities expected to be required as a result of their developments; and,
- the existing and broader Queanbeyan-Palerang community is not unfairly burdened by the cost of providing the car parking facilities required to satisfy the additional demand expected to be created by future development of the town centre.

Other purposes of this development contributions plan are as follows:

- to provide a framework for the efficient and equitable determination, collection and management of development contributions toward the provision of car parking facilities in the Bungendore Town Centre;
- to establish the relationship between the future development expected in the Bungendore Town Centre and the proposed car parking facilities, and thereby demonstrate that the development contributions required under this plan are fair and reasonable; and,
- to enable Council to be both publicly and financially accountable in its assessment and administration of the development contributions plan.

2.3 Commencement of this plan

Pursuant to clause 31(4) of the EP&A Regulation, this development contributions plan takes effect from the date on which public notice was given – that date being **28 July 2021**.

As such, this plan applies to all Development Applications received, and all applications for Complying Development Certificates, made **on or after that date**.

All applications received, made or determined prior to that date will be assessed against the development contributions plan(s) **in force at the time**.

2.4 Relationship of this plan with other plans and policies

This development contributions plan:

- (a) **repeals** the *Local Infrastructure Contributions Plan No. 11 for the Provision of Off-Street Carparking at Bungendore*; and,
- (b) **supplements** the provisions of the *Palerang Local Environmental Plan 2014* ('the LEP') or any subsequent local environmental plan made that may replace the LEP.

2.5 Where this development contributions plan applies

This development contributions plan applies to certain land within the town of **Bungendore**.

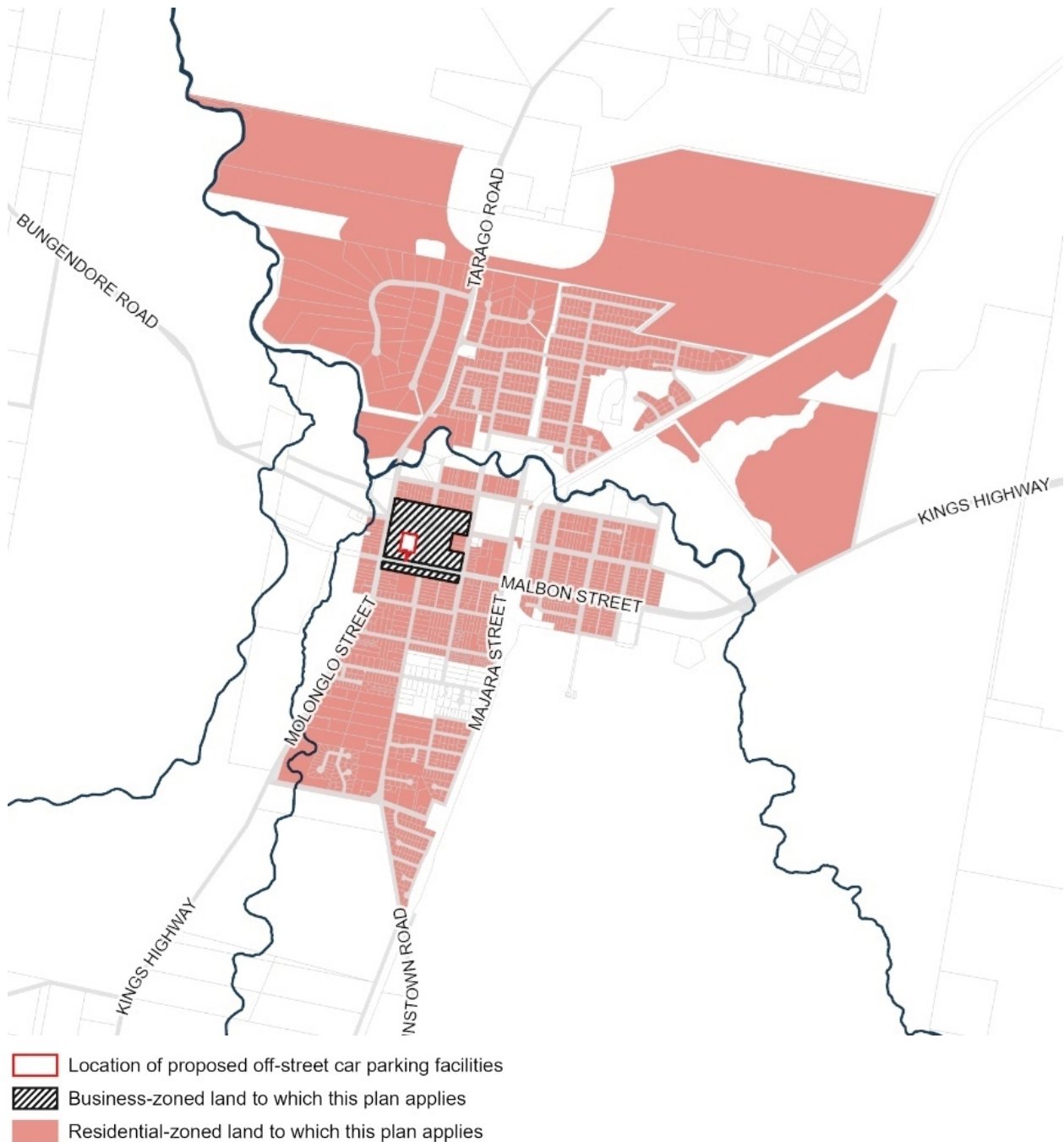
Specifically, it applies to:

- (a) all land within the Bungendore Town Centre that is situated within either the **B2 Local Centre zone** or the **B4 Mixed Use zone** under the LEP, as shown on the map in Figure 2 (below); and,
- (b) all land within the Bungendore located within either the **R1 General Residential zone**, the **R2 Low Density Residential zone** or the **R5 Large Lot Residential zone** under the LEP, as shown on the map in Figure 3 (next page).

Figure 2 Map showing business-zoned land to which this plan applies within the Bungendore Town Centre



Figure 3 Map showing all land to which this plan applies within Bungendore



2.6 Development to which this plan applies

This development contributions plan applies to the following types of development:

- on applicable land within the Bungendore Town Centre, **all non-residential development** that is permitted with consent within the zone applying to that land, either the B2 Local Centre zone or the B4 Mixed Use zone, as set out in the Land Use Table in the LEP, but only where all car parking required is not provided on site as part of the development;
- on applicable land, **all new dwellings**, including new secondary dwellings and dual occupancies, but not replacement dwellings, upon residential-zoned land; and,
- residential subdivision.**

Car parking requirements are set out in the *Palerang Development Control Plan 2015* ('the DCP').

2.7 Development exempt from this plan

Development excluded from the need to pay a contribution under this development contributions plan is as follows:–

- (a) non-residential subdivision that does not involve building work;
- (b) development that does not involve any increase in GFA on the development site regardless of whether it involves a change in use or not;
- (c) emergency services facilities;
- (d) development for the purposes of the adaptive re-use of an item of environmental heritage where it can be shown that the provision of the required on-site car parking would have a detrimental impact on the heritage value of the item;
- (e) public infrastructure to be carried out by, or on behalf of, any public authority, including Council;
- (f) social housing or affordable housing (excluding secondary dwellings under the Affordable Housing SEPP);
- (g) development for the purposes of any form of seniors housing defined in *SEPP (Housing for Seniors or People with a Disability) 2004* that is provided by a social housing provider;
- (h) development exempted from section 7.11 contributions by way of a direction made by the Minister; and,
- (i) development for the construction of residential accommodation destroyed by bushfire or other natural disaster where that dwelling has a lawful consent or was lawfully constructed and does not involve the creation of an additional developable lot, dwelling entitlement or an additional dwelling.

2.8 When is the contribution payable?

For all **non-residential development** in the **Bungendore Town Centre**, any required contribution must be paid to the Council:

- at the time specified in the condition that imposes the contribution; or,
- if no such time is specified in the condition, prior to the issue of a construction certificate or complying development certificate.

For all **residential development** in **Bungendore**, including release areas, the contribution will generally be levied at that time the land is subdivided.

Development contributions in the form of monetary payments are exempt from the Goods and Services Tax (GST).

2.9 Construction certificates and the obligation of accredited certifiers

In accordance with section 7.11 of the EP&A Act and clause 146 of the EP&A Regulation, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of monetary contributions has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that contributions have been fully paid and must include copies of such receipts with copies of the certified plans provided to the Council in accordance with clause 142(2) of the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid.

The only exceptions to the requirement are where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed by the Council. In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

2.10 Complying development and the obligation of accredited certifiers

This plan requires that, in relation to an application made to an accredited certifier for a complying development certificate (CDC):

- the accredited certifier must, if a CDC is issued, impose a condition requiring a monetary contribution, if such a contribution is authorised by this plan;
- the amount of the monetary contribution imposed is the amount determined in accordance with this section; and,
- the terms of the condition be in accordance with this section.

2.11 Deferred/periodic payments

Council may permit either deferred or periodic payments of development contributions.

Deferred or periodic payments may be permitted in the following circumstances:

- (a) where deferred or periodic payment of the contribution will not prejudice the timing or the manner of the provision of public facilities included in the works program;
- (b) if the works project to which the request applies does not relate to public safety or public health;
- (c) where the applicant intends to make a contribution by way of a planning agreement, works-in-kind or land dedication in lieu of a cash contribution and Council and the applicant have a legally binding agreement for the provision of the works or land dedication,
- (d) if there are circumstances justifying the deferred or periodic payment of the contribution.

All requests to Council for deferred or periodic payment of a contribution should be made to Council in writing, based on prior consultation with Council staff, and forwarded to Council prior to the determination of an application by Council. A written request must set out the reasons why deferred or periodic payment of a contribution is sought.

Notwithstanding that Council may approve the periodic or deferred payment of contributions, in all cases, the total amount of outstanding contributions shall be paid prior to the issue of any occupation certificate for the development.

The decision to accept deferred or periodic payments is at the sole discretion of Council.

If Council does decide to allow deferred or periodic payments of contributions, Council may require the applicant to provide a bank guarantee for the full amount of the contribution, or the outstanding balance, on condition that:

- the bank guarantee be by a bank for the amount of the total contribution, or the amount of the outstanding contribution, plus an amount equal to thirteen (13) months interest plus any charges associated with establishing or operating the bank security;
- the bank guarantee(s) must be in Australian dollars from a major Australian trading bank and in the name of Queanbeyan-Palerang Regional Council;
- the bank unconditionally pays the sum to the Council if the Council so demands in writing not earlier than 12 months from the provision of the guarantee or completion of the work;
- the bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of the development;
- the bank's obligations are discharged when payment to Council is made in accordance with the guarantee or when Council notifies the bank in writing that the guarantee is no longer required; and,
- where a bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution and accrued interest are paid.

2.12 Can the contribution be settled “in-kind” or through a material public benefit?

Council may accept an offer by an applicant to provide an “in-kind” contribution (i.e., the applicant completes part or all of the work/s identified in the plan) or through provision of another material public benefit in lieu of the applicant satisfying its obligations under this plan.

Council may accept such alternatives in the following circumstances:

- (a) the value of the works to be undertaken is at least equal to the value of the contribution that would otherwise be required under this plan; and,
- (b) the design will result in facilities that are fit for purpose. Detailed design must be approved by Council and generally accord with the standards and specifications the Council normally required of similar facilities; and,
- (c) plans and cost estimates of the proposed works are to be prepared by suitably qualified professionals and submitted by the applicant; and,
- (d) the standard of the works is to Council’s full satisfaction; and,
- (e) the provision of the material public benefit will not prejudice the timing or the manner of the provision of public facilities included in the works program.

Acceptance of any such alternative is at the sole discretion of Council.

The value of the works substituted must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications.

Should an offer of works in kind or other material public benefit be accepted, Council and the applicant will enter into a deed of agreement that specifies, as relevant, the following:

- an acceptable standard of workmanship and materials;
- frequency of progress works inspections;
- the program for completion of the works;
- an appropriate maintenance and/or defects liability period; and,
- the value of any offset of monetary contributions otherwise payable, including any works values in excess of the contribution requirements.

2.13 Discounting the required contribution

Council may consider varying the required contribution where the applicant makes a written request for variation and can clearly demonstrate, to Council’s satisfaction, that:

- (a) the variation sought only relates to the required car parking for non-residential development;
- (b) at the likely peak trading times for non-residential development, there will be sufficient car parking available in close proximity to cater for the increased demand; and,
- (c) it is in the public interest for Council to vary the contribution in accordance with this clause.

Any request for variation of a required contribution must not exceed 50% and is to be supported by a traffic impact assessment prepared by a suitably qualified person.

2.14 Review of contribution rates

To ensure that the value of contributions are not eroded over time by inflation, Council will adjust the contribution rate at the time of consent having regard to the Consumer Price Index (All Groups – Canberra) as published quarterly by the Australian Bureau of Statistics (ABS).

In accordance with clause 32(3)(b) of the EP&A Regulation, the following sets out the means by which Council will make changes to the rates set out in this plan.

For changes to the CPI (All Groups – Canberra), the contribution rates within the plan will be reviewed on a quarterly basis in accordance with the following formula:

$$\text{\$C}_c = \frac{\text{\$C}_A + \text{\$C}_A \times (\text{Current Index} - \text{Base Index})}{\text{Base Index}}$$

Where

\\$C_A	is the initial contribution at the time of adoption of the plan expressed in dollars
\\$C_c	is the current contribution rate (i.e., that applies at the time of review)
Current Index	is the most recent quarterly CPI All Group Index Number for Canberra as published by the ABS at the time of review of the contribution rate
Base Index	is the CPI All Group Index Number for Canberra as published by the ABS at the date of adoption of this plan, which was <00.00 at Month Year>.

2.15 How contributions are reviewed and adjusted at the time of payment

The contributions stated in a consent are calculated on the basis of the contribution rates determined in accordance with this plan. If those contributions are not paid within the quarter in which consent is granted, the contributions payable will be adjusted and the amount payable will be calculated on the basis of the contribution rate that is applicable at time of payment in the following manner:

$$\text{\$C}_P = \text{\$C}_{DC} + \frac{[\text{\$C}_{DC} \times (\text{\$C}_Q - \text{\$C}_C)]}{\text{\$C}_C}$$

Where

\\$C_P	is the amount of the contribution calculated at the time of payment
\\$C_{DC}	is the amount of the original contribution as set out in the development consent
\\$C_Q	is the contribution rate applicable at the time of payment
\\$C_C	is the contribution rate applicable at the time of the original consent

The current contributions, as indexed, are available from Council.

2.16 Allowances for existing non-residential development

Contributions for non-residential development will be levied according to the estimated increase in demand for off-street car parking spaces.

This means contributions will be levied on new developments based on the number of extra carpark spaces required. The number of extra car parking spaces required will be determined with reference to the DCP where the number of car parking spaces required for the existing development (if any) will be calculated and deducted from the number of car parking spaces calculated for the new development.

2.17 Pooling of contributions

This development contributions plan expressly authorises monetary section 7.11 contributions to be paid for different purposes under this plan to be pooled and applied (progressively or otherwise) for those purposes.

2.18 Savings and transitional arrangements

Pursuant to clause 31(4) of the EP&A Regulation, this development contributions plan takes effect from the date on which public notice was given – that date being **28 July 2021**.

As such, this plan applies to all Development Applications received, and all applications for Complying Development Certificates, made **on or after that date**.

All applications received, made or determined prior to that date will be assessed against the development contributions plan(s) **in force at the time**.

2.19 Register

Council will maintain a register of all contributions in accordance with clause 34 of the EP&A Regulation. The register will be made available for public inspection at any time during normal office hours.

2.20 Annual Statement

In accordance with clause 35 of the EP&A Regulation, Council will produce an annual statement of contributions documenting amounts received and relevant details. Such statements will be available for public inspection, upon request.

2.21 Review of this Plan

This development contributions plan will be subject to regular review by Council, so as to:

- monitor development and car parking trends and community needs within the Bungendore and its town centre;
- monitor income received by the plan;
- ensure the contribution levels reflect construction costs;
- enable the alteration of work schedules if development activity and the consequent demand for off-street car parking differs from original expectations; and,
- enable alteration of the plan to reflect the actual cost of constructing off-street car park infrastructure and facilities within the Bungendore Town Centre.

Any material changes in this plan, with the exception of the annual adjustment of contribution amounts, requires it to be amended in accordance with section 7 of the EP&A Act. Such amendment requires full public exhibition of the amended plan and consideration of submissions received.

3. PART C: STRATEGY PLAN – ESTABLISHING THE NEXUS

3.1 Introduction

Pursuant to section 7.11 of the EP&A Act, a consent authority may apply a condition to a development consent to require a development contribution for the provision of local infrastructure. That development contribution can be made either through the dedication of land free of cost, or the payment of a monetary contribution, or both.

However, a consent authority can only impose such a condition on development if it is satisfied the development to which consent is being granted will (or is likely to) require the provision of, or increase the demand for, public infrastructure or services.

To ensure the requirement for a development contribution is fair and reasonable, the consent authority must demonstrate a clear relationship between the development and the infrastructure or services which are the subject of the contribution.

What is nexus?

The relationship between a development and the infrastructure and/or services which are the subject of the contribution required from that development is often referred to as '**nexus**'.

Nexus is often discussed in terms of 'causal' nexus, 'physical' nexus and 'temporal' nexus.

Causal nexus requires that the need for the infrastructure or services being levied must be as a result of the development which is to be levied.

Spatial nexus requires that the infrastructure or services for which contributions are being collected be located so as to serve the needs of those who created the demand those infrastructure or services.

Temporal nexus requires that the infrastructure or services be provided in a timely manner to benefit those who have contributed towards it.

Establishing the Nexus

To establish the relationship, or nexus, between the anticipated subdivision, residential development and non-residential development within Bungendore and the provision of off-street car parking facilities within the Bungendore Town Centre to address the demand created by that development and its associated uses (thereby justifying the collection of the contributions authorised by this plan), this Part details:

- **Council's role in providing public off-street parking** in its city, town, and village centres, and in particular, the Bungendore Town Centre;
- **the existing supply of off-street parking** (public and private) within Bungendore's town centre;
- the various factors at play which are likely to result in **increased demand** for and, consequently, reduced supply of off-street parking in Bungendore's town centre – including local and regional population growth, commercial development, growth in employment, journey to work mode share, and growth in tourism;
- the **infrastructure program** Council proposes to deliver to increase the supply of public off-street car parking in Bungendore's town centre to effectively address the anticipated increased demand for such parking in the centre; and,
- the **formulae** for calculating the monetary contributions, the collection of which are authorised by this plan.

3.2 What is Council's Obligation in Providing Car Parking in its Commercial Centres?

Council plays a critical role in maintaining and boosting the functionality, viability and amenity of the LGA's city, town and village centres. This role is clearly evident throughout Council's strategies and plans, and most importantly in Council's **Community Strategic Plan 2018–2028** and in its **Local Strategic Planning Statement – “Towards 2040”**.

Community Strategic Plan 2018–2028

The Community Strategic Plan (CSP) sets out the long-term aspirations of the Queanbeyan-Palerang community.

In preparing the CSP, Council undertook extensive community engagement to find out from the community what their aspirations are and what they feel is important to them in terms of contributing to their quality of life. In relation to the LGA's city, town and village centres, the community said the rejuvenation of the Queanbeyan CBD was very important, as was sufficient, well-maintained infrastructure and roads, good traffic management and the ability to travel around the region easily and safely. That feedback is reflected in three of the key goals contained within the CSP which are relevant to the provision of off-street car parking spaces in Bungendore's Town Centre - those being key goals 2.1.1, 4.1.1 and 4.1.6. Those relevant key goals are detailed in Table 3, below.

Table 3 Relevant Key Goals of the Community Strategic Plan 2018-2028

Key Goal		Community Outcome	Community Strategy – Service Objective
STRATEGIC PILLAR 2 – CHOICE			
2.1.1	We will continue the ongoing revitalisation of the Queanbeyan CBD, suburban centres and rural villages	The city and village CBDs are dynamic and thriving places which attract economic activity	Develop and support business generation initiatives, CBD Place Management to build economic and employment capability and capacity across Queanbeyan-Palerang
STRATEGIC PILLAR 4 – CONNECTION			
4.1.1	Our transport infrastructure and networks are well planned and maintained	The region's transport network and infrastructure takes a 'safe systems' approach which allows for the safe ease of movement throughout Queanbeyan-Palerang	Support the safe and equitable movement of commuters, visitors and freight into and through the Local Government Area through safe road user behaviour, contemporary maintained and renewed roads, bridge and paths infrastructure, cycleways and public transport facilities
4.1.6	We undertake planning to ensure infrastructure is prepared for future growth	Changing community demand is met by well planned for and placed infrastructure	Provide the asset management logistics for the organisation through well planned, sited and designed infrastructure and support facilities

Local Strategic Planning Statement (“Towards 2040”)

The Local Strategic Planning Statement (LSPS) is Council's strategic land-use planning 'road map' for the future and provides the framework for Queanbeyan-Palerang's land-use needs over the next 20 years. It works in concert with Council's Community Strategic Plan to set out the long-term vision and aspirations for the community, articulating Council's long-term planning priorities and how those will be achieved. As such, the LSPS Planning Priorities 3, 9 and 11 correspond to, and expand on, CSP goals 2.1.1, 4.1.1 and 4.1.6 respectively. More detail relating to LSPS Planning Priorities 3, 9 and 11 are set out in Table 4, below.

Table 4 Relevant Planning Priorities within the Local Strategic Planning Statement

Planning Priority		Relevant Outcomes	Relevant Actions
3	<p>We will continue the ongoing revitalisation of the Queanbeyan CBD, suburban centres and rural villages</p> <p><i>"The city and village CBDs are dynamic and thriving places which attract economic activity."</i></p>	<ul style="list-style-type: none"> The Queanbeyan CBD Spatial Masterplan and strategies have been implemented Town centres are re-established as 'Places for People' with open safe pedestrian pathways connecting green spaces (parks and rivers) to activated commercial, parking and lifestyle hubs Our town centres progressively install smart infrastructure including wi-fi and app-enabled lighting, parking, utility and environmental sensing, and charging stations for electric vehicles 	<p>4.3.1 Undertake the land-use planning action recommendations of the 2019 Queanbeyan CBD Spatial Masterplan and Queanbeyan CBD Place Plan</p> <p>4.3.8 Implement options and staging from Queanbeyan Car Parking Strategy 2018-2028</p>
9	<p>Our transport infrastructure and networks are well planned and maintained</p> <p><i>"The region's transport network and infrastructure allows for the safe systems approach which allows for the safe ease of movement throughout Queanbeyan-Palerang."</i></p>	<ul style="list-style-type: none"> Service and infrastructure transport needs of communities and new developments inform planning decisions and future infrastructure commitments 	<p>4.9.1 Implement QPRC Integrated Transport Study</p> <p>4.9.12 Facilitate electric vehicle and charging station initiatives to support sustainability</p>
11	<p>We undertake planning to ensure infrastructure is prepared for future growth</p> <p><i>"Changing community demand is met by well planned for and placed infrastructure."</i></p>	<ul style="list-style-type: none"> Consistent high rate of public infrastructure investment, and use of public lands, assets and anchors to achieve strategic goals has been facilitated Development contribution plans are in place to fund infrastructure required to support new and existing developments The outcomes of Council's Integrated Transport Strategy are implemented in land use planning decisions 	<p>4.11.9 Ensure appropriate car parking facilities are available for the community</p>

One of the actions which will assist Council in achieving the desired outcomes of the relevant key goals and applicable planning priorities of the CSP and the LSPS identified above – essentially maintaining and boosting the functionality, viability and amenity of its city, town and village centres – is the provision of an appropriate supply of car parking spaces with its centres, including the Bungendore Town Centre.

Council's Functions

Notwithstanding Council's specific strategies and plans and their desired outcomes and goals, it is important for Council, in its roles as a Consent Authority and as manager of public assets, to maintain safe and convenient vehicular access and an adequate supply of car parking spaces within its commercial centres.

Commercial centres are generally characterised by non-residential, mixed-use developments, including commercial, professional, retail, entertainment and leisure type uses, which all generate a higher rate of vehicle trips and, consequently, higher demand for car parking.

3.3 What is the existing supply of car parking?

Off-Street Parking

There are presently just over **200** formalised off-street car parking spaces within the Bungendore Town Centre. Around 140 of the spaces are associated with retail developments, including 113 at the IGA Supermarket. 66 of the spaces are associated with specific commercial/services and are generally only for the use of customers/clients, not the general public. There are no public off-street parking spaces currently provided by Council within the Town Centre. However, there are over 40 Council-provided spaces at nearby Mick Sherd Oval.

On-Street Parking

On-street parking plays a key role in meeting existing demand for car parking within the Bungendore Town Centre. There are approximately **345** formalised car parking spaces provided within the road reserves of Gibraltar Street, Ellendon Street, Malbon Street and Molonglo Street.

3.4 What is the anticipated demand for car parking?

As indicated, there are approximately 345 public car parking spaces provided within Bungendore's town centre.

While there are periods of peak demand for parking within the town centre which result in quite limited availability of spaces, particularly those that are centrally located, the number of spaces within town centre is currently sufficient. However, demand for parking is expected to increase in the town centre in the future – most likely to levels which exceed supply. Thus, the supply of off-street car parking spaces within the town centre must be increased in the near future to adequately respond to the increase in demand associated with new commercial and residential development proposed for Bungendore.

There are several reasons for the expected increase in demand for car parking within the Bungendore Town Centre, those reasons being:

- **population growth** – the resident populations of Bungendore, the broader Queanbeyan-Palerang LGA, the nearby ACT and the wider Capital/Southern Tablelands region, are all expected to continue to grow strongly in the years ahead;
- **non-residential development** – more non-residential development will be required in the town centre to accommodate the greater range of commercial, retail, professional, specialist, entertainment and leisure services demanded by a larger population, and such services generate higher rates of vehicle trips and, therefore, higher demand for parking;
- **employment growth** – an increase in services provided in the town centre will boost employment in the centres and, consequently, the demand for parking from those additional people employed;
- **journey to work mode share** – while Council strategies and policies encourage people to use public and active transport modes in getting to work, realistically, private motor vehicle use will remain the dominant mode of transport for people getting to work within the LGA for the foreseeable future, and as such, additional spaces will have to be provided to cater for the increased number of people working within the Bungendore Town Centre; and,
- **growth in tourism** – tourism plays a key role in the LGA's economy, and especially in the economy of Bungendore, where high numbers of tourists stop, including day trippers from Canberra and Queanbeyan and travellers passing through on their way to or from the coast, requiring parking. A number of Council strategies, and particularly the QPRC Tourism Plan 2017-2025, aim to increase the number of tourists visiting the LGA, and particularly towns such as Bungendore, which will increase the demand for parking spaces.

Each of the key influences on demand for car parking identified above will be discussed in detail, under corresponding headings, below.

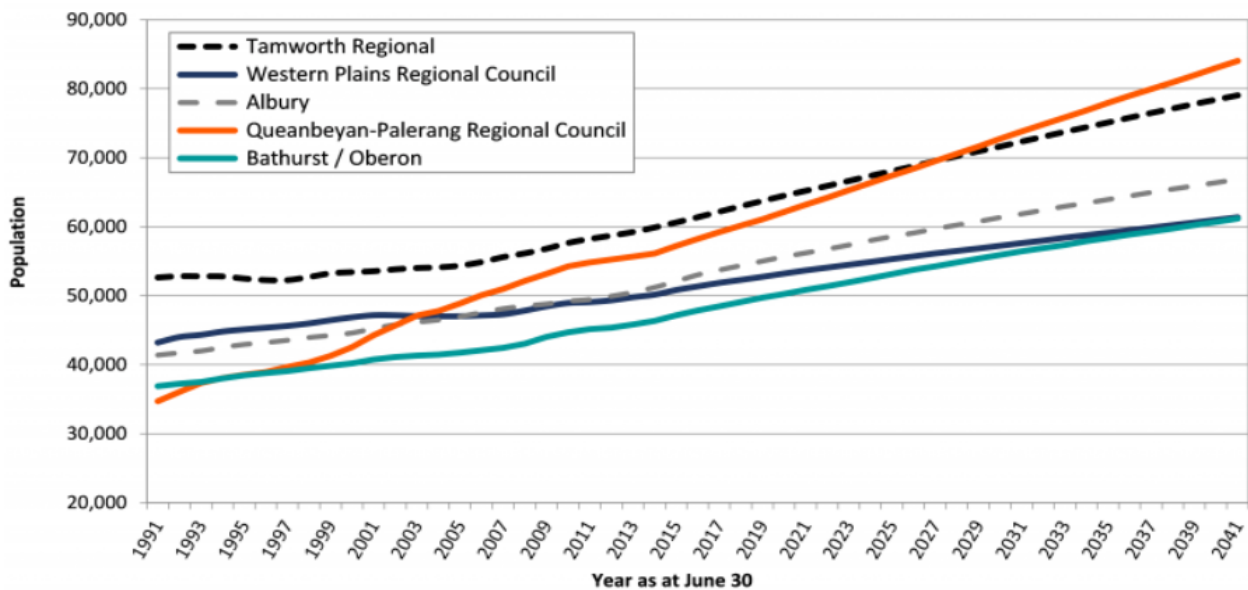
3.4.1 Strong Population Growth

The strong population growth experienced in recent decades within not only Queanbeyan and Bungendore, but across the local government area, the adjoining ACT and the broader Capital/South-East and Tablelands Region is expected to continue in coming decades. Following is a summary of the population projections for Bungendore and the wider region.

Queanbeyan-Palerang LGA

Queanbeyan-Palerang is one of the fastest growing LGAs in regional NSW. Between 2006 and 2019, the LGA's population increased by 16.8%, from 50,070 to 60,190. From 2019 to 2036, the LGA's population is forecast to grow even faster – by more than 30% to almost 80,000. The rapid growth of the LGA relative to other major inland LGAs is evident in the graph at Figure 4, below.

Figure 4 Forecast Population Growth - Selected Inland Regional LGAs, 1991-2041



Source: .id, .id Small Area Forecast information (SAFi), 2016

Bungendore

As noted in the recently adopted *Bungendore Structure Plan 2048*, population growth in Bungendore has been even stronger than the LGA average. As illustrated in Table 5, the population of Bungendore has surged from 1,690 at the 2001 Census to 3,320 at the 2016 Census, with annual growth rates of 4% to 6% in some intercensal periods.

Table 6 (further below) shows three different growth scenarios for the next 20 years. If the population continues to grow at the rate seen over the past two decades (~5% p.a.), the population of Bungendore at the 2041 Census could be greater than 11,000. However, it is more likely Bungendore's population will grow at a more moderate rate of approximately 3.5% p.a. Even at that rate, however, the town's population will double to around **8,000**, requiring approximately **1,400 additional dwellings**.

ACT and Region

In the 20-year period from 2021 to 2041, the ACT's population is expected to grow by 143,000 people – from approximately 445,000 to 588,000 – an increase of more than 32%.

According to the South-East and Tablelands Regional Plan, the population of the region is projected to increase by 45,450 people between 2016 and 2036, and the combined population of the local government areas within an hour's commute of the ACT, and the Territory's population itself, will increase to more than 660,000 by 2033.

Table 5 Population of the Bungendore urban area, 2001 – 2016

Census Year	People	Change	Change (as %)	Change (as % p.a.)
2001	1,690			
2006	2,183	+493	+29.2%	+5.8%
2011	2,755	+572	+26.2%	+5.2%
2016	3,320	+562	+20.5%	+4.1%

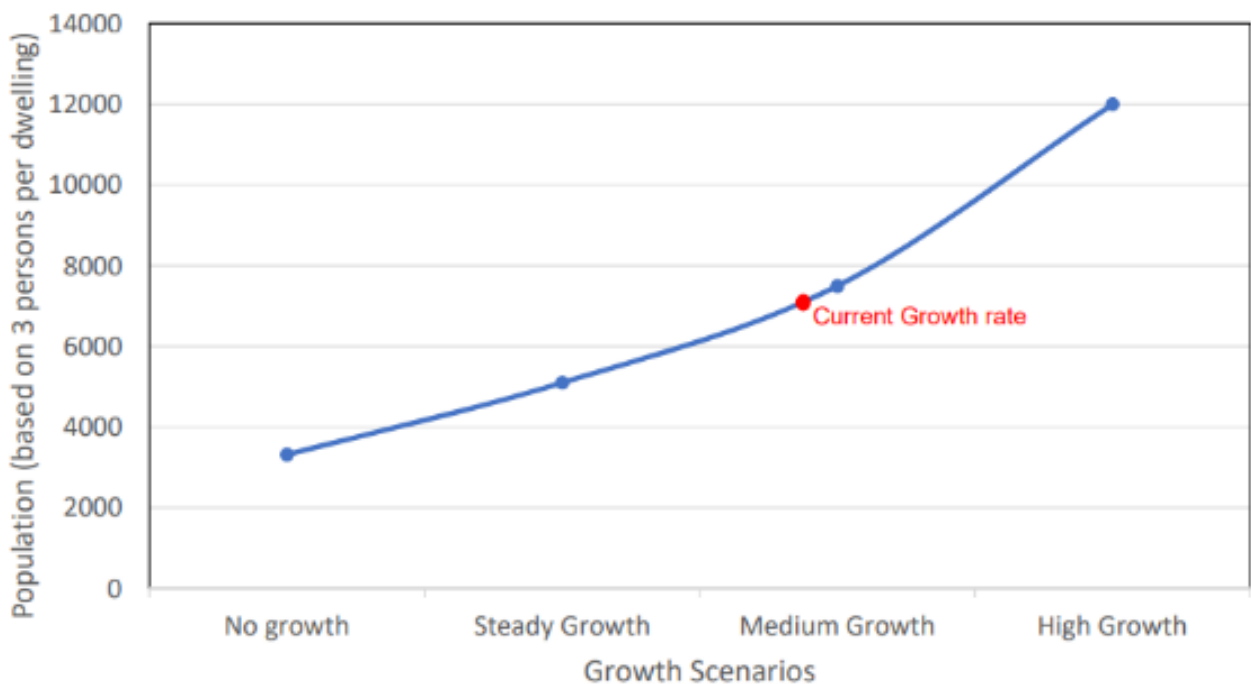
Source: Australian Bureau of Statistics, Census of Population and Housing

Table 6 Population Projections for the Bungendore Urban Area, 2021 – 2041

Census Year	Steady Growth (2% p.a.)	Medium Growth (3.5% p.a.)	High Growth (5% p.a.)
2021	3,665	3,943	4,237
2026	4,047	4,683	5,408
2031	4,468	5,562	6,902
2036	4,933	6,606	8,809
2041	5,447	7,846	11,243
2021-2041	+1,782	+3,903	+7,006

Source: Bungendore Structure Plan 2048

The growth of Bungendore's population based on the steady, medium and high growth scenarios is illustrated in Figure 5, below.

Figure 5 Bungendore's Projected Population in 2041 – three different growth scenarios

Source: Bungendore Structure Plan 2048

3.4.2 Anticipated Non-Residential Development

With Queanbeyan-Palerang's population forecast to grow by around 30% over the next two decades to more than 80,000 people, as many as 8,000 new residential dwellings will be required to accommodate the LGA's new residents. Considerable non-residential development will also be required to accommodate the additional services needed to cater to the extra demand created by those new residents – including retail, professional, specialist, health, entertainment and leisure services.

One of Council's key planning priorities is to focus commercial and retail activity in existing centres. This is articulated in both the CSP (Key Goal 2.1.1) and the LSPS (Planning Priority 3). Unless there is a demonstrated need and positive social and economic benefits to locate those activities elsewhere, Council strategies and policies require future commercial and retail activity to be located within existing centres, including Bungendore's town centre. The provision of greater commercial and retail services within existing centres will generate higher rates of vehicle trips to those centres and, therefore, increased demand for parking in those centres. The current supply of car parking spaces within Bungendore's town centre would not be sufficient to cater to that demand, given its expected magnitude.

Based on the most likely projections, Bungendore's population is expected to double over the next 20 years.

A much larger population will require additional retail, professional, specialist, health, entertainment and leisure services - many of which are currently undersupplied in Bungendore because of its proximity to Queanbeyan and Canberra.

As acknowledged within the *Bungendore Structure Plan 2048* (at Principle 5c), those additional services are to be provided within the town's commercial centre, thus generating higher rates of vehicle trips to the centre and, therefore, increased demand for parking in the centre.

The current supply of formalised on-street parking spaces (~350) and off-street parking spaces (~200) is now only just catering to demand during business hours and holiday periods and would, therefore, not be sufficient for a resident population that is double what it currently is. As such, Council has, since 2007, been committed to providing a public off-street car park within the town centre (see Part 3.5 of this plan) as part of a suite of initiatives aimed at improving the volume and quality of parking spaces within the precinct.

3.4.3 Employment Growth

The anticipated increase in the volume and range of services provided within Bungendore's town centre to service a much larger resident population will increase the number of people working within the town centre.

Given a majority of people in Bungendore, the local government area and the broader region travel to work by car (see Part 3.4.4. of this plan), an increase in the number of people working in the town centre will further increase the demand for parking within the town centre and further reduce the supply of parking spaces, particularly during business hours.

3.4.4 Journey to work mode share

Approximately **80% of Queanbeyan-Palerang residents travel to work in a private car**, either as the driver or a passenger. Only 3% of residents use active transport methods (walking or riding a bicycle) to get to work, while just 1.4% use public transport.

Table 8 (below) provides a more detailed break-down of the journey to work method used by residents of the different urban and rural areas across the LGA and, for comparative purposes, the nearby ACT. As can be seen, other than a higher rate of walking in Braidwood, and slightly higher public transport usage in inner parts of Queanbeyan, there is little variation in the method used by people in getting to work across the LGA, with private car dominating in all areas.

Table 7 Method of Travel to Work, 2016 Census (proportion, expressed as a percentage)

	Car: as driver	Car: as passenger	Motorbike	Truck	Taxi	Bus	Train	Bicycle	Walked only	Other	Worked at home	Did not go to work	Not stated
Queanbeyan-Palerang LGA	72.3	5.8	0.9	1.1	0.2	1.3	0.1	0.5	2.5	1.4	3.7	9.1	1.0
Queanbeyan urban areas and surrounds													
Carwoola, Greenleigh & The Ridgeway	75.4	5.9	-	1.3	-	0.9	0.3	-	1.4	0.8	5.6	7.6	0.8
Crestwood	74.4	5.8	1.6	0.5	0.4	3.4	-	0.8	2.3	0.6	1.2	8.0	0.9
Googong, Tralee & Environs	75.7	5.2	0.6	1.3	-	1.2	-	-	0.4	0.2	3.2	9.1	0.6
Jerrabomberra	77.1	5.4	1.1	0.4	-	0.6	-	0.5	0.8	1.5	2.9	9.1	0.4
Karabar	76.0	7.3	0.8	0.6	-	1.3	0.1	0.3	1.1	1.2	1.6	8.5	1.0
Queanbeyan	70.6	6.3	0.7	0.6	0.1	2.3	-	0.6	5.7	1.4	3.7	9.1	1.0
Queanbeyan East	72.1	6.2	0.8	0.9	-	2.1	-	0.9	4.4	1.4	1.5	9.3	0.4
Queanbeyan West	77.8	7.2	0.7	0.5	-	1.3	-	0.4	1.0	1.1	1.6	7.8	0.5
Bungendore													
Bungendore: town	71.5	5.7	1.1	1.0	-	0.7	-	-	1.7	1.4	4.9	10.9	1.1
Bungendore: all	70.4	5.5	0.9	1.3	-	0.7	-	-	2.1	1.4	5.8	10.7	1.0
Braidwood													
Braidwood: town	50.0	6.0	-	2.8	-	0.9	-	0.6	14.7	1.1	10.9	10.0	2.8
Braidwood: all	53.5	5.2	-	2.8	-	0.7	-	0.4	11.9	1.3	12.1	9.2	2.9
Rural													
Captains Flat, Hoskinstown & Primrose Valley	70.9	5.0	-	0.5	-	1.2	-	0.4	3.2	0.9	5.2	10.7	2.1
Royalla and Burra	74.8	5.0	0.4	2.6	0.4	1.2	-	-	0.3	1.6	3.9	9.0	0.7
Rural East	61.0	3.5	0.3	1.8	-	1.5	-	-	3.6	2.1	14.0	10.4	1.6
Wamboin, Bywong & Sutton	70.0	4.7	0.2	2.0	-	0.8	-	0.8	1.3	1.8	7.8	9.7	0.9
ACT													
ACT: all	63.6	6.0	0.7	0.6	0.2	6.9	0.2	2.6	4.5	1.3	3.1	9.6	0.6

Source: ABS, Census of Population and Housing 2016

Various Council strategies and policies are in place to reduce private car dependency and usage and to encourage people to use public and active transport modes in getting to work, most notably the Integrated Transport Strategy. However, given 80% of Queanbeyan-Palerang residents, and almost 70% of ACT residents, currently travel to work by car, private motor vehicle use will, realistically, remain the dominant mode of transport for people getting to work within the LGA for the foreseeable future.

As such, an increase in the number of people working in Bungendore's town centre will result in an increase in the demand for car parking in the centre as the majority will use a car to get to work. Given the current supply of public off-street parking spaces within the centre, additional parking spaces will have to be provided to cater for that increased demand.

3.4.5 Anticipated Growth in Tourism

Tourism is playing an increasingly important role in the economy of Queanbeyan-Palerang.

According to Tourism Research Australia, the Queanbeyan-Palerang had 521,000 visitors in 2018, including 294,000 day visitors. The number of people visiting the LGA has been growing consistently over recent years and, post-COVID, that growth is expected to continue. A number of State Government and Council strategies and plans have growth in tourism in Queanbeyan-Palerang as a key objective, including the *South-East and Tablelands Regional Plan 2036*, Council's CSP and LSPS, the *QPRC Regional Economic Development Strategy* and the *QPRC Tourism Plan 2017-2025*.

Tourism is particularly important to the economies of Bungendore and Braidwood, where high numbers of tourists stop, including day trippers from Canberra and Queanbeyan, and travellers passing through en-route to or from the South Coast. Those visitors require parking, as do those working at businesses catering to tourists.

The QPRC Regional Economic Development Strategy acknowledges the substantial role tourism plays in the local economy, especially for smaller centres including Bungendore, and identifies opportunities for continued growth. In relation to traffic and parking generated by tourists, the Strategy says:

*Braidwood and Bungendore are similarly hampered by the extensive traffic carried on the Kings Highway. Potential bypasses of the centres would need to account for the existing alignments through each centre... (and) reduced heavy vehicle movements will enhance the existing tourism, arts and heritage strengths of each centre. Complementary works could include **enhanced parking** and pedestrian corridors to allow ease of access to the centres.*

3.5 Off-Street Car Parking Facilities to be provided

To ensure there is a sufficient supply of off-street car parking in Bungendore's town centre to meet the expected increased demand in coming years, Council will to construct a new off-street car parking facility within the precinct.

The facility is an at-grade car parking facility which will provide a total of **136 car parking spaces** in two stages. It will be constructed on land at the centre of the block bounded by Gibraltar Street to the north, Ellendon Street to the east, Malbon Street to the south and Molonglo Street to the west, as shown on the map in Figure 6 (next page).

Stage 1 of the car park will provide 66 car parking spaces (including 3 disabled spaces), as well as 11 charging points for electric vehicles and public toilet facilities. Stage 2 of the car park will provide 70 car parking spaces.

Land for Stage 1 of the car parking facility has been purchased by Council and subsequently zoned SP2 – Public Car Park under the *Palerang Local Environmental Plan 2014* in 2014. Any decision to proceed with Stage 2, which would require the acquisition of the identified land, will be dependent on available funding or adjacent private development in the future.

Vehicular access to Stage 1 of the car park will be from Ellendon Street. Stage 2 will also be accessed from Ellendon Street. There is also the potential for vehicular access from Gibraltar Street, should Stage 2 proceed.

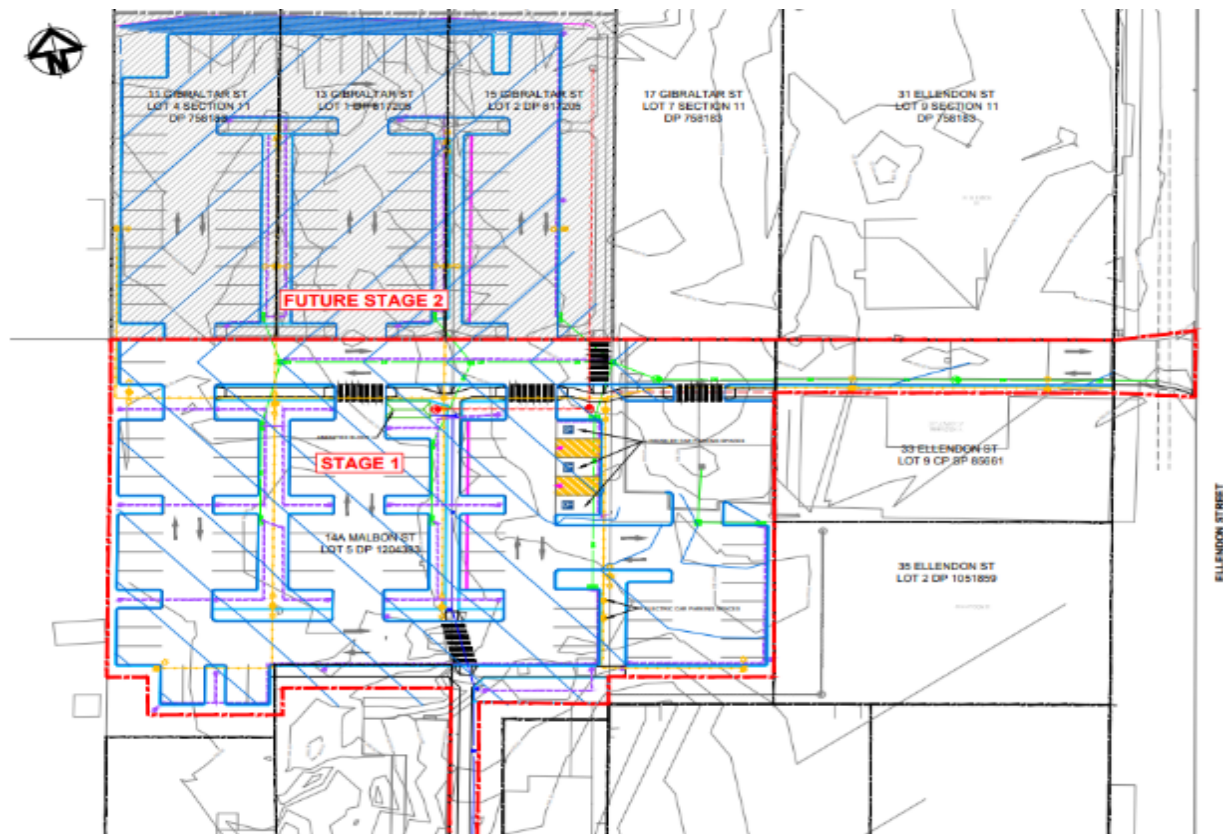
The car park will have pedestrian access from both Ellendon Street and Malbon Street. There is also the potential for pedestrian access from Gibraltar Street, should Stage 2 proceed.

A draft design for both stages of the car park was exhibited between 15 July and 12 August 2019 and revised plans were issued for development application in March 2021. An extract from the development application plans is shown in Figure 7 (next page).

Figure 6 Map showing the location of the proposed car park in Bungendore.



Figure 7 Development application plan for the proposed Bungendore Car Park



Source: Fraish Consulting

3.6 Contribution Rate Calculations

The base contribution rates stipulated at Part 1.2 of this development contributions plan were calculated by **dividing** the **cost** (design, construction and delivery only) of the car parking facilities by the **number of car spaces** the Bungendore Town Centre car park will provide (for business-zoned land) or the **number of new dwellings** expected to be required within Bungendore by 2041 (for residential-zoned land), with the costs then shared between the business and residential zones (50% each) to ensure an equitable distribution of the costs given the benefits for both. The costs associated with acquiring the parcels of land and other property agreements required for the car park (\$2,660,548) were not included in the calculations to further ensure the equitable distribution of costs.

The formulae used and the calculations for each of the rates is set out, under corresponding headings, below.

3.6.1 Base Rate for Business Zones

$$\frac{DA + C}{PS}$$

Where:

DA is the cost of designing the car parking facility and obtaining the relevant approvals

C is the cost of constructing the car parking facility

PS is the total number of public car spaces to be provided by the car parking facility

Note: a **5% levy** is applied to all development contribution rates to cover the costs associated with the administration, development, and review of development contribution plans

$$\frac{\$145,200 + \$1,594,250}{136} = \frac{\$1,739,450}{136} = \$12,790.07$$

$$\text{Apply 5\% levy} = \$12,790 \times 1.05 = \$13,429.50$$

$$50\% \text{ share} = \$13,429.5 \times 0.5 = \$6,714.75$$

3.6.2 Base Rate for Residential Zones

$$\frac{DA + C}{H}$$

Where:

DA is the cost of designing the car parking facility and obtaining the relevant approvals

C is the cost of constructing the car parking facility

H is the total number of new dwellings expected to be required by 2041 (projected to be 1,392)

Note: a **5% levy** is applied to all development contribution rates to cover the costs associated with the administration, development, and review of development contribution plans

$$\frac{\$145,200 + \$1,594,250}{1,392} = \frac{\$1,739,450}{1,392} = \$1,249.60 = \$1,250$$

$$\text{Apply 5\% levy} = \$1,250 \times 1.05 = \$1,312.50$$

$$50\% \text{ share} = \$1,312.50 \times 0.5 = \$656.25$$

3.7 Conclusion

This development contributions plan has been prepared in accordance with section 7.11 of the EP&A Act and authorises Council to collect contributions, in the form of money, to provide for off-street car parking infrastructure and facilities in Bungendore's town centre.

There is a demonstrated need for the off-street car parking facilities proposed by Council.

The strong population growth that has occurred not only in Bungendore, but across the Queanbeyan-Palerang local government area and the neighbouring ACT, is expected to continue over the next two decades. The increased resident population across the region, but particularly in Bungendore, will result in increased demand for retail, professional, specialist, health, entertainment, and leisure services. Those expanded and additional services will be located within existing and new non-residential development in Bungendore's town centre, which will generate greater demand for car parking within the centre from those using those services and well as those employed by them. An increase in domestic tourist numbers in Bungendore and an expansion of tourism offerings in the town will also increase demand for parking in the town. Demand for parking in the centre is anticipated to increase to a point where demand for parking spaces will exceed the supply of such spaces, especially within core business hours, and additionally in Bungendore, during peak tourist/visitor periods. Thus, both **causal** and **spatial nexus** is established for the new off-street car parking facilities proposed by Council.

As indicated, this development contributions plan applies, in part, to commercial-zoned land and non-residential forms of development in Bungendore's town centre, which is where the demand for services and the new and expanded developments will result in the additional demand for car parking. This plan also applies to residential-zoned land and residential development, as it is the residents of the additional dwellings who will be using the town centre car park. Thus, **causal** and **spatial nexus** is further demonstrated.

The Bungendore town centre car park is to be established in two stages. The first stage will be delivered in coming years to meet the increase in demand that has already occurred. The second stage will be delivered when it is required. The **temporal nexus** is, therefore, established.

4. PART D: REFERENCES

The following documents were used in the preparation of this development contributions plan:

ACT Government, *Building (General)(Cost of Building Work) Determination 2020 (No 1)* [Notifiable Instrument NI2020-336]

ACT Government, Chief Minister, Treasury and Economic Development Directorate, 2019, *ACT Population Projections 2018 to 2058*

ACT Government, Environment, Planning and Sustainable Development Directorate, 2018, *ACT Planning Strategy 2018*

AS/NZS 2890.1:2004 – Australian/New Zealand Standard for Parking Facilities, Part 1: Off-Street Car Parking

Bungendore Structure Plan 2048

Bungendore Structure Plan Discussion Paper

Department of Infrastructure, Planning and Natural Resources – Development Contribution Practice Notes – July 2005

Department of Planning – Circular PS06-020 6 December 2006 – Changes to the Application of section 94A of the EP&A Act – Ministerial Direction

Disability Inclusion Action Plan 2017-2021

Environmental Planning and Assessment Act 1979

Environmental Planning and Assessment Regulation 2000

Local Infrastructure Contributions Plan No. 11 for the Provision of Public Off-Street Carparking at Bungendore

NSW Government, *South Eastern and Tablelands Regional Plan 2036*

NSW Government, *South Eastern and Tablelands Regional Plan 2036 Implementation Plan 2017-2019*

Palerang Development Control Plan 2015

Palerang Local Environmental Plan 2014

QPRC Digital Economy and Smart Community Strategy

QPRC Integrated Transport Strategy – 5 February 2019

QPRC Regional Economic Development Strategy 2018-2022

QPRC Tourism Plan 2017-2025

Queanbeyan-Palerang Local Environmental Plan 2020

Queanbeyan-Palerang Regional Council Community Strategic Plan 2018-2028

Roads and Maritime Services (RMS), Guide to Traffic Generating Developments

Towards 2040 – Queanbeyan-Palerang Regional Council Local Strategic Planning Statement – July 2020

DEFINITIONS

Unless the context or subject matter otherwise indicates or requires, the following definitions apply in this development contributions plan:

ABS means the Australian Bureau of Statistics.

applicant means the person, company or organisation submitting a development application.

apportionment means the adjustment of a contribution (usually a percentage) to ensure the contributing population only pays for its share of the total demand for the facility.

CDC means complying development certificate.

complying development means development that can be approved by an accredited certifier.

consent authority has the same meaning as in the EP&A Act but also includes an Accredited Certifier responsible for issuing a Complying Development Certificate.

contribution means the dedication of land, the making of a monetary contribution or the provision of a material public benefit, as referred to in the EP&A Act.

contributions plan means a contributions plan referred to in section 7.18 of the EP&A Act.

Council means Queanbeyan-Palerang Regional Council.

CPI means the Consumer Price Index, a measure of household inflation prepared by the Australian Bureau of Statistics and includes statistics about price change for categories of household expenditure.

DA means development application.

DCP means a Development Control Plan.

development means any of the following—

- (a) the use of land,
- (b) the subdivision of land,
- (c) the erection of a building,
- (d) the carrying out of a work,
- (e) the demolition of a building or work, any other act, matter, or thing that may be controlled by an environmental planning instrument.

development consent has the same meaning as in the EP&A Act.

development contribution means a monetary contribution, the dedication of land free of cost or the provision of a material public benefit.

EP&A Act (or 'the Act') means the *Environmental Planning & Assessment Act 1979*.

EP&A Regulation means the *Environmental Planning & Assessment Regulation 2000*.

GFA means gross floor area.

indexation means a method of adjusting contribution rates to account for changes in the cost of land or infrastructure over time to ensure contributions remain cost-reflective.

LEP means a Local Environmental Plan made by the Minister under the EP&A Act.

LGA means Queanbeyan-Palerang Local Government Area.

planning authority means—

- (a) a council, or
- (b) the Minister, or
- (c) the Planning Ministerial Corporation, or
- (d) a development corporation (within the meaning of the *Growth Centres (Development Corporations) Act 1974*), or
- (e) a public authority declared by the EP&A Regulations to be a planning authority for the purposes of this Division.

public benefit means the benefit enjoyed by the public as a consequence of a development contribution.

public facilities means any public amenity or public service, as referred to in the EP&A Act, including a "community facility" and a "recreation facility", the need for which has increased or been created by development.

public purpose includes (without limitation) any of the following—

- (a) the provision of (or the recoupment of the cost of providing) public amenities or public services,
- (b) the provision of (or the recoupment of the cost of providing) affordable housing,
- (c) the provision of (or the recoupment of the cost of providing) transport or other infrastructure relating to land,
- (d) the funding of recurrent expenditure relating to the provision of public amenities or public services, affordable housing or transport or other infrastructure,
- (e) the monitoring of the planning impacts of development,
- (f) the conservation or enhancement of the natural environment.

residential accommodation means a building or place used predominantly as a place of residence, and includes any of the following—

- (a) attached dwellings,
- (b) boarding houses,
- (c) dual occupancies,
- (d) dwelling houses,
- (e) group homes,
- (f) hostels,
- (g) multi dwelling housing,
- (h) residential flat buildings,
- (i) rural workers' dwellings,
- (j) secondary dwellings,
- (k) semi-detached dwellings,
- (l) seniors housing,
- (m) shop top housing,

but does not include tourist and visitor accommodation or caravan parks.

section 7.11 condition means a condition under section 7.11 of the Act requiring the dedication of land or the payment of a monetary contribution, or both.

section 7.11 contribution means the dedication of land, the payment of a monetary contribution or the provision of a material public benefit, as referred to in section 7.11 of the Act.

shop top housing means one or more dwellings located above ground floor retail premises or business premises.

the Act means the *Environmental Planning and Assessment Act 1979*.

work-in-kind means the construction or provision of the whole or part of a public facility that it is identified in a works schedule in a contributions plan.

works schedule means the schedule of the specific public facilities for which contributions may be required, and the likely timing of provision of those public facilities based on projected rates of development, the collection of development contributions and the availability of funds from supplementary sources.