

# 2 Plan Objectives



## 2 Plan objectives

### 2.1 General development objectives

The following plan objectives set the policy framework that will guide future development within the Goulburn Mulwaree local government area.

- Residential land is to be developed with the creation of neighbourhoods comprising a range of densities.
- Residential areas should promote opportunities for walking and cycling as alternative modes for local transport.
- Employment uses should be sensitively designed and located to minimise conflict.
- Buffers are to be used to safeguard the integrity and quality of waterways and creeks.
- Development along waterways requires flood investigations to determine the minimum flood level and to ensure flood levels and velocity would not cause harm to life or property.
- Development buffers are to be used to safeguard prime agricultural land. New sensitive land uses should be located an acceptable distance from hazardous or offensive agricultural operations unless an appropriate buffer has been established.
- Integrated open space and drainage networks should provide the framework for an off-road pedestrian and cyclist network.
- Non-residential land uses shall not impact upon the amenity of the area or surrounding sensitive land uses. This would include, for example, local shops and commercial premises, schools, child care centres, places of worship, open space and recreation.
- Commercial land uses shall be clustered to minimise car trips and promote focus on pedestrian and cycle ways.
- Land uses that maintain a rural landscape should be encouraged on the edges of residential areas to provide a defined transition to rural areas and minimise potential for land use conflicts. This is particularly important where large lot residential development is near areas identified for agricultural purposes.
- Prime agricultural areas and areas identifying potential to yield groundwater should be safeguarded from incompatible land uses and protected given their environmental sensitivities.
- Investigations will be required to determine the optimum water supply and sewage servicing approach for existing and future residential and large lot residential areas.

- Best practice water quality controls (including water quality monitoring) should be implemented. Pre-development water quality should be maintained or enhanced in post-development run-off. The management of water should address cumulative environmental impacts and be carried out in accordance with the objectives of integrated water cycle management and water sensitive urban design.

The Goulburn Mulwaree Strategy has identified two urban localities which will be the key focus for development over the life of the plan: Goulburn and Marulan. Council's objectives for development in these two urban localities are outlined below.

## **2.2 Locality objectives – Goulburn City**

Area character is given by a unique combination of the natural and physical elements of a place. This includes both public and private domain elements: slope, block pattern, lot size and dimension, setbacks, building form and scale, street tree planting, the treatment of front gardens and the adjacency of open space areas.

### **2.2.1 History of development**

Goulburn was named by James Meehan and ratified by Governor Lachlan Macquarie, after Henry Goulburn, Secretary of State for War and the Colonies. The Aboriginal name for Goulburn is Burbong which is a Murring/Wiradjuri word that indicates a special indigenous cultural area.

The first recorded settler in Goulburn established 'Strathallan' in 1825 (on the site of the present Police Academy) and a town was originally surveyed in 1828, although moved to the present site of the city in 1833 when Surveyor Hoddle laid it out. George Johnson purchased the first land in the area between 1839 and 1842 and became a central figure in Goulburn's development. He established a branch store with a liquor license in 1848. By 1841 Goulburn had a population of some 1,200 people, with a courthouse, police barracks, churches, hospital and a post office, and was the centre of a great sheep and farming area.

A telegraph station opened in 1862, by which time there were about 1500 residents, a blacksmith's shop, two hotels, two stores, the telegraph office and a few cottages. The town was a change station (where coach horses were changed) for Cobb & Co by 1855. A police station opened the following year and a school in 1858. Goulburn was proclaimed a town with municipal government in 1859. Royal Letters Patent issued by Queen Victoria on 14 March 1863 established the Diocese of Goulburn giving Goulburn

city status and making it the first inland city. The existing St Saviour's Church became the Cathedral.

The arrival of the railway in 1869, which was opened on May 27th by the Governor Lord Belmore, along with the completion of the line from Sydney to Albury in 1893, was a boon to the city. Later branch lines were constructed to Cooma (opened in 1889) and later extended further to Nimmitabel and then to Bombala, and to Crookwell and Taralga. Goulburn became a major railway centre with a roundhouse and engine servicing facilities and a factory which made pre-fabricated concrete components for signal boxes and station buildings.

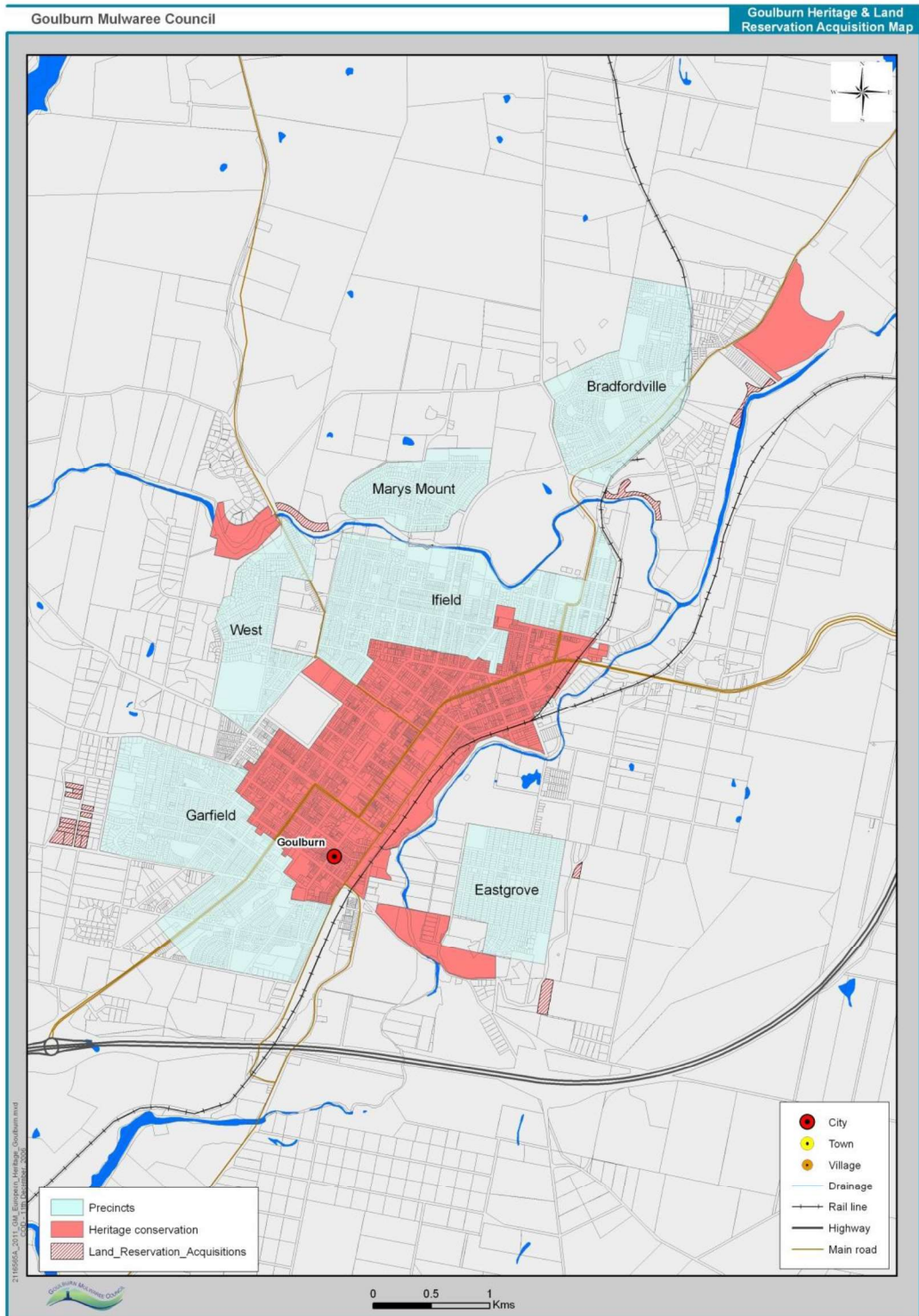
Goulburn is a cathedral city. St Saviour's Cathedral, designed by Edmund Thomas Blacket replacing the original cathedral, was completed in 1884 with the tower being added in 1988 to commemorate the Bicentenary of Australia. Though completed in 1884, some earlier burials are in the graveyard adjacent to the Cathedral. St Saviour's is the seat of the Anglican Bishop of Canberra and Goulburn. The Church of Saints Peter and Paul is the former cathedral for the Roman Catholic Archdiocese of Canberra and Goulburn.

### **2.2.2 Locality characteristics**

Goulburn is the primary living and employment centre for the Goulburn Mulwaree local government area. The urban structure of Goulburn reflects its historical development. The town is dominated by a commercial grid, which is surrounded by a variety of land uses, including commercial, retail, administration, tourist and accommodation. Low density residential subdivisions surround the commercial centre to the north and west.

Goulburn has natural and built boundaries, including the Main Southern Railway and the Mulwaree River to the south and east, topographical constraints to the west, and the Wollondilly River to the north. These boundaries have directed the growth of Goulburn

Figure 2-1: Goulburn locality precincts



toward the north near the Wollondilly River. Several significant land uses occupy areas adjacent to the Wollondilly River, including the Goulburn Gaol, the NSW Police Academy and sewage treatment facilities.

There are 6 distinctive locality character areas beyond the conservation area in central Goulburn (refer to **Figure 2-1**):

1. **Bradfordville**: the area between Kenmore and the NSW Police College, on the Taralga Road approach
2. **Eastgrove**: the area on the slopes below Memorial Road, east of the Railway line
3. **Garfield**: below Combermere Street
4. **Western**: broadly west of Victoria Park and Fitzroy Street
5. **Ifield**: older streets abutting the existing conservation area whose block pattern springs off the line of Citizen Street, bounded by the Wollondilly River
6. **Marys Mount**: the area north of the Wollondilly River below Mary's Mount Road.

The south-west and central north precincts are closely related to the town centre and share much of the established character of the heritage conservation precincts they abut, including block pattern, setbacks, building type and style, and materials.

### 2.2.3 Existing character

#### 2.2.3.1 Bradfordville precinct

The north east precinct has a mixture of loose/distorted grid with some curvilinear streets and cul-de-sac. The topography of the Bradfordville precinct is generally flat. The precinct has a predominantly suburban character, consistently modest in bulk and scale though mixed in age, materials and colours.

The northern portion of the precinct has a suburban fringe character, with houses backing on to fields, with wide vistas and scattered detached dwellings beyond. Typically, dwelling lots in the precinct comprise large front setbacks with low or no front fences.

Houses in this precinct are built in a mix of materials, including brick (red and blonde) with tiled roofs, and timber typically with iron roofs; generally inter-war period with some 1960s fibro, and recently constructed houses.

Dwellings comprise simple forms, either forward bay or 'box' cottages – generally single storey. New dwellings are interspersed across the precinct, but are generally built closer to side boundaries, some with attached garages.

There are some street trees in the precinct, ranging from small to medium in size. There are however some streets with no trees. Many streets do not include footpaths, creating a sense of the front garden flowing out to the street. Newer areas have roll kerbs.

### **2.2.3.2 Eastgrove**

Set apart from the town on the eastern side of the Mulwaree River, the Eastgrove precinct lies above the flood plain and against the backdrop of the War Memorial hills. Eastgrove has a distinct physical and visual separation from the central Goulburn retail centre.

The Eastgrove precinct is characterised by a regular grid with terminating North-South streets connected by two main East-West streets (Park Road and Glenelg St). Terminating streets have a 'cul de sac' character that give a sense of privacy and seclusion and contribute to the 'separate' character of the precinct. The Eastgrove grid is laid over west-facing slope with panoramic views back towards Goulburn along East-West streets, from higher level homes, and between buildings.

On the lower slopes there are a number of significant older buildings (some in poor condition and apparently deserted), often on large lots and/or with undeveloped land around them, which add a strong historical and semi-rural character to the Eastgrove precinct.

On the higher slopes are newer dwellings, conventional in design, whose brick veneer, low-pitched tiled roofs and landscaping treatment contrast with the nature of the older parts of the neighbourhood.

### **2.2.3.3 Garfield**

Set on the 'other side' of the ridge, and at some distance from the town centre, the Garfield precinct has a strongly suburban character that is very different from the other areas –smaller houses typically of simple 'box' or forward bay type in a range of colours (mostly lighter colours) predominate, with front gardens set to lawn with smaller scale edge planting and no or low front fences.

The topography of the Garfield precinct is sloping, with a mix of street widths and generally narrow lots. The character of the neighbourhood reflects historically lower average household incomes (i.e. workers' housing) in terms of building size, simplicity (little detailing) and modesty of materials. This has resulted in a large open space to built area ratio and gives a feeling of openness to the streets. Some large vacant/undeveloped parcels enable views through blocks; where this occurs it further enhances the openness

of the streetscape. There are many timber and some fibro cement dwellings with metal roofs in the Garfield precinct, with comparatively few in brick.

Although modest in scale and architectural detailing, there is a variety of architectural and period styles across the precinct, indicating a collection of individual dwellings built up over time. Infill development is introducing different size, form and materials in dwelling design to the Garfield precinct. Small to medium street trees add amenity and appeal to streetscapes within the precinct.

#### **2.2.3.4 Western**

This precinct lies astride the hills overlooking Goulburn, with some panoramic views contributing to a strong sense of place. This precinct is generally characterised by curvilinear streets along the land contours, giving streetscapes where one side of the street is higher than the other.

1960s period development within the northern precinct is typically blond brick, 'ranch style', more 2 than 1 storey, with some split level resulting from the sloping terrain. Building forms are simple and rectangular, pitch of roofs are low.

Garages tend to be integral to the dwelling structure in the western precinct, set underneath habitable space at the ground floor, and are a typical feature of the front façade. Houses are typically wider than earlier forms, across the width of the lot frontage. Front gardens have low or no fences, often feature exotic and 'manicured' plantings. Setbacks vary but are typically more generous than in the rectilinear streets of the older subdivisions.

#### **2.2.3.5 Ifield**

This precinct is characterised by a regular grid pattern with rectangular blocks and narrower streets than the town centre. East of Kinghorne Street the grid is further broken down with the introduction of rear lanes. The architecture of detached houses within the precinct span Federation to post-war periods.

Recent townhouse development in the precinct have tended to adopt a 'gunbarrel' lot layout and which has tended to be visually intrusive, tending to have vast expanses of hard surfaces, with minimal landscaping and high solid front fences.

Within the precinct, Kinghorne Street acts as a distinctive character boundary. South of Kinghorne Street, buildings tend to be older and larger; there is a consistent streetscape with smaller front setbacks and side setbacks; rows of houses are built to a similar



'pattern' (reflecting subdivision/development by the same builder); slightly more complex building and (gable end) roof forms, particularly to Federation houses; and materials are predominantly brick and tile.

North of Kinghorne Street, towards the river, building forms are more simple and modest, somewhat more varied, and roofs tend to be hipped. The portion of the precinct between Chatsbury and Wilmot Streets is almost a sub-precinct. This portion of the precinct continues the grid and very wide streets of the town centre, which in combination with the modest housing stock creates an impression of great spaciousness. The lack of street trees in this area to break down the large scale of the streets exaggerates this effect.

Dwellings in this precinct tend to have low or no front fences, which are often brick with brick houses. The use of street trees varies. There are some mature street trees, with well landscaped and tended front gardens.

#### **2.2.3.6 Marys Mount**

This precinct typically comprises curvilinear streets with cul de sac. Recent development within the precinct is also distinctive because of its relative isolation from the central Goulburn urban area.

Dwellings are generally 1 to 2 storeys in height with rendered/face brick facades and tiled roofs within the precinct. The precinct is characterised by having little mature vegetation within private open space areas.

#### **2.2.4 Desired future character**

The Marys Mount precinct, located at the north of Goulburn, will provide the primary source of residential land to accommodate the future growth of Goulburn to 2020, along with extensive opportunities for infill development within the existing city as required by the NSW Department of Planning and Environment. Areas west and south west of Goulburn also present the potential to accommodate large lot residential development and provide an alternative residential choice to Marys Mount and inner city areas. Residential subdivision and infill development will be well planned and coordinated.

Heritage conservation areas shall be appropriately protected against insensitive development that adversely affects the integrity and importance of each heritage item and/or area. This plan will provide more detailed development controls to maintain the heritage character of defined areas.

Key issues for consideration for the desired future character of Goulburn are as follows:

## 2.2.5 Topography

Topography constrained the physical boundaries of the original settlement, to the extent that the town was laid out between two rivers, the Wollondilly and the Mulwaree, over the gentle slopes west of Mulwaree Ponds (the slope down to the south west, from the high point of Verner/Cowper Streets, is much steeper, resulting in greater commercial intensity developing north east from the civic core). The introduction of the railway line formalised the south west boundary of the town, with the result that Eastgrove 'reads' as a distinct settlement. On the higher slopes of Goulburn are found the larger, grander houses, while behind the ridge and further away from the centre the character is generally of workers' cottages.

### 2.2.5.1 Views



Long views down straight, undulating streets serve to locate the viewer, enhancing the legibility of Goulburn. The main town grid, the skewed grid north of Citizen Street, and the Eastgrove grid, are all laid out over the contours with little regard for landform. This results in long views along undulating streets, allowing a 'reading' of the landscape that is specific to Goulburn. The resulting street vistas are important character-giving elements and should be protected and enhanced where possible (for example by

completing/extending street tree planting). The grid is broken down in the heart of town, to provide a dramatic elevated site for St Saviours Cathedral, and to create an axial relationship along Montague Street towards the river (now terminating at the Visitor Information Centre).

View terminations to landmark buildings should be protected in order to enable continuing visual appreciation of those buildings and their place in the townscape (these include St Saviours church and tower (along Montague Street and Bourke Street), the Uniting Church spire (SW along Lagoon Street) and the Nursing Home atop Mary Street (along Auburn Street). Also important as landmarks within the streetscape are the Post Office, the Catholic Cathedral, the School of Arts, War Memorial and Rocky Hill.

### 2.2.6 Urban structure

As identified above, Goulburn has a clear and legible urban structure. At the heart of the town is the civic spine, anchored by St Saviours Church and Belmore Park. The 100 feet wide streets and very large blocks have resulted in a diverse lot pattern within the town centre, with rear lanes 'burrowing' into the centre of some blocks and enabling a range of building types. Very deep lots in other blocks have resulted in large open areas behind buildings, some now used for car parking, which contrast with the fine grain of the continuous retail strip frontages.

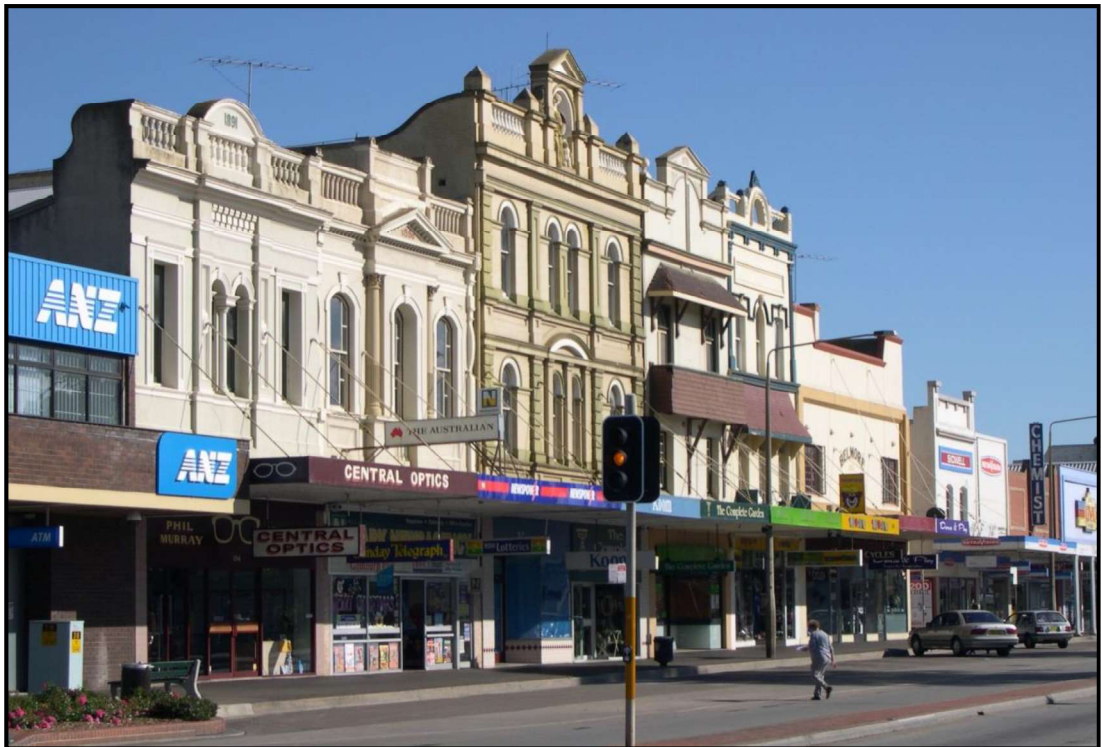


The traditional strip retail buildings, the low scale of residential buildings and the fine grain given by the diverse lot pattern create a pedestrian scale – but a scale that is offset by the very wide streets. Along these streets, landmark buildings are highly visible.

Larger buildings – both civic and residential – ‘claim’ the higher ground to take advantage of elevated views. These buildings are typically of good design quality as well as greater size.

## 2.2.7 Urban form

The main street of Goulburn is characterised by a mix of 2-3 storey retail buildings (a mix of heritage and infill), traditional corner commercial buildings, and some fine civic buildings that punctuate the streetscape. There is a sense of ‘diversity within unity’; that is, there is a coherent character given by the intensity of the town centre uses, and their active relationship to the street, but also variety in building height, of materials, façade and parapet treatment, and in building type. The streetscape retains a certain ‘gravitas’ or grandeur, particularly around the main intersection with Montague Street.



Beyond the main street is a greater mix of building types and scales, including larger heritage buildings with a civic or community function, commercial buildings, industrial uses and individual houses. Insertion into the town centre of the internalised mall and integrated car parking has created large areas of blank wall to side streets and the rear but has been designed to maintain the main street character. On wide streets with little or no street tree planting and with detached houses, the grassed kerbs (with no footpaths), generous setbacks and lack of vegetation create an impression of openness in contrast to the spatial containment of the commercial centre.

A more domestic scale of building is found in the narrower streets of the residential areas outside the regular grid. The form of buildings in these areas, and their relationship to the street and each other, is typical of suburbs of other cities: a regular streetscape rhythm of houses of similar size and form, generally with garages set to the rear and/or side, and with a direct relationship between front entry/windows to primary living rooms and the footpath. This plan aims to maintain consistent front and side setbacks, encouraging simple housing and roof forms comparable to the established building stock, and controlling the design of houses to minimise the visual impact of garages (while allowing innovation) and to keep the interface between the private and public domain, will all be important.

Height controls and the definition of height will be important in areas on slopes, especially where slopes are steep, both to protect view sharing and to minimise both apparent bulk on the street and at the rear, and also to protect the rear yards and rooms of adjacent houses from overshadowing.

### **2.2.8 Streetscape**

On the streets that have retained complete rows of street trees, the trees unify the streetscape. This plan aims to maintain the modest bulk and scale of dwellings, and support landscaping of front setbacks, so that new development does not overwhelm the existing character – this is even more important on streets without street trees.

## **2.3 Locality objectives – Marulan**

### **2.3.1 History of development**

Marulan was first discovered by Wilson, Price and Collins when they journeyed as far as Mt Towrang in 1798. However, the first mention of Marulan was by Charles Throsby in 1818 who was accompanied by Meehan, Wild and Hume when exploring the area around the Goulburn Plains and Lake Bathurst. Governor Macquarie came through Marulan in 1820 on a tour of inspection of the new road, which was later named Macquarie's Track.

In 1833 Surveyor General Major Thomas Mitchell decided that the best location for a village was at the corner of Bungonia Road and the Great South Road. In 1834 Surveyor Huddle drew up the plans and Marulan was gazetted as a village on 11 March 1835. The Woolpack Inn was one of the first establishments in Marulan, along with three church reserves, several other inns, a post office, court house as well as several houses.

In the 1860s, when the site for the Marulan Railway Station was decided upon, it was located 5km north of the existing village. A settlement emerged around the railway camp.

The Marulan Railway Station was opened on 6 August 1868 by Sir Henry Parkes. This settlement became known as Mooroooolen. This caused much confusion with Marulan village 5km away and Mooroooolen Post Office in the ladies' waiting room of the Marulan Railway Station. 'Old' Marulan subsequently declined and the town became one in 1878.

Due to the impossibility of making a road over the deep ravines of the Shoalhaven River from Bungonia to Braidwood, the more viable option was the road to Goulburn Plains. This was the main road for mail coaches from Campbelltown, and Cobb & Co coach services, which went through to Cooma, but with the introduction of rail, these services declined.

The Hume Highway, named after the early explorer Hamilton Hume, was officially proclaimed a State Highway in 1928. The Marulan section of the highway from Mt Otway to Marulan South corner, was concreted in the 1930s. Marulan performed the role as a highway service town until the construction of the bypass in 1985.

The *State Transport (Co-Ordination) Act 1931* was passed to control the weights, and other relevant details, of heavy vehicles. This was undertaken by mobile inspectors and Marulan was chosen as a suitable site. In 1958 a permanent checking station was built on the eastern side of the highway just south of the Tallong turn-off. Larger facilities were erected in 1970 on both sides of the road. With the opening of the new bypass in November 1986, new modern checking stations were built on either side of the highway. The new 'weigh in motion' facilities for heavy vehicles were opened in September 1996.

### 2.3.2 Locality characteristics



Marulan is located on the Hume Highway, approximately 160 kilometres from Sydney and 31 kilometres east of Goulburn. Although primarily residential in character, Marulan has provided the function of a highway service centre.

Marulan is also located adjacent to the Main Southern Railway, with passenger and freight services operating through between Sydney, Canberra and Melbourne. Marulan provides local community services and utilities, including a primary school, shops, a number of churches, a hotel, a police station, and bushfire and medical services. Key employment activities include several existing and proposed industrial activities, such as the Lynwood Quarry, Marulan South Quarry and the Marulan Waste Management Facility, and a number of industries located within the industrial zone. A substantial residential and industrial development proposal has been identified along Wilson Drive, east of the town.

### 2.3.3 Desired future character



Marulan is a key town servicing surrounding rural areas and villages in the northern portion of the Goulburn Mulwaree local government area. Marulan provides an important employment base for the local government area and will be important for the future growth of Goulburn Mulwaree. This plan seeks to reinforce the status of Marulan and support the future growth of the locality. This plan also seeks to consolidate existing and future heavy industrial uses west and south of Marulan.

This plan seeks to enable a variety of residential densities to be accommodated in Marulan. Some extension of the existing town to the north is proposed to facilitate continued growth and diversity of housing types. This plan aims to reinforce the existing character of the main street of Marulan (George Street) and the importance of the commercial precinct.

## 2.4 Rural development objectives

### 2.4.1 Agriculture and primary produce

This plan seeks to ensure that rural living and agricultural operations will continue as key land uses across the Goulburn Mulwaree local government area. This plan aims to



promote areas suitable for agricultural operations and ensure these operations minimise potential for land use conflict, unnecessary fragmentation or the alienation of existing land uses.

Production needs differ for varying forms of agriculture - intensive operations require a reduced area in which to cultivate and maintain a viable operation. Although a market garden may be sustainable on a small allotment, much larger areas are required where a farm is primarily for grazing or other forms of dry land agriculture. Based on environmental conditions, it is likely that grazing will form the primary agricultural land use within Goulburn Mulwaree. Differing farming operations may result in a range of land use impacts and may sometimes conflict with one another where not managed appropriately.

This plan aims to restrict dwelling construction in areas where environmental sensitivities occur. This was based on an assessment of land suitability to determine the most appropriate location for rural and agricultural activities, and a detailed consideration of land capability and suitability. This plan addresses rural needs and emphasises improved access to basic services, agricultural diversification, natural resource management and the generation of employment in non-agriculture rural activities.

## 2.4.2 Rural landscape



This plan aims to protect the scenic values of the rural landscape and environment, and encouraging development to be unobtrusive and sympathetic to the surrounding rural setting. Where practicable, existing vegetation is to be maintained and enhanced, so as to provide buffers and landscaped visual relief within rural areas.

The Goulburn Mulwaree Strategy has identified rural villages that require development controls and guidelines that will retain and enhance their existing character.

## **2.5 Rural locality objectives**

### **2.5.1 Bungonia**

#### **2.5.1.1 History of development**

Bungonia was first settled in the early 1820s and was the most important town in the early period of settlement in the region due to its location on the road south from Sydney. As the area developed and other settlers arrived, Bungonia progressed and various small businesses were established to serve the district. However, when the route of the 'south road' was resurveyed in the 1830s, it bypassed Bungonia and led to the slowing of growth in the town.

Bungonia's historical built form includes St Michael's Catholic Church, which was built over a period of nearly eight years officially opening in 1847, making it one of the oldest operating Catholic Churches in Australia.

#### **2.5.1.2 Locality characteristics**

Bungonia retains its village characteristics and remains a small town, with a historical built form. The Village has a wide ranging contextual heritage and is significant for its place in pastoral expansion and development in south-eastern New South Wales from 1820.

#### **2.5.1.3 Plan objectives**

This plan seeks to retain the unique heritage characteristics and rural lifestyle of Bungonia, while still allowing room for economic growth. Bungonia will be able to support further growth to support some increase in land use activity without adversely affecting the rural atmosphere of the village. The plan does not seek to change the boundaries of the village or adjoining land uses.

## 2.5.2 Lake Bathurst

### 2.5.2.1 History of development

In 1818, Lake Bathurst was mapped by the Surveyor General, James Meehan. Meehan had been commissioned by Governor Macquarie to find a new route from inland NSW to Jervis Bay. Lake Bathurst was named after the British Colonial Secretary at the time. In 1820, Governor Macquarie inspected Lake Bathurst and within a few years, the first land grants were made for pastoral settlement.

A village reserve was set aside at Lake Bathurst, but was not successful, as many of the large pastoral leases had their own facilities and were self sufficient. Lake Bathurst was formerly known as Tarago. At its peak, the village had two registered inns and the St. John's Church, which was built in 1860.



The Goulburn to Queanbeyan Railway reached Lake Bathurst in 1884, with the picturesque lake attracting many people. Large rowing and sailing regattas were held. The influx of tourists declined in 1897, when the lake began to recede.

Lake Bathurst was named in 1884 when Sherwin's Flat became Tarago. Lake Bathurst remained the rural centre of the surrounding region, with a school established in 1869. During World War II, Lake Bathurst played an important role, with an area south of the village used to store 658,000 gallons of fuel. This area was guarded by troops in a series of bunkers. Selected remnants are still evident today.

During the 1950s, water skiers and motor boat enthusiasts were attracted to Lake Bathurst, with thousands of people enjoying the area. However, in the late 1960s, Lake Bathurst's population declined, with many farmers moving away. At this time, the school and village store closed. The goods shed and water tank located near the railway line were removed.

### **2.5.2.2 Locality characteristics**

The tree-lined road, which was the original border of the village, remains today. Today, Lake Bathurst is a small village but important local history destination for tourists.



### **2.5.2.3 Plan objectives**

This plan seeks to focus future development activity within Lake Bathurst east of the railway line, which offers established land uses and direct road access. Areas east of the railway line also present capacity for infill development. Limiting the growth potential of Lake Bathurst to the west of the railway line will reinforce the village centre and will restrict at grade movement across the railway line.

## **2.5.3 Tallong**

### **2.5.3.1 History of development**

In the 19th Century Tallong was known as Barber's Creek. Hamilton Hume was granted land in Tallong in the early 1820s. Tallong was once a thriving agricultural community, known particularly for its fruit orchards, especially apples and pears. At the turn of the 20th Century, Tallong had shops, pubs, hotels and a post office. It was an important refuelling stop along the Main Southern railway line.

Tallong was largely destroyed however in the Chatsbury bushfires of 1965 resulting in many residents leaving the locality and the closure of the post office and many other small businesses.

### **2.5.3.2 Locality characteristics**

Tallong today is a hamlet of agrarian and trade workers, cottage industries, including stud farms, and commuters who work in the neighbouring towns of Goulburn, Moss Vale and Mittagong, or who make the commute to Sydney or Canberra. There is a railway station in the town which can take commuters to Sydney. It has significant populations of older residents and weekend residents who use the Southern Highlands as a retreat from the fast pace of city life. Tallong has a unique natural environment and proximity to Bungonia Gorge. The discovery of the Tallong Midge Orchid (*Genoplesium plumosum*), a small flower that grows nowhere else has brought the village to the attention of botanists and conservationists. This orchid is now a protected species.

### **2.5.3.3 Plan objectives**

This plan seeks to retain Tallong's rural lifestyle with a strong emphasis on agricultural production. The current low density will be maintained, with new development restricted to areas within the existing town boundaries, and where there is a capacity to meet infrastructure requirements.

Tallong's natural and cultural heritage items contribute character to the village and will be preserved. Any new development therefore needs to be sympathetic to the existing character.

Industrial development in Tallong will be restricted to small scale industrial enterprises such as home industries, tourism or services relating to residents such as chemists and rural supplies.

## **2.5.4 Tarago**

### **2.5.4.1 History of development**

The village of Tarago was for many years a staging post and railhead for the Main Southern railway line, and was originally know as Sherwin's Flats.

### **2.5.4.2 Locality characteristics**

Tarago is located south of Lake Bathurst, approximately 40 kilometres south of Goulburn and 67 kilometres north-east of Canberra. The former Woodlawn Mine, located west of

Tarago, is now owned by Collex Waste Management for use as a landfill and bioreactor for Sydney's waste.



Land use in and around the historic township of Tarago is mainly residential in character, with a few community and commercial facilities to service the community. These include a school, convenience store, service station, hotel, rural fire shed, community hall, two churches, police station and railway station. Much of the surrounding land is rural in nature, except the former Woodlawn Mine site positioned on the railway line to the west of the village.

Tarago is experiencing some growth pressure as an alternative to Bungendore and to a lesser extent Queanbeyan. Tarago presents an opportunity for residential development with strong employment links to Canberra.

### **2.5.4.3 Plan objectives**

This plan seeks to reinforce Tarago's character as a rural town servicing surrounding rural areas and villages. This plan also seeks to enable a variety of land uses including commercial, employment, recreational and mixed uses. This plan aims to augment the transition of existing industrial uses in Tarago to large lot residential uses.