

Housing Our Community

Wingecarribee Local Housing Strategy

Prepared by
Wingecarribee Shire Council

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Acknowledgement of Country

The Wingecarribee Shire acknowledges the Traditional Custodians of this land and we pay our respects to Elders both past and present. We would also like to acknowledge our young leaders who are the Elders of today, tomorrow and our future.

Chapter 1 Introduction

About this Strategy

The Wingecarribee Local Housing Strategy 'Housing our Community' provides a long-term planning framework to meet the housing needs of our community. The Strategy will guide the decisions that Council, the private sector and our community will make to deliver new living areas and a greater diversity of housing types to accommodate our growing population and changing demographics.

The Strategy aims to:

- Ensure that our housing stock meets the needs of our community, both now and into the future
- Ensure that our residents have equity in access to housing, services and infrastructure
- Ensure population growth is managed in a manner which endorses and promotes community values
- Ensure new living areas enhance lifestyle quality and choice for our residents
- Promote sustainable communities that build on and utilise existing services and infrastructure
- Provide greater certainty to the community, development industry and Council in the location of new development areas to facilitate informed investment decisions.

The Strategy takes into account the State and regional planning framework, as well as the communities needs and expectations to provide a long-term plan for housing in the Wingecarribee. The Strategy has directly informed the preparation of the Wingecarribee Local Planning Strategy and is intended to inform the review of regional planning policies and provide a framework for future amendments to the Wingecarribee Local Environmental Plan (LEP) and Development Control Plans (DCP). The Housing Strategy will also inform future infrastructure planning and investment decisions by Council, State Government agencies and service providers.

The Strategy is broken up into four (4) chapters as outlined below:

Chapter 1 – Introduction

Establishes the purpose of the Strategy and provides an overview of the Wingecarribee Shire and the policy context.

Chapter 2 – Drivers of Change

Provides an overview of population and housing forecasts and drivers of change that will influence the future housing needs of the Shire.

Chapter 3 – Planning Priorities

Provides planning priorities and a long-term strategy to meet the housing needs of our community.

Chapter 4 – New Residential Living Areas

Identifies new living areas to support our growing communities, as well as design principles and infrastructure requirements for the new living areas.

Chapter 5 – Conclusion

Provides a conclusion on the key housing priorities for the Wingecarribee Shire to ensure our housing stock meets the needs of our community.

Wingecarribee Snap Shot

Wingecarribee Shire is located 75 kilometres from the south western fringe of Sydney and 110 kilometres from Sydney central business district.

The Shire lies within the Sydney – Canberra – Melbourne transport corridor on the Southern rail line and Hume Highway. The M5 motorway provides rapid access to Campbelltown, Liverpool and other key metropolitan centres within Sydney. Wingecarribee is also referred to as the Southern Highlands due to its position on a spur of the Great Dividing Range some 640 to 800 metres above sea level.

Wingecarribee Shire is predominantly rural in character with agricultural lands separating towns and villages characterised by unique landscape and aesthetic appeal. Development pressures are significant based on strong demand for residential and tourism related development as well as for infrastructure, industry and agricultural purposes.

The Southern Highlands forms part of Gundungurra tribal lands and preservation of Aboriginal heritage is significant. European settlement dates back to the early 1800s with first contact between Aboriginal people and Europeans occurring in 1798. Settlement followed in 1821 at Bong Bong.

The Shire is rich in biodiversity with large areas of high conservation value including part of the World Heritage Greater Blue Mountains area and two declared wilderness areas. Environmental features include cold climatic conditions, rugged topography and significant areas of state forest, national park and other protected lands that form part of the Sydney water catchment area.

Eastern parts of the Shire are bounded by the Illawarra escarpment and Morton National Park. The north abuts Nepean and Avon dam catchments and is rugged eucalypt bushland. In the west, the Wollondilly and Wingecarribee rivers flow through deep sandstone valleys which form part of the Warragamba dam catchment. Southern reaches of the Shire are bounded by Uringalla Creek and comprise sandstone plateau dissected by deep gorges.

Policy Context

South East and Tablelands Regional Plan 2036

New homes are located in places that make the best use of infrastructure and services. The type of new housing is more diverse, and better suited to the growing and ageing population. New housing is also contributing to housing affordability and the demand for visitor accommodation

The South East and Tablelands Regional Plan 2036 aims to deliver a variety of housing options from urban lifestyles in regional centres with shops, restaurants and services, to rural residential and rural communities. It seeks to provide new housing that takes account of the character, environmental and agricultural qualities and capacity of the land, with an emphasis on residents access to services, jobs and transport. The Plan includes five Directions relating to housing as outlined below. All of the Directions, with the exception of Direction 26 are considered relevant to the Housing Strategy.

- Direction 24: Deliver greater housing supply and choice
- Direction 25: Focus housing growth in locations that maximise infrastructure and services
- Direction 26: Coordinate infrastructure and water supply in a cross-border setting
- Direction 27: Deliver more opportunities for affordable housing
- Direction 28: Manage rural lifestyles

The Regional Plan identifies an additional 3,300 dwellings required to meet the Wingecarribee's housing needs by 2036 and requires Council's to prepare Local Housing Strategies *to provide a surplus supply of residential land to meet projected housing needs*. Further, the Plan requires Council to:

- Strategically plan for residential growth in existing urban areas and greenfield areas.
- Increase housing in Moss Vale, Bowral and Mittagong.
- Protect the unique character of the Shire's village and rural lifestyle.
- Enhance the variety of housing options to cater for an ageing population.

Wingecarribee Community Strategic Plan 2031

The Wingecarribee Community Strategic Plan (CSP) was developed through extensive engagement with our community over a number of years. This extensive engagement process identified a number of key issues and challenges that are directly relevant to the preparation of this Strategy as follows:

- Population growth and ageing population trends

- Development and its effect on the environment and infrastructure
- Provision of diverse and affordable housing options
- Preservation of the character of the Shire

Further, the CSP identifies a number of strategies outlined below that have helped guide the development of the Local Housing Strategy, to ensure the Strategy is consistent with the communities values and expectations.

- Wingecarribee has maintained a distinct character and separation of towns and villages
- Maintain inter-urban breaks (i.e. the green between) and rural landscape between towns
- Provide a mixture of housing types that allow residents to meet their housing needs at different stages of their lives and support affordable living

Wingecarribee Local Planning Strategy

The Wingecarribee Local Planning Strategy (LPS) 2015-2031 was adopted by Council on 23 March 2015 and conditionally endorsed by the (then) Department of Planning and Environment on 15 May 2017. The LPS sets a context and policy framework to guide the management of environmental, rural, housing, economic, built environment and infrastructure outcomes across the Shire.

In conditionally endorsing the LPS, the Department did not endorse Chapter 4 - Managing Housing Needs under the Strategy, as it relied solely on infill development to meet the housing supply needs across the Shire. The Department recommended that Council identify potential greenfield release housing areas to ensure the Strategy provides a range of opportunities for new housing supply. This Local Housing Strategy seeks to provide a range of infill and greenfield development opportunities to meet our housing needs and will supersede Chapter 4 of the LPS.

The LPS also includes Precinct Plans for each of our towns and villages which identify small opportunities to increase housing supply across the Shire, and the majority of these sites have now been rezoned for residential development. This Strategy does not intend to remove the development potential of Land identified in the Precinct Plans, however, all future proposals identified for rezoning through the Precinct Plans will be subject to a rigorous environmental assessment as part of the planning proposal process.

Chapter 2 - Our Drivers of Change

"The only constant in life is change"-Heraclitus

This section of the Strategy looks at the drivers of change that will shape the future of our Shire and have a direct influence over our housing needs; including our changing population and demographics, our proximity to Sydney and Canberra, our economy and our environment.

Our Southern Highlands Context

The Wingecarribee Shire is located within the Sydney – Canberra – Melbourne transport corridor on the Southern railway line and Hume Highway within close proximity to the major metropolitan and regional centres of Sydney, Canberra and Wollongong. The Shire is predominantly rural in character with agricultural land separating our towns and villages characterised by unique landscape and aesthetic appeal.

The Southern Highlands has a rich history which began with the traditional owners of the land, the Gundungurra and D'harawal people, and later European settlers who first explored the area in 1798. The region is today recognised for its impressive 19th and 20th century buildings and streetscapes as well as for its natural and farming landscapes.

European settlement commenced in the area around 1820. The first settlement, Bong Bong settlement, located on the Moss Vale Road between Moss Vale and Burradoo adjoining the Wingecarribee River, is marked by an obelisk and sits within the greenbelt between Moss Vale and Burradoo as part of the Burradoo Landscape Conservation Area.

Berrima, the second settlement to be established in the district, dates back to the 1830s and survives today as the last remaining, largely intact, Georgian-period town on mainland Australia.

The urban structure and historic settlement pattern of the Shire was heavily influenced by the arrival of the Main Southern Railway Line, which resulted in the rapid development of Mittagong, Bowral and Moss Vale in the 1860's. Today, the Main Southern Railway acts as a spine running north-south through the Shire, with our towns and villages dispersed along the railway line.

Our three main towns of Bowral, Mittagong and Moss Vale, located in the centre of the Shire, each have a unique function and character, however collectively act as the economic, cultural and social heart of the Shire. The remainder of our towns and villages are separated by a semi-rural landscape and rich natural environments.

Some 103,000 hectares of land is either national parks or nature reserves, representing over 38 per cent of the Local Government Area. Almost the entire Shire is located within the Sydney Drinking Water Catchment, and careful management of our future growth is required to protect our natural areas and waterways, and ensure development is in keeping with our communities values and expectations.

Our current population forecasts are fairly modest, however, the rapid growth of south-west Sydney and the proposed Western Sydney Aerotropolis will potentially have significant

implications for population growth and development pressure within the Wingecarribee Shire.

To our east, the large-scale urban release areas of West Dapto and Calderwood Valley will potentially alleviate development pressure in the Shire, and will contribute to the workforce needed to service our key industries of health care, tourism, education, agribusiness, freight and logistics and advanced manufacturing.

Current development pressures are significant based on strong demand for residential and tourism related development as well as for infrastructure, industry and agricultural purposes, and the significant growth occurring in our neighbouring areas is likely to result in increased development pressures over the life of this Strategy.

The Australian Government is investigating the viability of building a high-speed rail network to reduce travel time between capital cities along Australia's east coast. While the potential high-speed rail has not been considered in this Strategy, this network could present significant economic and housing opportunities that will require more detailed planning and consideration.

Our growing population

Population growth will increase demand for housing in the Shire and will also have an impact on our infrastructure, economy and the provision of services.

Our population is expected to increase from 48,998 people in 2016 to some 51,495 people by 2041, based on the Department of Planning, Industry and Environments medium growth scenario, representing an increase of approximately 2,500 people. Under the high growth scenario, the population would increase to over 56,000 people by 2041, with an increase of over 7,000 people as shown in **Figure 1**.

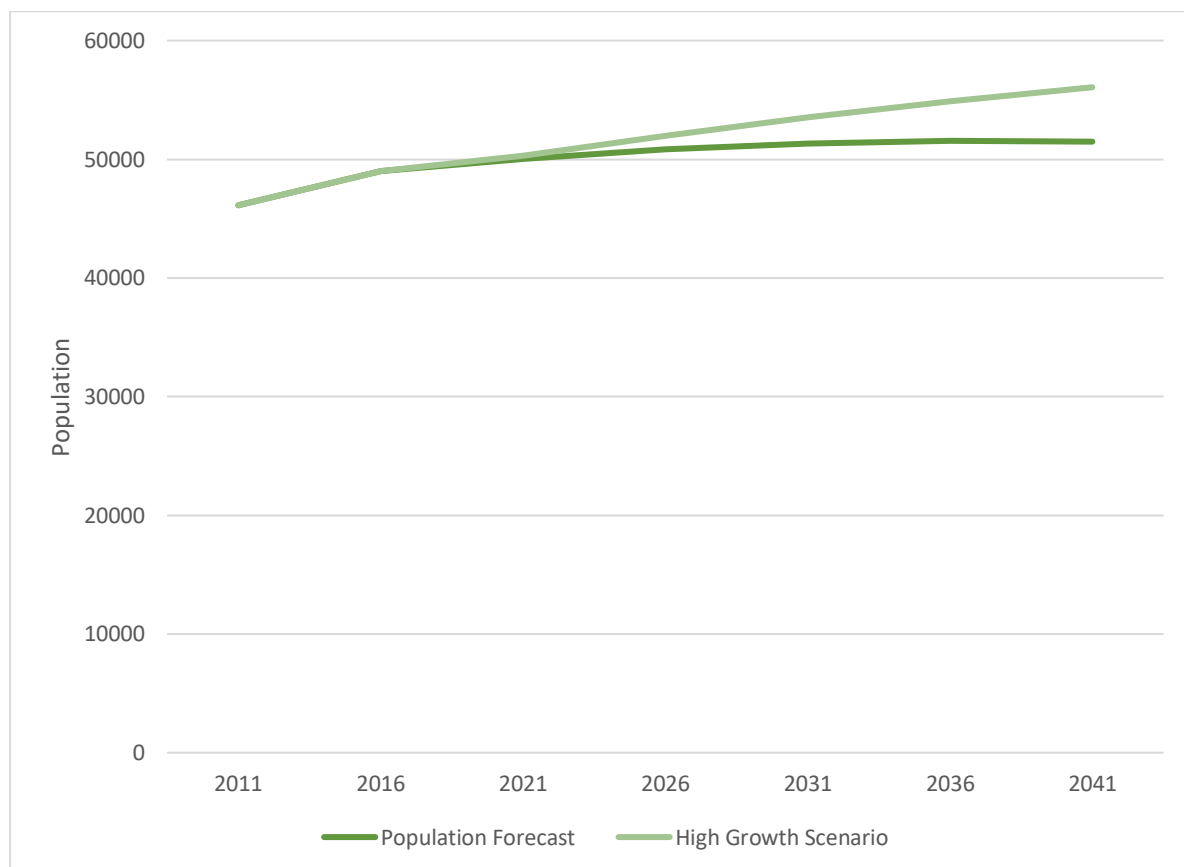


Figure 1 - Wingecarribee Population Growth 2011-41 (Source: DPIE, 2019)

The majority of growth is expected to occur in the towns of Bowral, Mittagong and Moss Vale, and to a lesser extent in Bundanoon, where there is access to employment, transport and higher-level services. Our population is forecast to increase by an average annual growth rate of 0.2%, which is significantly lower than the State and Regional NSW annual growth rate. However, the high growth scenario would result in an average annual growth rate of 0.5%, which still represents a fairly modest growth rate, but significantly higher than the forecast 0.2%.

Despite the relatively modest population growth, our increasing population will have a direct influence over our housing needs into the future. It is important that we continue to plan for new housing that is consistent with the values and needs of our community.

Our ageing population

Australians are living longer, and our older people (65 and over) will continue to make up a larger proportion of the population into the future, which will have major implications for our economy, our service providers and for housing.

By 2036, over 35% of Wingecarribee residents will be aged 65 and over, up from 25% of the population in 2016. We will see an increase in older residents (65 and over) from 11,850 in 2016 to 18,200 in 2036 representing an increase of some 54%.

Alarming, all five-year age brackets from the age of 0 to 59 are expected to decrease in population from 2016 to 2036. Whereas all five-year age brackets from 60 and over are expected to increase in population over the same period. As shown in **Figure 2** below, the largest increases occur in the 70-74, 75-79, 80-84 and 85+ age brackets, with the 85+ bracket increasing by over 127% by 2036.

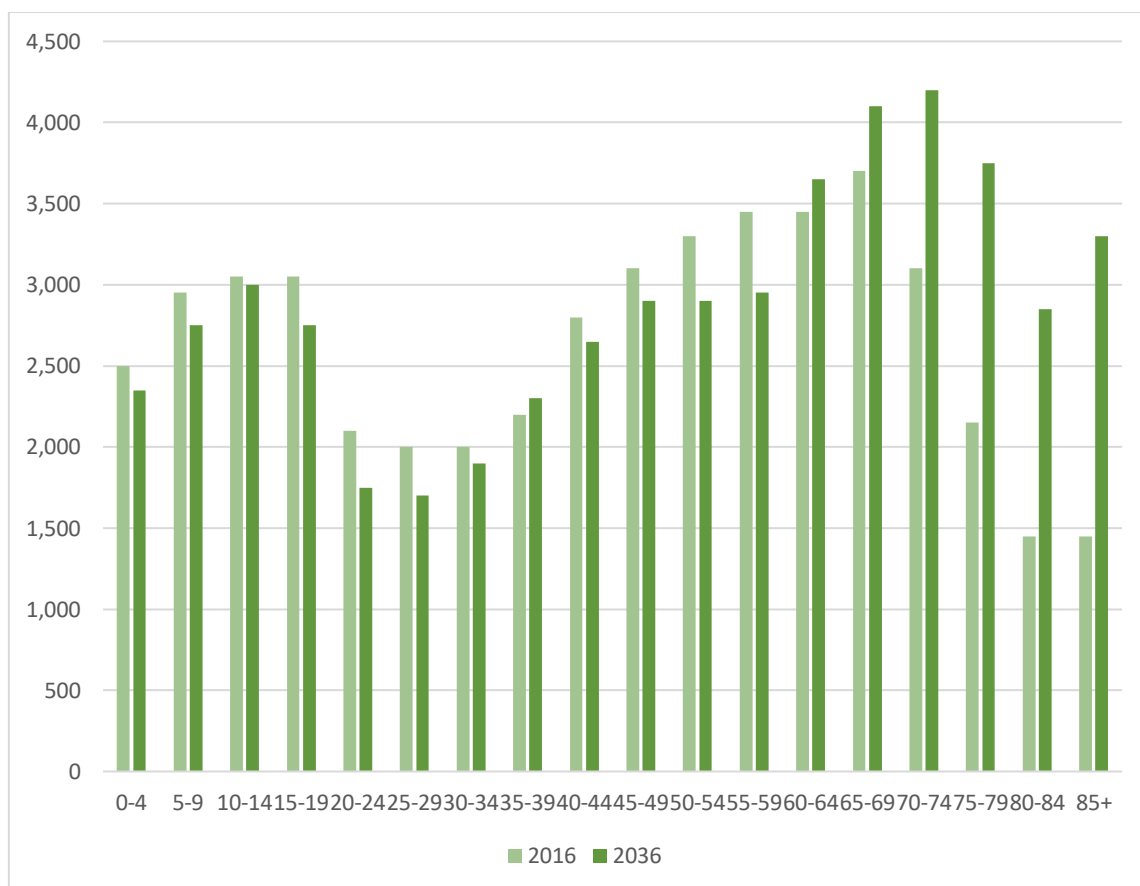


Figure 2 - Wingecarribee Age Profile 2016-36 (Source: DPIE, 2016)

The significant aging of our population means we need to plan for housing that is accessible and suitable for older people. Increases in aged care places, seniors living developments and adaptable forms of housing will be required to meet the needs of our aging population, as well as smaller homes for those wishing to downsize when children move away, or to reduce maintenance.

Our Households

Our household structure and average household size will change significantly over the next 20 years, which will create a shift in the housing needs of our community and increase demand for smaller housing types across the Shire.

In 2016, couple only households accounted for approximately 36% of all households in the Wingecarribee (6,900 households), representing the largest household group in the Shire. Couples with children currently represent the second largest household group in the Shire with 27% of all households (5,150 households), with lone person households making up 25% (4,800 households) and single parent household representing 9% of households (1,800 households). All other household types make up only 3% of households in the Shire.

By 2036 we will see a significant change in household size and structure across the Shire, with the average household size shrinking from 2.39 people per household to an average of 2.24 people per household. We will see an increase in couple only and lone person households which will make up some 38% and 28% of all households respectively, meaning that by 2036, over 66% of all households in the Shire will be made up of 2 persons or less. As shown in **Figure 3**, lone person households will overtake couples with children as the second largest household type in the Shire by 2036.

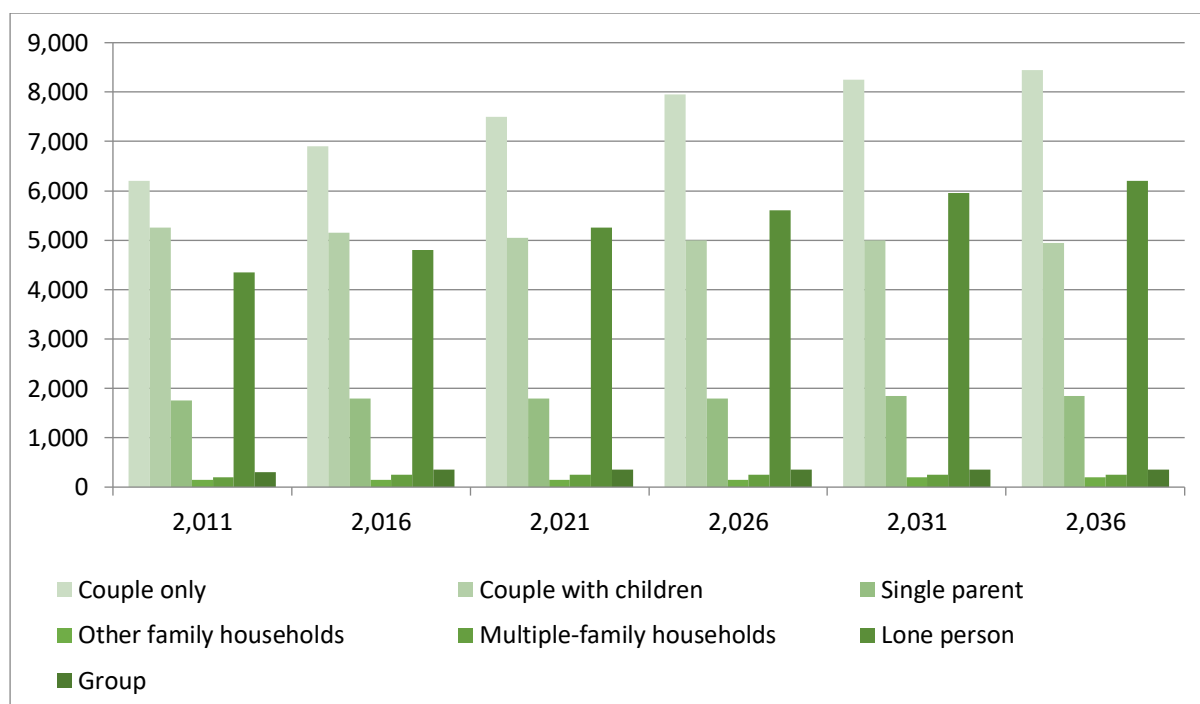


Figure 3 - Wingecarribee Household Structure 2011-36 (Source: DPIE, 2016)

We will also experience modest growth in single parent households (50 households) and other family households (50 households), but a decrease of some 200 couples with children households across the shire, representing a decrease from 27% of all households in 2016 to 22% by 2036 (see **Figure 4**).

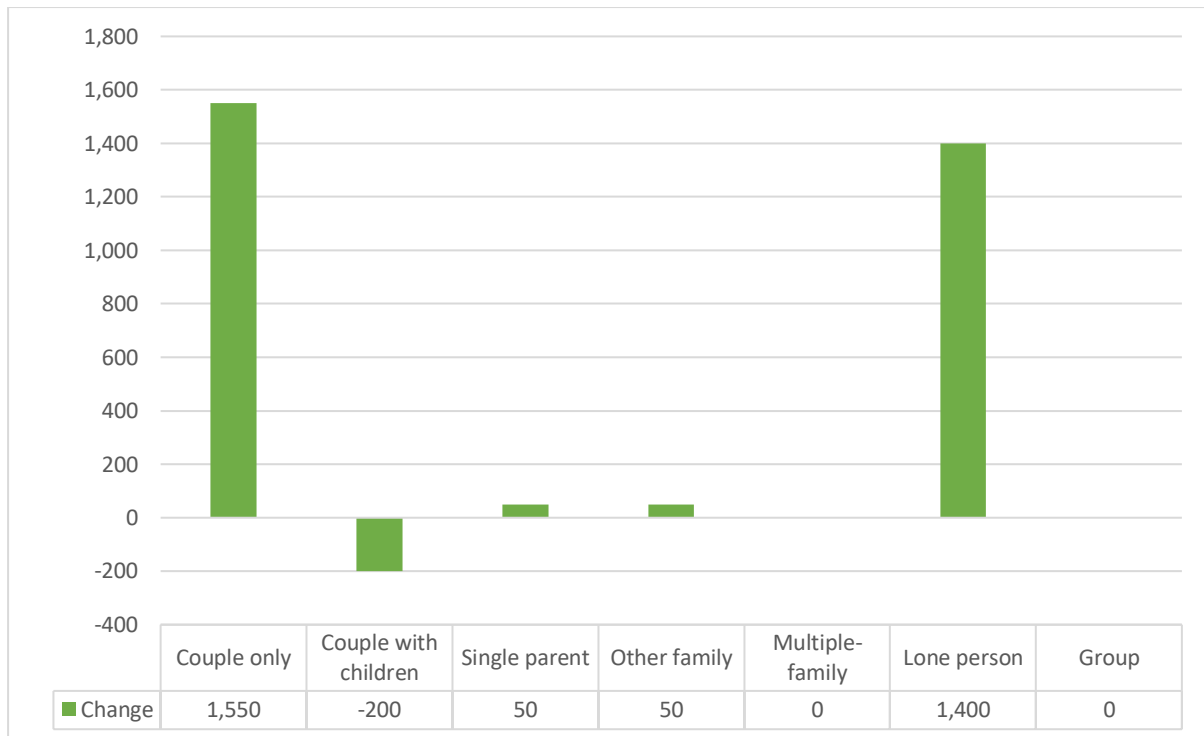


Figure 4 - Wingecarribee change in household structure 2016-36 (Source: DPIE, 2016)

By 2036 we are expecting to have some 2,800 additional households to accommodate across the Shire. Taking into account vacant dwellings, short term rental accommodation and the like, the 2,800 additional households represents a demand for an additional 3,300 dwellings by 2036.

Our Housing Stock

In Wingecarribee Shire, 8.0% of the dwellings are considered medium or high density, compared to 17% in Regional NSW

The Wingecarribee Shire housing stock is largely dominated by detached housing making up over 91% of all dwellings across the Shire. Despite a significant amount of land being zoned for medium density development, the percentage of detached housing has actually increased over the previous two (2) census periods from 2006 to 2016. By 2016, only 8% of all dwellings in the Shire were considered medium or high density, compared to 17% in Regional NSW.

The last 10 years has also seen an increase in the amount of 3, 4 and 5 bedroom dwellings as a proportion of our total housing stock, with over 84% of all dwellings now containing 3 or more bedrooms (see **Figure 5**). Over the period between 2006 to 2016, the largest changes in the number of bedrooms per dwelling in Wingecarribee were 4 bedrooms (+1,054 dwellings) and 5 bedrooms or more (+500 dwellings) respectively.

In comparison to Regional NSW, our housing stock has a lower proportion of dwellings with 2 bedrooms or less, and a higher proportion of dwellings with 4 or more bedrooms. The main differences between the number of bedrooms per dwelling within the Shire compared to Regional NSW are:

- A larger percentage of 4-bedroom dwellings (31.6% compared to 24.5%)
- A larger percentage of 5 or more bedroom dwellings (8.9% compared to 5.6%)
- A smaller percentage of 2-bedroom dwellings (12.5% compared to 16.9%)
- A smaller percentage of 3-bedroom dwellings (37.7% compared to 40.4%)

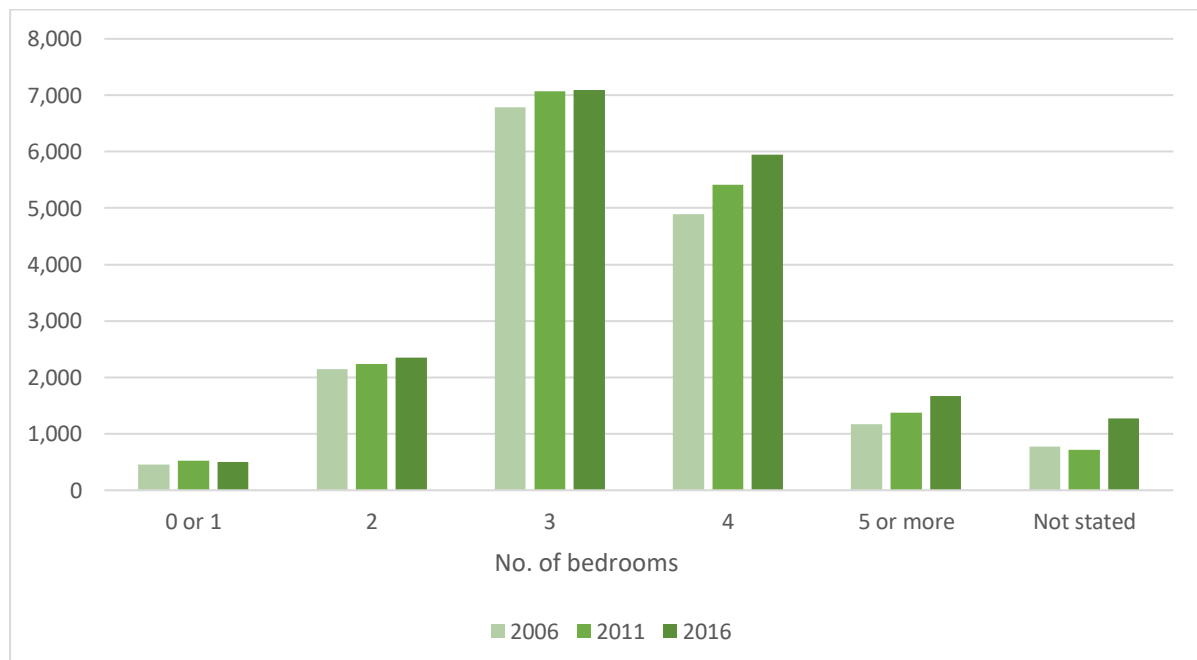


Figure 5 - Wingecarribee No. of bedrooms per dwelling 2006-16 36 (Source: DPIE, 2016)

The Wingecarribee Shires housing stock is also characterised by relatively large lot sizes compared to our neighbouring Local Government Areas to the north, east and south. The majority of our residential zoned land has minimum lot sizes of 700m² or 1,000m² under Wingecarribee LEP 2010, with some newer residential areas having minimum lot sizes down to 450m². Many of our villages have lot sizes in excess of 2,000m² to facilitate on-site effluent disposal in areas that are or were previously unsewered.

Our aging population, changing household structure, shrinking household sizes and increase in lone person households would suggest that a greater mix of housing types is required, with growing demand for smaller houses throughout the Shire. However, the past 10 years has seen an increase in larger dwellings and a decrease in medium density housing, creating a disconnect between our housing needs and the housing stock being provided by the market. The necessary shift towards a greater diversity in housing types provides a significant housing challenge for the Wingecarribee Shire.

Our Housing Tenure and Affordability

Our community is diverse, and an individual's housing needs will vary depending on their circumstances, aspirations and capacity. However, one thing we all have in common, is the need for a safe living space.

Owner occupancy is currently and has long been the predominant form of housing tenure in the Wingecarribee Shire with some 73% of households either owned outright or with mortgage. However, our housing spectrum consists of a full range of accommodation and tenure types, from full ownership and mortgaged, to private rental housing, social housing, through to crisis housing.

Table 1 below shows the different housing tenure types in the Wingecarribee as a percentage of total households within the Shire, and a comparison against Regional NSW.

Table 1 - Wingecarribee Housing Tenure

Tenure type	Number	%	Regional NSW %
Fully owned	7,824	41.6	35.5
Mortgage	5,882	31.2	28.6
Renting - Total	3,563	18.9	26.5
Renting - Social housing	484	2.6	4.2
Renting - Private	2,969	15.8	21.6
Renting - Not stated	110	0.6	0.7
Other tenure type	200	1.1	1.0
Not stated	1,356	7.2	8.4
Total households	18,825	100.0	100.0

This analysis shows that there are a larger proportion of households who own their dwelling outright and mortgaged and a smaller proportion who were renters compared to Regional NSW. Overall, 41.6% of households owned their dwelling outright; 31.2% were mortgaged, and 18.9% were renting (see **Figure 6**), compared with 35.5%, 28.6% and 26.5% respectively for Regional NSW.

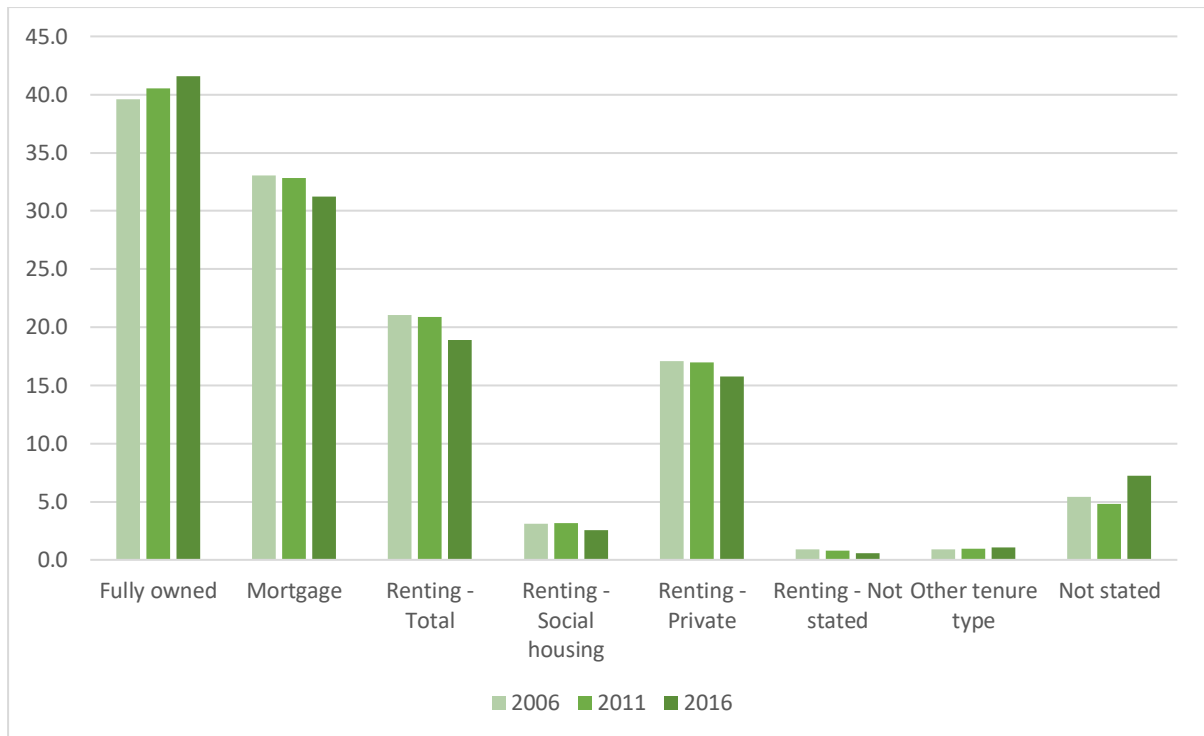


Figure 6 - Wingecarribee Housing Tenure (%) 2006-16

Our community's housing tenure is influenced by housing availability and affordability. Over the last 20 years, housing in Australia and NSW in particular has become increasingly unaffordable.

Housing is considered affordable where the cost of rent or paying the mortgage does not represent more than 30 per cent of the gross income of a very low to moderate income household. The terms 'affordable housing' and 'affordable rental housing' are used to describe housing that is owned by government or a registered community housing provider, and rented to a mix of very low to moderate income households.

'Key worker housing' refers to households that typically fall inside the definition of low or moderate incomes households, that are not eligible for social housing. This generally includes professionals that make a significant contribution to the Shire including nurses, aged care workers, teachers, police etc, which is particularly relevant in Wingecarribee in ensuring we plan for and provide housing for our key workers in the health and aged care, education and tourism sectors.

In Wingecarribee, the median weekly rent (\$320) and median monthly mortgage repayments (\$1,950) are higher than the NSW average, while the median weekly household income (\$1,335) is lower than the State average. These numbers alone would suggest that housing affordability has the potential to be a significant issue in the Shire.

The 'median multiple' is an index used to measure middle income housing affordability and refers to the average house price divided by average household income. Demographia, who publish an annual survey on international housing affordability use the median multiple to provide a housing affordability rating. Areas with a median multiple of 3.0 and under have traditionally been considered affordable, and areas with a median multiple of 5.1 and above are considered severely unaffordable. However, the median multiple has significantly

increased in recent years as house prices have outgrown household income across the country.

Wingecarribee has a median multiple of 11.7, indicating housing is 'severely unaffordable'. However, while housing affordability is a real issue, the median multiple is not an accurate reflection of housing affordability in the Shire, as the average household income is not reflective of the average household wealth, as a high proportion of our population choose to work less than full time hours as they transition into retirement.

A better indication of housing affordability issues in Wingecarribee is 'rental stress', where rent represents more than 30% of the gross household income. Some 10% of all households in the Shire meet this definition of rental stress, representing approximately 55% of all renting households. Alarming, the average waiting time for social housing in the Wingecarribee Shire is 224 days (general) and 13 days (priority).

Housing affordability is an issue that requires action from all levels of Government, the development industry and housing providers, and ensuring our community has equitable access to housing is a significant housing challenge for the Shire.

Our Environment

Our local environment is unique, with rich biodiversity, complex ecosystems, intricate waterways, a wide variety of landforms, soils and generous living conditions.

The Wingecarribee Shire is home to over 370 native mammal, reptile and bird species, making it one of the most diverse regions in Australia. Our environment is a biodiversity hotspot, with 1558 native plant species and 374 native animal species identified within the Shire. Of those species, 40 of the plant species and 42 of the fauna species have been classified as endangered or threatened.

The Southern Highlands is home to 3,000 koalas, one of the largest and most understood colonies in NSW. The Shire contains large areas of in-tact koala habitat, and Council are working with Government agencies and landowners to provide greater protection to important habitat areas.

Over 103,000 hectares of land within the Wingecarribee comprises either National Parks and Nature Reserves, or is otherwise owned by a public authority – some 38% of the Shire. With over 7,200km of waterways, the Shire is also an important water catchment region for both our environment and drinking water supplies.

A significant portion of the Wingecarribee Shire is bush fire prone land, including many existing residential areas within our towns and villages. All new development on bushfire prone land is subject to NSW Rural Fire Service *Planning for Bushfire Protection* guidelines, however, houses within these areas often pre-date these regulations, meaning many are at an increased risk of damage or loss from a bushfire. Similarly, flooding presents a significant risk to houses in certain locations throughout the Shire, and it is important that new housing areas do not increase the risk of flooding to existing or future houses.

With a landscape that includes rainforests, escarpment forests, woodlands, unique villages and farm land, our environment is highly valued by our Community. Careful management of our future growth is required to protect our natural areas and waterways, and ensure development is in keeping with our communities values and expectations.

Our Housing Needs

The Regional Plan identifies an additional 3,300 dwellings required to meet the Wingecarribee's housing needs by 2036 and requires Council's to prepare Local Housing Strategies *to provide a surplus supply of residential land to meet projected housing needs*. However, significant uncertainty remains about the impact a growing Western Sydney, including the new Western Sydney Aerotropolis, will have on population growth and development pressure within the Wingecarribee Shire. This Strategy therefore plans for the long-term housing needs of our community (greater than 20 years), to ensure there is an adequate supply of both infill and greenfield land supply, so the planning framework can adapt to changes in demand over time.

Our aging population, changing household structure, shrinking household sizes and increase in lone person households indicate a greater mix of housing types are required, with growing demand for smaller houses throughout the Shire. There is a clear disconnect between our housing needs and the housing stock being provided by the market, and the necessary shift towards a greater diversity in housing types provides a significant housing challenge for the Wingecarribee Shire.

This Strategy seeks to facilitate a housing stock that meets the needs of our community both now and into the future, which will require:

- New housing to accommodate population growth
- A greater mix of housing types and price points to meet the needs of our community
- An increase in social and community housing to accommodate our most vulnerable community members
- Increased opportunities for people to age in place, as well as increased options for seniors living type developments in close proximity to public transport and services
- An increase in smaller housing options including an increase in medium density development, smaller dwellings and smaller lot sizes
- Appropriately located development to reduce car dependency.

The planning priorities outlined in Chapter 3 of this Strategy specifically seek to address the identified housing needs of our community.

Chapter 3 – Planning Priorities

The Wingecarribee Local Housing Strategy provides a long-term strategy to meet the housing needs of our community. The Strategy provides direction for both existing and new residential areas and seeks to strike a balance between infill and greenfield development that is consistent with community expectations and respects and enhances the character of our existing towns and villages.

A set of eight (8) guiding principles were used to inform the analysis and decision-making process in the preparation of the Housing Strategy. These principles were drawn from extensive community consultation processes through the preparation of the Wingecarribee Local Planning Strategy and Community Strategic Plan.

Guiding Principles



In addition to the eight (8) guiding principles for housing, this Strategy identifies 3 planning priorities to ensure that we can plan for and provide a housing stock that meets the needs of our community.

Each planning priority is discussed below and includes objectives, actions and indicators to measure the success of the Strategy in achieving the planning priorities.

Planning Priority 1 – Promote infill development and increased densities in appropriate locations, and facilitate a greater mix of housing types to ensure our housing stock is reflective of the needs of our community

An appropriate mix of housing types is needed to ensure that our residents have greater choice and access to housing that meets the diverse needs of our community.

Our aging population, changing household structure, shrinking household sizes and increase in lone person households will continue to drive demand for smaller housing types throughout the Shire. However, the past 10 years has seen an increase in larger dwellings and a decrease in medium density housing, creating a distinct disconnect between our housing stock and the housing needs of our community.

To ensure that our housing stock meets the needs of our community into the future, there needs to be a significant shift in housing diversity, and an increase in medium density and small lot residential housing as a proportion of all private dwellings. Further, increases in aged care places, seniors housing located close to services and transport, adaptable forms of housing and smaller homes (1 and 2 bedroom) are all required to support our aging population and provide appropriate choice in the housing market.

Priority should be given to promoting increased densities as well as seniors and adaptable housing options in appropriate locations close to public transport, employment options and higher-level services. Particularly in our 3 main towns of Bowral, Mittagong and Moss Vale; to reduce car dependency and provide equitable access to services for all residents.

Infill development also provides an opportunity to reinforce the viability of some of our smaller town and village centres (i.e. Bundanoon and Robertson), to ensure these communities continue to have access to important services into the future (i.e. supermarkets, doctors etc.). Both Bundanoon and Robertson are relatively isolated from our larger centres, and it is important for these centres to be economically sustainable, to meet the needs of the local population, reduce car dependency, improve liveability and promote a sense of community. Increasing housing choice in these areas will also provide an opportunity for residents to age in appropriate housing within their communities.

Providing greater diversity in housing, and increasing the proportion of smaller housing products, will provide greater choice in the housing market and have a positive influence on housing affordability. A greater housing mix will also promote and support social and cultural diversity across the Shire and assist in retaining and attracting residents on lower incomes, families with children, students, long-term renters, people living alone, shared households and more. This Strategy aims to ensure that no cohort of our community is disadvantaged and that all groups have access and equity in housing within the Wingecarribee Shire.

Council is committed to increasing housing choice and diversity but is equally committed to protecting and enhancing the heritage and character of our towns and villages and ensuring that new housing is consistent with the values and expectations of our community.

Objectives

- Provide a diverse mix of housing types and choice to meet the needs of our community both now and into the future
- Provide an increase in smaller housing options in the Shire, with a target of 20% of all new dwellings to be medium density or small lot housing options
- Provide a 50/50 split of infill and greenfield development to meet our housing needs
- Facilitate aging in place by increasing housing choice and adaptable housing options, and provide seniors housing in appropriate locations close to transport and services
- Promote good design that reflects the values of our communities and respects and enhances the character of our towns and villages
- Ensure the Wingecarribee planning framework facilitates a mix of housing types and lot sizes and provides certainty to the community and development industry.

Actions

- Review Council's LEP and DCP provisions and remove any unnecessary barriers to facilitating more diverse housing options in appropriate locations
- Consider incentives to promote quality medium density development in our strategic centres of Bowral, Mittagong and Moss Vale, including bonus provisions for affordable housing and good design outcomes
- Review Council's LEP and DCP provisions and remove any unnecessary barriers to facilitating seniors living developments in our strategic centres of Bowral, Mittagong and Moss Vale
- Investigate options to increase housing choice in close proximity to our smaller town and village centres (i.e. Bundanoon and Robertson) to allow people to age in appropriate housing within their communities
- Introduce integrated housing provisions into Wingecarribee LEP and DCP to facilitate smaller lot housing in appropriate locations, with detailed design controls to promote good urban outcomes
- Ensure Council controls do not rule out new and emerging housing types that address the housing needs of our community
- Undertake a community education process to de-stigmatise medium density housing in the Shire
- Develop and maintain a Wingecarribee Land and Housing Monitor to track and measure housing supply and diversity
- Manage the release of new greenfield development areas to ensure greenfield land does not compromise infill development
- Prepare new local character statements to outline the existing and desired future local character of our towns and villages
- Introduce new development controls that ensure medium density development is in keeping with the desired future character of our towns and villages.

Indicators

1. Report annually on the Land and Housing Monitor including housing typologies (by percentage of new dwellings)
2. Report annually on dwelling approvals against the target of 20% of all new dwellings being smaller housing options including medium density and small lot housing
3. Track trends in housing typologies, and embed a trigger to review planning controls if diversity targets are not met for three (3) consecutive years
4. Amended planning controls for smaller lots in strategic locations within 12 months.

Planning Priority 2 – Provide a greater mix of price points in the housing market to improve housing affordability, and work with community housing providers to increase the stock of social and community housing throughout the Shire

Housing affordability is an issue that requires action from all levels of Government and ensuring our community has equitable access to housing is a significant housing challenge for the Shire.

Housing affordability is a significant issue for low to moderate income households in the Wingecarribee, where the median weekly rent and median monthly mortgage repayments are significantly higher than the NSW average. It is important for housing policy to facilitate a diverse range of housing options and price points across the housing continuum, to ensure that our community has access to housing that meets their needs, aspirations and capacities.

The continuum recognises the importance of household income on the ability to access housing of different types, cost and tenure (see **Figure 7**).

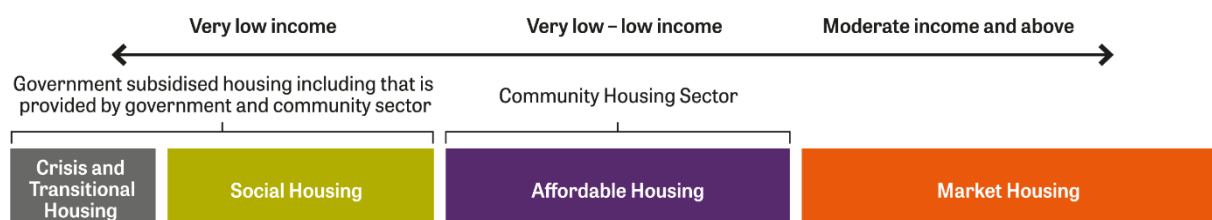


Figure 7 - Housing Continuum (Source: Greater Sydney Commission)

Our Shire will continue to rely on key workers in the health and aged care, education and tourism sectors to provide essential services to the Shire into the future. An absence of affordable housing will result in key workers being priced out of the local housing market and having to commute from outside of the Shire to provide essential services to our community.

A range of housing choices, including affordable rental housing provides opportunities for low to moderate income households, and key worker households to enter the private housing market, and reduces the need for people to go into social housing and also supports a pathway for people to move out of social housing.

To plan for future housing needs, Council has obligations to facilitate an efficient housing market that responds to local demand and aims to provide housing to meet a full range of housing needs, including affordable housing. In addition to increasing housing diversity within the Shire, Council will work with community housing providers to increase the stock of affordable housing within the Shire to ensure our most vulnerable community members have access to housing that meets their needs.

Objectives

- Provide a diverse range of housing options and price points across the housing continuum, to ensure that our community has access to housing that meets their needs, aspirations and capacities
- Investigate ways of supporting affordable housing opportunities via collaboration and partnership arrangements between developers, State Government, local community housing providers, Local Aboriginal Land Councils and community based groups
- Engage community housing providers in the planning and provision of affordable and social housing
- Ensure Council processes support streamlined approval for housing, particularly special needs housing.

Actions

- Facilitate efficient housing markets that meet the housing needs of our community, including addressing any gaps in the market, particularly in the area of affordable and social housing
- Develop an affordable housing strategy for the Wingecarribee Shire that identifies a clear policy for affordable housing contributions and the application of SEPP 70 to new residential living areas prior to rezoning
- Consider incentives to promote affordable housing in our strategic centres of Bowral, Mittagong and Moss Vale, including potential bonus floor space provisions for affordable housing
- Work with community housing providers to maximise the potential of their existing housing stocks and increase the supply of affordable and social housing in the Shire
- Work with Aboriginal Land Councils to ensure housing needs of the Aboriginal community are met.

Indicators

1. Decreased percentage of households in rental stress where rent payments are 30% or more of household income
2. Report annually on the Land and Housing Monitor including housing typologies (by percentage of new dwellings)
3. Report annually on dwelling approvals against the target of 20% of all new dwellings being smaller housing options including medium density and small lot housing
4. In collaboration with community housing providers, report annually on housing stock for affordable and social housing needs
5. Establish a target for affordable and social housing with the aim of at least retaining any housing stock in the Wingecarribee Shire, and report on this annually

Planning Priority 3 – Provide for well planned new release areas to meet the long-term housing needs of the community, and ensure that our growing communities are supported by essential infrastructure

The Regional Plan identifies an additional 3,300 dwellings required to meet the Wingecarribee's housing needs by 2036. However, uncertainty remains about the impact a growing Western Sydney, including the new Western Sydney Aerotropolis, will have on population growth and development pressure within the Wingecarribee Shire.

Council's first priority in addressing our housing needs is to encourage and facilitate new infill development in appropriate locations close to transport, services and employment. However, an appropriate balance between infill development and new greenfield residential living areas is required to meet our long-term housing needs.

The population is expected to grow by 4,050 people by 2036, requiring an additional 3,300 dwellings. However, uncertainty remains about the impact a growing Western Sydney, including the new Western Sydney Aerotropolis, will have on population growth and development pressure within the Wingecarribee Shire. This Strategy therefore plans for the long-term housing needs of our community (greater than 20 years), to ensure there is an adequate supply of both infill and greenfield land supply, so the planning framework can adapt to changes in demand over time.

This Strategy identifies six (6) new residential living areas to be developed over a 30+ year period including the recently rezoned Chelsea Gardens Coomungie urban release area to the south-west of the Moss Vale township. It is estimated that the new residential living areas have capacity for an additional 3,150 dwellings, which will be staged over the next 30 years to meet the housing needs of our community.

Council's priority is to promote and support infill development, and the staging of the release of new living areas will need to ensure that greenfield land does not compromise infill development. This Strategy has a target of a 50/50 split between infill and greenfield development, meaning the identified new living areas will provide enough supply for a 30+ year period based on the current population forecasts and a continued supply of infill development.

Planning a highly liveable shire relies on the coordination of public and private infrastructure, and it is important for Council to plan for a Shire supported by infrastructure. This is challenging in Wingecarribee given the dispersed nature of our towns and villages and the significant limitations within our existing infrastructure networks.

The location of new living areas has considered the capacity of our existing infrastructure networks, as well as Council's ability to plan for and fund new infrastructure to support new development. Where possible, the location of new living areas will utilise excess capacity in our existing infrastructure, to ensure infrastructure is used efficiently and to reduce the cost of new land release.

It is important for infrastructure planning to be integrated into the broader strategic land use planning framework to ensure that infrastructure is planned for, delivered and funded in the most efficient way possible, and so that as our communities continue to grow, so too does the capacity of our infrastructure networks.

Planning for infrastructure as part of the strategic planning process will allow Council to stage the delivery of infrastructure and control the staging of greenfield development areas in accordance with a long-term staging plan for new living areas in the Shire. It will also provide certainty to the community and the development industry in the provision of infrastructure to support our growing communities, and the likely cost of servicing new greenfield development areas.

In addition to planning for and delivering infrastructure, Council needs to consider and plan for the funding of new and augmented infrastructure that is required to support our growing communities. Prior to new living areas being rezoned, an infrastructure plan and servicing strategy will be required to coordinate the delivery of infrastructure, and ensure infrastructure is planned for and delivered in the most efficient way possible.

New living areas identified through this Strategy will receive a significant uplift in property value, and this Strategy proposes a value capture system through the rezoning process, to spread the economic benefits or rezoning more broadly and help fund the infrastructure that is required to support new development.

A value capture system associated with the rezoning of new living areas will provide for the equitable cost sharing of new and augmented infrastructure and ensure that rate payers are not left with the burden of funding infrastructure required to support development. Capturing the value of a zoning change to fund infrastructure is considered the most equitable and sustainable means of funding new infrastructure, as those who benefit the most from (and generate the demand for) new infrastructure, contribute to the cost of delivering that infrastructure.

The 'value capture' will occur through a Voluntary Planning Agreement (VPA) to be entered into at the rezoning stage for new living areas identified through this Strategy. A VPA is an agreement entered into by council and a developer during council's consideration of a rezoning application (planning proposal) or development application. VPAs can either be in lieu of or in addition to a development contribution payment and this is negotiated as part of the VPA.

Objectives:

- Provide land and housing development opportunities to meet the needs of our community
- Focus new greenfield housing near existing centres and transport nodes
- Promote sustainability through the appropriate location and design of new living areas
- Stage the release of new living areas to ensure greenfield land does not compromise infill development
- Achieve a mix of housing types and lot sizes in new living areas to ensure that new development meets the needs of our community

- Identify priority release areas and align infrastructure delivery to unlock the development potential of our priority release areas
- Provide certainty to Council and the development industry in the provision and funding of infrastructure

Actions:

- Develop a staging plan for new living areas, to ensure that sufficient land is available to meet the needs of our community, without compromising infill development
- Develop a Land and Housing Monitor that tracks the supply of greenfield and infill development supply
- Regularly review the staging plan and Land and Housing Monitor to ensure that greenfield land release does not compromise infill development
- Develop master plans for our new living areas, prior to rezoning, to provide for well planned, highly liveable communities into the future
- Develop infrastructure plans and servicing strategies for new living areas prior to rezoning
- Formalise a value capture system to fund a portion of the cost of providing new or augmented infrastructure to support new development
- Review Development Contribution Plans and Development Servicing Plans to ensure commensurate contributions are charged for greenfield development
- Ensure Council can provide the community infrastructure support needed for planned growth
- Work with NSW Government agencies to align their asset and infrastructure planning with planned housing growth to ensure delivery of adequate State infrastructure and services

Indicators

1. Report on Land and Housing Monitor each year including:
 - a. Housing supply and changes to this on an annual basis
 - b. Housing demand and trends over time reported annually against supply
 - c. Land released, and proportion of greenfield and infill housing reported annually against the identified targets of 50% infill development and 20% medium density
 - d. Targets reported to Council via an annual Land and Housing Monitor Report.
2. Ensure planning proposals are consistent with the Local Housing Strategy
3. Value capture at the rezoning stage provides a long-term, sustainable model to fund new and augmented infrastructure to support new living areas identified in the Local Housing Strategy

Chapter 4 New Residential Living Areas

Council's first priority in addressing our housing needs is to encourage and facilitate new infill development in appropriate locations close to transport, services and employment. However, an appropriate balance between infill development and new greenfield residential living areas is required to meet our long-term housing needs.

A detailed, multi-staged analysis was undertaken to identify potential future residential release areas within the Wingecarribee LGA. The process for identifying potential future development sites is outlined in detail below, and included comprehensive constraints mapping, suitability and desirability criteria assessments, an assessment against the identified housing principles, visual assessments and preliminary infrastructure assessments.

This Strategy has been developed with information and data sets available at the time the Strategy was prepared. Therefore, there may be limitations and / or vulnerabilities associated with the constraints mapping used in the analysis due to limitations within the data sets.

All sites identified within the Strategy as potential new residential living areas will be required to undertake a full environmental assessment in support of any future planning proposal to rezone the land for residential purposes. Being identified in the Strategy does not remove the requirement for a full environmental assessment as part of the planning proposal process and does not guarantee the land is free of constraints that may limit development potential on the site.

Methodology

Constraints Analysis

A detailed constraints analysis was undertaken across the Shire. The constraints considered in the analysis are detailed below, with individual constraints shown in Figure X and a combined Constraints Map shown in Figure X below.

The following constraints were considered in the assessment. Land affected by one or more of the constraints outlined below was considered unsuitable for development. While it is acknowledged that the presence of one or more of the listed constraints does not automatically render land unsuitable for development, it is considered appropriate at the strategic planning stage to identify land free of constraints where possible.

1. All E1 and E2 Zoned Land
2. High Value environmental lands
3. Riparian Areas
4. Flood Planning Areas (100 Year ARI + 0.5m Freeboard)
5. 40m Riparian Buffer (where no flood information is available)
6. Bushfire Prone Land
7. High Value Agricultural Lands (all Category 1 and 2 Lands)

8. Non-fragmented Moderate Value Agricultural Lands (Category 3 Land greater than or equal to 40ha)
9. Slope greater than 18%
10. Heritage Items, Heritage Conservation Areas and Landscape Conservation Areas
11. Sydney Water – Special Catchment Areas
12. Mine Subsidence Areas
13. Buffers around IN1 General Industry (50m) and IN3 Heavy Industry (100m) zones

The outcomes of the constraints analysis are shown in **Figures 8-10** below. Land not identified as constrained in the analysis is considered potentially suitable for development from a land capability perspective and is shown in **Figure 11**.

Suitability Criteria Analysis

The potentially suitable land was then analysed using a set of criteria based on the principles outlined in Chapter 3.1 of this Strategy. The suitability criteria analysis was used to identify land that was suitable from a land capability and planning perspective. The criteria used in the analysis is outlined in **Table 2** below:

Table 2 - Suitability Analysis Criteria

Criteria		Measure	
1	Within 2km of existing town boundaries		
2	Unconstrained (based on the constraints analysis undertaken)		
3	Proximity to Town Centre containing higher level services (full scale supermarket / doctors etc)	1	Less than 2 Kilometres
		2	Between 2 and 3 Kilometres
		3	Between 3 and 4 Kilometres
		4	Greater than 4 Kilometres
4	Proximity to Train Station	1	Less than 2 Kilometres
		2	Between 2 and 3 Kilometres
		3	Between 3 and 4 Kilometres
		4	Greater than 4 Kilometres
5	Proximity to Bus Stop	1	Less than 500 metres
		2	Between 500m and 1.5 Kilometres
		3	Between 1.5 and 3 Kilometres
		4	Greater than 3 Kilometres
6	Proximity to Hospital	1	Less than 4 Kilometres
		2	Between 4 and 8 Kilometres

		3	Between 8 and 12 Kilometres
		4	Greater than 12 Kilometres
7	Proximity to Higher Education (University / Tafe)	1	Less than 4 Kilometres
		2	Between 4 and 8 Kilometres
		3	Between 8 and 12 Kilometres
		4	Greater than 12 Kilometres
8	Proximity to Schools	1	Less than 2 Kilometres
		2	Between 2 and 3 Kilometres
		3	Between 3 and 4 Kilometres
		4	Greater than 4 Kilometres
9	Lot Size / Land Fragmentation	1	Greater than 20 hectares
		2	Between 10 and 20 hectares
		3	Between 5 and 10 hectares
		4	Less than 5 hectares

The outcomes of the suitability criteria analysis is shown in **Figure 12** below, with land shown green considered most suitable for development, land shown in yellow considered moderately suitable for development and land shown in red considered unsuitable for development. The suitability analysis results shown below do not consider:

- Serviceability of the land
- Fragmentation from existing urban areas
- Potential urban outcomes, or
- Impacts on the visual and physical separation of our towns and villages (the green between)

Additional testing was then undertaken to identify specific areas of interest that warranted further investigation as potential new residential living areas. Land that was identified through the suitability analysis was ultimately deemed unsuitable for development if:

- Development would impact on the physical and visual separation of our towns and villages
- Significant limitations in infrastructure networks existed
- Land was fragmented from existing urban areas and servicing was unlikely to be feasible, and
- Development was likely to result in undesirable urban outcomes.

Further consideration was given to defining long-term edges of towns, providing quality urban outcomes and reducing the chance of ongoing urban sprawl. Based on the additional testing, six (6) potential new residential living areas were identified and are discussed below.

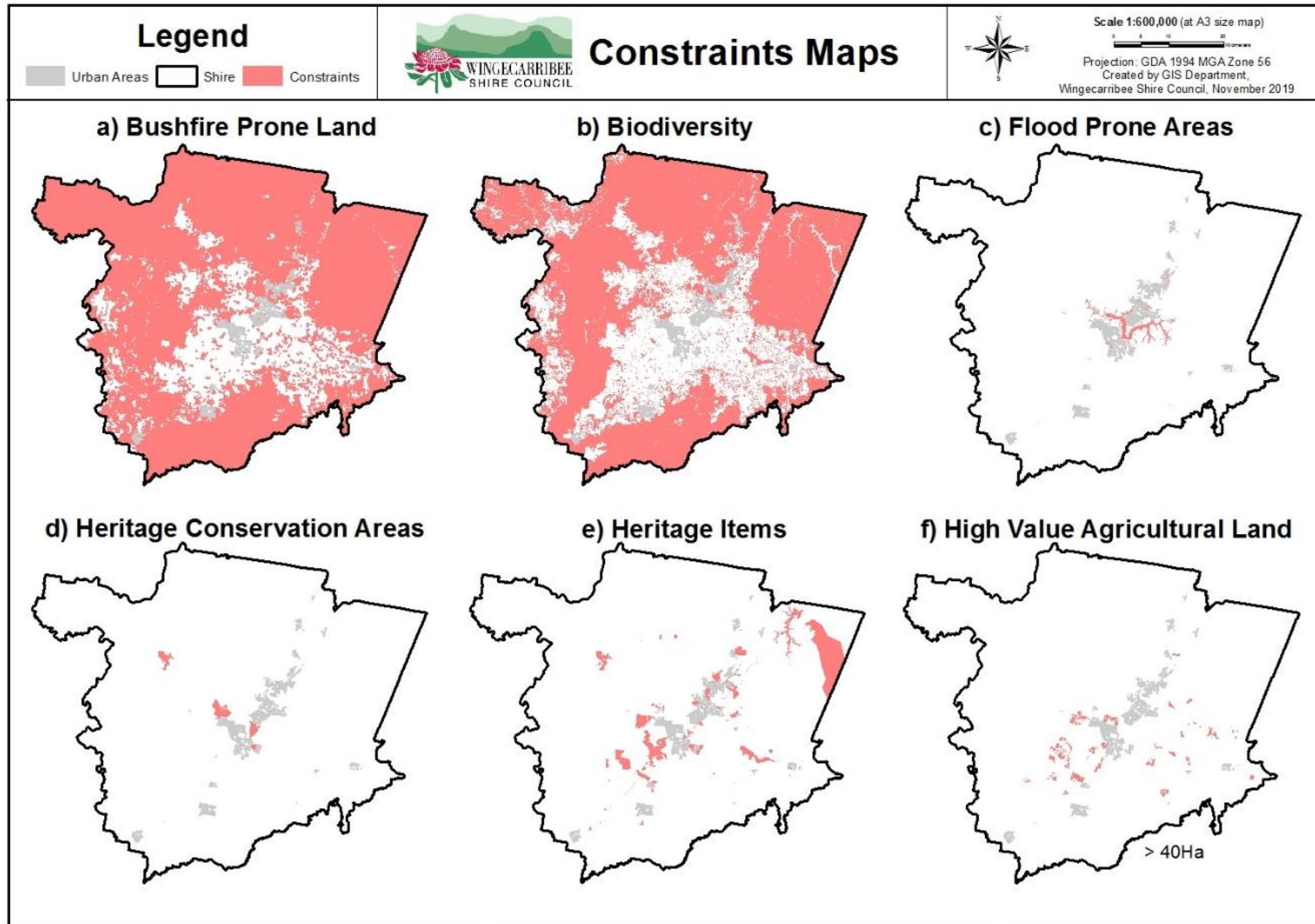
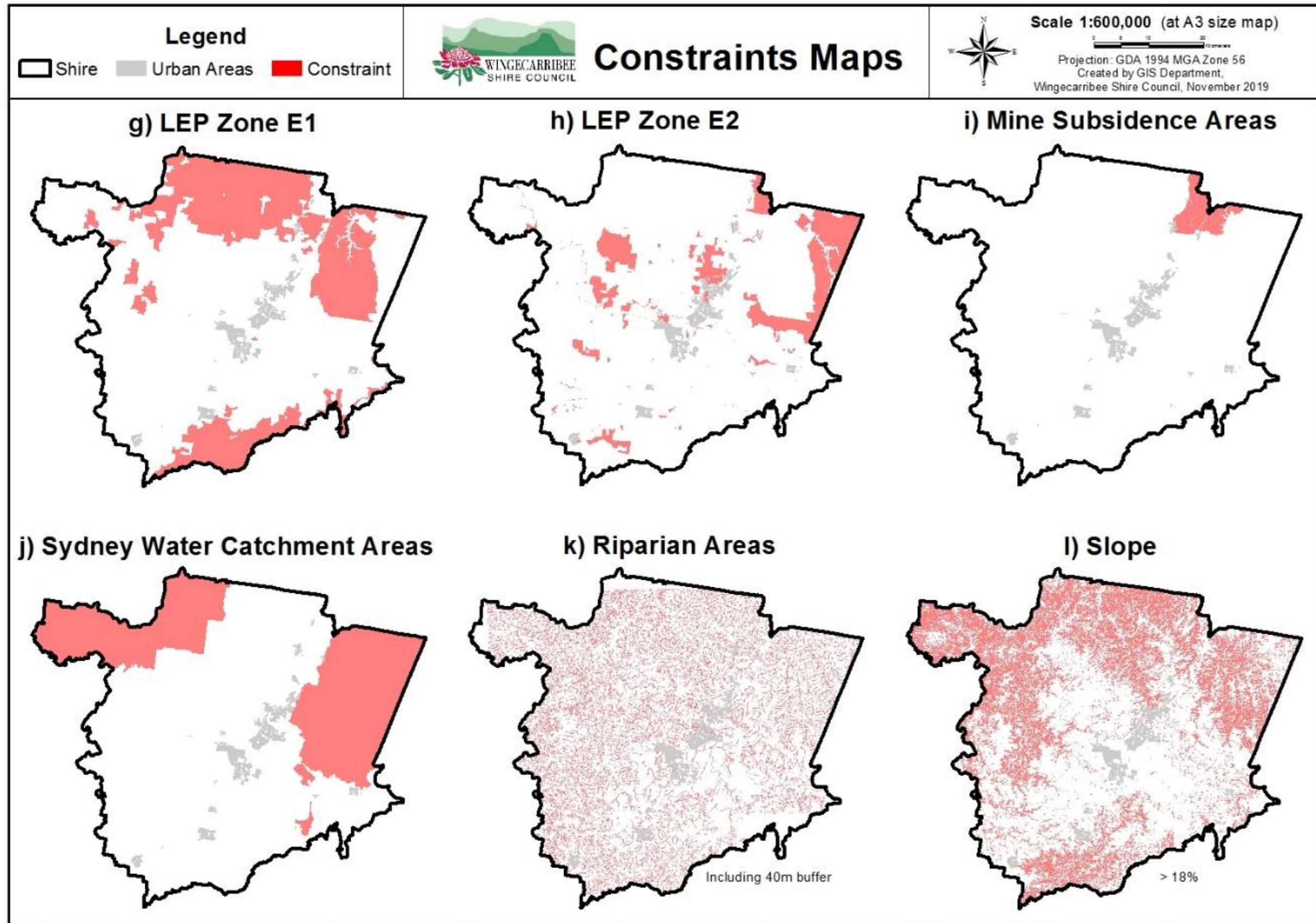


Figure 8 - Constraints Analysis (a-f)



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Figure 9 - Constraints Analysis (g-l)

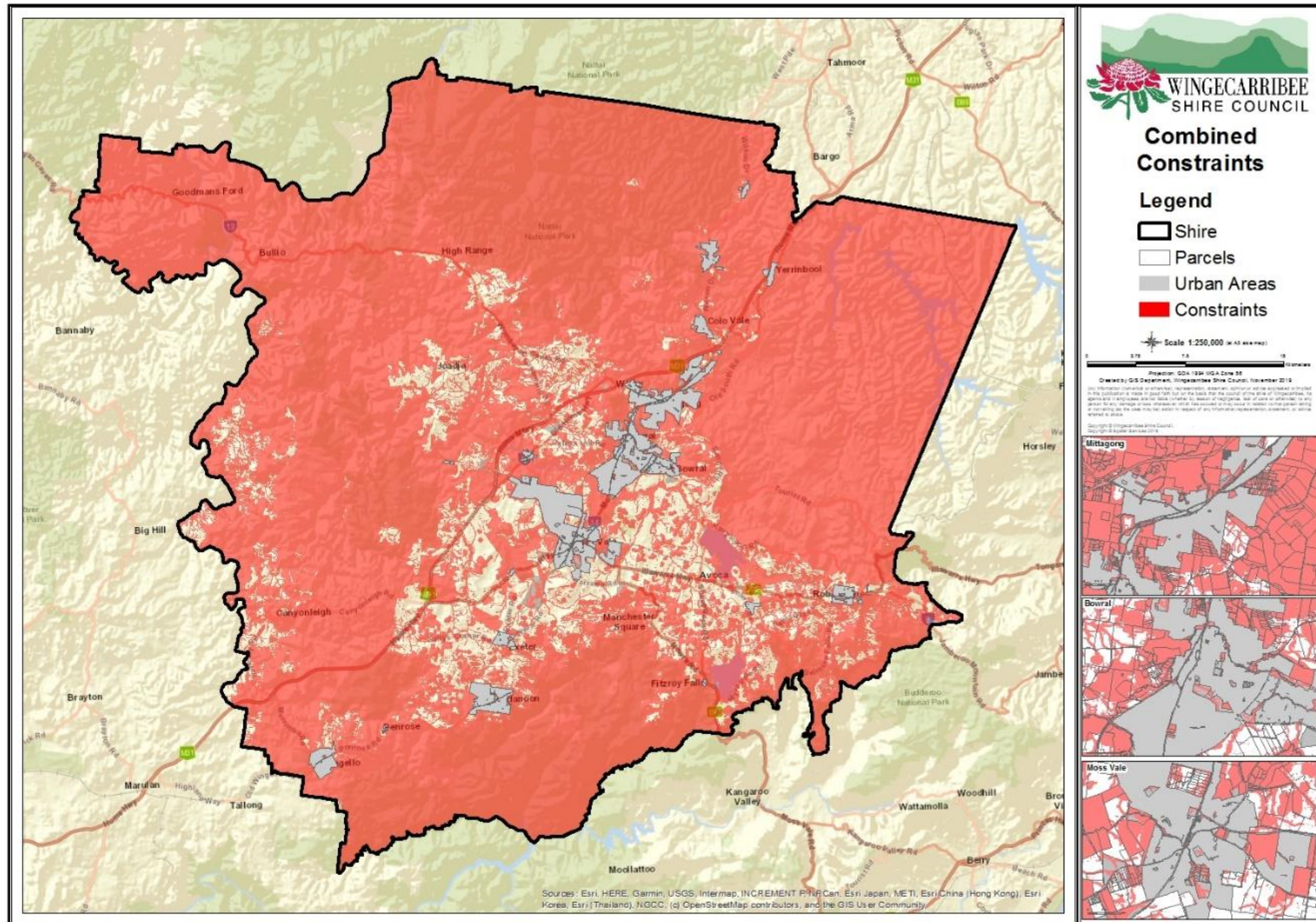


Figure 10 - Combined Constraints

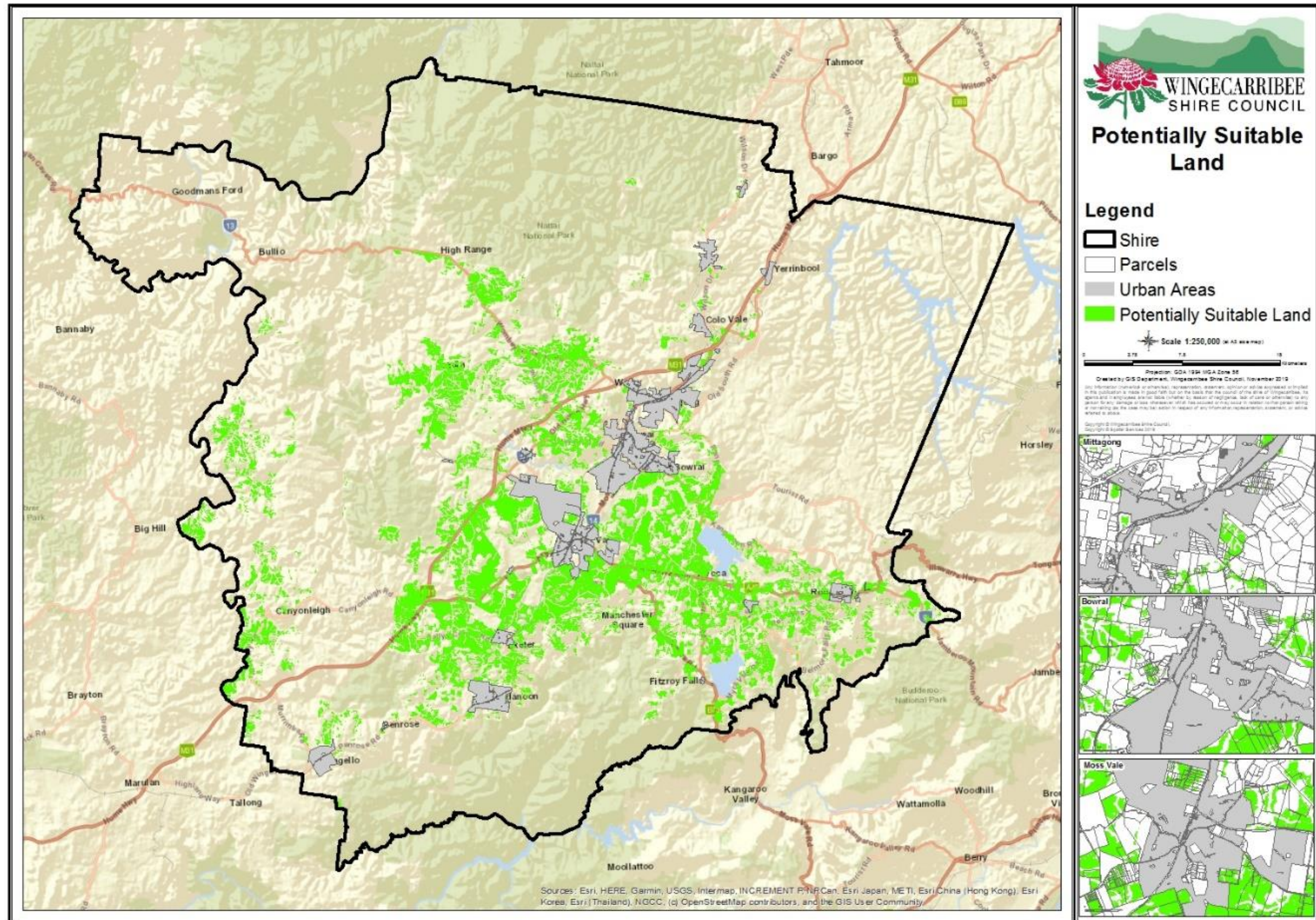


Figure 11 - Potentially Suitable Land (Land Capability)

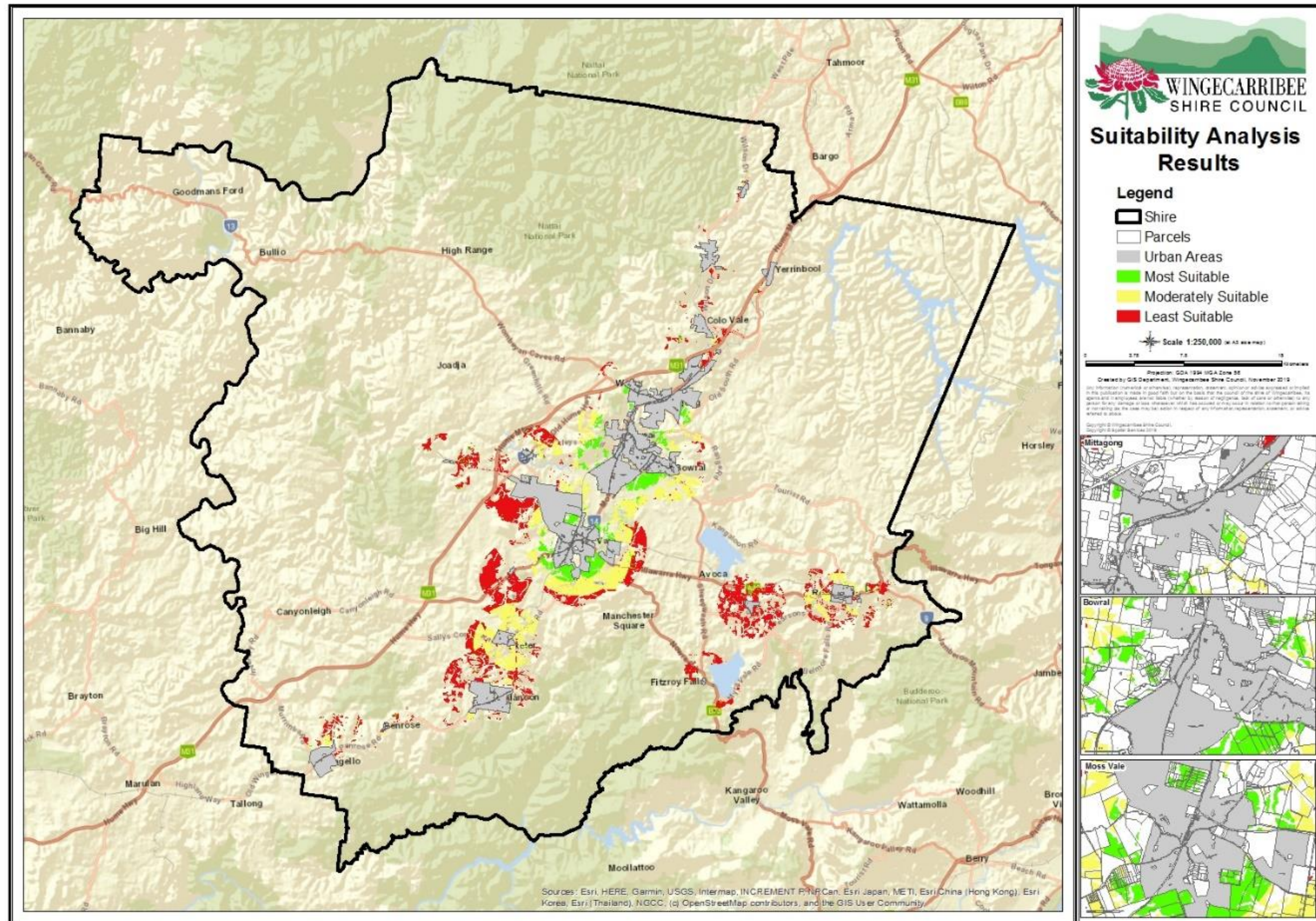


Figure 12 - Suitability Criteria Results

New Residential Living Areas

This Strategy identifies six (6) new residential living areas to be developed over a 30-year period. The new residential living areas are described below including potential developable areas, infrastructure requirements, further environmental assessments required and high-level design principles for the future development of each area.

An overview of the proposed new living areas, including areas and anticipated yields are provided in **Table 3** with a detailed description of each of the areas below.

New Residential Living Areas	Study Area (ha)	Developable Area (ha)	Anticipated Dwellings*
Moss Vale (Chelsea Gardens Coomungie and Surrounds)	30	28	1,300**
Bowral (South)	303	180	1,100
Moss Vale (West)	57	18	100
Mittagong (East)	98	15	40
Colo Vale (Wensleydale)	249	92 ⁺	500
Potential Long-Term Living Area	Study Area (ha)	Developable Area (ha)	Anticipated Dwellings*
Robertson (North East)	38	22	150

*based on anticipated development area, constraints, proposed development type etc

**anticipated dwellings include the existing residential zoned Chelsea Gardens Coomungie URA

⁺developable area is likely to be significantly reduced following environmental and heritage impact assessments

Chelsea Gardens Coomungie and Surrounds

The Chelsea Gardens Coomungie Urban Release Area (URA) is located on the south eastern edge of the Moss Vale township. The land was rezoned in 2017 to a mix of primarily residential zones with minimum lot sizes ranging from 450m² to 2,000m².

The subject land is mapped as an Urban Release Area under Wingecarribee LEP 2010, and is subject to Part 6 of the LEP, which requires a DCP to be prepared prior to a development application being considered over the site. A DCP and concept Master Plan was adopted by Council in October 2019 which will guide the future development of the new residential living area. The concept Master Plan is shown in **Figure 13** below.

The suitability analysis identified a number of sites around the Chelsea Gardens Coomungie URA as highly suitable for development from a land capability and desirability perspective. However, significant limitations in existing infrastructure networks, particularly on the local and State road networks, resulted in only a small area east of Yarrawa Road being considered as a potential new living area.

All land to the West of Yarrawa Road was deemed to have an unmanageable impact on the local and State road networks, and was therefore not considered as a potential new living area. The proposed new residential areas are shown in **Figure 14** and provide an opportunity to integrate the proposed areas into the broader Chelsea Gardens Coomungie URA to provide an improved urban outcome, a better rural interface in the north east and a logical southern edge of town along Yarrawa Road.

Land to the east of the Chelsea Gardens was also identified as highly desirable through the suitability analysis, and, due to its location, is unlikely to have as significant of an impact on the local road network as the land to the west of Yarrawa Road. Therefore, while the land to the east is not required during the life of this plan, it is considered a suitable long-term site for residential development.



Figure 13 - Chelsea Gardens Coomungie Master Plan (Source: Arterra Design)

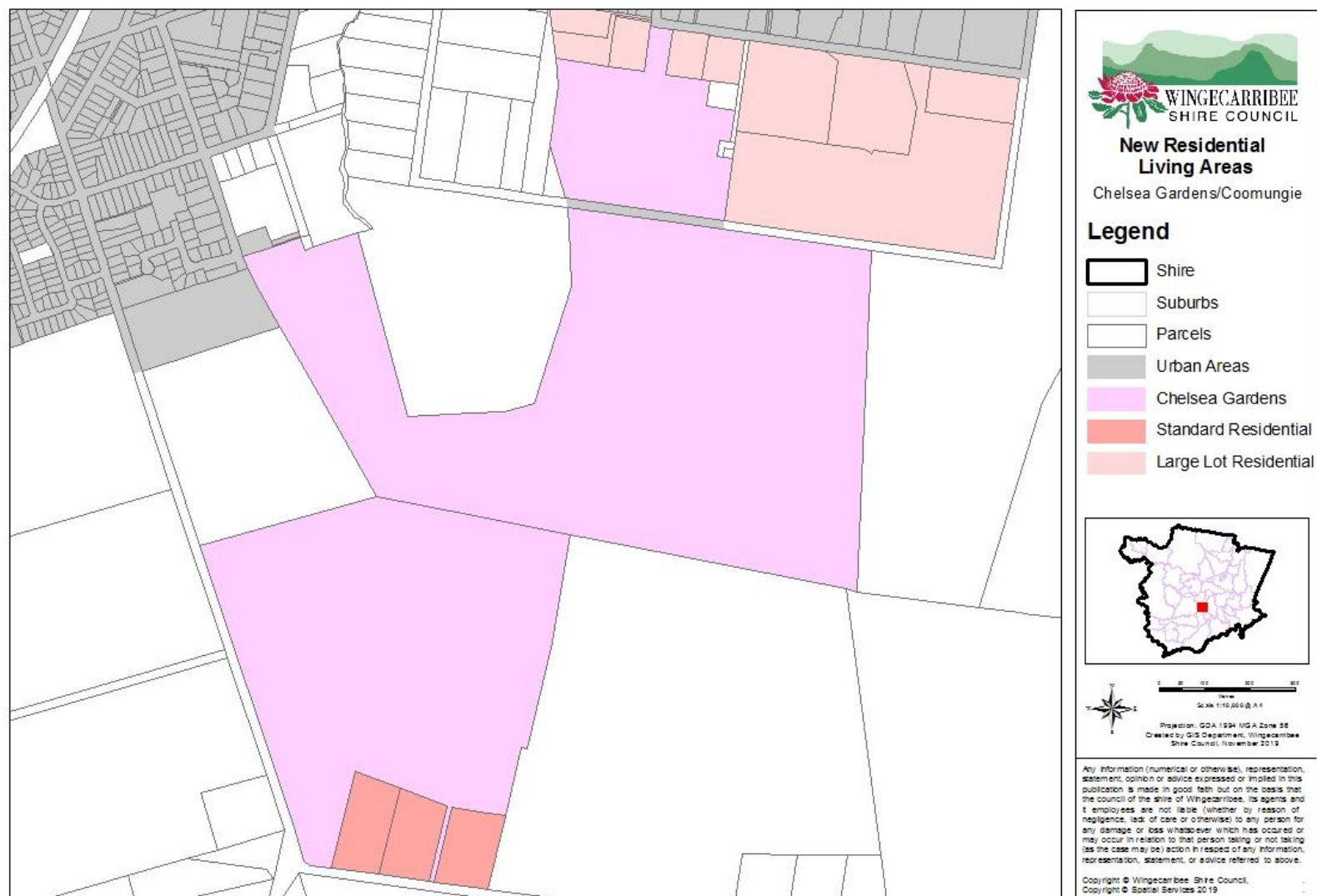


Figure 14 - Chelsea Gardens and Surrounds New Residential Living Area

Further investigations prior to rezoning

The proposed new living area is considered suitable for urban development based on the initial constraints analysis that was undertaken to support this Housing Strategy. However, all sites identified within the Strategy as potential new residential living areas will be required to undertake a full environmental assessment in support of any future planning proposal to rezone the land for residential purposes.

Any future planning proposal to rezone the land for residential purposes will need to be supported by:

- An assessment of the capacity of the Moss Vale Sewerage Treatment Plant and water supply
- An assessment of the traffic impacts of the proposed rezoning
- An Aboriginal Cultural Heritage Due Diligence assessment
- A geotechnical assessment of steep lands

Infrastructure Requirements

There are significant limitations in the capacity of the infrastructure networks in Moss Vale, particularly in relation to the local and State road networks and the Moss Vale sewerage treatment plant. Any future planning proposal will need to demonstrate that future development will not create unacceptable impacts on the local and State road network, and can be fully serviced by town water and sewer.

Design Principles

The following design principles are intended to guide the future development of the site to ensure that development will provide a high-quality urban environment in keeping with our communities expectations.

1. The proposed new living areas are to be integrated into the existing Chelsea Gardens Coomungie URA
2. Yarrawa Road will form the long-term southern edge of the Moss Vale township
3. The proposed landscaped buffer on the eastern boundary of the URA will continue along the Yarrawa Road frontage to the south, to provide visual screening and an appropriate interface with the adjoining rural lands
4. The large lot residential area in the northern portion of the site should utilise the topography of the land to maximise views to the rural landscapes for future residents.

Bowral (South)

The Bowral (South) investigation area is bounded by Kangaloon Road to the north, Eridge Park Road to the west, the Wingecarribee River to the south and the Bong Bong Race Course to the east as shown in **Figure 15** below. The area was identified as highly desirable through the suitability criteria and provides an opportunity to allow population growth in close proximity to a higher-level town centre, schools, medical and higher-level services. The site location and context will facilitate a high-quality urban outcome with a strong visual connection to the adjoining rural landscapes to the east. Further, the Wingecarribee River provides a definitive eastern edge of the Bowral township.

The site also provides an opportunity to contribute positively to the amenity and liveability of Bowral, and achieve one of Council's long-term aims of providing a cycleway and public open space along the Wingecarribee River to connect with the existing cycleway networks in Bowral. The size of the investigation area also provides an opportunity to incorporate a small neighbourhood centre within the future new living area, which will support the day to day needs of the local community, as well as the broader East Bowral area.

Site Analysis

There are a number of known constraints within the investigation area including flooding, biodiversity, heritage significance and bushfire, as well as potential contamination associated with previous agricultural uses in the area. However, there is a substantial area that is unconstrained and is considered highly suitable as a new living area.

A view shed analysis was undertaken to assess the visual impacts of the proposed development from key locations including Moss Vale Road and Kangaloon Road. The majority of the subject land (assuming a 2-storey building height) is not visible from Kangaloon Road or Moss Vale Road. The area east of Boardman Road is the most visible area across the site, and is visible from a number of locations along Kangaloon Road. The results of the view shed analysis are shown in **Figure 16**.

The proposed new residential living area based on the analysis undertaken is shown in **Figure 17**.

Further investigations prior to rezoning

The proposed new living area is considered suitable for urban development based on the initial constraints analysis that was undertaken to support this Housing Strategy. However, all sites identified within the Strategy as potential new residential living areas will be required to undertake a full environmental assessment in support of any future planning proposal to rezone the land for residential purposes.

Any future planning proposal to rezone the land for residential purposes will need to be supported by:

- An assessment of the capacity of the Bowral Sewerage Treatment Plant
- A full water cycle assessment (with input from Water NSW)
- An assessment of the traffic impacts of the proposed rezoning
- An Aboriginal Cultural Heritage Due Diligence assessment
- A Heritage Impact Assessment
- A Phase 1 Preliminary Site Investigation (Contamination)
- An ecological assessment

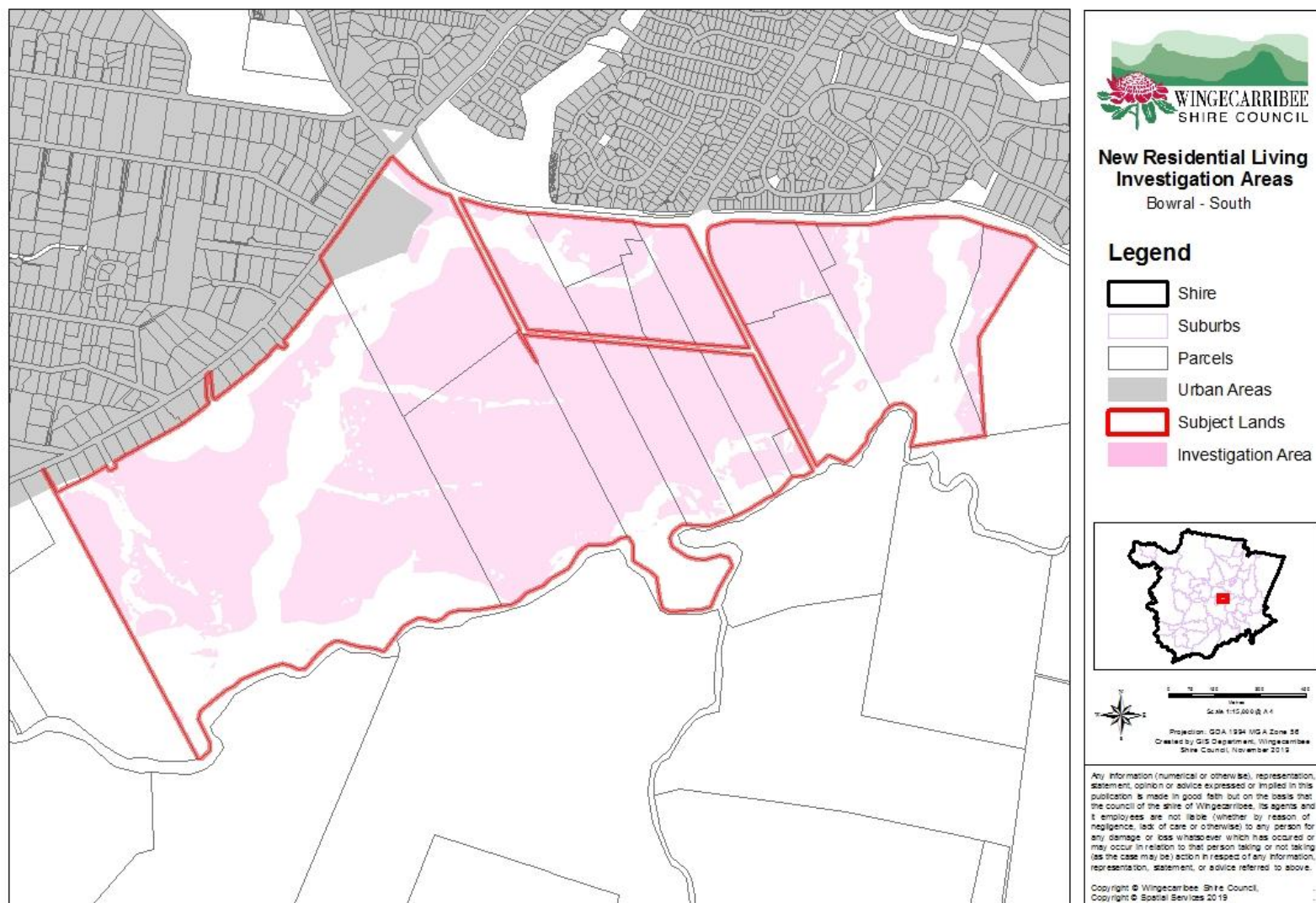


Figure 15 - Bowral (South) Investigation Area

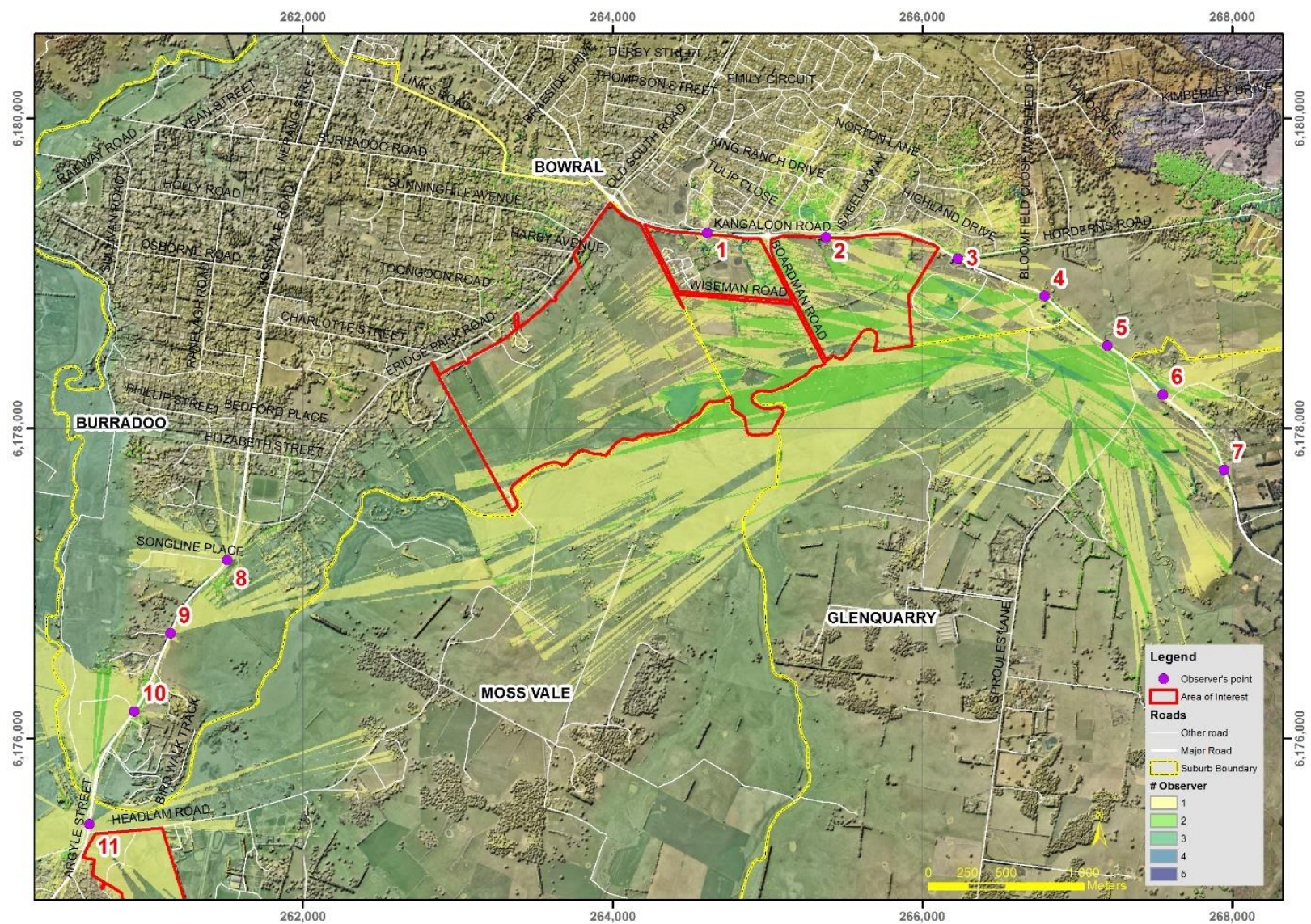


Figure 16 – Bowral (East) Visual Impact Assessment

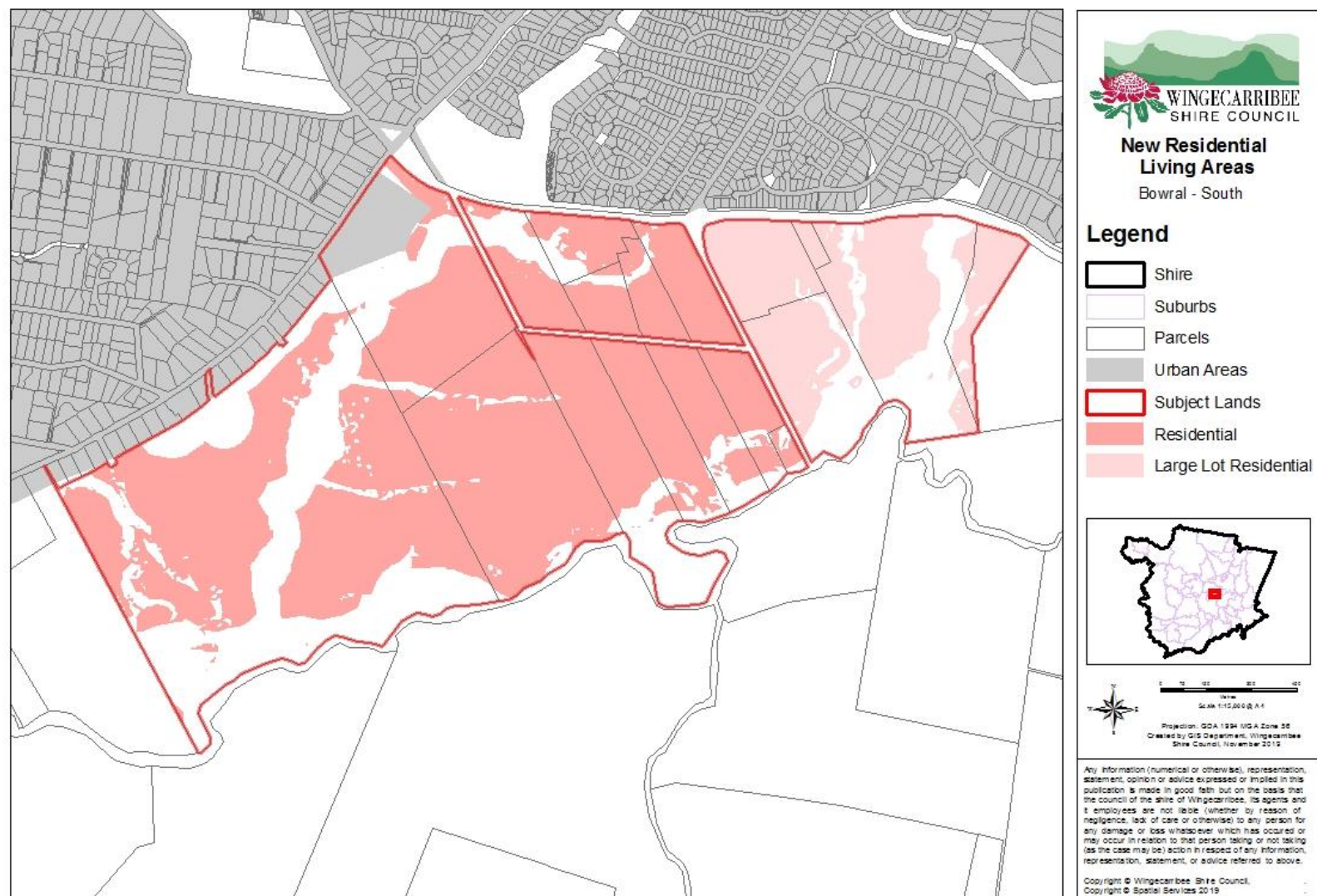


Figure 17 - Bowral (South) Proposed New Living Area

Infrastructure Requirements

Prior to new living areas being rezoned, an infrastructure plan and servicing strategy will be required to coordinate the delivery of infrastructure, and ensure infrastructure is planned for and delivered in the most efficient way possible. The infrastructure plan and servicing strategy will directly influence the staging of the land release.

A number of known infrastructure upgrades will be required to support the future new living area. Prior to the land being rezoned, Council will formalise a value capture system that will provide an equitable and sustainable means of funding new infrastructure and ensure that those who benefit the most from (and generate the demand for) new infrastructure, contribute to the cost of delivering that infrastructure.

The proposed new living area will trigger the need for infrastructure upgrades including but not limited to:

- Intersection and carriageway upgrades on Eridge Park Road
- Intersection of Moss Vale Road and Eridge Park Road
- Extended Cycleway on Eridge Park Road

In addition to the traffic network upgrades, the site will be serviced by the Bowral Sewerage Treatment Plant and the Wingecarribee Water Treatment Plant. Prior to rezoning, modelling would need to be undertaken to determine the capacity of the exiting network and what upgrades are required to water and sewer infrastructure including potential water pumping stations, reservoir and rising mains. The timing of land release may be subject to the planned upgrade of the Bowral sewerage treatment plant.

Design Principles

The following design principles are intended to guide the future development of the site to ensure that development will provide a high-quality urban environment in keeping with our communities expectations.

1. The Wingecarribee River will form the long-term eastern edge of the Bowral township
2. The Bowral (South) living area will be characterised by a diverse mix of housing typologies, strong visual connections to rural landscapes to the east and high quality public open space along the Wingecarribee River and its tributaries
3. A perimeter road along the eastern edge of the development (with new houses addressing the Wingecarribee River) will support a quality urban interface and promote passive surveillance of the public open space adjacent to the river
4. A new cycleway and open space along the Wingecarribee River will connect with the existing cycleway networks to the north and south
5. A new neighbourhood centre in the Kangaloon / Boardman Road area will service the day to day needs of the new community and the broader East Bowral area.
6. A mix of lot sizes are proposed in the visually prominent area to the east of Boardman Road, with larger lots to minimise the visual impact of development and provide a transition of lot sizes towards the Bong Bong race course and adjoining rural landscapes.

Moss Vale (West)

The Moss Vale (West) investigation area is located on the south-western edge of the Moss Vale township adjoining the existing Darraby residential area. The investigation area is bound by Broughton Street in the north, local heritage item “Cardrona” in the east, Peppers golf course in the south and the existing Darraby residential area to the west as shown in **Figure 18** below.

The area was identified as highly desirable through the suitability criteria, and provides an opportunity to provide a mix of lot sizes and housing typologies in close proximity to the Moss Vale town centre, schools, higher education, medical and higher-level services. Part of the investigation area was previously identified for residential development through the Wingecarribee Local Planning Strategy, and the site provides an opportunity to improve on the existing urban / rural interface through a transition of lot sizes and appropriate interface treatments.

Site Analysis

There are a number of known constraints within the investigation area including bushfire, biodiversity and a riparian area. However, there is a substantial area that is unconstrained and suitable for development.

A view shed analysis was undertaken to assess the visual impacts of the proposed development from key locations including the Illawarra Highway and two adjoining heritage items. The view shed analysis demonstrates that the high point of the site on the western edge of the investigation area is highly visible from the Illawarra Highway and adjoining heritage items. The eastern portion of the site (assuming a 2-storey building height) was not visible from any of the test points used in the analysis as shown in **Figure 19**.

Based on the analysis undertaken, a reduced development area is proposed to avoid the riparian areas, Endangered Ecological Communities and visually prominent areas within the site. The proposed new residential living area based on the analysis undertaken is shown in **Figure 20**.

Further investigations prior to rezoning

The proposed new living area is considered suitable for urban development based on the initial constraints analysis that was undertaken to support this Housing Strategy. However, all sites identified within the Strategy as potential new residential living areas will be required to undertake a full environmental assessment in support of any future planning proposal to rezone the land for residential purposes.

Any future planning proposal to rezone the land for residential purposes will need to be supported by:

- An assessment of the capacity of the Moss Vale Sewerage Treatment Plant
- An assessment of the traffic impacts of the proposed rezoning, with particular focus on the impacts on Argyle Street and the Spring Street sub-way.
- An Aboriginal Cultural Heritage Due Diligence assessment
- A Phase 1 Preliminary Site Investigation (Contamination)
- An ecological assessment

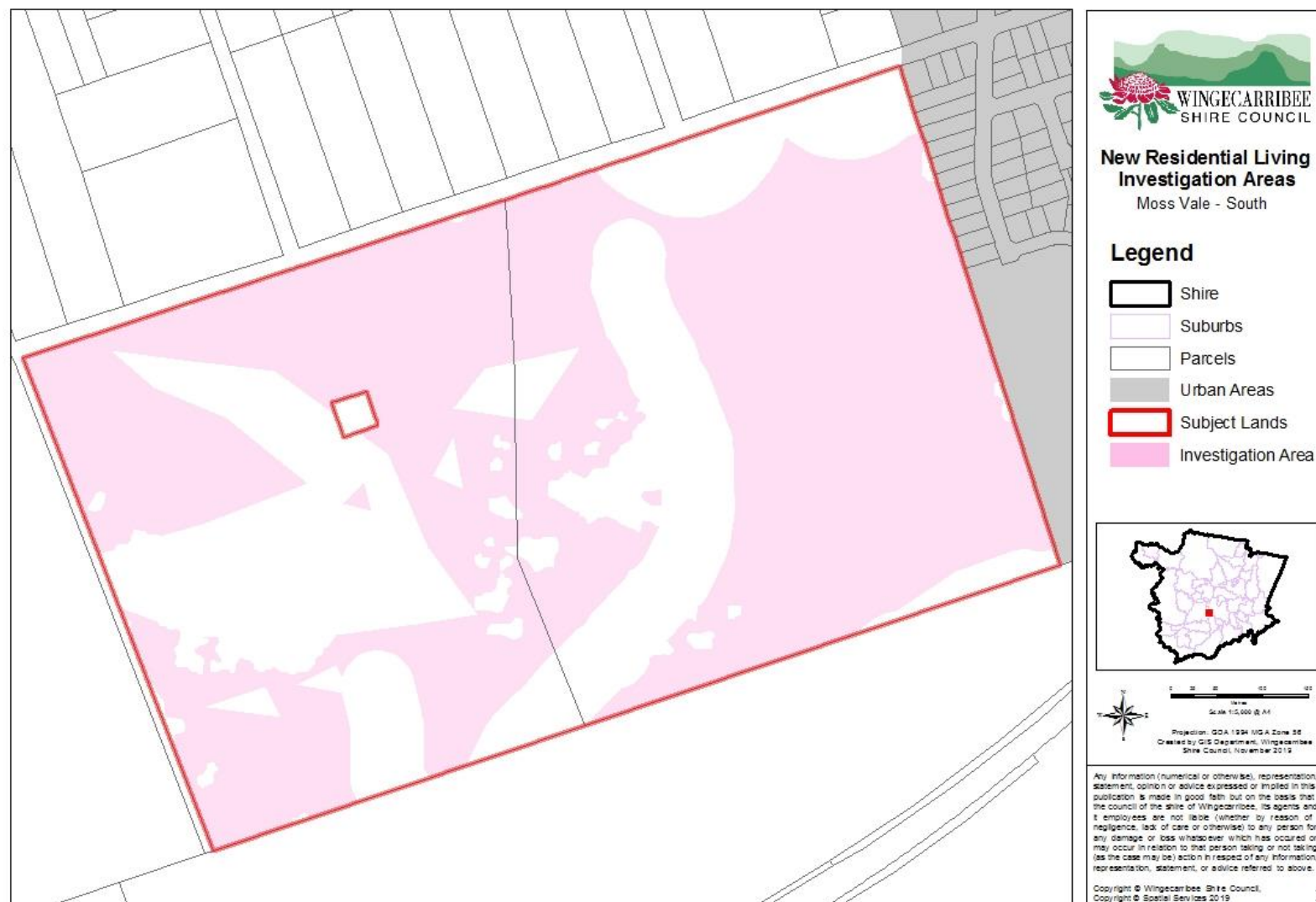


Figure 18 - Moss Vale (West) Investigation Area

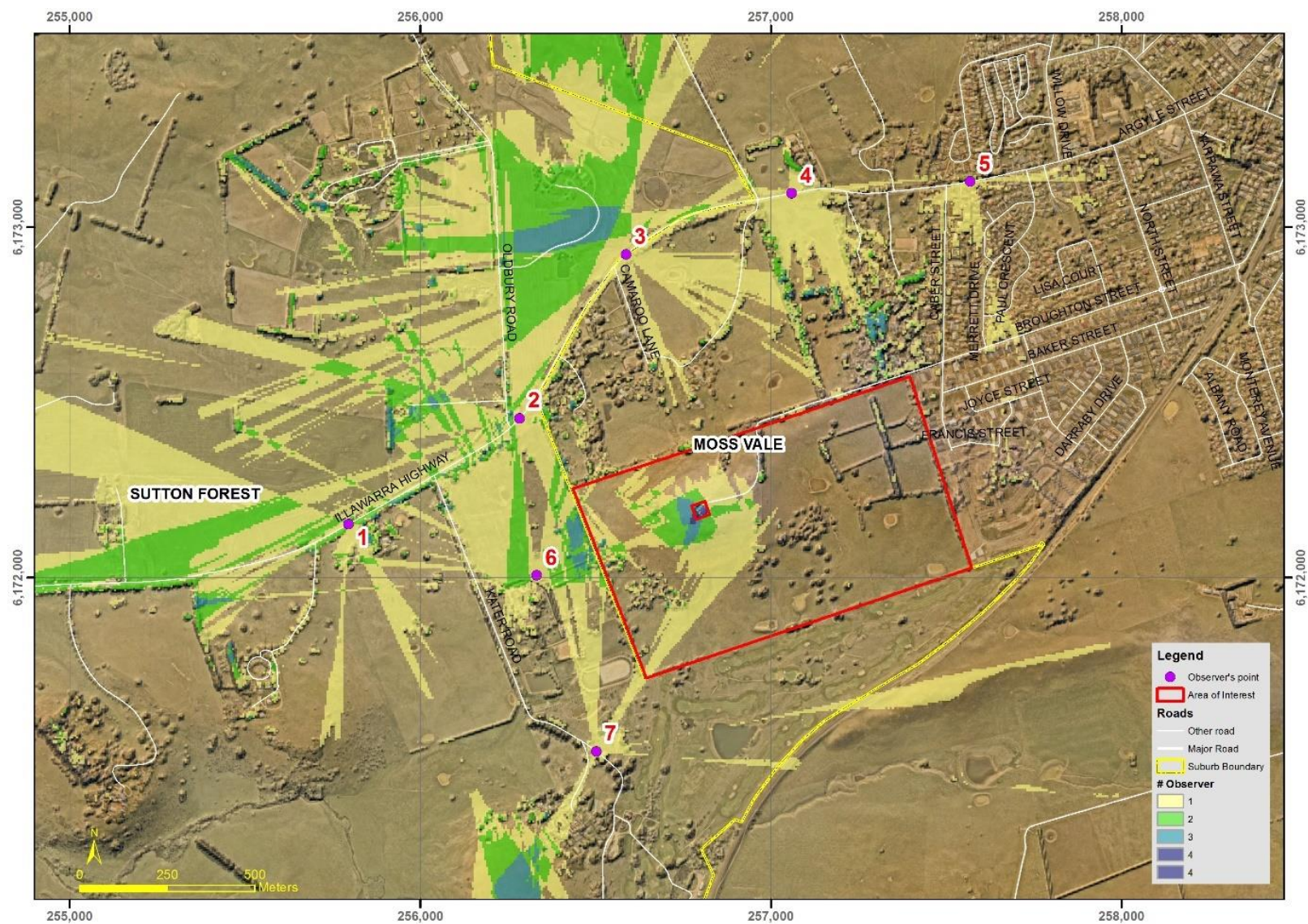


Figure 19 – Moss Vale (West) Visual Impact Assessment

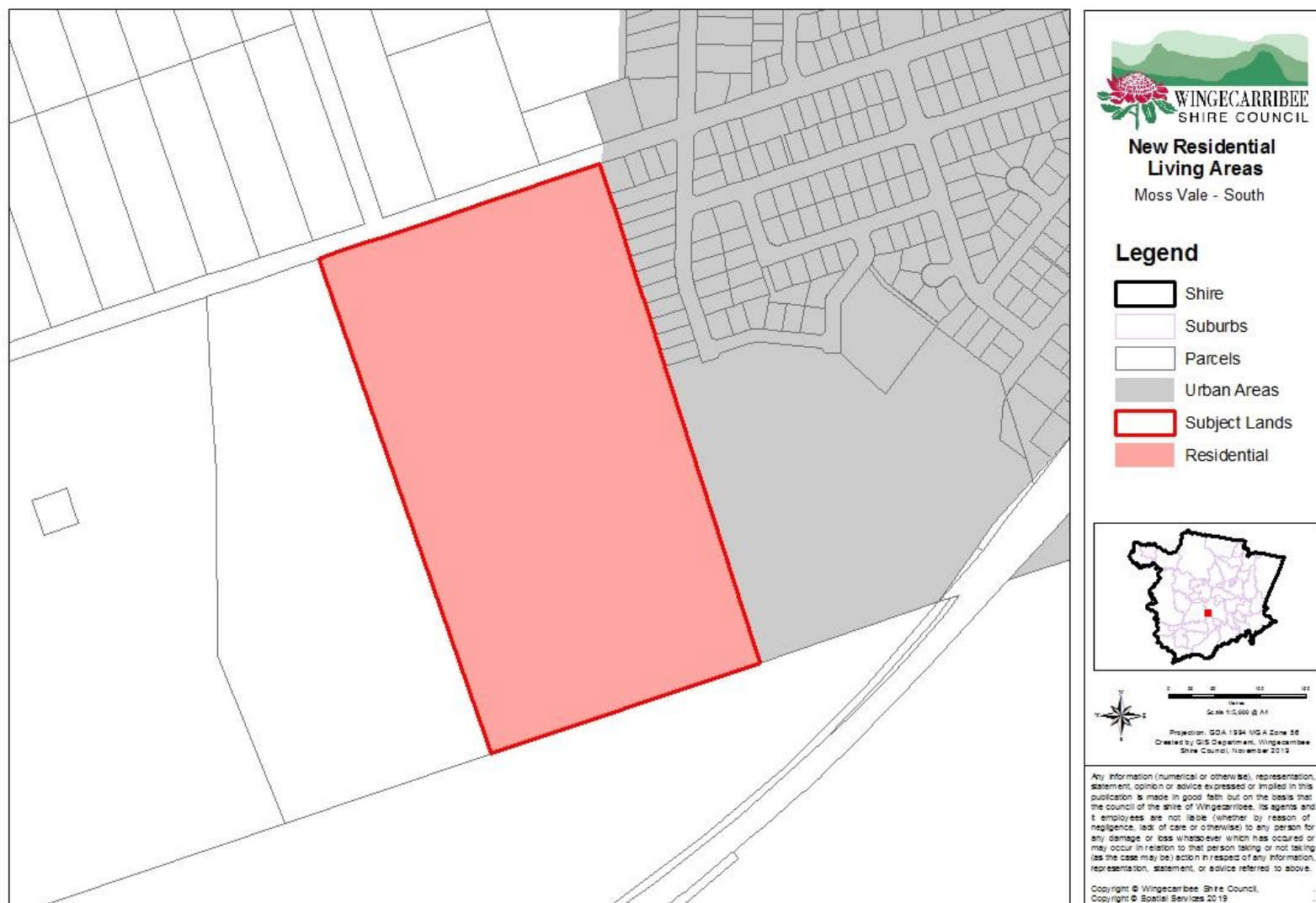


Figure 20 - Moss Vale Road (West) Proposed New Living Area

Infrastructure Requirements

Prior to new living areas being rezoned, an infrastructure plan and servicing strategy will be required to coordinate the delivery of infrastructure, and ensure infrastructure is planned for and delivered in the most efficient way possible. The infrastructure plan and servicing strategy will directly influence the staging of the land release.

A number of known infrastructure upgrades will be required to support the future new living area. Prior to the land being rezoned, Council will formalise a value capture system that will provide an equitable and sustainable means of funding new infrastructure and ensure that those who benefit the most from (and generate the demand for) new infrastructure, contribute to the cost of delivering that infrastructure.

The proposed new living area may trigger the need for infrastructure upgrades including but not limited to:

- Intersection improvements to assist movement onto Argyle Street
- Potential improvements to the Spring Street sub-way.

In addition to the traffic network upgrades, the site will be serviced by the Moss Vale Sewerage Treatment Plan and the Wingecarribee Water Treatment Plant. Prior to rezoning, modelling would need to be undertaken to determine the capacity of the exiting network and what upgrades are required to water and sewer infrastructure. The timing of land release may be subject to the planned upgrade of the Moss Vale sewerage treatment plant and Moss Vale reservoir trunk main duplication.

Design Principles

The following design principles are intended to guide the future development of the site to ensure that development will provide a high-quality urban environment in keeping with our communities values and expectations.

1. Mature vegetation on the site and within the Broughton Street road reserve should be retained where possible and incorporated into the design of the subdivision
2. The Endangered Ecological Community on the site should be retained in the residue lot and protected through a vegetation management plan
3. A grid pattern street layout should promote long distance views to the adjoining rural landscapes
4. A mix of housing types and lot sizes should be provided across the site, with larger lots providing a transition into the rural interface
5. Where possible, connectivity to the adjoining Darraby residential area should be provided.

Mittagong (East)

The Mittagong (East) investigation area is located immediately south of Renwick between Old South Road to the east and Mary Street to the West. The investigation area incorporates three (3) separate rural properties on the south-eastern edge of the Mittagong township as shown in **Figure 21** below.

The north-western corner of the investigation area has previously been identified for residential development through the Wingecarribee Local Planning Strategy, and the broader site was identified as desirable through the suitability analysis.

Site Analysis

There are a number of known constraints within the investigation area including riparian areas, Endangered Ecological Communities, flooding, a heritage item and potentially contaminated land. However, there are areas that are unconstrained and potentially suitable for development.

A view shed analysis was undertaken to assess the visual impacts of the proposed development from key locations including Old South Road and the Renwick residential area. The view shed analysis demonstrates that the site is highly visible from Old South Road and the Renwick residential area, with the results of the visual impacts assessment shown in **Figure 22**.

An initial infrastructure analysis was undertaken of the investigation area which identified major limitations in the existing traffic and transport networks, and development of the area has the potential to create unacceptable impacts on the local road network.

Based on the significant limitations in the infrastructure networks and highly visible nature of the site, the investigation area was ultimately deemed unsuitable as a future living area. However, a small area has previously been identified for residential development in the north-western corner of the site, and this Strategy maintains this area as a potential residential area. The previously identified area is shown in **Figure 23**.

Further investigations prior to rezoning

The proposed new living area is considered suitable for urban development based on the initial constraints analysis that was undertaken to support this Housing Strategy. However, all sites identified within the Strategy as potential new residential living areas will be required to undertake a full environmental assessment in support of any future planning proposal to rezone the land for residential purposes.

Any future planning proposal to rezone the land for residential purposes will need to be supported by:

- A Phase 1 Preliminary Site Investigation (Contamination)
- An ecological assessment
- A Heritage Impact Assessment

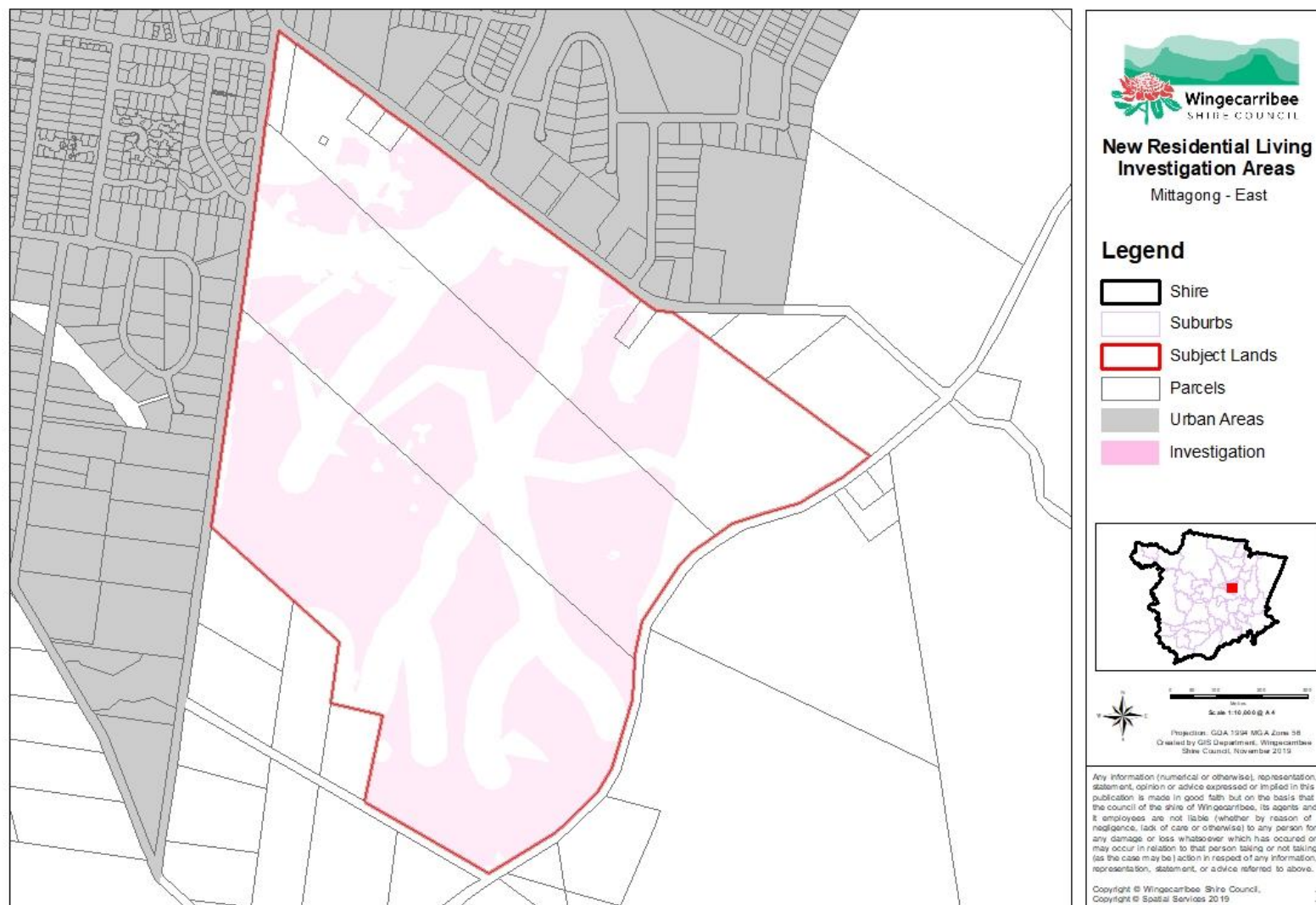


Figure 21 - Mittagong (East) Investigation Area

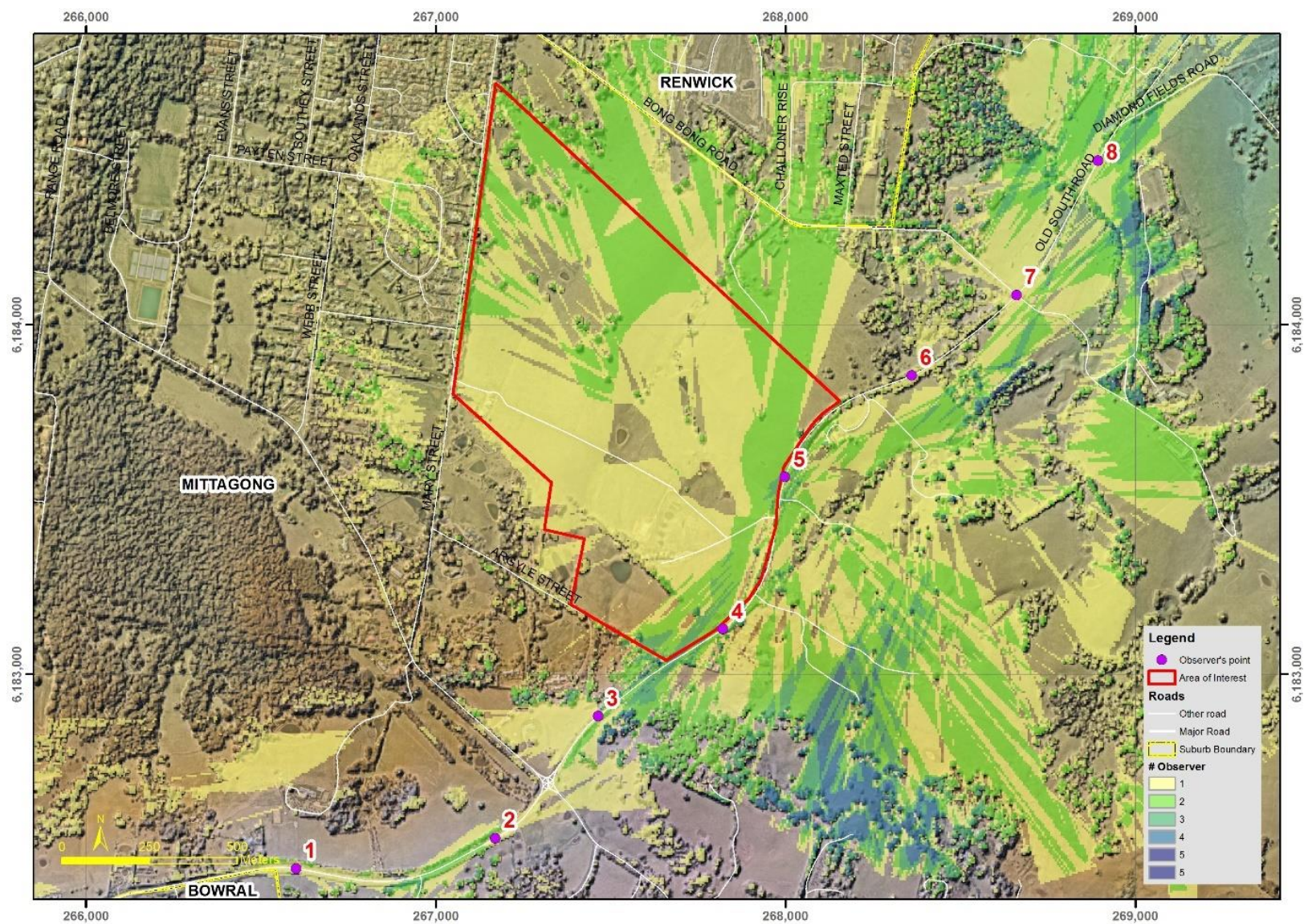


Figure 22 – Mittagong (East) Visual Impact Assessment

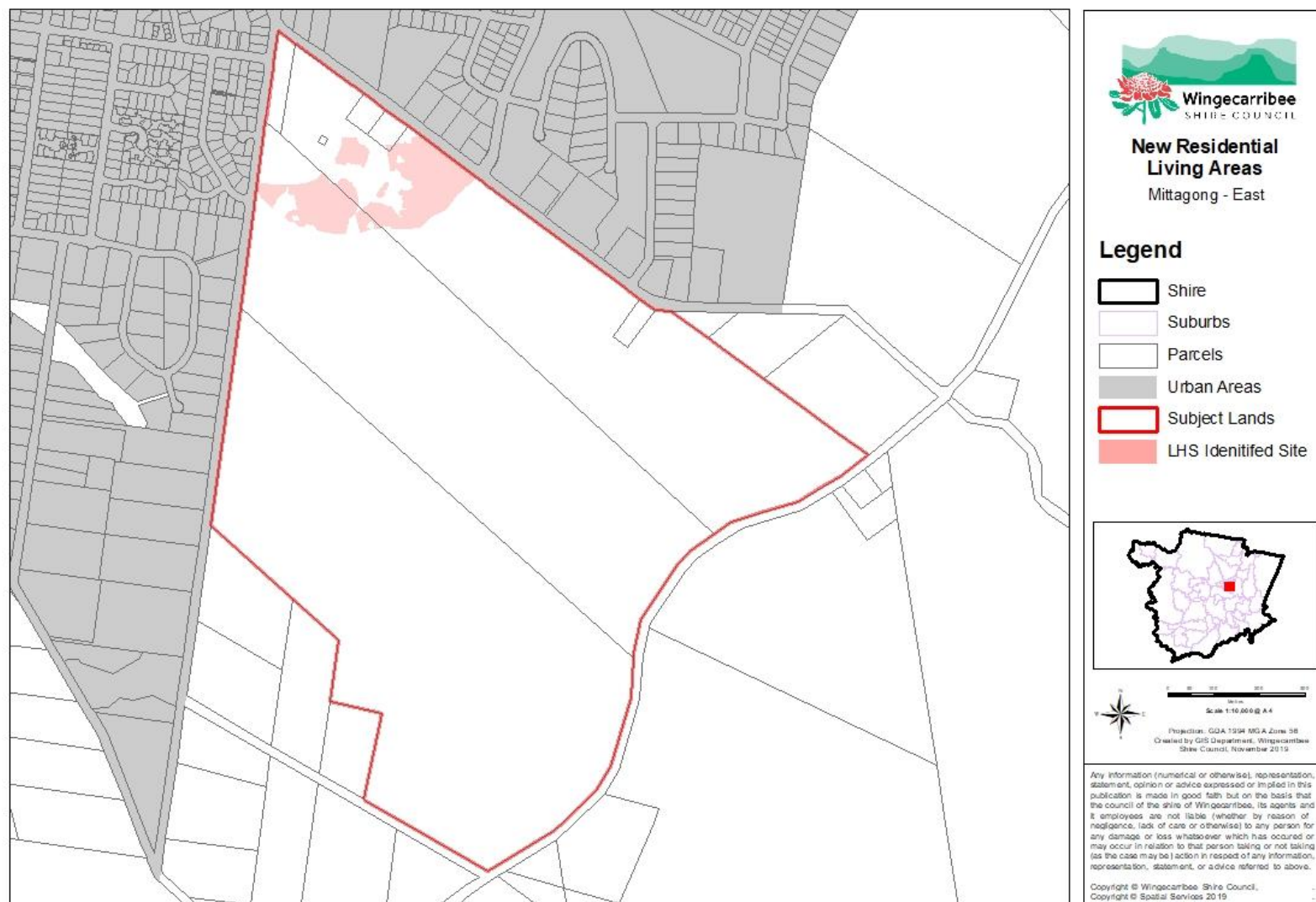


Figure 23 - Mittagong (East) Proposed New Living Area

Robertson (North-East)

The Robertson (North- East) investigation area is located on the north-eastern edge of the Robertson village immediately east of the unformed East Street road reserve and north of the unformed High Street road reserve as shown in **Figure 24** below. The Investigation area provides an opportunity to support a modest increase in population in the Robertson village to address the housing needs of the community and reinforce the viability and sustainability of the village centre and existing services within Robertson.

The investigation area was identified as desirable through the suitability criteria. Allowing for a modest population growth in Robertson is also considered important to support the ongoing sustainability of the village centre, and to ensure residents in the village and surrounding rural communities will continue to have easy access to a supermarket, doctors and a pharmacy etc. This will not only support a sense of community within the village, but will reduce car dependency and the need for residents to travel into Moss Vale or Bowral for these services.

Further, there is excess capacity within the Robertson sewerage treatment plant, and where possible, this Strategy aims to efficiently utilise existing infrastructure networks to support our growing population, and to reduce the cost of providing new housing to meet the needs of our community.

Site Analysis

There are a number of known constraints within the investigation area including biodiversity and flooding. However, the majority of the investigation area appears unconstrained and suitable for development.

A view shed analysis was undertaken to assess the visual impacts of the proposed development from the Illawarra Highway / Hoddle Street. The view shed analysis demonstrates that no part of the site is visible from the Illawarra Highway, and is unlikely to have a visual impact on the existing village. The results of the view shed analysis are shown in **Figure 25**.

The analysis undertaken indicates that the land is suitable for development. However, the Robertson community has expressed a strong desire to accommodate modest population growth and greater housing choice through infill development. Therefore, the Robertson (North-East) Investigation Area has been identified as a potential long-term living area. Council will priorities infill development in Robertson, and reassess the need for a new living area in the longer term. The potential long-term living area is shown in **Figure 26**.

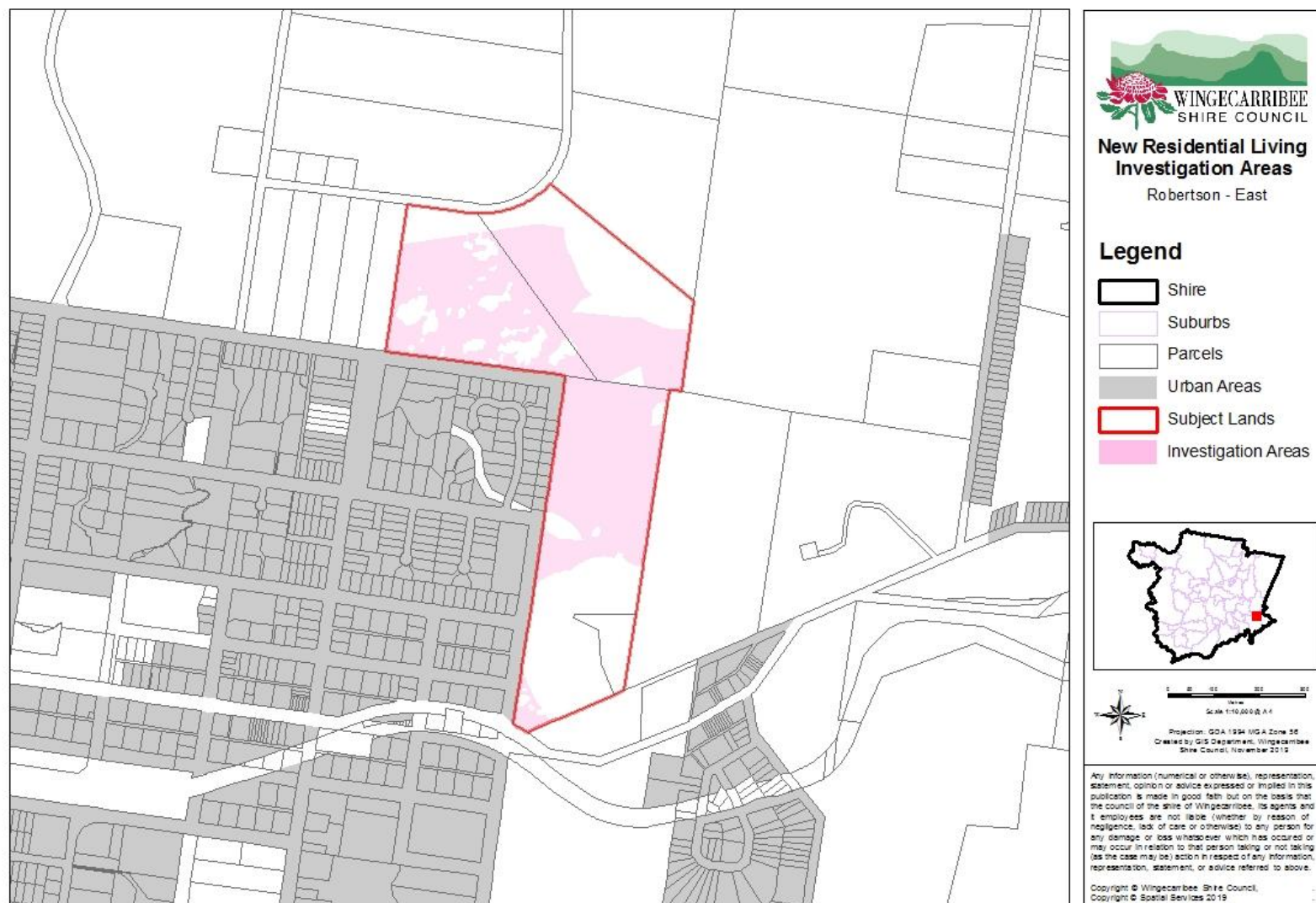


Figure 24 - Robertson (North-East) Investigation Area

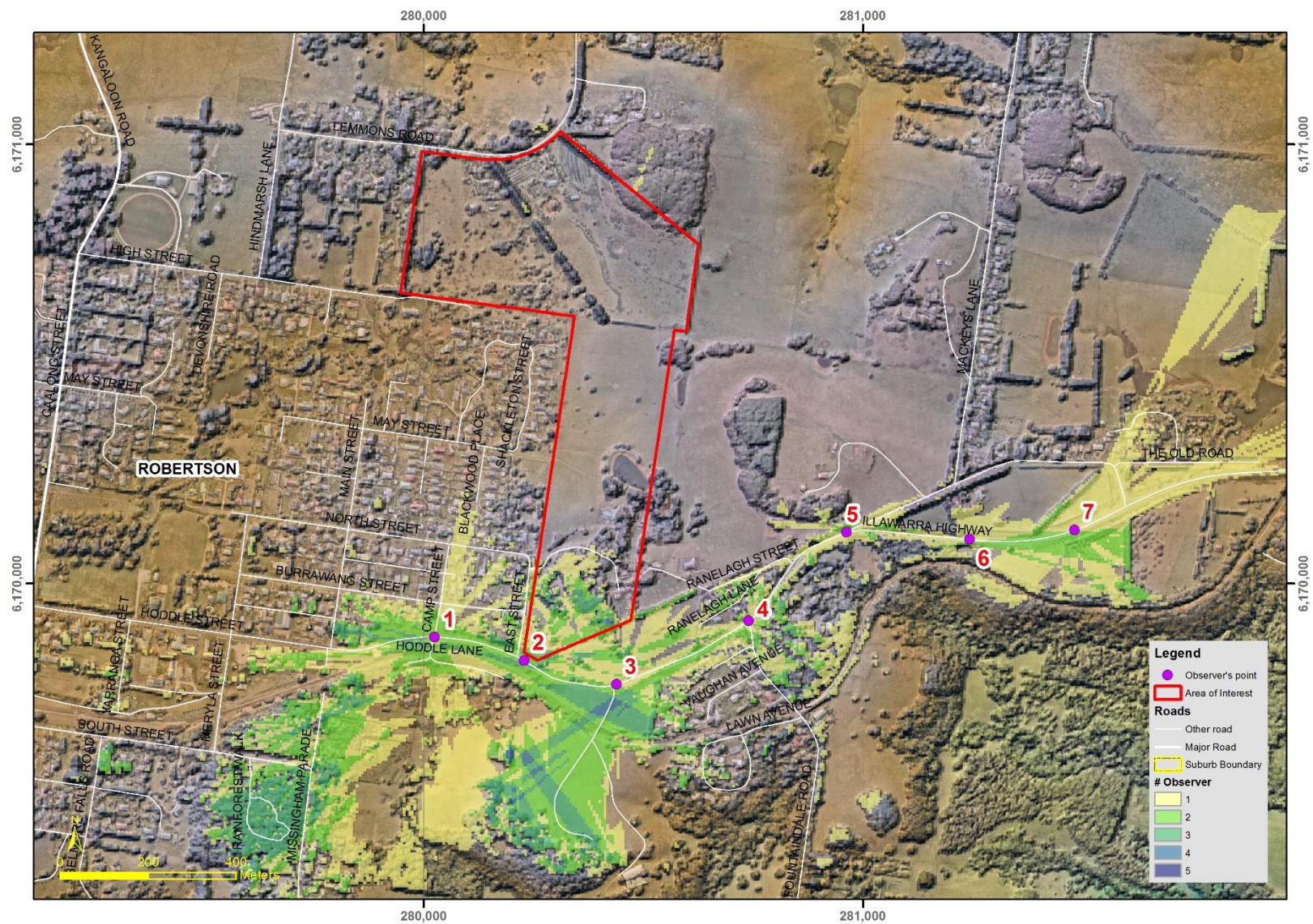


Figure 25 - Robertson (North-East) Visual Impact Assessment

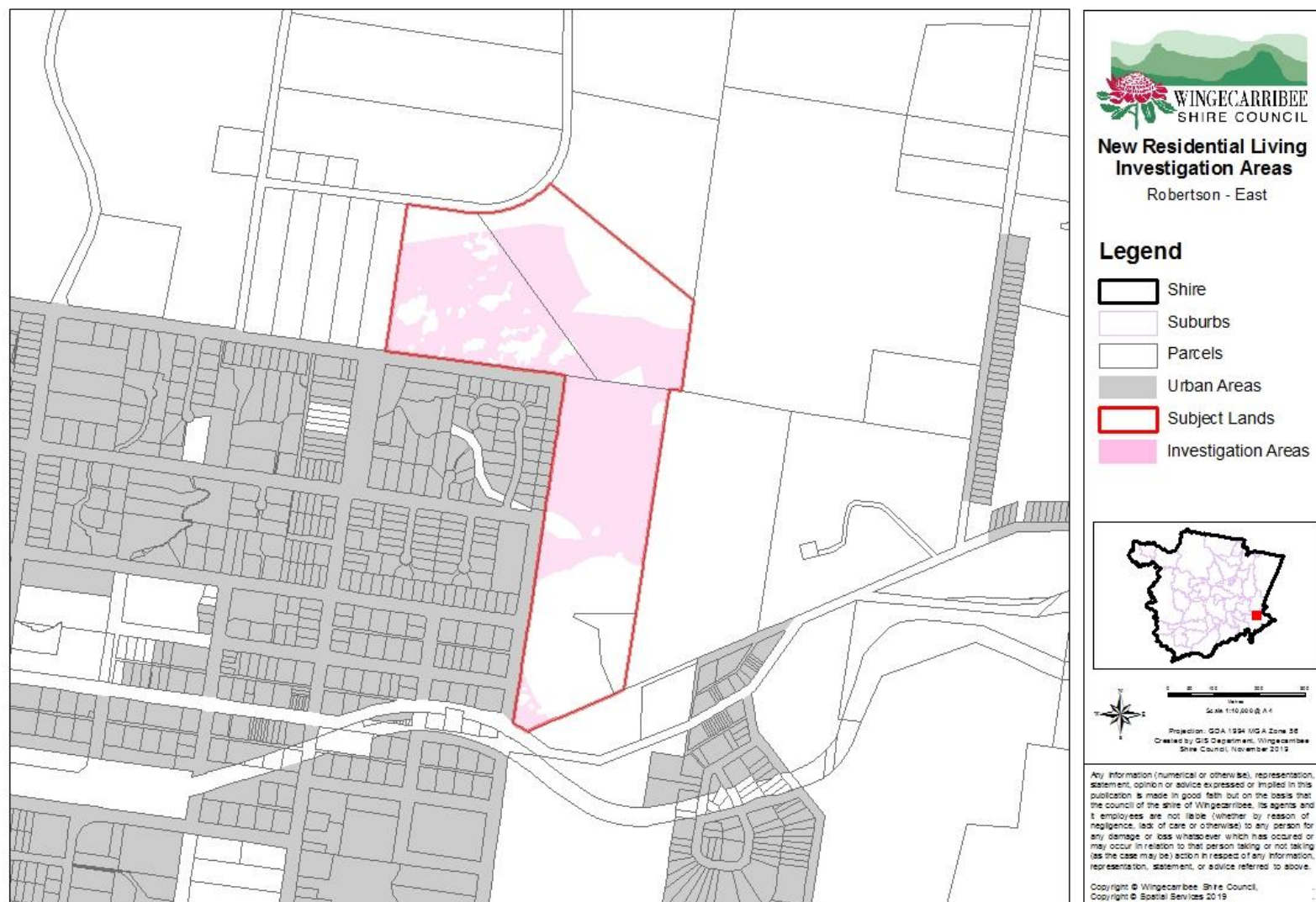


Figure 26 – Potential Long-Term Living Area

Further investigations prior to rezoning

The proposed new living area is considered suitable for urban development based on the initial constraints analysis that was undertaken to support this Housing Strategy. However, all sites identified within the Strategy as potential new residential living areas will be required to undertake a full environmental assessment in support of any future planning proposal to rezone the land for residential purposes.

Any future planning proposal to rezone the land for residential purposes will need to be supported by:

- An assessment of the traffic impacts of the proposed rezoning
- An Aboriginal Cultural Heritage Due Diligence assessment
- A Phase 1 Preliminary Site Investigation (Contamination)
- An ecological assessment
- A flood study

Infrastructure Requirements

Prior to new living areas being rezoned, an infrastructure plan and servicing strategy will be required to coordinate the delivery of infrastructure, and ensure infrastructure is planned for and delivered in the most efficient way possible. The infrastructure plan and servicing strategy will directly influence the staging of the land release.

An initial review of the infrastructure networks indicates that the site can be easily serviced by town water and sewer, and has legal (not practical) access through an unformed road reserve. A future rezoning / development would trigger the need to construct the unformed road reserve to provide practical access to the site.

Prior to the land being rezoned, Council will formalise a value capture system that will provide an equitable and sustainable means of funding new infrastructure and ensure that those who benefit the most from (and generate the demand for) new infrastructure, contribute to the cost of delivering that infrastructure.

Design Principles

The following design principles are intended to guide the future development of the site to ensure that development will provide a high-quality urban environment in keeping with our communities values and expectations.

1. Mature vegetation in the south of the site must be retained to provide visual screening from the Illawarra Highway / Hoddle Street
2. Future development should be sensitively designed with the topography of the land, to minimise earthworks required during development
3. A mix of housing types and lot sizes should be provided across the site, with larger lots providing a transition into the rural interface
4. Future development should be single storey consistent with the prevailing residential character of the Robertson village

Colo Vale (Wensleydale)

The Colo Vale (Wensleydale) investigation area is located on the eastern edge of the Colo Vale village and is bound by Wilson Drive to the west, Church Avenue to the South, and thick bushland and National Park to the north as shown in **Figure 27** below. The investigation area did not show up as highly desirable through the suitability analysis, primarily due to the lack of higher-level services within close proximity to the site (i.e. supermarket, medical etc).

However, this site presents a unique opportunity to provide a new living area in Colo Vale, as well as a neighbourhood centre that could service the new community, the broader Colo Vale area and the surrounding northern villages and rural communities. In the longer term, a new neighbourhood centre could meet the day to day needs of the northern villages, providing easy access to a supermarket and medical services, and reduce the reliance on private motor vehicles for the community.

Further, the site has easy access onto the Hume Motorway, and is unlikely to have any significant impacts on the traffic and transport network.

Site Analysis

There are a number of known constraints within the investigation area, with bushfire being a major consideration in identifying a future development area. The site also contains riparian areas and biodiversity constraints that may impact on the potential development footprint.

Further, the site contains the local heritage item “Wensleydale” which includes the house, grounds and outbuildings. Any future rezoning of the site would need to assess the impacts of the rezoning on the heritage item and identify an appropriate curtilage consistent with the significance of the item. This may significantly reduce the area to be rezoned as a new living area.

Further investigations prior to rezoning

The proposed new living area is considered potentially suitable for urban development based on the initial constraints analysis that was undertaken to support this Housing Strategy. However, all sites identified within the Strategy as potential new residential living areas will be required to undertake a full environmental assessment in support of any future planning proposal to rezone the land for residential purposes.

Any future planning proposal to rezone the land for residential purposes will need to be supported by:

- An assessment of the traffic impacts of the proposed rezoning
- An Aboriginal Cultural Heritage Due Diligence assessment
- A Heritage Assessment
- A Phase 1 Preliminary Site Investigation (Contamination)
- An ecological assessment
- A bushfire assessment
- A flood study

While the existing constraints are considered manageable on the site, the environmental and heritage assessments may result in a significant reduction to the investigation area (see **Figure 27**).

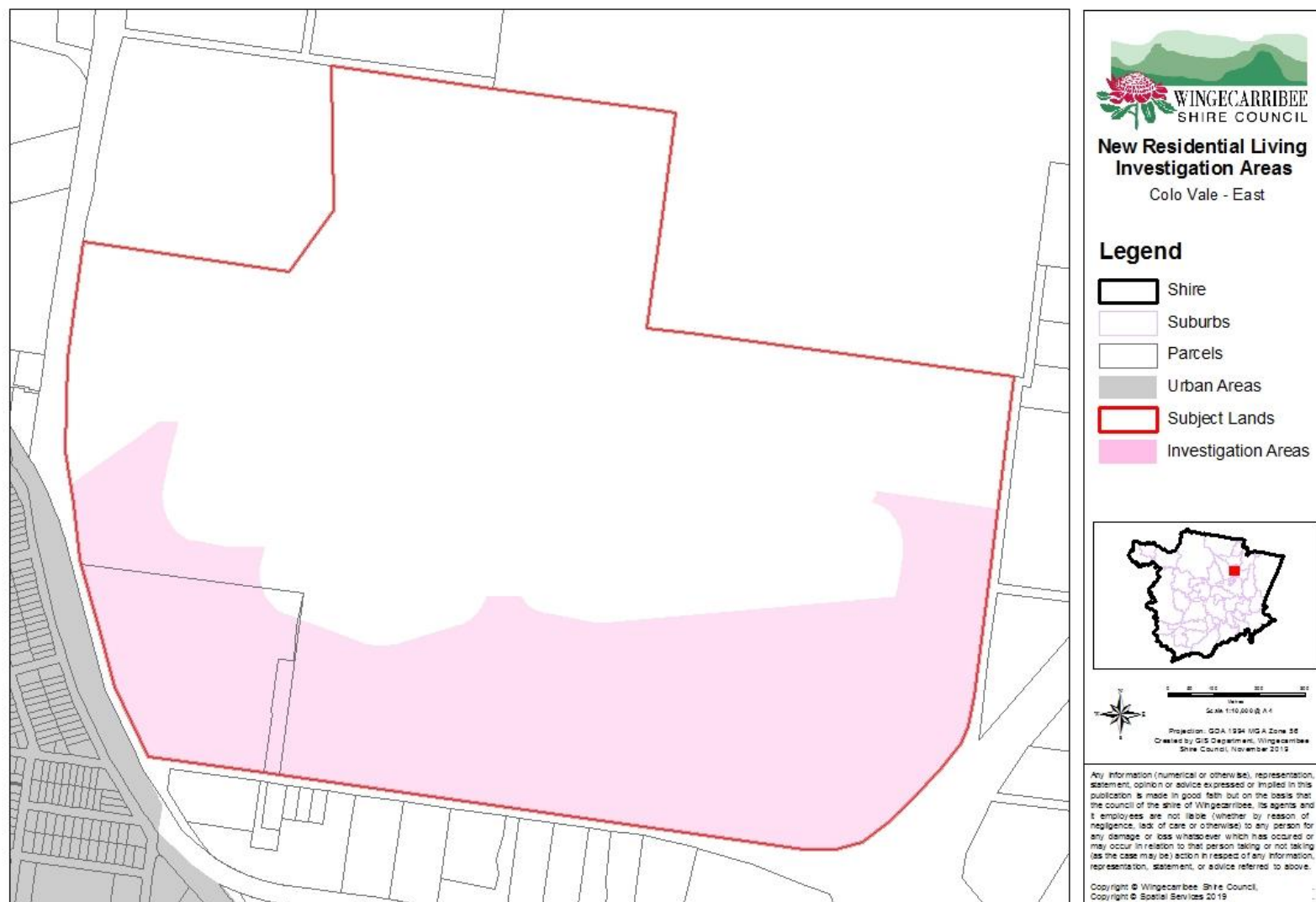


Figure 27 - Colo Vale (Wensleydale) Investigation Area

Chapter 5 – Conclusion

The Wingecarribee Local Housing Strategy 'Housing our Community' provides a long-term planning framework to meet the housing needs of our community. The Strategy will guide the decisions that Council, the private sector and our community will make to deliver new living areas and a greater diversity of housing types to accommodate our growing population and changing demographics.

The Strategy takes into account the State and regional planning framework, as well as the communities needs and expectations to provide a long-term plan for housing in the Wingecarribee. The Strategy is intended to inform the review of regional planning policies and provide a framework for future amendments to the Wingecarribee Local Environmental Plan (LEP) and Development Control Plans (DCP). The Housing Strategy will also inform future infrastructure planning and investment decisions by Council, State Government agencies and service providers.

The Strategy identifies three (3) key planning priorities for housing in the Shire including:

1. Promote infill development and increased densities in appropriate locations, and facilitate a greater mix of housing types to ensure our housing stock is reflective of the needs of our community
2. Provide a greater mix of price points in the housing market to improve housing affordability, and work with community housing providers to increase the stock of social and community housing throughout the Shire
3. Provide for well planned new release areas to meet the long-term housing needs of the community, and ensure that our growing communities are supported by essential infrastructure.

The Strategy also incorporates specific objectives and actions for each of the planning priorities, as well as performance indicators that will allow Council to track the effectiveness of the Strategy in meeting the housing needs of our community. Where the communities housing needs are not being met, the performance indicators will trigger a review of the Strategy and / or broader planning framework.

A methodical and evidence-based process was undertaken to identify six (6) new living areas across the Shire, that will be staged and developed over a 30+ year period to meet the housing needs of our community. In some cases, the Strategy identifies infrastructure upgrades and further environmental studies that are required to support the rezoning process of the identified new living areas. This will ensure that growth will be managed in a way that is in keeping with the communities values and expectations, and ensure that as our community continues to grow, so too does the capacity of our infrastructure networks.