

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Amending WLEP 2011 is the best means of achieving the objectives of the planning proposal. The West Picton Precinct is currently zoned RU2 Rural Landscape and the remaining precincts are zoned RU4 Primary Production Small Lots in accordance with WLEP 2011. All land the subject of the Planning Proposal is proposed to be zoned R2 Low Density Residential.

The current planning provisions applying to the subject land permit development which is rural or rural-residential in character and prevents development for low density residential allotments.

The objective of this planning proposal is to permit low density residential development while protecting watercourses, remnant native vegetation and potential habitat for threatened species and ecological communities.

Changing the zoning of the land to R2 Low Density Residential shall potentially permit the creation of new residential dwellings adjoining the existing urban edge of the towns of Picton, Tahmoor and Thirlmere. The number of allotments potentially created will be compatible with the growth demands projected in the GMS.

3. Will the net community benefit outweigh the cost of implementing and administering the planning proposal?

A net community benefit assessment evaluating the externalities, being external costs and benefits to community welfare will be included in the LES. The assessment will assume that any private costs will be cancelled out by any private benefits. The base case for comparison will be to retain the current planning provisions. A net community benefit analysis is less relevant to this Planning Proposal than for:

- commercial and industrial proposals
- proposals within an existing centre
- proposals outside an existing centre; or
- proposals to create a new centre.

It is intended that the potential for provision of a variety of new housing, protection of environmental assets and financial contributions and works for the provision of public services and facilities will outweigh the costs of implementing and administering the Planning Proposal.

Section B – Relationship to strategic planning framework

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Metropolitan Plan for Sydney 2036 and exhibited draft strategies)?

The Metropolitan Plan for Sydney 2036 and the draft South West Subregional Strategy apply to the subject land.

The Policy settings relevant to the Planning Proposal which set a framework for the Metropolitan Plan are listed in Table 1 below along with a brief comment as to how the Planning Proposal relates.

Table 1 – Policy setting statements for the Metropolitan Strategy and their relationship with the Planning Proposal

Policy Setting	How does the Planning Proposal relate?
No Greenfield fronts to Sydney's existing urban footprint	The subject land is not identified as part of Sydney's existing urban area and therefore although the precincts are Greenfield sites they do not extend Sydney's existing urban footprint
Increasing the proportion of homes within 30 minute public transport journey to a Major Centre	Campbelltown is the nearest major centre. A train between Tahmoor Station and Campbelltown Station is 36 to 38 minutes. A train journey between Picton Station and Campbelltown Station is an average of 28 minutes.
At least 70% of new homes built within the existing urban area	New homes potentially created from the proposal shall not be built within the existing urban area. New homes to be created by the proposal represent less than 0.2% of the total target of 770,000 new homes to 2036.
Residential and employment growth in areas with available or planned public transport capacity	Future residents of new dwellings shall have the opportunity to use existing public transport services of trains and buses.
At least 80% of new homes within walking catchments of centres with good public transport	Distance from centres considered in the identification of the new urban lands, with exact number of homes identified within the Development Control Plan to be prepared.
Land use, service provision and infrastructure capacity for 770,000 additional homes by 2036	The proposal intends to create new housing opportunities serviced by extensions to existing infrastructure and with some augmentation and upgrading of infrastructure as detailed in the LES and supporting specialist studies

The Metropolitan Plan and the Draft Subregional Strategy identify strategic directions each with a series of actions. The strategic directions are:

- A. Strengthening a City of Cities
- B. Growing and Renewing Centres
- C. Transport for a Connected City
- D. Housing Sydney's Population
- E. Growing Sydney's Economy
- F. Balancing Land Uses on the City Fringe
- G. Tackling Climate Change and Protecting Sydney's Natural Environment
- H. Achieving Equity, Liveability and Social Inclusion
- I. Delivering the Plan

The Planning Proposal generally accords with each of the above strategies and as detailed further within the South West Subregional Strategy. The specific ways in which the Planning Proposal is (at this stage) anticipated to contribute to these strategies have been explored in more detail in Table 2.

Table 2: Strategic Directions, Actions and Key Performance Indicators of the Metropolitan Plan as related to the Planning Proposal

Strategic Direction - Strengthening a City of Cities	
Objective A3 To contain the urban footprint and achieve a balance between greenfields growth and renewal in existing urban areas At least 70% of housing growth to be within existing urban areas	New homes potentially created from the proposal shall not be built within the existing urban area. New homes to be created by the proposal represent less than 0.2% of the total target of 770,000 new homes to 2036 for the Sydney Metropolitan Area.
Objective A8 To plan and coordinate delivery of infrastructure to meet metropolitan housing and employment growth targets Action A8.1 Update Metropolitan Plan housing and employment growth targets in relevant agency growth infrastructure plans	No significant new infrastructure is required to meet the projected needs of new residents. Extension to existing utility services, new public roads and upgrades to existing roads and new share pathway works are required at a local scale Service and utility agencies have been consulted repeatedly in the preparation and research of this Planning Proposal and details of additional works required are addressed in the LES.
Strategic Direction - Growing and Renewing Centres	
Objective B1 To focus activity in accessible centres Action B1.3 Aim to locate 80 per cent of all new housing within the walking catchments of existing and planned centres of all sizes with good public transport	The walking catchments of Picton and Tahmoor are 800 metres and the walking catchment of Thirlmere is between 400 and 600 metres from the commercial areas. Without a plan of subdivision the exact number of dwellings to be located within these walking catchments is unknown.
Objective B3 To plan for new centres and instigate a program for high quality urban renewal in existing centres services by public transport Action B3.1 Plan for new centres in existing urban areas and Greenfield release areas	No new centres are required to be established as the scale of the proposal is limited. Potential new residential development is anticipated to enhance the viability of the existing commercial areas of Picton, Tahmoor and Thirlmere.
Strategic Direction - Transport for a Connected City	
Objective C1 – To enhance our transport system through implementation of the Metropolitan Transport Plan Action C1.2 Continue to roll out buses focussing on connections between centres and ensuring greater proximity to public transport for more of Sydney	The Metropolitan Transport Plan does not include specific transport improvement projects within Wollondilly Shire. Buses account for less than 5% of commuting trips for Wollondilly residents and this statistic is unlikely to be changed by this Planning Proposal. The precincts are in reasonable proximity to railway stations. However, there are zero interurban commuter train services linked to Picton and Tahmoor stations.
Objective C2 To build on Sydney's strengths by further integrating transport	Public transport capacity current available locally is not suited to commuter trips for

and landuse planning and decision-making to support increased public transport mode share Action C2.1 Ensure subregional housing and employment targets are informed by analysis of current and planned public transport capacity availability Action C2.2 Develop modal strategies including rail, bus, walking and roads to respond to growth in demand	local residents and there are no planned projects to improve the current situation. There is a need for a local Integrated Transport Plan at a sub-regional scale to determine suitable modal strategies. Such a project is beyond the scope of this Planning Proposal.
Objective C5 – To improve the passenger experience of public transport and promote active transport opportunities Action C5.9 Work with the <i>Premiers Council on Active Living</i> to deliver a walking strategy	It is intended to provide new residents with the opportunity for reducing private car dependency by providing pedestrian friendly roads and share pathways linked to a broader local network.
Key Performance Indicator – Increase the percentage of the population living within 30 minutes by public transport of a city or major centre in Metropolitan Sydney	Campbelltown is the nearest major centre. A train between Tahmoor Station and Campbelltown Station is 36 to 38 minutes. A train journey between Picton Station and Campbelltown Station is an average of 28 minutes. Bus services are the only form of public transport linking the subject land to Tahmoor and Picton train stations and would take between 5 and 10 minutes. Many potential new lots are within walking catchments for Tahmoor and Picton railways stations.
Key Performance Indicator – Increase the proportion of total journeys to work by public transport in the Sydney Metropolitan area	Buses are the only form of public transport potentially available to local commuters. However, bus services during commuting times are at capacity for school services and not available for work-related journeys. Local trains do not have an inter-urban commuter service. The potential increase in demand for bus and train commuting services generated by the Planning Proposal is unlikely to be sufficient to force changes to the current capacities and services.
Strategic Direction - Housing Sydney's Population	
Objective D1 To ensure an adequate supply of land and sites for residential development Action D1.1 Locate at least 70 per cent of new housing within existing urban areas and up to 30 per cent of new housing in new release areas Action D1.2 Reflect new subregional housing targets in Subregional Strategies and Local Environmental Plans and monitor their achievement	New housing potentially created from the proposal will be within "urban release areas" as mapped in WLEP 2011 and in accordance with Part 6 to WLEP 2011. The number of dwellings potentially created from the proposal represents less than 0.2% of the total number of new dwellings aimed to be created by 2036 and will contribute to the 30 per cent target. The new housing potentially created from the proposal is within the targets set at a Subregional scale. The total sub-regional

	target being 83,000 new dwellings in new release areas. This Proposal potentially represents less than 2% of this target.
Objective D2 To produce housing that suits our expected future needs Action D2.1 Ensure local planning controls include more low rise medium density housing in and around smaller local centres	Wollondilly LEP 2011 has already increased land supply available for low rise medium density housing in and around local centres by creating additional land zoned R3 Medium Density Residential. This proposal has the potential to contribute to greater housing variety through the opportunity to create smaller lot sizes than currently exist in the local area. Further characteristics of land suitable for smaller lot sizes are examined in detail in the LES and represented by the draft Lot Size Map.
Objective D3 To improve housing affordability Action D3.1 Explore incentives to deliver moderately priced rental and purchase housing across all subregions	The Proposal does not include consideration of a density bonus. However, lot sizes smaller than the those currently available in the local urban area have the potential to increase the variety of detached housing in the local area which may have flow on effects to the local rental and owner-occupied markets.
Objective D4 To improve the quality of new housing development and urban renewal	Should the Planning Proposal be implemented, it is intended to create a Development Control Plan (DCP) prior to the subdivision of the land. The DCP is intended to achieve environmental sustainability, good amenity, design quality and creativity and integrating private development with high quality public spaces and pedestrian and cyclist friendly streets
Key Performance Indicator – Ensure at least 70% of new housing will be located in existing urban areas and up to 30% in Greenfield locations	New homes potentially created from the proposal shall be Greenfield sites and represent less than 0.2% of the total target of 770,000 new homes in Metropolitan Sydney to 2036
Key Performance Indicator – Ensure housing production is contributing to subregional housing targets (base date 2006)	The number of dwellings potentially generated from this Planning Proposal have been included in calculations of future housing projections in the Draft South West Subregional Strategy
Key Performance Indicator – Ensure an increase in the mix of all housing types across the Sydney Metropolitan area	The majority of housing types resulting from this Planning Proposal are expected to be single detached dwellings. However, the range of lot sizes are expected to be significantly different to the typical residential densities in the local area. Lot sizes are proposed to vary between 450 and 4,000 square metres in response to the characteristics of the land
Key Performance Indicator – Improve housing affordability	Smaller lot sizes are expected to create opportunities for some improved

	affordability in the local market
Key Performance Indicator – Reduce the trend of growing average size of new homes in the Sydney Metropolitan Area	Smaller lot sizes will contribute to greater variety of house sizes in the local area. However, on average the new houses likely to be created from the Planning Proposal may be equivalent to or larger than the average floor space per detached dwelling (being 297.5m ² on 2009-10) in the Metropolitan Area
Strategic Direction - Growing Sydney's Economy	
Trends to be accommodated in economic change include: - Transition to a low carbon economy - An aging and growing population	Potential new residential development resulting from the Planning Proposal can provide a variety of new housing types to accommodate older and smaller households. It is intended that the future development of the subject land will include opportunities for new residents to reduce dependency on private motor vehicle trips in comparison to those of other Greenfield sites more remote from town centres and public transport services.
Strategic Direction - Balancing Land Uses on the City Fringe	
Objective F1 To contain Sydney's urban footprint. Action F1.1 Focus land releases in Growth Centres Action F1.2 Simplify the land release process Action F2 To maintain and protect agricultural activities and resource lands	The land the subject of this Planning Proposal is not within the urban footprint as defined by the Metropolitan Plan nor is it within a Growth Centre. However, the future residential redevelopment of the precinct is consistent with the local strategy for Wollondilly Shire being the Growth Management Strategy and is intended to: - respect the character and integrity of existing villages, - acknowledge physical limits to the edges of existing urban areas - assist agricultural viability by not displacing existing agricultural uses - protect agricultural viability by being compatible with the rural-urban interface and reducing pressure for subdivision and fragmentation of rural and resource lands - allows for the protection of land with special environmental assets The Planning Proposal represents incremental expansion of existing towns and villages to accommodate local, typical population growth rates The potential release of the subject land for new housing will not undermine the integrity of Wollondilly's Growth

	Management Strategy and the precincts have been included in the Metropolitan Development Program (MDP)
Strategic Direction - Tackling Climate Change and Protecting Sydney's Natural Environment	
Objective G1 To reduce Sydney's greenhouse gas emissions Action G1.2 – Demonstrate the benefits and costs of Low Carbon Precincts to generate district-wide strategic solutions Objective G3 To integrate environmental targets into land use planning Action G3.1 Integrate environmental targets into infrastructure and land use planning Action G3.3 Work towards making PRECINX™ available as a web-based sustainability tool for widespread application by industry and government	A future DCP is intended to incorporate provisions to achieve development which adopts the principles of a low carbon precinct by: - solar orientation of future allotments and streets - pedestrian and cyclist friendly public streets - natural microclimatic controls such as street tree planting, street orientation and management of stormwater integrating natural processes and natural assets The principles and concepts of Precinx shall be considered for inclusion in a future DCP, being: Six key interrelated factors: - onsite energy (consumption and generation) - embodied CO₂ - potable water (consumption and harvesting) - stormwater - housing diversity - transport And four measures of performance being: - greenhouse gas emissions - potable water demands / consumption - affordability - vehicle hours travelled
Objective G4 To improve the health of waterways, coasts and estuaries Action G4.1 Achieve water quality outcomes by embedding water sensitive urban design principles and stormwater and catchment objectives and targets in local plans Action G4.2 Guide Councils in mapping significant riparian corridors	A future DCP is intended to ensure water sensitive urban design principles are included in all future development and initial recommendations for stormwater management are examined in the LES Riparian lands worthy of protection and retention have been identified in the LES and supporting studies and the Planning Proposal includes amendments to the Natural Resources – Water Maps to WLEP 2011 accordingly.
Objective G5 To achieve sustainable water use Action G5.1 Implement the Metropolitan Water Plan to ensure Sydney's water supply for the next 25 years Action G5.2 Ensure integrated water cycle management for new release areas	Along with provisions already mentioned above to be included in a future DCP, Sydney Water have advised that augmentation of supply infrastructure will be necessary and actual supply reserves are adequate. The LES recommends principles of

and sites for urban renewal	integrated water cycle management for future development. These principles are intended to be applied with a DCP and plans for subdivision
Objective G6 To protect Sydney's unique diversity of plants and animals Action G6.1 Implement the NSW Biodiversity Strategy to protect identified priority conservation areas and guide land use planning	The recommendations for protection, restoration and management of habitat and remnant vegetation included in the LES and supporting studies are reflected in proposed amendments to the Natural Resources – Biodiversity and Natural Resources – Water maps to WLEP 2011.
Objective G7 To improve Sydney's air quality Action G7. Plan for improved air quality consistent with Action for Air	Increased use of more sustainable forms of transport are to be encouraged by giving future residents opportunities to substitute private vehicle use for walking and cycling in particular. Connectivity to the existing network may also provide opportunities to existing residents. Focussing new development in locations with existing access to public transport and maximising use of existing infrastructure and services has the potential to reduce negative impacts on air quality if services and capacity are improved to suit the needs of local residents.
Objective G8 To minimise household exposure to unacceptable noise levels Action G8.1 Avoid noise-based land use conflict through strategic planning and the development assessment process	Buffers and attenuation measures are recommended to protect future residents from incompatible land uses and activities specifically the operations of a nearby Poultry Processing Plant and Poultry sheds.
Key Performance Indicator – Reduction per capita ecological footprint for Sydney Metropolitan Area	This can not be measured nor estimated as part of this Planning Proposal. However, a DCP is intended to maximise opportunities for supporting lifestyles which have a lower ecological footprint than for typical Greenfield sites
Key Performance Indicator – Decrease the rate of per capita growth of Vehicle Kilometres Travelled (VKT) in the Sydney Metropolitan Area	The potential contribution made by this Planning Proposal can not be measured. However, given the virtual zero capacity of local public transport for commuter services and the fact that Wollondilly residents have the longest (duration and distance) average commuting trip in the Metropolitan Area, the Planning Proposal is unlikely to have a positive contribution to this Key Performance Indicator.
Strategic Direction - Achieving Equity, Liveability and Social Inclusion	
Objective H1 – To ensure equity, liveability and social inclusion are integrated into Plan making and plan decision making Action H1.1 – Incorporate equity,	The draft South West Subregional strategy includes matters of social inclusion and equity. The LES has investigated Social Impacts in more detail.

liveability and social inclusion as a strategic direction in Subregional Strategies to ensure they can be implemented at the local level and in council LEPs Action H1.4 – Ensure the special needs of particular groups are considered in plan making and planning decision making	It is anticipated that the potential provision of new and varied housing opportunities within the local area and within reasonable access to existing town centres will provide new households with opportunities for access to existing resources locally and regionally. The Planning Proposal is not expected to create or add to social barriers nor contribute to inequity
Objective H2 – To ensure appropriate social infrastructure and services are located near transport, jobs and housing Action H2.1 – Plan and coordinate the effective and timely provision of social infrastructure and services	Consultation with government-based social service providers has determined most existing services have capacity to accommodate increased demand potentially generated by the implementation of the Planning Proposal
Objective H3 – To provide healthy, safe and inclusive places based on active transport Action H3.1 – Design and plan for healthy, safe, accessible and inclusive places	The Planning Proposal has the potential to create new housing linked with opportunities for healthy, safe, accessible and inclusive public spaces. Existing provisions for urban release areas in the LEP are expected to be enhanced by provisions in a future DCP
Key Performance Indicator – Increase the proportion of weekly trips made by bicycle	The potential contribution of this Planning Proposal can not be measured. Opportunities are intended to be provided to make trips by bicycle with cyclist-friendly streets and links with the shared pathway network
Key Performance Indicator – Increase the proportion of social / recreational trips made by walking	The potential contribution of this Planning Proposal can not be measured. Opportunities for walking including social and recreational walking are to be provided with pedestrian friendly streets and links to a shared pathway network
Strategic Direction - Delivering the Plan	
Objective I1 – To integrate decision-making across government to achieve plan directions Action I 1.1– To develop strongly integrated land use and infrastructure planning processes Action I 1.2 - Enhance the processes for strategic infrastructure project assessment and selection	Council conducts regular consultation with the Department at Regional Level and consultations with relevant government infrastructure and service providers have been ongoing. In particular Sydney Water has been frequently consulted regarding this Planning Proposal and the capacity of the Picton Sewage Treatment Plant.
Objective I4 – To ensure LEPs deliver the intent and yield anticipated under the Metropolitan Plan Action I 4.2 – Develop Metropolitan Plan LEP Assessment Protocol to evaluate consistency with the Metropolitan Plan Action I 4.3 – Develop and implement an LEP Feasibility Assessment Tool to evaluate the housing and employment capacity yield of LEPs.	Specific LEP protocols are yet to be provided to Councils for implementation. However, the assessment contained in this table and further detail investigated in the LES indicate the Planning Proposal is consistent with the relevant objectives and actions of the Metropolitan Plan. The Feasibility Tool is yet to be implemented. However, the Planning Proposal is consistent with the dwelling targets set in the Subregional Strategy

	and Council's Growth Management Strategy
Objective I6 – To streamline the land release process Action I6.4 – Establish new criteria to facilitate consistent land release Action I 6.5 – Introduce a Ministerial Direction for land release Action I 6.6 – Continue and enhance the Metropolitan Development Program (MDP)	Criteria for consistent land release and a Ministerial Direction are yet to be produced. However, this Planning Proposal is generally consistent with the previous criteria for Greenfield land releases outside Growth Centres included in the previous Metropolitan Strategy. The land the subject of this Planning Proposal is included in the MDP.

The Draft South West Subregional Strategy focuses the Objectives and Actions of the Metropolitan Plan to the regional scale and the matters in the Subregional Strategy which are relevant to the Planning Proposal are summarised in Table 3 along with comments as to how the Planning Proposal correlates with the Subregional Strategy.

Table 3: Draft Subregional Strategy Actions as relevant to the Planning Proposal

Actions	Comment
C1 1.4 Retain a distinct edge to urban areas where they border rural land	Design details to enhance the rural-urban interface are to be included in a future DCP
C1.3 1.3.1. & 1.3.2 - Plan for increased housing capacity targets in existing areas - To plan for sufficient zoned land to accommodate housing targets in LEP's	The precincts are located on the edge of existing urban areas and the potential number of new dwellings to be created by the Proposal have been included in the projected demand and supply calculations for housing targets in the Growth Management Strategy which is integrated with the LEP
C2.1 2.1.1 & 2.1.2 - Focus residential development around centres, town centres, villages and neighbourhood centres - Ensure location of new dwellings increase the subregion's performance against the target for State Plan Priority E5 - to provide in the LEP's zoned capacity for a significant majority of new dwellings to be located in strategic and local centres as defined in the Strategy	The precincts are all located adjoining existing towns and villages and will contribute to the targets for new dwellings set by State Plan Priority E5.
C2.3 2.3.3., 2.3.4, 2.3.5 & 2.3.6 - To provide a mix of housing - To use a mix of residential zones established within the Standard LEP to ensure the provision of an appropriate mix of housing forms within Principle LEP's to meet changing housing needs within the SW subregion - to provide for an appropriate range of residential zonings to cater for changing housing needs	The Proposal is to include a range of lot sizes in accordance with the Lot Size Map which shall provide opportunities for single detached dwellings of various sizes. The smaller minimum lot sizes shall contribute to local variety in the housing market as they shall be significantly smaller than traditional lot sizes.

E2.1 2.1.3, 2.1.4, 2.1.6 - Improve health of waterways - Seek advice from DPI to identify appropriate zones and provisions to apply to waterways - promote water sensitive urban design To undertake stream mapping to enable DCP's to protect regionally significant riparian corridors	The Proposal includes the provision of riparian buffer zones determined in accordance with field investigations and methods developed in consultation with DPI (and formerly DIPNR). Principles of water sensitive urban design have been recommended in the LES and are also in the existing DCP to apply to future development of the land
E2.2 2.2.2 Consider regional biodiversity matters to inform Principle LEP's	Specialist studies conducted to support the LES have identified habitat of significance and the Proposal includes the amendment of the Natural Resources – Biodiversity Map for the long term protection of these habitats in accordance with the provisions of the existing Clause 7.2 to WLEP 2011
E4.1 Identify significant rural and resource lands in the preparation of Principle LEPs and protect them from inappropriate and incompatible uses	The Proposal shall not be detrimental to significant rural and resource lands. Adequate buffers shall be determined for the East Tahmoor precinct to minimise potential land use conflict with the existing poultry processing plant and poultry sheds.
E5.1 Consider the latest available information when planning for natural hazards including climate change in Principle LEP's	Natural hazards potentially affecting the subject land are limited to bush fire. A Bush fire Hazard Assessment has been completed and used to inform the LES. Adequate provisions can be made with future development to protect risks to human life and health as a result of potential bush fire. Climate change is most likely to have impacts of increasing average temperatures, decreased average annual rainfall and increased storm intensity and frequency but not to the extent that the land would be unsuitable for housing.
E5 5.3.1 & 5.3.2 - Identify natural hazards and risk management measures in Principle LEPs - Develop bushfire hazard maps and Bush Fire Risk Management plans to inform development in accordance with s.117 No.4.4	The Bush Fire Hazard Assessment which was completed with the LES shall be re-addressed in the preparation of a future DCP in order to ensure that specific development plans can accommodate risk and hazard management along with protection of natural assets
E6.1.2 To review and / or update heritage studies as part of the Principle LEP	Four items of potential heritage significant have been identified from specialist studies as part of the LES. These items are being further investigated for potential listing in the LEP. If warranted, the LEP shall be further amended and items of heritage significance can also be accommodated in a future DCP.
F1.3	The waterways within the subject land are

Improve access to waterways and links between bushland, parks and centres	not suitable for public access and do not provide opportunities for recreational links to existing open space and town centres. However, riparian buffers are to be created and future management and maintenance responsibilities for future private land owners are to be included in a future DCP
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5. Is the Planning Proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

Wollondilly Community Strategic Plan 2030

The Wollondilly Community Strategic Plan (CSP) sets outcomes and objectives for five specific fields in which Council has direct involvement and responsibility. Those outcomes and objectives that are relevant to the Planning Proposal are listed below along with a brief comment as to how the Planning Proposal may be expected to relate.

Table 4 – CSP goals and the potential impacts of the Planning Proposal

Community Strategic Plan Outcomes and Objectives	Relevance of Planning Proposal to Outcome and Objective
Community Outcomes	
A resilient community that has access to a range of activities, services and facilities	Potential new dwellings are in close proximity to established towns and villages with a range of services and facilities
Community Objectives	
The safety, health and well-being of the Wollondilly community is improved	It is intended to provide new housing incorporating design principles for healthy, sustainable lifestyles
Economy Outcomes	
A community that has access to employment and is supported through strong and diverse economic activity	New residents shall have opportunities to access employment in the broader sub-region. New residents represent some potential increase for local spending
A community that is supported through appropriate sustainable land use	Future development is intended to be guided by controls and objectives in a future DCP which seek sustainability in design, construction and future use
Economy Objectives	
Wollondilly has a vibrant, sustainable and diversified economic life that supports a vision of rural living rather than increased urbanisation	The Proposal is for redevelopment of Greenfield sites for urban uses. However, the precincts are extensions to existing town edges and still ensure separation of towns and villages by rural lands and is generally consistent with the principles of rural living (see Growth Management Strategy comments below)
Environment Outcomes	
A community that is surrounded by a built and natural environment that is valued and preserved	The Proposal seeks to apply the existing provisions in the LEP to parts of the precincts to protect land for its natural resource values of Biodiversity and Water.
A community that has opportunities to	The protection of land for Biodiversity and

engage with and actively care about their natural environment	Water assets is a benefit to the community through enhancing and retaining natural asstes
Environment Objectives	
The natural environment is protected and conserved and Wollondilly has a healthy, sustainable, resilient environment with a rural character	The Proposal includes protection of lands with natural resource value as well as accommodating for future growth and retaining the rural character and setting of the Picton, Tahmoor Thirlmere locality
The impact of existing and new development on the environment is reduced in turn reducing the Shire's ecological footprint	As stated above, future development is intended to be guided by a DCP which adopts ecologically sustainable principles for construction, development and ongoing use of the land
The Wollondilly community lives and works more sustainably	The precincts are located at the edges of existing urban areas and are reasonably accessible to existing towns and villages. There is potential for new residents to make more sustainable lifestyle choices
There is community capacity to appreciate, care for and sustain a rich and diverse environment	Future private owners of land containing Natural Assets protected for Biodiversity and Water resources shall be responsible for implementing land management plans for particular lots. Such details are to be determined with a future DCP and development assessment process
Infrastructure Outcomes	
A community that has access to a range of viable transport options	Future residents will have access to existing transport options although it has been determined that existing public transport is not suited to interurban commuting trips. The public road and share pathway network is intended to be designed and constructed to encourage walking and cycling
Communities that are supported by safe, maintained and effective infrastructure	The LES recommends some changes to the capacity and function of local infrastructure including water, sewerage and electricity services and the local road network
Infrastructure Objectives	
The growing vibrancy and liveability of the Shire's towns and villages enhances their strong sense of local identity and place	Potential new residents are expected to increase patronage of local services and facilities
Well-managed integrated and maintained infrastructure supports sustainable living	The development of the land shall be linked to the provision of infrastructure either through direct payments for services to infrastructure providers and through development contributions
Safe, affordable, environmentally-friendly transport choices promote healthy lifestyles and transport corridors are safe and beautiful places	Opportunities for walking and cycling shall be provided in future development
Wollondilly has well-managed and adequate supply of land stock, transport, communication, water, energy and	The Proposal shall contribute to local residential land supply and the lot yields have been factored into Council's Growth

resource recovery	Management Strategy and are expected to contribute sufficient new lots to accommodate a sustained growth trend. The Proposal shall also generate increased local demand for improvements to the road, water, sewerage and energy networks and services and upgrade and improvement works shall be achieved through direct payments to service providers and through development contributions
Governance Outcomes	
A community that is supported through engagement, collaboration and partnerships across government agencies and private business	Public participation in the decision making processes associated with this Planning Proposal shall be facilitated through the public exhibition process and a Community forum conducted prior to the Proposal being further considered by Council
A transparent, effective and sustainable Council	All relevant information regarding the Proposal is recorded and communicated appropriately
Governance Objectives	
Stronger partnerships between all levels of government and the Wollondilly community facilitate the delivery of effective and accountable services	The Proposal is following procedures as specified by the relevant legislative requirements and as directed by the Department of Planning and Infrastructure (given that the project has been ongoing through a significant change in legislation)
Available resources are used wisely, distributed fairly and the community is aware of progress towards achieving outcomes	Progress of the project is reported to stakeholders and resources are considered in all project management decisions
The best possible outcome for Wollondilly is achieved through community engagement, democratic government, partnerships and the effective and efficient management of resources and risks	The Proposal is consistent with these principles

Growth Management Strategy 2011

The *Draft Wollondilly Growth Management Strategy* (GMS) identifies and incorporates the precincts as Draft Wollondilly Local Environmental Plan 1991 (Amendment No.73). The Planning Proposal is consistent with the relevant Assessment Criteria in Appendix 1 to the GMS. These criteria are listed in Table 4 below along with comments specific to this Planning Proposal.