

## Attachment 4

### Summary of Consultation with Internal Council Staff and Independent Consultants

#### 6-8 Colden Street and 62-64 Menangle Street, Picton, NSW 2571 Planning Proposal

DEPARTMENT	DATE OF RESPONSE	COMMENTS	ASSESSMENT RESPONSE
Sustainable Growth	10/12/20	<ul style="list-style-type: none"> <li>• Council has recently undertaken a number of strategic studies and strategies as part of it's LEP Review Program which informs the future development and growth in the Shire. These draft strategies were exhibited in September 2020 and are expected to be reported to Council for adoption in due course.</li> </ul> <p>A key strategy in the LEP review pertinent to this proposal is the Centres Strategy, which identifies eight priority centres outside of the Wilton Growth Area; one of which is Picton. The strategy highlights that Picton is:</p> <p style="padding-left: 40px;"><i>Identified as the future civic centre of Wollondilly, to be reinforced through the implementation of the concept plan for the Wollondilly Community, Cultural and Civic Precinct (CCCP). Provides opportunity for intensification of the core, subject to the preservation of the integrity of heritage buildings.</i></p>	<p>With regard to view loss it is noted that a view analysis was included within the Urban Design Report prepared by e8urban.</p> <p>This view analysis details the impact of the concept design on both the existing and emerging site context through the future redevelopment of the site CCCP. The view analysis details that the proposal will have limited impact on views. In particular, the views provided of Wollondilly Shire Hall (I188) and the former Post Office (I185) from Menangle Street indicate minimal impact. It is noted the proposal will block a portion of the expansive view of the hills to the south of Picton when viewed from the intersection of Colden and Margaret Street. Notwithstanding, while the proposal is visible, the view of the Hill's ridgeline is maintained and the setback of the upper levels provides for a visual continuation of the street scale.</p> <p>It is recommended that the applicant prepare a site specific DCP in conjunction with Council. This is to</p>

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		<p>The individual Draft Strategy for the Picton Centre acknowledges that the type of development proposed under this Planning Proposal may be needed in the Picton Centre, and includes the following statements:</p> <p><i>'The WCCCP will introduce new buildings with larger footprints that are also taller than the current building on Council-owned land. These building scales are appropriate for civic buildings and multi-functional community spaces intended to cater for events on a Shire-wide scale.</i></p> <p><i>Picton's Community, Cultural and Civic Precinct has been designed to provide contemporary community and cultural facilities and revitalise Picton town centre as the heart of Wollondilly. It will deliver community and cultural spaces currently lacking throughout the Shire. It will reinforce the role of Picton as a civic and community centre.'</i></p> <ul style="list-style-type: none"> <li>The Draft Scenic and Cultural Landscape Study is another Strategy undertaken as part of this LEP Review Program and identifies the village of Picton, its town centre and the surrounding areas as falling within Landscape Character Unit 8 - Picton Hills. It identifies that the character of local views is considered of high scenic and visual importance to the town and thus important vistas should be carefully considered.</li> </ul>	<p>ensure an appropriate urban design outcome and to mitigate against adverse visual impact on neighbouring heritage items and the wider conservation area.</p> <p>It is recommended that the applicant be requested to clarify future building heights of the proposed buildings within the CCCP. The purpose of this is to confirm if the scope of the planning proposal needs to be amended should any other buildings within the CCCP exceed the 9m height limit.</p> <p>The preparation of a Spill Lighting Report is considered unnecessary for the Planning Proposal and instead should be prepared at DA stage.</p>

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		<p>The study found that Picton is the only formal town in this landscape character unit, which is a historic town set in the Stonequarry Creek Valley and surrounded by steep enclosing hills. The study found that the Picton Hills Landscape Character Unit contains a number of key values and that a number of key views are provided within the Landscape Character Unit as follows:</p> <p><i>The character of local views is considered of high scenic and visual importance for the town of Picton. Key local views of the hills surrounding Picton on all sides include views from Barkers Lodge Road, Thirlmere Way, Upper Picton Cemetery, east from Glenrock Reserve, west from Anthill Street, west from Stilton Lane, east and west from Margaret Street and North East from Coull Street. The undeveloped hills give Picton a point of difference and visual interaction with the hills is integral to the character of Picton.</i></p> <p>Appropriate retention of the views listed above should be an important consideration for the Planning Proposal given that it seeks to increase the building height of an area within the town centre. Visual setting from views and vistas from surrounds to Picton will also be an important consideration.</p> <ul style="list-style-type: none"> <li>• The Planning Proposal also needs to ensure that the height proposed would not lead to a building</li> </ul>	

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		<p>dominating or detracting from the heritage items in the Picton Town Centre (in particular the Post Office and Former Bank and Coachhouse) or impact the character of the Heritage Conservation Area. Appropriate measures, such as DCP controls, would also need to be in place to manage bulk and scale of a future building;</p> <ul style="list-style-type: none"> <li>• The Planning Proposal should address why the height across the entire precinct is not part of the review in the planning proposal. The proponent should address the perception of whether this is a spot review rather than undertaking a strategic review of all land within the precinct, block or town centre.</li> <li>• At the Pre-Lodgement Stage the proponent was advised that a site specific DCP may be appropriate for the site, particularly on the basis that the design, architecture and setting will be critical in achieving a quality outcome for the site. It is also noted that the commercial volume of Wollondilly's DCP currently enables a zero setback for commercial development, however, this control was formulated on the basis that most commercial zoned land across the Shire includes a maximum building height of 9m with a small number of commercial sites enabling a maximum building height of 11m. Given that the subject Planning Proposal seeks an increase to a 16 metres height limit, zero setbacks may not be</li> </ul>	

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		<p>appropriate which would further increase the need for a site specific DCP to be formulated concurrently with the Planning Proposal.</p> <ul style="list-style-type: none"> <li>• The site specific DCP could also incorporate landscaping/ vegetation requirements to mitigate any urban heat island effect of any future building.</li> <li>• At the Pre-Lodgement Stage it was also suggested that a Spill Lighting Report be included with the Planning Proposal to address potential issues from adjoining residents with the increased building height.</li> </ul>	
Development Services	2/12/20	<p>The building height control for the proposed multifunctional hall site should also be increased. This is to avoid the need for a clause 4.6 request to vary a development standard should this building exceeds the existing 9m building height limit.</p>	<p>The multifunctional hall is located within the CCCP. No amendment to the building height of this part of the CCCP is proposed under the subject planning proposal.</p> <p>The Urban Design Report does not detail the building height of the multifunctional hall or other adjacent buildings within the CCCP. In general, they are depicted as two storey buildings, which when applying standard floor to ceiling heights for two storey commercial buildings, would generally be capable of complying with the 9m height control.</p> <p>It is recommended that the applicant be requested to clarify future building heights of the proposed buildings within the CCCP.</p>


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			<p>Notwithstanding, the development of suitable urban design controls through a site specific DCP would ensure the proposed building height is suitable for the site by facilitating its future redevelopment in a manner that appropriately responds to its existing and emerging character.</p>
<p>Health and Regulatory Services</p>	<p>20/11/20</p>	<p>Potable water is able to be supplied.</p> <p>At this stage Sydney Water is unable to service the development due to capacity issues at their Picton Sewage Treatment Plant.</p> <p>Capacity issues of Picton's STP is expected to change over the medium term. It is also noted that Council will have to take out significant works to increase the size of the sewer carrier line in Picton.</p> <p>The proposed development will therefore be subject to the availability of Sydney Water's reticulated sewer.</p> <p>Council should ensure that Sydney Water can provided the necessary wastewater disposal prior to the issue of any CC for the works.</p>	<p>Sydney Water have confirmed that the site can be served by potable water through a new connection to the existing water main on Colden Street. Further information on this extension will be required at the DA stage.</p> <p>With regard to wastewater, Sydney Water advised that the site is within the Picton Water Recycling Plant (WRP) catchment, which currently has no capacity to accept growth.</p> <p>The correspondence received from Sydney Water was issued to the applicant and additional information regarding wastewater was requested.</p> <p>A response was received on 27 January 2021. This response outlined the correspondence undertaken by the applicant with Sydney Water to date and included two undated planning advice letters from Sydney Water. These letters confirm the Picton WRP is at capacity but also advises that Sydney Water can provide services to the proposed expansion of the CCCP. An extract of this advice is provided below (<b>BOLD our emphasis added</b>):</p>

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			<p><i>Picton Town Centre is currently serviced by Sydney Water. The updated growth number indicates that additional EP has increased from 100 to 158, resulting additional average dry weather flow increase from 0.2 l/s to 0.3 l/s Since it is a minimal dry weather flow increase to WRP, <b>Sydney Water can provide services to proposed expansion based on the following conditions.</b></i></p> <ul style="list-style-type: none"> <li>• <i>Health check should be carried out on all new development to ensure that no wet weather flow is discharging into Sydney Water system.</i></li> <li>• <i>The new assets from the development will reduce the current inflow infiltration in the system.</i></li> </ul> <p>In addition to the above, the applicant also provided a Feasibility Letter from Sydney Water dated 20 May 2020. This letter specifically relates to the Council administration building rather than the wider CCCP and advises that (<b>BOLD our emphasis added</b>):</p> <p><i>Development within the Town Centre may need to be delayed until the effluent management strategy is finalised and any upgrades to the plant are confirmed. The strategy is due for completion in the second half of 2020 and <b>it is anticipated that upgrades to the plant should be completed</b></i></p>








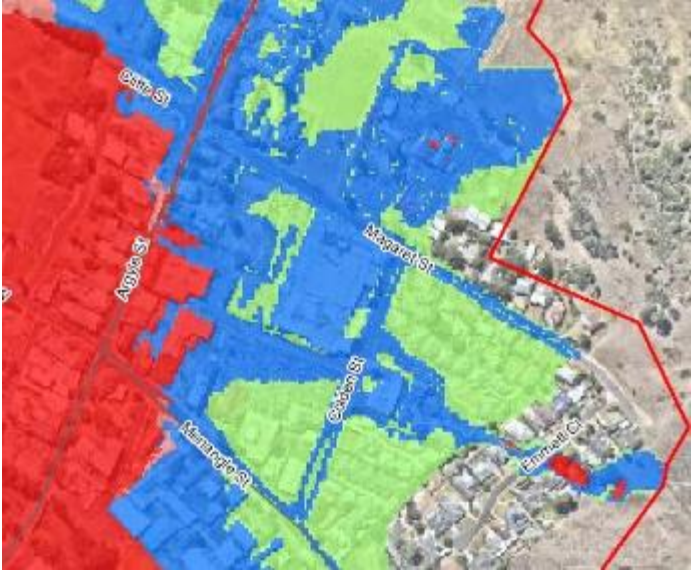
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			<p><i>by late 2025, subject to Sydney Water funding approvals.</i></p> <p>Based on the above timeline, it is expected that the upgrades with the Picton WTP will be completed by 2025. Should the PP proceed to Gateway, it is considered it would not be finalised until late 2021. A DA for the Council administration building would then need to be formal lodged and assessed by Council. On this basis, the timeframe of 2025 for the completion of the Picton WTP upgrade works is considered acceptable as it aligns with the delivery of the Council administration building.</p> <p>This position is supported by Council's Health and Regulatory Services Team who advised that Council should ensure that Sydney Water can provide the necessary wastewater disposal prior to the issue of any Construction Certificate for the works.</p> <p>Given the timeline for the administration building PP it is considered that this matter can be dealt with the DA stage and should not preclude the PP from progressing to Gateway Determination.</p>
Environmental Outcomes	27/11/20	Council's Environmental Outcomes Team raise no concerns with the proposal. The increased green space within the CCCP is an improvement on the existing area and the consolidation and activation of the precinct a better outcome than what exists.	<p>No concerns with the PP are raised by Council's Environmental Outcomes Team.</p> <p>It is noted that the recommended DCP would include landscaping controls to ensure appropriate planting and irrigation is provided within the site and wider CCCP.</p>



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		<p><b>Landscaping:</b> The proposal will not impact from current landscaping. Stormwater storage and reuse for irrigation on the grass and any plantar boxes or green building treatments is recommended</p> <p><b>Environmental:</b> There are no threatened species, EECs or identified habitats located on the precinct site. No further investigations are required from a planning proposal perspective. The locality is not considered a corridor for fauna or flora of significance.</p> <p><b>Water reuse and stormwater:</b> The opportunity exists to implement some rainwater tanks and water harvesting and re use and if appropriate this should be adopted into the designs when the development applications are lodged. Currently not a consideration for the planning proposal.</p> <p><b>Contamination</b> It may be beneficial that there is a site management plan developed that recognises the management of any contaminants should they be uncovered. However the Preliminary Site Investigation is adequate and there appears to be no major contamination issues.</p> <p><b>Fire:</b> The land is not recognised as bushfire prone.</p>	<p>The Preliminary Site Investigation report undertaken by eiaustralia concludes that subject to the preparation of a detailed site investigation at the DA stage, the site can be made suitable for the proposed development. This can be addressed at the DA stage.</p> <p>Stormwater design and rainwater re-use can also be addressed at the DA stage.</p>

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		<p><b>Waste:</b> Whilst not a planning proposal it should be noted that access for public litter and building waste should be located in an areas that can be accessed by trucks and access areas/easements.</p>	
Flooding	24/11/20	<p>Council's flood engineer attempted to locate the Site (edged in red below) on top of the Flood Planning Area Mapping out of the latest flood study.</p>  <p>The darker hatching over the northern portion of the Site represents the Overland Flood Planning Area</p>	<p>It is acknowledged that the site is flood prone land. Notwithstanding, the PP only seeks to increase the maximum building height at the site from 9 meters to 16 meters and does not propose any built structures at this stage.</p> <p>The PP is supported by a Preliminary Flood Assessment prepared by WMAwater. This report concludes that the construction of the Council administration building:</p> <p><i>...would have a localised effect on flood behaviour, redirecting the overland flow around the buildings. However, given the relatively shallow depths occurring at the site (less than 100 mm), it is likely that the degree of flood hazard would not be substantially increased elsewhere. An impact assessment would be needed to confirm this assumption, and to ensure that overland flow is not directed into new buildings within the precinct. The flood impact assessment will need to be undertaken in the subsequent stages of this project when proposed designs have been progressed further.</i></p>

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		<p>associated with a valley system that approximately aligns with Keable Close to the east.</p> <p>This corresponds to the extent of flooding during the 1% AEP event and the Flood Planning Level is set with a freeboard of 300mm above the water surface. The overland flooding is variable across the site but relatively shallow and the freeboard will raise the Flood Planning Level more than the flooding itself.</p> <p>The lighter hatching to the east of the Site represents the Mainstream Flood Planning Area for flooding associated with Stonequarry Creek itself. This is the area where land is below the Flood Planning Level of 500mm above the 1% AEP Flood Level. It appears that the site is not affected by the Mainstream Flood Planning Area.</p> <p>Larger floods are possible and the Mainstream PMF dominates with the flood level significantly (several metres) above the Site ground level.</p> <p>The flood behaviour has been used to come up with a Flood Planning Constraint Category definition for the floodplain with the adopted Floodplain Risk Management Plan.</p> <p>The mapping is shown below where the Overland Flood Planning Area corresponds to FPCC 3 while the remainder of the site is FPCC 4.</p>	<p>The need for a flood impact assessment at the DA stage is acknowledged and recommended. The PP and Preliminary Flood Assessment has been reviewed by Council's Engineering Department. This assessment is supportive of the PP and concludes that the proposed building height increase does not have any implications from a flood perspective.</p> <p>The PP has been assessed against the relevant Section 9.1 Ministerial Direction relating to Flood Prone Land. The proposal does not rezone the site nor alter the uses that are permitted within the B2 Local Centre zone. As such, the proposal does not permit a significant increase in the development of the site. The PP is therefore consistent with the relevant ministerial direction relating to flood prone land.</p> <p>On the basis of the above assessment, it is considered that a flood impact assessment would need to be undertaken to support any future DA for the site. In addition, it is recommended that the site specific DCP include appropriate flood planning controls. This may include the establishment of an appropriate freeboard at ground floor level within the site and wider CCCP.</p>

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		<p>  Study Area   TUFLOW Hydraulic Model Extent for PMF   Railroad  <b>Flood Planning Constraint Category</b>   FPCC 1   FPCC 2   FPCC 3   FPCC 4 </p> 	

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		<p>The application of FPCCs requires a revision of the DCP to reflect the new classification – a process that has commenced but not sufficiently advanced to be of assistance at this point.</p> <p>As stated in the Preliminary Flood Assessment by WMAwater, the subsequent development proposals will need to address the challenges of the flood behaviour at the Site but the increased building height itself does not have any implications from a flood perspective.</p>	
Open Space	26/11/20	Council's Open Space Team provided general support for the proposal. With regards to planting and landscaping, it was noted that consideration should be given to the position of tree planting in close proximity to the underground parking.	This is a matter that would be addressed at DA stage. Notwithstanding, controls pertinent to landscaping, deep soil and tree protection could be included within the recommended site specific DCP for the site and wider precinct.
Social and Health	24/11/20	<p>The Social and Health Impact Assessment Working Group is generally supportive of the proposal. However, the following concerns were raised:</p> <ul style="list-style-type: none"> <li>• There is potential for the building to overlook private property on the eastern side of Colden Street.</li> <li>• The indicative designs provided with the Planning Proposal suggest that the Colden Street frontage will be only two stories. However, there is nothing in the proposal to guarantee that this frontage will not utilise the full 16m. This this could be rectified by either: <ul style="list-style-type: none"> <li>○ A site-specific DCP containing controls that limit the Colden Street frontage to 9m; or</li> </ul> </li> </ul>	<p>The privacy, permeability and building height/design issues raised are noted.</p> <p>It is recommended that the applicant prepare a site specific DCP in conjunction with Council. This DCP should include specific built form controls to mitigate these issues.</p>

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		<ul style="list-style-type: none"> <li>○ Amending the Planning Proposal so that it only applies to that portion of the site that is not immediately adjacent to Colden Street.</li> <li>● It is unclear whether the proposed walkway running from Colden Street to the Village Green between the Administration Building and the Masonic Hall is part of the land to which the Planning Proposal applies. This walkway provides permeability and is important to the social viability of the Precinct. A site-specific DCP would provide some reassurance that this land will be reserved for the purpose of a pedestrian link.</li> </ul>	
Tourism and Business	N/A	A response was not received from Council's Tourism and Business Team.	A response was not received from Council's Tourism and Business Team.
Traffic and Parking	1/12/20	<p>GTA Consultants (GTA) undertook a traffic and parking peer review of the PP, having regard to the methodology and conclusions of the Traffic and Transport report prepared by SLR Consulting Australia (SLR). The purpose of this review was to objectively consider the impacts of future traffic generation, parking demand and accessibility characteristics of the proposal.</p> <p>GTA raised number of matters for further clarification and a request for additional information was issued to the applicant. On 16 December 2020, a response prepared by SLR was provided. This response was then reviewed by GTA. A summary of the key matters raised through the peer review and from the applicant is provided below:</p>	<p>An assessment of the key traffic and parking matters is provided below. This assessment has primarily focused on the peer review of the PP undertaken by GTA, noting that a second round of comments from TfNSW are outstanding at this stage.</p> <p><u>Access and Servicing</u></p> <p>Vehicular access to the car park for the Council administration building will be from Manolis Lane and Colden Street. These locations have been reviewed by GTA Consulting and are considered to be acceptable.</p>

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		<p>Vehicle Access:</p> <ul style="list-style-type: none"> <li>GTA identified a discrepancy in the access arrangements illustrated within the traffic and PP report.</li> <li>The applicant confirmed that the access to the car park for the administration building will be from Manolis Lane and Colden Street as identified in the planning proposal report. These locations are supported by GTA.</li> </ul> <p>Parking Rates:</p> <ul style="list-style-type: none"> <li>GTA stated that further consideration should be given to the alternate parking rates adopted for uses not listed in the DCP, should the PP seek to account for the entire CCCP under full development.</li> <li>The applicant provided supplementary information confirming that the adopted parking rates were derived from similar developments in Bowral and Thirroul. This approach is considered acceptable by GTA.</li> </ul> <p>Parking Requirements and Demands:</p> <ul style="list-style-type: none"> <li>GTA noted that the SLR Report created parking accumulation profiles for existing and proposed conditions to establish spare capacity for public parking in the Picton Town Centre. While this methodology may be applicable for the PP, GTA advised that it may not be robust enough for the entire CCCP. GTA also noted that the parking</li> </ul>	<p>The PP does not nominate a location for service vehicles to use. SLR have advised that the future location for service vehicle access will be provided elsewhere within the CCCP.</p> <p>While not specifically a planning proposal consideration, the ability to service the site needs to be rationalised in the context of the wider CCCP. It is considered that vehicle servicing arrangements can be satisfactorily addressed in the recommended site specific DCP.</p> <p><u>Parking</u></p> <p>The Traffic and Transport Report prepared by SLR Consulting Australia identifies that the Council administration building will require 148 car parking spaces. The methodology for calculating this parking demand has been reviewed and is supported by GTA.</p> <p>The proposal seeks to provide a total of 159 car parking spaces:</p> <ul style="list-style-type: none"> <li>78 parking spaces within the basement car park of the Council administration building; and</li> <li>81 additional spaces split between the Council Depot on Margaret Street (34 spaces) and the expansion of the Council Staff car park at Margaret Street (47 spaces).</li> </ul>

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		<p>surveys occurred in off peak (school holiday) conditions.</p> <ul style="list-style-type: none"> <li>• Notwithstanding, GTA advised that the parking demands for the planning proposal can be satisfied for the following reasons: <ul style="list-style-type: none"> <li>○ The parking requirement for the administration building (148 spaces) will be accommodated within dedicated facilities, including 78 spaces within the on-site basement car park and 81 additional spaces at the Council depot and car park on Margaret Street (total of 159 spaces).</li> <li>○ The effective loss of 89 public parking spaces will be offset by the creation of additional public parking within the Picton Town Centre. While the applicant's response does not address the effective loss of 89 public parking spaces that are presently on-site, the GTA peer review acknowledges that the future reconfiguration of parking areas within the Picton Town Centre can provide sufficient capacity to offset this loss.</li> </ul> </li> <li>• GTA also confirmed the above parking provisions can be achieved irrespective of the outcomes of the parking surveys and accumulation profiles prepared by SLR. Notwithstanding, the parking surveys and the parking accumulation profile is beneficial in confirming that there are no pre-existing issues with parking capacity within the Picton Town Centre.</li> </ul>	<p>An excess of 11 car parking spaces is proposed which is considered acceptable as there will be no adverse impact on parking availability or traffic generation. Furthermore, the proposed off-site car parking areas are located within a suitable walking distance of the site (less than 400 metres).</p> <p>It is considered that parking rates, including accessible, motorbike and bicycle parking, can be satisfactorily addressed in the recommended site specific DCP.</p> <p><u>Traffic</u></p> <p>GTA have undertaken a review of both the trip generation and intersection modelling provided by SLR and confirmed that the trip generation rates for all land uses within the CCCP are acceptable.</p> <p>The Traffic and Transport Report prepared by SLR included intersection modelling to determine the traffic impacts arising from the development of the CCCP. This modelling included:</p> <ol style="list-style-type: none"> <li>1. A 2019 base case</li> <li>2. A 2036 'do minimum' scenario</li> <li>3. A 2036 base case plus development scenario, incorporating the CCCP volumes</li> </ol> <p>GTA have reviewed this modelling and confirmed that the network is currently (utilising the 2019 base case scenario) performing satisfactorily.</p>



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		<ul style="list-style-type: none"> <li>It is also noted that the applicant undertook an additional parking survey during peak (non-school holidays) on 11 December 2020, which found similar parking rates to the previous survey with the exception of the central parking area, of which circa 40 less vehicles were recorded in the December 2020 survey.</li> </ul> <p>Parking Layout</p> <ul style="list-style-type: none"> <li>GTA advised that the concept layout of the basement car park is limited in detail and that it is unclear how it can accommodate 78 car parking spaces.</li> <li>The applicant responded that the basement parking provision of 78 parking spaces has been estimated using a conservative parking rate and that there would in any case be additional parking available elsewhere (at the depot).</li> <li>GTA advised that the concept layout of the basement car park is not a critical issue for determining the PP, and it would be an internal matter for Council to be satisfied that two levels of parking will be sufficient at the administration building site.</li> </ul> <p>Service Vehicles</p> <ul style="list-style-type: none"> <li>GTA stated that the PP should address servicing vehicle provisions either for the new administration building in isolation or as an integrated solution for the CCCP.</li> </ul>	<p>The SLR Report, however, does not test the addition of any of the proposed development volumes under the CCCP against the 2019 scenario. The only scenario tested for additional volumes is the 2036 scenario which assumes the completion of intersection upgrades in the Picton Town Centre identified under the Picton Town Centre Transport Plan 2026. SLR have confirmed that this approach was adopted on the basis that Council has committed to constructing these road upgrades.</p> <p>GTA have advised that the results of the 2036 development scenario indicate satisfactory performance, demonstrating that the network will cope with increases in background traffic volumes together with the CCCP when fully developed. However, the assessment does not confirm if the CCCP can be partially or fully operational at a timeframe before these upgrades are implemented.</p> <p>Due to this deficiency in the modelling, GTA Consulting have recommended that additional modelling be undertaken if it is proposed to open the administration building before the year 2036. These issues are considered relevant to the DA stage of the administration building rather than the current PP.</p> <p>It is also noted that issues including access points, service vehicle arrangements and travel demand</p>

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		<ul style="list-style-type: none"> <li>The applicant advised that the future location for service vehicle access will be outside the administration building site, and within several potential locations around the CCCP. GTA accepts that this is a planning matter as to whether a service vehicle location needs to be nominated as part of the Planning Proposal, for example by way of a condition or through a site specific DCP.</li> </ul> <p>Trip Generation</p> <ul style="list-style-type: none"> <li>GTA requested further justification for the adopted trip rates, including why any TfNSW based trip rates are unsuitable for the nature of use or site location.</li> <li>The applicant advised that all trip rates have been sourced from TfNSW, with the exception of the first principles approach for the community uses, of which GTA supports (based on the new data of comparable sites provided by SLR).</li> <li>GTA considers the trip rates to be acceptable for all land uses.</li> </ul> <p>Intersection Modelling</p> <ul style="list-style-type: none"> <li>GTA identified that the AIMSUN intersection network model only adopts development volumes for the year 2036, when all upgrades for the Picton Town Centre have been assumed to be completed. However, testing should be undertaken for the existing scenario or an intermediate scenario comprising partial network upgrades to confirm whether the CCCP can</li> </ul>	<p>management measures to guide the assessment of future development applications can be addressed through the recommended site-specific DCP.</p>

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		<p>operate with acceptable traffic impacts before all of these upgrades have been implemented.</p> <ul style="list-style-type: none"> <li>• The applicant responded that Council has committed to constructing the road upgrades assumed in the Aimsun model by 2036.</li> <li>• GTA advised that as development volumes are only modelled for the 2036 scenario, which includes the intersection upgrades, the opening of the administration building would presumably need to take place in 2036 to be consistent with the modelling results. Notwithstanding, an assessment could be undertaken at a later stage, such as at DA stage, to test the development volumes against the existing network configuration, if an earlier year of opening is sought.</li> </ul>	
Heritage	30/11/20	<p>GML Heritage have undertaken an independent technical review of heritage matters in the Heritage Impact Statement prepared by GBA Heritage that was submitted with the Planning Proposal. In particular, this review focussed on the proposed effect of the increased building height on the heritage significance of the HCA and items in the vicinity.</p> <p>The site and the accompanying CCCP is within the Picton Town Centre Conservation Area and there are several LEP listed heritage items in the vicinity, notably:</p> <ul style="list-style-type: none"> <li>• Former Catholic Presbytery</li> <li>• Former Wollondilly Shire Hall</li> <li>• Post Office (former)</li> </ul>	<p>The heritage recommendations received from GML Heritage are noted.</p> <p>With regard to Aboriginal heritage, a Due Diligence Assessment will be required at DA Stage. It is noted that the site is an existing at-grade car park so it is unlikely to be considered an Aboriginal place of heritage significance or contain Aboriginal objects.</p> <p>It is recommended that the applicant prepare a site specific DCP in conjunction with Council. This DCP should contain a heritage section that will specifically address the character, scale, form, site materials, colours, and detailing of any proposed development.</p>

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		<ul style="list-style-type: none"> <li>• St Anthony's Catholic Church and school hall</li> <li>• Soldiers Memorial School of Arts</li> </ul> <p>On one level the Planning Proposal to increase the height limit through an amendment to the WLEP 2011 does not in and of itself create a direct physical impact on Picton's heritage significance. However, if the WLEP 2011 is amended and the permissible maximum building height is increased from 9 metres to 16 metres it establishes a new height control that will give rise to impacts on heritage significance of varying degrees. If Gateway determination is achieved the following actions and recommendations should be considered to manage and mitigate the known and potential impacts associated with proposed new development of increased height, bulk, and scale within the Heritage Conservation Area:</p> <ul style="list-style-type: none"> <li>• Council's consistency and compliance with the Wollondilly LEP's should be demonstrated including the aim 'to protect, conserve and enhance the built, landscape and Aboriginal cultural heritage', and 5.10 Heritage Conservation to conserve archaeological sites and Aboriginal objects and places of heritage significance. Council should adopt a Due Diligence to the protection of Aboriginal objects, this would be a reasonable and practical measure to determine whether the proposal will potentially harm an Aboriginal object and enable measures to be planned for to mitigate that harm. Such assessment would be consistent with</li> </ul>	<p>In addition, storey and setback controls are to be provided within the DCP which will manage the future built form outcome at the site to mitigate adverse impacts on neighbouring heritage items.</p> <p>It is considered that the recommended review the Picton Heritage Conservation Area is outside of the scope of the subject proposal.</p> <p>In addition, the potential of adding the adjoining Masonic Hall to Council's environmental heritage register is also considered outside of the scope of this proposal.</p>

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		<p>Council's controls (see DCP 2016 Vol 1 Aboriginal Heritage 7.1(c)) and the requirements under the National Parks and Wildlife Act 1974.</p> <ul style="list-style-type: none"> <li>• It would be prudent to undertake an historical archaeological assessment given the historical development of the subject site and to inform the planning, management, and mitigation of any identified potential impacts on known or potential relics.</li> <li>• The description from the Heritage Inventory states 'the Picton Urban Conservation Area contains a number of different elements which are harmoniously combined and framed by the surrounding steep hills'.<sup>6</sup> If the height limit of the subject site is increased any new built form should sit harmoniously within this historic landscape setting, rather than visually competes with and dominating the 'frame'. Compliance with the LEP heritage conservation objective to conserve the heritage significance of heritage items and heritage conservation areas, including associated settings and views will be required. Views to and from heritage items will need to be considered as part of any development on the subject site if the Planning Proposal proceeds.</li> <li>• Council could consider a review of the Picton Heritage Conservation Area and subject to the findings of the assessment and review amend the HCA boundaries to ensure the heritage significance of the area is grounded in up to date assessments.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• Council should also consider identifying contributory items within the Heritage Conservation Area to provide more certainty for owners and to ensure heritage areas are managed consistently and equitably.</li> <li>• The GBA HIS assesses the Masonic Hall as satisfying one or more of the assessment criteria for heritage listing as an item of environmental heritage at local level. Given this, Council should demonstrate best practice heritage management and consider formally listing this building. As part of the planning proposal Council should plan to respond to the building in a manner that recognises and respects its assessed heritage significance.</li> <li>• The character, scale, form, site materials, colours, and detailing of any proposed development to a new increased permissible height limit of 16 metres will need careful consideration if it is to be consistent with the LEP objectives for Heritage Conservation.</li> <li>• If the height limit is increased from 9 to 16 metres the limit should only be applied to the area required for built form and every effort should be made to reduce and stay beneath that limit, especially where additional storeys are proposed.</li> <li>• Detailed design development will be required to modulate building facades. Podiums and upper storey set backs will also need careful planning and detailed design resolution especially to the north, south and east to mitigate impacts on heritage significance.</li> </ul>	

