

VISION STATEMENT

Suttor and McCourt Roads, Moss Vale

A VISION TO EXPAND THE MOSS VALE TOWN CENTRE
Prepared on behalf of the landowners | February 2016



Figure 1 – Moss Vale Town Centre.
Photo Source: Bidgee | Cover Source: Mecone with data from OSM.



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1. INTRODUCTION

This document has been prepared on behalf of the landowner to outline the vision for a new urban development in south east NSW to the north of Moss Vale.

1.1 THE SITE

The site is located at Suttor and McCourt Roads, Moss Vale, in the Wingecarribee Shire Local Government Area (LGA). It is irregularly shaped, is largely cleared, has a total site area of 116.05ha and is legally known as Lot 1, 2 and 3 DP 873240. Access to the site is via McCourt Road in the west and Suttor Road in the south. The site adjoins the northern edge of Moss Vale Town Centre and is close to following major transport routes:

- The Illawara Highway (A48), which connects Wollongong to the Southern Highlands, runs east-west through Moss Vale.
- Moss Vale railway station is positioned approximately 1.5km south of the site. This station is on the Main South line, a major railway that runs from the Sydney metropolitan area, through Moss Vale, Goulburn and on to Victoria border.

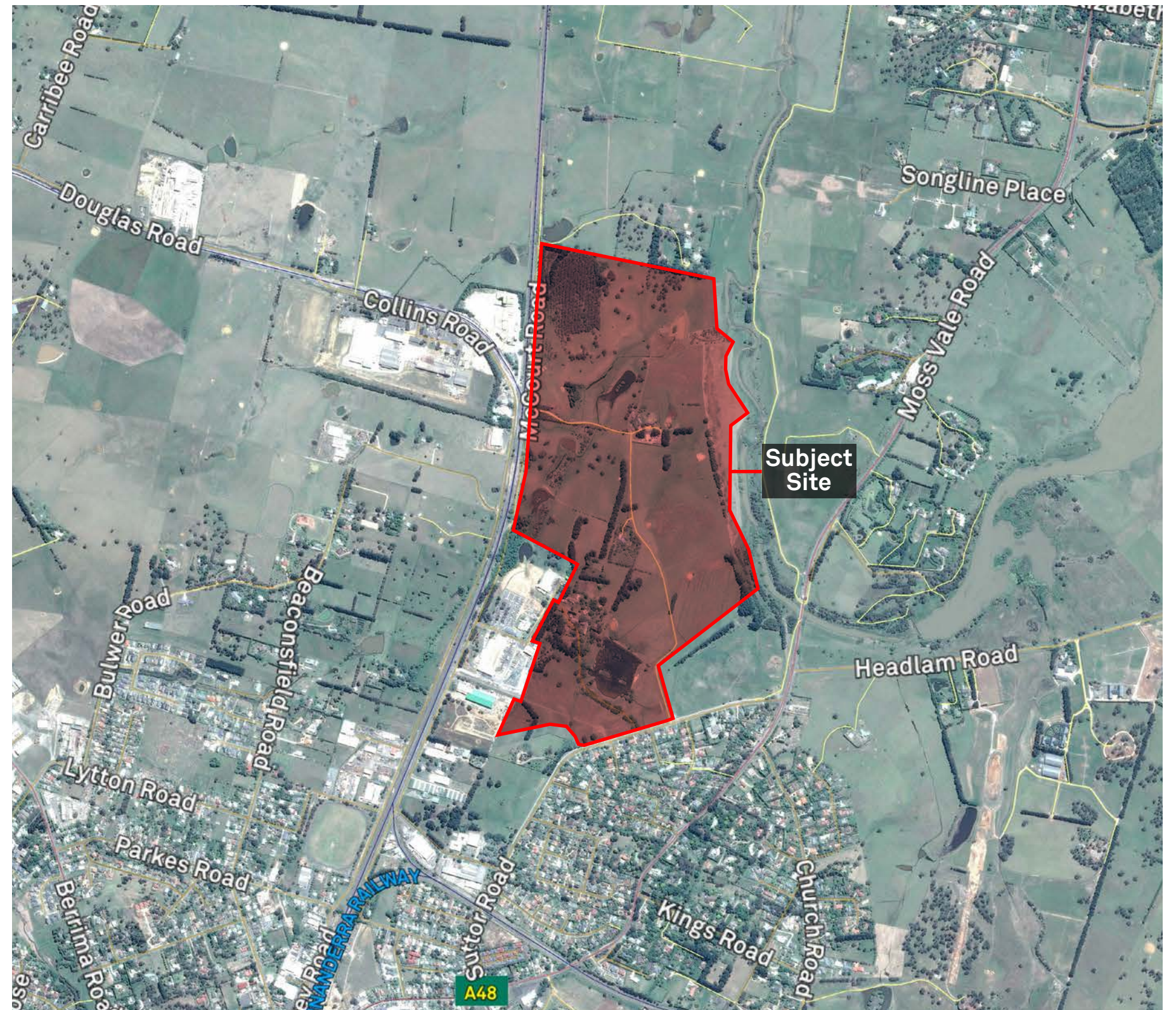


Figure 2 – An aerial view of the subject site and its immediate surrounds.
Source: Google Maps with data from LPI

2. SITE CONTEXT

2.1 LOCAL CONTEXT

The site is on the northern fringe of the Moss Vale Town Centre. Moss Vale features a variety of land uses ranging from detached housing to general industries. It located at a junction of important road and rail routes and is the seat of local government and tertiary education for Wingecarribee Shire.

The site is zoned mostly E3 Environmental Management under Wingecarribee Local Environmental Plan 2010. There is a small IN3 Heavy Industrial zone area in the west of the site.

Adjoining lands include R2 Low Density Residential and R5 Large Lot Residential to the south; E2 Environmental Conservation to the east; IN3 Heavy Industrial to the west; and E3 Environmental Management to the north. There is a bus stop directly to the south of site that provides service to Mittagong via Bowral.

2.2 TRANSPORT

Local transport:

- The 811 bus route, which provides service between Moss Vale and Willow Vale, stops on Suttor Road at the southern border of the subject site.

Interstate transport:

- The site is located approximately 7km to the east of Hume Highway, which connects Sydney and Canberra.
- Moss Vale Railway Station is positioned approximately 1.5km south of the site. This station is on the Main South line, a major railway that runs from the Sydney metropolitan area, through Moss Vale, Goulburn and on to the Victoria border.

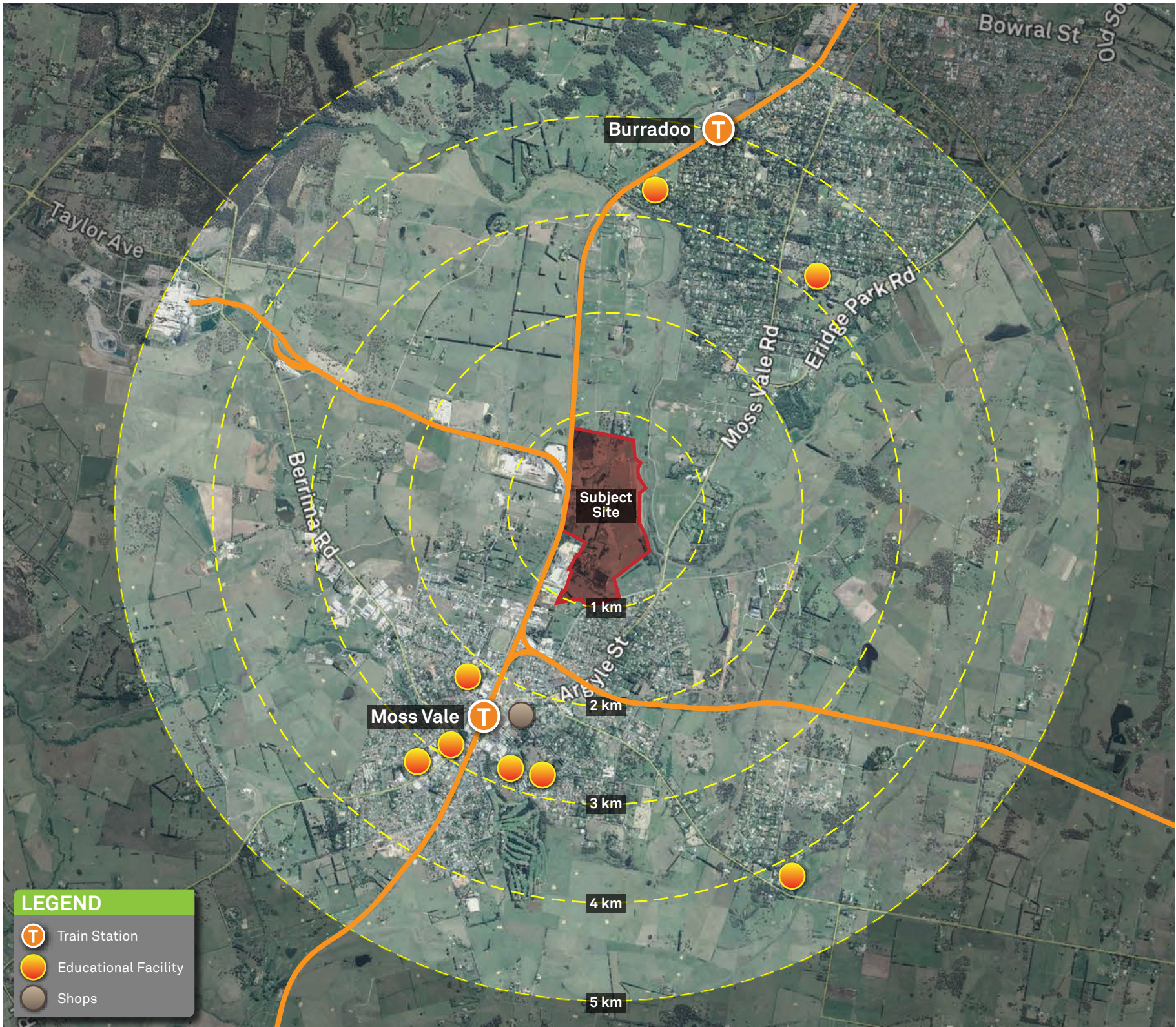


Figure 3 – The local context of the subject site.
Source: Google Maps. Modified by Mecone.

2. SITE CONTEXT

2.3 REGIONAL CONTEXT

The site is located in the Sydney Canberra Corridor region. This region includes the local government areas of Wingecarribee, Goulburn Mulwaree, Upper Lachlan, Yass Valley, Palerang and Queanbeyan and covers an area of approximately 25,000 square kilometres. The area of Wingecarribee Shire is 2,700 square kilometres, comprising 10.8% of the region.

The region is broken into three subregions—north, south and central. Bowral, Mittagong and Moss Vale together function as one major urban centre in the north subregion, with Bowral as the primary centre and Mittagong and Moss Vale as supporting towns.

The expected population growth for the region is significant. Benefits driving this growth include:

- Residential dwellings in a rural setting
- More affordable housing
- Access to the economic opportunities provided by Canberra and Sydney.

Road distances from the site to nearby towns and centres are shown in the table below.

DISTANCES AND DIRECTIONS	
Bowral	7 km ↗
Sutton Forest	8 km ↘
Berrima	12 km ↖
Mittagong	13 km ↗
Wollongong	70 km →
Goulburn	72 km ↘

Figure 4 – Distances to various features from the subject site.
Source: Mecone.

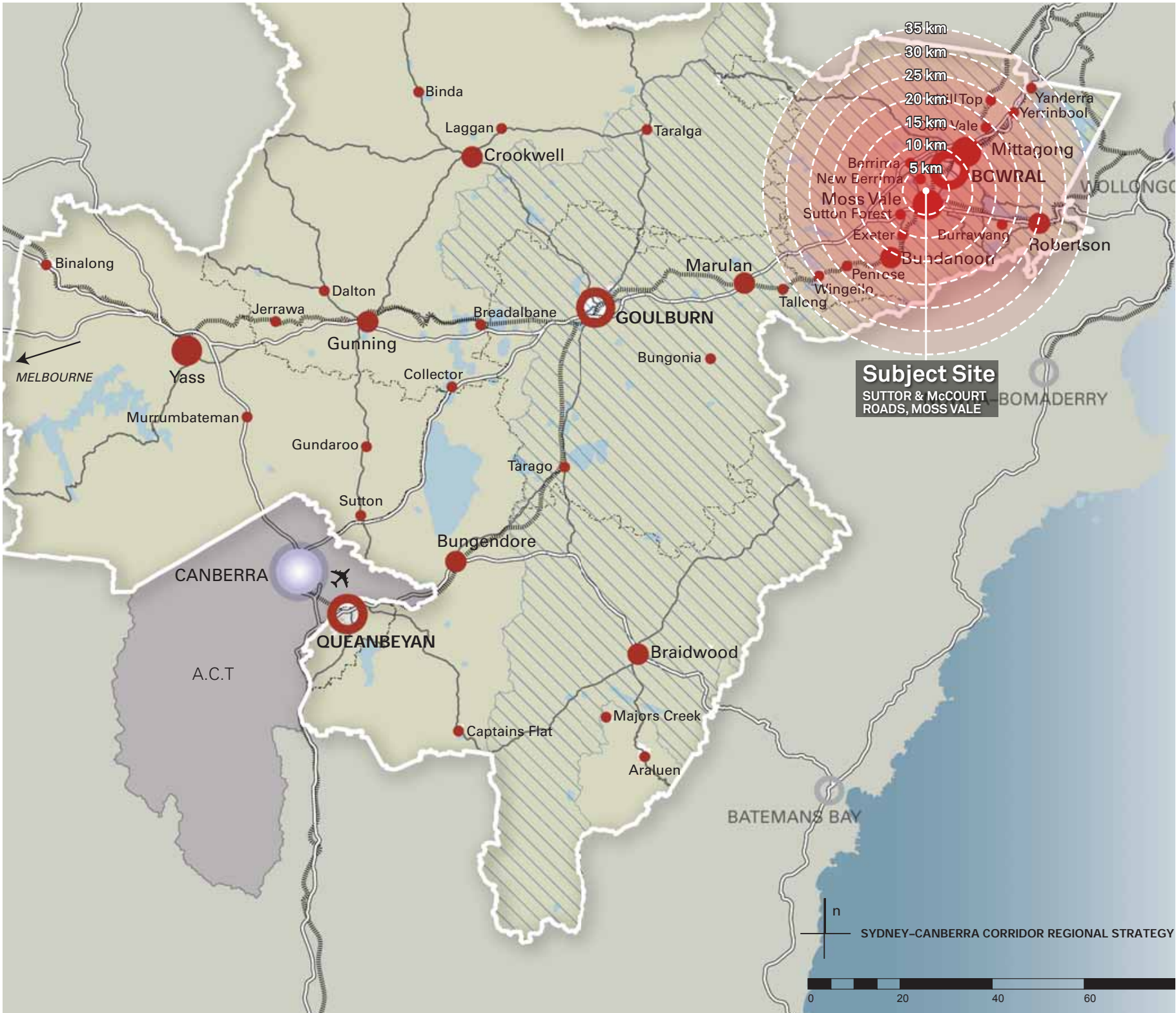


Figure 5 – The regional context of the subject site.
Source: Sydney-Canberra Corridor Strategy 2006-2031

2. SITE CONTEXT

2.4 THE NEED FOR LAND RELEASE IN MOSS VALE

An analysis of the housing market in Moss Vale has been undertaken and is summarised below:

- Based on projections in the Sydney–Canberra Corridor Regional Strategy 2006–2031, approximately 348 dwellings per annum (2006 to 2031) are required to meet the need for additional dwellings in Wingecarribee LGA. Assuming a continuation of the 2014–15 dwelling approval rate, the LGA will run out of housing capacity in 2022.
- The median house price in Moss Vale has risen by over \$126,000 from 2007 (\$325,000) to 2014 (\$451,250)—a 39% increase. It is considered that demand is driving this increase in prices.
- According to the Department of Planning and Environment the population in Wingecarribee Shire will expand by 5,000 between 2011 and 2031—a 10.8% increase.
- It is considered that higher levels of land supply are required to address some of the issues identified above. Moreover, because the site is contiguous to Moss Vale Town Centre, it requires minimal infrastructure upgrades and can utilise existing services and facilities.

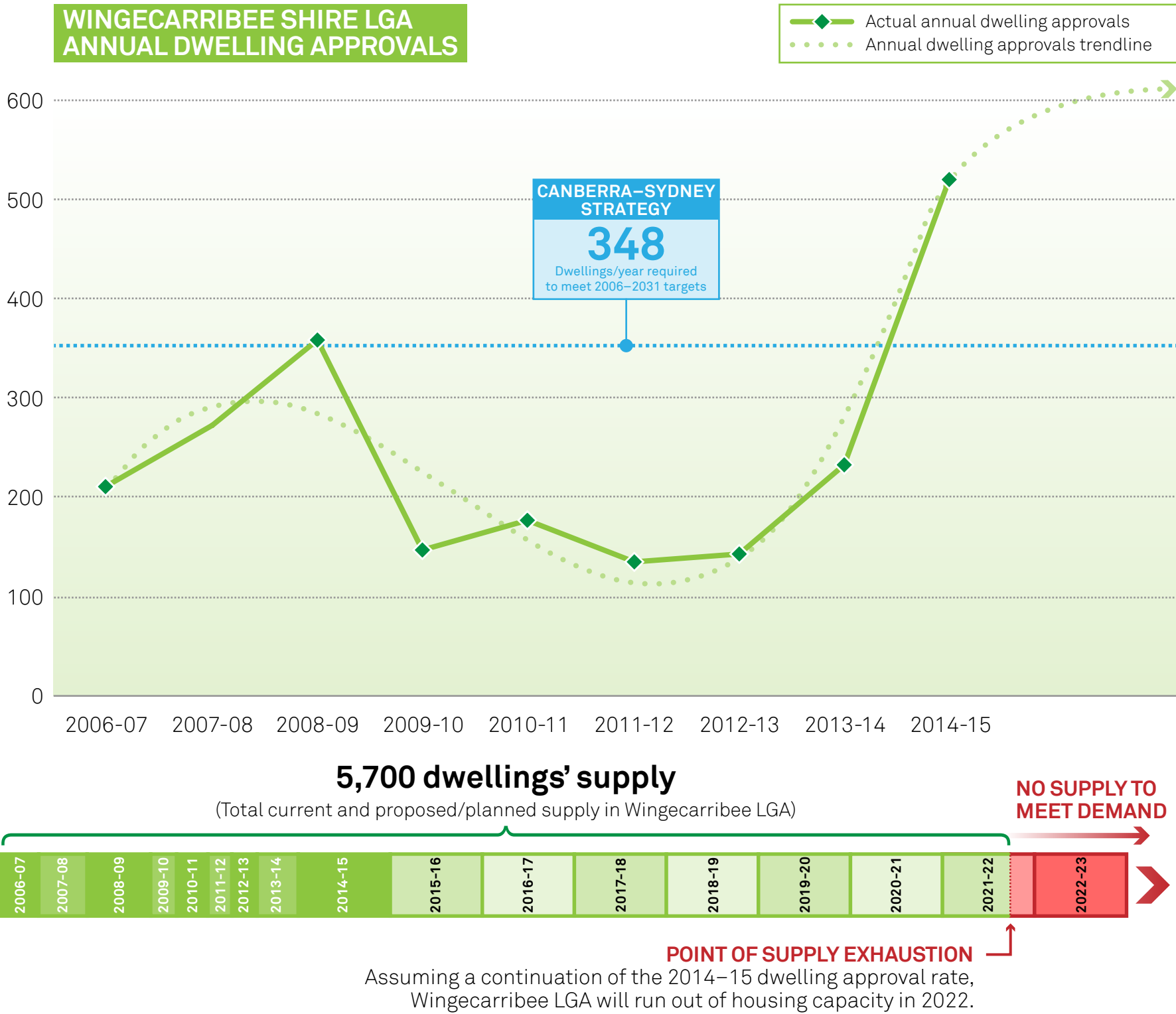


Figure 6 – Housing and demographical statistics
Source: Mecone, with data from ABS and the Sydney–Canberra Corridor Regional Strategy 2006–2031

3. STRATEGIC DIRECTIONS

3.1 SYDNEY–CANBERRA CORRIDOR REGIONAL STRATEGY 2006–31

The Sydney–Canberra Corridor Regional Strategy 2006–31 represents an agreed NSW Government position on the future of the Sydney–Canberra Corridor and is the pre-eminent planning document for this region.

The Strategy aims to cater for housing demand of up to 25,200 new dwellings by 2031 in order to accommodate an additional 46,350 residents. In relation to the north subregion, where the subject site is located, the Strategy predicts that there will be an undersupply of 3,000 dwellings.

The Strategy states future residential growth should be predominately accommodated within existing centres or contiguous to existing settlements. This imperative reinforces the suitability of the site for residential development, as the site sits adjacent to urban land in Moss Vale, which is part of the tripartite Regional Centre of Bowral–Mittagong–Moss Vale.

3.2 DRAFT LOCAL PLANNING STRATEGY

Council's most conservative estimate of current capacity in land zoned for residential development is 9,484 lots, plus 1,600 lots in the Chelsea Gardens/Coomungie Urban Release Area. This equates to a buffer of 25% without the land release area and 46.6% with it.

This buffer is considered insufficient for a couple of reasons. Firstly, the majority of it is in the form of infill development. As the Draft Local Planning Strategy itself notes, infill development suffers from a number of constraints, including site-specific impediments, existing urban character and residents' preferences. As such, relying on infill to meet dwelling targets is a somewhat risky approach.

Secondly, dwelling capacity does not necessarily equal dwelling supply. Take-up rates of development are affected by a number of factors, including existing ownership, feasibility of redevelopment and market acceptance of the product. This means that significantly more capacity is required to ensure that supply is met and affordability is maintained. A 46.6% buffer may seem generous, but quickly rising house prices are making it increasingly evident that greater capacity is required.

The subject site thus provides an ideal opportunity to decrease the reliance on infill development, meet dwelling targets and maintain housing affordability in an area in close proximity to existing infrastructure, services and facilities.

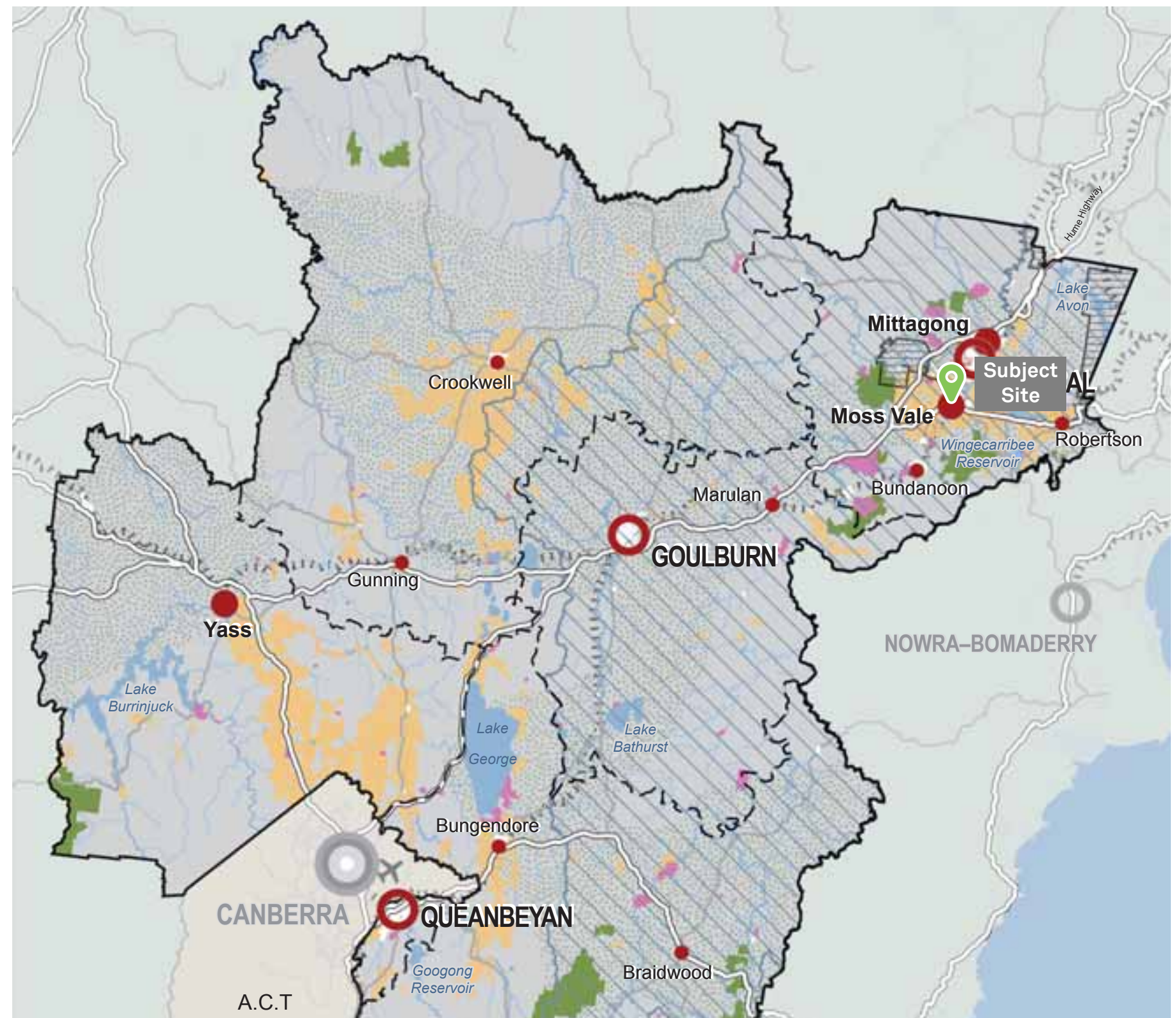


Figure 7 – The location of the subject site in the context of the Sydney–Canberra Corridor Regional Strategy
Source: Sydney–Canberra Corridor Strategy 2006–2031

4. CHALLENGES

Site-specific challenges associated with the development of the site are as follows:

SEPARATION OF URBAN AREAS

- Council has expressed a preference for maintaining distinct urban areas buffered by bushland and rural lands. Considering the location of the site on the north edge of Moss Vale on the road to Bowral, there is some concern that development in this location could contribute to the blurring together of urban lands. However, Preliminary design concepts show that development at the site can occur without unduly impacting on the rural barrier between Moss Vale and Bowral. Development can be situated so that it is not visible from key vantage points.
- While this is a challenge, it is also an opportunity to provide for the continued protection of rural buffer areas. Preliminary design concepts show that the site can accommodate residential subdivision while maintaining key rural lands.

ADJOINING INDUSTRIAL LANDS

- Land to the west of the site is zoned IN3 Heavy Industrial; uses here have the potential to interfere with the more sensitive uses at the subject site. This possible interference can be effectively mitigated by careful planning and modern construction methods, such as landscape setbacks, bunding and noise walls.

FLOODING

- The site contains some low to medium provisional hydraulic hazard land as identified in Council's Wingecarribee River Flood Study. Further studies will be required to determine the site's suitability for residential development in relation to flood risk.

HERITAGE

- The site contains local heritage item "Austermere" (former SCEGGS School) house and grounds. A heritage study will be required to assess potential impacts on this item.
- Preliminary design concepts indicate that residential subdivision at the site can occur without impacting adversely on the heritage item.

RIPARIAN LAND

- The Wingecarribee River runs near to the site's eastern border, and a stream runs west-east through the site. Detailed environmental studies may be required to assess potential environmental impacts on these riparian areas.



Figure 8 – The current separation of urban areas to the north of the site and adjoining industrial lands to the west of the site.
Source: Google Maps

5. OPPORTUNITIES

The site offers the following key characteristics and advantages:

OWNERSHIP

- The site is under the ownership of two cooperative groups. This allows the site to be developed in a master planned and coordinated manner.

CONSISTENCY WITH STRATEGIC DIRECTIONS

- The site offers the opportunity to master plan a large site (116.8 ha) and achieve housing targets in a location close to an existing urban area.

HOUSING GROWTH

- There is significant pressure for growth in the Wingecarribee Shire LGA, with a projected population growth rate from 2011 to 2031 of 10.8% and a projected housing growth rate from 2011 to 2031 of 18.9%. Assuming a continuation of last year's dwelling approval rates, the LGA will run out of housing capacity by 2022.

LOCATION ADVANTAGES

- The site is contiguous to urban land, allowing new development to utilise existing infrastructure, services and transport.
- Moss Vale plays an important complementary role to the major regional centre of Bowral. While Bowral is the preferred location for infill development in the north subregion, Moss Vale and Mittagong have more distinctive local characters and are better suited to accommodating greenfield development.

SUSTAINABILITY

- Development of the site provides an opportunity to improve the existing environment and implement initiatives to improve sustainability.

SITE SIZE

- The size of the site allows for a master planned approach. Such an approach will enable the provision of buffers to industrial land uses and the protection of important bushland buffers between urban areas.



Photo Source: Exeter University (CC).

6. URBAN FRAMEWORK AND DESIGN CONCEPTS

6.1 THE VISION

The vision for the site is to expand the Moss Vale Town centre by creating a variety of dwellings contiguous to existing urban land.

The redevelopment of the site will:

- Generate economic activity by locating new urban development in close proximity to an existing urban area;
- Leverage existing urban facilities, services and transport;
- Provide a long term plan for urban development to secure the availability of future housing for the Wingecarribee Shire LGA;
- Provide high quality housing to match market demand; and
- Improve the existing environment and implement initiatives to improve sustainability.

6.2 DESIGN PRINCIPLES

The masterplan for the site will aim to provide:

- A unique response to the natural features of the site and surround area.
- A permeable layout that will enhance usability and livability, and provide impetus for walking and cycling.
- An appropriate scale of development.
- An appropriate combination and separation of land uses.
- Safe and inviting open spaces areas for various passive and active uses.

6.3 NATURAL ENVIRONMENT

- Areas with existing vegetation will be considered for retention where possible, and consideration will be given to a wildlife corridors extending through the site.

Economic activity

Urban development contiguous to an existing urban area

Leverage existing urban facilities

Long term housing plan

Improvements to the existing environment

Quality housing

Sustainability improvements

Figure 9 – The vision for the site

6. URBAN FRAMEWORK AND DESIGN CONCEPTS

6.4 ACCESS AND CONNECTIVITY

- Two key access points are proposed. The main access is likely to be via Suttor Road in the south of the site with direct connection to Moss Vale Town Centre. Additional access will be provided via McCourt Road in the site's northwest.
- Connections to and from and within the site will be provided for all modes of transport, including pedestrian, bicycle, public transport and private vehicles.
- A hierarchy of streets will be provided with characteristics appropriate for their role within the development.
- Consideration will be given to the separation of transport modes, dependent on safety considerations and forecast volumes.
- It is anticipated that additional public transport will be made available progressively in line with the release of land.



6.5 SERVICES

- It is anticipated that the connection to the existing infrastructure will enable reticulated water and sewage services to the site. The capacity of the existing local water supply infrastructure and sewage treatment facilities will be confirmed in future stages of the project.



6. URBAN FRAMEWORK AND DESIGN CONCEPTS

6.6 INDICATIVE LAND USES AND LAYOUT

- The proposal will provide for a variety of types and densities of development that respond to the physical context, community needs and market demand.
- Analysis of site constraints will identify the land available for development. Initial studies indicate that the site may support development of approximately 450 standard residential lots, ranging from 800sqm to 1000sqm for typical houses plus approximately 150 larger and environmental living lots in some areas.

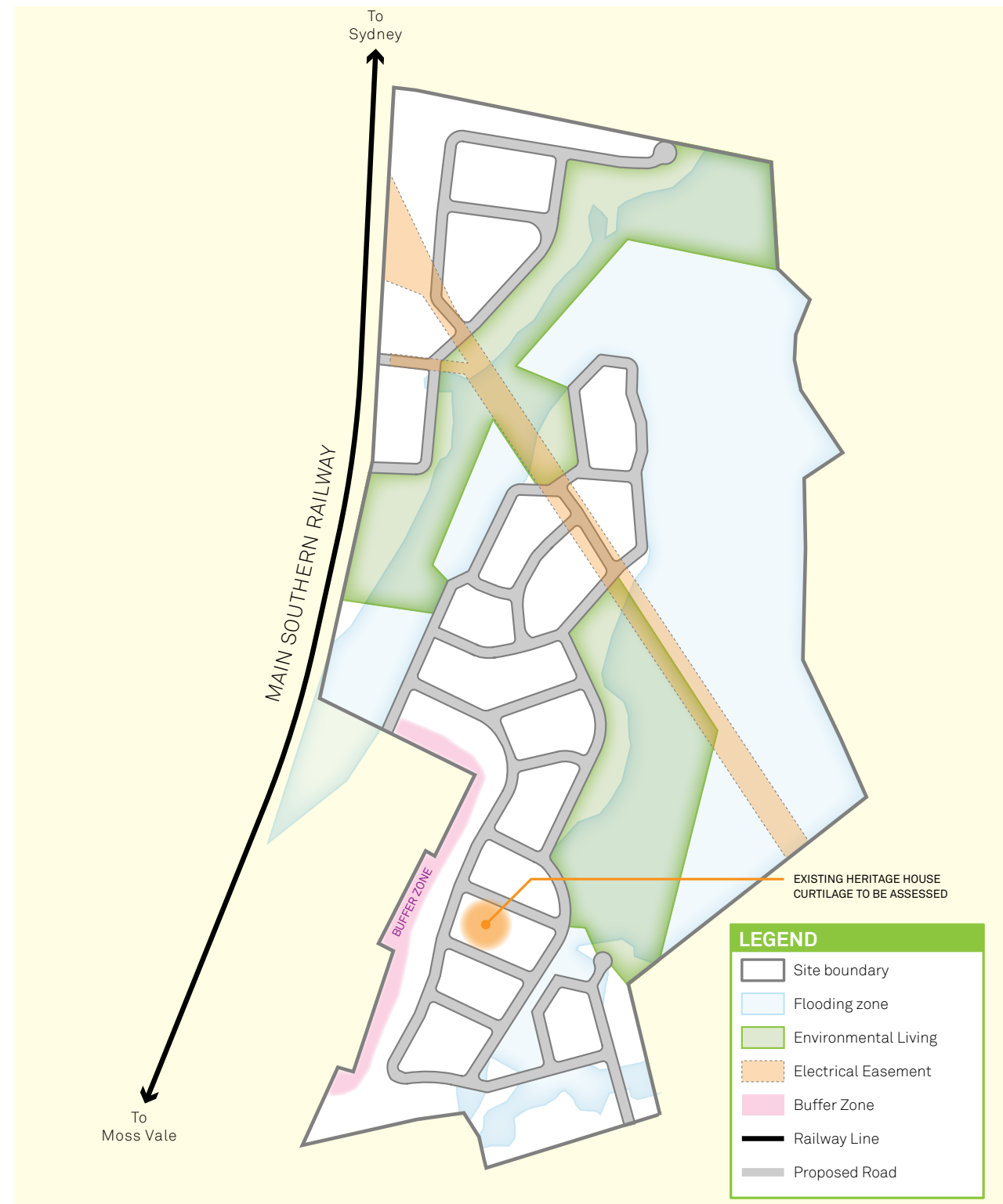


Figure 9 – Indicative site plan.
Source: Group Development Services – modified by Mecone.

7. CONCLUSION

This document has been prepared to outline the vision for the development of the site and to inform Wingecarribee Shire Council of the site's opportunities and constraints.

There is compelling evidence of the need for additional housing in the Wingecarribee LGA to assist with future demand achieve housing targets. The site is a large site (116.8 ha) in single ownership allowing the site to be developed in an integrated manner. Development of the site will:

- Generate economic activity;
- Leverage existing urban facilities, services and transport;
- Provide a long term plan for urban development to secure the availability of future housing for Wingecarribee Shire;
- Provide quality housing to match market demand; and
- Improve the existing environment and implement initiatives to improve sustainability.

NEXT STEPS

A Planning Proposal will be formally lodged with Wingecarribee Shire Council. It will propose a rezoning of the land in accordance with the vision set forth in this document. Development scenarios will be presented as part of the Planning Proposal to demonstrate the potential for the site. The Planning Proposal will follow a Gateway process through the Department of Planning and Environment. The rezoning will require an amendment to the Wingecarribee Shire Local Environmental Plan and potentially the preparation of a Draft Development Control Plan. The LEP and DCP changes will be based on numerous site-specific studies. Any development proposals will be the subjects of detailed development applications.



Figure 10 – Indicative rural-residential development.
Source: Google Maps.

