

P I C T O N
P L A C E P L A N
F I N D I N G S R E P O R T

PART A
ADOPTED JULY 2021



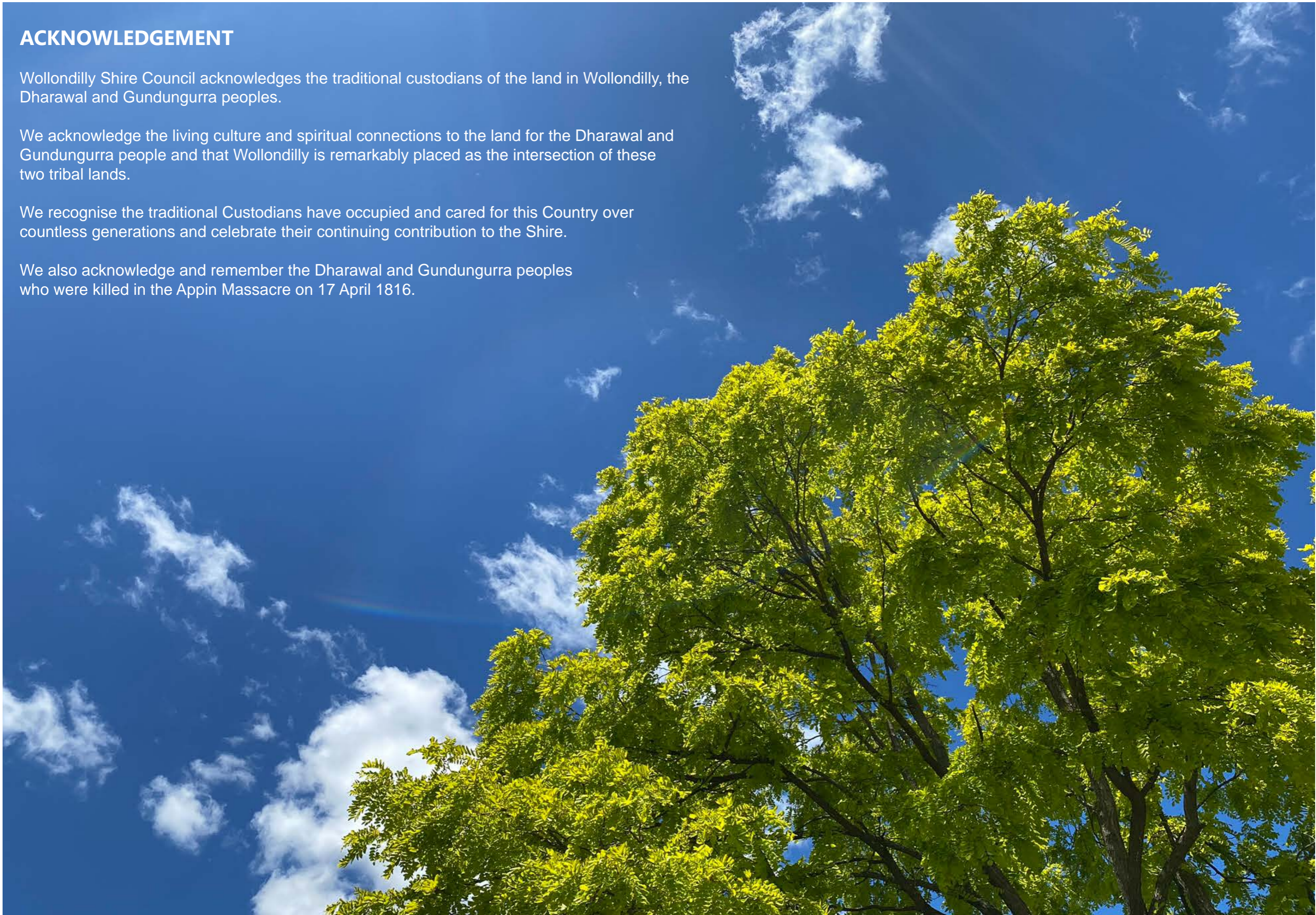
ACKNOWLEDGEMENT

Wollondilly Shire Council acknowledges the traditional custodians of the land in Wollondilly, the Dharawal and Gundungurra peoples.

We acknowledge the living culture and spiritual connections to the land for the Dharawal and Gundungurra people and that Wollondilly is remarkably placed as the intersection of these two tribal lands.

We recognise the traditional Custodians have occupied and cared for this Country over countless generations and celebrate their continuing contribution to the Shire.

We also acknowledge and remember the Dharawal and Gundungurra peoples who were killed in the Appin Massacre on 17 April 1816.



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Client: Wollondilly Shire Council
Project: Picton Place Plan
For: Picton
Project number: 20023

Issue	Date	Author	Reviewed By
A - DRAFT For Review	08/02/21	KR/DC	DC
B - FINAL DRAFT	23/02/21	KR/DC	DC
C - FINAL DRAFT For Council Meeting	26/02/21	KR/DC	DC
D - FINAL DRAFT For Public Exhibition	31/03/21	KR/DC	DC
E - FINAL For Adoption By Council	22/06/21	KR/DC	DC
F - Adopted By Council	20/07/21	KR/DC	DC

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In collaboration with The Design Partnership.

Disclaimer - This report has been prepared based on the information supplied by the Client and investigations undertaken by ARTSCAPE and other consultants. Recommendations are based on professional judgement and whilst every effort has been taken to provide accurate advice, the Client should be aware that Council, Government Agencies and other regulatory bodies may not concur with the recommendations within this report. The preparation of this report does not guarantee approval of any application.

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PART A: SECTION 1

ANTIQUES
CHOOSE TO REUSE

Moses Gaines

“
Goals give us purpose. We must ask ourselves - Why are we doing this and what are we trying to achieve? Answering those questions will give us a clear goal. A project could have a number of goals or a series of projects could share a common goal. In fact, shared goals can help transform a place faster.
”

WHAT IS A PLACE PLAN?

The Picton Place Plan identifies a range of projects and opportunities – some projects will be big while others will be small. Regardless of the scale or complexity of the projects, we are building towards a common end goal. The purpose of this Place Plan is identify that end goal and look for ways to achieve it.

WHAT IS A PLACE PLAN?

Before trying to define a Place Plan, it's fundamental to be clear about what a 'place' actually is. We can't turn to textbooks or a definitive rule that applies everywhere. Places vary by country and by culture; by geography and land use and by historical evolutions. A place may be a town, a suburb, building, park or even an intersection. In other words, a place is whatever we decide it is. It will be marked by certain features - sometimes unique – sometimes not. But no matter where it is, it's someplace that we want locals and visitors to regard as special.

The concept of 'human culture' evolved approximately 70,000 years ago. After the creation of culture, our history began – first with art and pictograms, then structures and later with writing. With that perspective of time we can recognize the complex, intricate and beautiful mess of our towns and cities.

It is easy to assume that places just magically spring into existence – fully and perfectly formed. In reality, they evolve over time. Therefore it is critical for us to understand that Picton's Place Plan can in no way guarantee a particular outcome. This is because there is no universal rule book. There is no step by step process that tells humans what to build next, in what order and in what color or materials. Just as in life, nature selects the things that work – while passing over the less successful.

The purpose of a Place Plan is to recognise when a place lacks an essential ingredient, and take steps to add the missing elements. This means we need to stop and ask questions, and be quick to recognise when a place is starting to work, while another area is lagging behind.

The ideas and proposals in this Place Plan are there to steer and encourage. It allows for this evolutionary process to proceed, by adding in ideas, projects, new developments, art and events. It encourages a complex web of life in the town and creates a framework of opportunities that will allow Picton to evolve in its own way.

RULES OF THE PLACE PLAN

Although designed as a flexible process, the Place Plan does have a few rules. Rules can be restrictive however, some rules are important to ensure that we get the most from the Place Plan.

Rule 1: All projects need a Goal.

Goals give us purpose. We must ask ourselves - Why are we doing this and what are we trying to achieve? Answering those questions will give us a clear goal. A project could have a number of goals or a series of projects could share a common goal. In fact, shared goals can help transform a place faster.

Rule 2: Test, Test and Test again.

When implementing a project, establishing a Baseline at the outset is important. Then is then critical to follow up with testing either during the project or at its conclusion (if it has one). This helps you identify whether the project has been successful or if it needs some tweaking. This means a series of Baseline metrics and goal focused metrics are needed. These metrics are best identified at the beginning of a project.

Rule 3: Its okay to make mistakes....but you have to learn from them.

Place Planning and Placemaking is a process that acknowledges that its okay to make mistakes. In fact, mistakes are important. They allow us to see what works and what doesn't. It's how we grow as people - and our towns and cities are exactly the same. But mistakes become a problem when we don't learn from them. We need to use what we have learnt and harness that knowledge to improve and grow.

Rules 4: Council and the community need to work together.

The Place Plan can be delivered by both Council and the Community. There are projects that can only be delivered by Council while there are projects that can only be delivered by the Community. Opportunities for cross overs and co-delivery are encouraged and supported.

WHY DO WE NEED A PLACE PLAN?

A Place Plan is a guiding document that helps Council and the Community work together to re imagine Picton.

The Place Plan takes the documents, strategies, plans and reports previously prepared for the Wollondilly Shire and Picton and overlays new expectations and constraints identified in 2021. In fact there are over 15 documents that have informed this Plan. It also incorporates projects that are currently underway, to ensure they align. For instance, the Picton Community, Cultural and Civic Precinct, is game changing project for the town and will ensure the Shire's government services remain in Picton while building a cultural base layer for the region. Together, we use that information to identify a series of projects that can be delivered by Council and the Community.

The Place Plan creates a shared goal and vision for the town. This helps us understand what we are trying to achieve and why. Most importantly, the plan gives Council and the community a framework to deliver projects.

PLACE PLANNING IN THE AGE OF COVID

COVID-19, also known as the 'Corona Virus' is a pandemic that resulted in lockdowns and social distancing measures during 2020 and into 2021. Lockdowns included strict rules on how, when and where people could gather in public spaces and in their homes. Community engagement for this project was undertaken while COVID restrictions were in place which required other methods to connect and engage.

COVID-19 has changed the way we live and interact. This means we need to use other methods to activate our towns in the short term. Some of these measures may also become permanent as we don't know the true impact of the virus.

The projects contained within this document range from immediate and short term projects through to longer term projects. Many of these projects may not be appropriate while social distancing measures are in place however, they have been provided for the future. It is important to note that this is a flexible and adaptable plan. We encourage Council and the community to transform the ideas shown in this document into COVID safe spaces, events and activities which will activate the town.

THE PLACE PLAN PROCESS

Place Planning can result in a lot of change and change can be scary. However, change is important to keep a town relevant and fulfill its role for the region, its locals and visitors.

This process is about finding the right balance between the past, the present and the future. Towns across the world are at different stages of life and each stage warrants a different approach. Acknowledging the life cycle of a town is the first step in developing strategies.

There are generally four (4) stages to the life cycle of a town.

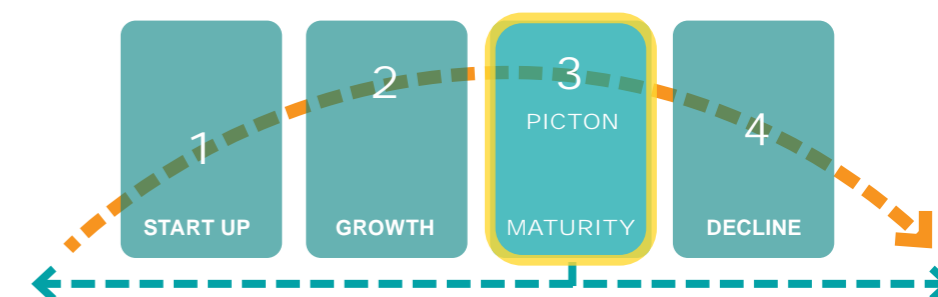


Figure 1: Linear lifecycle of a town

Often the lifecycle of a town is shown as a linear graph (Figure 1). This assumes a town dies at the end of the Decline Stage. Right now, Picton could be considered in its Mature stage. It has a clear purpose and role within the Shire. However, with the formation of the Western City District Plan 2056 and the development of Wilton, Picton's role and function is likely to evolve. To avoid sending the town into a decline phase, it is important re imagine its role and function into the future.

In Place Planning we are not comfortable with linear approaches to a town's lifecycle. That is why we approach Place Planning with a circular approach, that sees the town in a constant state of evolution and renewal (Figure 2).

PLACE EVOLUTION PROCESS

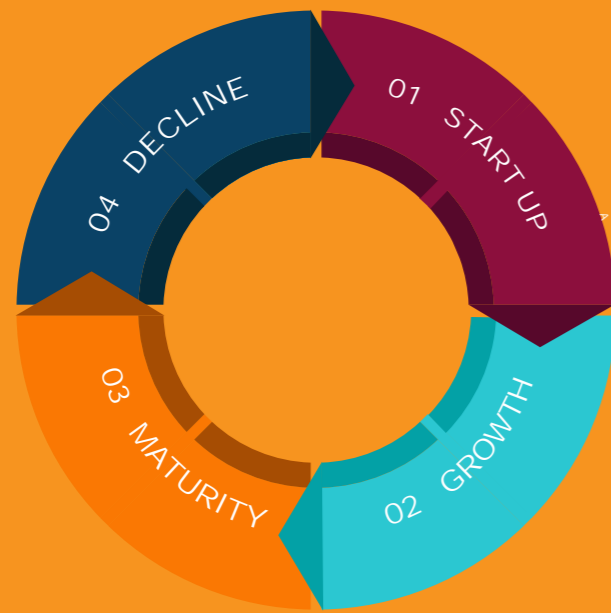


Figure 2: Circular lifecycle of a town: Reinvention of a Town

Towns which undergo change are an opportunity for reinvention. Place Planning looks at the life cycle of a town in a different way. It is a continuous circle that sees the town move through various stages of renewal. So right now, despite being an old town with a long history, it has the opportunity to reinvent itself. One of the key aspects is helping the town determine its new story as it doesn't have to be the same as what has come before.

The purpose of this Place Plan is to identify the vision for Picton into the future by creating a framework that allows for a new stage of growth.

*To achieve this, the Place Plan uses the **Place Evolution Process**. The process allows for both Council and the Community to implement a range of projects - from quick, small scale and do-able projects through to significant infrastructure projects.*



SEEDING PROJECTS (short term)

Tests a new idea or opportunity. A Seeding Project is the first step in the a place changing project.



ESTABLISHING PROJECTS (medium term)

Develops a Seeding Project and seeks to make it permanent. It may build upon an existing project.



MATURE PROJECTS (long term)

The final step of an evolving project and seeks to makes the transformation permanent.

PART A: SECTION 2



“
Today, Picton is at an important cross road - quite literally in its case. The role of Picton into the future is evolving and the purpose of this Plan is to help identify what that role could be.
”

INTRODUCTION

The Place Plan takes a evolutionary approach to Picton and its next stages of life. An evolutionary approach, recognises that it takes time for a town to transform into its desired form and character.

Picton is an historic town located in the Wollondilly Shire Local Government Area (LGA), 90 minutes south of Sydney CBD. The town is uniquely formed and sited. Its terrain, movement network and industry directly informing Picton's urban morphology.

Today, Picton is at an important cross road - quite literally in its case. The role of Picton in the future is evolving and the purpose of this plan is to help identify what that role could be. Picton has long been the LGA's administrative centre. This role is proposed to remain with the construction of the new Community, Cultural and Civic Precinct however, with Wilton New Town emerging to the south, this may change Picton's purpose and function within the region. This is an exciting prospect and this Place Plan takes an optimistic view of how those changes could be leveraged to make Picton an even more desirable place to live.

The Place Plan takes a evolutionary approach to Picton and its next stages of life. An evolutionary approach, recognises that it takes time for a town to transform into its desired form and character. In particular, it takes time for people to accept the new norm. An evolutionary process, sets a vision and goal and identifies the steps to achieve it. This means each place and project can move at its own pace, shedding and adding key ingredients along the way.

In November 2020, ARTSCAPE, in conjunction with The Design Partnership, were engaged to prepare this Place Plan for Picton. The intent of the Place Plan is to establish a clear direction for the evolution of the town based on the extensive work undertaken over the past three years. The Plan draws on the recommendations for a wide range of projects, activations and events which have undergone community engagement.

Lets get started.....

STRUCTURE OF THE PLACE PLAN

The Picton Place Plan is composed of two documents. Part A Findings Report presents the Background Findings and Analysis. Part B presents the Place Plan Framework which includes recommendations and possible projects.

Within this document, Part A, there are five (5) sections, as described below.

PART A : SECTION 1 : INTRODUCTION

This section introduces the project and its many parts.

PART A : SECTION 2 : BACKGROUND REVIEW

Over 15 studies and documents have been prepared for the Shire and Picton in the last few years. This section summaries the findings and uses those findings to propose a Vision and opportunities for Picton.

PART A : SECTION 3 : ENGAGEMENT

This section explains the engagement process and the key findings which informed this Plan.

PART A : SECTION 4 : PLACE ANALYSIS

The Place Analysis provides a short and simple understanding of Picton. This understanding has been informed by previous consultation, studies and recommendations.

PART A : SECTION 5 : SWOT ANALYSIS

This section undertakes a SWOT analysis for Picton at a macro and precinct scale.

PART B : PLACE FRAMEWORK & PROGRESSION

This section explains the overarching approach to the Plan and establishes a framework for people to create their own projects beyond those identified in the Picton Progression.

WOLLONDILLY SHIRE

The Wollondilly Shire is located on the south western fringe of Sydney and forms part of the Western City District. Almost two thirds of the Shire comprise National Parks and water catchment areas. The majority are located in the north west of the Shire.

The landscape of the Shire is a mixture of towns and villages, along with rural landscapes and agricultural land. Wollondilly is home to spectacular gorges, ranges and plains which has seen many changes overtime. Many people, spaces, buildings and landscapes have strong cultural and heritage values in both Indigenous and European traditions. Some remembered and some forgotten. But together they form a layering of time, place and people.

HOUSEHOLDS



TRANSPORT



WORKING



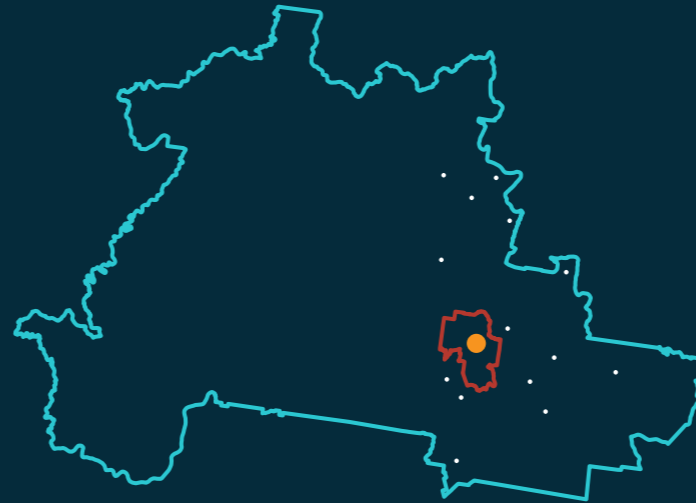
We will protect our spacial - our unique villages and lifestyle within a landscape that people can celebrate, visit and explore

Wollondilly 2040

53,149

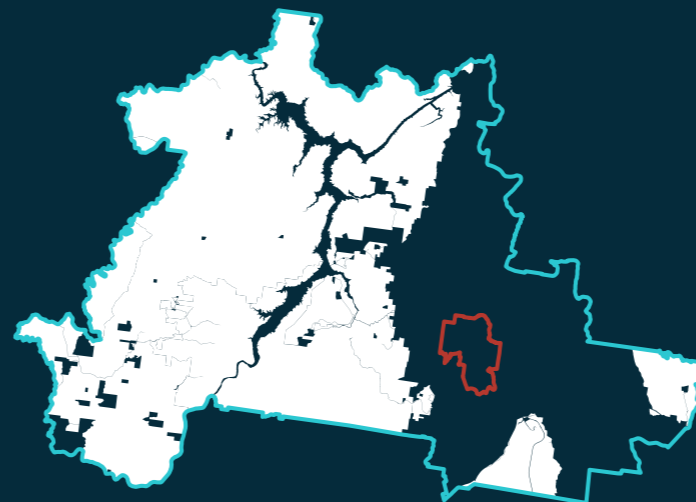
POPULATION OF WOLLONDILLY 2019 ERP

The Shire has 17 towns and villages which support a population of over 50 thousand people. Each town has a unique character and these differences are due to their location, age and role within the LGA. The towns include, Picton (the focus of this Plan) which is the administrative centre of the Shire. Tahmoor, Thirlmere, Bago, The Oaks, Appin, Bingara Gorge, Waragamba and Silverdale provide day to day services. The Wilton New Town is proposed south of Picton and will be a significant new town.



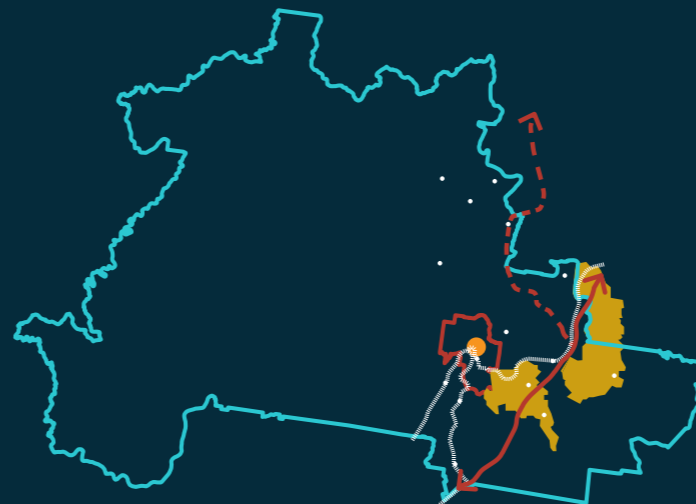
65% NATIONAL PARKS

65% of the Shire comprises National Parks which are important scenic landscapes and could become a significant destination for the State. The majority of protected natural areas in the Shire are located on the vegetated and sandstone plateau of Lake Burragorang/Warragamba Dam and of Cataract Dam, located in the west and east of the Shire.



92,102 PEOPLE IN WOLLONDILLY BY 2036

The current delivery of new housing is focused around the urban clusters of Picton, Thirlmere and Tahmoor located within the Metropolitan Rural Area. Outside of these areas, the Wilton Growth Area will transform into a major new centre with 15,000 homes and space for 15,000 jobs as well as new open spaces and community facilities. In the longer term, Appin has been identified for further housing growth within the Greater Macarthur Growth Area.



PICTON

Picton is the Shires main town and has a population of 4,816 (2016 census) people and land area of 5,300 m². It is located a short distance from the Hume Motorway but most importantly, it is a cross road - the junction through which much of the Shire's people move through. This 'cross road' is located within the commercial and administrative heart of the town - the junction of Argyle and Menangle Streets.

The town is linear, stretched along the narrow Stonequarry Creek Valley floor. The many parts of the town have evolved as 'islands' formed by many natural and human made features - call them opportunities or constraints - they have created a unique urban framework of landform, rail, road, creek and vegetation. With people weaved between.

Picton is predominately low density and includes both commercial and retail premises and residential areas.

The main street of Picton is Argyle Street and its described by its community as a self sufficient place that has everything you need. It features a range of administrative, commercial, retail and entertainment and professional services. It is a bustling street and not simply due to the high volume of traffic moving through it. People are friendly, and there is a sense of purpose to the town.

The train station is located 1km south of the Town Centre and features its own cluster of commercial businesses and neighbouring residential dwellings.



HOUSEHOLDS



TRANSPORT



PICTON

A BRIEF HISTORY OF THE REGION AND PICTON

As Sydney continues to expand in all directions, Picton will inevitably become enmeshed in the Greater Sydney megalopolis. More and more housing estates – built around once small rural villages – are now pushing at Picton's perimeter and sense of self.

This Picton Place Plan is designed to use rural lands and national parks to build visible borders that will help strengthen the feeling that Picton remains a peaceful little town in a rural landscape.

Once home to just the indigenous Dharawal, Darug and Gundungurra people, the area around Picton has had human habitation for many thousands of years. It was not until some years after European settlement began in Sydney, that the place became known as Picton and farming commenced.

This rural landscape lies at the foundation of the town. In 1795, early explorers recognised the area's farming potential. They named it 'Cowpastures' after a missing herd of cattle was discovered grazing there. In 1819, Governor Macquarie authorised the building of the Great Southern Road - to link Sydney with the Southern Highlands.

When the area was opened for settlement in 1822, one of the first properties - encompassing 2000 acres - was established by a Major Henry Antill. It lay between Razorback Range and Stonequarry Creek. In 1841, Major Antill created a private village there. Initially gazetted as Stonequarry, it was renamed Picton in 1845 after Sir Thomas Picton – a British officer killed at the Battle of Waterloo and a personal friend of Governor Brisbane.

Rail transport arrived in July 1863 with the opening of the Great Southern Railway from Menangle to Picton. In 1919, Picton ceased to be 'the end of the line' when the line was further extended through to Mittagong.

Picton was once an important stopping point on the Great South Road – later renamed the Hume Highway. It remained so until the town was bypassed in December 1980 by the Hume Motorway. With the coming of the Bypass, the town settled into the role of a quiet historic town servicing a dairying and mixed farming area – until developers started subdividing land on the edge of town.

PICTON BUILT FORM & ITS HISTORIC BUILDINGS

But Picton maintains its history. The 1800's ushered in a century of affluent building and construction that still visually defines the town. The Picton Courthouse – a magnificent building dates from 1864.

1857 saw the completion of St Mark's Anglican Church on Menangle Street. It was a construction slowed down by the rush to the goldfields of many of the building workers. It is also the burial site of many of the district's early settlers.

Road tolls are not a new phenomenon. In 1867 the Toll House on Argyle Street, was built to collect tolls from passengers traveling on the Great South Road – a practice that continued into the 1870's

Located at 180 Argyle Street, the George IV Inn is one of the oldest hotels in the country. It is said to have been built as early as 1819 to provide weary road travelers with food and accommodation. Nearby is the Picton tunnel. From its completion in 1867, it served the rail line for 50 years. Alongside of it is the old gate house - built at the same time for the keeper of the level crossing.

In Webster Street, you can see the magnificent Picton Railway Viaduct. Completed in 1863 and featuring five massive sandstone arches, it has been in continuous use ever since. It remains the oldest stone archway bridge over water still in use in New South Wales.

The National Australia Bank - Located on the corner of Argyle and Menangle Streets, dates from 1885. It is noted for its Gothic windows, its cast-iron railings and the original coach house and barn in the rear yard.

The Post Office - located on the corner of Argyle and Menangle Streets is in the classical stone Victorian style. It features an impressive clock tower and was completed in 1892. It is a typical building from the late 19th century and shows the towns affluence at the time.

Completing the list of historic gems is the National Trust classified Victoria Bridge over Stonequarry Creek on Prince Street. It was completed in 1897.

Picton is a small country town – rich in history and a centre for quality rural living. In certain ways, its many historic icons are the structural bones of the town's identity.

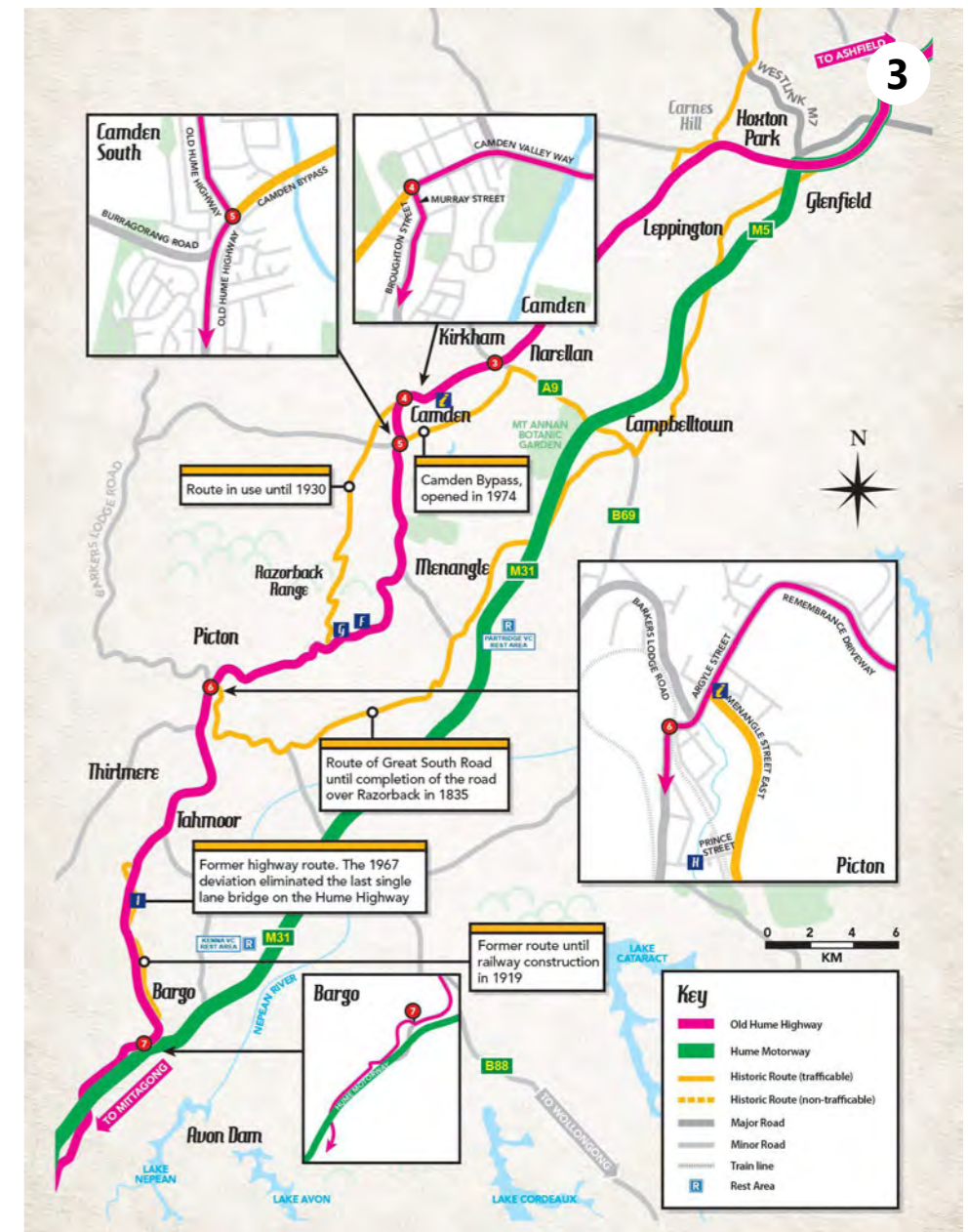
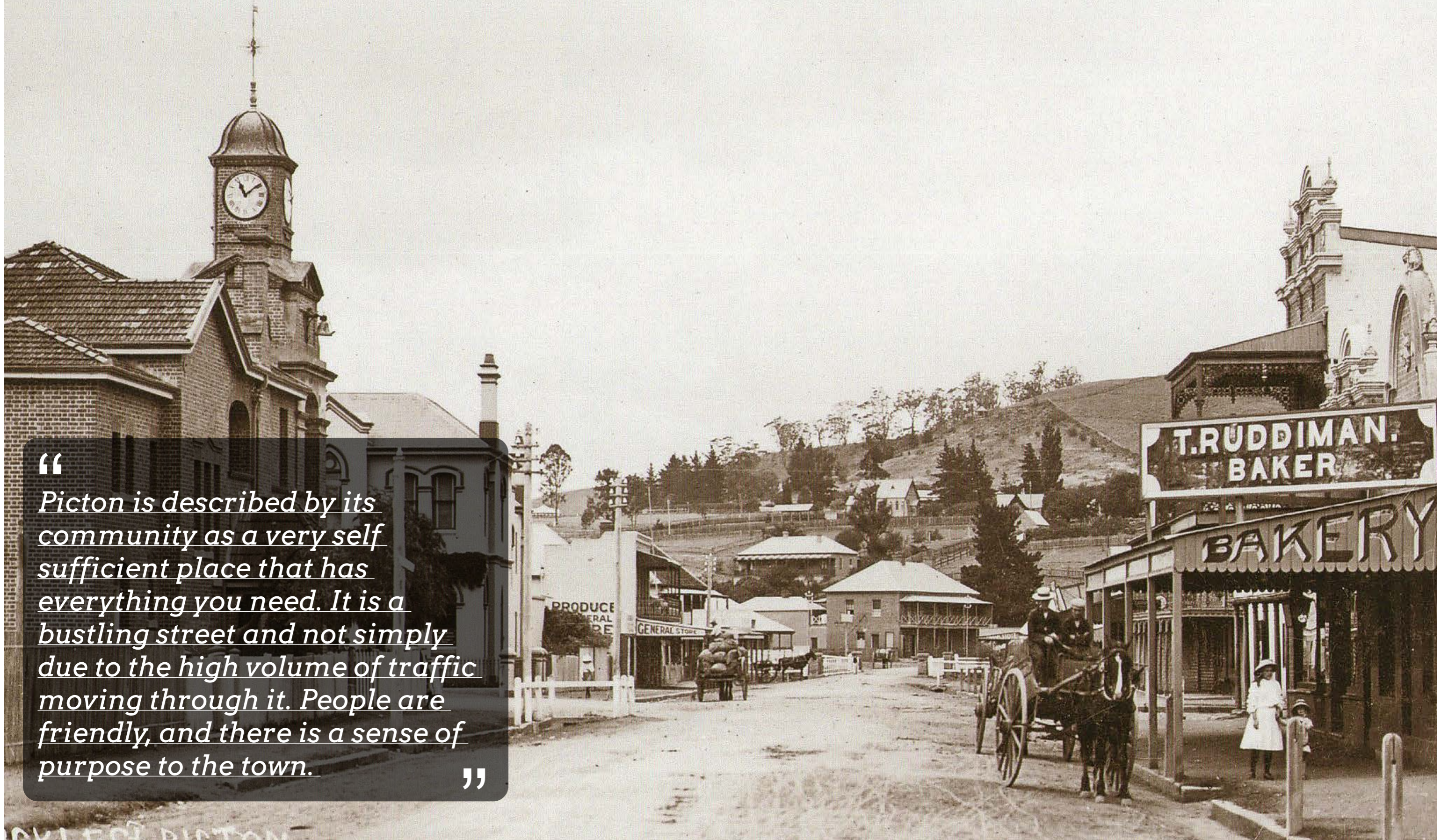




Figure 3: The evolution of the road movement through the Shire and the Picton area.
 Figure 4: St Marks Anglican Church and cemetery.
 Figure 5: Post Office located at the intersection of Argyle and Menangle Street.
 Figure 6: Railway Viaduct that forms part of three state heritage items (including the Railway Station and Victoria Bridge).
 Figure 7: George IV Hotel
 Figure 8: Dwelling on Elizabeth Street
 Figure 9: Former National Australia Bank (NAB)
 Figure 10: View of Argyle Street looking towards Stonequarry Creek Bridge (c. 1905 Ruddiman Family)
 Figure 11: View of Argyle Street (c. 1905 Ruddiman Family)

PART A: SECTION 3

“
Picton is described by its community as a very self sufficient place that has everything you need. It is a bustling street and not simply due to the high volume of traffic moving through it. People are friendly, and there is a sense of purpose to the town.
”



BACKGROUND REVIEW

Picton features strongly in many studies - this is due to Picton's role as the Shire's main town and administrative seat. Each plan and document was prepared independently by an expert in their field. Their role was to figure out the best solution to their problem - with consideration of existing and concurrent studies. Each study is a separate piece of the Picton Puzzle.

The Background Review is an important part of the Place Plan process. To understand the past, present and future of a place, it is important to review and analyse its many aspects.

Wollondilly Shire Council and their consultants have prepared a broad range of studies, plans and strategies for the Shire and Picton.

Picton features strongly in many of the studies - this is due to Picton's role as the Shire's main town and administrative seat. Each plan and document was prepared independently by an expert in their field. Their role was to figure out the best solution to their problem - with consideration of existing and concurrent studies. Each study is a separate piece of the Picton Puzzle.

The role of the Place Plan is to take each piece of the puzzle and pull them together into a single vision - to form a clear picture and plan in moving forward.

The following is the Background Review which assesses each study, plan and strategy prepared for the Shire and Picton. The assessment starts at the State Government level with the Western Sydney District Plan, through to the Shire's Local Strategic Planning Statement. The assessment then reviews Shire specific plans which feature Picton - the goal is to understand how the town fits into the big picture of Wollondilly. The final layer is the assessment of Picton specific studies that identify targeted projects and solutions.

**STATE GOVERNMENT :
WOLLONDILLY**

**GREATER SYDNEY
COMMISSION'S
WESTERN CITY DISTRICT PLAN
2056**

WOLLONDILLY SHIRE STRATEGIES & DOCUMENTS

**WOLLONDILLY - 2040
LOCAL STRATEGIC
PLANNING STATEMENT**

**WOLLONDILLY SHIRE
COUNCIL
LOCAL HOUSING
STRATEGY**

**WOLLONDILLY
SMART
SHIRE
STRATEGY**

**WOLLONDILLY SHIRE
COUNCIL
AFFORDABLE
HOUSING**

**WOLLONDILLY SCENIC
AND CULTURAL
LANDSCAPES
STUDY**

**CREATE WOLLONDILLY
COMMUNITY
STRATEGIC PLAN 2033**

**WOLLONDILLY SHIRE
COUNCIL
DESTINATION
MANAGEMENT PLAN**

**WOLLONDILLY URBAN
CANOPY PLAN
AND LANDSCAPES
STRATEGY**

BACKGROUND REVIEW: DOCUMENT REVIEW

PICTON STRATEGIES & DOCUMENTS

**PICTON BOTANIC
GARDENS
MASTERPLAN**

**CENTRES
STRATEGY &
PICTONS CENTRE
STUDY**

**PICTON
COMMUNITY,
CIVIC & CULTURAL
PRECINCT**

**STONEQUARRY
CREEK
MANAGEMENT
PLAN**

**PICTON TOWN
CENTRE
TRANSPORT PLAN**

**PLACE SCORE
COMMUNITY
INSIGHTS REPORT**

**PICTON
PLACE
PLAN**

GREATER SYDNEY COMMISSION'S WESTERN CITY DISTRICT PLAN 2056

A *Metropolis of Three Cities* is the region plan for Greater Sydney. It is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities, services and great places – Western Parkland City, Central River City and Eastern Harbor City. Greater Sydney's three cities reach across five districts: Western City District, Central City District, Eastern City District, North District and South District. The Western City District is framed by the region's Protected Natural Area and Metropolitan Rural Area. Its primary focus is the Western Parkland City.

OUR GREATER SYDNEY 2056 Western City District Plan



Figure 12: The location of the Western City District

THERE ARE FOUR GOALS THAT CATEGORIZE THE PLANNING PRIORITIES AND INDICATORS AND THERE ARE 20 PLANNING PRIORITIES THAT FORM THE WESTERN SYDNEY DEAL

INFRASTRUCTURE & COLLABORATION

- Planning Priority W1**
Planning for a city supported by infrastructure
- Planning Priority W2**
Working through collaboration

LIVEABILITY

- Planning Priority W3**
Providing services & social infrastructure to meet peoples changing needs
- Planning Priority W4**
Fostering healthy, creative, culturally rich & socially connected communities
- Planning Priority W5**
Providing housing supply, choice & affordability with access to jobs, services & public transport

PRODUCTIVITY

- Planning Priority W7**
Establishing the land use and transport structure to deliver a liveable, productive & sustainable Western Sydney Parkland City
- Planning Priority W8**
Leveraging industry opportunities from the Western Sydney Airport
- Planning Priority W9**
Growing & strengthening the metropolitan cluster
- Planning Priority W10**
Maximising freight & logistics opportunities & managing industrial & urban land services
- Planning Priority W11**
Growing investment, business opportunities and jobs in strategic centres

SUSTAINABILITY

- Planning Priority W12**
Protecting & improving the health & enjoying of the District's waterways
- Planning Priority W13**
Creating a Parkland City
- Planning Priority W14**
Protecting & enhancing bushland and biodiversity
- Planning Priority W15**
Increasing urban tree canopy cover & delivering Green Grid connections
- Planning Priority W16**
Protecting and enhancing scenic & cultural landscapes
- Planning Priority W17**
Better managing rural areas
- Planning Priority W18**
Delivering high quality open space
- Planning Priority W19**
Reducing carbon emissions & managing energy, water & waste efficiently
- Planning Priority W20**
Adapting to the impacts of urban & natural hazards & climate change

BACKGROUND REVIEW: DOCUMENT REVIEW

STATE GOVERNMENT : WOLLONDILLY

PLANNING STRATEGIES

INFRASTRUCTURE & COLLABORATION		LIVABILITY			PRODUCTIVITY		SUSTAINABILITY			
A city supported by infrastructure	A collaborative city	A city for people	Housing the city	A city of great places	A well connected city	Jobs and skills for the city	A city in its landscape	An efficient city	A resilient city	
<i>Infrastructure supporting new developments</i>	<i>Working together to grow a Greater Sydney</i>	<i>Celebrating diversity and putting people at the heart of planning</i>	<i>Giving people housing choices</i>	<i>Designing places for people</i>	<i>Developing a more accessible and walkable city</i>	<i>Creating the conditions for a stronger economy</i>	<i>Valuing green spaces and landscape</i>	<i>Using resources wisely</i>	<i>Adapting to a changing world</i>	
POTENTIAL INDICATOR										
Increased 30 minute access to a metropolitan centre/ cluster	Increased use of public resources such as open space and community facilities	Increased walkable access to local centres	Increased housing completions Number of councils that implement Affordable Rental Housing Target Schemes	Increased access to open space	Percentage of dwellings located within 30 mins by public transport of a metropolitan cluster and a strategic centre	Increased jobs in metropolitan and strategic centres	Increased urban tree canopy Expanded Greater Sydney Green Grid	Reduced transport related greenhouse gas emissions Reduced energy use per capita	Number of councils with standardised statewide natural hazard information	
WESTERN SYDNEY DISTRICT PLANNING PRIORITIES (refer to table)										
PP W1	PP W2	PP W3 PP W4	PP W5	PP W6	PP W7	PP W8 PP W9 PP W10 PP W11	PP W12 PP W13 PP W14 PP W15	PP W16 PP W17 PP W18	PP W19	PP W20
HOW CAN PICTON ALIGN WITH THE DIRECTIONS + PRINCIPLES										
<ul style="list-style-type: none"> Improvements to movement network including the new Picton By Pass Improve connections to public transport via footpaths and signage 	<ul style="list-style-type: none"> Establishing a place based process to establish a shared Vision for Picton 	<ul style="list-style-type: none"> Create more open and community space to promote healthy and resilient communities. Create walkable places Co-locate facilities Access to fresh food and food resources Create social connections Support creative expression. 	<ul style="list-style-type: none"> Deliver Wollondilly Housing Strategy Grow diversity in housing typology in Picton adjacent existing Town Centre. Provide opportunities for affordable housing close to the Town Centre and public transport. 	<ul style="list-style-type: none"> Support a Place based and collaborative approach as identified in this Plan. Conserve and enhance the heritage of Picton. Balance the needs of both pedestrian and motorist. Solving parking issues through innovative measures. 	<ul style="list-style-type: none"> Improvements to movement network including the new Picton By Pass Improve connections to public transport via footpaths Create new and improved cycle links. 	<ul style="list-style-type: none"> Improve tourism by creating more destinations and accommodation Enhance existing heritage experience to encourage a visitor economy. Increase the amenity and vibrancy of the town. Increase events and cultural activities. 	<ul style="list-style-type: none"> Improve vegetation management of Stonequarry Creek. Better access to the creek corridor for recreation. Expand existing urban tree canopy Protect key scenic views such as Vault Hill. Increase public open space and connection to those spaces. 	<ul style="list-style-type: none"> Establish a zero / reduced waste policy to the creation of temporary creative projects and events. 	<ul style="list-style-type: none"> Reduce heat island effect through urban canopies Establish Picton bypass to improve movement during crisis events such as bushfire. Avoid locating new development in areas of natural hazard such as Stonequarry Creek. 	

WOLLONDILLY - 2040 LOCAL STRATEGIC PLANNING STATEMENT

Wollondilly 2040 is a 20-year land use vision for the Shire of Wollondilly. Wollondilly 2040 identifies key planning priorities and actions that focus on protecting and retaining the many elements that make Wollondilly extraordinary.

It is also about embracing the future and creating environments that help to make people feel happier and healthier. The key planning priorities will guide the decisions to meet the Shire's vision for Wollondilly. The document aligns with the Greater Sydney Commission's Western City District Plan 2056 (WCDP).

KEY RECOMMENDATIONS

- The key tag line is “an enviable lifestyle of historic villages, modern living, rural lands and bush”.
- The Plan is built upon the four pillars which align with the WCDP (Infrastructure and Collaboration, Liveability, Productivity and Sustainability). Within the pillars are 18 Planning Priorities. These are not the same Planning Priorities as the WCDP but have been adapted specifically for Wollondilly.
- Community engagement identified the following as important to the Shire: Rural Setting, Spaces to Live and Play, Heritage, Cultural Opportunities, Sustainability, Local Health Care Services, Landscape and Nature, Transport and Connectivity, Local Jobs and Businesses, Safety, Education and Bush, Water and Changing Climate.
- Picton is identified as the administrative, commercial and services hub of Wollondilly. The new *Community, Cultural and Civic Precinct* (The Precinct / CCCP) and upgrades to local infrastructure will improve Picton as a lifestyle base for all of Wollondilly. The Plan identifies that the community values and needs:
 - » better local retail and leisure facilities which will improve people's quality of life.
 - » the new Community, Cultural and Civic Precinct which will increase access to cultural resources and will allow people to build connections with others.
 - » access to local educational facilities.
 - » to celebrate the area's local heritage.
 - » enhanced public and open spaces which will create a stronger sense of pride in Picton.
 - » walking and cycling paths and access to the natural environment that make people feel happier and healthier.
 - » a vibrant retail precinct to help people to stay connected.

LOCAL GOVERNMENT : WOLLONDILLY

PLANNING STRATEGIES

INFRASTRUCTURE & COLLABORATION			LIVABILITY			
PP1	PP2	PP3	PP4	PP5	PP6	PP7
<i>Aligning infrastructure provision with community needs</i>	<i>Embracing innovation to enhance liveable, connected and sustainable communities</i>	<i>Establishing a framework for sustainable managed growth</i>	<i>Creating vibrant, healthy and sustainable communities in our new town in Wilton</i>	<i>Providing housing options that meet local needs and match the local character of towns and villages</i>	<i>Embedding health and wellbeing considerations into land use planning for healthy places</i>	<i>Cultivating a creative and cultural destination connection people with places</i>
1.7 Amend Wollondilly Local Environmental Plan 2011 to protect land as required under the Picton Town Centre Transport Investigation 2026	2.5 Pilot a smart street lighting project at Walton Street, Picton					7.1 Implement the Cultural, Civic and Community Precinct at Picton
1.9 Implement the outcomes of the Picton Town Centre Transport Investigation 2026						7.2 Progress a planning proposal to amend the LEP to facilitate the Picton Cultural, Civic and Community Precinct
The By Pass is identified as an important infrastructure upgrade to improve the Town Centre	Explore opportunities for new innovative projects such as smart parking and expanded smart street lighting	Use a place based process to develop projects in a realistic manner that recognizes that its okay to make mistakes - as long as we learn from those mistakes.	Create projects that engage with the community and encourage their collaboration with Council and their neighbors.	Investigate opportunities for housing diversity in Picton within walking distance to the Town Centre and public transport.	Expand public open space and social spaces. Improve connections between spaces to create a walkable town.	Identify projects to integrate Community, Cultural and Civic Precinct (CCCP) into the Picton Town Centre.

BACKGROUND REVIEW: DOCUMENT REVIEW

	PRODUCTIVITY				SUSTAINABILITY						
PP8	PP9	PP10	PP11	PP12	PP13	PP14	PP15	PP16	PP17	PP18	
<i>Enhancing vibrant and sustainable local towns and villages</i>	<i>Developing the visitor experience and economy by increasing access to natural areas and rural landscapes</i>	<i>Attracting investment and growing local jobs</i>	<i>Leveraging greater investment and business opportunities from the Western Sydney International Airport</i>	<i>Valuing the ecological health of Wollondilly's waterways</i>	<i>Protecting biodiversity and koala habitat corridors</i>	<i>Planning high quality well connected open spaces</i>	<i>Delivering an urban tree canopy</i>	<i>Enhancing and protecting the diverse values of the Metropolitan Rural Area</i>	<i>Planning resource recovery options to serve local and district needs in appropriate strategic locations</i>	<i>Living with climate impacts and contributing to the broader resilience of Greater Sydney</i>	

THE LSPS INCLUDES THE FOLLOWING ACTIONS SPECIFIC TO PICTON:

8.5 Develop a place plan for Picton										

HOW THE PLACE PLAN CAN SUPPORT THE LSPS

Enhance the streets, laneways with activations and projects.	Develop cultural and tourism destinations. Provide new accommodation for visitors to establish Picton as a popular destination.		Make Picton easy to access - to live and work.	Transform Stonequarry Creek into an attractive space for viewing and public recreation.		Create new and better connected public open space including both active and passive spaces. Equip facilities with public amenities for proper functioning.	Expand Picton's urban canopy in its streets, park and fields. Value existing significant trees through a tree walk.			
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CREATE WOLLONDILLY - COMMUNITY STRATEGIC PLAN 2033

The Create Wollondilly Community Strategic Plan 2033 (CSP) was prepared by Wollondilly Shire Council and identifies the strengths, weaknesses, opportunities and constraints of the Shire. The Plan identifies a series of aspirations expressed by the community.

The key question of the CSP is “where are we now?” and “where do we want to be?”.

KEY RECOMMENDATIONS

- *Rural Living* is a central theme to the CSP and comprises six characteristics. The theme of the CSP is about how to maintain the value of Rural Living while simultaneously creating new opportunities for growth and change.
- The Shire identifies as “rural” and the community values this identity and character - in particular the lifestyle opportunities of being in a rural setting within close proximity of Sydney. Within this context, the CSP describes Picton as being “peri-urban” as it is located on the periphery (or edge) of the city. Wollondilly Council, along with 12 other Councils on the periphery of Sydney, are part of the Sydney Peri-Urban Network of Councils (SPUN) who identify strategic approaches to the management of Sydney’s peri-urban fringe.
- *Growth* is a central theme that is particularly connected to Rural Living. Key tenants include rural protection, growth in and around our existing towns, Wilton New Town as the new major growth centre and a commitment to no other major growth areas.
- *Health and Wellbeing* is identified as an important part of the Shire and comprises two key attributes. The key attribute relevant to the Place Plan is Healthy Built Environments and Liveable Places.
- *Resilience* has been identified as important to the Shire. There are two types of stresses that require a resilient society and urban framework - Chronic and Acute. Chronic refers to ongoing stresses that weaken a Shire or town on a daily basis. Acute, refers to events that are sudden events, “such as the 2019 bushfires and the 2020 COVID - 19 pandemic. However, it is important to note that acute stressors can become chronic overtime.
- Four social justice principles have been identified including Equity, Access, Participation and Rights.
- The plan recognises that outside of the Wilton Priority Growth Area, expansion around villages needs to be managed so that the rate of growth is managed to provide infrastructure to service the additional population.
- The Plan identified the important role the community played in helping to deliver this plan. This includes a focus on support of their local centres.

WOLLONDILLY SHIRE COUNCIL DESTINATION MANAGEMENT PLAN

The Destination Management Plan (DMP) was prepared by Stafford Strategy for Wollondilly Shire. The purpose of the DMP is to guide sustainable growth and to help ensure the viability and resilience of the tourism industry in the Shire.

Destination Management is about planning for the sustainable management and development of a visitor economy and is not focused on marketing.

KEY RECOMMENDATIONS

- In general, Wollondilly does not have strong brand recognition; however towns such as Picton and Warragamba have stronger awareness above others.
- Wollondilly has two World Heritage Areas within its boundaries but is yet to effectively leverage off this.
- Wollondilly is easily accessed from Sydney CBD. This is an opportunity however, it is also a challenge as it has become an overnight destination.
- The vast majority of tourism-related infrastructure is concentrated around major towns/villages in the Shire.
- The Shire would benefit from sustainable “game-changing” initiatives as smaller-scale initiatives are likely to struggle due to a number of challenges. Finding a medium sized game changer would be ideal.
- Potential exists to grow niche sectors such as agri-tourism, boutique accommodation and unique sporting events to offer a greater diversity of product and experiences.
- 83% of visitations are domestic day trips and 86% of trips are leisure (Visiting Friends Relatives 50% and Holiday 36%).
- Barriers to Product and Supporting Infrastructure Growth include lack of evening activation, limited number of family friendly experiences, lack of room capacity/higher quality accommodation, limited signage.
- The Plan identifies opportunities to activate the visitor economy including, enhancing/expanding events such as illuminARTE, developing food tourism, revitalising town centres, directional/wayfinding and interpretive signage.
- Shifting from day trips to overnight accommodation requires new accommodation and activities and events.
- Visitation is significantly below Wollongong and Blue Mountains. The Shire is competing with Wollongong’s beaches and Echo Point attractions in the Blue Mountains. It is also ranked below Wingecarribe which has heritage attractions.
- Establish a ‘hub and spoke’ method for tourism operation which means clustering at major centres.
- Potential expansion of the Loop Line, creating a major steam train experience that could potentially extend from Picton to Thirlmere and run through to Mittagong and Bowral in the future.

WOLLONDILLY SMART SHIRE STRATEGY

The Wollondilly Smart Shire Strategy is a commitment and plan for proactive engagement with digital possibility. It articulates the Shire’s digital objectives, priorities and the way forward. The Strategy recognises the opportunities of new and emerging technology and welcome it by being open to innovation, open to collaboration, open to digital technology, open to economic development and employment, and open to positive change. The word here is ‘open’ to possibilities.

KEY RECOMMENDATIONS

- The vision for the Smart Shire Strategy is *Rural Living* empowered by smart technology. Using smart technology to build the community together - creating connections, improving local services, enabling innovation, and providing opportunities.
- The Strategy comprises six Principles - Proactive, Collaborative, Empower our community, Open to Innovation, Promote Sustainability and Showcase Wollondilly.
- The six Principles are supported by six Goals - Better Local Services, Improve Community Opportunity and Liveability, More Sustainable, Strong Digital Economy, Recognised as a Smart Shire and a Modern Council.
- Several Priorities were identified in the Strategy which are relevant to this Plan and include Smart Work - Smart Transport, Smart Planning and Public Wi-Fi, Transforming Data into an Asset, Digital Community Engagement
- The community was engaged during the development of the strategy and some key elements central to this Place Plan include:
 1. Encourage and support digital community engagement
 2. Training and education to enable all residents to use technology
 3. Free Wi-Fi hotspots, especially in tourist areas
 4. Retain our rural lifestyles; live in beautiful and well-connected towns
 5. Energy efficient and environmentally healthy by design
 6. Improved transport for the community
 7. A region that embraces technology and has high-speed connections
 8. Use digital technology to enhance the Wollondilly experience for visitors and locals
 9. Environmental monitoring to inform decisions
 10. Smart working hubs for the community
 11. Schools and library as technology hubs

LOCAL GOVERNMENT : WOLLONDILLY

PLANNING STRATEGIES

EMERGING THEMES

- » Rural Living & Managed Growth
- » Sustainability as a core value for the Shire
- » Health And Wellbeing are central
- » The Shire is defined as “Peri - Urban”
- » Resilient communities
- » Tourism ‘game changers’ are needed to have an impact
- » Rural Living: Empowered By Smart Technology
- » Access to environmental data
- » Better digital community engagement
- » Less travel by working smarter with work hubs
- » Need for evening activation, better signage and family friendly things to do
- » To shift from day trips to overnight trips Picton needs more things to do.
- » Hub and spoke method for tourism - focus on the centre with activities that radiate out.

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an enviable lifestyle of historic villages, modern living, rural lands and bush

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WOLLONDILLY - 2040
LOCAL STRATEGIC PLANNING STATEMENT

WHY IS THIS RELEVANT FOR PICTON?

Picton is the Shire’s administration and civic hub. Its vision for rural living will be different to other towns, in particular the future Wilton New Town. Embedding new technology, tourism and activations into the existing urban framework is a challenge however, it provides a new contemporary layer upon the historic layers of the town. Making it culturally richer and more diverse than planned towns.

WOLLONDILLY SHIRE COUNCIL LOCAL HOUSING STRATEGY

The Local Housing Strategy (LHS), prepared by Arup, is a 20 year vision for housing in the Wollondilly Local Government Area. The LHS was prepared to support the Wollondilly 2040 – LSPS (Planning Priority No.5 *Providing housing options that meet local needs and match the local character of towns and villages* and inform the review of the Wollondilly Local Environmental Plan 2011 (LEP). The strategy is focused on residential accommodation on residential zoned land (R2 Low Density Residential, R3 Medium Density Residential, and R5 Large Lot Residential).

KEY RECOMMENDATIONS

- The LHS is focused on managing growth so that it is sustainable and supports liveability and affordable living for Wollondilly residents over the next 20 years.
- The strategy identifies that Wollondilly has adequate land capacity to supply additional housing in line with demand over the next 20 years (to 2041). There is capacity for further housing development through local growth in current residential zoned land and through planning proposals (subject to robust assessments including compatibility with local strategic planning objectives).
- The Wilton Growth Area provides an opportunity to significantly contribute to housing supply at a District level with 90% of forecasted housing growth in the LGA to be located in the Growth Area.
- Four directions will guide sustainable growth in **both greenfield and infill areas** that align with community expectations and, protects and enhances the local character of Wollondilly. The four directions are:
 1. **Provide housing in areas that are adequately serviced by infrastructure**

Growth is appropriately serviced by infrastructure.
 2. **Promote housing diversity and affordability**

Diversity in housing and tenure to cater for all stages of life, meeting the needs of the current and future residents of Wollondilly.
 3. **Plan and coordinate growth for emerging communities**

New housing in Growth Areas is planned and co-ordinated with the adequate provision of hard and social infrastructure, and access to services.
 4. **Build sustainable and resilient communities that protect and celebrate our environment**

Housing is safe, built to a high quality and that is located away from area at high risk to flooding and bushfires and respects and enhances the local character of the LGA.

WOLLONDILLY SHIRE COUNCIL AFFORDABLE HOUSING

The Affordable Housing Short Paper was prepared by Arup and provides a summary of the analysis on affordable housing demand and supply in Wollondilly, including the key indicators for affordability, and the recommendations in the Local Housing Strategy that respond to affordable housing needs.

This review should be read alongside the Wollondilly Shire Council Local Housing Strategy review. See adjacent.

KEY RECOMMENDATIONS

- In 2016, the majority of the population living in the LGA are families. 'Children' and the 'young workforce' account for 54% (26,453 persons) of the LGA population. The most significant changes in age structure to 2036 will be in the 30-39 and 75+ year old age groups (at a minimum, these age groups are doubling in size). This increase in number of older persons may be a result of more people choosing to stay or relocate to the area to retire.
- The highest proportion of land tenure in the Wollondilly LGA are mortgages (48%) with a median monthly repayment of \$2,167. Wollondilly LGA has a higher proportion of with a mortgage than Greater Sydney (34%). The percentage of homeowners is largely consistent.
- There is a housing supply gap for renters and for a very large proportion of households earning a very low and low income.
- Household incomes in Wollondilly LGA are relatively high. This is consistent with the high proportion of mortgage and outright owners in the LGA. There is evidence of growing disparity between high and low-income households in the LGA with the proportion of high-income households increasing, and the proportion of very low to low income households declining.
- Based on the median sales price for housing in Wollondilly, individuals and households employed in key worker industries would not be able to afford to purchase a house or unit in the LGA. Median rents in Wollondilly are affordable for single key workers and key worker households. The challenge in Wollondilly is the relatively low proportion of rental housing in the LGA. The majority of dwellings are either owned outright or under mortgage.
- Total repayment stress (mortgage and rental) for the Shire is 52%.
- Though Wollondilly LGA as a whole experiences relative socio-economic advantage, there are suburbs within Wollondilly that experience higher levels of disadvantage when compared to other parts of the LGA and Greater Sydney. This includes areas around Picton.

WOLLONDILLY SHIRE COUNCIL EMPLOYMENT LAND STRATEGY

The Employment Land Strategy was prepared by Hill PDA and provides a summary of the issues and opportunities associated with employment land within the Wollondilly LGA.

KEY RECOMMENDATIONS

- Development of the Picton By Pass will provide an improved connection between the Hume Motorway and Old Hume Highway. This will reduce travel times for heavy vehicles accessing and leaving Picton and Tahmoor employment precincts while also reducing the need for vehicles to travel through Picton Town Centre. This may increase the attractiveness of these precincts to further development.
- Five strategic actions are identified in the Strategy:
 1. Strategy 1 | Unlock an immediate supply of employment precinct land to support the expansion of existing businesses and attraction of new businesses
 2. Strategy 2 | Secure a sustainable pipeline of employment land to meet future population demand
 3. Strategy 3 | Identify development barriers and work to remove them to support employment precinct sequencing and delivery
 4. Strategy 4 | Create transparency and clarity in the planning system
 5. Strategy 5 | Promote Wollondilly as an employment and industry destination of choice
- Picton's industrial precinct is located to the south of the Town Centre. **Action 1.2 Investigate rezoning land in Picton for light industrial and compatible uses to enable new business opportunities and existing business expansion.** The Picton investigation area is located to the south-east of Picton employment precinct, between Stilton Lane and Remembrance Drive, and to the south of Wonga Road.
- Action 3.4. Working closely with DPIE and Transport for NSW, to prepare a targeted Road Capacity and Access Priority Plan, which seeks to explore and then agree on road infrastructure requirements needed to unlock employment land and Action 3.5. Work with Transport for NSW to agree on priority transport infrastructure and delivery timeframes for game changer infrastructure projects. Both these action items identify the Picton By Pass as an infrastructure priority.

LOCAL GOVERNMENT : WOLLONDILLY

HOUSING & EMPLOYMENT STRATEGIES

EMERGING THEMES

- » The Shire has adequate land to accommodate growth in existing residential zoned land and current planning proposals
- » Housing diversity & affordability is essential
- » Picton By Pass could unlock employment land & reduce vehicles traveling through the town.
- » Location of new development outside areas at high risk of flooding and bushfire such as Stonequarry Creek.
- » In 2016 the majority of the population are families.
- » The most significant changes in age structure to 2036 will be in the 30-39 and 75+ year old age groups

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WOLLONDILLY SHIRE COUNCIL
AFFORDABLE HOUSING

WHY IS THIS RELEVANT FOR PICTON?

Picton is highly constrained by flood, bushfire and infrastructure. This limits areas for development. The goal of these strategies is to focus development in existing centres and maintain rural buffers and prevent urban sprawl. This means the choices for redevelopment in Picton are limited to the existing developed areas such as the Town Centre and locations identified for possible rezoning such as Picton East.

WOLLONDILLY SCENIC AND CULTURAL LANDSCAPES STUDY

The Study, prepared by Spackman Mossop Michaels, identifies the Scenic and Cultural Landscapes of the Shire. Picton is identified within the study as Landscape Character Unit (LCU) No. 8 Picton Hills. This Study addresses the actions outlined in the *Western City District Plan*, and in particular *Planning Priority W16: Protecting and enhancing scenic and cultural landscapes*. This Plan helps set the strategic direction for Wollondilly's Scenic and Cultural Landscapes into the future.

KEY RECOMMENDATIONS

Background

- Picton is the only formal town in this LCU. It is a historic town set in the Stonequarry Creek valley and is surrounded by steep enclosing hills.
- Outside of the town and suburban areas, there are a range of small to large lot sizes. Buildings tend to be spaced far apart and are visually separated from one another, enforcing the rural character of the area.
- The landscape setting of steep cleared hills contrasts with well-defined floodplains, unique in the Cumberland Plain and the Sydney Basin.
- The colour palette outside of the Picton comprises lighter green pastures, balanced by darker areas of vegetation including remnants, cultural plantings and also weed thickets. The built environment of the historic town centre and residential areas contributes additional colours to balance the natural colour palette.

Important elements to retain / potential controls

- Limit development to within the village boundaries identified in the LSPS.
- Consider limiting further subdivisions of rural land for Rural Residential or Environmental Living, in particular on land identified as significant to the character of the area and the landscape setting and surrounds of Picton.
- Consider meeting housing demand through compact residential subdivisions within and in proximity to existing centres to take advantage of existing infrastructure and services, and to highlight the contrast between urban and rural areas.
- Consider maintaining a green corridor along Picton Road to maintain a largely rural approach into Picton.
- Maintain bushland and/or rural land buffers between townships.
- Review development controls for new residential subdivisions to maximise fit with the existing character of towns.
- Establish new controls to ensure that any building envelopes created to minimise clustering of dwellings and buildings, particularly on steeply sloping lands

WOLLONDILLY URBAN CANOPY PLAN AND LANDSCAPES STRATEGY

The Strategy, prepared by McGregor Coxall and EconPlan, identifies the existing urban canopy of the Shire. The Plan was prepared in response to the State Government's planning reforms and in particular Wollondilly Council's LSPS *Planning Priority 15 : Delivering an urban tree canopy*. The goal is to protect and enhance urban canopy to protect and improve biodiversity, water quality and liveability as well as improve resilience to climate change and urban heat.

KEY NOTES & RECOMMENDATIONS

Background

- Historically, the LGA comprises Cumberland Plain vegetation communities which there still remnants today
- New towns developed in the LGA resulted in new canopy through parks, street planting and private development. The new plantings were not native and give a more European feel to the towns.
- Remnant bush land is predominately in National Parks, Council Reserves or on private rural properties.
- Urban land uses account for 9% of the study area with canopy cover of 32%.
- Highest canopy cover was found in open spaces (51%) followed by road reserves (35%).
- The majority of existing towns have an existing canopy cover of 20 - 40%

Wollondilly Urban Canopy Targets

- 40% Urban Canopy coverage target by 2056.
- 40% Mature Canopy in new developments.
- < 10% of the same species planting in single developments.
- 95% Tree Survival rate for 12 months from planting.

Picton Urban Canopy

- Community engagement identified that the community values enhanced public and open spaces as this will create a stronger sense of pride. Improved walking and cycling was also considered important.
- The study identifies that new residential areas and sporting areas are vulnerable as they have poor cover (<10%).
- The Town Centre canopy cover was identified as poor - moderate (10 - 20% coverage). This area was identified as an important area to increase cover.
- The recommended goals are prioritised in the following order :
 1. Protect existing canopy
 2. Enhance existing canopy
 3. Develop new canopy.

HEALTHY STREETS

Healthy Streets is a human-centred framework for embedding public health in transport, public realm and planning. The 10 Healthy Streets Indicators focus on the human experience needed on all streets, everywhere, for everyone. Wollondilly Shire Council staff have undergone training in the Healthy Streets approach and the Place Plan will consider its indicators in its preparation.

KEY NOTES & RECOMMENDATIONS

There are 10 key indicators in the Healthy Streets approach:

- Everyone feels welcome
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk and cycle
- People feel safe
- Things to see and do
- People feel relaxed
- Clean air

Considerations for the Place Plan

- The Place Plan and future planning and design processes should seek to achieve the 10 key indicators in Picton's streets - for both existing streets and future street planning.
- The future design of Argyle Street, the town's main street, is likely to change post By Pass. Many of things that today make the town 'less healthy' may disappear. Therefore, it is anticipated there are two stages Argyle Streets life cycle:
 - Stage 1 Prior to the By Pass: Methods to improve the health of the street will be required however, without major infrastructure changes. Indicators of particular importance will be making sure people feel safe, people feel relaxed, easy to cross, not too noisy and the development of things to see and do.
 - Stage 2: Following the By Pass there is an opportunity to re imagine Argyle Street and design it to create a 'healthy street'.

LOCAL GOVERNMENT : WOLLONDILLY

LANDSCAPE STRATEGIES & STUDIES

EMERGING THEMES

- » Rural buffers between Towns
- » Retain and restore urban canopies
- » Contain development within or near existing urban centres
- » Minimising clustering of developments
- » Create new opportunities for walking and cycling
- » Support and enhance existing parks
- » Healthy Street approach integration

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WOLLONDILLY URBAN CANOPY PLAN
& LANDSCAPE STRATEGY

WHY IS THIS RELEVANT FOR PICTON?

Picton has the opportunity to become a very walkable town. It's services and destinations are generally accessible on level ground. However, not all paths are connected or of a size appropriate to contemporary walkability measures. Many pathways lack suitable shade from street trees and in particular Menangle Street. This is an opportunity to transform the streets of Picton into attractive destinations in their own right.

CENTRES STRATEGY & PICTONS CENTRES STUDY

The Centres Strategy identifies eight (8) 'Priority Centres', where policy review and works programs should be focused in the short term. Specifically, the Strategy recommends that priority be given to the centres of Picton, Wilton New Town, Tahmoor, Thirlmere, Appin, The Oaks, Bargo and Silverdale noting that the progress of planning and infrastructure provision for Wilton New Town will require direct collaboration with State government.

Picton is identified as a 'town' and in this Study a 'town' is a distinctly urban and more intensive environment with a diverse mix of land uses and a focal point of activity for both local residents, residents from the broader area and regular visitors.

The following is a review of recommendations for Picton which is identified in Part 3 of the Study.

KEY RECOMMENDATIONS

Within the Centres Strategy, Picton is identified as the future civic centre of Wollondilly, which will be reinforced through the implementation of the Wollondilly Community, Cultural and Civic Precinct (CCCP).

General Recommendations

- A heritage conservation area covers the highest concentration of items in and around the railway line and through the main commercial centre. The future public open space corridor along Stonequarry Creek has the potential to include a heritage information and interpretation trail.
- Information on primary production activities such as the sales yards at Victoria Park could be reflected in public artworks and visitor information along walking trails to Stonequarry and Racecourse Creeks.
- There are a variety of high quality public open spaces at the edges of the commercial centre, within walking distance of each other.
- There are current capacity limits to reticulated sewer services and no intensification of land use by rezoning can be supported until the Picton Sewage Treatment Plant (STP) is upgraded. Sydney Water is working towards resolving this constraint and Council is working with Sydney Water to achieve this in the short term. In the interim there is adequate underutilised floor space capacity, under the current LEP provisions, for additional infill development in Picton commercial centre and immediate surrounding residential lands. Whilst Sydney Water is undertaking works to increase capacity of the STP it is recommended Council undertake detailed investigations into the potential for creating new commercial and mixed use development capacity through rezoning land in and adjacent to the commercial centre.
- The CCCP has been intentionally designed to cater for indoor and outdoor community events. The Local Strategic Planning Statement (LSPS) and Community Strategic Plan (CSP) have identified a commitment to plan for event spaces at the Picton Botanic Gardens. The RSL Memorial Park currently accommodates commemorative events.

Urban Structure and Built Form Recommendations

- Building Heights: Two storey building heights are permitted with a height control of 9 metres. The report recommends Council consider a height limit that would facilitate 3 storey building heights, provided there is no conflict or detract from the visual prominence of the clock tower at the old post office building and the height of the former Commonwealth Bank building.
- Articulation: The fine-grained, narrow shopfronts and awning-covered footpaths in Argyle Street and other streets in the central core are recommended to be retained for existing development and replicated for new development.
- DCP Provision for Articulation: The provisions contained in Volume 5 Part 4 Section 4.5 'Picton' of WDCP 2016 are recommended to be amended to achieve the fine-grained shop fronts and awnings covering the footpath along additional streetfronts – not just those identified in the current key sites. This will require input from a heritage architect.

Land Uses, Open Space and Community Recommendations

- The report recommends that consultation be undertaken with NSW Police regarding their future intentions for land in their ownership as the site is an important of the Town Centre.
- The report recommends that Council consider making LEP amendments to increase opportunities in and adjoining the activity core for increased density of development and increased mix and diversity of land uses.
- Redevelopment and alterations and additions to existing building stock for **adaptable uses** is a high priority to improve activity and vibrancy and accommodate a broader range of uses in the activity core and edges.
- Additional uses such as small scale professional suites and combined office/residence above ground floor commercial are to be encouraged.
- Shop top housing is encouraged in this Study to optimise the use of commercial zoned land and enhance vitality and activity in the centre 24/7

Access and Movement Comments and Recommendations

- The town is spatially separated from other settlements and the majority of people coming to Picton arrive by car. Large car parking areas visually dominate the streetscape at the edges of the town centre.
- Within the commercial core, the town is compatible with walking.
- Picton Station: The report recommends future changes in land use that encourage walking and potentially increase density and variety of land uses within walking distance of Picton railway station.

Street Appeal - Public Realm and Pedestrian Experience

- The pattern and design of facades in Argyle Street is recommended to continue north of Menangle Road.
- Significant streetscape improvements can be achieved with redevelopment of western side of Argyle Street from Menangle Street intersection to the Memorial Park and for the dual frontages created by Walton Lane.
- The sites containing the IGA supermarket, courthouse and police station could be improved with more efficient use of the land.
- First floor and potentially second storey development is recommended to include balconies for natural surveillance and improved activity and interface with streets, as well as a sense of enclosure for the street.

Housing within and at the edges of the Centre

- Picton has more shop top premises and shop top housing than any other centre in the LGA. Shop top housing is encouraged in this Study to optimise the use of commercial zoned land and enhance vitality and activity in the centre 24/7.
- It is recommended that Council consider opportunities for LEP amendments that facilitate and encourage a greater mix of residential and commercial uses within and adjacent to the activity core.
- The flood risks through the Town Centre also discourage basement parking. Additional building height and a greater mix of uses will assist in combining at grade parking within the built form.

LOCAL GOVERNMENT : WOLLONDILLY & PICTON

PLACE STUDIES

“
Picton is 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.”

PICTON CENTRE DETAILED REPORT

EMERGING THEMES

- » **The Town Centre has strong walkability.**
- » **Adaptable buildings types are encouraged in the Town Centre**
-
- » **Reinforce existing rhythms of built form.**
- » **Better utilisation of land within the commercial areas which are least flood affected.**
- » **Encourage shop top housing to increase density and vitality 24/7.**
- » **Increase building heights in the Town Centre to 3 storeys.**

WHY IS THIS RELEVANT FOR PICTON?

Picton has the opportunity for greater density to facilitate a vibrant and active Town Centre 24/7. This includes better use of land and builtform typologies. Intensification of development must be balanced with the fine grain heritage qualities of the town's built form and the flood constraints which encourage the shift of new development to less flood impacted areas of the Town Centre.

PLACE SCORE: LOCAL ENVIRONMENTAL PLAN (LEP) COMMUNITY INSIGHTS REPORT

The Local Environmental Plan (LEP) Community Insights Report was prepared by Place Score in June 2019. Place Score uses two data collection tools; Care Factor and Place Experience (PX) Assessments. Like a 'place census', Care Factor captures what the community really values, while PX Assessments measure the community's lived experience. Open Ended Questions provide Ideas of Change. Together the tools help identify what is important, how a place is performing and what the focus of change should be.

The following summary is provided for Picton.

PX ASSESSMENT

PX Assessment identifies how the community rates the liveability of their current neighborhood. This measures performance and can be used as a baseline from which to compare the place after investment and changes over time.

Summary of Findings

These tables identify the highest and lowest rated attributes that are contributing to neighborhood liveability..

Top 5 Livability Contributors

- #1 Local history, historic buildings or features
- #2 Local businesses that provide for daily needs (grocery stores, pharmacy, banks etc.)
- #3 Locally owned and operated businesses
- #4 There are people like me (age, gender, interests, ethnic backgrounds
- #5 Sense of belonging in the community

Bottom 5 Livability Contributors

- #50 Things to do in the evening (bars, dining, cinema, live music etc.)
- #49 Local employment opportunities (within easy commute)
- #48 Local education options (from elementary to adult education)
- #47 Sustainable urban design (water sensitive design, transport-oriented design, sustainable building design, density etc.)
- #46 Cultural and/or artistic community

CARE FACTOR

Care Factor identifies what the community thinks is most important in their 'ideal neighborhood'. Like a 'place census' you can use this data to understand community values in a specific location or for a particular demographic group

Summary of Findings

Neighborhood attributes are ranked based on how many people selected each attribute as being important to them in their 'ideal neighbourhood'.

The following are the top ten attributes that the Picton community cares about.

- =1# Elements of natural environment (natural features, views, vegetation, topography, water, wildlife)
- =1# General condition of public open space (street trees, footpaths, parks etc.)
- _3# Protection of the natural environment
- =4# Local history, historic buildings or features
- =4# Sense of neighborhood safety (from crime, traffic, pollution)
- =4# Sense of personal safety (for all ages, genders, day or night)
- =7# Landscaping and natural elements (street trees, planting, water features)
- =7# Local businesses that provide for daily needs (grocery stores, pharmacy, banks)
- _9# Quality of public space (footpaths, verges, parks etc.)
- 10# Overall visual character of the neighbourhood

OPEN ENDED QUESTIONS

Place Score asked survey respondents 'What is your big or small idea to make your neighborhood better for you?' and 'What's missing in your neighborhood that would make it a better place to live?'

Summary of Findings

Ideas for Change

The community of Picton generally requested the following:

1. Better Transport Infrastructure,
2. Care and Maintenance Of The Public Realm and
3. Things To Do

BACKGROUND REVIEW: DOCUMENT REVIEW

LOCAL GOVERNMENT : WOLLONDILLY & PICTON

PLACE STUDIES

INFRASTRUCTURE & COLLABORATION		LIVABILITY			PRODUCTIVITY		SUSTAINABILITY		
A city supported by infrastructure	A collaborative city	A city for people	Housing the city	A city of great places	A well connected city	Jobs and skills for the city	A city in its landscape	An efficient city	A resilient city
<i>Infrastructure supporting new developments</i>	<i>Working together to grow a Greater Sydney</i>	<i>Celebrating diversity and putting people at the heart of planning</i>	<i>Giving people housing choices</i>	<i>Designing places for people</i>	<i>Developing a more accessible and walkable city</i>	<i>Creating the conditions for a stronger economy</i>	<i>Valuing green spaces and landscape</i>	<i>Using resources wisely</i>	<i>Adapting to a changing world</i>
COMMUNITY PRIORITIES IDENTIFIED IN PLACE SCORE ASSESSMENT									
n/a	n/a	No community priority	No community priority	<ul style="list-style-type: none"> Local history, historic buildings or features Quality of public space (footpaths, verges, parks etc.) Spaces suitable for specific activities or special interests (entertainment, exercise, dog park, BBQs etc.) 	<ul style="list-style-type: none"> Walking/jogging/ bike paths that connect housing to communal amenity (shops, parks etc.) Access and safety of walking, cycling and/or public transport (signage, paths, lighting etc.) 	<ul style="list-style-type: none"> Evidence of recent public investment (roads, parks, schools etc.) Things to do in the evening (bars, dining, cinema, live music etc.) 	<ul style="list-style-type: none"> Protection of the natural environment General condition of public open space (street trees, footpaths, parks etc.) Landscaping and natural elements (street trees, planting, water features etc.) 	No community priority	No community priority
HOW CAN PICTON ALIGN WITH THE DIRECTONS + PRINCIPLES									
				<ul style="list-style-type: none"> Enhance existing historic buildings, give them new purpose and integrate into public domain Provide new footpaths to connect key places. Replace existing footpaths that do not have adequate width. Provide new and improved open spaces. 	<ul style="list-style-type: none"> Provide new footpaths to connect key places. Replace existing footpaths that do not have adequate width. Provide wayfinding signage to connect residential areas to key places. Integrate lighting and signage into streetscape improvements. 	<ul style="list-style-type: none"> Provide new and improved public open spaces. Develop the Community, Cultural and Civic Precinct (CCCP) and integrate into the urban framework. Create new spaces that accommodate evening events. Provide lighting, and lighting art and event infrastructure in public space Expand existing event calendar. 	<ul style="list-style-type: none"> Undertake vegetation management for the creek corridors. Undertake vegetation management for the hole in the wall underpass area (Argyle St) Use low maintenance landscaping and treatments in the public domain. Establish new street trees to form an urban canopy. 		

STONEQUARRY CREEK MANAGEMENT PLAN

The Stonequarry Creek Management Plan was prepared by WMA Water and adopted by Wollondilly Shire Council in September 2020. The Plan is supported by the Stonequarry Creek Flood Study update and has been prepared in accordance with The NSW State Government's Flood Prone Land Policy which provides a framework for the sustainable use of floodplain environments. Under the Policy, the management of flood liable land is the responsibility of local government.

The following summary is provided for Picton.

SUMMARY OF FINDINGS

- Picton is located on the banks of Stonequarry Creek, approximately 4.5 km upstream of its confluence with the Nepean River.
- Stonequarry Creek receives inflows from four main tributaries: Racecourse Creek from the east, Crawfords Creek from the north, and Cedar and Mathews Creek to the west of Picton. The flood risk for the Town Centre is predominantly from Stonequarry Creek.
- Flooding in Picton can occur as a result of both 'mainstream flooding' in which flow breaking out of the main channel of Stonequarry Creek inundates the surrounding floodplain, as well as 'overland flow' caused when the runoff from local rain events exceeds the capacity of the local drainage network and makes its way to the creek.
- Overland flow is generally shallow and less hazardous, and tends to drain quickly after the burst.
- The Stonequarry Creek Picton Flood Study Update estimated that the flood event, which caused significant damage to commercial premises particularly along Argyle Street, had a recurrence interval between 200 and 500 years. This indicates it was a particularly rare event.
- Wollondilly Council undertakes vegetation management of Stonequarry Creek which involves vegetation thinning, crown lifting of in-channel trees, selective removal of regrowth, and weed control. Vegetation management has an essential role in the reduction of peak flood levels in Picton's CBD. Analysis using the modeling tools developed in the Flood Study Update showed that if Council did not continue these works, peak flood level would be 0.2 m higher in the CBD in the 1% AEP event, and up to 0.3 m higher in a 2% AEP event.

RECOMMENDATIONS

The study identifies three measures that could be utilised in the management of Stonequarry Creek as follows:

Flood Modifications Measures

Flood modification measures to the creek channel and bridge structures, retarding basins, levees, and stormwater network upgrades. Benefits of flood modification measures are generally expressed as the reduction in property damages that would occur if implemented.

Property Modification Measures

Property Modification Measures modify the existing land use or buildings as well as development controls for future development. These measures primarily involve updating policies and regulations which relate to development on the floodplain. Property Modification Options including Voluntary Purchase and Voluntary House Raising were assessed, as well as a broad range of planning measures that aim to reduce flood risk to life, to proposed development and to the wider floodplain in the long term.

Response modification measures

Response modification measures are aimed at changing and enhancing the community's response to the potential hazards of flooding. This is achieved by educating the property owners and the wider community about flooding, its behavior and potential damages, so that they can make better informed decisions. Options assessed in this study include a review of the Wollondilly Shire Flood Warning System, improvements to the coordination of emergency response agencies, and improvements to community flood awareness.

BACKGROUND REVIEW: DOCUMENT REVIEW

LOCAL GOVERNMENT : WOLLONDILLY & PICTON

MANAGEMENT STUDIES

APPROACH	OPTION ID	DESCRIPTION	BENEFITS	PRIORITY	RELEVANCE AND OPPORTUNITIES TO THE PP
RESPONSE MODIFICATION OPTIONS	RM03 (11.3.3) Improve community flood education and awareness	Council to implement a flood education program to improve ongoing flood awareness in Picton using a range of approaches and engagement strategies.	Flood awareness significantly improves preparedness for and recovery from flood events, building a more flood resilient community	High	Integrate flood education into public art and interpretive signage. Provide workshops and training for home owners, developers, architects and builders on the approach to building in Picton.
	CM3 Removal of buildings for Floodway Clearance	Purchase and demolition of buildings within the floodway to remove obstruction and improve conveyance. Rezoning of this and other land that is considered unsuitable for development.	Reduced peak flood levels across the CBD, prevention of future damage and losses, opportunity to create open area adjacent to the creek for public use.	Moderate	The dwellings in Elizabeth Street are located in the Floodway and could be considered for Voluntary Purchase. Rezoning of land within the Floodway.
FLOOD MITIGATION OPTIONS	CM4 Vegetation Management	Continuation of existing vegetation management plan to maintain vegetation density in Stonequarry Creek and Racecourse Creek.	If not undertaken, peak flood levels would increase substantially in the CBD in events including and greater than a 2% AEP event.	High	Integrate flood education into public art and interpretive signage.
PROPERTY MODIFICATION OPTIONS	PM01 Adoption of Flood Planning Levels	Council to adopt residential and commercial Flood Planning Levels as determined in this FRMS&P: Main Stream: 1% AEP + 0.5m freeboard Overland: 1% AEP + 0.3 m freeboard FPLs for critical facilities should be determine on a merits based approach considering events rarer than the 1% AEP. Update LEP and DCP definitions of FPA.	FPLs are effective tools to limit property damage to new development and redevelopment. FPLs may pertain to minimum floor levels or flood proofing depending on the type of development	High	Clear understanding of flood controls and impact upon built form and street activation is needed by the Community
	PM02 Revision of Flood Planning Area	The FPL, and other flood related development controls, is applied to properties within the Flood Planning Area (FPA). Adopt associated FPA map. Update LEP and DCP definitions of the FPA.	The FPA will provide clear guidance on the properties subject to flood related development controls	High	Clear understanding of flood controls and impact upon built form and street activation is needed by the Community
	PM03 Flood Proofing Measures for Commercial Properties	Undertake a research project to determine the preferred temporary flood barrier product for business owners to purchase and implement in the event of a flood. This option is available to existing businesses, and could be encouraged for new businesses in the future.	Significantly reduce commercial property damage and associated stress and trauma.	High	Integrate flood education into public art and interpretive signage.
	PM04 Voluntary Purchase	Feasibility Study to further investigate a Voluntary Purchase scheme in Picton.	Remove residents and dwelling from high hazard areas, thus reducing risk to life, potential need for rescue and increasing conveyance through the floodplain.	High	Rezoning of land around Elizabeth St. Repurpose to open space

WILTON 2040: A Plan For The Wilton Growth Area

Wilton 2040 is a plan that sets out the strategic vision for the Wilton Growth Area for the next 20 years.

There are five principles that sets out what Wilton will be which includes:

PLACE

A connected urban community

Wilton Town Centre will become a focal point for new development, the existing Bingara Gorge precinct and the wider Wollondilly area.

A liveable new place

Wilton will be a new place where the natural environment and new development create and reinforce the unique character of the area.

LANDSCAPE

A place that respects its green surroundings

Wilton will respect and enhance its conservation areas. Green links and tree lined streets will lead to inviting natural areas. People will access and enjoy the area using well-connected walking and cycling routes. Wilton will contribute to the regional open space network across the Western Parkland City.

A protected and enhanced environment

Conserving important biodiversity values, Wilton will be placed on a plateau surrounded by river gorges where vegetation and habitat are protected.

LAND USE

An employment hub for logistics

The town will prosper, providing 15,000 new jobs, benefiting from its prime location along the Hume Motorway linking with Wollongong and Western Sydney Airport.

A diverse place with a variety of housing types

Wilton will be built to appeal to people of all ages and backgrounds. People from young families to seniors will live side by side within the same neighborhood. An inclusive town will be created for all Wilton residents.

BUILT FORM

A sustainably designed place

State of the art building techniques will encourage buildings to be flexible and adaptable to changing environments and innovation. Green infrastructure will be incorporated in the layout and design of buildings to reflect the natural landscape setting.

MOVEMENT

An accessible place

Wilton will connect to Campbelltown, Western Sydney and Wollongong through its enhanced access to the Hume Motorway, and will benefit from new strategic roads improving connections within Wollondilly. Public transport will have developed to meet the needs of the growing town and include innovative solutions.

A walkable place

Wilton will be an attractive and easy place to walk and ride around, designed to encourage walking and cycling to schools, open spaces, sporting fields and Town Centres.

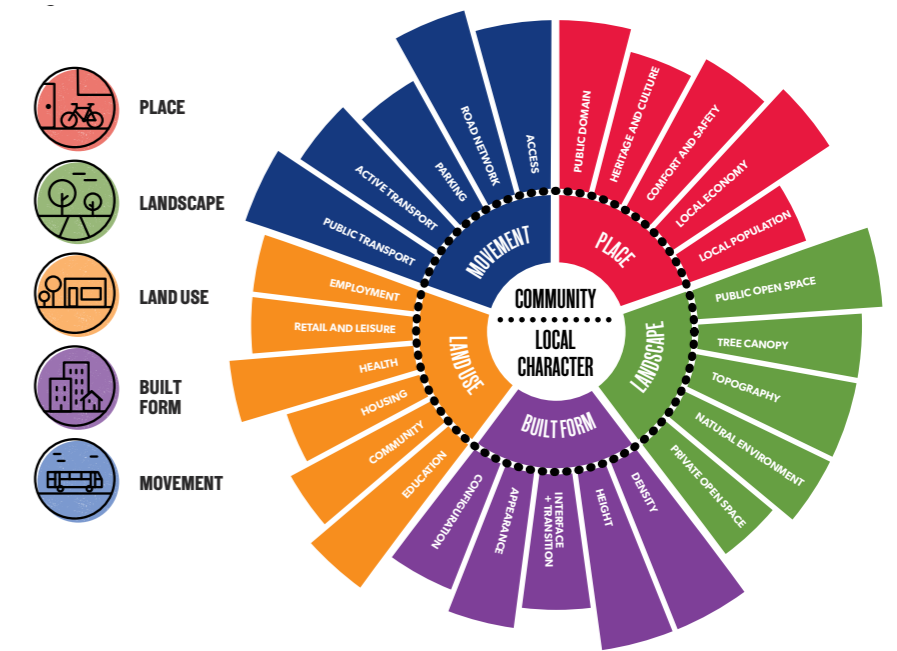
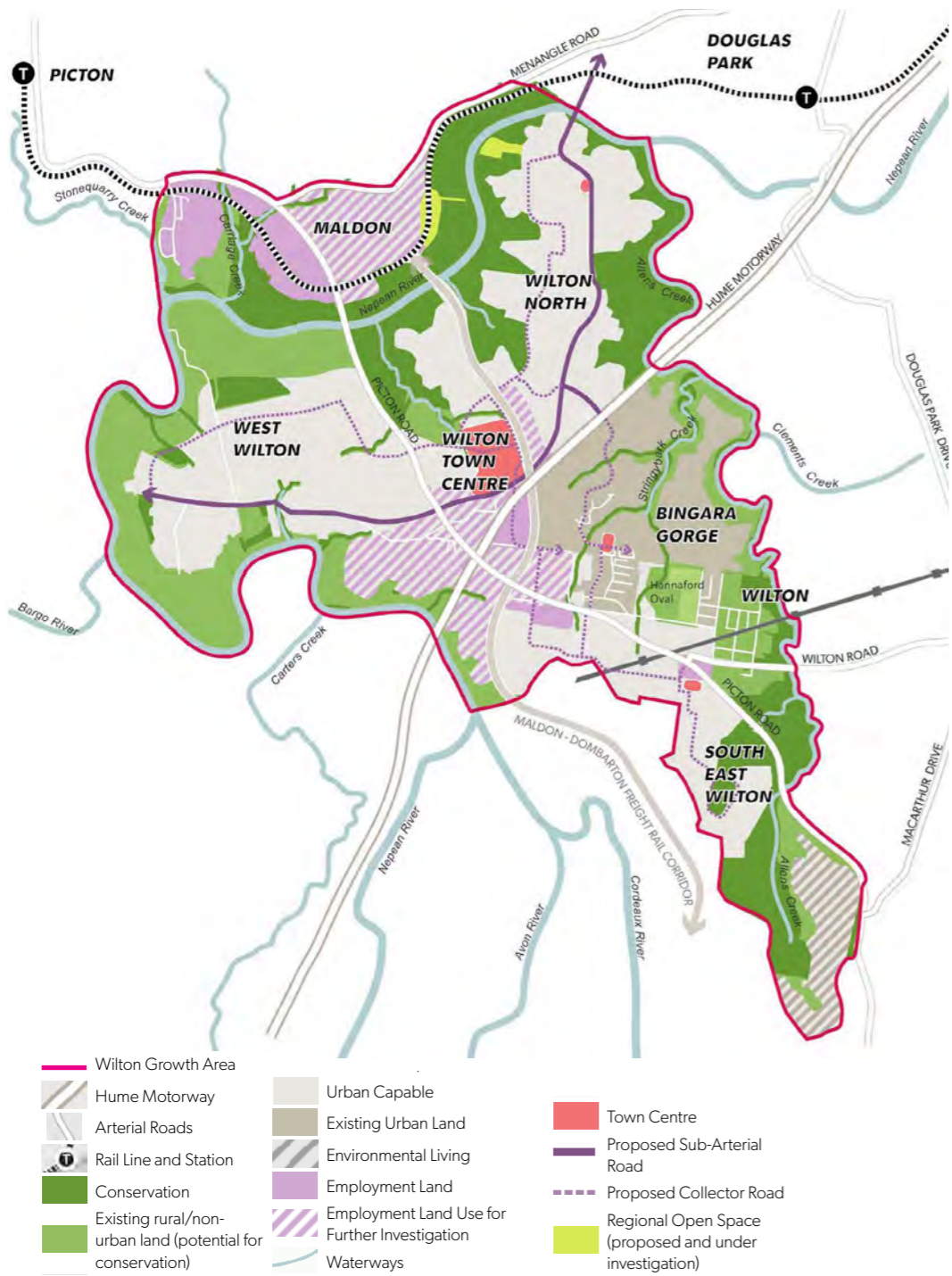


Figure 13: Wilton Local Character Wheel

BACKGROUND REVIEW : DOCUMENT REVIEW



Wilton 2040 / A Plan for the Wilton Growth Area / 5

Figure 14: Wilton Structure Plan

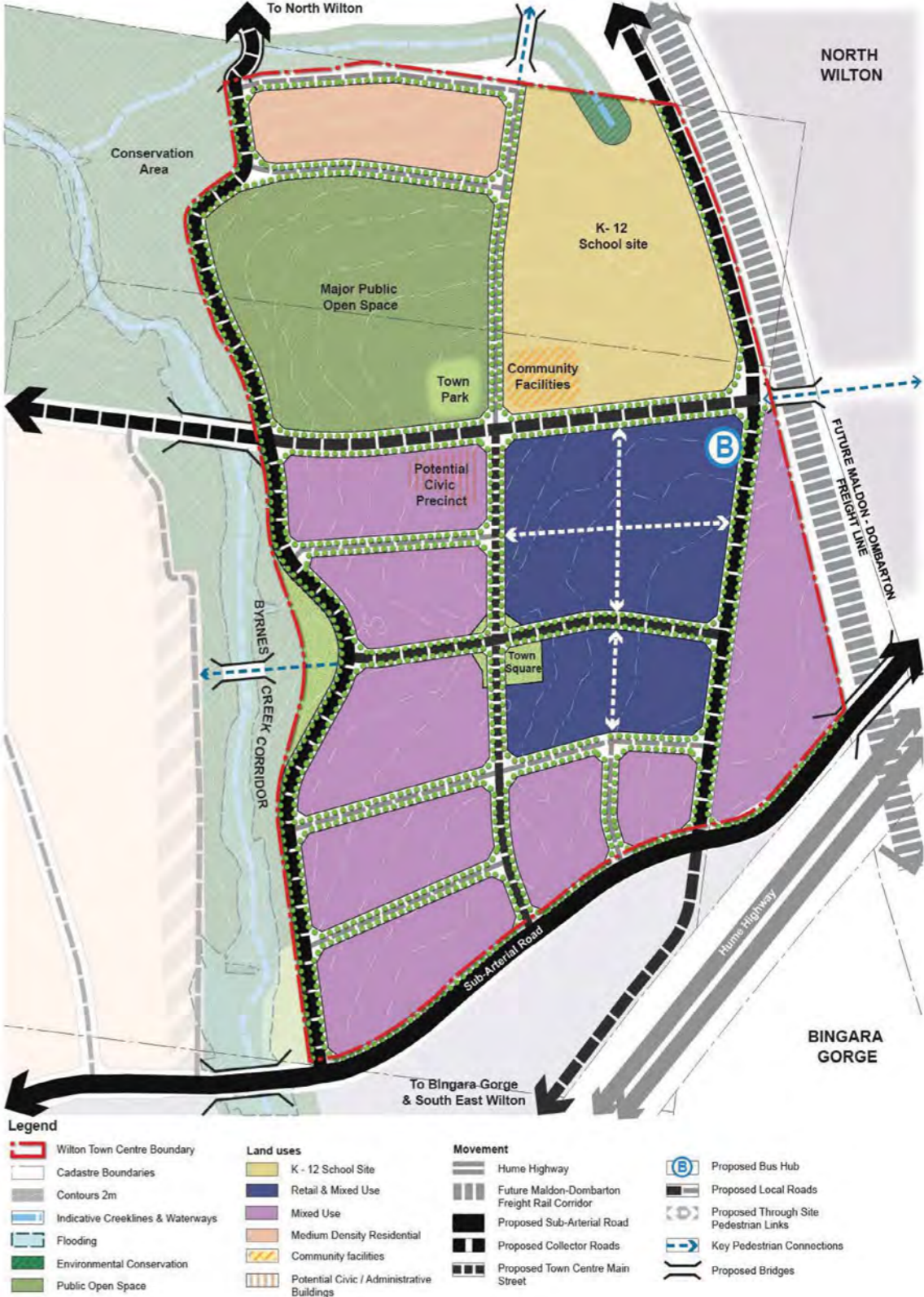


Figure 15: Draft Wilton Town Centre as exhibited by DPIE Nov/Dec 2020

WOLLONDILLY COMMUNITY, CULTURAL & CIVIC PRECINCT - 'THE PRECINCT'

The Wollondilly Community, Cultural and Civic Precinct (CCCP or also known as 'The Precinct') is a proposed development in the heart of Picton Town Centre.

Key functions of the Precinct will include:

- Refurbishment and extension of the Shire Hall
- New Children's Services and Community building
- New Multifunction Theatre facility
- New Government Services Centre
- New Library and Learning Hub
- Community, Arts, Exhibition and Workshop spaces
- Significant public open space and public domain works

To better understand how the proposed CCCP will and could integrate into the urban and social framework of Picton, the adjacent review is provided. It includes items for further discussion and investigation.

Items for further investigations

- Further design development of the built form and facades of Building D, E1 and E2 to ensure a fine grain form is achieved. Although high level, the facades, in particular Building D, still retain the appearance of block form.
- Treatment of the Corbett Lane to reduce bulk and scale, in particular to soften Picton Mall is critical to the success of the CCCP and the Town Centre. Two large forms adjacent the other could have a detrimental effect on the streetscape. An active facade will be a vital part of the solution. An understanding of how the Building D basement impacts upon the streetscape of Corbett Lane will be important.
- The children's child care playground is proposed to open to the public - as an extension of the Village Green. Further considerations of CPTED and general child safety should be investigated. It is our understanding that child care spaces and associated playgrounds need to be secure to ensure that they are safe when in use as a child care centre. For example, there is the opportunity for cameras to be installed in the grounds or rubbish to remain (glass and sharps). Although a management issue, the grounds would be required to 'swept' prior to the commencement of each day.
- Corbett Lane Parking : Further investigations for accessible parking and child care parking in Corbett Lane are encouraged. An alternative solution to parallel accessible parking is encouraged however, due to site constraints a long term solution may be required. The number of child care parking spaces is questioned and seems to be underestimated for the number of drop offs and the time taken to drop a child off. There is also the risk that parents will use the opposite carpark to park and walk across the lane. This 'crossing space' is also the exit for the carpark and could result in a pedestrian conflict. An opportunity is recommended for further investigation.
- There is a risk that Corbett Lane could be used as a short cut through to Colden Street. Design solutions to the lane (where it extends to Argyle Street) could consider methods to slow traffic and make the lane one way.
- The Precinct proposes a single public accessible toilet (assumed unisex) at the rear of Building C where it faces the Village Green. As the only other public amenities appear are located at the edge of town (across the river or in Picton Memorial Park) additional public amenities are recommended. This will provide public amenities for town centre visitors who have parking in the town centre. For a visitor (visitor does not refer to a tourist), the Precinct is a logical location to 'search' for public amenities. It is also important to note, that Picton Memorial Park provides the only accessible toilets in the Town Centre, which are not up to standard. The provision of safe, clean and accessible public toilets in the heart of town is an important criteria.
- There appears to be limited wet weather drop off space on Menangle Street for patrons of The Precinct.

Opportunities for integration into the Place Plan

- Corbett Lane is encouraged to connect to the driveway entry point on Argyle Street. The design should include methods to slow traffic, establish it as a pedestrian priority space and provide clear and distinct entry points into parking areas. The goal is for Corbett Lane not to become a 'short cut' - as rapid parking spaces can result in pedestrian and vehicle conflict, in particular from patrons of the Child Care Centre and Shopping Mall rushing to complete a task.
- Provide lighting and public art treatments to Corbett Lane, in particular between Building D and Picton Mall, to improve the streetscape and reduce bulk and scale.
- Investigate opportunities for Council to acquire 36 Menangle Street to facilitate through site link to Argyle Street via Digger Development (28 Menangle Street and Former Historic Post Office). The rear of 36 Menangle Street, where it connects to 102 Argyle Street (Celebrations Bottle Shop), could become a new public carpark. This public carpark could contain childcare drop off, accessible parking, link to Argyle Street and provide a right of way ingress and egress to the Celebrations carpark. This would allow for the driveway to the Celebrations carpark to be converted to a pedestrian through site link - as the current driveway is not recommended to act as a pedestrian through site link while its continues to be used as a driveway due to its narrow width. Should acquisition of 36 Menangle Street be undertaken, establish a temporary lane with public art (temporary murals and lighting) to establish the link to Argyle Street. This assumes that the Digger Development will have been completed.
- The Village Green will become an important public space within the Town Centre. As the Village Green is proposed in Stage 3, there is an opportunity to establish a temporary or 'place holder' space. The purpose is to 'warm the site up' and get people used to the idea of a area's purpose changing. The process can also be used to guide future design as the community can have a role in commenting on what temporary elements they like and would like to see remain. Consider undertaking the temporary Village Green following the construction of Stage 1 when there is reduced construction on site and at least one permanent interface (such as the childcare centre). The temporary green could also connect with future Art Lane activation projects (see below)
- Opportunity for temporary activation projects in the Arts Lane to 'warm the site up' until the refurbishment of Building B are undertaken in Stage 4.
- Smart parking technology within the parking areas is encouraged to help people avoid parking in areas that are already at capacity.
- Projects to connect the Innovation Hub with the CCCP are encouraged to generate movement and activation of Menangle Street.

Overview

Wollondilly Council have made a commitment to retain the Shire's administrative functions in Picton along with the addition of important community and cultural services. Planning has begun for the Precinct and a Planning Proposal to increase the height of the development has been submitted.

The Precinct has the opportunity to provide the community much needed facilities within the Town Centre. During engagement, those facilities were identified by the community as being in limited number or poor condition such as community hall space, exhibition spaces, creative spaces and public amenities (in particular accessible toilets).

Increases to height proposed for the Administrative building within this development are supported as they:

- Provide community and government services.
- Are scaled consistently with the spire of the former Post Office Clock Tower located at the intersection of Argyle and Menangle Street.
- Are located below the ridgeline of Vault Hill.
- Are scaled consistently with Picton Mall.

BACKGROUND REVIEW : DOCUMENT REVIEW

-  Transformation of Corbett Lane.
-  Continuous footpath connection to pedestrian through site links to Argyle Street.
-  Possible new through site links.
-  New carparks to support the Precinct and Town Centre. Include Child Care Drop off and Accessible Parking.
-  New development sites incorporating pedestrian through site links.
-  Expanded public amenities recommended.
-  Temporary Village Green
-  Temporary Activation for future Arts Lane
-  Drop off parking for precinct - no stopping. Can function as accessible parking until new parking land is acquired.
-  Activation of Corbett Lane facades.



Figure 16: Plan of the Community, Cultural and Civic Precinct (The Precinct or CCCP) - overlaid with review (Williams Ross / ARTSCAPE)

PICTON PARKLANDS MASTERPLAN

The Picton Parklands Masterplan, prepared by Group GSA, is a draft masterplan currently post-exhibition and is seeking adoption for the open space north of the Town Centre. The project includes a re-naming to establish a unified approach for all open space which will comprise the parklands.

Key functions of the Precinct will include:

- Picton Botanic Gardens
- Stonequarry and Racecourse Creek pathways
- Hume Oval
- RSL park
- Picton Sportsground

Overview

Picton Parklands provides an opportunity to establish attractive open space within the heart of Picton. It delivers principles important to the Place Plan such as improving connections between key spaces, providing open space and destination spaces.

The opportunity to extend the Parklands south of the Town Centre to the Station is a missed opportunity. This Place Plan will propose to extend the Parklands to Picton Station as it is an important anchor and the Parklands have an important role in creating a strong connection.

Items for further investigations

Picton Sportsground

- The children's playground proposed on the southern edge of the Picton Sportsground and adjacent Stonequarry Creek is an attractive idea however, integration and consideration of CPTED principles are strongly recommended due to the isolation of the space. The space is isolated from the Sportsground, the road and neighbouring residential. It will lack casual Surveillance and Territorial Reinforcement. Co-location with the dog agility park is encouraged to be considered as these two spaces have the possibility of being used in tandem and provide some surveillance of each other.
- Public amenities for the playground are not identified on the masterplan. Management considerations for opening the amenities block adjacent the Oz Tag field and dog park maybe required in the future. In particular for use by the playground. The distance of the children's playground from the amenities block is a potential risk if children are unsupervised.
- Advice on whether the sportsfield will be fenced is sought to understand the functionality of the spaces.

Hume Oval

- The proposed future lease area requires additional information to understand the intended uses. A permanent cafe is unlikely to be sustainable in this location however, space for a temporary structure or truck could be investigated to provide services during major events at the park. Should a temporary cafe become sustainable into the future, a more permanent structure could be considered.
- Undertake investigations to extend the Parklands south beyond the Town Centre to Picton Station.

Opportunities for integration into the Place Plan

- Suggestion for Hume Oval to function as an event space is supported however, investigations into the durability of the sports surface as a multi-use space should be undertaken. The multi use space could form part of a series of event spaces along the Parklands.
- Investigate opportunities for new trees to allow for sun in winter. Heat issues during summer have been identified in supporting plans however, consideration of the cold Picton winters is also an important consideration.
- Wayfinding signage, unique to the Parklands, is encouraged to better connect the Parklands into the urban framework and in particular the Town Centre.
- Investigate (as part of both the Place Plan and the Picton Parklands Masterplan) new and upgraded connections between the Town Centre and the Parklands. This may include the connection of Elizabeth Street and Cliffe Street. This

would further create a link between the Parklands west of the Bowling Club.

- The undeveloped land (known as Stonequarry Creek Commercial) is proposed as a new cemetery. The review on the following page provides comments and considerations with regard to the development application. It is recommended that the Picton Parkland Masterplan review the proposed and DA and considered how it will impact on the Parklands. As the Parklands will be a valuable asset to the region and the town, it is important the proposed cemetery doesn't impact it.
- Establish short term links between the Town Centre by improving the amenity of Walton Street and connecting lanes to Argyle Street.
- Support the acquisition of the carpark adjacent the Bowling Club to provide additional parking and improve the central entry to the Parklands.
- Lighting of the Parklands Walk to encourage evening exercise is supported as long as it doesn't interfere with neighboring residential, disturb native fauna or result in antisocial behavior.
- 'Warming up' and activating the proposed extension of the walkway (via Elizabeth Street) is supported. This could include the extension of the urban canopy, wayfinding signage and the like. This extension should also incorporate Walton Street as it provides connection to existing and proposed public caparking.
- Extend the Picton Parklands to incorporate the creek corridor south of the Town Centre and terminate at Picton Station and the state significant heritage items. Improve connection to Picton Avenue and Picton Avenue Reserve.
- Establish a public art trail as part of the Parklands which assists with connectivity with the Town Centre and other precincts. This could act as a destination for Picton.
- Establish a Tree Trail that celebrates the existing trees in the Parklands and throughout Picton. This will assist in connectivity within the Town Centre and other precincts. This could act as a destination for Picton.
- Identify through path and trail planning a number of different walks (formed and unformed) which are suitable for differing levels of ability, time and age. This includes establishing milestones along the way such as playgrounds, public toilets, signage and micro destinations such as coffee shops.
- Establish an ongoing engagement program with regular users such as Park Run and special needs groups to ensure their needs are met.

BACKGROUND REVIEW : DOCUMENT REVIEW



- LEGEND**
- Water body
 - Creek precinct
 - Existing trees
 - Proposed trees
 - Site extent
- ① Racecourse walkway
 - ② Stonequary walkway
 - ③ Proposed extension of walkway
 - ④ Proposed new walkway
 - ⑤ Potential future pedestrian bridge connection
 - ⑥ Fitness/water station, bench seating and potential public art location
 - ⑦ Potential future car park, allowing to retain access to Bowling Club
 - ⑧ Re-vegetation for Monds lane precinct
- Creek Precinct recommendations:
- Re-vegetation along the creek
 - Stabilization of creek bank
 - Weed management plan
- Master Plan recommendation and considerations:
- Signage boards for communication
 - Public Wi-Fi system
 - Scooter / bike parking
 - Motion controlled lighting
 - Solar lighting system

Figure 17: Picton Parklands Masterplan (Group GSA)

STONEQUARRY CEMETERY

The Stonequarry Cemetery, prepared by SLR, is a Development Application currently under assessment for the undeveloped land between Stonequarry Creek and the Town Centre. The site has been subject to a past rezoning for commercial uses which was refused.

Key functions of the proposed Cemetery include:

- Chapel and Administrative Building
- Memorial Gardens including a water feature
- Burial Areas
- Sculptural Space
- Carpark
- Extension of the Stonequarry Creek public walk (which could form part of the proposed Picton Parklands Masterplan).

Overview

The Cemetery provides the opportunity to expand the Picton Parklands and formalise the public walking path. The proposed Memorial Gardens could be a positive contribution to the open spaces of the town and are in an appropriate location.

The development proposes a traditional burial area in close proximity to Stonequarry Creek, the Town Centre and the public walking trail. There are concerns regarding the cemetery's vicinity to a water course. Furthermore, the proximity of a new burial ground adjacent a public access way may be viewed negatively and could be a trigger for mental health issues for some people. The proposed cemetery is also proposed in close proximity to existing residential. The shape and form of the development site could be perceived as containing or wrapping around the dwellings. It is noted that the St Marks Anglican Church cemetery is located nearby however it is part of the accepted historic fabric of the town with the goal of becoming interpretive site with potential destination status for the town.

Therefore, it would be deemed more appropriate that should a cemetery be considered for this site, that a contemporary and sustainable approach be adopted. For instance, parkland style cemeteries that do not 'read' as a cemetery, rather as a garden. In this instance, an extension of the Memorial Gardens proposed by the applicant.

Items for further investigations

- The Applicant is encouraged to investigate a more natural approach to the proposed cemetery design that has a reduced visual and environmental impact.
- Perceptions of the proposed cemetery are very powerful and should not be discounted as unimportant. Negative perceptions can change the way a place is experienced and enjoyed. Managing negative perceptions should be given a high priority in designing the site.
- The existing residential on Elizabeth Street is isolated between the proposed cemetery and Stonequarry Creek. When heavy buffers are required to provide visual, physical and perceived separation from a use it is important to question the appropriateness of a use - in this case a traditional cemetery.
- The proposed development does not provide links between Elizabeth Street and the Parklands behind the Bowling Club.
- There are no public links between Elizabeth and Cliffe Street through the public walking path or the Parklands. The only path appears to be through the centre of the burial grounds.
- Further information as to whether any parts of the cemetery are proposed to be fenced off are requested.
- CPTED considerations of the grounds are an important consideration. In the attempt to create a distinct separation from neighbouring residents and the Town Centre, the site has become insular and enclosed. This could create spaces for antisocial behavior in the future. The current design may require formal surveillance and management which should always be considered a last resort.
- Consideration of the significant trees located along the proposed carpark boundary and Cliffe Street interface should be considered in the design.

Opportunities for integration into the Place Plan

- Opportunities to consider a more natural and sustainable approach to the proposed cemetery design is encouraged.
- Better connectivity through the central access point (from Cliffe Street) to the Parklands is encouraged. The Place Plan's investigations recognised the importance of the Cliffe Street connection to the Town Centre and to existing and future public parking on Walton Street.
- As it is private property and coupled with the 'sacred' nature of the proposed cemetery, it could act as a mental and physical barrier between the Town Centre and the Parklands. It is strongly recommended, that the plan identify methods to improve connections.

- Should a cemetery not be supported on the site, any other future development should support and respond to the Picton Parklands Master Plan and be consistent with the Stonequarry Creek Flood Plain Risk Management Study and Plan.

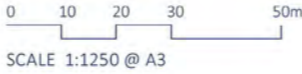
BACKGROUND REVIEW : DOCUMENT REVIEW



STONEQUARRY CEMETERY, PICTON GALGAMESH ENTERPRISES PTY LTD

LANDSCAPE CONCEPT PLAN

Figure 18: Stonequarry Cemetery Concept Plan (SLR)



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PART A: SECTION 4

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The “small town” feel of the town centre including fine-grained frontages and covered awnings to shopfronts, a prominent high street, and large street trees.

COMMUNITY ENGAGEMENT PARTICIPANT

”

ENGAGEMENT

Community and business engagement forms a core part of the development of a Place Plan. Ideas and future plans for Picton are drawn from past engagement about specific topics through to targeted methods.

HOW WE ENGAGED.

Engagement for the Picton Place Plan was undertaken using three (3) methods:

Method 1: Historical Engagement

Drawing together the studies, reports, data, plans produced for Wollondilly and Picton for the past three years. Each of the past processes included detailed engagement. Key themes, ideas, constraints and opportunities were drawn from those reports and used to inform the Place Plan.

Method 2: On one virtual meetings, workshops and Drop In Sessions

Between November 2020 and February 2021 individual or small group virtual meetings were held. The meetings were with individuals who live and work in the area, know the area well or have businesses or business ties. All participants were strongly encouraged to participate in Method 3 - Online Engagement. Two Drop In Sessions were held 29 April 2021 to discuss the Draft Place Plan with interested participants.

Method 3: Online Engagement

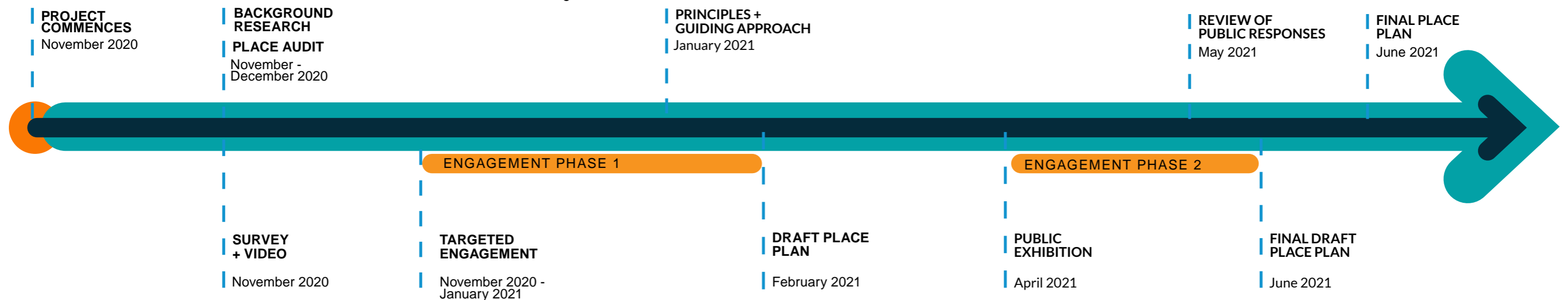
Two Online engagement sessions were held. The first took place between November 2020 and February 2021 and informed the preparation of the Place Plan. This included a survey which encouraged the community to tell us a little more about their vision for Picton into the future. A video explaining the process and initial ideas was placed on the engagement platform and on social media. The project was further promoted on social media and in window displays. The second was the Public Exhibition process and took place between 6 April and 18 May 2021. Both processes were located on Councils <https://www.yoursay.wollondilly.nsw.gov.au/>.

WHO WE ENGAGED.

A variety of groups, individuals and businesses were consulted during the preparation of this Place Plan as summarised:

- Local businesses
- Community Groups
- General public
- Council staff from all sectors of Council
- Picton Chamber of Commerce
- Sporting Groups

More detailed information about the outcomes of community and stakeholder engagement is provided on the following pages.



ENGAGEMENT PHASE 1: WHO WE SPOKE TO & WHAT WE ASKED YOU



90

engaged participants



5

survey questions



403

aware participants



Nov 20 - Feb 21

engagement
timeframe



targeted

stakeholder
engagement

QUESTION 1:

How has COVID changed Picton including how you work, travel to work and shop?

QUESTION 2:

Brand Picton – past engagement with the community and Council policy has identified that ‘rural living’ as the vision for the Shire. What is Picton’s version of rural living in your opinion?

QUESTION 3:

Describe the current character of Picton in one word

QUESTION 4:

Describe the future character of Picton in one word

QUESTION 5:

If you could change Picton what would it be?

COVID-19

COVID-19, the pandemic that resulted in lockdowns for Australia and the World has changed the way we function as a society. COVID-19 presents a unique opportunity to better understand our towns - as the pandemic has revealed a lot about how a place functions and operates.

COVID-19 AND PICTON

Although the survey and targeted engagement could not reach everyone, there are similar themes that tells us a lot about Picton.

THEME 1: NOTHING CHANGED

Many people commented that nothing changed and they went about their lives in a similar manner as before. With the exception of wearing face masks, checking into establishments and hygiene.

THEME 2: WORKING FROM HOME

Many people now work from home. This has either allowed them to spend more time in Picton as they're not out-commuting. Or they now spend less time in Picton because they are no longer in-commuting.

THEME 3: STRONGER FOCUS ON SPENDING LOCALLY

More of the community's day to day needs were being fulfilled in town - from shopping through to personal services. This is possible due to the self sufficiency of the town. However, people stated that their new exposure to Picton highlighted the lack of 'things to do' which are beyond the day to day needs.

In summary, the findings show us that Picton is largely self sufficient but lacks the excitement and activity of a successful town.

Integrating the Neighbourlytics Findings

The Neighbourlytics study identified that Picton has a range of things to do however, they are predominately serviced based activities. The town has a low digital footprint which for other towns and businesses across Australia has resulted in a bigger impact from COVID. This does not seem to be the case in Picton due to the towns existing self sufficiency.

Integrating the Place Score Findings.

The Place Score study rated things to do as one of the three ideas for change in Picton. This message has not changed in 2021.

TOP TEN RECURRING THEMES

THEME 1:
OPEN SPACE AND MORE TREES.

THEME 2:
DESIRE TO ENGAGE WITH NATURE.

THEME 3:
MAINTAIN A SMALL TOWN OR VILLAGE LIFESTYLE.

THEME 4:
PROTECT RURAL VIEWS AND RURAL BUFFERS.

THEME 5:
SUPPORT LOCAL.

THEME 6:
CONTINUE THE HIGH STREET MODEL WITH FINE GRAIN BUILT FORM.

THEME 7:
MORE VARIETY, MORE THINGS TO DO AND LONGER OPERATING HOURS AND AN EVENING ECONOMY.

THEME 8:
REDUCE TRAFFIC AND CONGESTION AND MAKE IT EASY TO VISIT PICTON.

THEME 9:
INTEGRATING HISTORY AND PROTECTING THE TOWN'S HISTORY.

THEME 10:
BETTER CONNECTED SPACES AND ACTIVITIES.

PART A: SECTION 5

“

'Village Lifestyle'. Picton has a great village lifestyle and this conjures images of quaint cafes, family owned specialty shops and heritage architecture.

COMMUNITY ENGAGEMENT PARTICIPANT

”

Analysis of Picton has considered a range of factors - past, present and future. This process seeks to understand the physical and social aspects of Picton.

Analysis of Picton has considered a range of factors - past, present and future. This process seeks to understand the physical and social aspects of Picton.

This analysis takes the findings of the Document Review and ARTSCAPE's independent analysis to understand how the Place Plan could facilitate a new Vision and new opportunities.

To achieve this, the analysis reviews the following:

- » Topography and Natural Features
- » Bushfire, Flood and Open Space
- » Community Needs
- » By Passing Picton
- » Picton's Public Transport
- » LEP Controls
- » Built Form
- » Heritage

TOPOGRAPHY & NATURAL FEATURES

The Shire landscape is composed of natural protected areas, Metropolitan Rural Land, the Wilton Growth Area and the Macarthur Growth Area. 17 towns and villages are located within this patchwork of landscape.

Picton is unique in its location within Stonequarry Creek Valley, as many of the Shire's towns are located along major ridgelines and movement routes such as the original Great Southern Line. The township is framed by its surrounding hills and in particular Vault Hill to the east.

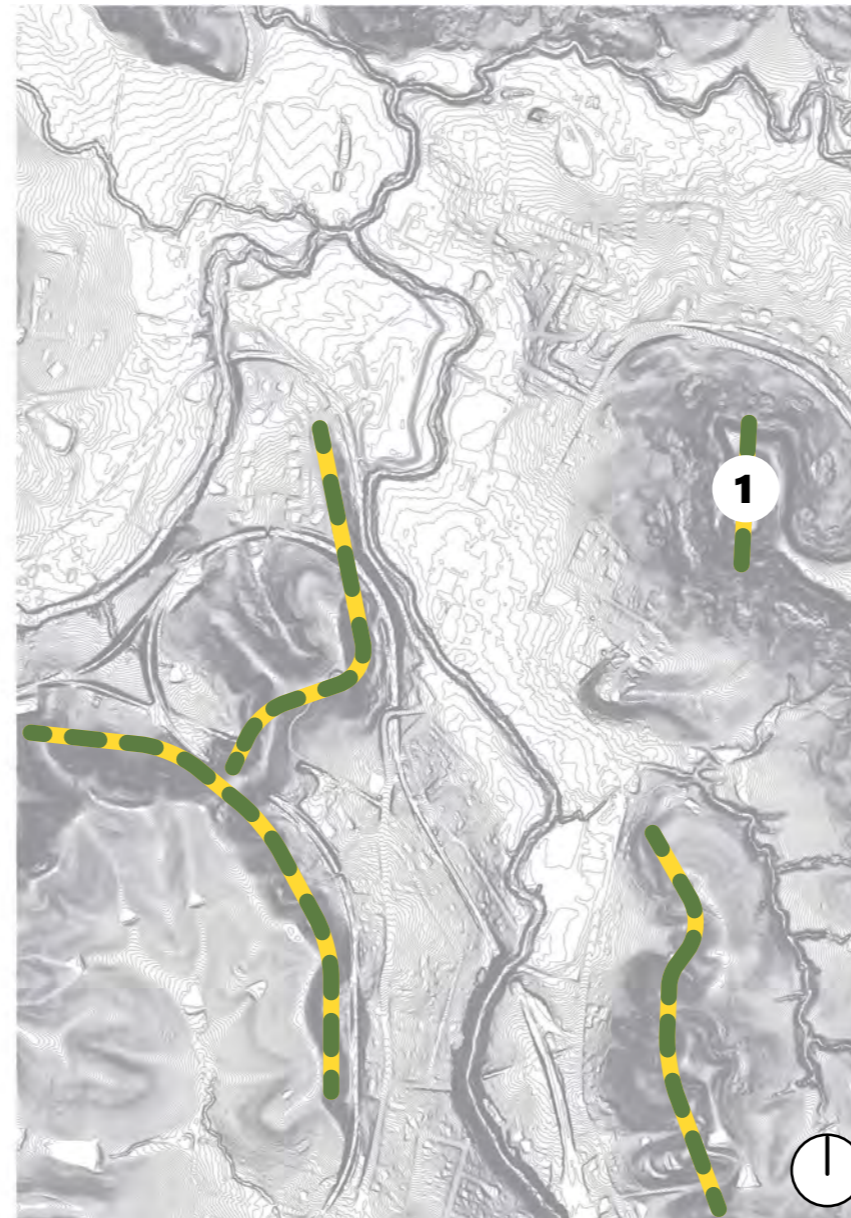
Stonequarry Creek, which gives the valley its name, defines the western edge of the town. Its definition provides a physical edge but it also defines development in the town due to flood events. The hills are almost completely clear of vegetation and the majority of vegetation is urban landscaping. The edge of Stonequarry Creek is also vegetated, to the point of being overgrown.

The town is linear in its urban form due to its location on the valley floor, the formation of Vault Hill (and Razorback beyond) to the east and by Stonequarry Creek to the west. This has been further enhanced by the rail line located to the west and the role of Picton as through point for motorists moving north - south.

SCENIC & CULTURAL LANDSCAPES

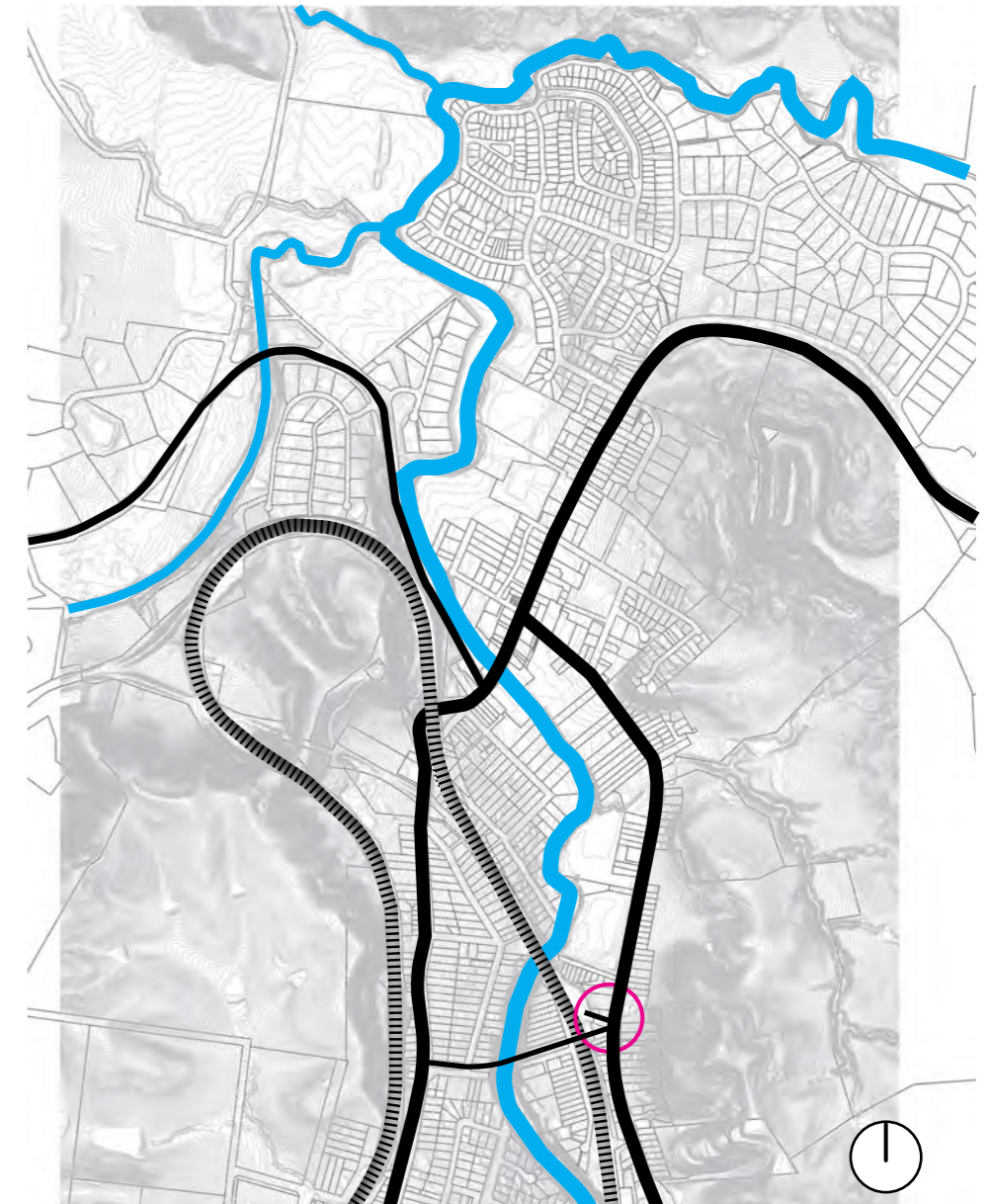
A Scenic Landscape is one that harmoniously combines landform and vegetation cover, views and vistas, water, colour and cultural modifications. The scarcity or rarity of a landscape can also increase its value. Such as the loss of bushland or rural landscapes due to urban development. Wollondilly 2040 shows a consensus that the community values its scenic landscapes.

A Cultural Landscape comprises both natural environment and the layers added by people. Just as in all cultural elements, they represent people, their past and their values. Its important to note that values do and have changed over time.



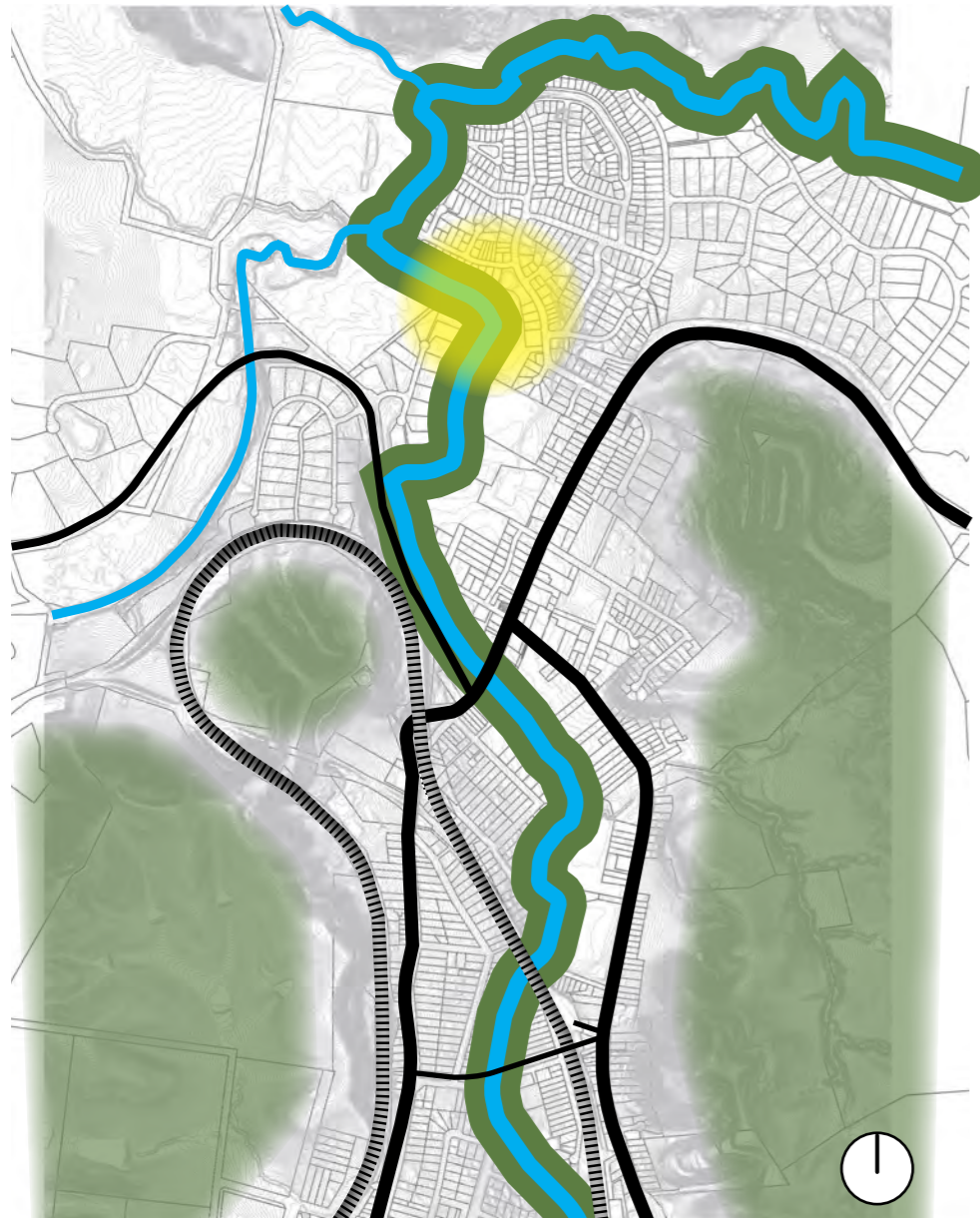
STONEQUARRY VALLEY LANDFORM

The Stonequarry Valley comprises the valley floor and the ridgelines of surrounding hills such as Vault Hill (1). The settlement pattern of Picton is within the valley floor. The hills are generally undeveloped with the exception of the communication towers on Vault Hill.



CREEK & INFRASTRUCTURE

Stonequarry Creek threads through the centre of the valley floor. North of the Town Centre, adjacent Picton Sportsground, there is the confluence of Racecourse Creek with Stonequarry Creek. Racecourse Creek forms the northern boundary of residential areas. The rail line is a significant feature in the town. Picton Train Station is located south of the Town Centre (pink circle) and is disconnected. The road network fits within the juxtaposition of creek and rail and is currently a key movement point for the Shire.



GREEN EDGES

The green edges of Picton are composed of hills, the creek corridor and the existing Botanic Gardens. The creek corridor forms a spine along the valley floor with the town on either side in varying scales, densities and character. The town is set within the surrounding hills which act like garden walls, enclosing the intimate setting of the town.



URBAN MORPHOLOGY RESPONSE

Picton has evolved over time in response to urban interventions such as the rail line and roads. The Town Centre is located generally on the valley floor where land is mostly flat or slightly undulating. During times of flood, the town is impacted, which has led to raised floor levels for many buildings. The CBD is centred on Argyle and Menangle Street - the cross roads that deliver travelers to key destinations within and outside the Shire, which has resulted in a congestion point. The town benefits from the flow of people however, the amenity of the street is affected. The strong movement north - south along Argyle Street is evident in the linear nature of commercial heart, as demonstrated in yellow. A rural transition is evident between the Station and the CBD as demonstrated in red.

KEY CONSIDERATIONS

TOPOGRAPHICAL & WATERCOURSE CONSTRAINTS

Picton's landform and watercourses significantly impacts upon the form, function and character of the town. These constraints make Picton unique but facilitating new development opportunities or even making the existing town function successfully is a great challenge. This requires a realistic and common sense view of the town and its future built form and character.

LOVING PICTON'S UNIQUE QUALITIES

The topographical and watercourse constraints are a fact that will not change in foreseeable future but they are also an opportunity. Watercourses can provide a pleasant outlook by extending the Botanic Garden walk to the Town Centre (as proposed in the Picton Parklands Masterplan) and beyond to the train station. The Picton Hills and views to Vault Hill also provide attractive views which should be protected via key view corridors. A lookout from Vault Hill, including public access, is encouraged by the community.

ESTABLISHING THE HEART OF PICTON

The Place Plan has the opportunity to evolve the heart of the Town Centre from a linear corridor into a core. Recently adopted flood controls recognise there are areas of the Town Centre that are impractical for new or intensified development, however there are areas adjacent Council's administrative centre (and future Community, Cultural and Civic Precinct), Picton Mall and the existing Council Depo that could benefit from new development. Pedestrian connections to Argyle Street will be essential to create an active Town Centre.

PICTON'S ISLANDS

A unique combination of topography, infrastructure, waterways and history have resulted in Picton's urban morphology - a collection of islands. Some well connected - others less so. Island geography in urban contexts is a frustrating constraint however, they have the benefit of creating distinct edges, character and functions. The key to island morphology is to embrace it, establish a clear vision for each island and establish strong connections.

BUSHFIRE, FLOOD & OPEN SPACE

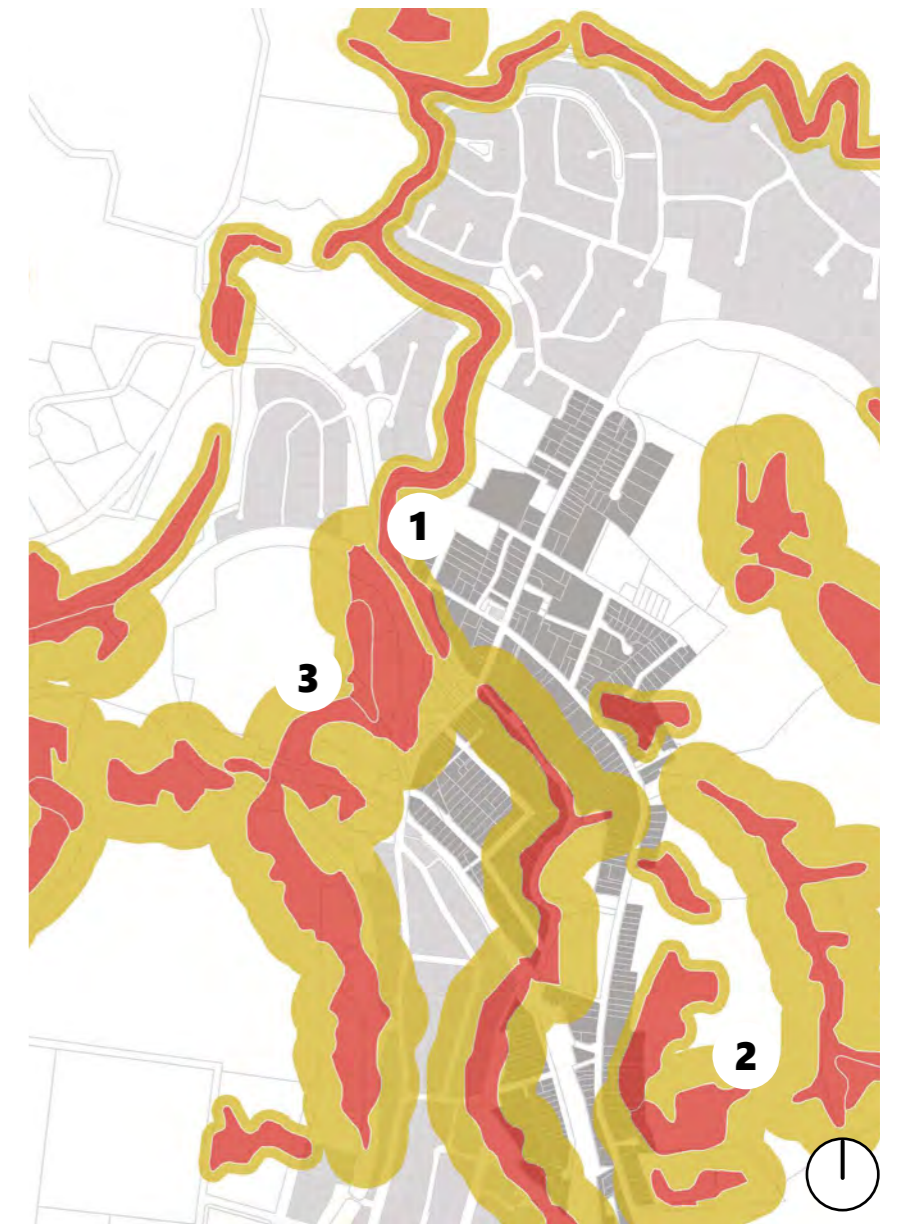
Picton is affected by a range of natural events and constraints that have and will continue to control its urban form and character. This includes flooding from Stonequarry and Racecourse Creek and bushfire. It should be noted, that in both instances these constraints are centred on Stonequarry Creek corridor and the open space that travels along the valley floor. This area is predominately open space as this is one of the most suitable uses for constrained land.

As is evident from the diagrams opposite, the least affected land in both instances is to the north east of Stonequarry Creek and in particular the Town Centre behind Argyle Street.



FLOODING

Stonequarry Creek and Racecourse Creek result in flooding in the Town Centre and south towards the Station. The Town Centre is most significantly impacted west of Argyle Street and south of Menangle Street. During a flooding event, access from Tahmoor and Thirlemere areas are cut off from Camden. Flood free access via Prince Street (Victoria Bridge) is available via Menangle Street / Picton Road to allow access to the Hume Highway and future Wilton Town Centre.



BUSHFIRE

The Stonequarry and Racecourse Creek corridors and adjoining open spaces are subject to Bushfire controls. This also includes the edges of the proposed Stonequarry Cemetery site, west of the Town Centre (1) and Picton East to the south (2). The land surrounding the Mushroom Tunnel (3) are also subject to Bushfire controls.

KEY CONSIDERATIONS

REALISTIC SELF APPRAISAL

The Place Plan should incorporate realistic self appraisal that considers appropriate spatial uses and built form for Picton for constrained land. That includes locating open space, parking and temporary uses on constrained land.

A RESILIENT PICTON

The Place Plan should identify built form and spatial planning considerations that allows the town to recover quickly from significant events such as flood and bushfire.

PICTON BY PASS

Recognise the Picton By Pass as a priority project that is necessary to support a resilient town. The By Pass has the opportunity to create a new egress to avoid the Town Centre in an flood or fire event.



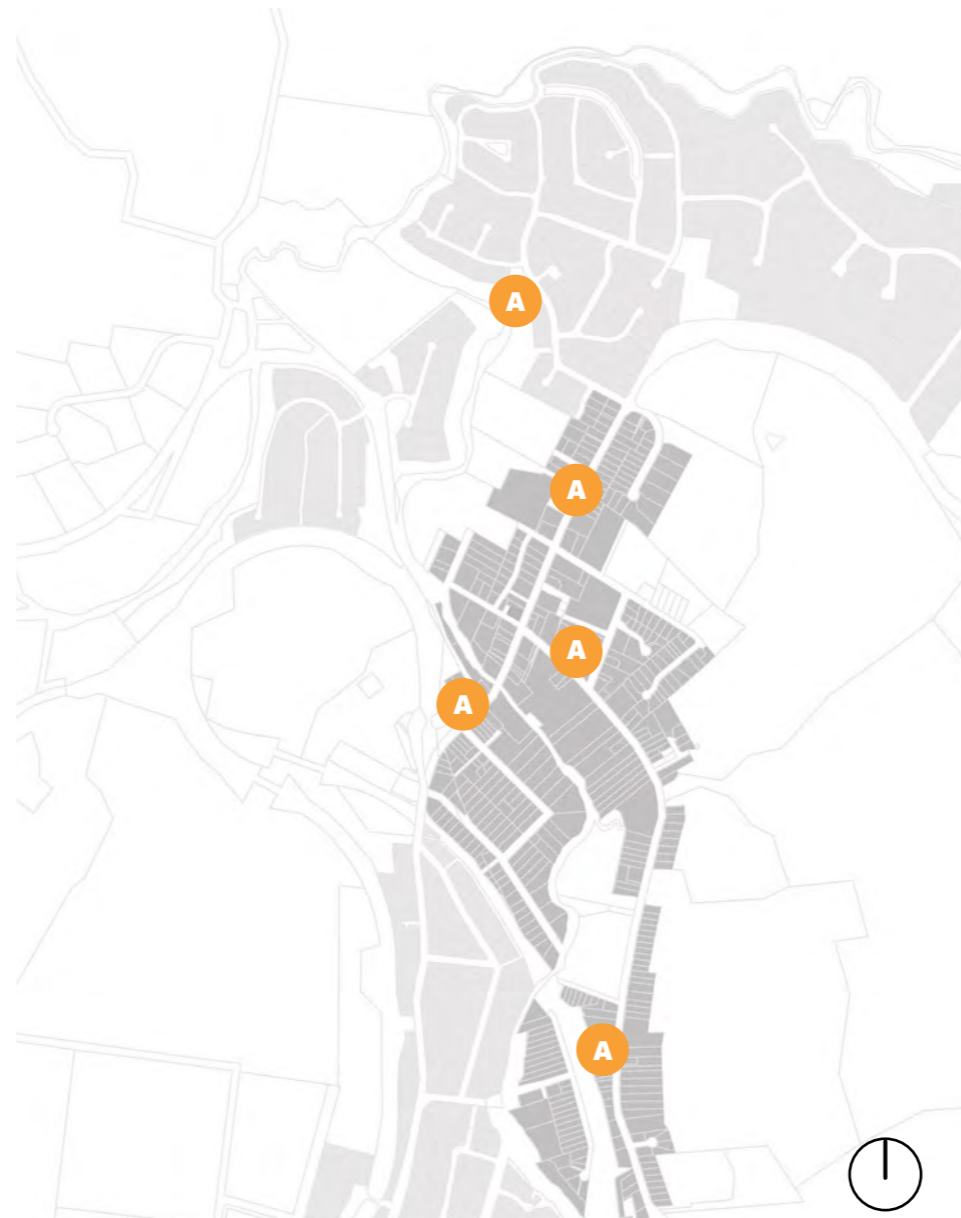
OPEN SPACE

There are key open spaces located along the edges of the creek corridors. These spaces are a mix of formal recreation space such as Picton Sportsground (1), Hume Oval (2), Victoria Park (3) and the Showgrounds (4). Land encumbered by flood and bushfire risk are good spaces for open space.

COMMUNITY NEEDS

All towns have fundamental features to provide for their community and their visitor's needs. This includes ways for the community to connect, be educated and attend to daily needs.

The following is a summary of existing facilities and gaps in those facilities.



PUBLIC TOILETS

There are few public toilets in Picton. The existing public toilets are not to a standard of contemporary public toilet design and have limited accessible toilets. More public toilets are needed in the Town Centre and in particular accessible toilets. The Precinct (CCCP) presents a significant opportunity for new public toilets in the Town Centre and adjacent the proposed Village Green. The diagram above shows the location of existing amenities.



COMMUNITY HALLS & CREATIVE SPACES

There are ten community halls for hire in the Shire. Community halls were identified as lacking in Picton. The existing hall space in Picton is the Wollondilly Shire Hall which is currently closed for renovation. Existing halls across the Shire were either in poor condition, contain poor amenities, lack suitable access and too small for the needs of Council and the community. The Precinct (CCCP) will provide new spaces for the community in a central location.



ANCHORS & DESTINATIONS

An anchor is a key space or building in the public and private domain. An anchor has two roles. The first is to attract people and provide activations in that space. The second role, is to activate the spaces between. Two anchors working together, creates a flow of movement between.

At present Picton doesn't have a significant anchor. Its main anchor is Picton Mall which services day to day needs and is predominately car oriented. Picton Botanic Gardens are a destination that could act as an Anchor if properly connected to the wider framework. Connecting these anchors and establishing new anchors will help the town develop new attractions and things to do.



MICRO ANCHORS

Micro anchors are spaces that attract people but on a small scaler. Coffee shops are important micro anchors for a community as they create movement (at a smaller scale as people tend to park near their destination), are a social or business meeting space, create energy and vibrancy to the street and provide casual surveillance of their location.

Picton's micro anchors are located along Argyle Street. Increasing the town's micro anchors - creating a web of things to do - will improve connections between the towns major anchors (see Anchors and Destinations).

KEY CONSIDERATIONS

OUR BASIC NEEDS ARE THE MOST IMPORTANT

Providing a community with the ability to attend to their daily needs is a right. This means that Council has an important role in providing accessible public toilets by undertaking a public amenity renewal program.

A WEB OF THINGS TO DO

Micro anchors or small businesses have developed along Argyle Street, as it is the traditional high street and has lots of traffic and movement. Increasing the number of micro anchors will help the major anchors connect. This will create a web of things to do that activate the town.

BY PASSING PICTON

Picton was once an important stop for travelers heading south west from Sydney. The Old Hume Highway, is today's Argyle Street, the main street of the town. In 1980, 35km of the Hume Highway was constructed to bypass the Razorback Range. The new Hume Highway connected at Narellan Rd Macarthur through to Yanderra, south of Picton. This removed traffic from the Picton route, and reduced travel times for travelers moving north south.

Topography and urban infrastructure are a common theme of this Place Plan and has significantly informed Picton's urban framework. The 1980, the Hume Highway By Pass was important for the region at a macro movement level however, within the LGA, local suburb traffic is still required to move through Picton Town Centre for daily needs such as work, services and leisure. Victoria Bridge and Prince Street bridge connect Argyle Street (south of the town centre) with Picton Road. This allows for a By Pass of the Town Centre for people heading to Sydney however, the bridge has been identified in RMS By Pass consultation as struggling to cope with existing traffic. RMS identify in their Strategic Corridor Options Report, that the bridge requires "regular maintenance work resulting in temporary closures to traffic. The restrictions to heavy vehicles on the bridge leads to increases in the number of heavy vehicles traveling through the Town Centre affecting amenity and traffic congestion".

IN AND OUT COMMUTING

Of the Shires population of 53,149 people (2019 ERP), 65.7% work outside the LGA. For instance, 13.9% work in Camden and 12.6% work in Campbelltown. This means that out-commuters traveling out of the LGA must travel through Picton's main street, Argyle Street.

This situation is also reversed as Wollondilly is also an employer of people living outside of the LGA. Wollondilly Shire employs 11,094 workers of which 41.3% live outside the area. For instance, 7.3% of people living in Camden work in Wollondilly. While 10.1% live in Wollongong LGA. This creates a flow of people in and out of the Shire - right through the heart of Picton.

Pinch Point Picton

As the table below identifies, Picton is the 'pinch point' to the Shire. People living in Tahmoor, Thirlmere and Buxton move through Picton to reach their destinations.

Start/Finish	Junction	Start Finish	Time
Tahmoor	Picton via Remembrance Dr	Camden	36 mins
Tahmoor	Picton via Menangle St	Campbelltown	36 mins
Tahmoor	Picton via Menangle St	Liverpool	47 mins
Tahmoor	Picton via Prince St Bridge	Wollongong	48 mins
Thirlmere	Picton via Prince St Bridge	Campbelltown	38 mins
Buxton	Picton via Remembrance Dr	Camden	34 mins
Buxton	Picton via Prince St Bridge	Camden	37 mins
Picton	Picton via Menangle St	Sydney CBD	1 hr 3 mins

RMS Picton By Pass

RMS have identified the preferred route for a By Pass of Picton Town Centre. The bypass is proposed to connect Picton Road with the intersection of Remembrance Driveway and Wonga Road, south of the Town Centre. The proposed corridor is recommended with consideration of environmental impacts, predicted transport benefits, community impacts, constructability, value for money and improving emergency access.

The key benefits identified by RMS are:

- reducing traffic congestion in Picton and improving amenity for the local community
- providing an alternative and more direct route between Remembrance Driveway and the Hume Motorway, via Picton Road.
- improving safety and increasing journey reliability for road users.
- improved safety during emergency events such as bushfire and flood.

The bypass will also provide an alternative heavy vehicle route.

The proposed corridor is located close to the proposed Maldon Employment Area which will form part of the Wilton Growth Area. When traveling from Tahmoor or Thirlmere the By Pass will reduce the need for vehicles to move through Picton in order to reach the Hume Motorway and onto Campbelltown and Sydney. For those still traveling to Camden, (which is identified in this Plan as an employer of people from the Shire or home to employees), those people will still be required to pass through Picton along Argyle Street / Remembrance Driveway.

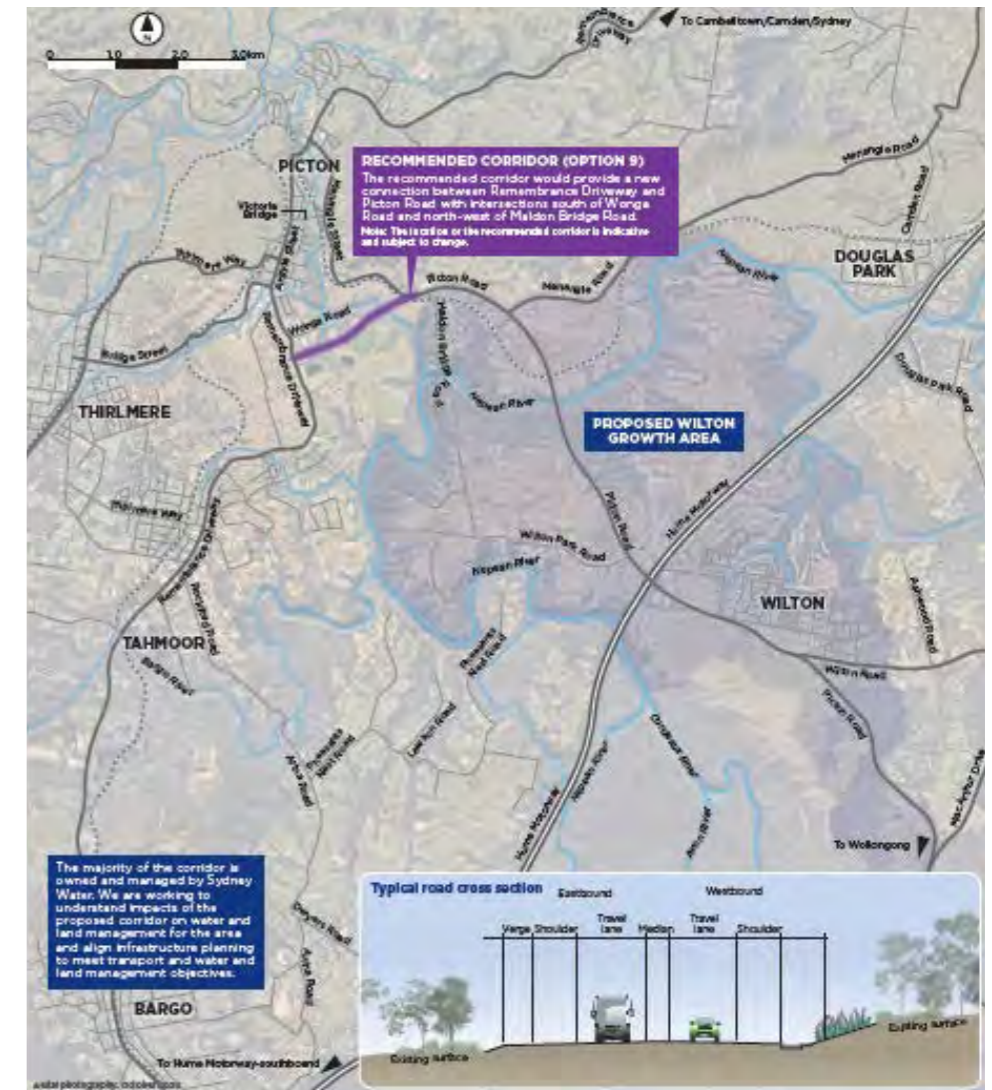


Figure 19: Proposed RMS Picton Town Centre By-Pass

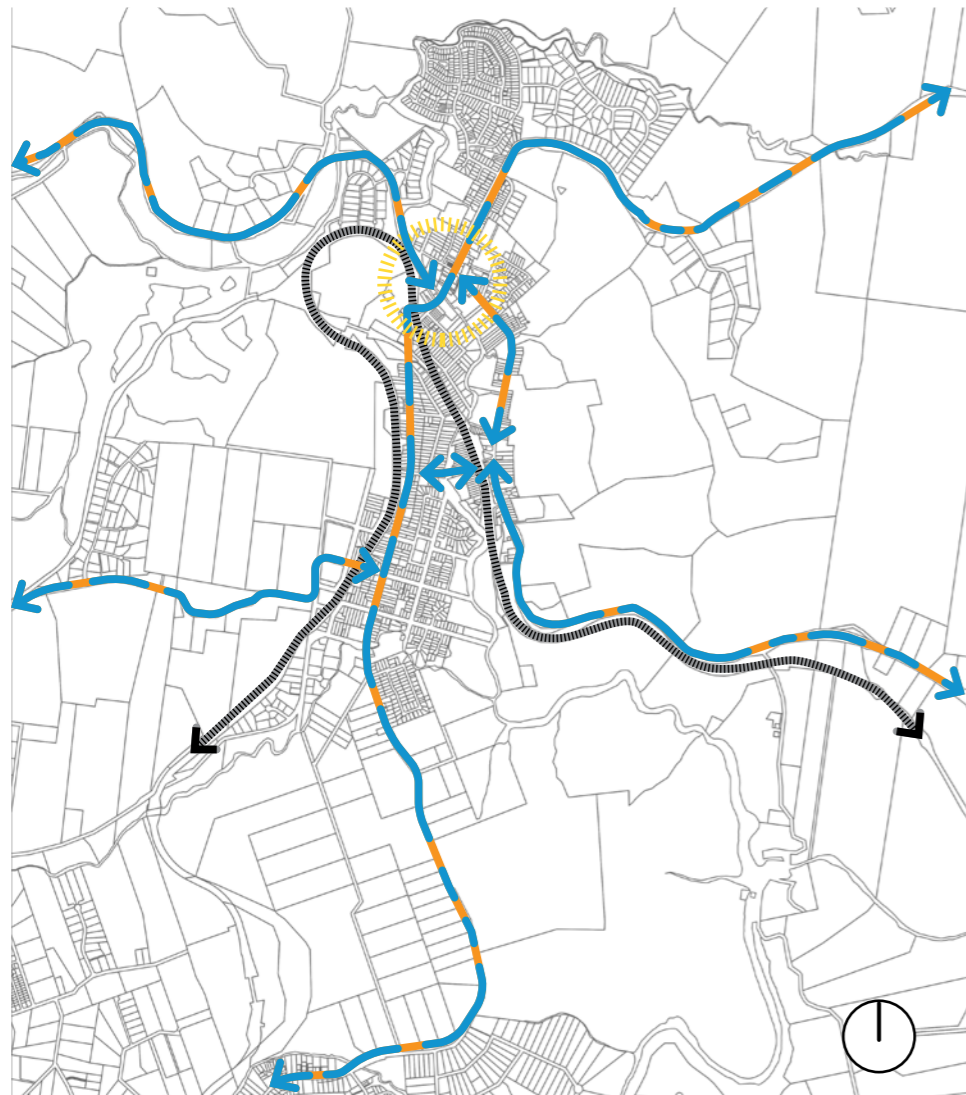


Figure 20: Indicative existing movement to identified destinations

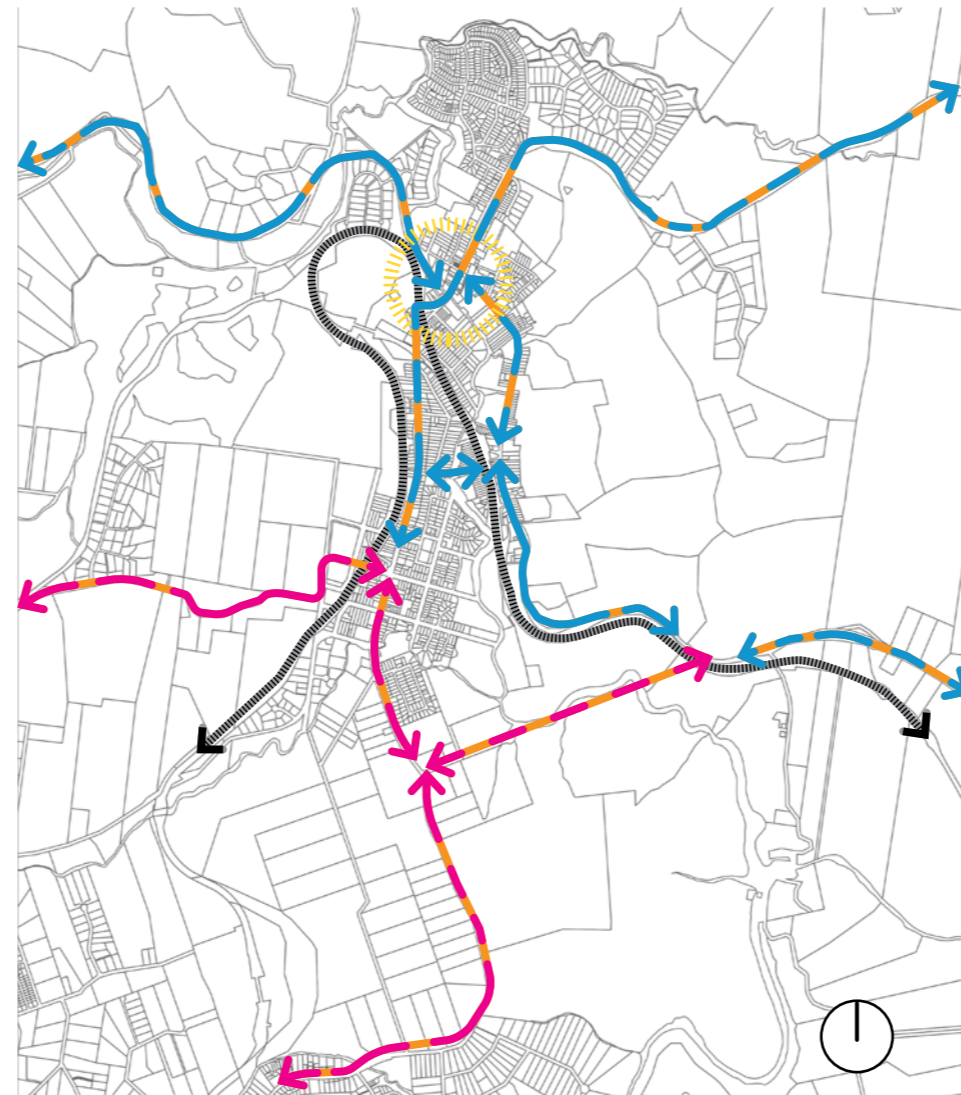


Figure 21: Possible movement post By-Pass and identified ongoing potential constraints.

KEY CONSIDERATIONS

WORK FROM HOME OR SHARE SPACE OPPORTUNITIES

Post COVID-19 there is more acceptance to work from home. Working from home, if well planned, can reduce stress, reduce vehicles on the road, a shorter commute and increase the activation of a resident workers town. A resident working from home or in a share space could see more money being spent in town. Coupled with a by-pass this could further reduce the impact on the regions road network.

MORE JOBS IN PICTON

Generally increasing the number of work opportunities in Picton and in neighbouring towns could reduce the number of people moving north to areas such as Camden, Campbelltown and Wollongong to work. Coupled with a By Pass this could further reduce the impact on the regions road network.

BY PASS PICTON TOWN CENTRE

The By Pass has the opportunity to improve the amenity of the main street. Reduced cars on the road, which means less noise and air pollution, and risk of pedestrian collision, may allow the transformation of the Town Centre. It also has the opportunity to reduce driver stress in moving throughout the town to access various services.

BETTER AMENITY FOR PICTON

There is a strong desire from the community to improve the quality and quantity of open space and the streetscape of Picton. The prioritisation of Picton's Town Centre for pedestrians is considered important to community and for this to be realistically achieved, a significant reduction of vehicles are required as they current out compete pedestrians.

PICTON PUBLIC TRANSPORT

In 2016, of the 2,496 employed aged people in the Picton - Mowray Park - Maldon area, only 6.1% of commuters use public transport to travel to work. In comparison, 22.3% of Greater Sydney commuters used public transport. Of the remaining people, 71.4% traveled in a private car, 2.1% rode a bike or walked and 5.1% worked at home.

To answer why so few people use public transport (also noting that the Wollondilly average was only 4% in 2016) is due to a number of factors. The type of employment, the location of their employment and convenience. As the following analysis will demonstrate, it is a combination of all three factors that make public transport a viable solution in the immediate term for Picton.

CATCHING THE TRAIN

The Picton Station is located on the Southern Highlands Line. The train line is serviced by NSW TrainLink Southern Highlands Line. The line connects Sydney CBD and Gouburn. In addition to Picton, there are stations at Bargo, Tahmoor, Menangle. Opal card is accepted on this service.

There are regular services to Campbelltown, Sydney International Airport and Sydney CBD. Both Picton and Tahmoor are regular stops and Monday to Friday have departures every hour or half hour. The journey from Picton to Campbelltown is comparable to driving however, commuters still need to pass through the pinch point at Picton and find a parking space. The journey to Sydney CBD is longer by a half hour however, parking in Sydney is expensive and limited. The journey to Wollongong is impractical and driving is significantly more convenient.

There is also a bus stop at Picton Station which connects to Camden, Campbelltown and Douglas Park.

CATCHING THE BUS

There are two bus services that are practical for commuters to travel to and from Picton. The 900 service travels to Campbelltown via Narellan. This is a private service and Opal Cards are not accepted. The bus service does not extend as far south as Tahmoor, therefore it is unlikely that a Tahmoor commuter would use the service as they would still need to travel through Picton to reach the bus stop. Given the travel times are similar for bus and vehicle it is unlikely that habits will change to result in more bus use as it is easier to drive with the benefit of a car at your destination. There is also a local service that connects Picton to Douglas Park via Wilton. It is envisaged that more bus services between Picton and Wilton will be formed in the future as the town develops.

Train

The table below shows the travel times to key destinations. Campbelltown, Sydney CBD, Moss Vale and Wollongong were selected as they are locations for outcommuting for people living in the LGA.

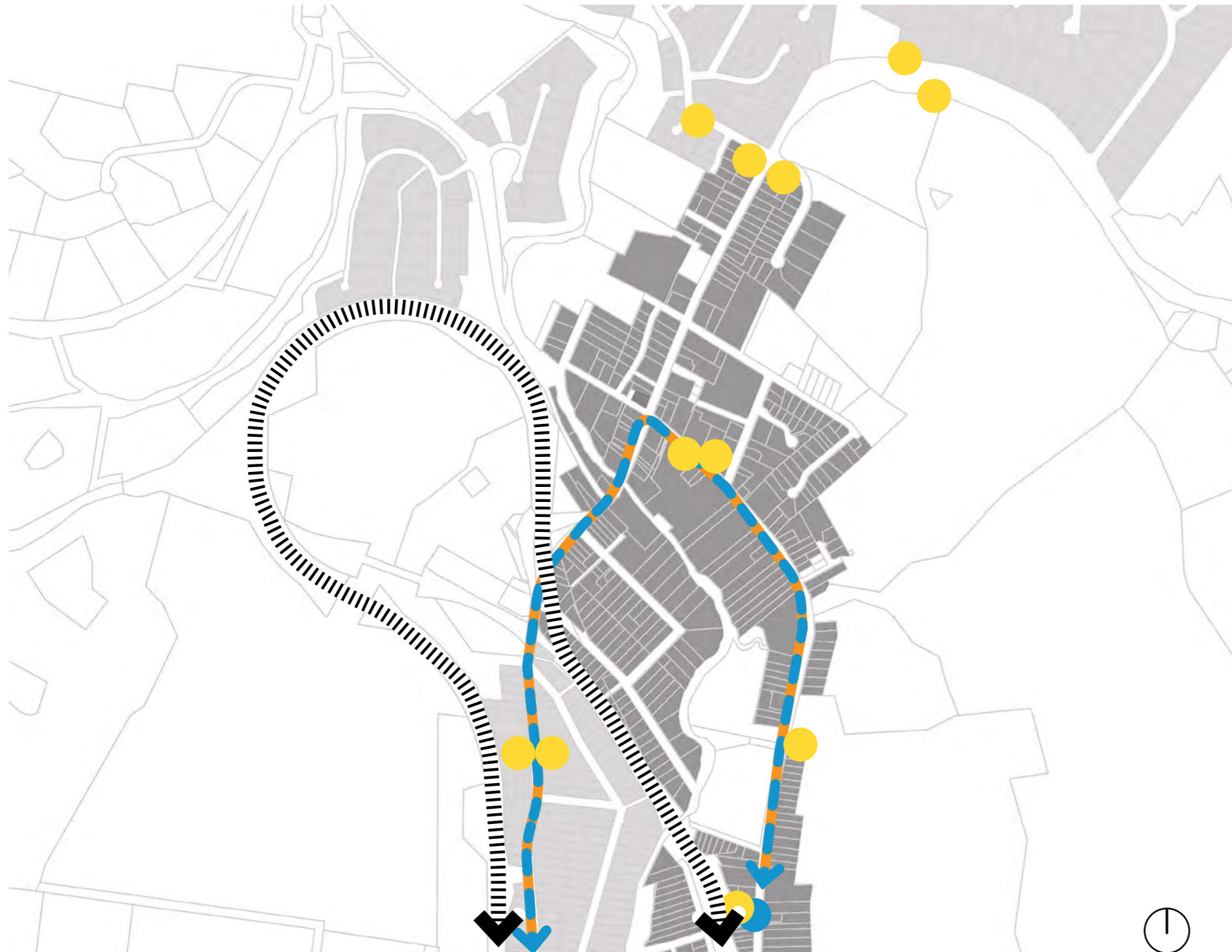
Start/Finish	Start Finish	Time
Monday to Friday		
Picton	Camden	n/a
Picton	Campbelltown	30 mins
Picton	Sydney CBD	1 hr 33 mins
Picton	Moss Vale	48 mins
Picton	Wollongong	2 hrs 28 mins
Tahmoor	Camden	n/a
Tahmoor	Campbelltown	37 mins
Tahmoor	Sydney CBD	1 hr 42 mins
Tahmoor	Moss Vale	44 mins

Bus

The table below shows the travel times to key destinations. Camden, Campbelltown, Sydney CBD, Moss Vale and Wollongong were selected as they are locations for outcommuting for people living in the LGA.

Line	Start/Finish	Start Finish	Time
Monday to Friday			
900	Picton - St Anthony's Church	Camden	30 mins
900	Picton Station/St Anthony	Campbelltown	1 hr
-	Picton	Sydney CBD	n/a
-	Picton	Moss Vale	n/a
-	Picton	Wollongong	n/a
-	Tahmoor	Camden	n/a
-	Tahmoor	Campbelltown	n/a
-	Tahmoor	Sydney CBD	n/a
-	Tahmoor	Moss Vale	n/a





KEY CONSIDERATIONS

WILTON NEW TOWN & GROWTH AREA

The Wilton Growth Area and Town Centre is proposed south of Picton. There will be a connection between the two towns via Picton Road. Passenger train improvements to support growth at Wilton are identified by the State Government. Options to service growth in Wilton are being considered as part of the Fast Rail project. Therefore, it is unlikely that long term, people from Wilton will use Picton Station. In the short term, there may be some use and will require a bus connection due to the limited parking available at Picton Station.

MORE JOBS IN PICTON

Generally increasing the number of work opportunities in Picton and in neighbouring towns could reduce the number of people needing to work outside the LGA and catching public transport.

THE TOURISM FACTOR

Making Picton easy to visit for a holiday is an opportunity that could be investigated. Picton is located only 1.5 hrs from Sydney International Airport and the town could form part of a rail journey towards the south coast. Picton as its first stop, could leverage its history and developing local landscape comprising Picton Parklands. The potential walkability of Picton could eliminate the need for a visitor to hire a car and as they continue their journey south they would have access to some of the most beautiful towns in southern NSW. The missing factor is accommodation and an evening dining and entertainment scene to provide visitors with something to do and tell the world about.

Figure 22: Diagram of Picton showing bus stops (yellow) and the movement needed to reach the bus stops via the town centre (blue and orange dash).

LEP CONTROLS

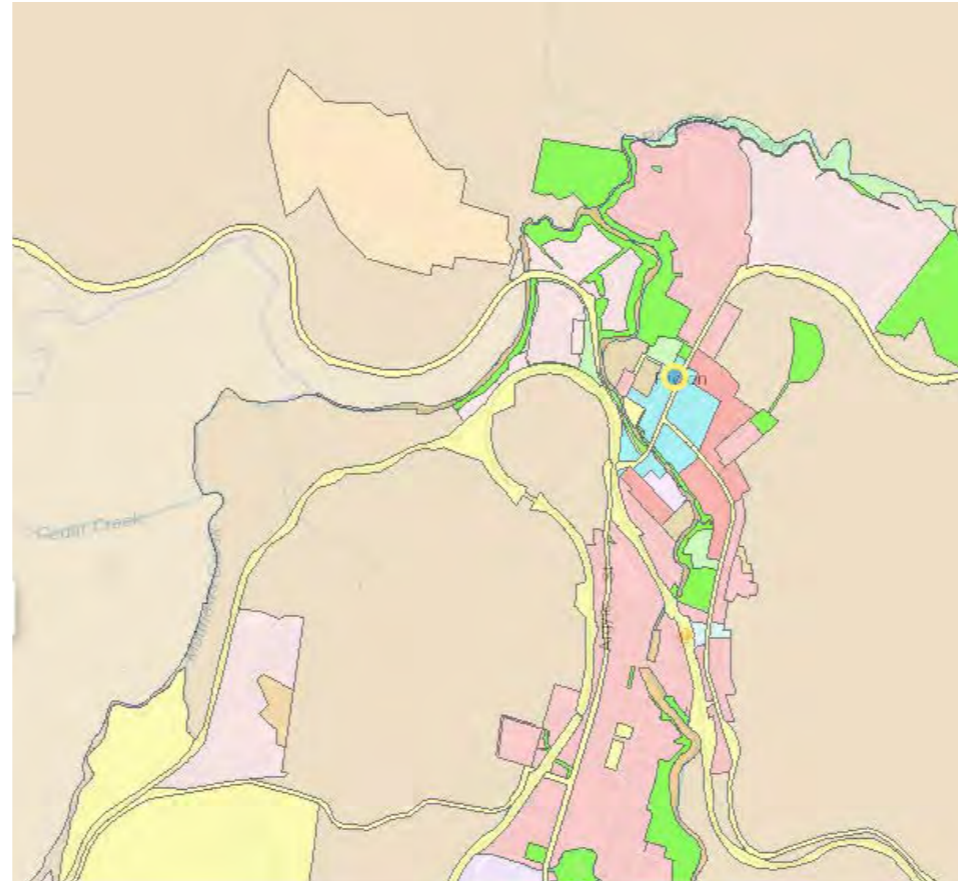
Wollondilly LEP 2011 provides controls for the development of land within Picton area and its township.

Key Controls relevant to this Place Plan include:

- Land Use Zoning
- Building Height
- Minimum Lot Sizes
- Mine Subsidence

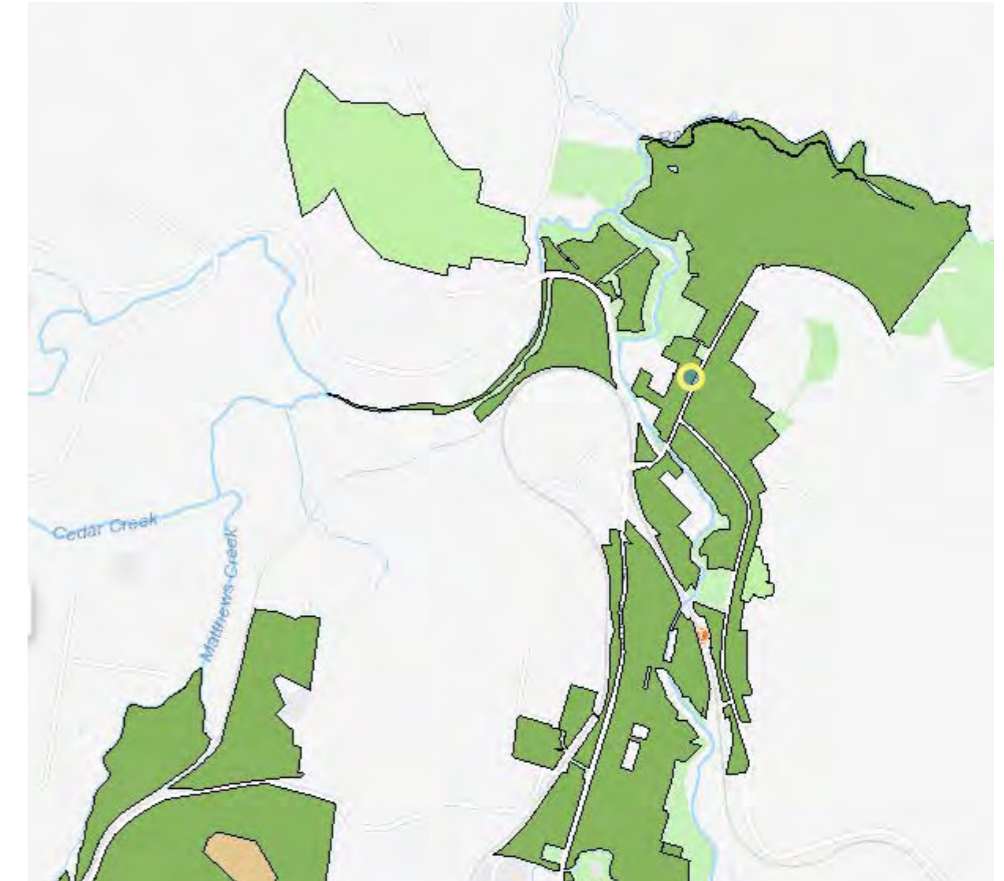
Adjacent is a summary of those controls.

Heritage is also considered and has its own detailed analysis on the following page.



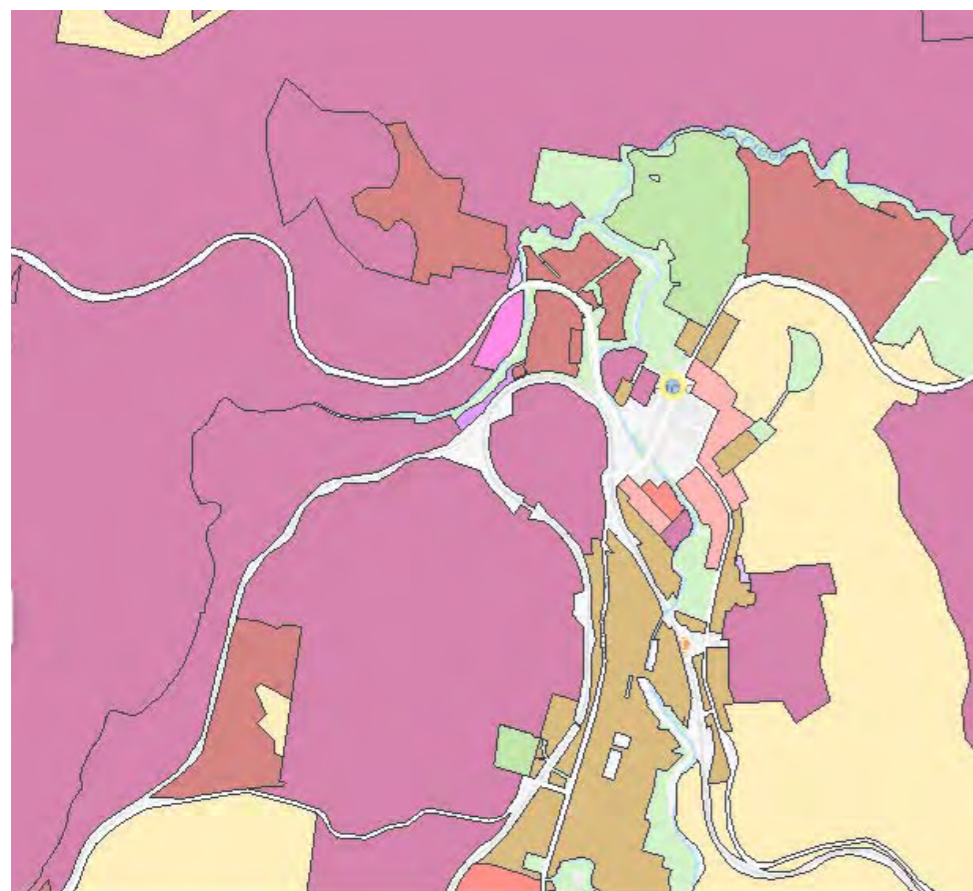
LAND ZONING

The CBD identified in blue is B2 Local Centre. It is centred on the main street - Argyle Street and Menangle Street. The B2 extends across Stonequarry Creek to the south west towards the 'hole in the wall' rail underpass. The proposed Precinct (CCCP) is located within this zone at its southern edge. The B2 Local Centre core is wrapped in R3 Medium Density to the east and south. It extends down towards Picton Station. R2 Low Density Residential is located north and south of the Town Centre. RE1 Public Recreation defines the creek corridor and the public open space north and south of the Town Centre. Pockets of RU4 Rural Small Holdings are located across the town adjacent the creek. An isolated pocket of IN2 Light Industrial is located on the southern side of the creek corridor, behind George IV hotel. The rail and road corridors form islands of urban land.



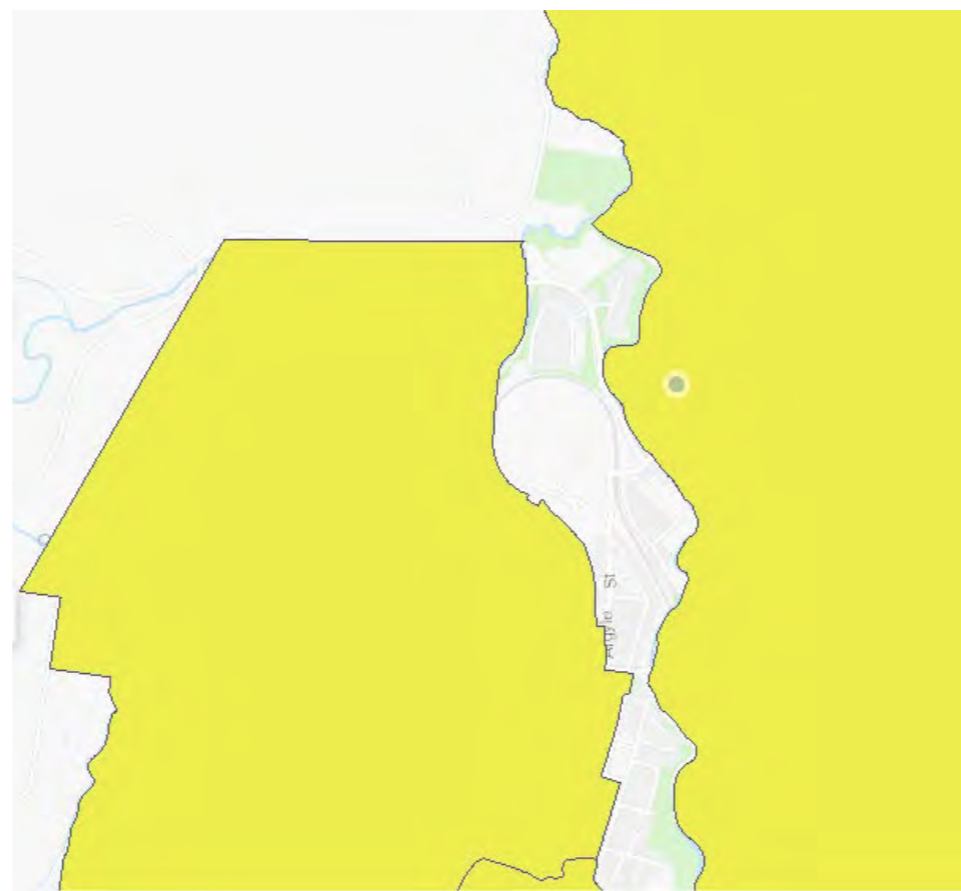
BUILDING HEIGHTS

Building Heights in Picton are uniformly 9 metres with the exception of land zoned IN2 Light Industrial, RU4 Rural Small Holdings, RE1 Public Recreation and SP2 Infrastructure, which have no height controls. The 9 metre height restriction takes into account flood minimum floor levels. The Precinct (CCCP) proposes a variation to the Building Height Controls to 16 metres or approximately four storeys for Building D, Council's proposed administrative building.



MINIMUM LOT SIZES

There are no minimum lot sizes in the Town Centre Core - which also aligns with the B2 Local Centre Core. Land zoned R3 Medium Density has a minimum lot size of 975m² and R1 Low Density Residential has a minimum lot size of 700m².



MINE SUBSIDENCE

Large areas of Picton have been identified as affected by Mine Subsidence. Some areas south of the Town Centre remain affected.

KEY CONSIDERATIONS

MINIMUM LOT SIZES TO ENCOURAGE AFFORDABLE HOUSING

The Town Centre generally does not have minimum lot sizes. However, on the Town Centre's edge there are a range of minimum sizes which are related to their zoning. The controls for Wilton have proposed no minimum lot size to facilitate new dwelling and building typologies - to encourage affordability. The Place Plan can consider opportunities to reduce minimum lot sizes in particular in areas unaffected (or reduced affectation) by flood and within walking distance to the Town Centre or Picton Station. However it is important to balance a reduction of lot size with the risk of an increased number of retaining walls due to the areas undulating topography. An excess of retaining walls is a poor visual and physical outcome.

LAND ADJACENT THE TOWN CENTRE

A distinct Town Centre commercial core is located at the junction of Argyle Street and Menangle Street. Its eastern edge is wrapped in residential land uses however, to the west, adjacent the creek corridor, there remains land zoned RU4. A development application for a cemetery is proposed and it is recommended that the cemetery design take a sustainable and natural approach that is sensitive to the site's proximity to the Town Centre and residential dwellings. However, should this not proceed, then the subject land could be considered for open space or tourism destination activities with the goal of connecting Picton Parklands - with the Town Centre. Therefore, it is recommended that the RU4 zoning be reconsidered.

BUILDING HEIGHTS - TO RETAIN AS IS OR SELECTIVELY GROW?

There is a consistent height of 9 metres across Picton. The proposed Community, Civic and Cultural Precinct proposes a height increase to 16 metres which allows for Council's proposed administrative services to be four storeys. This Place Plan will consider whether any further height increases are appropriate in other areas of the Town Centre to new housing types however, this must be balanced with flooding constraints, visual amenity, character and overshadowing.

BUILT FORM

The built form of Picton is a historic layering of buildings dating from early 1800s through to recently completed developments.

SCALE

The dominate scale in the town is one and two storeys. This is due to the number of heritage buildings which were generally of that scale and the height restrictions under the Wollondilly LEP 2011 of 9 metres. 9 metres represents two storeys with an allowance for floor level uplifts due to flooding.

In Argyle Street, the streetscape facades include awnings or verandas which provide a human scale to the street and protection from sun and rain. Not all development on Argyle Street have protection as they are setback from the street. These setback create opportunities for cafes to setback from the noise and traffic .

DENSITY

On Argyle Street, buildings generally encompass the whole lot with setbacks at the rear to allow for parking and waste areas. There is a rhythm in the street with frontages ranging from single lot frontages to large footprints such as the IGA supermarket.



Argyle Street looking south towards the intersection with Menangle Street. Two central heritage buildings - the former Post Office and the former Bank and Coach house. The clock tower is an important historic and contemporary wayfinder for the town.



St Marks Anglican Church is located between the Town Centre and Stonequarry Creek and is reflective of the town's historic past. The site in the foreground is undeveloped and unformed.



Rear facades of the buildings fronting Argyle Street. The buildings are a mix of one and two storeys. This 'edge' is unordered, unattractive and could benefit from a new approach.

PLACE ANALYSIS



Laneways link Argyle Street to Davidson Lane carpark and St Marks Church. The change in level due to flood constraints is characteristic of the area. It is likely that future builtform will be significantly higher above the street.



This courtyard space is setback from Argyle Street which creates a space for respite from the traffic and congestion. The small cafe space was popular at time of the site visit.



Entry to Picton Mall faces the driveway entry from Argyle Street. Arrival to this point is via a ramped driveway. The spaces around the mall are typical of big box development which experiences heat island effect and does not integrate into the character of the town. Vault Hill is visible in the background.

KEY CONSIDERATIONS

LEVEL CHANGES AND RAISED BUILDINGS

Many of the Town Centre's buildings are raised above the street in response to the flood controls. This requires more careful consideration of how buildings meet the street, provide equitable access and allow for street activation. This is very difficult in streets with 'build to boundary' controls and expectations.

A CONTINUATION OF THE PICTON TOWN SQUARE.

There is a strong call by the community for open space within the Town Centre. Within the Town Centre, on the eastern side of Argyle Street, is a space dubbed the 'Picton Town Square' which is privately owned. It comprises a two storey L shaped building that partially encloses a paved area. A lawn area, including a significant tree, is adjacent this space. It is used as an informal through site link from the carpark and Menangle Street however, it is noted, that there is a sign that states it is private property. As this space is setback from the main street it experiences respite from the congestion of the road. There is an opportunity to complete the Town Square with a redevelopment of the former NAB Building. A new development is encouraged to address the square with active uses, formalise the link to St Mary McKillop Lane and reinforce the heritage form and character of the existing building.

SCALE AND MASSING

The existing built form of the Town Centre is predominately single and two storey buildings with small footprints. The exception is Picton Mall and some retail premises fronting Argyle Street. The Community, Cultural and Civic Precinct (The Precinct) proposes buildings with larger footprints however, this is generally in keeping with their intended use. Measures have been identified in those proposals to articulate their forms. Should other larger footprint developments be proposed in Picton, a similar approach will be required. Recommendations for articulated forms are proposed in this Place Plan.

HERITAGE

Picton is identified as a heritage town by both the government and its community. Its heritage is valued and is seen as a core value which should be protected and enhanced.

STATE SIGNIFICANCE

1 Picton Railway Station Group.

The Picton Railway Precinct is of state significance and is one of the earliest surviving railway locations in NSW. The station opened in 1863, this was only eight years after the first line from Sydney to Parramatta was formed in 1855. Picton Railway Precinct served as the terminus of the Southern line until 1867 prior to the extension of the Great Southern Line through to Mittagong, Goulburn and on to Albury.

The Picton Railway Station Group comprises three elements:

- Station Building (1863)
- Footbridge (c1982)
- Signal Box (1919)

2 Picton Railway Viaduct over Stonequarry Creek

The Picton Railway Viaduct is the oldest stone arch railway bridge in New South Wales. The viaduct formed part of the railway extension to Albury in 1883 to link with the Victorian line. The Viaduct was the first double track stone arch viaduct and represents a major technological achievement.

3 Victoria Bridge over Stonequarry Creek (1897)

Victoria bridge is an early example of an Allan type timber truss road bridge, Allan trusses were third in the five-stage design evolution of NSW timber truss bridges, and were a major improvement over the McDonald trusses which preceded them. Allan trusses were 20% cheaper to build than McDonald trusses, could carry 50% more load, and were easier to maintain.

There is also two other items of State significance located close to Picton. They include:

- Jarvisfield which today is managed as an 18 hole golf course. There are three buildings of significance, the former Homestead, Jarvisfield Stone Barn and the Brookside Restaurant formerly the Razorback Inn.
- Abbotsford is a heritage-listed former farm and residence and now vacant building located at Oaks Road.

LOCAL SIGNIFICANCE

There are a large under of heritage building within Picton and majority are located within the Picton Heritage Conservation Area.

Key buildings within the study area include:

- Picton Lockup and Courthouse (1865)
- Former CBC Bank and Coachhouse (1882)
- Former Post Office (1892)
- George IV Inn (1839)
- Stonequarry Creek Bridge and Piers (1899)
- Wollondilly Shire Hall (1915)
- Former Railway Hotel (c.1880)
- Anglican Rectory (c.1860)
- Railway bridge or 'hole in the wall' (1918)
- St Marks Anglican Church (1857)
- Cottages in Elizabeth Street (c.1830)
- Mushroom Tunnel (c.1860)
- Webster Street Cottages (1890s)
- Campbell Street Cottages (c1890 to 1915)

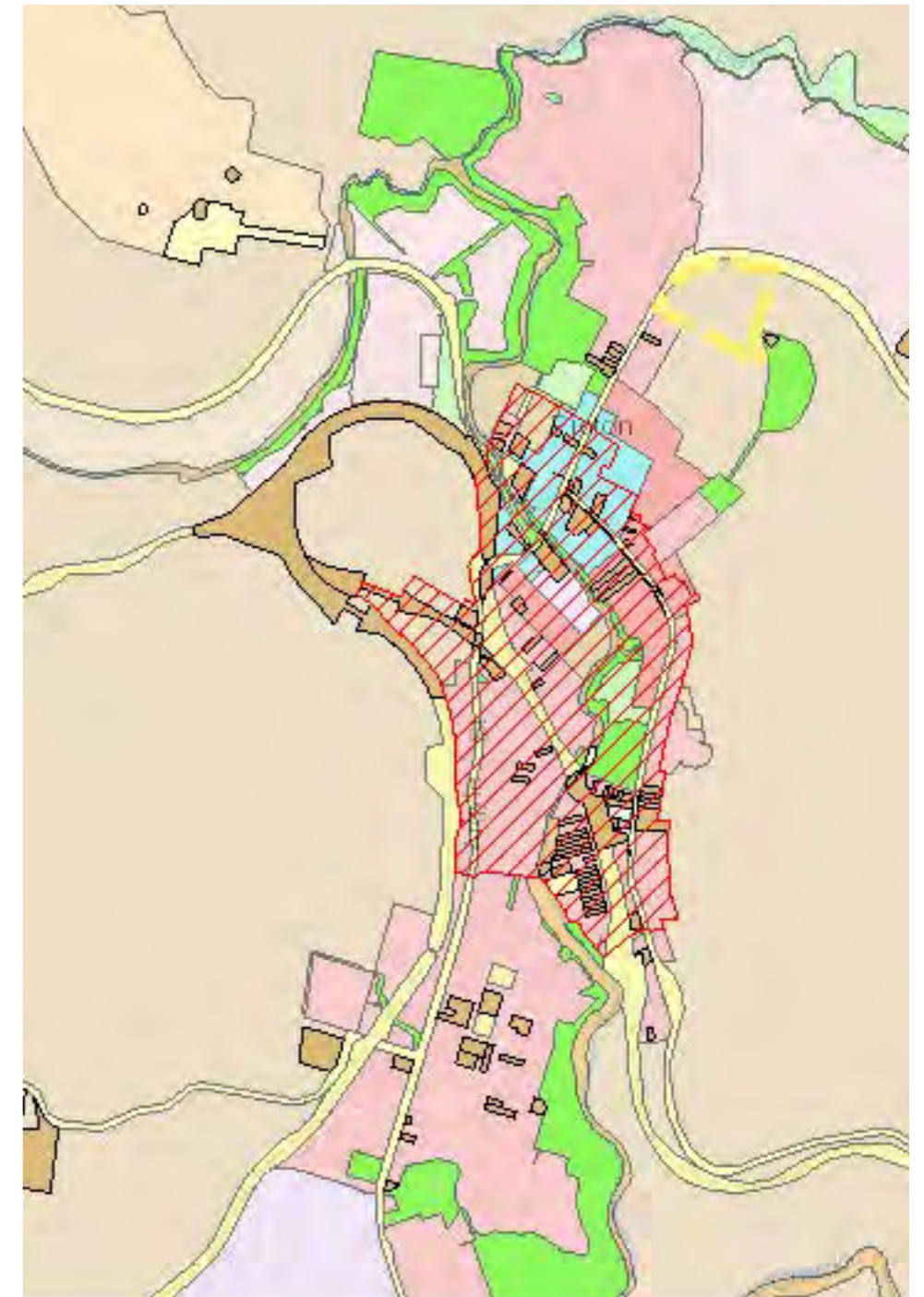


Figure 23: Heritage Buildings, Spaces and Conservation Areas

HERITAGE CONSERVATION AREAS - PICTON

The value of conservation areas can be attributed to a number of factors including the significance of individual buildings, the grouping of individual buildings, the landform, topography and aspect, vegetation elements, historical subdivision pattern and the history of development.

It takes many years to conserve the character of an area and reinforce it, by incorporating the best aspects of the conservation area into new developments. Heritage conservation areas typically contain places that do not contribute, or have a negative effect, on the area. These features are generally described as 'non-contributory heritage'. Such places are expected to be upgraded when new development is proposed.

Development in heritage conservation areas requires consideration of how the proposal will protect, preserve and reinforce the key characteristics of the conservation area. These key characteristics are generally described as 'contributory heritage'.

There are eight (8) distinct precincts within Picton as follows:

1. Commercial Centre.
2. Larkin Precinct.
3. Stonequarry Creek and Railway Landscape Precinct.
4. Menangle Street.
5. The Knoll Precinct.
6. Webster Street.
7. Campbell Street.
8. Lumsdaine Street and Remembrance Driveway.



Figure 24: Picton Heritage Conservation Areas.

KEY CONSIDERATIONS

HERITAGE CONSERVATION AREAS

A large portion of Picton is governed by Heritage Conservation Areas. This is both an opportunity and a constraint. It allows for the character of the town to be persevered which can be leveraged for tourism and is attractive for its quality of life characteristics. However, it also limits development which is already considerably limited by other constraints such as flooding.

SIGNIFICANT STATE HERITAGE ITEMS

Picton has three significant state heritage items. They are clustered south of the Town Centre in or around Picton Station. The items are examples of rare built form that are unique not only to Picton but NSW. There is an opportunity for these items to form part of a heritage trail which could incorporate the local heritage items within the Town Centre.

OPEN SPACE TRAILS

Many of the heritage items are located along or near the creek corridor such as the Picton Railway Viaduct and St Marks Anglican Church Cemetery. There is an opportunity to extend the existing Botanic Gardens walk to encompass the heritage items.

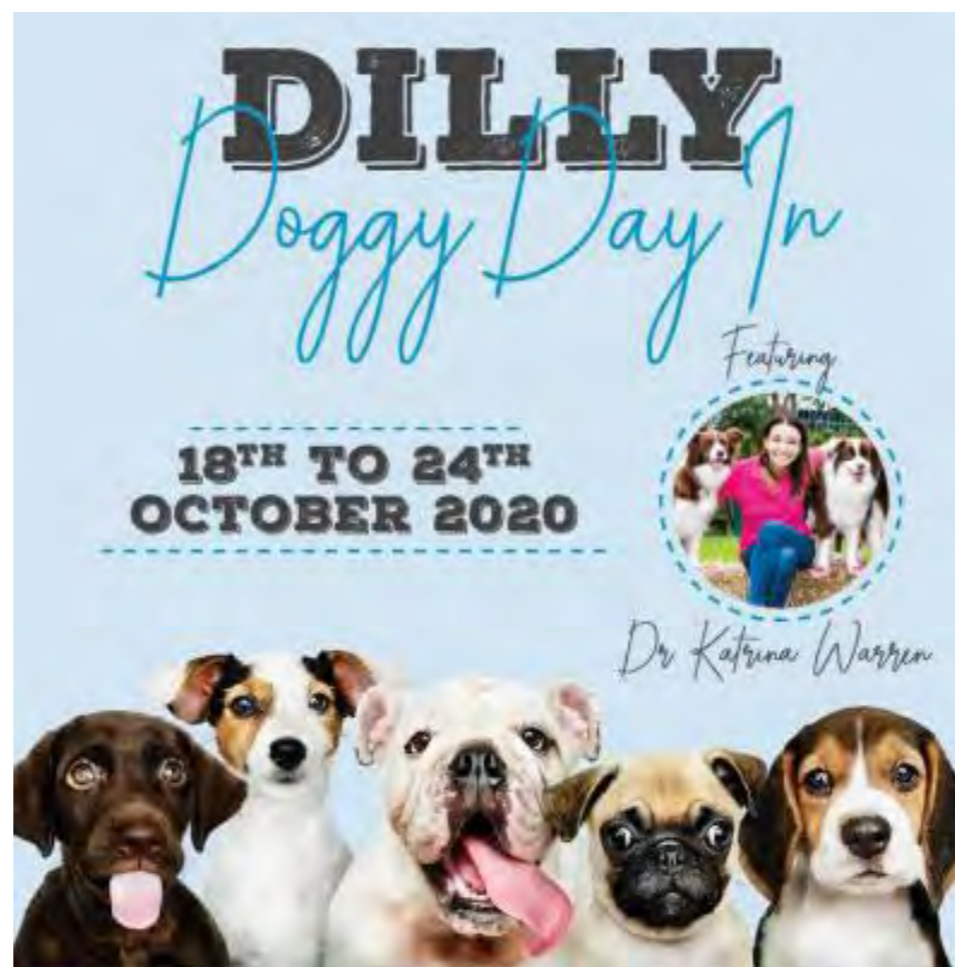
EVENTS

Picton has a range of events and activities held across the year. They have been impacted by COVID and many were not held in 2020. The following list is the program proposed for 2021 that are relevant to Picton.

EVENTS & ACTIVATIONS	
Event	Date for 2021
Australia Day Australia Day Awards Ceremony and Citizenship Ceremony, Competitions and Activities	26 January
Illuminate Wollondilly A celebration of art, culture and the Shire.	19 September
Spring Garden Competition Celebrations of gardens within the Shire.	August - September
Mayors Charity Event Fundraising for local charities.	June - September
Dilly Doggy Day In / Out Event for dog owners	October
Christmas Light's Competition	December
Twilight Christmas Markets Markets held in the Botanic Gardens	December
Thirlmere Festival of Steam NSW Rail Museum, steam train ride and markets	March

Figure 25: Wollondilly Illuminate Festival - the former NAB illuminated.

Figure 26: Poster from the 2020 Dilly Doggy Day In - normally the Doggy Day Out.



KEY CONSIDERATIONS

PLUGGING THE GAPS IN THE EVENT CALENDER

There are gaps identified in the current event calender in the first half of the year. Although the Thirlmere Festival of Steam is held in March, there are no other events until the Mayors Charity Event held between June and September. The majority of events are held in Spring and Summer. This is an opportunity to identify a new unique event in Autumn and Winter.

EVENT SPACE INTEGRATION

Opportunities to design new public spaces with event requirements can improve the functionality of events, reduce costs and improve safety. Event integration could include power, public amenities (which are lacking in Picton), permanent stages and signage.

EXPANSION OF THE THIRLMERE FESTIVAL OF STEAM

Opportunities to extend the Thirlmere Festival of Steam to Picton is strongly supported. The state significant heritage items located near the station should form part of future events.

EXPANSION OF THE ILLUMINATE WOLLONDILLY FESTIVAL

Opportunities to extend the Illuminate Wollondilly Festival to incorporate the state significant items such as the Railway Viaduct is strongly supported. Connections back to the Town Centre could be via Menangle Street and Picton Avenue through illuminated art projects.

DIGITAL STUDY: NEIGHBOURLYTICS

A study by Neighbourlytics was undertaken for Picton to support the Place Plan. The study sought to understand Picton using digital tools with the goal of understanding its digital footprint. The footprint is created by its residents, businesses and visitors. Neighbourlytics do so by collecting publicly available digital data and analysing it against the 'Great Tenants of a Neighbourhood Framework'.

The seven (7) Tenants are:

1. Local character
2. Diversity
3. Vitality
4. Social Connections
5. Social Mixing
6. Rhythm
7. Engagement

The data was measured against two other benchmark towns. This helps understand and compare information. Benchmarking is not a competition but an insight into the digital footprint of other places. This is how we learn.

This study benchmarked Camden and Mossvale.

Camden was selected as it was a former government seat and is of a comparable size.

Mossvale was selected as it is a government seat. It is bigger than Picton but has a strong heritage character and is close to neighbouring Bowral.

An important factor

It's important to remember that this Place Plan has been prepared during the COVID pandemic. This means that although it provides a unique insight into Picton and its resilience with regard to the pandemic, it may not be the 'normal' snapshot of daily life.

Why is this important?

Studies like this are not intended to be 'one off'. They are designed to be repeated periodically to look for changes and identify if future projects have changed Picton's digital footprint. This allows Council and the community to adjust and change future approaches.

SUMMARY FOR PICTON

In short, Picton has a low digital footprint when compared to Camden and Mossvale. However, given its low digital footprint, the town is doing well, as it is functioning as a service town.

The following provides a breakdown for the key Tenants:

Under **Local Character**, 34.7% of all Places identified are **Destinations**, of which:

- Business and Services - **Professional** (16.4%).
- Community and Health Services - **Health and Wellbeing** (10.47%)
- Destination Assets - **Transit** (5.6%)
- Physical Assets - **Retail** (22%)

In **Diversity**, Picton's best assets are its businesses, however its lowest are the natural environment. This means that despite the town's passion for its natural environment its not really talking about it.

Picton is identified as a *Corridor* in its **Vitality** category and has 178 Places (compared to 620 for Camden and 346 for Mossvale). A corridor is identified as a linear stretch of places that encourages locals to move through the neighbourhood. This Place Plan identifies that movement is a good thing but not when it moves people in and out of the town. It demonstrates the town is missing a central core.

75% of places identified for **Social Connections** are 'Bar and Dining' establishments. This is an interesting finding as one of the requests from the community are more things to do and more places to dine in the evening. This means that it is likely that Bar and Dining establishments have a strong digital presence and they are active predominately during the day.

Social Mixing chatter was generally low however, it is important to recognise this data was captured during COVID and social events were reduced significantly. Therefore, future testing will be important.

Picton's digital **Rhythm** was busiest on the weekend.

Activities and Hobbies, Pets and the Natural Environment scored highest for the **Engagement** category. This is not surprising given the feedback provided during the community engagement program.

KEY CONSIDERATIONS

REVISITING THE STUDY

Undertaking future studies would assist in testing and measuring changes to Picton's digital footprint.

INTEGRATING WITH OTHER SMART SHIRE PROJECTS

Wollondilly Shire Council have adopted a Smart Shire Strategy which can be implemented in Picton on a wide range of projects. Opportunities to integrate proposed projects with a Neighbourlytics study would assist Council in expanding their reach and obtaining more data to better plan our public spaces, events, business development and movement network.

PART A: SECTION 6

“

Picton has the opportunity to become a very walkable town. Its services and destinations are generally accessible on level ground. However, not all paths are connected or of a size appropriate to contemporary walkability measures.

”

SWOT Analysis

A SWOT analysis is used to identify the Strengths, Weaknesses, Opportunities and Threats / Constraints of a town or place. The analysis comprises a series of layers which assist in identifying the projects and factors for further investigation beyond the Place Plan.

The SWOT is undertaken in two parts:

Part 1: The first is an analysis of the town as a whole at a Macro Level. This leads to the identification of five precincts.

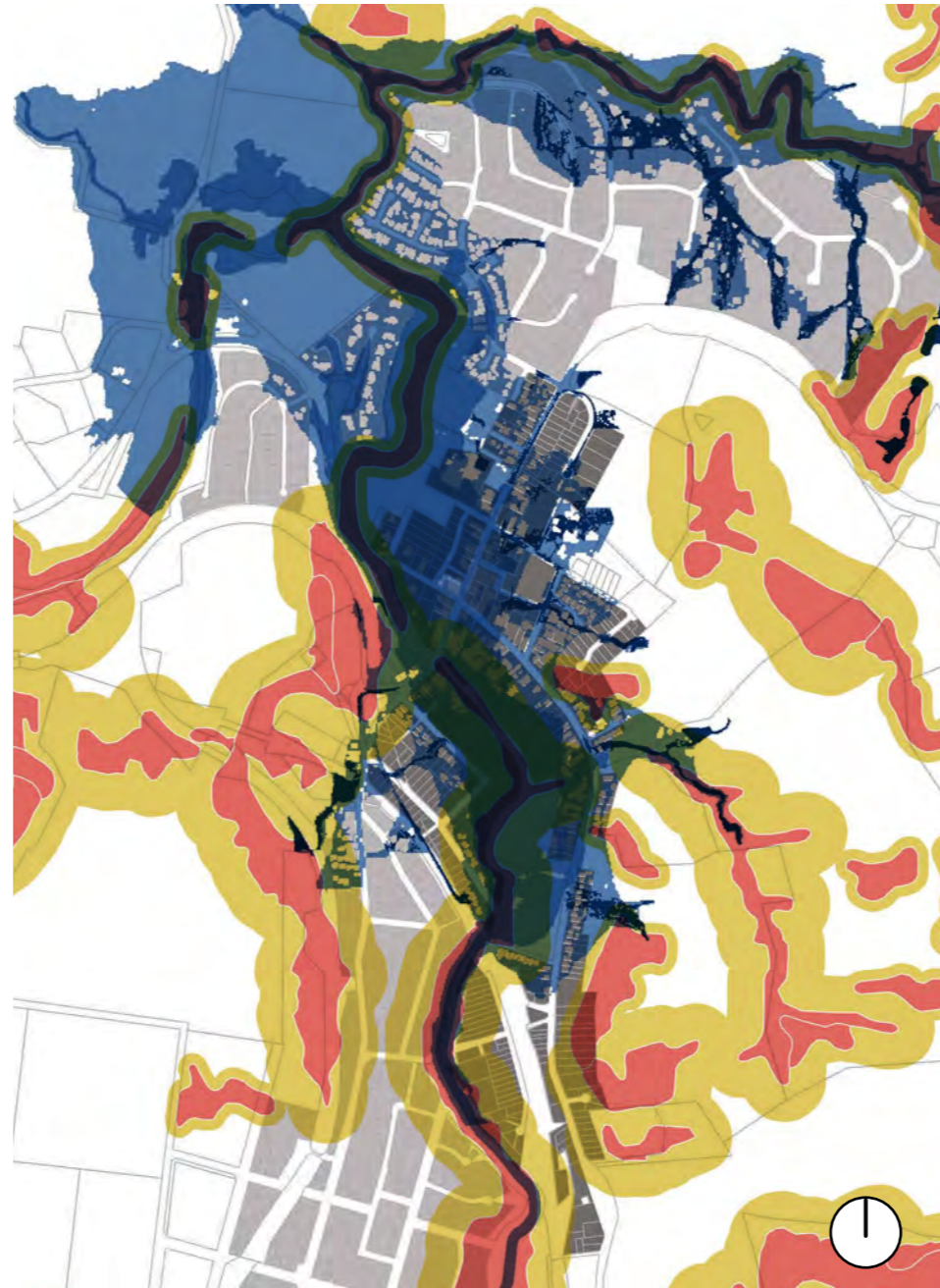
Part 2: The second is an analysis of each of the five (5) precincts. Within the SWOT for each precinct, the initial identification of possible projects are documented.

MACRO CONSTRAINTS

Picton has numerous constraints as demonstrated by the Place Analysis and the SWOT summary diagrams opposite.

Constraints are limiting however, in the case of Picton they can also be viewed as factors that have made Picton into what it is today - a unique self contained town with some parts that are fixed in place. This requires honest self appraisal of the town's constraints and recognition on how to make Picton resilient and view these constraints through a positive filter to see the benefits that can be leveraged.

It is noted that many of the constraints overlap and these spaces can become opportunities which have been identified by the community.



NATURES PATCHWORK

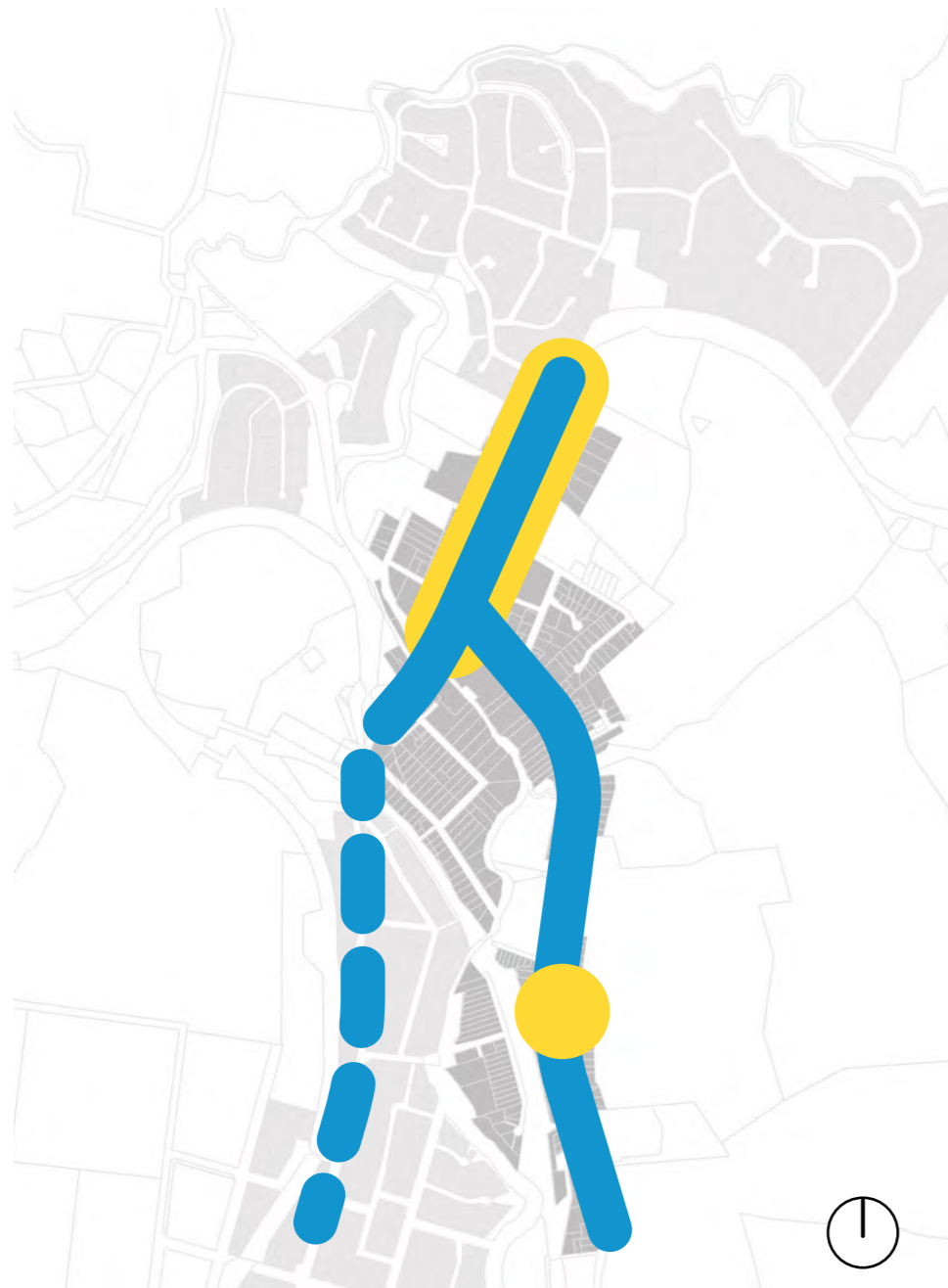
Bushfire constraints are concentrated around the creek corridor. The core of the Town Centre is generally clear of bushfire constraints. There are also constraints at the southern end of the hair pin rail line.

The flood constraints pose the most significant constraint to the town as they are more difficult or impossible to control. The flood zone also covers a significant area of the town.



PINCH POINT PICTON

Picton is a pinch point - a space through which all traffic must move. This pinch point has been formed by the topography of the valley, rail infrastructure, creek and road network. The pinch point is most concentrated at the junction of Argyle and Menangle Streets. The proposed By-Pass will alleviate some of the pressure however, the By Pass will not accommodate / benefit traffic moving between Tahmoor and Camden. When viewed in conjunction with flooding and bushfire constraints, the By Pass is vital for the safety of the town to create safe access through the Shire.



LINEAR TOWN

Picton is a lineal town that stretches across the valley floor in a north south direction. At present the Town Centre is concentrated on main street (Argyle Street) which is also one of the strongest movement corridors. Its linear urban framework is reinforced in the town's digital footprint (refer Neighbourlytics data). This area also experiences the greatest flood impact. The linear nature of the town is difficult to overcome however, will greatly benefit from the future Wollondilly Community, Civic and Cultural Centre which will help establish a centralised core.



TOWN OF ISLANDS

The layering of natural and human made elements has created what in effect is a town of islands. There is a strong correlation between the islands and the precincts within the heritage conservation zone. Each 'island' has a different role and character which contributes to unique qualities of the town. A town composed of islands can be difficult to unify and is reliant on bridges and new paths. Wayfinding signage to connect the islands becomes a vital part of the urban framework.

KEY CONSIDERATIONS

A NETWORK OF CONSTRAINTS

The town is overwhelming constrained - from flood to bushfire through to infrastructure and topography. Often constraints are seen as show stoppers and in many towns they are. But in the case of Picton, a different approach is needed. That is respect and understanding of constraints - a realistic appraisal - and recognising how to make them work for Picton.

PINCH POINT - MAIN STREET

The pinch point within the Town Centre is a constraint that is unlikely to be completely resolved. The By Pass, however beneficial, will unlikely to change the fact that all traffic still needs to move through the Town Centre for daily needs and to reach more distant towns such as Camden. This constraint recognises that although processes are in play to improve the amenity of Argyle Street, it is likely to always be a 'busy' street and other measures to provide 'sanctuary' on the street may need to be considered.

MACRO OPPORTUNITIES

It will be observed, that some of Picton's greatest constraints, correlate with its greatest assets. These opportunities look at the town as a 'big picture' and vision what it could become in the future if we 'connect the dots' and complete the Picton Puzzle.



CONNECTING NATURAL SPACES

The creek corridor - soon to be dubbed Picton Parklands - is a linear formation of parks, gardens and sporting precincts. The proposed Parkland is limited to the areas north and west of the Town Centre (shown yellow dash above). However to the south, Stonequarry Creek and the valley floor continues to Victoria Park and a collection of state significant buildings and structures (red dots). Connecting these spaces, will assist in tying the town together and establishing a valuable asset for the town and its visitors.



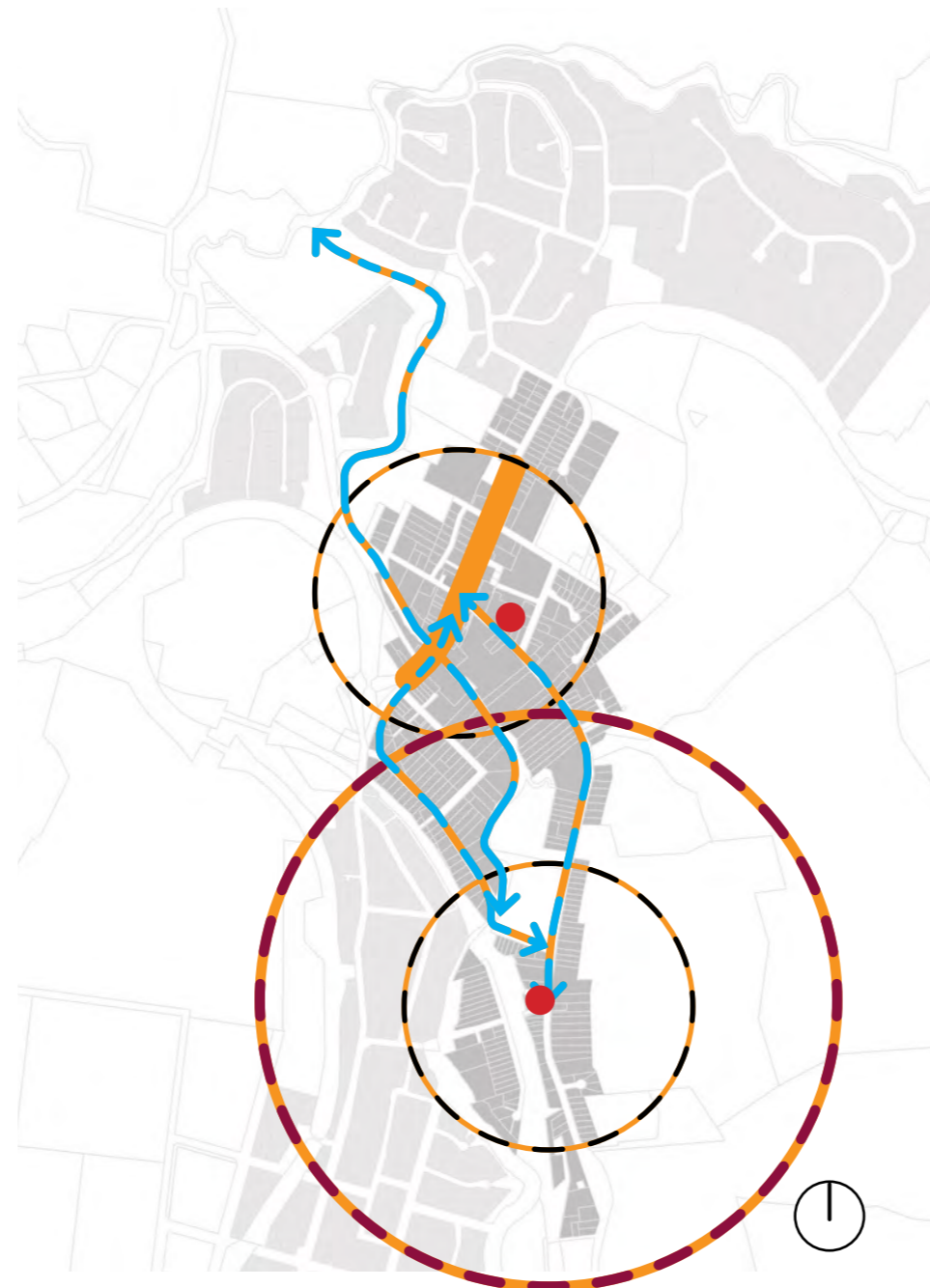
DESTINATIONS AND ANCHORS

Establishing destinations that attract locals and visitors is important for any town. They create movement and activation of the street. Picton's ability to flourish without a web of destinations and anchors demonstrates the town is quite resilient and is predominately a service town that evolved to meet daily needs of locals and passing motorists. The Precinct (CCCP) and Picton Parklands have the opportunity to generate a new level of visitation that will be desirable for locals but also visitors.



HERITAGE FORM & CHARACTER

The heritage buildings and character of the Town Centre has the opportunity to become a unique asset for the town. As Wilton is developed, (a new town with built developed from scratch) a contrasting Picton will enable the town to formulate a point of difference. Delivering high quality built form and public domain works will be essential.



WALKABLE TOWN

The linear nature of the town is both north - south between the Town Centre and the Station; and east-west where the majority of the traffic moves along Argyle Street. As there is approximately 1 km between the Station and the Town Centre, two 400 metre walkable radius have formed. An 800 metre radius (the walking radius accepted for Transport Oriented Development) shows that the majority of south Picton, the area nominated as Picton East and the southern edges of the approach into the Town Centre, are captured. Improved footpaths and a cycleway have the opportunity to improve connections between the two key areas.

KEY CONSIDERATIONS

IMPROVING WALKABILITY

The Picton Parklands have the opportunity to improve the connection between the Town Centre and the Station. Opportunities for new paths along Picton Avenue and Menangle Street will made walking more desirable and link the disconnected 'islands'. New signage forms an important part of a walkable urban framework. Connecting the walking radius forms an important part of improving the town's walkability.

VALUING PICTONS PAST

Picton has many historic assets which can form an important part of the physical and social framework. Valuing Picton's past can be achieved through restoration projects, digital storytelling, interpretive signage and better access.

MAKING PICTON WALKABLE






New public amenities will make visiting the Town Centre less stressful. It may also encourage visitors to stop in Picton knowing there are clean, safe and accessible public amenities.

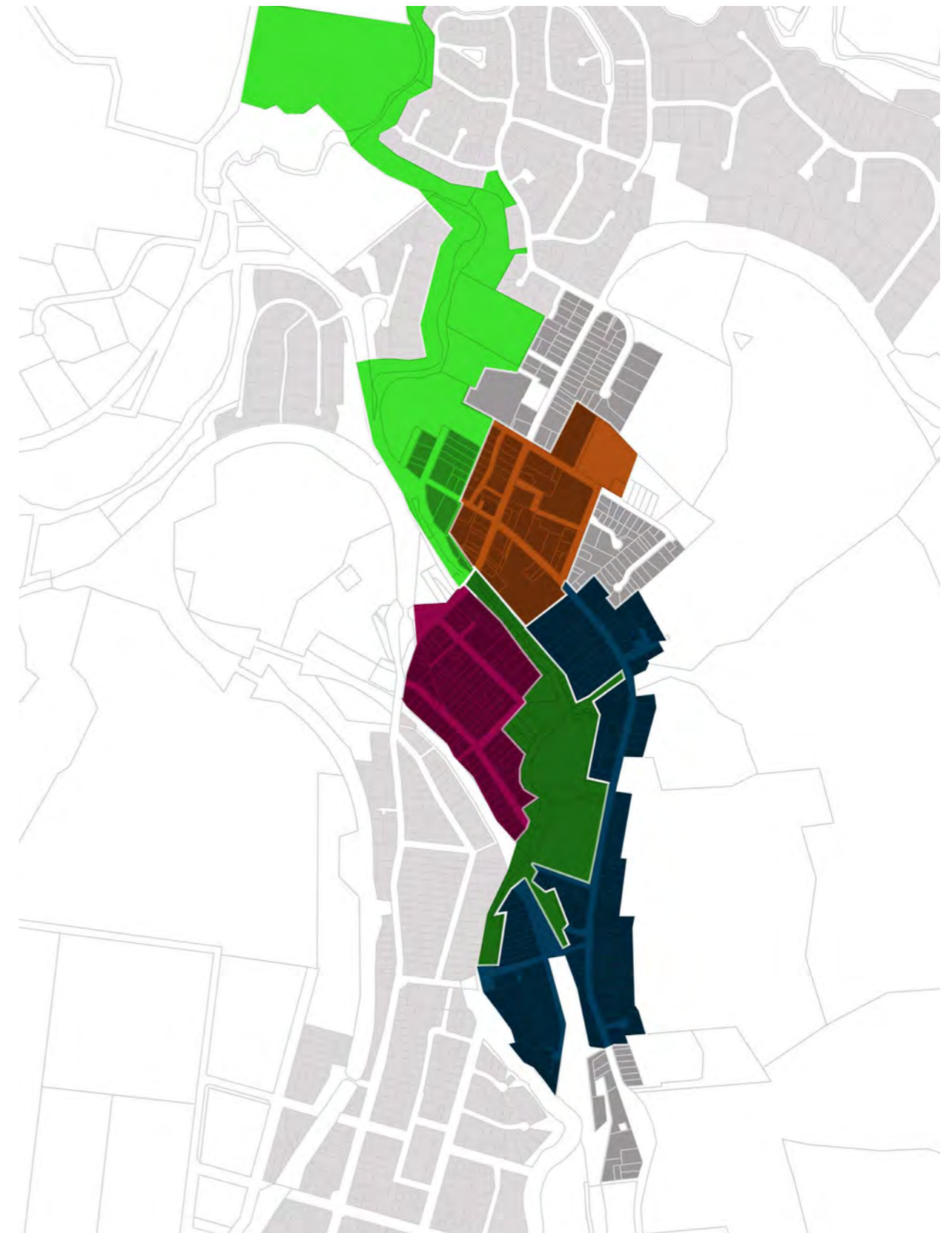


PRECINCTS

PRECINCTS

There are five (5) Precincts identified in Picton. Picton's Precincts are not distinct, they have blurred edges.

-  PRECINCT A: TOWN CENTRE
-  PRECINCT B: PICTON PARKLANDS
-  PRECINCT C: CREEK CORRIDOR SOUTH
-  PRECINCT D: MENANGLE STREET GATEWAY
-  PRECINCT E: THE KNOLL



PRECINCT A - TOWN CENTRE



The Town Centre Precinct is the core of Picton and contains its administrative centre, shopping and parking functions. The town is described as a 'pinch point' in this Plan and the pinch is felt most at the heart of the Town Centre. The intersection of Argyle Street (main street) and Menangle Street is a junction which bears the burden of the LGA's main movement. Entry into the Town Centre precinct is further pinched by topographical, infrastructure and movement constraints in other precincts such as the rail bridge underpass.

POTENTIAL PROJECTS & OPPORTUNITIES

- 1 Upgrade of Argyle Street Post By Pass
- 2 Pedestrian Laneway projects and carpark for the CCCP
- 3 Temporary Projects associated with The Precinct (CCCP) such as a temporary Village Green.
- 4 Corbett Lane enhancement.
- 5 Davidson Lane carpark upgrade and integration to St Marks Church.
- 6 Enhance amenity of Walton Street and carparks.
- 7 Increase parking opportunities on the edge of town.
- 8 Improve links between existing Botanic Gardens, Creek Corridor and Town Centre by establishing the Picton Parklands.
- 9 Establish gateway public artwork and maintenance work.
- 10 Picton Avenue pedestrian link upgrade to improve the connection between the Town Centre, Stonequarry Creek and the Station.
- 11 Redevelopment of Council Depot and 6 Margaret Street as independent developments - with masterplans for both.
- 12 Renewal project of State Government land - Courthouse & Police Station site.
- 13 Encourage activations in open spaces such as the 'Town Square' noting it is in private ownership.

TOWN CENTRE SWOT ANALYSIS

STRENGTHS

- Picton's main street is vibrant and active with a range of businesses.
- COVID appears to have had minimal impact on the Town Centre. The town remained vibrant and active during the peak of the lock-down.
- The town provides services for the daily needs of the local community.
- The town is very walkable (level topography) with the exception of the entry to Picton Mall. However, there is an opportunity for a stronger footpath network.
- The Town Centre is adjacent to Stonequarry Creek which could become a valuable open space / walk for the community and visitors. This proximity is a strength but it is also a threat to the town.
- There are a number of heritage buildings within this precinct which contribute to the character of the town.
- The town is 'quaint' and charming and has the ability to remain so due to the constraints and the future development of Wilton which will have a different character.
- The development of the Community, Cultural and Civic Precinct (The Precinct / CCCP) will retain Council and its economic contribution to the town. It will also add an emerging cultural layer to Picton and the LGA.

WEAKNESSES

- The main street (Argyle Street) is a pinch point and all traffic moving north-south within the LGA must move through the town. This impacts on the amenity of main street, is a threat during flood and bushfire events and limits the activation of Argyle and Menangle Streets for events.
- The general flow of traffic movement through the Town Centre is complicated and constrained. This impacts the amenity of the street and reduces/discourages business trade as they can be difficult to reach.
- Flooding impacts upon the Town Centre's western and southern edges. Many buildings are elevated at the street edge which requires steps and ramps. This impacts upon the street interface. Some buildings are pushed back which creates forecourts or spaces for dining, away from the intensity of the road, which activates the street.
- The Town Centre is linear which is evidenced from the Neighbourlytics data and site analysis. It is focused on Argyle Street and with less intensity in the blocks behind.
- There are poor connections between the Town Centre and the Botanic Gardens (future Picton Parklands).
- Pedestrian and vehicular access from Argyle Street to Picton Mall is unattractive and confusing. This space lacks the character and qualities of Argyle and Menangle Streets. This extends to the layout of the carpark.
- 'The hole in the wall' or the rail bridge underpass that forms the entry to the

precinct from the south, is a pinch point. It also does not allow for pedestrian access and constrains vehicular movement. Pedestrian safety and general movement is an issue for the area between 'the hole in the wall' and the Picton bridge (over Stonequarry Creek).

- The 'hole in the wall' underpass, creek corridor and the existing path is not well maintained and gives a poor impression of Picton upon arrival.
- There is limited evening activation in the Town Centre.

OPPORTUNITIES

- The proposed By Pass of Picton could improve the amenity of main street by reducing the volume of traffic.
- New tree plantings and landscaping in the Town Centre could increase the urban tree canopy as recommended in the Wollondilly Canopy Plan & Landscape Strategy.
- Improve the *General Condition* of the streetscape which was a top priority in the Place Score Assessment.
- The linear form and function of the town can grow to encompass Menangle Street and Margaret Street including Picton Mall and the proposed CCCP.
- Provide connections between the Town Centre, Stonequarry Creek, the Botanic Gardens and beyond to southern open spaces and Vault Hill.
- Improve pedestrian safe movement south of the bridge (opposite George IV).
- Improve access from south Picton into the Town Centre through new and improved footpaths and wayfinding signage.
- Clearly identify the entry into the Town Centre as a sub gateway of an overall gateway signage approach.
- Undertake pilot Smart Shire projects in the Town Centre.
- Redevelop the public carpark between Argyle Street and St Marks Anglican Church to become a supporting event space and improve visual amenity and accessibility.
- Establish a 'placeholder' Village Green while waiting for the future space as part of the CCCP.
- The existing height limit of the Town Centre of two storeys is supported however, exploration of an increase in height around the proposed CCCP Administrative Building and Picton Mall on Margaret Street is recommended due to reduced flood risk and its relationship to the proposed Government building. A height of approximately three storeys with the third storey integrated into the roof is recommended for further investigation. Should consideration of higher built form be proposed it should not exceed the four storey Council building or the top of the former Post Office spire.
- Connect the Botanic Gardens to the Town Centre through a nature oriented cues such as a Tree Walk (for trees in the town centre) and views to Vault Hill.

- Support the development of the Picton Parklands.
- New built form should strengthen the character of Picton. New built form should be resilient to allow the town to bounce back after an event.
- Increase the permeability of the pedestrian realm by creating new through site links between the CCCP and Argyle Street. Existing links between Argyle Street and the Davidson Lane carpark can be improved through maintenance, landscaping improvements, public art (murals), lighting and wayfinding signage.
- Encourage new parking on the periphery of the Town Centre or in other precincts connected by new or improved footpaths.
- Connect Cliffe Street and Elizabeth Street and connect to the proposed Picton Parklands.

THREATS / CONSTRAINTS

- Stonequarry Creek remains a threat to the Town Centre with regard to safety, built form and movement through the LGA.
- Existing traffic volumes in the Town Centre are a threat to the quality of life on the street and business.
- The unique combination of topography, road and rail infrastructure and the creek threaten the proper functioning of the Town Centre and its ability to realise its ideal vision. The relationship of these elements together have create a series of islands that are unlikely to change.
- The development of the proposed Wilton Town Centre may be disruptive to the Picton Town Centre's businesses. It may force Picton to establish a stronger point of difference as a small town with a unique offering.
- Delays in realising the By Pass will continue to impact upon the Town Centre over time as new developments are constructed in Tahmoor and Thirlmere. Delays in new developments in Tahmoor or Thirlmere may need to be considered.

PRECINCT B - PICTON PARKLANDS



Picton Parklands is located along the western edge of the Picton township and contains the Picton Botanic Gardens, Hume Oval, the Bowling Club and St Marks Church and Cemetery. The Precinct also includes rural land and low density residential dwellings which have historical value. A large portion of this area is proposed to be re named Picton Parklands to establish a cohesive approach.

POTENTIAL PROJECTS & OPPORTUNITIES

- 1 Upgrade and enhance the grounds of St Marks Church. Investigations into protection for the Church on doors and windows. Improve and expand carpark.
- 2 New connections between existing Botanic Gardens Walk and the Town Centre
- 3 Possible new open space. Extent of the open space subject to land acquisition
- 4 Expand the public carpark to support Town Centre and new open space
- 5 Identify significant trees that could form part of a Tree Trail
- 6 Potential pedestrian bridge/path link to connect Bakers Lodge Road community to the Creek Interface Precinct and the Town Centre.
- 7 Upgrade public amenities to service the walk.
- 8 New link between Picton Memorial Park, Hume Oval and Botanic Gardens and future walk extension
- 9 Establish gateway public artwork and maintenance work
- 10 Picton Avenue pedestrian link upgrade

PICTON PARKLANDS SWOT ANALYSIS

STRENGTHS

- The availability of open space and a Creek Walk close to the Town Centre and neighboring residential areas, is a great asset and should be enhanced. Refer to weaknesses below to enable this strength to better realised.
- Existing parking in Davidson Lane carpark (in the Town Centre Precinct) can be upgraded into a multi use space that could benefit a possible Creek Walk and new open space fronting the creek.
- St Marks Church is a functioning historic church and cemetery that captures part of the towns history. The church has recorded some of the cemetery's history and used a digital system (QR codes) which allows visitors to listen to the local stories.
- This area provides respite from the traffic noise and congestion of Argyle Street.
- The existing Walk - between the Botanic Gardens and the rear of the Bowling Club - has a series of different spaces with different purposes. This area is well maintained.
- There are significant trees through this precinct. These trees extend into other precincts and could form part of a Tree Trail for Picton.
- This precinct is level which makes it very accessible for walking. There are a number of connecting links that connect the existing creek walk back to the road system and residential and Town Centre areas. There are also parking areas at key locations including the Botanic Gardens and Bowling Gardens.

WEAKNESSES

- This Precinct is susceptible to flooding and is identified as flood constrained land. Existing residential is vulnerable in this location.
- The community has identified that the *General Conditions of Open Space* as important to them. The corridor of Stoneyquarry Creek is in need of maintenance and vegetation management. In particular, the area adjacent the Town Centre.
- The vacant rural land zoned : RU4 Primary Production Small Lots , SP2 Infrastructure is not an appropriate zone within close proximity of the Town Centre. The best use of this land should be based on a balance of Opportunities and Threats.
- Walton Street has poor visual amenity where it is dominated by back of house and on grade parking. The area is deficient in street trees, landscaping and public art. There is also limited wayfinding signage.
- The termination of the Botanic Gardens Walk is unformed and is difficult to find. This is the start of Park Run and could benefit from better connections back to the Town Centre. The delineation between public and private space is unclear, in particular the areas around the cemetery of St Marks Church.
- Converting the RU4 Zoned land into open space would require Council to purchase the land for future redevelopment.

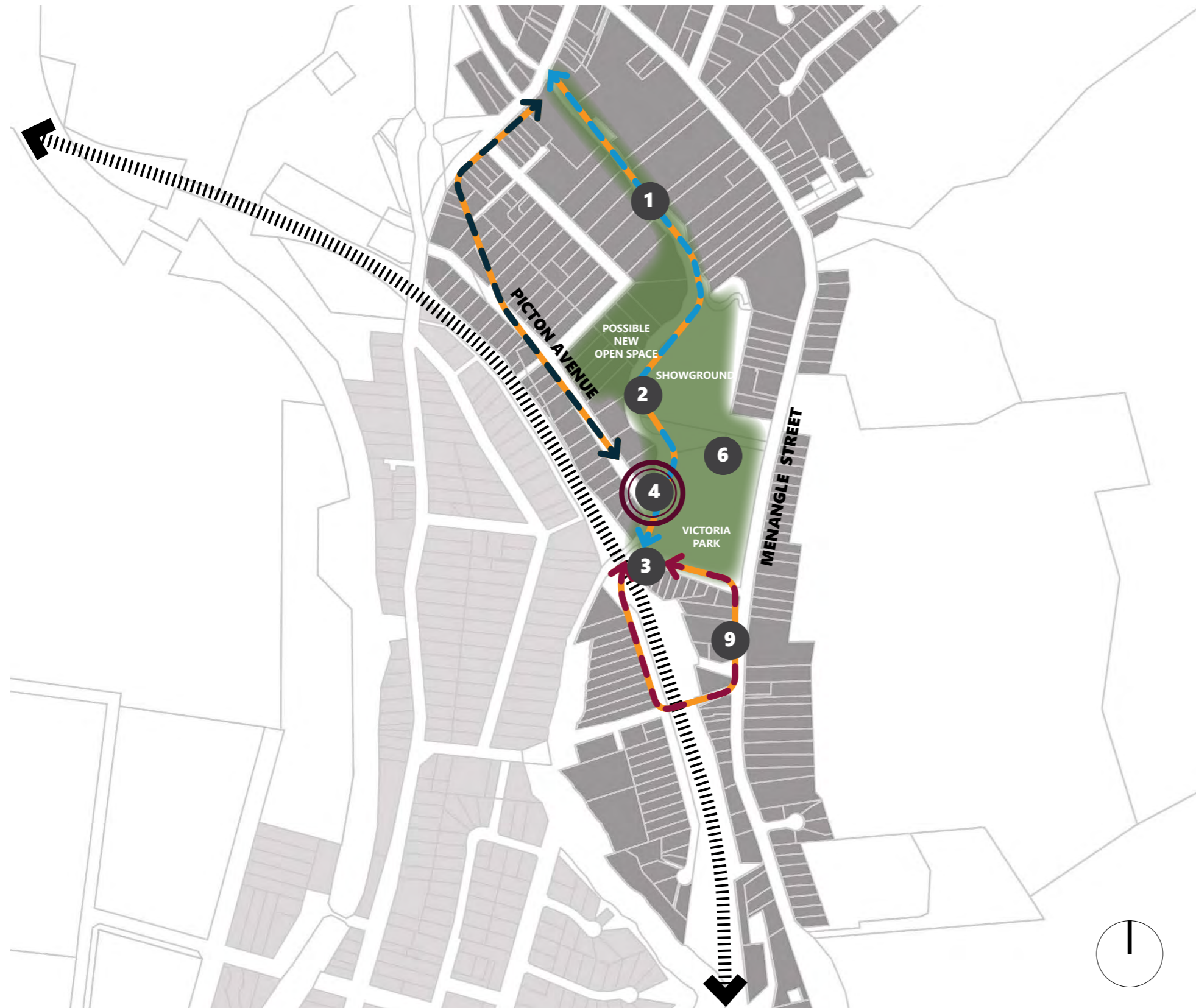
OPPORTUNITIES

- More open space and better open space was considered a high priority for the community during past and present engagement. High quality public open space, close to the Town Centre, would increase quality of life for the community.
- Connections between open space and places within Picton also rated as a high priority. The links between the Botanic Garden (behind the Bowling Club) and the Town Centre is fragmented and could be formalised through better footpaths, signage and maintenance.
- The Botanic Gardens Walk that follows Stonequarry Creek and Racecourse Creek is very attractive. A continuation of the walk to the Town Centre, where it could connect with St Marks Anglican Church and Cemetery would be a valuable contribution to the township.
- The relationship between Town Centre 'back of house', St Marks Church could re-imagined as a connected green space which is part of a creek walk.
- The land zoned RU4 is constrained by flood risk. Although this land is in close proximity to the Town Centre, it is not recommended for commercial uses as it is in a flood plain. Open Space is a good use of land within a flood plain and the subject land could form a continuation of the proposed Picton Parklands or a similar passive use.
- A public space for domestic animals (dogs) is an opportunity in close proximity to the Town Centre. This could be for both locals and visitor traveling with pets.

THREATS

- Poor maintenance of the creek corridor, adjacent these open spaces could discourage use as they may be perceived as unsafe. For instance a snake warning sign was noted during the site visit.
- Flood events threaten St Marks Church which has economic and safety concerns.
- The unclear nature of path ways can lead to confusion over areas where the public can move through.

PRECINCT C - CREEK CORRIDOR SOUTH



The Creek Corridor South is located south of the Picton township and contains Victoria Park, the Showgrounds and the Stonequarry Creek Corridor. State significant heritage items are located within the precinct near the station.

POTENTIAL PROJECTS & OPPORTUNITIES

- 1 Extend the Picton Parklands to incorporate this Precinct. Establish as Picton Parklands South.
- 2 Establish a Parklands Walk along the Stonequarry Creek Corridor to connect the Town Centre and the Station.
- 3 Establish a wayfinding and interpretive signage approach that integrates into an overall Picton Parklands approach.
- 4 Provide heritage interpretive information about the state significant items.
- 5 Provide a distinct connection between Picton Avenue (Knoll Precinct), the railway viaduct and Webster Street.
- 6 Masterplan the redevelopment of Victoria Park to formalise parking and public amenities within the site. Relocate amenities to make available as part of the Picton Parklands South Walk - not located behind a fence.
- 7 Enhance area with lighting, signage and public art.
- 8 Undertake investigations to manage the bat colony which is currently impacting upon the amenity and safety of the space. Picton Avenue Park to benefit from wayfinding signage.
- 9 Opportunity to establish a heritage loop walk that takes in the Station, Viaduct and Campbell Street.

CREEK CORRIDOR SOUTH SWOT ANALYSIS

STRENGTHS

- Stonequarry Creek is an attractive open space corridor that can connect the Town Centre and the Station.
- Open spaces including Victoria Park already located adjacent the corridor.
- There is an existing pedestrian link between Picton Avenue and Webster Street.
- The creek corridor terminates with Picton Station and heritage items which can form a solid anchor for the town.

WEAKNESSES

- There is no path along the edge of the creek. The southern arm of the creek has not been developed like the Botanic Gardens. All new works will need to be undertaken from scratch.
- There is an existing bat colony which is impacting the amenity of the creek corridor, Picton Avenue Reserve and the creek crossing.
- The state significant heritage items are not well identified.

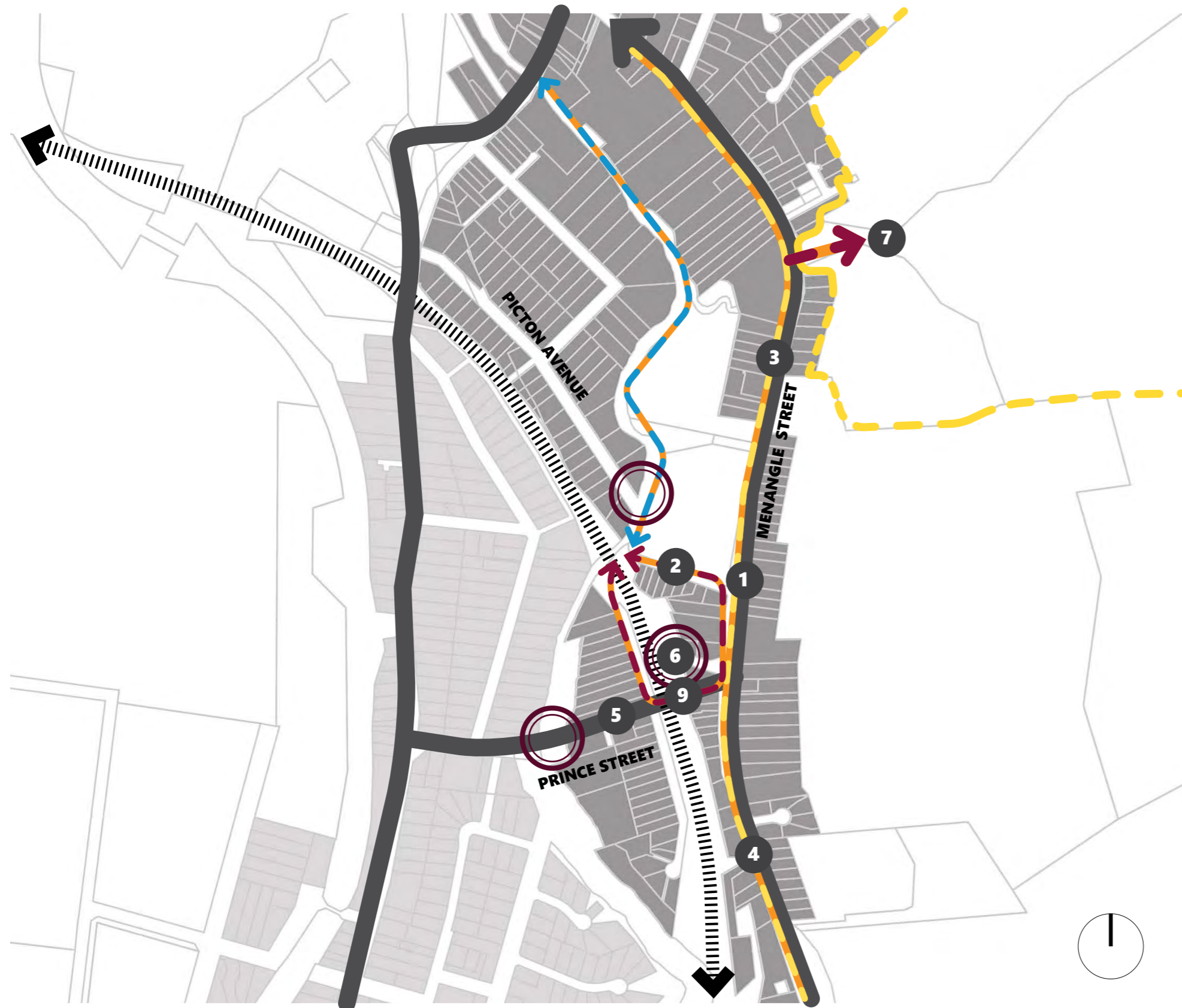
OPPORTUNITIES

- Establish a walk that connects the Town Centre and the Station.
- Improve the pedestrian crossing between Picton Avenue and Webster Street.
- Improve the functionality of Victoria Park including opportunities for parking for events in the Town Centre. Improve functionality for sporting events and shows held at the grounds. Collaboration and integration with the Showground (Show Society) is encouraged.
- Improve signage for the heritage items.
- Establish a heritage loop walk that takes in the Station, the Viaduct and Campbell Street. This will require the formalisation of path that connects under the Viaduct and up to Campbell Street.

THREATS

- The Bat colony threatens the ability to transform the creek corridor into the southern arm of the Picton Parklands. The bat colony also threatens public health and safety.

PRECINCT D - MENANGLE STREET GATEWAY



The Menangle Street Gateway forms the southern entry into the Town Centre from the Hume Highway and the future Wilton New Town. The Precinct is linear and is bounded by Stonequarry Creek and the foot of the eastern hills. Picton Station is a key anchor / node in this Precinct and acts as a gateway to the town. Low density homes line Menangle Street and generally back onto rural land, open space, or the river, resulting in few places for rear interallotment fencing.

POTENTIAL PROJECTS & OPPORTUNITIES

- 1 Upgrade existing footpath to increase width and incorporate a cyclepath - to better connect the Town Centre Precinct and the Station Precinct
- 2 Upgrade Webster Street with new footpath, parking and kerb and guttering.
- 3 Opportunity for new street trees to improve amenity of Menangle Street.
- 4 Gateway signage is encouraged at the beginning of this precinct.
- 5 Review of Prince Street Bridge and its limitations.
- 6 Investigate opportunity for Thirlemere / Picton Train and Heritage Event and Activations in association with the Station.
- 7 Potential site for future development. Any future proposal is recommended at a density that reflects the constraints, scenic value and character of the area taking into account:
 - Wollondilly 2040
 - the Wollondilly Scenic and Landscapes Study
 - Local Housing Strategy and
 - Shire Wide Hazards Analysis and Emergency Management Study.

MENANGLE STREET GATEWAY SWOT ANALYSIS

STRENGTHS

- This precinct provides pedestrian access to Stonequarry Creek from Webster Street. This point also connects to Picton Avenue which is a pedestrian link into the Town Centre.
- Victoria Park accommodates Rugby League activities however, the park appears to be inaccessible for general public recreation eg. kick about space and running.
- A footpath connects the Station Precinct (via the Menangle Street Gateway Precinct) to the Town Centre. The footpath is only 1 metre wide and could benefit from future widening or the inclusion of a cycleway.
- A significant heritage item - Picton Railway Viaduct - is located within this precinct.
- This precinct forms part of an attractive gateway in the Town Centre which is reflective the historic and low density character of Picton
- The intersection of Menangle Street and Webster Street has a view line to Vault Hill which is a strong wayfinder. This view line shows the more vegetated side of the Hill.
- The precinct is attractive and well maintained. It is a strong and positive first impression for Picton.
- There is the potential for a pedestrian link to Campbell Street on the western side of the rail line.
- Picton Station has one of three heritage items of State significance. These are the Picton Railway Group which comprises the Station Building, the Footbridge and the Signal Box.
- There are three heritage items of state significance clustered in or adjacent this precinct. This creates an opportunity for this precinct to become a destination if enhanced and supported.
- The cluster of commercial buildings on Station Street are attractive and are well presented.
- This precinct is less affected by flood - unlike other precincts. This presents one of the best opportunities for more development, however, it would need to be undertaken sensitively to retain the existing character. There is also less space for new development due to the following constraints.
- There is a cluster of small businesses around the station including Picton Veterinary Hospital, Law Firm, the Old Cheese Factory which is a wedding destination.
- Connectivity in the precinct is generally good. There is an existing footpath that connects the Station (Menangle Street and Station Street) with Argyle Street (and onto the Town Centre). There is also a pedestrian stair that connects from the Prince Street bridge to the second rail platform. Generally these paths are level and in a fair condition but they are too narrow for people to pass or walk with prams.

- As the precinct is located out of town it has the opportunity (and has already) to develop its own purpose and character.
- The Campbell Street Island has a unique heritage character and most dwellings are attractive and well maintained.

WEAKNESSES

- A colony of flying foxes inhabit the trees at the pedestrian connection between Webster Street and Picton Avenue. There is a substantial amount of bat droppings which could become a health hazard. This is an important pedestrian link which improves the permeability of the town however is not an appealing link.
- Similar to many areas of the town, this Precinct is linear. This results in a car-centric precinct.
- The fence and gate surrounding Victoria Park does not allow for local recreation. Therefore, this precinct does not have access to public recreation space. It is reliant on the areas adjacent the creek however these areas are limited.
- Parking for Victoria Park is unformed on site and also appears to rely on on-street parking. It is also assumed that visitors may park in Webster Street which its current width does not support.
- There are two main methods for a pedestrian to reach the Town Centre from this precinct. Menangle Street is level and has a footpath. While Picton Avenue is hilly and also has a footpath. Both footpaths are narrow (1 metre approx). While Picton Avenue offers a connection to Victoria Park, it is not suitable due to the bat colony, narrow footpath and hilly topography.
- Victoria Park lacks signage to identity its name and purpose.
- There is a small sign identifying the Viaduct however, it does not provide any information about the importance of this piece of infrastructure, including historical significance.
- This precinct, like many other areas in the township is linear. The predominate urban framework is Menangle Street which is lined with houses.
- There are limited opportunities to expand the precinct to increase density. This is due to the precinct's linear form and the 'islands' created by the rail line and the creek.
- Prince Street - including Victoria Bridge and Prince Street Bridge - spans the creek and the rail line. It is an important connection between the eastern and western sides of southern Picton. It reduces the burden on the Town Centre by allowing drivers to access Menangle Street from Argyle Street. However, the bridge is heritage listed and narrow and this creates congestion. Opportunities to upgrade this link to improve the flow of traffic and maintain safety should be explored.

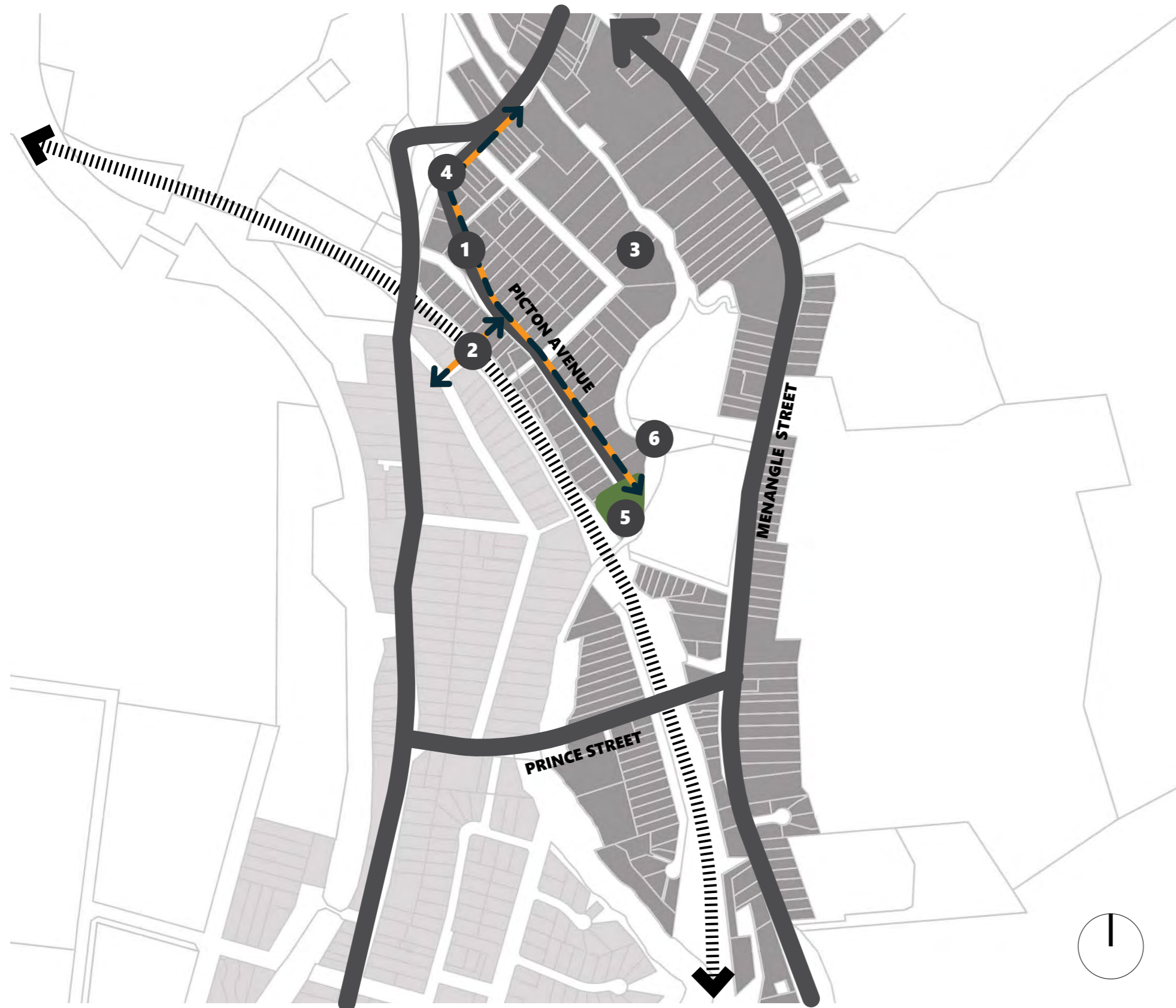
OPPORTUNITIES

- Opportunity to improve the connection between Webster Street and Picton Avenue. This space could include better path connections, new wayfinding signage, public art and heritage information.
- This Precinct will form part of one of the main arrival sequences from the Hume Highway (Sydney) and Wilton New Town. There is an opportunity to enhance the streetscape through new street trees, wayfinding signage and public art.
- There is an opportunity for the teams colours to be integrated into signage, artwork and built form to support a place based approach.
- Should the fence and gate remain around Victoria Park, there is an opportunity to replace the cyclone fence with a solution more appropriate to the character of the area. Landscaping (without creating CPTED issues) could also be integrated into the fencing solution.
- The Campbell Street 'island' contained by the rail line and Stonequarry Creek is included in this Precinct. Although separated, it does have some connection to the station and could be considered for medium density development. However, the challenge will be to retain the cottage character of the 'island' which is charming. Design guidelines for character and form would be strongly recommended.
- An event that connects Thirlemere Rail Museum steam train events to Picton could be explored in conjunction with the state significant heritage items cluster around the station.
- Encourage the use of the train for other activities, not just work. Such as visiting family in other areas, events and the like.

THREATS

- The Flying Fox colony threatens the quality of life in the area and the useability of the Picton - Webster Street Link.
- The station/rail line is currently under utilised as only 4% of Picton residents catch the train to work. Should the station remain under utilised, there is a risk it will be closed. However, this space presents a new opportunity.
- There is limited space for development around or near the station with the exception of the former Picton East Planning Proposal site

PRECINCT E - THE KNOLL



The Knoll is the name given to the precinct bounded by the Stonequarry Creek corridor and Argyle Street and the rail corridor. The Knoll is a heritage precinct and comprises low density residential. Large areas of the precinct are flood constrained.

POTENTIAL PROJECTS & OPPORTUNITIES

- 1 Upgrade Picton Avenue including a new footpath that improves the connection between the Station, Picton Primary School, residential west of Stonequarry Creek and the Town Centre.
- 2 Improve the pedestrian crossing over the rail line with signage, public art and new footpaths.
- 3 Review the land zoning for lots located on Coull Street. Where land is flood affected.
- 4 Establish wayfinding signage that directs pedestrians to Picton Avenue from the Town Centre.
- 5 Upgrade Picton Avenue Reserve and the creek crossing.
- 6 Investigate opportunity to mitigate impacts and educating the community about the bat colony.

THE KNOLL SWOT ANALYSIS

STRENGTHS

- The precinct has attractive views towards Vault Hill.
- An existing desire line (partial footpath) connects the Town Centre and Picton Avenue Reserve via Picton Avenue.
- A pedestrian overpass connects the western side of Picton and the primary school with the Knoll Precinct - and into the Town Centre.

WEAKNESSES

- The footpath on Picton Avenue is incomplete and of an inadequate width.
- The existing bat colony has impacted the amenity and health and safety of Picton Avenue Reserve, the creek crossing and the surrounding dwellings. The bat colony is reported to be migrating up the creek towards the Town Centre.

OPPORTUNITIES

- Upgrade Picton Avenue including a new footpath to connect the Town Centre, Picton Primary School, Picton Avenue Reserve, the Station and heritage items.
- Provide wayfinding signage to connect the Town Centre and the Station.
- Improve Picton Avenue Reserve and the connection to Stonequarry Creek including new creek crossing.
- Establish new open space on Coull Street where land is currently impacted by flood controls.

THREATS

- The bat colony may continue to impact the health and amenity of Picton Avenue Reserve, the creek corridor and surrounding residential. The threat may go on to impact the spaces adjacent the Town Centre including George IV, the St Anthony's Primary School and Picton Parklands North.